Appendix M

Downtown West Design Standards and Guidelines

Downtown West

Design Standards and Guidelines

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Google's Principles of Place

We know that when our local communities thrive, Google thrives. That's why we committed $1 billion towards creating 20,000 new homes in the Bay Area, including up to 5,900 at Downtown West. We created four guiding principles to guide our approach to designing great places for people.

Community

Places are about people and connections between them. We want to contribute to vibrant places that promote well-being, inclusion, and interconnectivity.

Nature

The well-being of people depends on the health of the planet. We aspire to build spaces and places that are resilient, connect people to nature, and help us conserve resources and reduce waste.

Economics

We invest in bold ideas that create replicable solutions for a better future. We want our designs to give something back to the world that wasn't already there.

Innovation

We aim to have a healthy disregard for the impossible. We design for adaptability and flexibility.



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Downtown West community engagement.

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Introduction

The Downtown West Design Standards and Guidelines (DWDSG) describes the vision for the Downtown West Mixed-Use Plan and provides requirements and recommendations for new development within the approximately 79-acre Project site.

The DWDSG establishes objective and mandatory standards and subjective guidelines. These standards and guidelines balance new development flexibility, which allows for innovation and evolution, with specificity to ensure the delivery of high-quality urban spaces and building design. See Section 1.5 for definitions of standards and guidelines.

As the design process is iterative and complex by nature, the standards and guidelines provide room for massing, architecture, and public realm creativity. The City of San José shall evaluate new buildings, open spaces, and streets for consistency with the standards and guidelines of this document. The standards and guidelines in this document are separate from — yet expand upon — the Downtown Design Guidelines (DDG) standards and guidelines developed for Downtown San José and the Diridon Station Area Plan (DSAP) area and the Complete Streets Design Standards and Guidelines (CSDSG).

A glossary of terms and abbreviations used throughout the DWDSG is located in *Appendix A: Glossary*.



FIGURE 1.1: Project inspiration from San José

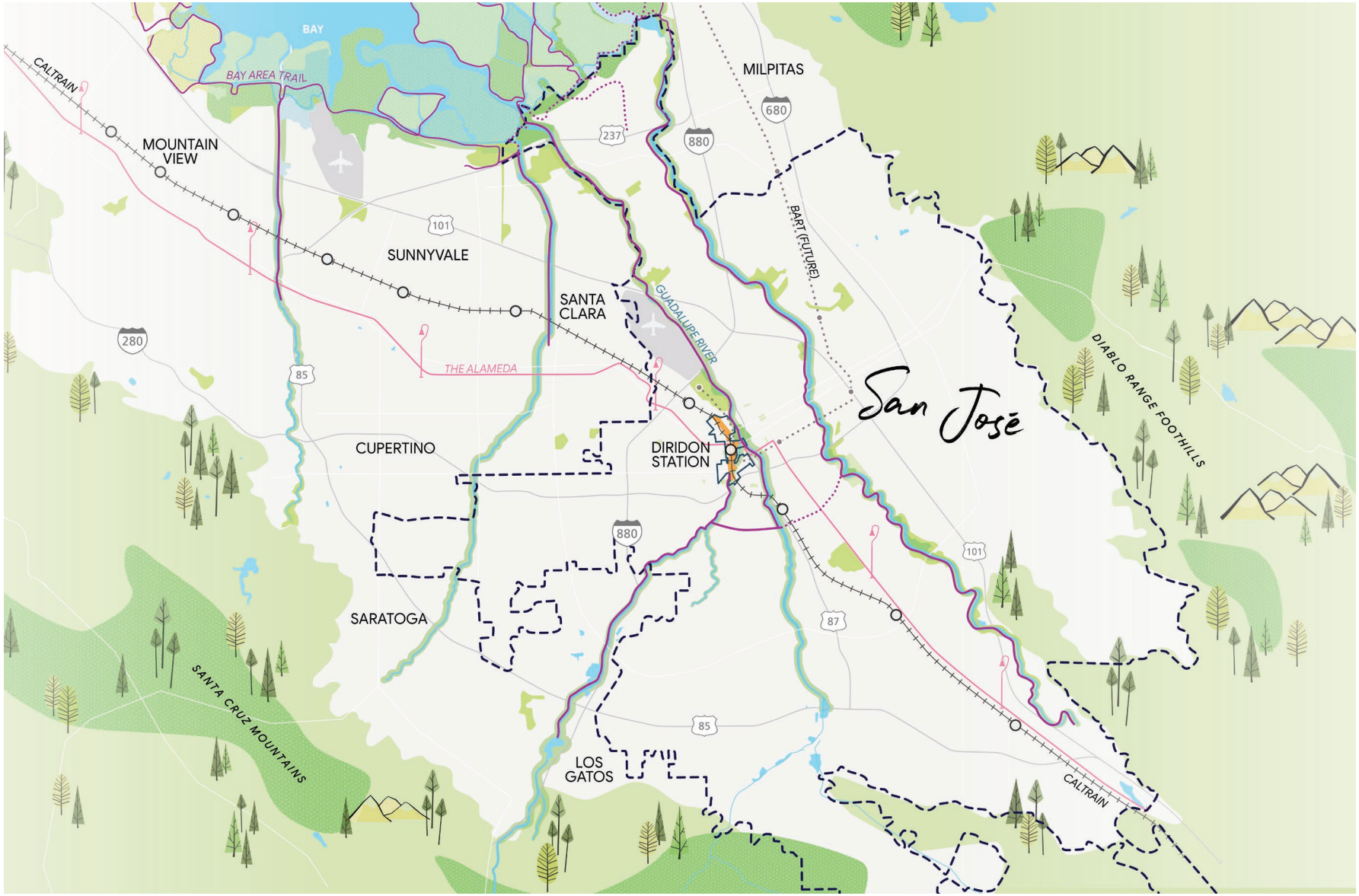


FIGURE 1.2: Downtown West location within San José

- Downtown West Mixed-Use Plan
- DSAP
- City of San José
- Caltrain
- BART
- The Alameda
- Trails
- Airport

Project Description

1.1 Site Location and Context

The Project extends approximately one mile from north to south and is bounded by: Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, State Route 87, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and the Caltrain rail corridor to the west. The Project does not include property owned by Caltrain, located between Cahill Street and South Montgomery Street, and between West San Fernando Street and Post Street. The Project includes the previously entitled site area east of Los Gatos Creek and west of the Guadalupe River, between West Santa Clara Street and the VTA light rail corridor. See Figure 1.3 for the Project boundary.

While most of the land within the Project as described above is owned by the project sponsor, there are a number of parcels near Diridon Station that are currently under separate ownership including:

- The City of San José
- Santa Clara Valley Transit Authority (VTA)
- Caltrain (operated by the Peninsula Corridor Joint Powers Board)
- Pacific Gas & Electric (PG&E)
- Caltrans

See Figure 1.3 for ownership within the Project boundary.

TABLE 1.1: EIR Project development program

	DEVELOPMENT PROGRAM	PROPOSED PROJECT
LAND USES	Residential	Up to 5,900 dwelling units
	Active Uses (Retail, Restaurant, Arts, Cultural, Live Entertainment, Institutional, Childcare and Education, Maker Spaces, Non-profit, Small-Format Office)	Up to 500,000 gsf
	Hotel	Up to 300 rooms
	Limited-Term Corporate Accommodation	Up to 800 rooms
	Office	Up to 7.3 million gsf
	Event/Conference Centers	Up to 100,000 gsf
	Central Utility Plants (District Systems)	Up to 130,000 gsf
	Logistics/Warehouse(s)	Up to 100,000 gsf
PARKING AND LOADING	Public/Commercial Parking	Up to 4,800 spaces
	Residential Parking	Up to 2,360 spaces
	Total Parking Spaces	Up to 7,160 spaces
OPEN SPACE	Open Space*	Approximately 15 acres

NOTE: *Open space includes all parks, plazas, green spaces, landscaping, mid-block passages, riparian buffer, and stormwater zones.*

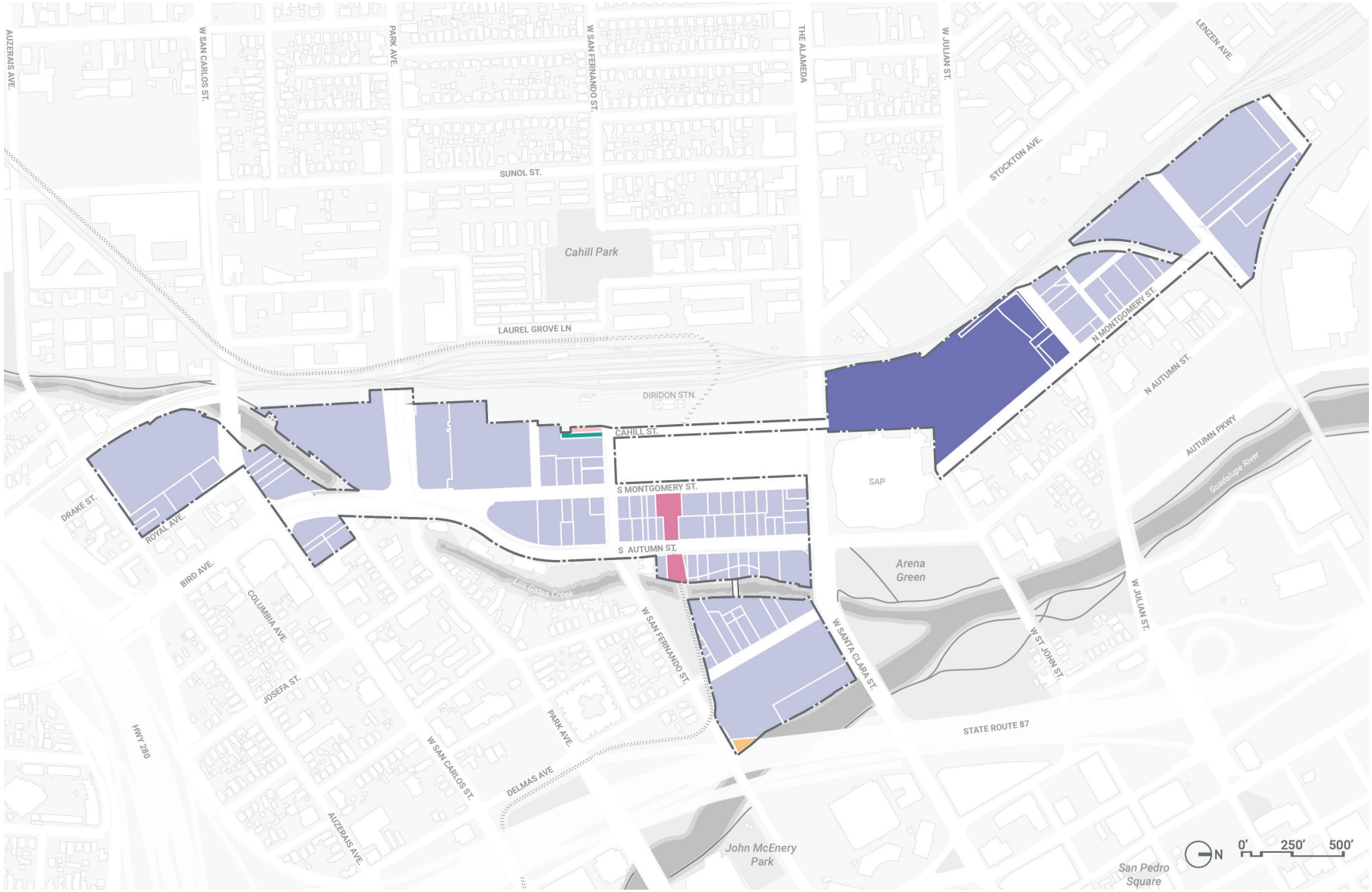


FIGURE 1.3: Ownership within the Project boundary

- Google
- City of San José
- VTA
- Caltrain
- PG&E
- Caltrans

Project Boundaries

The Project covered by the DWDSG is approximately 79 acres. An additional one-acre block, designated block D1, was included in the Environmental Impact Report (EIR) prepared for Downtown West, as well as the Downtown West General Development Plan (GDP) for the Planned Development Zoning District (PD Zoning District). The development program associated with the full EIR Project is summarized in Table 1.1 and depicted in Figure 1.4. Additionally, rail right-of-way (ROW) owned by Union Pacific Railroad is included in the EIR Project but not included within the DWDSG, PD Zoning District, or GDP.

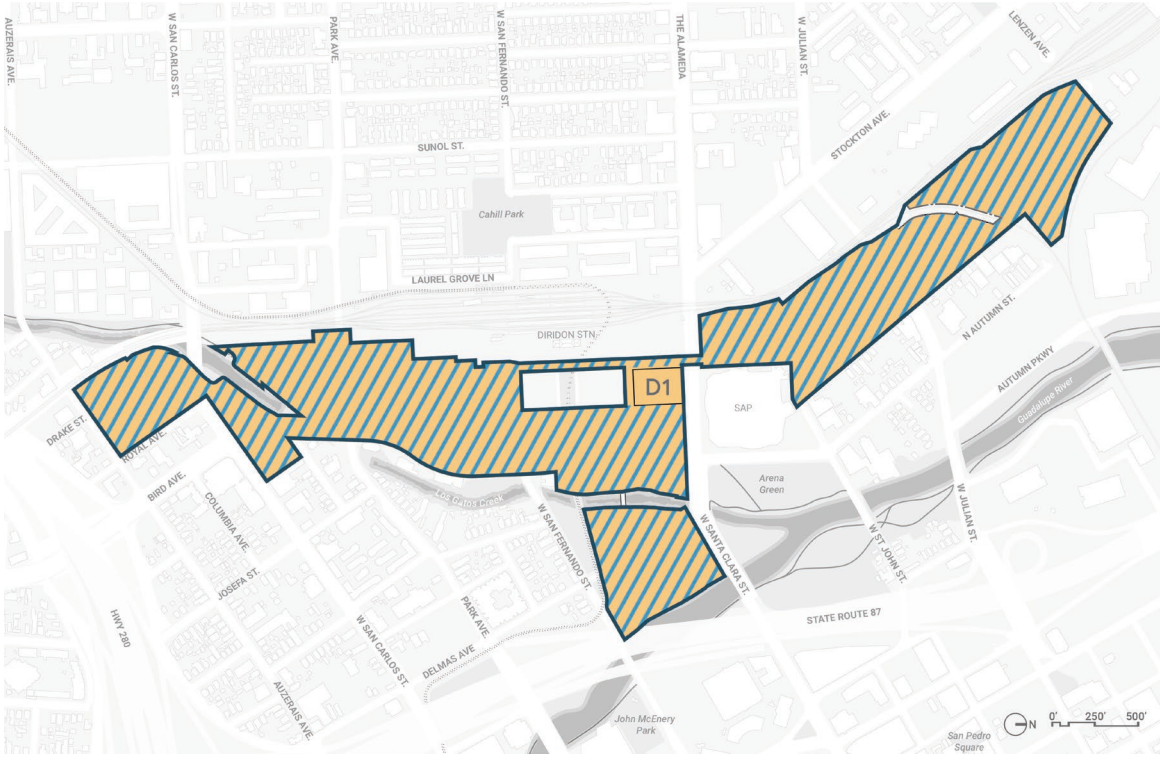


FIGURE 1.4: DWDSG, EIR, PD Zoning District/GDP site boundaries

- EIR boundary
- PD Zoning District/GDP boundaries
- DWDSG boundary

Context Planning Areas

The Project is located within overlapping planning areas as shown in Figure 1.5. Throughout the DWDSG various boundaries will be referenced as follows:

- **Downtown West Mixed-Use Plan.** "Downtown West Mixed-Use Plan" or "Downtown West" or "the Project" refers to the approximately 79-acre Downtown West development proposal.
- **DSAP area.** "DSAP area" refers to the approximately 250-acre planning area by the DSAP, as amended. See Section 1.2 for more information about the DSAP.
- **DDG area.** "DDG area" refers to the area covered by the DDG, which is generally bounded in the south by Highway 280, on the north by Coleman Avenue, on the west by Diridon Station, and on the east by San José State University. While the San Jose State University campus is not within the boundary of the Downtown Growth Area, it is included within the DDG boundary.
- **Downtown San José.** "Downtown San José" or "Downtown Growth Area" or "Downtown" as shown in the General Plan 2040 and the Downtown Strategy 2040 EIR, refers to the portion of San José extending from Diridon Station to San José State University, and north of Interstate 280.

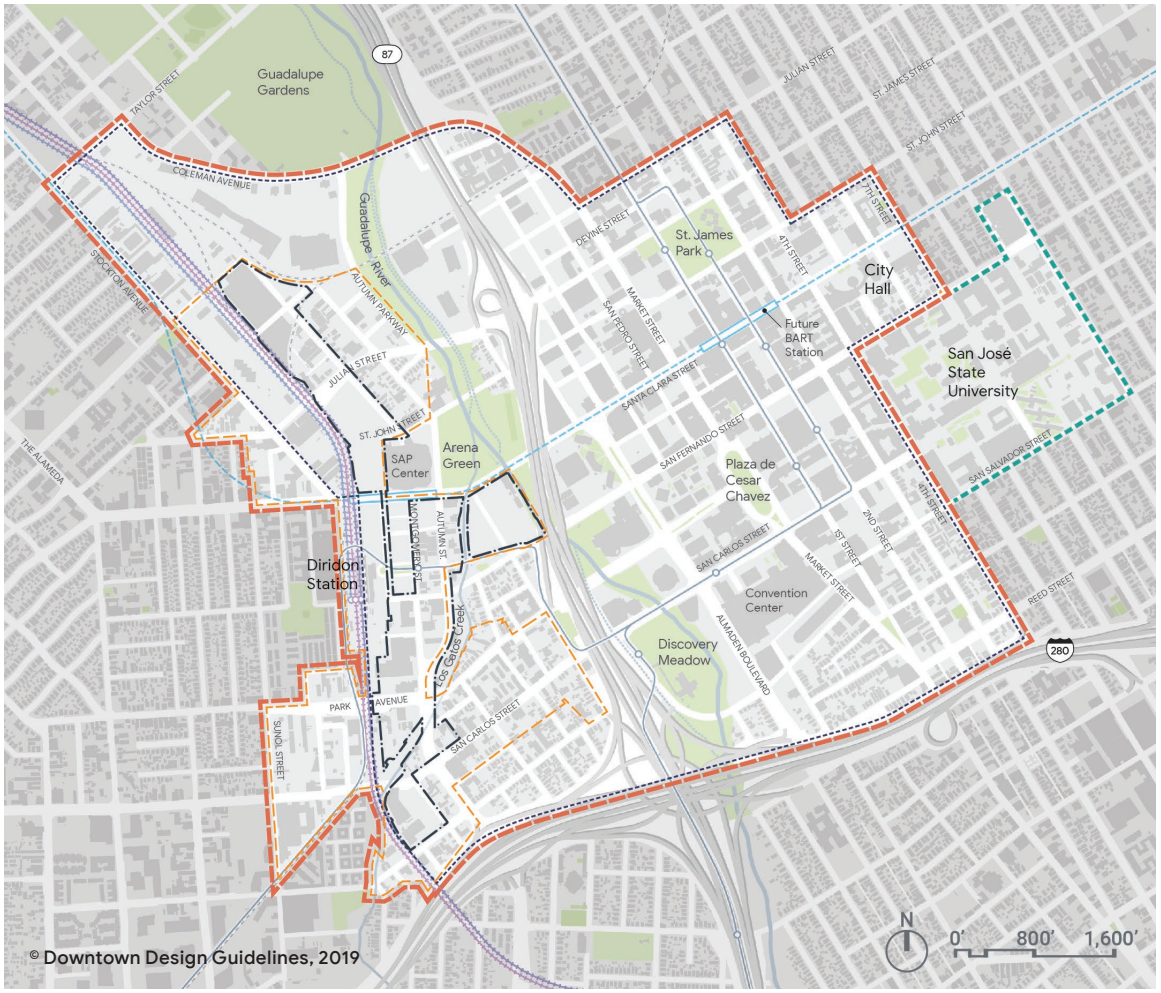


FIGURE 1.5: Context planning areas

- Downtown Design Guidelines boundary
- Downtown Growth Area (per Downtown Strategy 2040)
- Diridon Station Area Plan boundary
- San José State University (Subject to the DDG)
- Downtown West Mixed-Use Plan boundary

Planning Context

1.2 Key Regulatory Documents

Envision San José 2040

The City adopted Envision San José 2040 (General Plan) in 2011 to guide the City's continued growth to the year 2040. The General Plan includes land use policies to transform strategically identified and historically underutilized "Growth Areas" into higher density, mixed-use urban areas. The Downtown West Mixed-Use Plan is located within the Downtown Growth Area, an area where the City supports employment and housing growth, while minimizing environmental impacts by promoting transit use and walkability.

Downtown Strategy 2040

In 2018, the City updated its Downtown Strategy 2000 to the Downtown Strategy 2040 to be consistent with the General Plan. Downtown Strategy 2040 increased the amount of new commercial office and residential development capacity in Downtown San José, particularly near transit.

Diridon Station Area Plan

In 2014, the City adopted the Diridon Station Area Plan (DSAP) and incorporated it into the General Plan. The DSAP establishes a vision for Diridon Station and the surrounding area in response to the planned extension of Bay Area Rapid Transit (BART) and high-speed rail (HSR) services to San José.

The DSAP outlines the following goals, which are consistent with the Project goals:

- Create a dense, mixed-use urban district
- Connect to surrounding districts
- Prioritize pedestrian circulation and transit
- Ensure contextually sensitive design
- Provide a mix of commercial and residential uses
- Enhance the open space and recreational opportunities within the station area
- Activate streets, parks, and the station with art
- Disperse parking in different locations

As part of the approval of the Downtown West Mixed-Use Plan, the City approved amendments to the General Plan, including amendments to the DSAP. The Downtown West Mixed-Use Plan is located entirely within the expanded boundaries of the DSAP area as amended.

Downtown Design Guidelines

The City adopted the Downtown Design Guidelines (DDG) in April 2019 and amended them in May 2020. The DDG applies to the General Plan Downtown Growth Area, including Downtown West and the greater DSAP.

The Project aligns with the DDG values:

- Enhance the local, City, and regional economies
- Promote human and environmental health
- Accentuate the area's character and culture

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

The DDG acknowledges that, in connection with future development within the DSAP area, "New design solutions could be identified and adopted that may take alternate approaches to achieve common goals for the Diridon area."

The development of Downtown West is subject to the DDG standards and guidelines unless a standard or guideline is expressly superseded by the DWDSG. Superseded DDG standards and guidelines are identified in *Appendix D: Summary*

of DDG Standards and Guidelines That Do Not Apply to Downtown West. The DDG standards and guidelines that apply to new development within Downtown West are identified in *Appendix C.1: Vertical Improvement Conformance Review Checklist (Vertical Improvement Checklist)* and *Appendix C.2: Open Space Design Conformance Review Checklist (Open Space Design Checklist)*.

San José Complete Streets Design Standards and Guidelines

The Complete Streets Design Standards and Guidelines (CSDSG), adopted in May 2018, establishes standards and guidelines to regulate how San José builds new streets and retrofits existing ones. Guidance is geared toward street design that prioritizes safety, efficiency, and convenience for multimodal travel — including pedestrians, cyclists, transit users, and motorists. These standards and guidelines promote the City's vision of creating streets that support public life, neighborhood livability, and economic vitality.

The development of streets within Downtown West is subject to the standards and guidelines in the CSDSG unless a standard or guideline is expressly superseded by this DWDSG. Superseded CSDSG standards and guidelines are identified in *Appendix E: Summary of CSDSG Standards and Guidelines That Do Not Apply to Downtown West*. The CSDSG standards and guidelines that apply to new development of Downtown West are identified in *Appendix C.3: Horizontal Improvement Conformance Review Checklist (Horizontal Improvement Checklist)*.

San José Municipal Code

The City of San José's Municipal Code— including *Title 20: Zoning* — governs the use and development of the Project. Pursuant to Title 20, the City approved the Downtown West PD Zoning District which guides the development of the entire Project. This DWDSG document is to be read and applied in conjunction with the PD Zoning District. The DWDSG implements the standards and guidelines in the PD Zoning District with more detailed design standards and guidelines.

Additional City Regulatory and Guidance Documents

The DWDSG complies with all applicable provisions of the following City regulatory documents as of the City's approval of the Downtown West Mixed-Use Plan. Accordingly, as the City considers future Project approvals, compliance with the DWDSG will be deemed in compliance with the following, and no further review of these documents will be required:

- Activate SJ Strategic Plan 2020 – 2040
- Climate Smart San José
- San José Better Bike Plan 2025
- San José Riparian Corridor Policy Study
- San José Riparian Corridor Protection and Bird-Safe Design Policy (Policy 6-34, Section A)

The City anticipates that it will refer to the following during subsequent review and permit approval:

- San José Green Stormwater Infrastructure Plan
- County of Santa Clara Green Stormwater Infrastructure Handbook
- California Manual of Uniform Traffic Control Devices
- City of San José Public Streetlight Design Guide (2016)
- Los Gatos Creek Trail Master Plan - Reach 5
- Trail Signage Guidelines: City of San José Trail Program

The following documents are non-regulatory but have informed the contents of applicable chapters within the DWDSG as listed:

- Santa Clara County Parks and Recreation Department's Interjurisdictional Trail Guidelines *(Chapter 4: Open Space)*
- San José Public Art NEXT! *(Chapter 4: Open Space)*
- Downtown NEXT! *(Chapter 4: Open Space)*
- San José Tree Policy Manual and Recommended Best Practices *(Chapter 4: Open Space* and *Chapter 6: Mobility)*
- San José Trail Network Tool Kit Planning and Design *(Chapter 4: Open Space* and *Chapter 7: Lighting and Signage)*
- Vision Zero San José *(Chapter 6: Mobility)*
- VTA Bus Stop Standards *(Chapter 6: Mobility)*
- NACTO Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings *(Chapter 6: Mobility)*
- NACTO Bike Share Station Siting Guide *(Chapter 6: Mobility)*
- San José Traffic Calming Toolkit *(Chapter 6: Mobility)*
- MTC Regional and Downtown San José Wayfinding Program *(Chapter 7: Lighting and Signage)*

Ongoing City planning efforts that relate to Downtown West but have not yet been approved include:

- Diridon Integrated Station Concept Plan (DISC)
- San José Access and Mobility Plan
- San José Downtown Parking Plan

1.3 Related Entitlements and Required Project Approvals

General Plan Amendment

By Resolution No. __ the City Council approved diagram and text amendments to the General Plan in connection with the Project. The amendments include but are not limited to changes to street classifications in the transportation diagram, General Plan land use designations, select policies, and housing and jobs growth allocation.

Diridon Station Area Plan Amendment

By Resolution No. __, the City Council approved amendments to the DSAP in connection with Downtown West reflecting increased height limits, changes to the street network, updated land use designations, and new open space layouts, among others.

Planned Development Zoning District

By Ordinance No. __, the City Council established the Downtown West Planned Development Zoning District (PD Zoning District) and approved the Downtown West General Development Plan (GDP) pursuant to the City's Municipal Code, Section 20.120.500 et seq. The PD Zoning District and GDP affect the approximately 79-acre Project area subject to the DWDSG as well as block D1, which is outside the DWDSG boundary.

Under the Municipal Code, a PD Zoning District is intended to be individually designed to meet the needs of the property so zoned and provides flexibility for the GDP to specify the form and content of the Planned Development Permits. Given the needs and objectives of Downtown West, the GDP includes provisions to guide both the content of Planned Development Permits within Downtown West and establishes specific PD Zoning District procedures for evaluating proposed buildings, uses, and improvements within Downtown West for consistency with the GDP and applicable Planned Development Permit. Conformance review for subsequent approvals are assessed against the aforementioned documents from general to specific – the General Plan and DSAP as amended first, then the GDP, and lastly the PD Permit – as shown in Figure 1.6. The Downtown West-specific subsequent review process is further defined in Section 1.4.

Planned Development Permit

Resolution No. __ approved the Downtown West Planned Development Permit (PD Permit), which includes the DWDSG and the Downtown West Improvement Standards (DWIS). The PD Permit causes the PD Zoning District to become effective as to the properties included within the PD Permit. The DWDSG focuses on objective and performance based standards, as well as guidance about Project elements that may be more subjective or qualitative. The PD Permit allows for flexibility, both of uses and in the design of buildings and improvements subject to applicable standards and guidelines. The PD Permit also serves as the tree removal permit for Downtown West and includes findings to support the demolition of certain existing buildings within Downtown West. The DWIS establishes standards and guidelines related to the development of infrastructure within the PD Zoning District. The PD Permit affects the entire area subject to the DWDSG but does not extend to block D1.



FIGURE 1.6: Conformance review sequence

Development Agreement

The project sponsor and the City of San José have entered into a Development Agreement to memorialize community benefits and to secure vested development rights. The community benefit commitments are further outlined in the Development Agreement.

Vesting Tentative Maps

One or more Tentative Maps or Vesting Tentative Maps will provide the subdivision of lots, the installation of public improvements, and the dedication of improvements and open space pursuant to phased Final Maps.

Street Vacation

By Resolution No. __ the City Council approved the conditional vacation of the following public rights-of-way:

- The portion of North Montgomery Street just north of SAP Center
- Delmas Avenue between West Santa Clara Street and West San Fernando Street
- South Montgomery Street between West San Fernando and Park Avenue

Historic Landmark Boundary Amendments

In conjunction with the approval of the Project, the City Council approved Resolution No.___, which modified the boundaries of the San José Water Company Building, a City Landmark, to more closely conform to that portion of the site occupied by the primary historic resource (main building) and the relocated contributing structure (transformer building). By Resolution No. ___, the City Council modified the boundary of the Southern Pacific Depot Historic District to align with the property boundaries. The Southern Pacific Depot Historic District is listed in the National Register and as a San José Landmark.

Refer to Section 5.15 for additional information on historic resources within and adjacent to the project.

Environmental Impact Report

The City of San José is the lead agency under the California Environmental Quality Act (CEQA) for preparation of the Project's environmental analysis. The Environmental Impact Report (EIR) prepared for the Project provides the public, the City, and other public agencies with relevant information to consider the environmental impacts of the Project, including the effects of the Project approvals described above. By Resolution No. __, the City Council certified the EIR for the Project; it also adopted findings, a statement of overriding considerations, and a Mitigation Monitoring and Reporting Program (MMRP). The DWDSG is consistent with and will be implemented in a manner that comports with the MMRP approved by the City Council.

AB 900

The Project is proceeding under the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900, as amended by Senate Bills 743 and 734 and AB 246), and the Governor of California has certified that the Downtown West Mixed-Use Plan would not result in any net additional greenhouse gas (GHG) emissions. Pursuant to this certification, the project sponsor has committed to include in the Project a number of GHG reduction measures that are enforceable by the City of San José.

Refer to *Chapter 8: Sustainability* for additional information on sustainability strategies and a summary of strategies that may be employed to achieve the Project's AB 900 certification.

1.4 Subsequent Review Process

Overview

As explained in Section 1.3, the PD Zoning District is described by the GDP and the PD Permit, which includes this DWDSG. The DWDSG is consistent with and implements the GDP and establishes design standards and guidelines that apply to all development within the PD Zoning District.

As described in Section 1.2, in addition to this DWDSG other City planning documents, including the DDG and CSDSG, apply to Downtown West.

- The DDG applies to new development in Downtown West, except those DDG standards and guidelines that were made inapplicable to Downtown West through DDG amendments approved concurrently with the approval of the PD Permit. *Appendix D: Summary of DDG Standards and Guidelines That Do Not Apply to Downtown West* lists those DDG standards and guidelines that were made inapplicable to Downtown West through concurrent DDG amendments. *Appendix C.1 Vertical Improvement Checklist* and *Appendix C.2: Open Space Design Checklist* include those DDG standards and guidelines that remain applicable to Downtown West. Compliance with applicable DDG standards and guidelines shall be required during the Downtown West PD Zoning District / Design Conformance Review (hereafter: Conformance Review) process for the development of vertical improvements and open space.
- The CSDSG applies to development in Downtown West, except those CSDSG standards and guidelines that were made in applicable to Downtown West through CSDSG amendments approved concurrently with the approval of the PD Permit. *Appendix E: Summary of CSDSG Standards and Guidelines That Do Not Apply to Downtown West* lists those CSDSG standards and guidelines that were made inapplicable to Downtown West through concurrent CSDSG amendments. *Appendix C.3: Horizontal Improvement Checklist* includes those CSDSG standards and guidelines that remain applicable to Downtown West. The project sponsor will demonstrate compliance with applicable CSDSG standards and guidelines as part of the horizontal improvement, subdivision mapping, and improvement plan process.

The GDP establishes a Conformance Review process to ensure that development of vertical improvements and open space within Downtown West substantially conforms with the requirements of the GDP, applicable standards and guidelines of this DWDSG, applicable provisions of the Municipal Code, and other applicable planning documents referenced in Section 1.2. In general, DWDSG standards and guidelines applicable to the vertical improvement and open space Conformance Review process are set forth in DWDSG *Chapter 3: Land Use, Chapter 4: Open Space, Chapter 5: Buildings, Chapter 7: Lighting and Signage, and Chapter 8: Sustainability*. Certain standards and guidelines in DWDSG *Chapter 6: Mobility* may also apply to the Conformance Review process for vertical improvements and open space and are designated with [VI] and/or [OS].

Applicable standards and guidelines that apply to the Conformance Review process are further identified in *Appendix C.1: Vertical Improvement Checklist* and *Appendix C.2: Open Space Design Checklist*.

The project sponsor will demonstrate consistency of horizontal improvements within Downtown West during the subsequent horizontal improvement, subdivision mapping, and improvement plan stage as further described in this Section 1.4. In general, DWDSG standards and guidelines applicable to the horizontal review process are set forth in *Chapter 6: Mobility*. Other standards in the DWDSG that are applicable to the horizontal review process are designated with [HI] and further identified in *Appendix C.3: Horizontal Improvement Checklist*.

Conformance Design Review for Vertical Improvements and Open Space

A Conformance Review application will provide the information specified in the GDP, including but not limited to:

- Proposed land uses in particular buildings and the allocation of square footage for each land use
- Building heights for specific buildings
- Requests for modifications or exceptions to the PD Permit

The Conformance Review application and review process is further set forth in the GDP and DWDSG Section 1.3. As authorized under the GDP, the Director of Planning, Building, and Code Enforcement (PBCE) evaluates the Conformance Review application against a form checklist (Conformance Checklist) included as *Appendix C.1: Vertical Improvement Checklist* and *Appendix C.2: Open Space Design Checklist* to this DWDSG. The Conformance Checklist describes the criteria against which a determination of conformity can be made by the Director of PBCE. The Vertical and Open Space Conformance Checklists include the standards and guidelines of this DWDSG as well as the standards and guidelines of the DDG that are applicable within the PD Zoning District.

Compliance with applicable standards in the PD Permit, including the DWDSG, shall be required under the Conformance Checklist.

The project sponsor shall consider DWDSG guidelines. Conformance review shall be approved notwithstanding inconsistency with guidelines where the project sponsor provides information showing the subject application achieves the applicable design intent set forth in the chapter of the applicable guideline. Inconsistency with guidelines shall not be grounds for disapproving a Conformance Review application if the project sponsor demonstrates that the application achieves the design intent set forth in the chapter of the applicable guideline. The project sponsor shall provide a narrative that identifies the applicable guideline(s), describes the reason(s) why consistency with the guideline is not possible, and describe how the subject application achieves the design intent in the chapter of the applicable guideline notwithstanding inconsistency with the applicable guideline.

Upon submission of a Conformance Review application, the project sponsor will complete the Conformance Checklist, identifying compliance with the applicable standards and guidelines.

The following criteria will guide any Conformance Review for consistency with the GDP and the PD Permit, including this DWDSG:

- Diagrams and figures in the GDP and DWDSG illustrate the general arrangement and relationships among future land uses, streets, and open spaces within the PD Zoning District. Blocks, lots, street alignments, and open space configurations are subject to refinement through the Conformance Review and subdivision processes.
- Conformance with the GDP and DWDSG shall be construed in a manner that acknowledges adaptive solutions to unforeseen or unique development constraints that arise over an extended build-out to ensure that the full development program and objectives of the approved Project and the City's objectives of promoting growth within the Downtown Growth Area can be fully implemented.

Preliminary Review of Horizontal Improvements, Final Mapping, and Improvement Plans

The project sponsor shall apply for approval of final subdivision maps and improvement plans pursuant to the procedures described in Title 19 of the Municipal Code and any ordinances governing the design and permitting of final subdivisions and improvements applicable to projects within the PD Zoning District.

During the subsequent final subdivision mapping and improvement plan stage, the project sponsor shall demonstrate that horizontal improvements are consistent with the CSDSG, applicable standards in *Chapter 6: Mobility*, DWIS, and Infrastructure Plan Sheets. The City engineer and applicable City staff shall evaluate consistency with the CSDSG and applicable standards in *Chapter 6: Mobility* reflected in *Appendix C.3: Horizontal Improvement Checklist* to this DWDSG. During the subsequent final subdivision mapping and improvement plan stage, the City may also refer to other applicable infrastructure documents referenced in Section 1.2. The subdivider for the subject phased Final Map will be required to demonstrate compliance with conditions of approval for the associated Tentative Map or Vesting Tentative Map providing for the dedication of open space to the City or establishment of public access to project sponsor-owned open space.

The Horizontal Conformance Checklist includes the standards and guidelines in *Chapter 6: Mobility*, other DWDSG standards and guidelines applicable to horizontal improvements, and the standards and guidelines of the CSDSG that are applicable within the PD Zoning District.

During the horizontal improvement, subdivision mapping, and improvement plan process, the project sponsor shall complete the Horizontal Conformance Checklist. Compliance with DWDSG standards applicable to horizontal improvements shall be required under the Horizontal Conformance Checklist.

Compliance with applicable DWDSG guidelines or other qualitative thresholds in the PD Permit shall not be required. Project sponsors shall consider guidelines; however, it is acknowledged that consistency with guidelines is subjective and, due to external conditions, feasibility considerations, or other factors, the intent behind guidelines may be achieved through a variety of alternative strategies. Therefore, except where expressly provided in standards of this DWDSG, consistency with any particular minimum number of guidelines is not required.

The following criteria shall guide any determination for consistency with the GDP and the PD Permit, including this DWDSG, during the horizontal improvement, final mapping, and improvement plan process:

- Diagrams and figures in the GDP and DWDSG illustrate the general arrangement and relationships among future land uses, streets, and open spaces within the PD Zoning District. Blocks, lots, street alignments, and open space configurations are subject to refinement through the Conformance Review process and the subdivision process.
- Conformance with the GDP and DWDSG shall be construed in a manner that acknowledges adaptive solutions to unforeseen or unique development constraints that arise over an extended build-out to ensure that the full development program and objectives of the approved Project and the City's objectives of promoting growth within the Downtown Growth Area can be fully implemented.

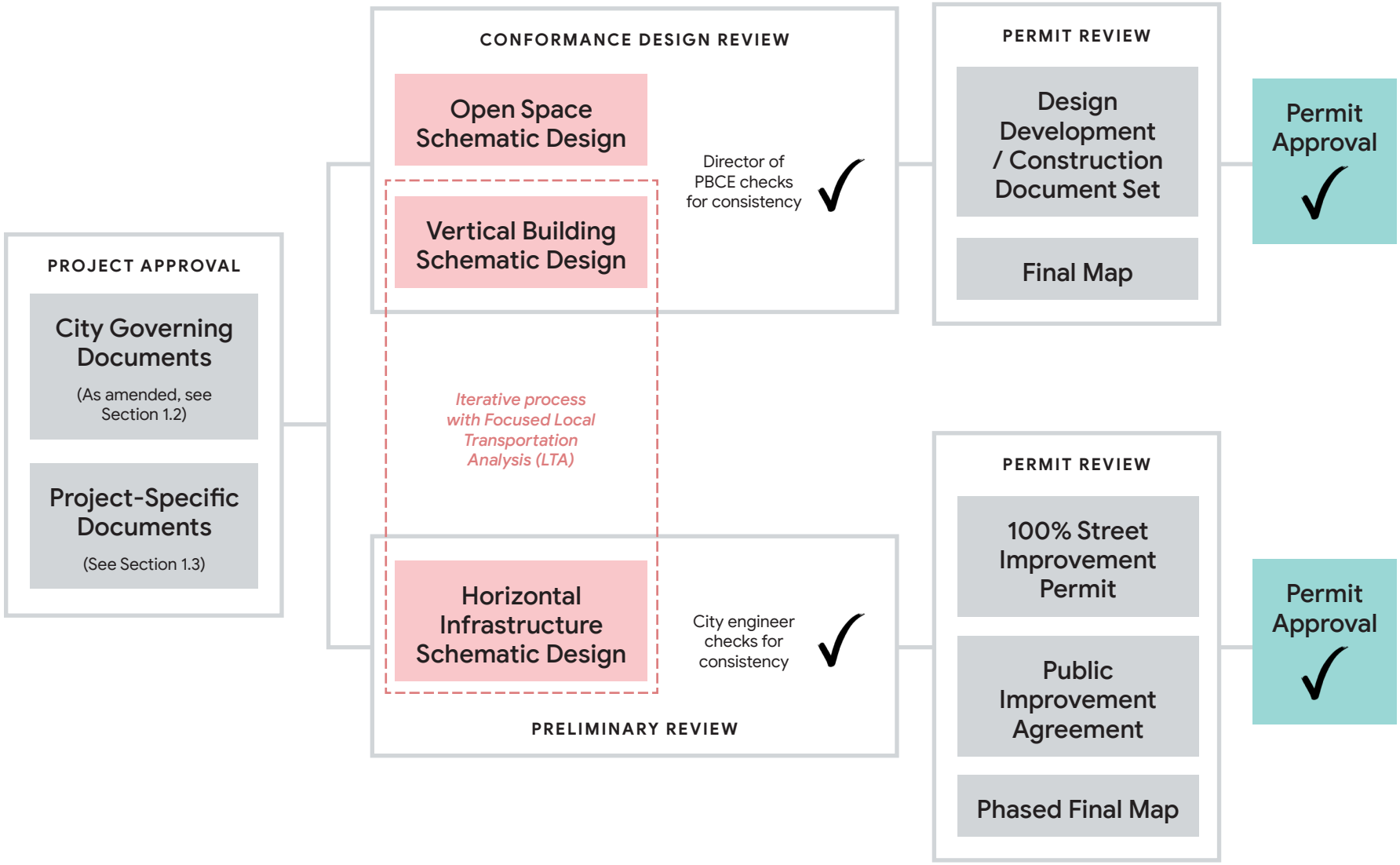


FIGURE 1.7: PD Zoning District / Design Subsequent approval process

Additional Review Components

Following adoption of the approvals described above, the Project will need additional permits and approvals from the City of San José and other agencies. These may include:

- Historic preservation permits
- Acceptance of dedicated public right-of-way
- Obstruction evaluation and/or airport airspace analysis (OE/AAA)
- Building permits
- Grading permits
- Demolition permits
- Encroachment permits and other Department of Public Works clearances
- Stormwater pollution prevention plans
- Solid waste facility permits
- Special event and entertainment permits

Document Guide

1.5 How to Use the DWDSG

Chapter Objectives

Each chapter that includes standards and guidelines within the DWDSG outlines chapter objectives that the project sponsor intends to achieve in concert with the related entitlements and required Project approvals identified in Section 1.3. Chapter objectives include design intent and priorities for the Project and are stated in the chapter overview.

Section Introductions

Where included, introductory text within sections provides intent and rationale of the standards and guidelines. The introductory text is not itself a standard or guideline. See Figure 1.9 for example pages of the DWDSG.

Standards

Development standards are requirements. Compliance is mandatory with measurable prescriptive and performative design criteria. Standards are identified using the language “shall” or “must.” Evaluations of substantial conformance as well as allowances for modifications to standards are addressed in the GDP and the Conformance Review section of the DWDSG. See Figure 1.9 for example pages of the DWDSG.

Guidelines

Development guidelines are typically qualitative and set forth recommended design features or strategies to shape development of the Project. Consistency with guidelines is subjective and the intent behind guidelines may be achieved through a variety of alternative strategies. Compliance with all guidelines is not required and is further set forth in Section 1.4. See Figure 1.9 for example pages of the DWDSG.

Contextual Considerations

Contextual considerations provide best practice recommendations that reinforce place-based thinking about contextual elements or qualities such as existing buildings, urban fabric, nature, and infrastructure of San José. Throughout the DWDSG, design strategies are suggested to incorporate contextual considerations in Downtown West. Compliance with contextual considerations is not required. See Figure 1.9 for example pages of the DWDSG.

Figures and Tables

Figures and tables, numbered consecutively according to their respective chapters, illustrate the content of standards and guidelines. Figures may include plans, sections, renderings, or diagrams that are provided for conceptual purposes and do not represent final design solutions. When applicable, there will be figures that illustrate “compliance” and “non-compliance” to standards and guidelines. “Non-compliance” examples are denoted with a red “X” in the upper left corner of the figure. See Figure 1.9 for example pages of the DWDSG.

Illustrative Figures

Illustrative figures include plans, sections, renderings, and diagrams. Illustrative figures are provided for conceptual purposes only to show potential design solutions based on standards and guidelines. Strict compliance with illustrative figures is not required. These figures are identified as "Illustrative" in the figure title. See Figure 1.9 for example pages of the DWDSG.

Framework Plan

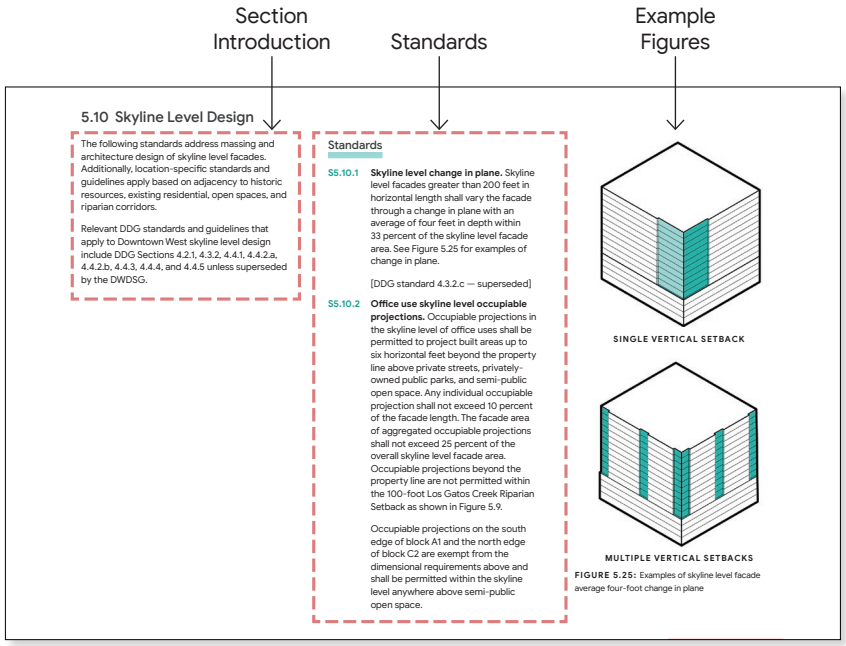
The DWDSG framework plan, as shown in Figure 1.8, is used throughout the DWDSG for consistency of representation. Areas defined within a block by a dashed line denote *mid-block passage* or private street locations.

The standards and guidelines in the DWDSG permit a limited range of land uses, massing, and circulation options, which may result in a block plan that differs from the DWDSG framework plan.



FIGURE 1.8: DWDSG framework plan

- Downtown West Mixed-Use Plan boundary
- X# Block nomenclature
- Open space
- Existing trails
- Approximate location of mid-block passages



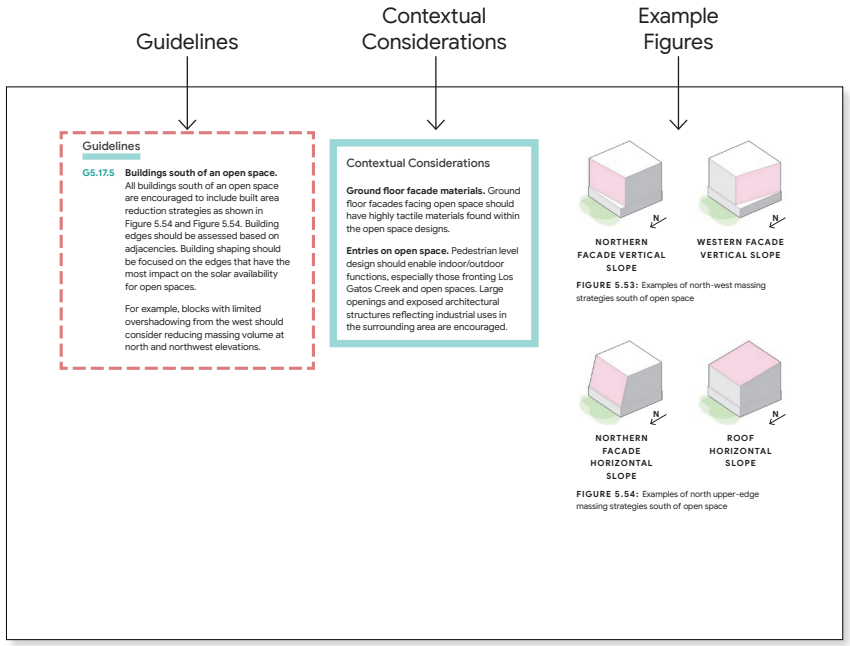


FIGURE 1.9: Example pages of DWDSG components

1.6 Chapter Overviews

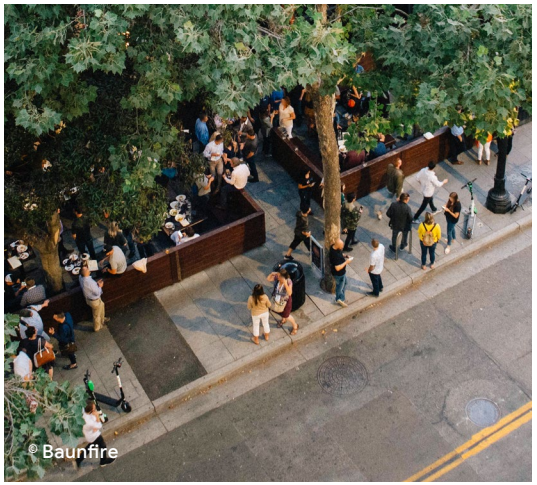


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Project Vision

This chapter provides an overview of Downtown West's contextual influences, guiding principles, and design framework. Downtown West's design framework is shaped by the physical environment and cultural spirit of Downtown, creating a place that is *of* San José. Located adjacent to Diridon Station and Los Gatos Creek, Downtown West enhances connections — to nature, surrounding neighborhoods, and the greater Bay Area — and provides a range of experiences varying in urban character.

Content in the Project Vision frames design intent and serves as a non-regulatory background for subsequent chapters.


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Land Use

The Project's mix of land uses and programming is outlined in this chapter. Content includes the land use table and plan, ground floor active uses, demolition plan, and interim uses. The standards are intended to support diverse programming and guide the relationship between land uses and the public realm. The chapter also refers to the General Plan and PD Zoning District, which establish additional land use regulations to guide development in Downtown West.


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Open Space

The open space network is framed and influenced by the Project's adjacencies to the regional trail network and riparian corridors as well as the area's roots in industry and entertainment. The open space network serves to organize the approximately 15 acres of open space into the four character zones described in *Chapter 2: Project Vision*. Each park, plaza and green space varies in scale, function, and experience, reflecting the Project's urban density, natural systems, and ecology. This chapter further explains the design intent and standards of the overall network of individual parks, plazas and the passages in between.

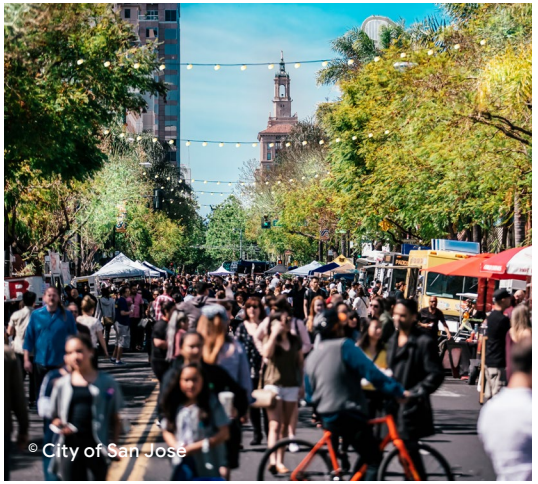


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Buildings

New development in Downtown West activates the public realm, varies the skyline, and embraces sustainable design strategies. The massing and architecture intent for this chapter prioritizes variety, innovation, and contextual strategies. Standards and guidelines build upon the objectives of the DDG and the DSAP.

Project-wide standards and guidelines set the framework for the Project as a whole. Additionally, location-specific massing and architecture standards and guidelines encourage a design process that creates flexibility for performance-driven and site-specific strategies.


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Mobility

Downtown West builds on the context and character of its surroundings by reinforcing local and regional transit connections and strengthening links to Downtown and surrounding neighborhoods. Streets throughout Downtown West are designed to put people first, with appropriately scaled sidewalks, generous street tree canopies, off-street paths, protected bike lanes, and traffic calming measures that support safe commuter and recreational movement.

This chapter outlines the performance requirements of street facilities, improvements to enhance transit access, stormwater, parking, and loading requirements.



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Lighting and Signage

Lighting and signage standards and guidelines lay a foundation for Downtown West that is consistent with Downtown and surrounding neighborhoods. The strategic use of lighting creates illumination for safe and welcoming places while minimizing light pollution and impacts to adjacent riparian corridors. The signage strategy guides navigation of streets and pathways while enhancing the experience of the public realm. The standards and guidelines create a sense of place and identity that is legible for residents, workers, and visitors.



Sustainability

Sustainability is integrated into all aspects of Downtown West and the DWDSG. The Project is a climate positive development that integrates ecology, habitat enhancement, energy efficiency, renewable energy, complete streets, and circular economy principles. This chapter outlines Project-wide environmental sustainability and resilience performance, including commitments made as an Environmental Leadership Development Project (AB 900). Downtown West aims to be a catalyst for the Climate Smart San José initiative — to reduce air pollution, save water, and improve quality of life. Applicable sustainability-related standards and guidelines held in other chapters of the DWDSG are also referenced in this chapter.

Appendices

- **Appendix A: Glossary.** The glossary provides definitions for terms and abbreviations used throughout this document that may not be immediately familiar. The glossary is intended to serve as a reference for future users of the DWDSG, and often refers to regulatory documents with existing definitions.
- **Appendix B: Long Facade Reference.** The Long Facade Reference provides supplemental clarification and examples to assist with the evaluation of long facade requirements as listed in *Chapter 5: Buildings*.
- **Appendix C: Conformance Review Checklists.** *Appendix C.1: Vertical Improvement Checklist*, *Appendix C.2: Open Space Design Checklist*, and *Appendix C.3: Horizontal Improvement Checklist* are the forms to be used by the Director of PBCE or the director's designee to determine consistency with this DWDSG and other applicable standards and guidelines during the Conformance Review process.
- **Appendix D: Summary of DDG Standards and Guidelines That Do Not Apply to Downtown West.** Appendix D lists the DDG standards and guidelines that were made inapplicable to Downtown West through this document and concurrent DDG amendments.
- **Appendix E: Summary of CSDSG Standards and Guidelines That Do Not Apply to Downtown West.** Appendix E lists the CSDSG standards and guidelines that were made inapplicable to Downtown West through this document and concurrent CSDSG amendments.

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Public space with a mix of old and new in Downtown San José.

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Project Vision

02

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2.1 Project Overview

At the confluence of the Guadalupe River and Los Gatos Creek, Downtown San José meets the historic El Camino Real regional corridor, State Route 87, and the rail corridor that has propelled the Bay Area's economic growth and development. The Downtown West Mixed-Use Plan that follows will enliven an underutilized Downtown area for San José's growth — envisioning a connected hub of activity that builds on San José's cultural and ecological roots and draws from the City's diverse identity and innovative spirit.

In 2014, the City of San José adopted the DSAP. This plan established a long-term goal to create a mixed-use urban destination encompassing approximately 240 acres in Downtown, anchored by an expanding intermodal transit station — slated to become the largest multi-modal transit hub on the west coast.

Google, as project sponsor, is working with the City, public agencies, and local community to help bring this vision to life. Downtown West spans approximately 79 acres within the DSAP planning area. The transit-oriented development — comprising largely office, residential, and active uses intermixed with one another — creates an integrated urban setting. Downtown West's open space consists of approximately 15 acres of parks, plazas, green spaces, mid-block passages, riparian setbacks, and trails. Additionally, Downtown West includes improvements to the public realm that optimize connections to nearby regional transit services, enhance local walkability, and improve cycling linkages to adjacent neighborhoods and regional trails.



FIGURE 2.1: Downtown West context

Downtown West Project area
DSAP boundary

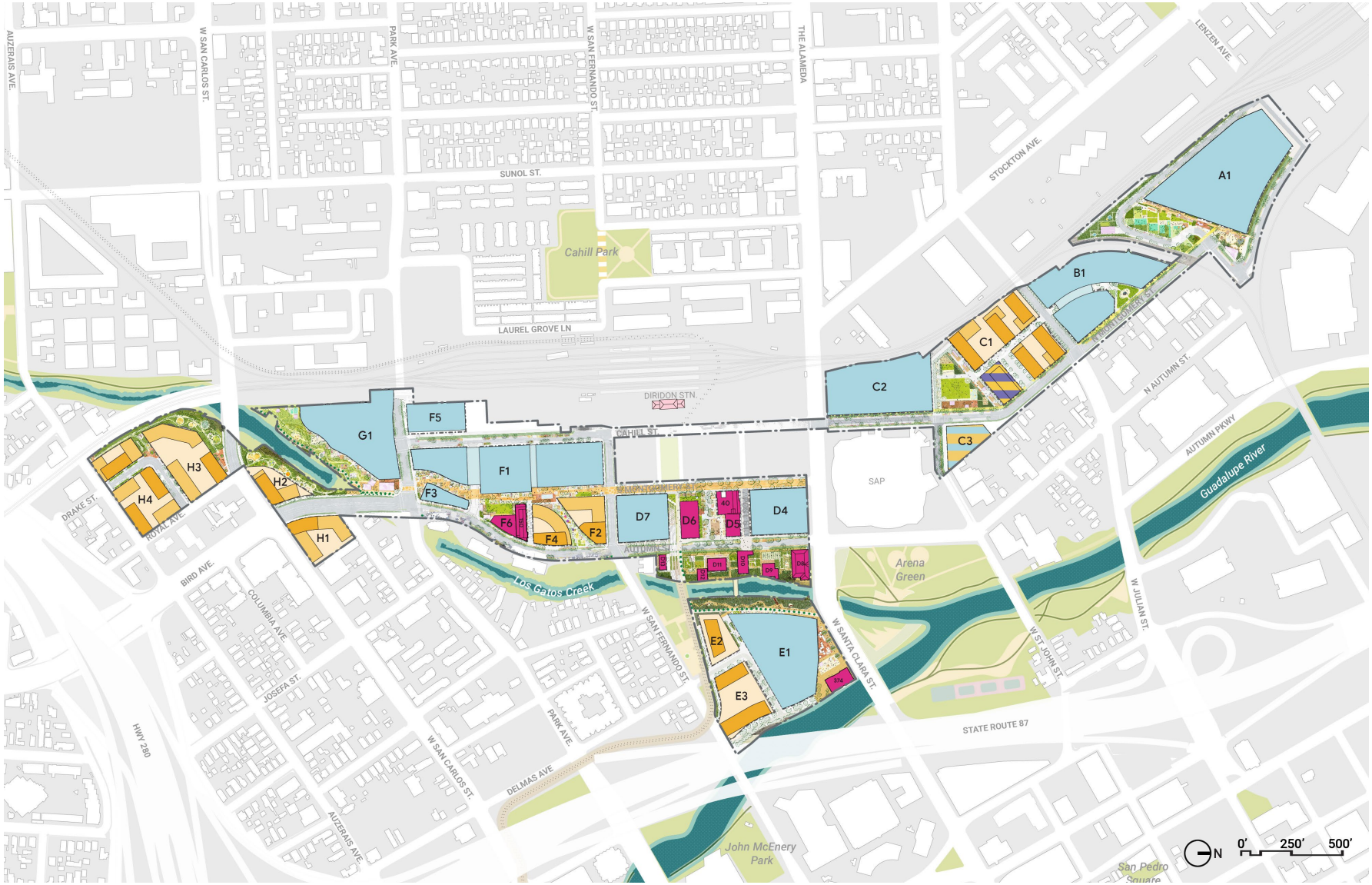


FIGURE 2.2: Downtown West Mixed-Use Plan

- Downtown West boundary
- Office
- High-rise residential
- Mid-rise residential
- Residential / office
- Residential / hotel
- Active use

NOTE: *Building footprints shown in Figure 2.2 are illustrative. For required and allowed land uses, refer to Table 3.1. For locations of ground floor active uses, refer to Figure 3.5.*

A Place Inspired by San José

San José encompasses the robust, natural landscape of the Guadalupe River and Los Gatos Creek, an abundance of open space, and diverse cultural backgrounds, ages, languages, and celebrations.

Born from the Santa Clara Valley, San José has long had an industrious and pioneering spirit. The City's history is marked by "firsts" in California — the first state capital, the first public university, and the first commercial radio station. The City has also been a leader in innovation, from pioneering organized agricultural labor in the orchards of the Valley of the Heart's Delight to being at the center of the tech boom that established Silicon Valley.

It is a city as much defined by its present-day ambitious spirit and lively community as it is by its culturally rich history. Downtown West envisions a place *of* San José — a mixed-use neighborhood that embodies the City's identity.



FIGURE 2.3: Obon festival in San José

Shared Values

Years of public engagement and City efforts in the Diridon Station Area culminated in the approval of the DSAP in 2014. In December 2018, Google and the City entered into a non-binding Memorandum of Understanding (MOU) with the intention to "collaborate on development in and around the Diridon Station Area to aid implementation of the planned expansion of San José's Downtown, the Diridon Station Area Plan, and the General Plan."

The MOU identifies shared values between Google and the City as well as planning objectives of Downtown West that guided the proposed vision and permit memorialized in the project approvals.

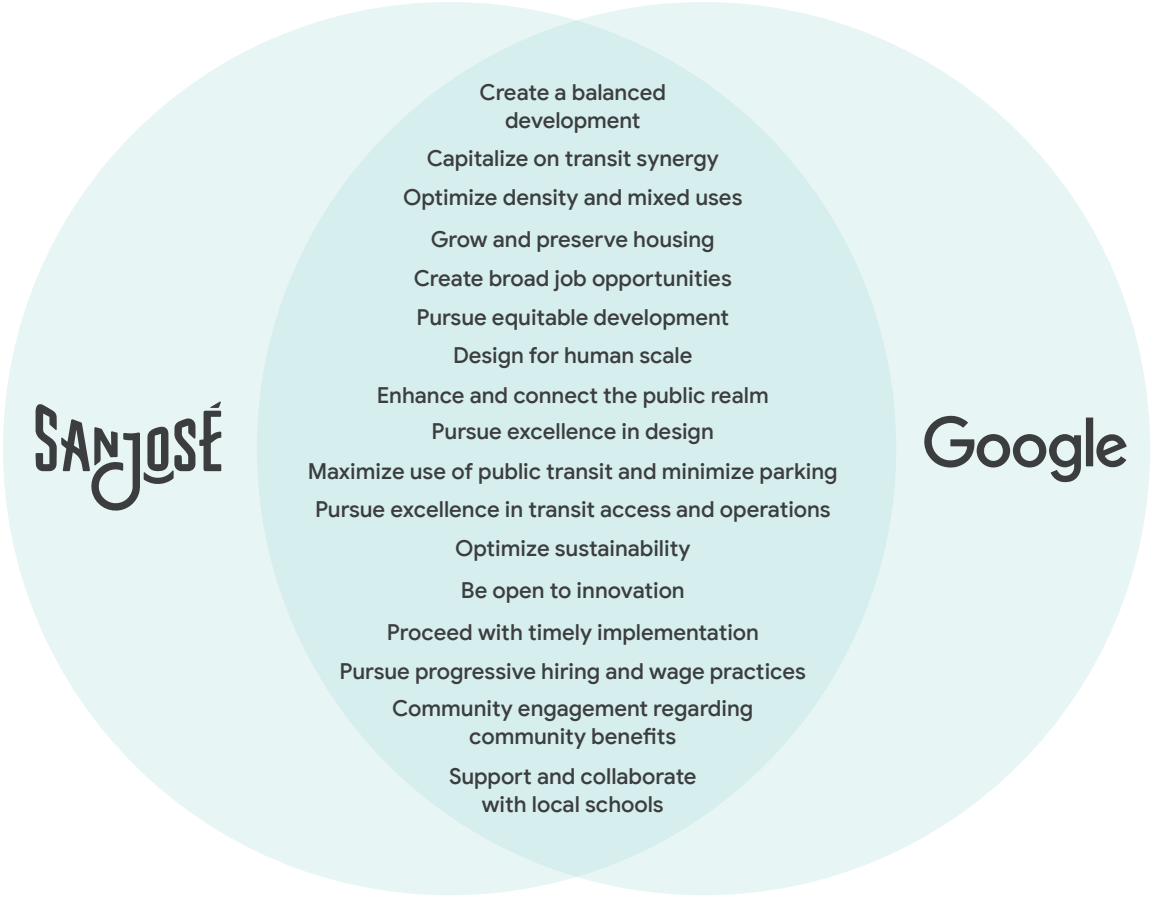


FIGURE 2.4: MOU shared values

2.2 Design Framework

Downtown West is not singular — neither in identity nor experience. Rather, it builds on the adjacent and greater Downtown context in connectivity, public realm, land use, massing, and architecture.

Downtown West is located at a pivotal intersection of rail, nature, the SAP Center, and smaller-scale residential neighborhoods. This mosaic of urban fabric presents an opportunity for new and varied connections. The design for Downtown West creates a framework that will guide development and create experiences unique to its location.

The design framework is founded on the following components:

- Growing with Transit
- Connecting to Nature
- Prioritizing People
- Diversifying Experience
- Integrating Sustainability
- Building on Context

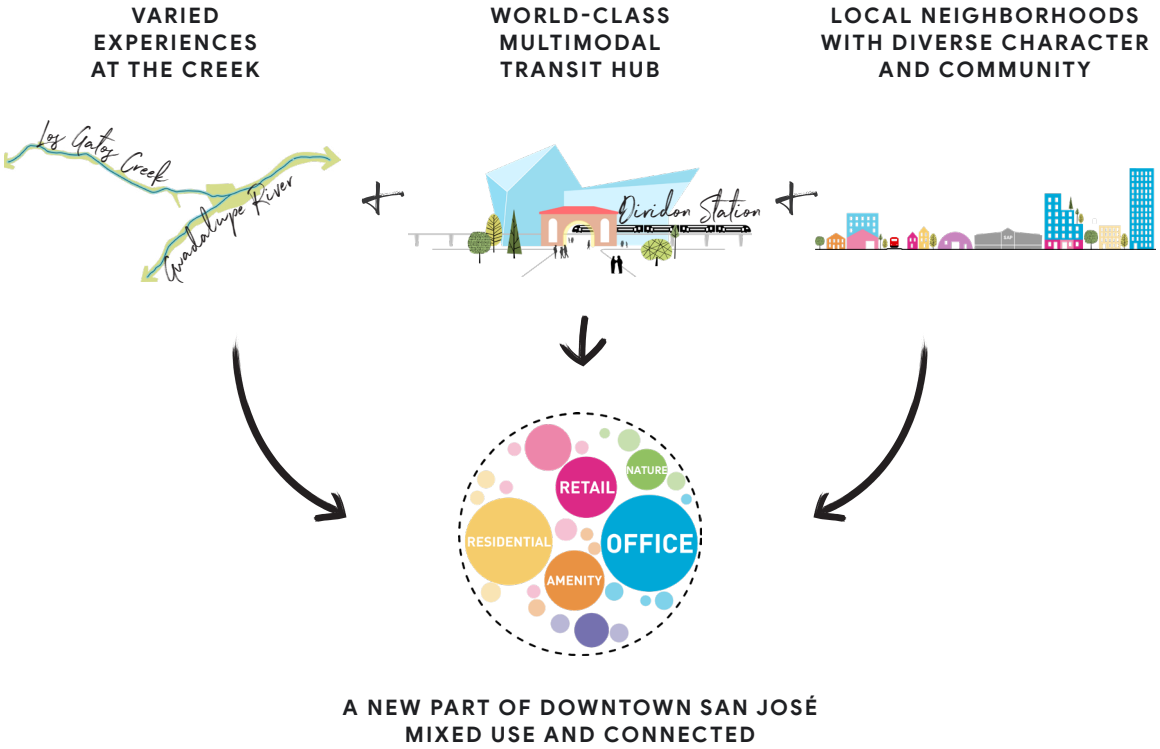


FIGURE 2.5: Downtown West experience drivers

Growing with Transit

Located at a transit gateway, Downtown West is an anchor to Downtown and adjacent to several diverse neighborhoods. The rail corridor is an important resource but has at times inhibited urban connections. Improvements to the Downtown West pedestrian, bicycle, transit, and vehicular networks serve to increase connectivity within the station area between the many modes, Caltrain, BART, VTA light rail, and bus services, as well as immediately outside the area to and from Downtown and surrounding neighborhoods.

Downtown West delivers a transit-oriented center with new jobs, residences, and active uses. The variety of the mixed-use core further promotes transit ridership around Diridon Station and activity in the public realm throughout the day to establish Downtown West as the expanding, landmark transit hub for San José and the region.



MULTI-USE TRAIL



CALTRAIN



VTA LIGHT RAIL



MICRO-MOBILITY

FIGURE 2.6: Examples of multimodal transportation in San José

Connecting to Nature

Los Gatos Creek presents an opportunity to connect people to nature and enhance the existing riparian habitat. The mixed-use plan extends the Los Gatos Creek Multi-Use Trail through parts of Downtown West from West San Carlos Street to West Santa Clara Street. These trail improvements build on the vision of the Los Gatos Creek Trail Master Plan as a safe, off-street north-south spine through Downtown San José.

The open space improvements within the riparian setbacks revive San José's ecological roots and support native ecological systems. Areas along the creek that are today predominantly asphalt parking lots are converted into ecological experiences with enhanced riparian habitats, pocket parks between existing buildings, and creek overlooks. Downtown West's open spaces and expansion of the regional trail system provide its residents and neighbors with continuous tree canopies and access to great parks and nature.

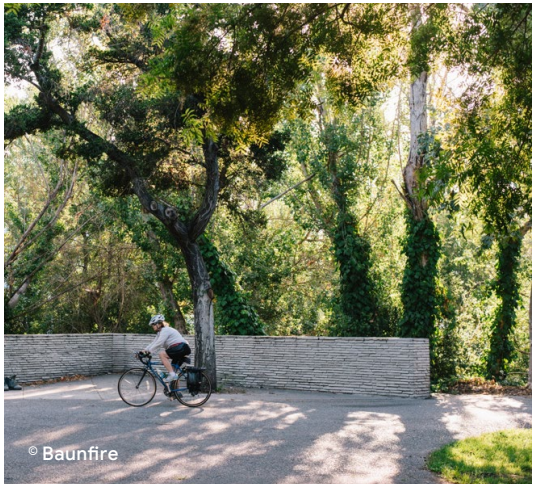
Furthermore, the buildings reinforce the health of the riparian corridor through environmentally responsive massing, bird-safe features, natural materials, and biophilic design features along the riparian corridor.



ARENA GREEN



LOS GATOS CREEK



TRAILS AND PATHS



GUADALUPE RIVER CLEAN-UP

FIGURE 2.7: Open spaces near Downtown West

Prioritizing People

Downtown West centers around enhanced connectivity; locally, along priority east-west streets linking neighborhoods west of Diridon Station to Downtown, and regionally, completing a north-south spine along the riparian edge that connects neighborhoods south of Interstate 280 to Downtown along Los Gatos Creek. Mobility improvements promote a place that is people-centric. Streets throughout Downtown West are designed with generous sidewalks, protected bike lanes, and traffic calming measures, all of which support a safe commuter and recreational experience.

Priority improvements mend gaps in the circulation network and realize the City's connectivity goals envisioned in the DSAP and Better Bikeways — an initiative by the City of San José to design streets that are safer, more convenient, and more comfortable for bikers and pedestrians alike. Additionally, a small-scale street network, including the extension of Cahill Street from the north reaches of the Project south to Park Avenue, enhances walkability, safety, and neighborhood connections.

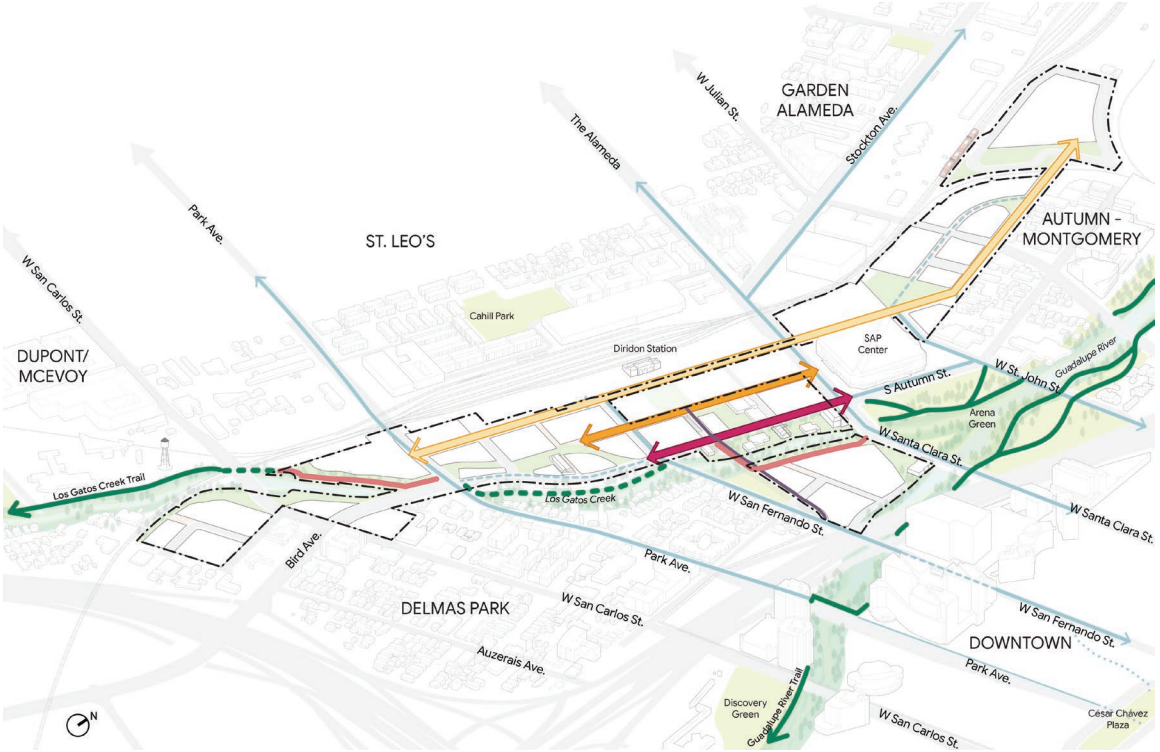


FIGURE 2.8: Enhanced connectivity network

- Downtown West Project boundary
- Existing City trails
- Approved City Trail connections
- Proposed Los Gatos Creek Multi-Use Trail
- Proposed Downtown to Diridon Station Shared-Use Path
- Cahill Street / North Montgomery Street
- South Montgomery Street
- South Autumn Street
- Connections to adjacent neighborhoods

Diversifying Experience

Downtown West's open space network creates new gathering points that range in size, character, and program in response to existing context, and new, immediately adjacent uses. Parks and plazas are located at nearly every major intersection, near each proximate neighborhood, and often no more than a block from any location in Downtown West. This open space network complements existing larger parks in the area, such as Arena Green, Discovery Green, Guadalupe River Park, Del Monte Park, and Cahill Park, as shown in Figure 2.9.

Active uses, including retail, restaurants, small business, cultural and other community oriented uses are distributed across Downtown West with the greatest concentration located in the Core, strengthening existing cultural corridors from Diridon Station through Downtown. Active uses are included in new construction mixed-use buildings, as well as existing standalone structures, as shown in Figure 2.11.

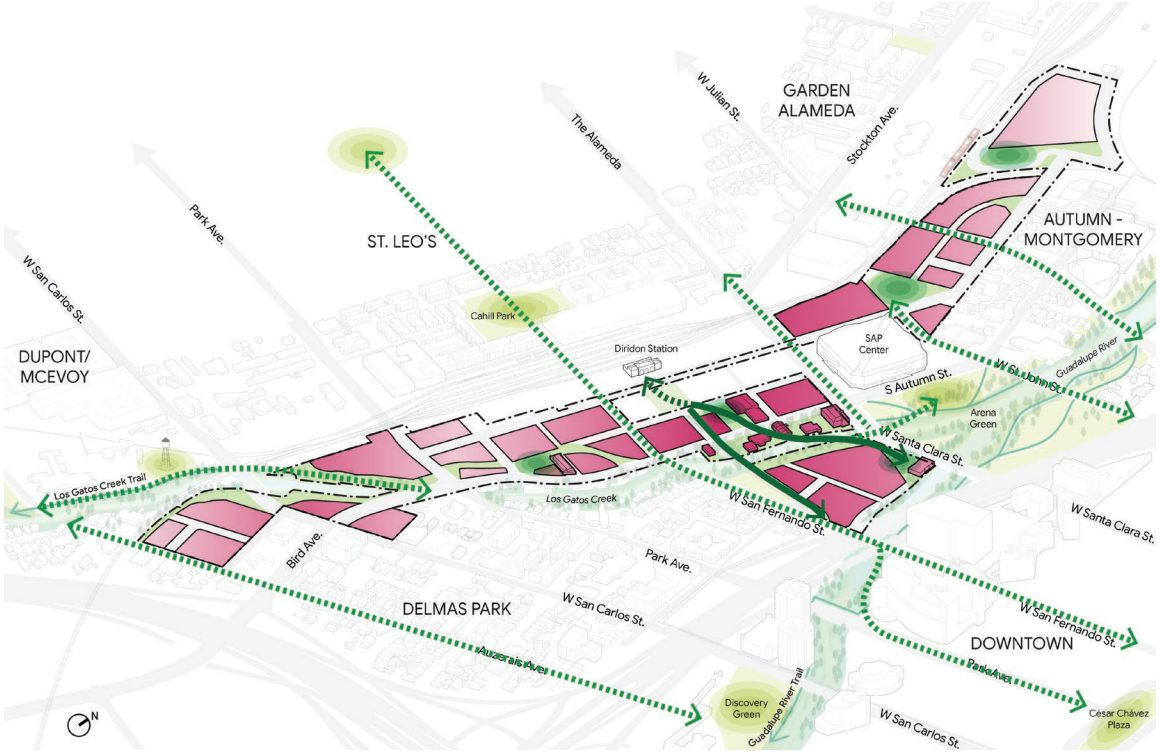


FIGURE 2.9: Open space and active use network

- Downtown West Project boundary
- Connections to adjacent open spaces
- Main pedestrian connection between Downtown and Diridon Station
- High concentration of active use areas
- Low concentration of active use areas

Integrating Sustainability

Downtown West demonstrates environmental leadership through a commitment to Project-wide sustainability and alignment to the City's ambitious plan set out in Climate Smart San José. Environmental sustainability measures range from ecological enhancements, bird-safe features, and habitat stewardship, to resilient infrastructure systems and building efficiency.

Downtown West is committed to AB 900 — a progressive program monitored by the State of California for urban infill projects that will not result in any net additional emission of greenhouse gases (GHG). Additionally, Downtown West is committed to green building certification at the Project and building level through LEED®.

Sustainability is integrated into the urban design framework and is also specified within the various chapters of this document and other approvals documents for Downtown West. See *Chapter 8: Sustainability* for more detail on the approach to sustainability.



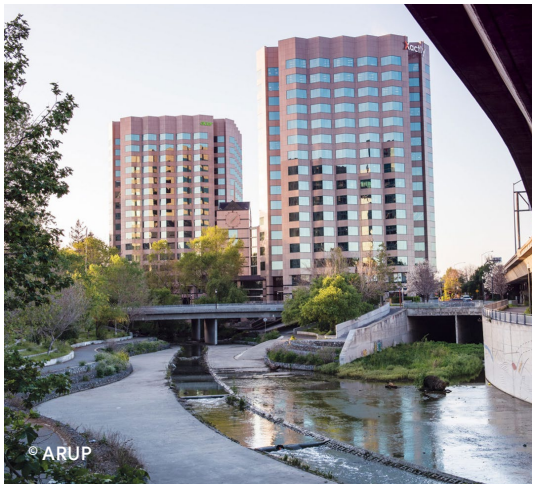
URBAN HEAT ISLAND MITIGATION



PHOTOVOLTAIC (PV) PANELS



BIRD-SAFE DESIGN



STORMWATER MANAGEMENT

FIGURE 2.10: Downtown West sustainability commitments

Building on Context

Land uses in Downtown West are aligned with neighboring context; locating new residential uses along existing residential neighborhoods, while office uses are focused along the predominantly industrial rail edge and adjacent to Downtown.

Approximately half of Downtown West is devoted to residential, open space, arts, retail, and community uses to host a variety of people and activities throughout the day. Co-created programs and partnerships with local organizations, institutions, and small businesses bring the area to life and ensure that Downtown West is not just *for* San José, but *of* San José.

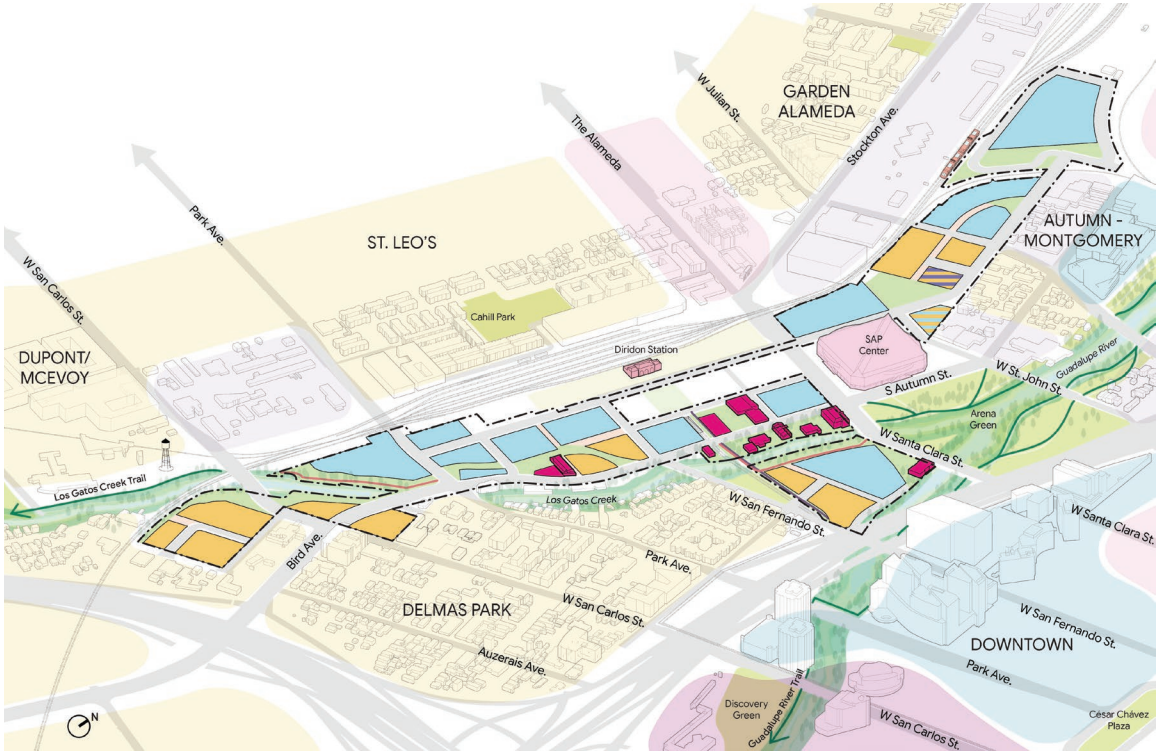


FIGURE 2.11: Neighborhood context of the Downtown West Mixed-Use Plan

- Downtown West Project boundary
- Open space
- Office
- Residential
- Residential / office
- Residential / hotel
- Active use

2.3 Contextual Design

A Place of San José

To be a cohesive piece of San José's urban fabric, Downtown West acknowledges and embraces the components of San José's past, present, and future. Downtown West's public realm and building design offers a contemporary celebration of San José's rich history and embraces its cultural diversity through programmatic variety.

Layers of Contextual Design

Downtown West is shaped by its context. It seeks to embrace adjacent historic and natural resources, and at a regional level, it strives to be a model for sustainability and innovation. This holistic response to context considers orientation, views, scale, natural resources, materials, color, history, and events.

From broad vision to specific strategies, the DWDSG incorporates contextual design throughout the document. "Contextual Considerations" are identified throughout *Chapter 4: Open Space, Chapter 5: Buildings*, and *Chapter 7: Lighting and Signage* to encourage integration of contextual design cues into the final designs.

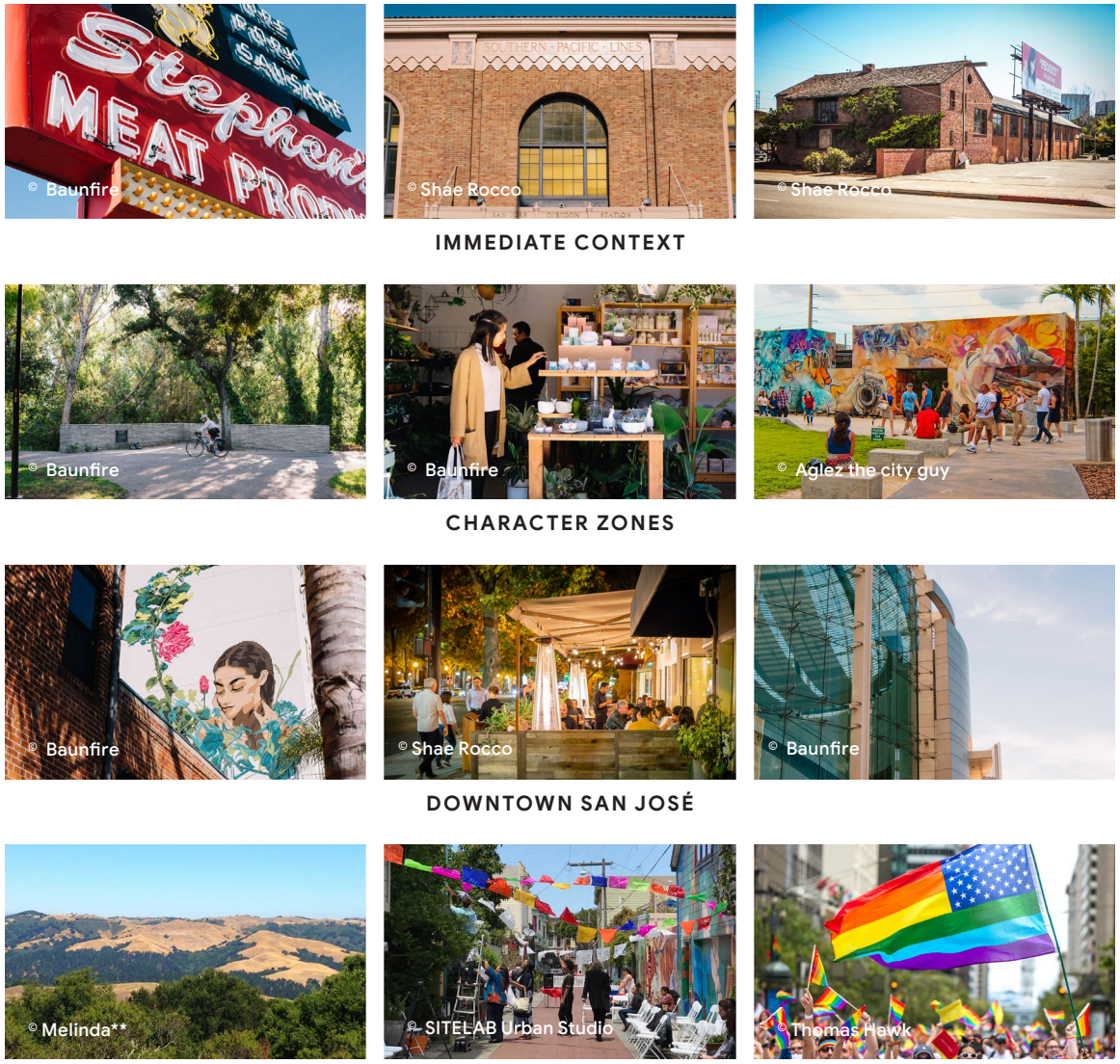


FIGURE 2.12: Spectrum of contextual characters

Character Zones

Downtown West varies considerably from north to south and east to west. Downtown West presents four character zones with spaces and buildings designed to be site-specific and rooted in their context. The Southend, Meander, Core, and Northend each have identifying urban character, contextual design cues, and a mix of land uses.

Southend

An immersive place of respite and learning

The Southend is set in an immersive landscape fronting Los Gatos Creek, with connections to the regional trail system. Neighborhood-serving amenities, such as a childcare or daycare introduce new, accessible resources for the community.

Core

An active hub

The Core is Downtown West's mixed-use social heart located at San José's transit gateway. Building on the DSAP vision, the Core provides retail-lined public open spaces within a mix of new and existing buildings, a robust creek ecology, and cultural amenities that complete the link from Diridon Station to Downtown. Cahill Street, South Montgomery Street, and South Autumn Street create varied experiences by serving as a transit hub, main street, and urban-to-nature connector, respectively.

Meander

An urban promenade and place for innovation

The Meander is an urban promenade that connects the natural landscape of the Southend to the civic landscape of the Core, with local outdoor spaces for families and friends to gather.

Northend

A place for creativity

The Northend builds on the energy of San José's creative community. Experiences range from entertainment and local gathering at the terminus of West St. John Street, to activities focused on making, arts, and culture. Characteristics of industry, fabrication and making complement and coexist with the rail corridor, adjacent residential neighborhoods, and the regional event center.

A Gradient of Experience

While each character zone is different, contextual influences extend beyond zone boundaries to establish a cohesive urban fabric that is woven into Downtown San José. Elements of ecology, industry, and greater San José will permeate across zone boundaries. The Southend, Meander, Core, and Northend provide a framework that balances location-specific inspiration, broader aspirational influences, and experiential continuity.

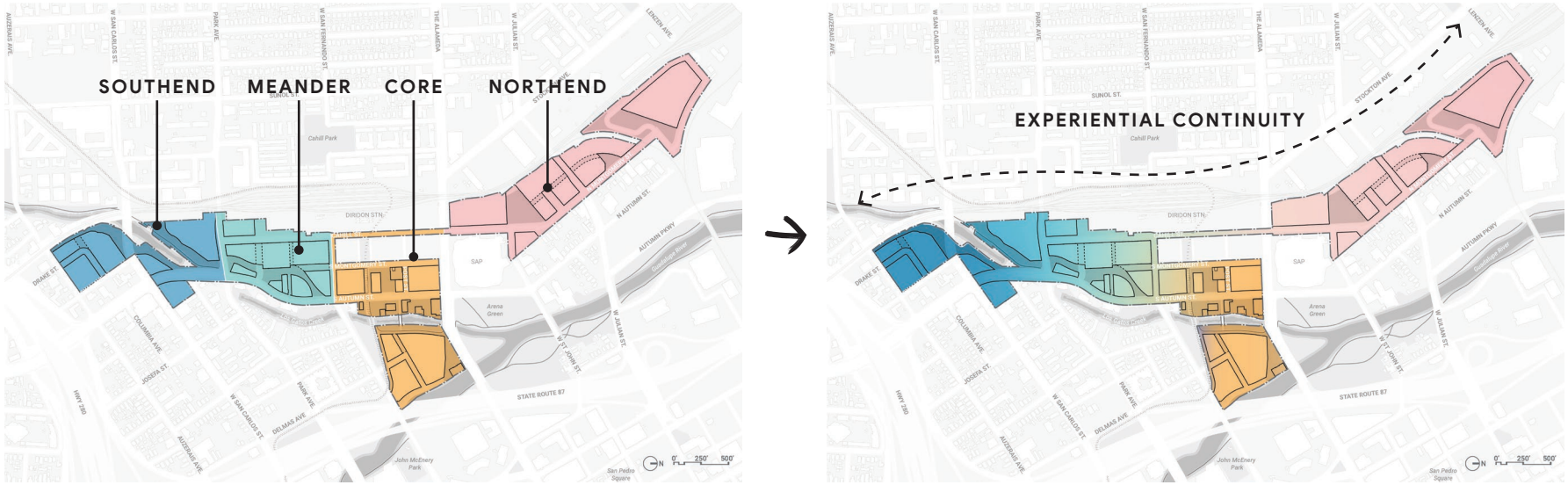


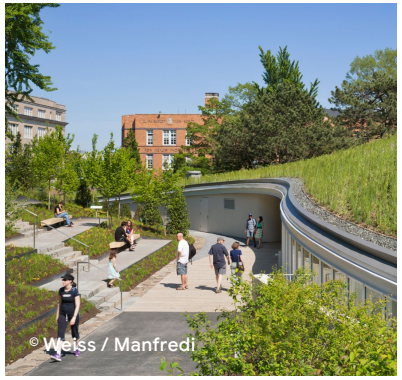
FIGURE 2.13: Character zones experience framework



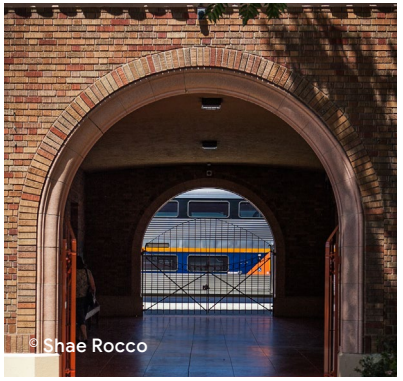


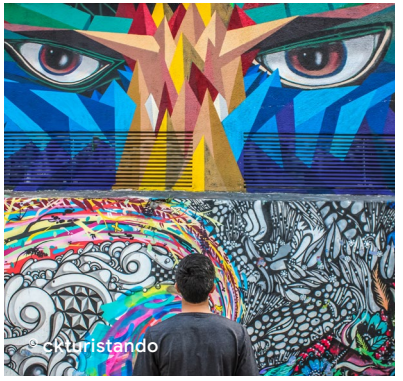










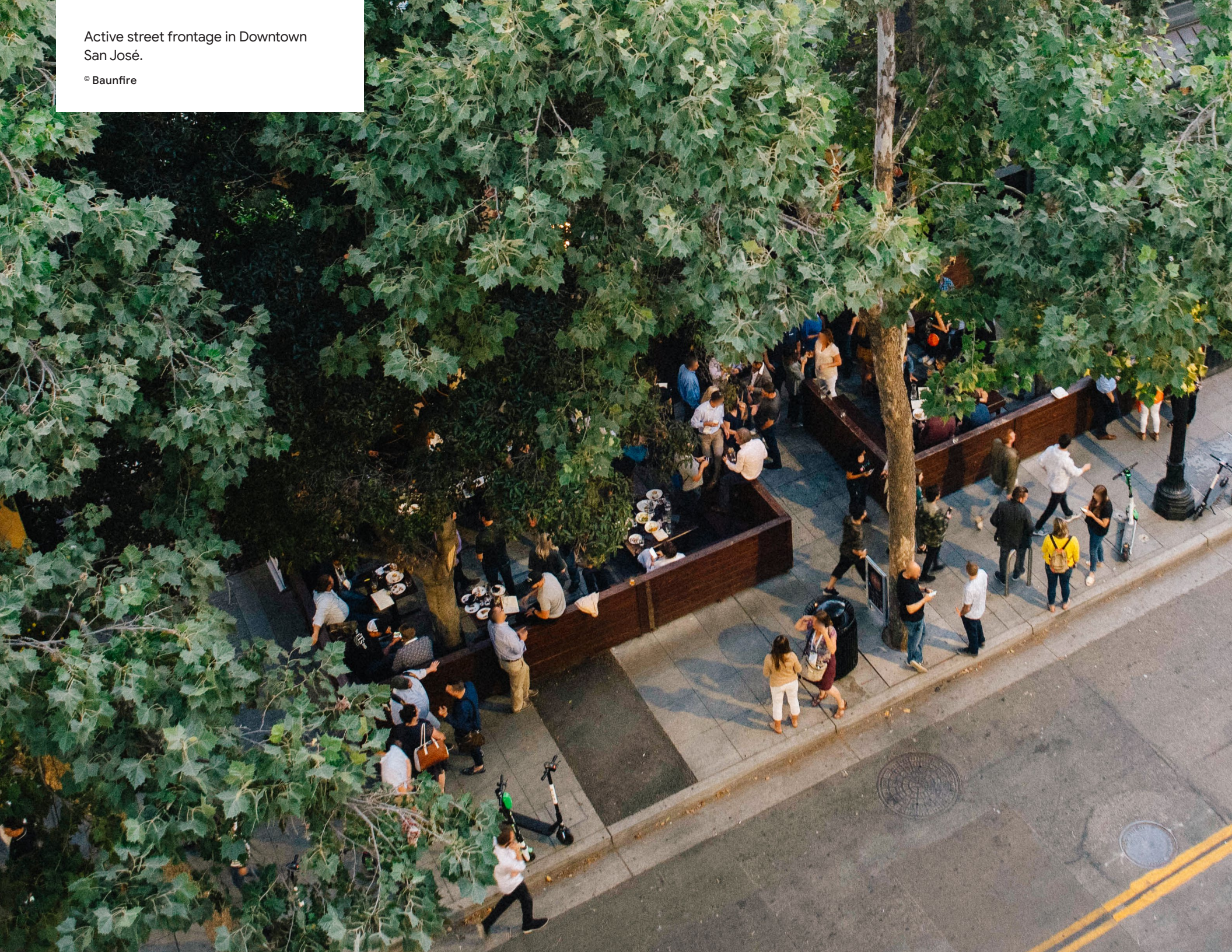


Southend Meander Core Northend

FIGURE 2.14: Examples of experiences by character zone



FIGURE 2.15: Elements of San José's past, present, and future



Active street frontage in Downtown San José.

© Baunfire

Land Use

03

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Overview

3.1 Land Use Objectives

Downtown West is a dense, mixed-use development, with office, residential, hotel, retail, open space, arts, educational, and cultural uses. Land uses are intentionally distributed to relate to context, create an active public realm throughout the day, and avoid an isolated office park experience.

Downtown West includes places to live, work, learn, and play within a half mile, or ten minute walk, of Diridon Station. Residential uses are generally located near existing residential neighborhoods, and office uses are located along existing infrastructure, industrial, and rail edges.

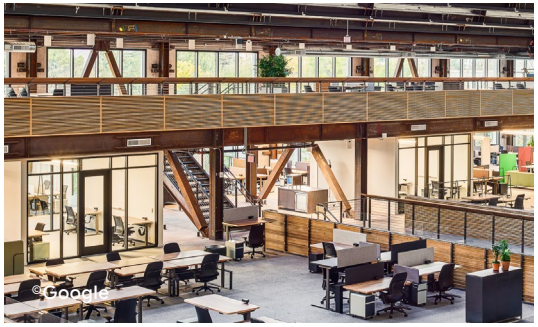
Active uses — defined in the EIR to include commercial retail/restaurant, arts, cultural, live entertainment, community center, institutional, childcare and education, maker spaces, non-profit, and small-format office space — are distributed throughout the Project, with the greatest concentration located in the Core.

Today, the site accommodates manufacturing, light industrial, and business service land uses intermixed with residential and minimal commercial uses. Many surface parking lots throughout the Project site today will be transformed into an accessible public realm. See Figure 3.1 for examples of Downtown West land uses.

The DWDSG is intended to promote opportunities for creative and innovative design solutions aligned to the chapter objectives described in the following list. The Conformance Review application shall be approved notwithstanding inconsistency with certain guidelines where the project sponsor provides information during the Conformance Review process showing the subject application on balance generally promotes the design intent of the following chapter objectives, where applicable.

Distribute land uses throughout the Project such that they are compatible with adjacent uses, surrounding neighborhoods, open space program, and street hierarchy.

Activate streets and open spaces with ground floor uses that add dynamism to priority public realm locations.



OFFICE



RESIDENTIAL



OPEN SPACE



RETAIL



COMMUNITY AND LEARNING



CULTURAL AND ARTS



NON-PROFIT, COWORK AND SMALL BUSINESS



HOTEL



DISTRICT SYSTEMS

FIGURE 3.1: Examples of Downtown West land uses

Land Use

3.2 Zoning and Land Uses

General Plan Land Use Designations

The General Plan (GP) land use designations in Downtown West enable a dense, mixed-use development suitable for an urban site in Downtown San José, as shown in Figure 3.2. The predominant difference between each land use is whether residential uses are permitted. The "Commercial Downtown" designation does not allow residential uses. As the most flexible designation in the General Plan, the "Downtown" designation allows residential use, and denotes sites where a flexible land use alternative exists. Consistent with the previously approved PD Zoning PDC15-051, blocks E1, E2, E3, and 374 remain designated as Downtown.

Downtown West Planned Development (PD) Zoning District

The GDP identifies uses that are allowed within the PD Zoning District, subject to the requirements of the applicable GP land use designation and PD Permit. The GDP establishes which uses are permitted by right and which uses are permitted following the issuance of a conditional use permit or special use permit. Certain land uses are permitted with an administrative permit in lieu of a conditional or special use permit if certain conditions identified in the GDP are met. Land uses on property covered by the PD Permit and this DWDSG are subject to the subsequent Downtown West PD Zoning / Design Conformance Review process outlined in Section 1.4.

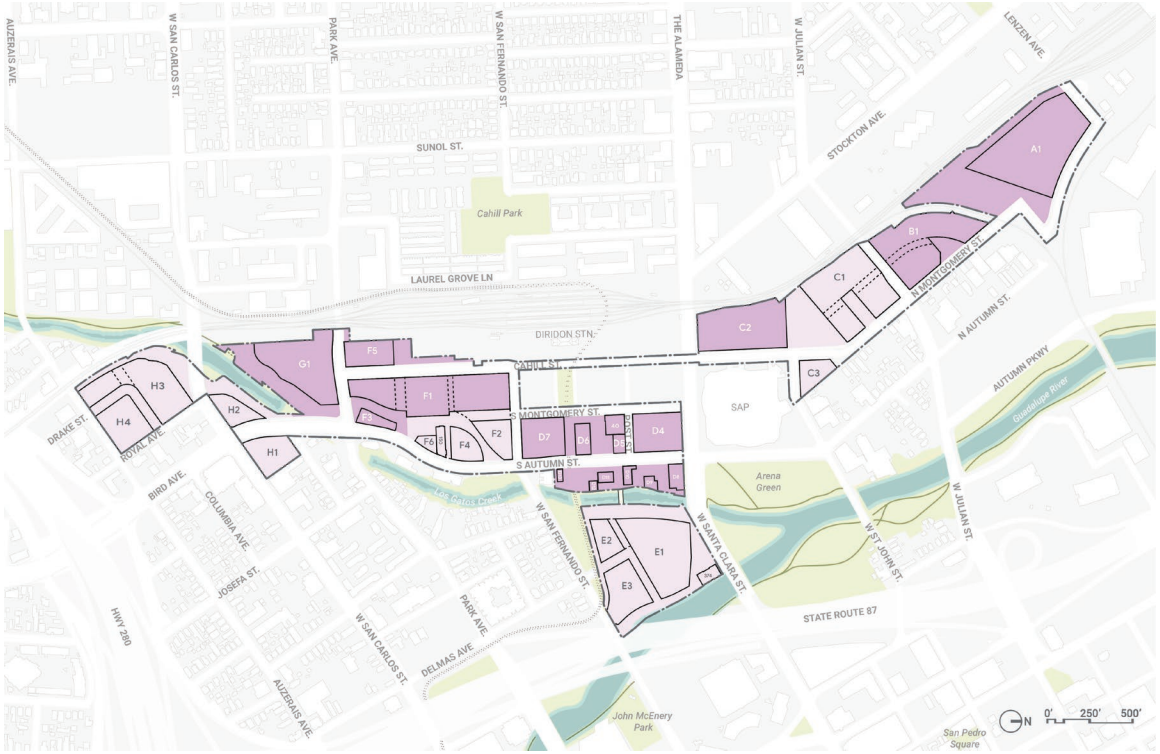


FIGURE 3.2: Downtown West General Plan land use designations

- Downtown
- Commercial Downtown

Land Uses

The land use distribution comprises a mix of mainly office and residential across the approximately 79-acre site. Active uses, as described earlier, would generally occupy ground floor spaces within new mixed-use buildings and some standalone buildings. The Downtown West PD Zoning District also allows hotel use, limited-term corporate accommodations, event/conference centers, parking, logistics, and central utility plants — a component of district systems. Figure 3.3 depicts a conceptual land use plan that illustrates a possible configuration of predominant uses for each block in Downtown West.

To promote the development of Downtown West into a mixed-use, transit-oriented site, the GDP and this DWDSG allow for flexibility in the development of Downtown West. The following standards and Table 3.1 designate required and allowed uses by block.

Standards

S3.2.1 **Required land uses.** Residential, office, and active uses shall be required on the following blocks as denoted in Table 3.1:

- Residential shall be required on blocks C1, E2, E3, F2, F4, H1, H2, H3, and H4.
- Office shall be required on blocks A1, B1, C2, D4, D7, E1, F1, and G1.
- Active use shall be required on blocks A1, C1, C2, C3, D4, D5, D6, D7, D8, D9, D10, D11, D12, D13, E1, E2, E3, F1, F2, F3, F6, G1, H1, H2, H3, H4, 40 and 150 South Montgomery Street, and 374 West Santa Clara Street. Refer to Figure 3.5 for minimum required ground floor active use locations.

S3.2.2 **Allowed land uses.** In addition to the required land uses identified in S3.1.1, blocks A1, B1, C1, C2, C3, D4, D5, D6, D7, E1, E2, E3, F1, F2, F3, F4, F5, F6, G1, H1, H2, H3, and H4 shall be allowed to include additional land uses as denoted in Table 3.1.

S3.2.3 **Flexible blocks.** Blocks C3 and F3 shall require, at minimum, one of the allowed uses denoted in Table 3.1 in addition to the required active use.

S3.2.4 **Allowed hotel locations.** Hotel use shall be allowed on the portion of block C1 addressing the adjacent open space and North Montgomery Street as denoted in Table 3.1.

S3.2.5 **Allowed childcare / daycare locations.** Childcare / daycare facilities shall be allowed on blocks H2 or H3.

S3.2.6 **No required use.** Open spaces and block F5 shall not require any land use. Any combination (including none) of the uses denoted in Table 3.1 shall be allowed in these areas.

S3.2.7 **Infrastructure zones.** Central utility plants and logistics shall be restricted to blocks B1, F1, F2, F3, F4, F5, F6, 150 South Montgomery Street, and G1 as denoted in the infrastructure zones on Figure 3.3.

TABLE 3.1: Land use per block

● Required land uses ○ Allowed land uses – Land uses not allowed

BLOCK	RESIDENTIAL	OFFICE	HOTEL	LIMITED-TERM CORPORATE ACCOMMODATION	EVENT/ CONFERENCE CENTER	DISTRICT SYSTEMS & LOGISTICS	PARKING	ACTIVE USE
A1	-	●	-	-	-	-	○	●
B1	-	●	-	○	-	○	○	○
C1	●	-	○	-	-	-	○	●
C2	-	●	-	-	-	-	○	●
C3	○	○	-	○	-	-	○	●
D4	-	●	-	-	-	-	○	●
D5	-	-	-	-	-	-	○	●
D6	-	-	-	-	-	-	○	●
40	-	-	-	-	-	-	○	●
D7	-	●	-	-	-	-	○	●
D8-D13	-	-	-	-	-	-	-	●
E1	-	●	-	-	○	-	○	●
E2	●	-	-	○	-	-	○	●
E3	●	-	-	○	-	-	○	●
374	-	-	-	-	-	-	-	●
F1	-	●	-	○	○	○	○	●
F2	●	-	-	-	-	○	○	●
F3	-	○	-	○	-	○	○	●
F4	●	-	-	○	-	○	○	○
150	-	-	-	-	-	○	-	●
F5	-	○	-	-	-	○	○	-
F6	-	-	-	-	-	○	○	●
G1	-	●	-	-	-	○	○	●
H1	●	-	-	-	-	-	○	●
H2	●	-	-	-	-	-	○	●
H3	●	-	-	○	-	-	○	●
H4	●	-	-	-	-	-	○	●
Open Space	-	-	-	-	-	-	○	○

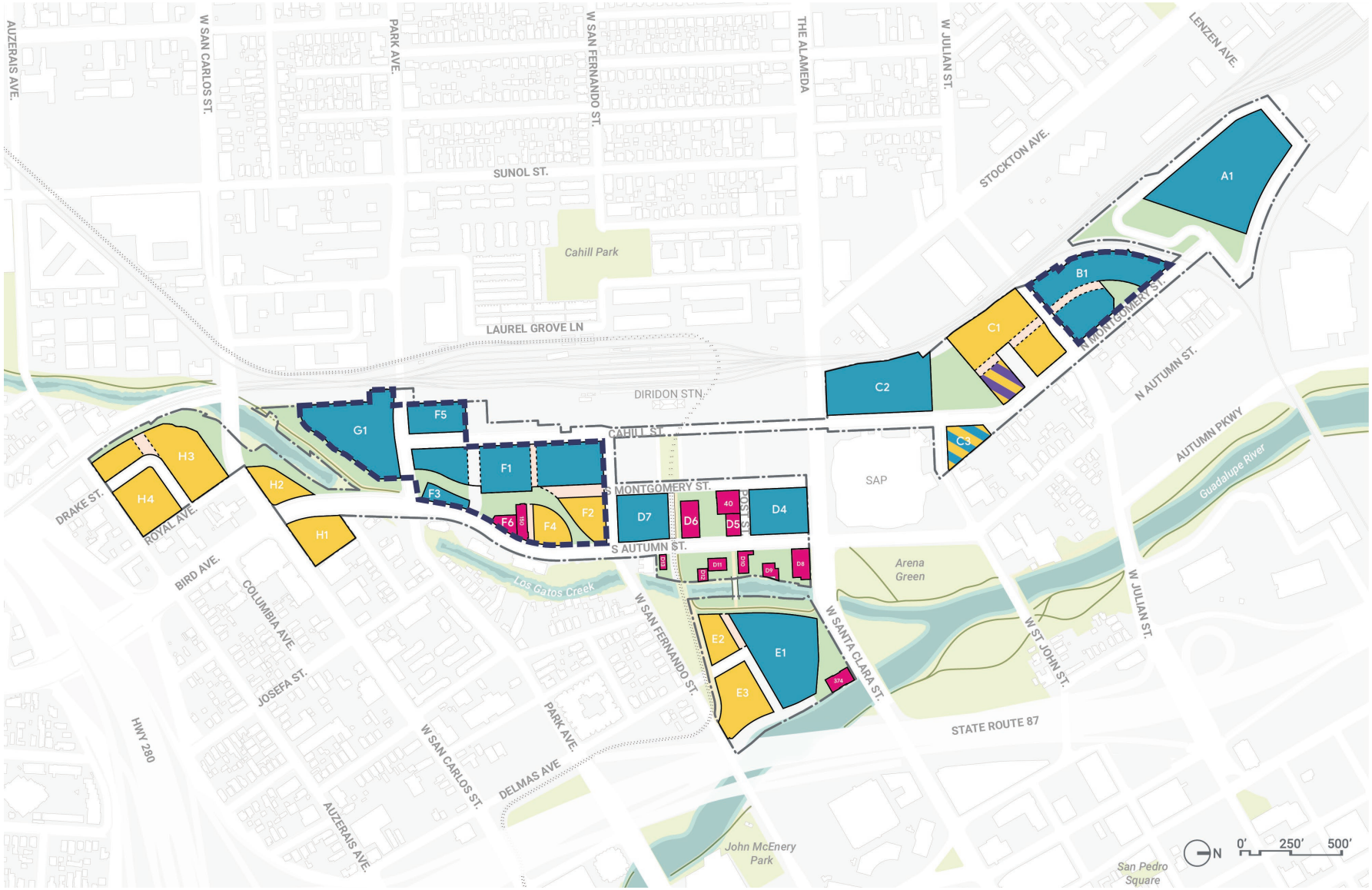


FIGURE 3.3: Conceptual land use plan

- Office
- Residential
- Residential / office
- Residential / hotel
- Active use
- Open space
- Mid-block passage
- Infrastructure zone

NOTE: *For ground floor active use locations, refer to Figure 3.5.*

3.3 Ground Floor Uses

A distribution of ground floor active use throughout Downtown West is integral to creating vibrant public realm experiences. The Core character zone has the greatest concentration of active uses to enliven streetscapes and open spaces at the intersection of Diridon Station and Downtown San José.

The term "active use" covers a wide range of public-facing uses described in Section 3.1 of this chapter.

Standards

S3.3.1 **Active use frontage.** Active use shall be required, at minimum, along 30 percent of the ground floor frontage on blocks C1, C3, D4, D5, D6, D7, E1, E2, F1, F2, F3, F6, H1, H2, H3, and H4 identified in Figure 3.5. Refer to Figure 3.4 for illustrative examples of active use frontage.

[DDG standard 5.3.1.a.a-b — superseded]

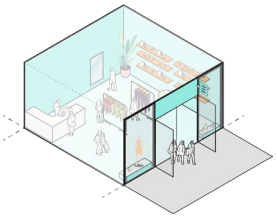
S3.3.2 **Building entry.** All frontage identified in Figure 3.5 shall include an entry to an active use. Blocks B1, F4, and F5 shall not require an entry to an active use.

[DDG standard 5.3.1.a.a-b — superseded]

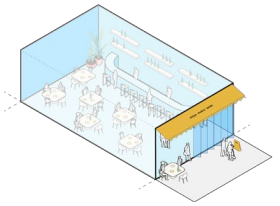
Guidelines

G3.3.1 **Back of house.** Back of house space, such as loading and service, should be minimized to the extent possible along frontage identified in Figure 3.5.

Preferred off-street loading and vehicular access locations as well as protected frontage are specified in Section 6.17.



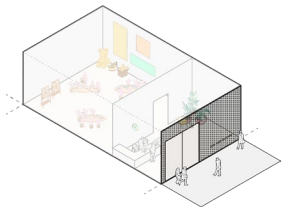
RETAIL SHOP



RESTAURANT OR CAFE



COMMUNITY SPACE



CHILDCARE OR DAYCARE

FIGURE 3.4: Examples of ground floor active use frontage

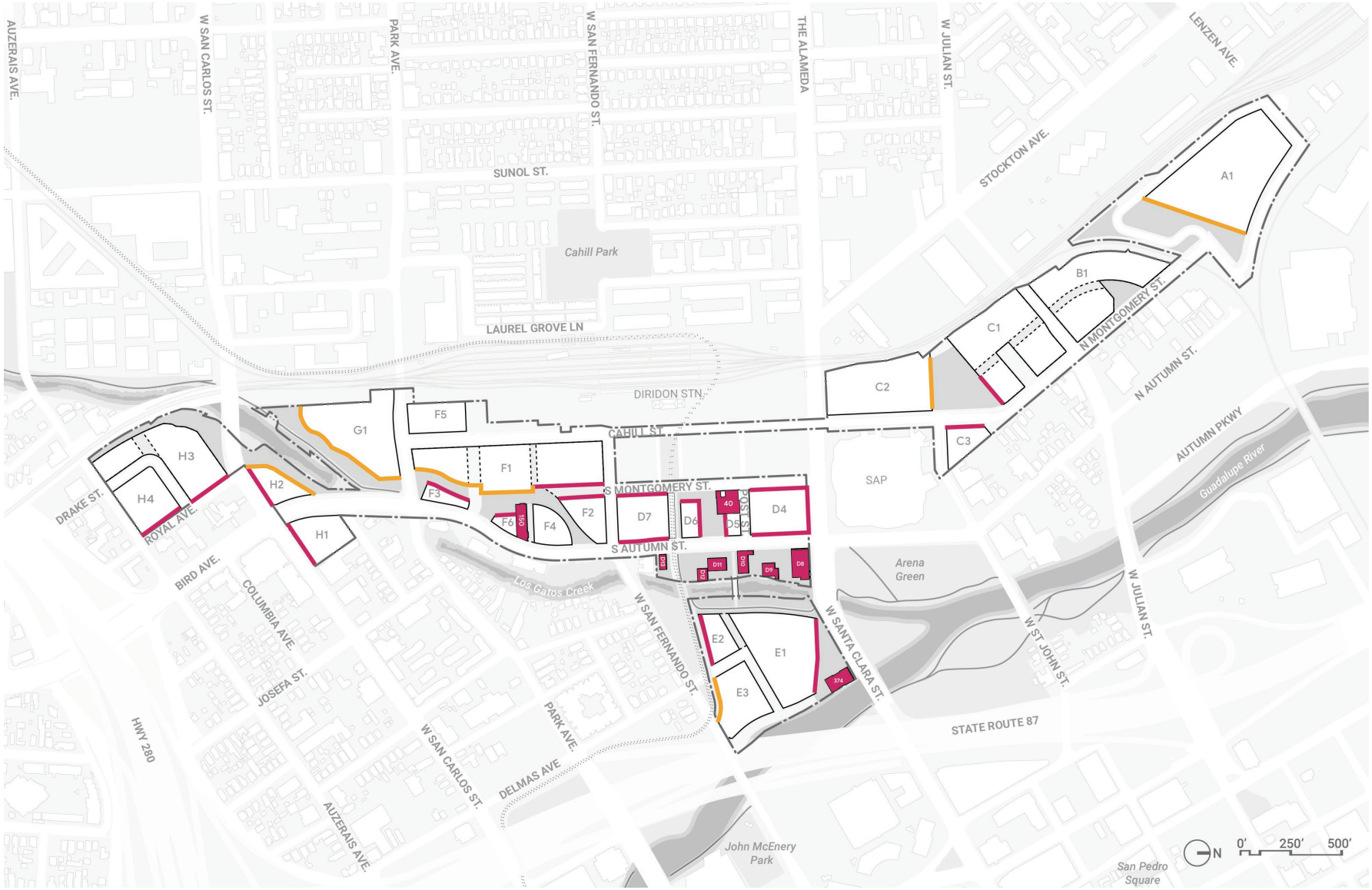


FIGURE 3.5: Minimum required ground floor active use locations

- Frontage requiring an entry to an active use as well as a minimum of 30 percent active use frontage
- Frontage requiring an entry to an active use
- Existing structures dedicated to active use

3.4 Demolition and Interim Uses

Building Demolition and Retention

The Project allows the demolition of most of the existing buildings as shown in Figure 3.6. Some of the existing buildings are retained and other existing buildings may be replaced with a new structure pursuant to Sections 5.5 and 5.6.

Standards

S3.4.1 **Demolition.** A demolition permit shall be required prior to the demolition of the existing buildings identified in Figure 3.6.

S3.4.2 **Demolition of historic buildings.** Demolition of the historic buildings identified in Figure 3.6 shall comply with all mitigation measures for historic resources in the Mitigation Monitoring Reporting Program (MMRP).

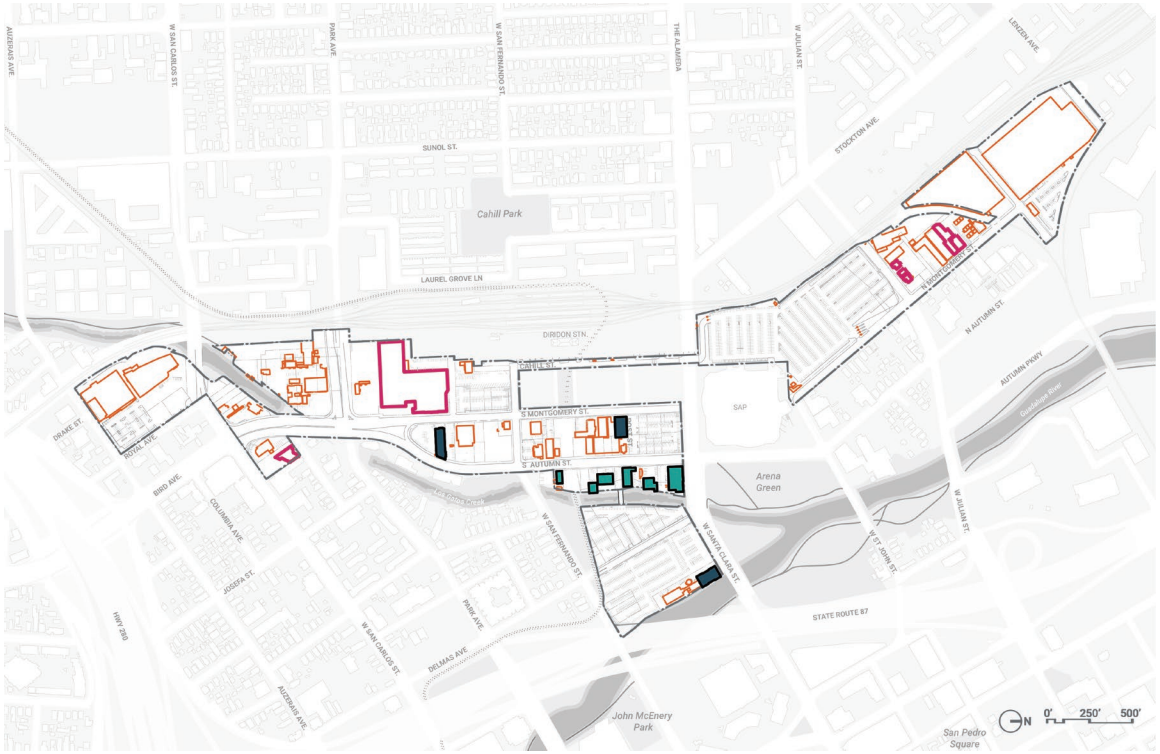


FIGURE 3.6: Demolition and retention plan

- Existing buildings to be demolished
- Existing historic buildings to be demolished
- Existing historic buildings to be retained
- Existing buildings to be rehabilitated or replaced if existing structures cannot reasonably be retained
- Existing buildings outside Project boundary

Interim Uses

Interim uses bring short term programming to activate underutilized areas or otherwise vacant land prior to and during development. Activities that may include commercial pop-ups, temporary food and beverage vendors, festivals and fairs, performances, and temporary art installations. In general, interim uses are envisioned to take place in small-scale structures that respond to their immediate context and require minimal to no site excavation. Larger structures and special events may also occur on sizeable vacant or cleared sites. For examples of interim uses, refer to Figure 3.7. Interim uses are subject to the permitting process outlined in the GDP.

Refer to Section 4.25 for permanent and temporary structures permitted in open space.



MARKETS



TEMPORARY STRUCTURE



TEMPORARY ART



TEMPORARY ACTIVITIES

FIGURE 3.7: Example interim uses on developable building sites

Standards

S3.4.3 **Interim uses.** Interim uses shall be permitted during the time prior to or concurrent with the development of Downtown West and are allowed pursuant to the process defined in the GDP. Refer to the GDP for a complete list of permitted interim uses.

Interim uses shall be permitted within vacant structures and new temporary structures, or to include non-occupiable features, and open space. Interim uses shall be exempt from the locational use restrictions and permissions indicated in Table 3.1.

S3.4.4 **Interim use locations.** Interim uses shall not be permitted in the following locations within Downtown West:

- Within the 50-foot Los Gatos Creek Riparian Setback and 30-foot Guadalupe River Riparian Setback identified in Figure 4.17, with the exception of uses contained within existing structures (blocks D8, D9, D10, D11, D12, D13, and 374).
- On existing public streets with the exception of South Montgomery Street, West San Fernando Street, and new extensions of Cahill Street, as identified in Figure 6.3.

Figure 3.8 identifies permitted interim use locations within Downtown West.

S3.4.5 **Interim use height limit.** Interim structures shall be subject to FAA NAVD 88 height contours (see Figure 5.11) as measured above existing ground level as shown in Figure 5.13.

S3.4.6 **Interim use lighting and signage.** Interim lighting shall require conformance with the following standards:

- S7.3.1 Lighting element placement
- S7.3.3 Atmospheric lighting
- S7.4.1 Lighting in riparian setbacks and the ecological enhancement zone
- S7.4.2 Prohibited lighting in riparian setbacks and the ecological enhancement zone
- S7.4.6 Lighting for existing, replacement, and new buildings in the ecological enhancement zone
- S7.5.1 Non-permitted lighting
- S7.7.1 Permitted signage

S3.4.7 **Interim central utility plant location.** A temporary central utility plant shall be permitted on block E1.

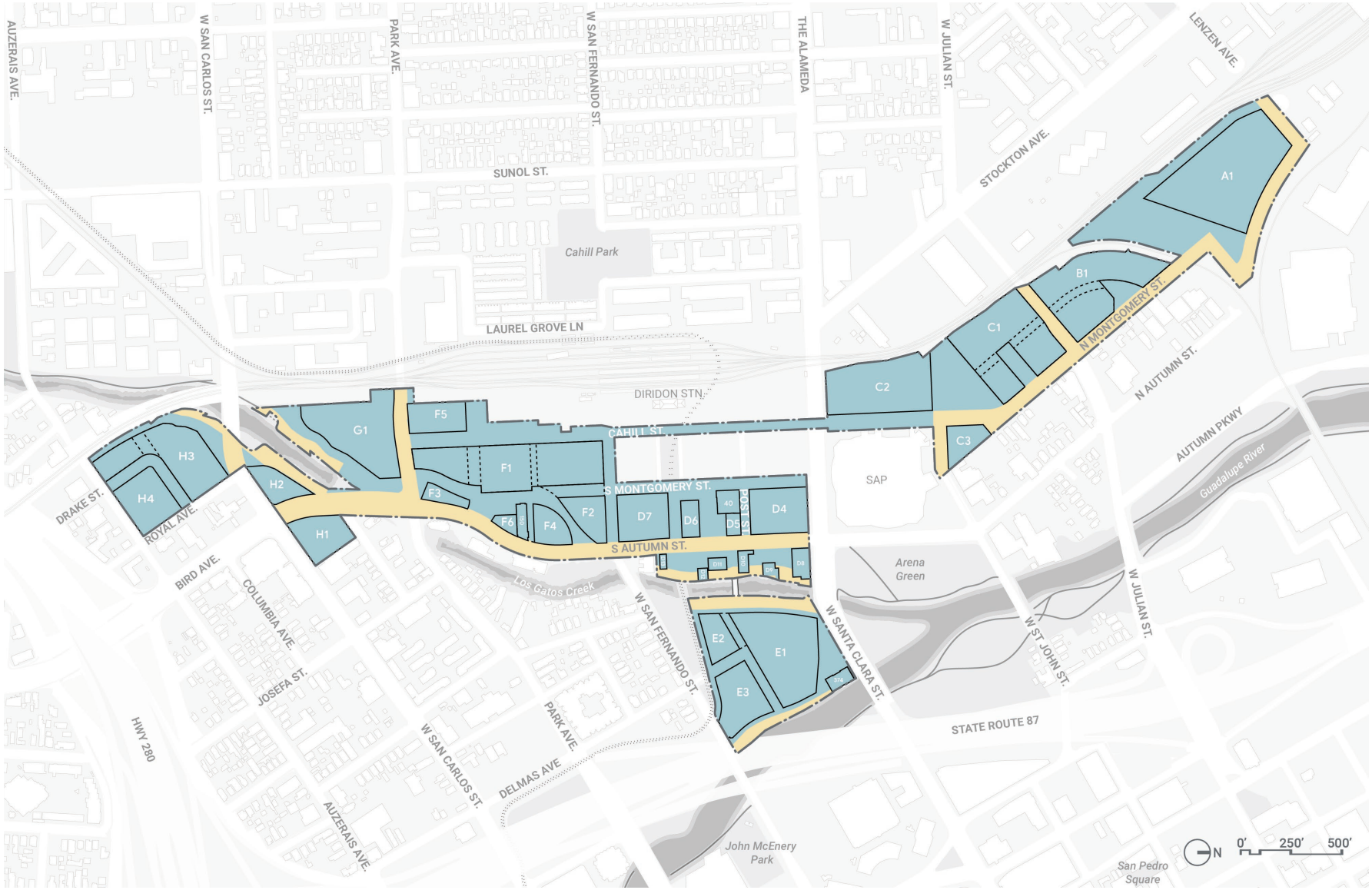


FIGURE 3.8: Permitted and prohibited interim use locations

- Permitted interim use locations
- Prohibited interim use locations



Open spaces and programming for and by the community.

© City of San José

Open Space

04

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Overview

4.1 Open Space Objectives

Downtown West's open space objectives emerged as a collaborative effort — including feedback from the community and City staff, local policies, and Project priorities. These objectives are the unified efforts of many, and they inform the conceptual design — both spatial and programmatic — described in this document.

The DWDSG is intended to promote opportunities for creative and innovative design solutions aligned to the chapter objectives described in the following list. The Conformance Review application shall be approved notwithstanding inconsistency with certain guidelines where the project sponsor provides information during the Conformance Review process showing the subject application on balance generally promotes the design intent of the following chapter objectives, where applicable.

Establish an open space network that relates to existing context, complements the recreational amenities and ecological assets offered in the adjacent neighborhoods, and provides parks, plazas, and open spaces that serve Downtown West and surrounding communities.

Improve access to a variety of recreation within Project open spaces and improve access to active recreation along trails and shared-use paths

Distribute a myriad of functions and design features that support a vibrant and inclusive public realm for residents, employees, and visitors that relates to the nearby context.

Improve visibility, access, and connectivity along the riparian corridors, enhance the value of riparian habitat, and support biodiversity within a high-density urban context through ecologically beneficial landscape design.

4.2 Existing Site Conditions

Dominated by many vacant buildings and impervious surface parking lots, the existing Project site conditions pose challenges for the regional ecosystem of Los Gatos Creek, Guadalupe River, and associated trail systems. Today, the Project area has minimal canopy cover — approximately eight percent — and is 97 percent impervious. Although there are a variety of open spaces in the adjacent context, access to much of them from the Downtown West is hindered by rail and highway infrastructure. The Project site currently lacks meaningful open spaces that meet the programmatic needs of the surrounding community and future residents, workers, and visitors. For additional information on existing conditions and context, refer to *Chapter 1: Document Overview*, *Chapter 2: Project Vision*, and Figure 4.1.

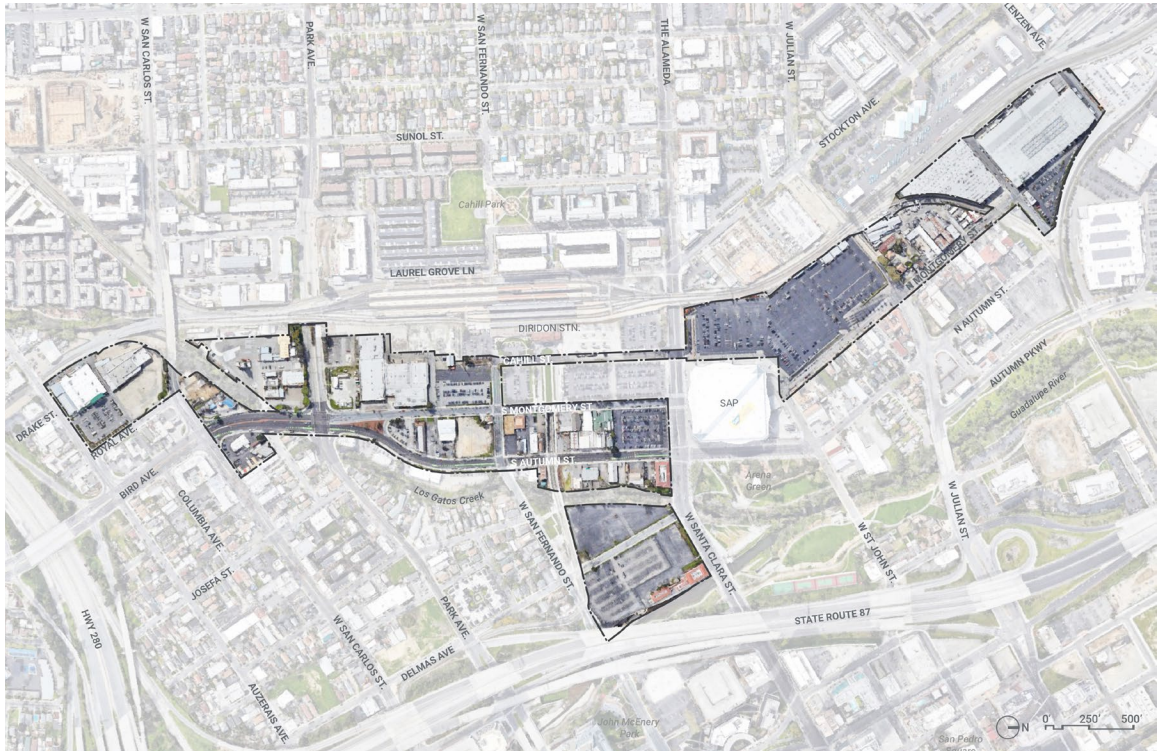


FIGURE 4.1: Existing site conditions

Downtown West Project boundary

4.3 Planning Context

The City of San José provides open space visioning and regulation through planning documents and various policy studies that establish the foundation for this chapter. Unless otherwise noted as superseded, standards and guidelines in this chapter expand upon the policies listed.

The planning context laid out in *Chapter 1: Document Overview* defines how the DWDSG relates to these existing city documents and policies.

Regulatory Planning Documents:

- **Envision San José 2040 General Plan.** *Section 4: Quality of Life – Parks, Open Space and Recreation* establishes service level goals for the provision of parks and recreation services identified in the General Plan.

- **DDG.** The DDG provides standards and guidelines for the relationship between open spaces in new or infill developments, sunlight access to open spaces, and public art in private developments.

Additionally, the DWDSG complies with all applicable provisions of the following City regulatory documents as of the City's approval of the Downtown West Mixed-Use Plan:

- **Activate SJ Strategic Plan 2020–2040.** Provides the vision, mission, and guidelines for the work of the Parks, Recreation, and Neighborhood Services Department, including the design and development of parks and a 100-mile interconnected trail network, for which continuity of the Los Gatos Creek Trail system is important. Five guiding principles — stewardship, nature, equity and access, identity, and public life — establish the Downtown West framework for park design and development.

- **Riparian Corridor Policy Study.** Approved by the City Council in 1994 and revised in 1999, this study (specifically, Chapter 3) establishes policy guidelines to preserve riparian corridors and outlines the way corridors should be treated in order to maintain consistency with the General Plan. Designs for approvals of open spaces adjacent to riparian corridors within Downtown West are subject to the Conformance Review process outlined in Section 1.4.

- **Riparian Corridor Protection and Bird-Safe Design Policy (Policy 6-34).** Approved by the City Council in 2016, this document supplements and updates the Riparian Corridor Policy Study. Section A of this document establishes policies for riparian protection, reduced setbacks, and design guidance within setbacks.

Best Practices and Guidelines

In addition to the DWDSG, and the regulatory planning documents identified herein, the following document will be referred to for subsequent review and permit approvals:

- **Los Gatos Creek Trail Master Plan – Reach 5.** Approved by the City Council in 2008, this document illustrates a revised alignment due to changes in land uses, property ownership, and physical characteristics since the Los Gatos Creek Master Plan was developed in 1985. This document shares trail alignment, regulatory environmental documentation, and implementation guidelines for the last remaining unconstructed segment of the Los Gatos Creek Trail – Reach 5.

The following non-regulatory documents provide additional guidance to the function and design of Downtown West:

- **San José's Public Art NEXT!** Approved by City Council in 2007, Public Art NEXT! lays out the vision for San José public art and identifies priority locations and recommendations for public art.
- **Downtown Next!** A Public Art Focus Plan for Downtown San José. Adopted by the City Council in 2007, this focus plan identifies goals for public art priority locations within Downtown.
- **San José Tree Policy Manual and Recommended Best Management Practices.** Revised in 2013, this manual provides guidelines and best management practices for tree planting and maintenance in San José.
- **San José Trail Network Toolkit Planning and Design (2018).** The trail network toolkit supports the planning and development of Class I (off-street) multi-use trails, building off of the City of San José's previous success working with local and national partners.

4.4 Design Intent

Reconnecting Along the Creek

The trail and ecosystem of Los Gatos Creek provide essential connectivity within Downtown West and bolster City-wide and regional networks. The Project builds on the City's Los Gatos Creek Trail Master Plan vision to continue the trail system within Downtown West. Additional protected routes for pedestrian and bicycle circulation provide connections between adjacent neighborhoods, Downtown San José, and the existing regional trail network.

Network of Connected Spaces

The open space plan is built on connectivity and adjacency — with a park or plaza at nearly every major intersection, near each neighborhood, and no more than a block away from any location in the Project. This distributed approach reflects community engagement feedback that prioritized a network of new, more engaging spaces easily accessible to nearby neighborhoods and complementary to the existing larger parks nearby. Consistent with General Plan Policy PR-2.6, existing and proposed open spaces are within a one-third mile radius from the Project's proposed residential blocks.

Each open space in Downtown West is tailored in scale and program to better serve the surrounding neighborhoods — with family-oriented programs near residential uses, industrial character adjacent to the rail, and nature-based experiences near existing natural resources. The design character of open spaces ranges from natural to more urban — each relating to its immediate surroundings.

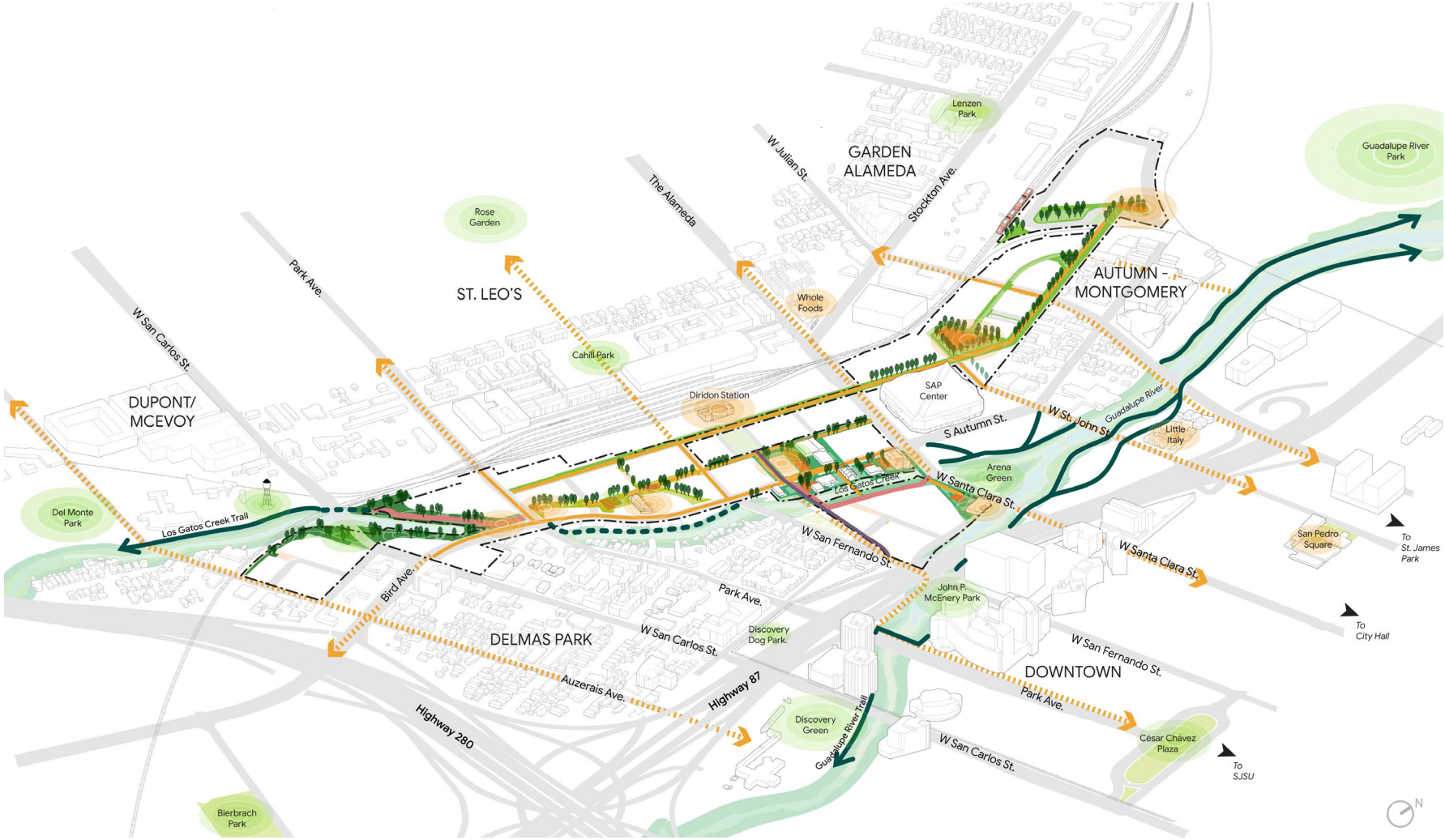


FIGURE 4.2: Connections to surrounding communities and neighborhoods

- Downtown West Project boundary
- Existing and proposed open spaces
- Activity nodes
- Existing regional trail network
- Bike/pedestrian connections outside Project boundary
- Bike / pedestrian connections within Project boundary
- Proposed Los Gatos Creek Multi-Use Trail
- Additional City proposed trails
- Proposed Downtown to Diridon Station Shared-Use Path

Character Zones

As introduced in *Chapter 2: Project Vision*, the Project is divided into four character zones that reflect and complement existing conditions: Southend, Meander, Core, and Northend. The zones define the programmatic components and character of each open space.

The open space network is comprised of ten parks, plazas, and other open spaces, as well as mid-block passages. The intent for programming and character of the Project's open spaces is described in Sections 4.12 – 4.21.

Southend

Ecology is the fundamental driver for design and programming in the Southend open spaces. This zone is comprised of the Los Gatos Creek Connector (Section 4.12), Los Gatos Creek Park (Section 4.13), and a mid-block passage that form a public greenway that takes advantage of the natural riparian-adjacent environment. The riparian setback is designed to protect and expand existing habitat while offering passive and immersive nature experiences. Neighborhood-serving amenities enliven the open spaces and support adjacent communities.

Core

Between Downtown and Diridon Station, the Core includes a series of open spaces that evolve in character from urban to nature-based. The Core consists of the Social Heart (Section 4.15), Creekside Walk at Autumn Street (Section 4.16), Los Gatos Creek East (Section 4.17), Gateway to San José (Section 4.18), and mid-block passages. Framed by a mix of new development and existing structures, these spaces support robust riparian and transit corridors while cultural and educational amenities activate the Core: the social hub of the Project.

Meander

The Meander connects the natural landscape of the Southend to the mixed-use civic landscape of the Core. The Meander is a continuous open space (Section 4.14) comprised of an urban promenade, flexible lawn, and outdoor program areas, as well as multiple mid-block passages. This highly programmed connector engages the ground level of surrounding publicly and privately used buildings.

Northend

The Northend builds on the energy of the creative community of San José while introducing spaces for community making, recreational programs and activities, and entertainment. Characteristics of industry and fabrication complement the adjacent residential areas, and the regional SAP Center. The Northend zone is comprised of St. John's Triangle (Section 4.19), North Montgomery Pocket Park (Section 4.20), Northend Park (Section 4.21), and mid-block passages.

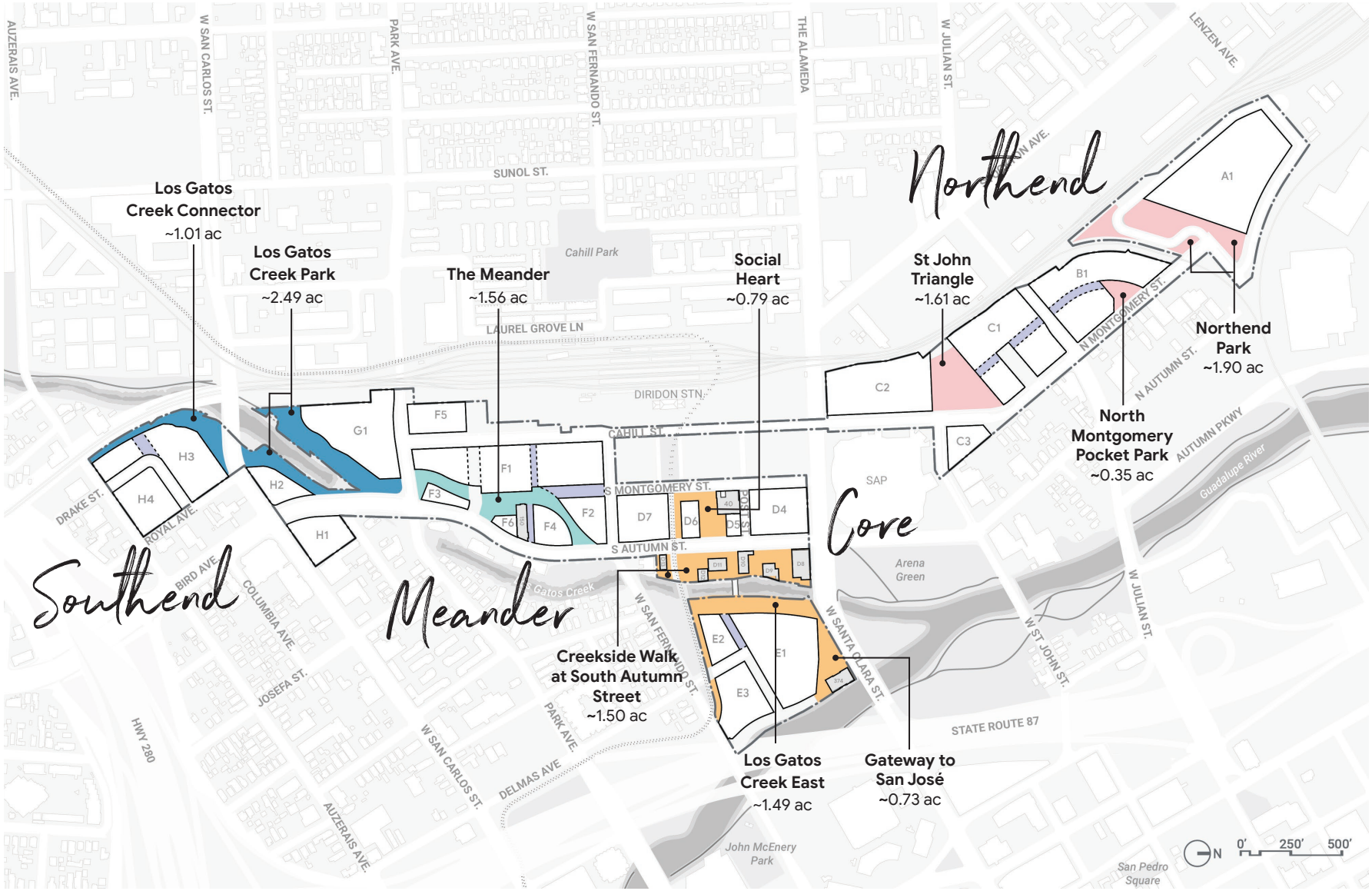


FIGURE 4.3: Character zones of Downtown West's open space network

- Southend
- Meander
- Core
- Northend
- Mid-block passage
- Existing structures

NOTE: *Open space acreage indicated in Figure 4.3 is not inclusive of mid-block passages.*

Urban and Nature-Based Experiences

Open spaces range in experience from natural to urban. The Project responds to the regional riparian and trail systems with ecological experiences that also connect people to nature and the outdoors. Open spaces near Diridon Station are urban in character, providing plaza and hardscaped surfaces as well as an outdoor extension of retail and dining, as illustrated in Figure 4.4 and Figure 4.5.



FIGURE 4.4: Natural to urban open spaces

Nature-based experiences

Urban-based experiences

NOTE: *Refer to Figure 4.5 for the Project's range of open space programming and design as well as the names of the open spaces associated with this diagram*



FIGURE 4.5: Examples of the Project's range of open space programming and design

Image credits: a: Rick Miskiv b: Lendlease c: Zil Archivisual d: Barrett Doherty e: Marisa Fischetti for Visit Philly f: Shae Rocco g: SITELAB urban studio h: West8 i: Shane Albuquerque j: John Henderson k: Ryan Collard l: Google m: Age n: Bob Krist o: Baunfire p: SITELAB urban studio

Project-Wide Open Space Design

4.5 Open Space Design

Downtown West's open space network supports a range of activities and attractions that relate to adjacent building uses or site conditions. The Project enhances ecological resources by providing visual access to Los Gatos Creek while buffering sensitive habitat from more active programming. Open spaces will have a variety of sub-spaces that integrate multiple wind and solar optimization strategies to maximize comfort for different user groups and program uses throughout the majority of the year.

The following standards apply to all open spaces unless otherwise indicated. Additional guidelines support the design of these spaces.

The Project's open spaces are comprised of seven categories defined in this section. The overall open space acreage total is comprised of the various categories delineated in Table 4.1 and Figure 4.6. The layouts, boundaries, and perimeters of the open spaces shown in Figure 4.6 are illustrative and subject to final design. Refer to Section 5.5 for specific areas permitted for alternative block and open space reconfiguration.

Terms

- **Open space.** Open space means all parks and open spaces within Downtown West and includes City-dedicated open space and project sponsor-owned open space.
- **City-dedicated open space.** City-dedicated open space includes City-dedicated parks and City-dedicated Los Gatos Creek Multi-Use Trail.
- **City-dedicated parks.** City-dedicated parks are publicly-accessible open spaces that are dedicated to the City by the Project Sponsor, as required by the City's land dedication requirements set forth in S4.5.2, the City's Parkland Dedication Ordinance (Chapter 19.38), and the Development Agreement and Parkland Agreement.
- **Los Gatos Creek Multi-Use Trail.** An extension of the existing trail within the Project, as illustrated in Figure 4.6. Refer to Section 4.10 for the trail's definition and intent, including the width of the trail to be maintained throughout its route. Design standards applicable to portions of Los Gatos Creek Trail within the Project's open space are set forth in Sections 4.13, 4.15, 4.16, and 4.17.
- **Project sponsor-owned (PSO) open space.** PSO open space is inclusive of privately-owned public parks, semi-public open space, Los Gatos Creek Riparian Setback, Los Gatos Creek Riparian Corridor within the Project, and mid-block passages.
- **Privately-owned public parks.** Privately-owned public parks are PSO open spaces that are accessible to the public, and that may have more limited hours of public access than the City-dedicated parks.
- **Semi-public open space.** Semi-public open space is PSO open space that is adjacent to City-dedicated park or privately-owned public park, and used for commercial activities, such as outdoor seating for restaurants and/or landscaping buffers related to ground floor use. Semi-public open space may have additional access restrictions or more limited hours than the Park to which it is adjacent.
- **Los Gatos Creek Riparian Setback.** The Los Gatos Creek Riparian Setback is PSO open space that consists of the setback area 50 feet of the Los Gatos Creek Riparian Corridor. Refer to Section 4.8 for Los Gatos Creek Riparian Setback definition and intent.
- **Los Gatos Creek Riparian Corridor within Project.** As used herein, the Los Gatos Creek Riparian Corridor is PSO Open Space within the Project boundary that is riparian corridor along Los Gatos Creek. Subject to this document, no improvements shall be made within the riparian corridor.
- **Mid-block passage.** Mid-block passage is PSO Open Space that provides pedestrian circulation at ground level and establishes a more walkable block structure. Refer to Section 4.6 for standards and locations of mid-block passages. Mid-block passage acreage is indicated separately from individual open space acreages identified in Sections 4.12 to 4.21.

TABLE 4.1: Downtown West open spaces, open space categories, and acreage allocation

	CITY-DEDICATED OPEN SPACE		PROJECT SPONSOR-OWNED (PSO) OPEN SPACE					
OPEN SPACES	**LOS GATOS CREEK MULTI-USE TRAIL**	**CITY-DEDICATED PARK**	**PRIVATELY-OWNED PUBLIC PARK**	**SEMI-PUBLIC OPEN SPACE**	**LOS GATOS CREEK RIPARIAN SETBACK**	**LOS GATOS CREEK RIPARIAN CORRIDOR**	**MID-BLOCK PASSAGE**	**INDIVIDUAL OPEN SPACE ACREAGE SUB-TOTAL**
Los Gatos Creek Connector	-	0.76 ac	-	0.03 ac	0.22 ac	-	0.16 ac	1.17 ac
Los Gatos Creek Park	0.28 ac	-	1.03 ac	0.27 ac	0.77 ac	0.14 ac	-	2.49 ac
The Meander	-	-	1.04 ac	0.52 ac	-	-	0.68 ac	2.24 ac
Social Heart	-	0.57 ac	-	0.22 ac	-	-	-	0.79 ac
Creekside Walk at South Autumn Street	-	-	0.70 ac	0.20 ac	0.56 ac	0.04 ac	-	1.50 ac
Los Gatos Creek East	0.25 ac	-	0.36 ac	0.12 ac	0.65 ac	0.11 ac	0.17 ac	1.66 ac
Gateway Plaza	-	-	0.65 ac	0.08 ac	-	-	-	0.73 ac
St. John Triangle	-	1.51 ac	-	0.10 ac	-	-	0.30 ac	1.91 ac
North Montgomery Pocket Park	-	-	-	0.35 ac	-	-	0.26 ac	0.61 ac
Northend Park	-	1.43 ac	0.34 ac	0.13 ac	-	-	-	1.90 ac
CATEGORY ACREAGE TOTAL	**0.53 AC**	**4.27 AC**	**4.12 AC**	**2.02 AC**	**2.20 AC**	**0.29 AC**	**1.57 AC**	**15.00 AC**
TOTAL	**4.80 AC**		**10.20 AC**					

Standards

S4.5.1 **Overall acreage.** The Project shall provide approximately 15 acres of Open Space.

S4.5.2 **City-dedicated open space.** A minimum of 4.80 acres of the approximately 15 total acres of Project open space shall be City-dedicated open space, and shall, at minimum, meet the total acreages shown for Los Gatos Creek Multi-Use Trail and City-dedicated parks identified in Table 4.1. Dedication of the City-dedicated open space shall follow the City's parkland dedication minimum requirements, as stated in Municipal Code Section 14.25.320, except as otherwise indicated in the Development Agreement and / or Parkland Agreement. These requirements include:

- Slope less than 10 percent, or ability to be graded to three percent or less
- At least one-half acre in size
- Does not contain stormwater infrastructure servicing private development parcels
- Does not include riparian setback, riparian corridor, or environmental mitigation areas
- Located adjacent to public street to promote safety

S4.5.3 **Project sponsor-owned open space.** Individual open spaces within PSO open space are permitted to adjust in final design by up to 10 percent the acreages for privately-owned public parks, semi-public open space, Los Gatos Creek Riparian Setback, Los Gatos Creek Riparian Corridor, and mid-block passages identified in Table 4.1. Adjustments under this standard are permitted to be reallocated to other PSO open space to remain consistent with the requirement to provide approximately 15 acres of Project open space. Adjustments pursuant to this standard may result in corresponding adjustments to the total acreage of categories of PSO open space identified in Table 4.1. Final acreages for individual open spaces shall be provided concurrent with the application for any phased final subdivision map that includes Project open space.

S4.5.4 **Semi-public open space.** Total semi-public open space within the Project shall not exceed 2.07 acres. No more than 15 percent of this total (or 0.31 acres) may be developed adjacent to any single City-dedicated park or privately-owned public park.

S4.5.5 **Public rooftop and upper terraces.** Access from either a ground level public space or the public realm shall be required when an elevated open space is provided for public use and not directly accessible from the ground level.

S4.5.6 **Surface perviousness.** Open Space design shall increase overall perviousness of the site from the current level of perviousness and improve stormwater quality by implementing low impact development (LID) strategies. Refer to Section 4.23 for stormwater management standards.

S4.5.7 **Emergency vehicle access within city-dedicated parks.** Emergency vehicle access (EVA) shall be designed to not impede the primary functions of city-dedicated parks.

S4.5.8 **Open Space reconfiguration.** If a public agency initiates proceedings to acquire any portion of the property subject to the PD Zoning District, affected open spaces and related improvements shall be permitted to be reconfigured, including through proportional reduction of the affected open space and/or deviations from standards contained in this document, as reasonably necessary to avoid such acquisition area.

Proposed deviations from standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of the Conformance Review that involves the area affected by the property acquisition, or as

necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.5 and approved if findings can reasonably be made that the resulting reconfigured open spaces and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.

Guidelines

G4.5.1 **Shaded areas.** Shaded areas, which may include a robust tree canopy and structural canopies, should be designed to provide shade during times of year where there is maximum sun exposure.

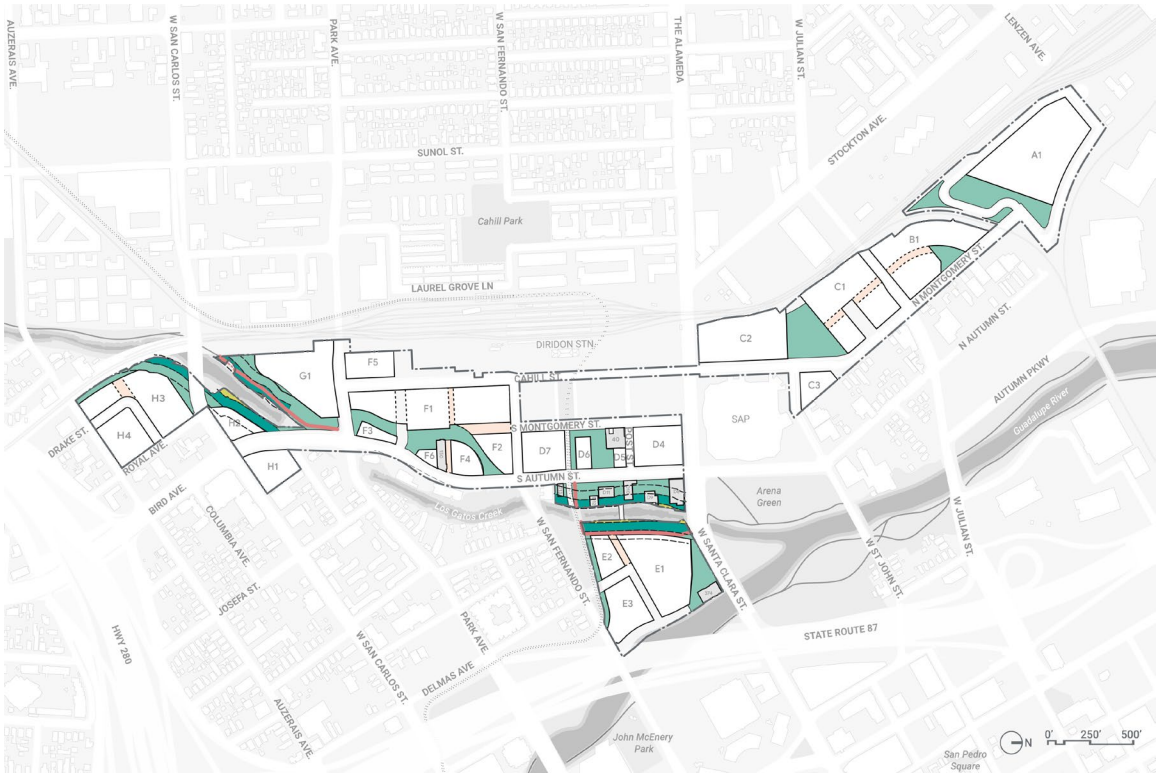


FIGURE 4.6: Open space categories diagram

- City-dedicated parks, privately-owned public parks, or semi-public open space
- Los Gatos Creek Riparian Setback
- Los Gatos Creek Riparian Corridor within the Project
- Proposed Los Gatos Creek Multi-Use Trail (excludes a portion of the trail outside Project adjacent to Los Gatos Creek Park)
- Mid-block passage

4.6 Mid-Block Passages

Small-scale pedestrian passages increase porosity and visibility while providing more pedestrian connectivity to optimize walkability between neighborhoods and to transit. Diversity and hierarchy among mid-block passages are established through varying widths and activation strategies. Retail uses and seating are provided in busier passages, with more softscape and art in quieter ones. Refer to Figure 4.7 for examples of diversity of activities within mid-block passages. Refer to Figure 6.8 for an illustrative example of Downtown West's pedestrian network. Refer to Figure 4.8 for mid-block passage locations throughout the Project. Building relationships to mid-block passages are further defined in Sections 5.5, 5.8, 5.11, 5.12, and 5.15.

Terms

- **Generally-accessible mid-block passages.** These mid-block passages will allow for broad public access subject to limitations necessary to promote public safety and the security of adjacent buildings.
- **Limited-access mid-block passages.** These mid-block passages may be closed for special events or security reasons at the discretion of the project sponsor.

Contextual Considerations

Mid-block passage character. As a continuation of the public realm, mid-block passages present an opportunity to create moments of respite or surprise. As a result, the character of mid-block passages in Downtown West is as follows:

East/West at block H3. This mid-block passage in the Southend is a landscaped zone buffered with vegetation and residential uses on both sides.

North/South at block F1 and F2. A continuation of South Montgomery Street into the Meander, this mid-block passage is the transition zone between the urban street grid, the urban promenade, and outdoor rooms. This passage is designed as a promenade with diverse programmatic elements further defined in Section 4.14.

East/West at block F1. As an interactive art alley in the Meander, this mid-block passage is lined with building entrances and is enlivened with lighting features and art.

East/West at blocks 150 and F4. Lining the north edge of the converted 150 South Montgomery Street and new block F4 facade, this mid-block passage in the Meander has art installations.

East/West at block E1 and E2. This mid-block passage in the Core accommodates circulation to adjacent buildings, Delmas Avenue, and the Guadalupe River.

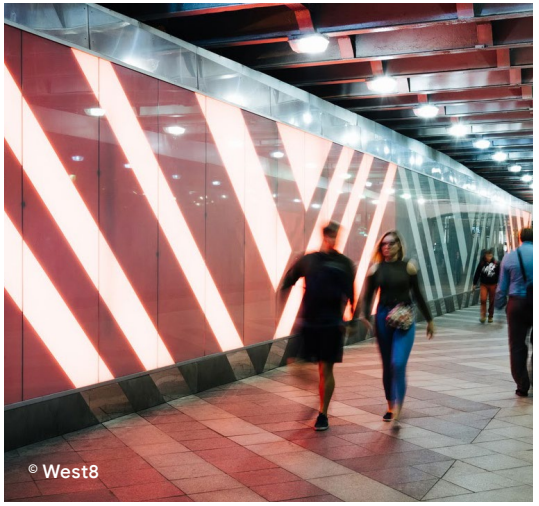
North/South at blocks B1 and C1. This mid-block passage connects residents and employees to public amenities at the bookend parks of the Northend (St. John Triangle and North Montgomery Pocket Park).



MURAL ART



EXTENSION OF RETAIL



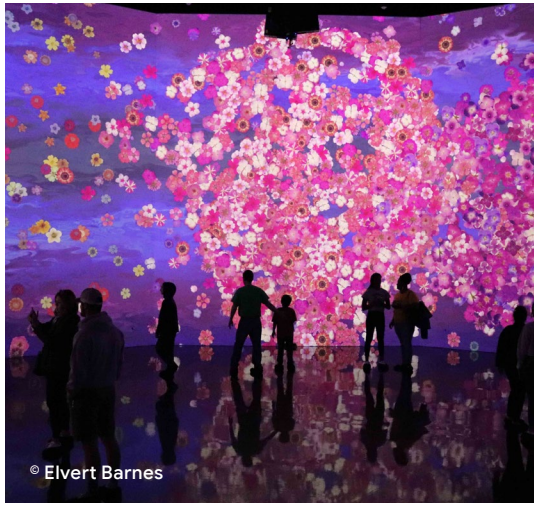
LIGHTING AND ILLUMINATION ART



DESIGN INSTALLATION



SPORTS AND PLAY



INTERACTIVE ART

FIGURE 4.7: Examples of mid-block passages

Standards

S4.6.1 **Location of mid-block passages.** A minimum of one mid-block passage shall be required in each of the locations indicated in Figure 4.8. The exact location of each mid-block passage is flexible within the given block but shall not increase any adjacent block length to greater than 350 feet in length.

S4.6.2 **Mid-block passage dimension.** All mid-block passages shall comply with the minimum clear width identified in Table 4.2. Minimum clear width shall accommodate EVA routes and are subject to change pending review by the San José Fire Department.

S4.6.3 **Generally-accessible mid-block passages.** At minimum, generally-accessible mid-block passages shall be permitted in the locations identified in Table 4.2.

S4.6.4 **Limited-access mid-block passages.** Mid-block passages shall be permitted to be closed as needed by the project sponsor for special events and security in the locations identified in Table 4.2 and Figure 4.7.

S4.6.5 **Establishment of mid-block passage access rights.** Any Vesting Tentative Map or Tentative Map that includes a mid-block passage as depicted in Figure 4.7 shall be subject to a condition of approval that requires the subdivider to record a covenant, restriction, or easement against property subject to any mid-block passage that provides for public access, public safety, and security of adjacent property consistent with the DWDSG and the applicable terms of any governing development agreement.

S4.6.6 **Mid-block passage programming and design.** All mid-block passages shall permit passive circulation and/or active programming. Examples of active programming include at least one of the following elements: outdoor extension of retail or a programmatic element described in Section 4.11. Back of house functions along mid-block passages shall be minimized and, if present, must be screened.

S4.6.7 **Controlled access point design.** Controlled access points shall be at least 50 percent transparent to maintain pedestrian safety and visibility. At controlled access points, the threshold shall incorporate bird-safe design.

S4.6.8 **Planting.** If open to the sky and with access to sunlight, mid-block passages shall provide vegetation in their design.

Guidelines

G4.6.1 **Art.** Art is encouraged in mid-block passages to provide a sense of identity to each location. Art may include but is not limited to mural art, art installations, lighting and illumination, and interactive art.

TABLE 4.2: Mid-block passage requirements

LOCATION ORIENT.	MIN. CLEAR WIDTH*	LIMITED-ACCESS	COVERED PASSAGE
B1 N/S	20’	Yes	Yes
C1 N/S	20’	No	No
E1/E2 E/W	20’	Yes	No
F1/F2 N/S	20’	No	No
F1 E/W	6’	Yes	Yes
F4/150 E/W	20’	No	No
H3 E/W	6’	No	No

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

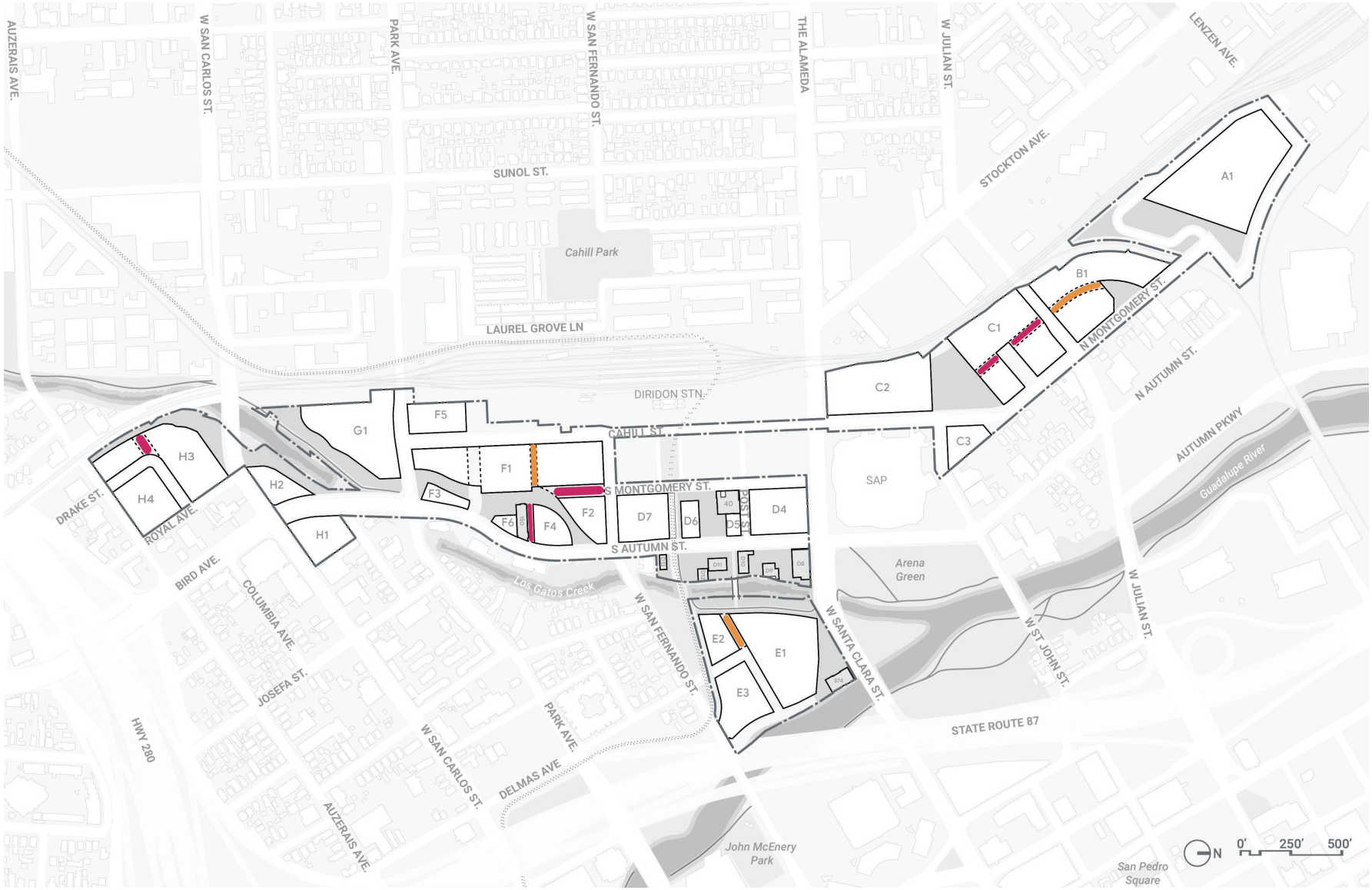


FIGURE 4.8: Conceptual mid-block passage locations

- Generally-accessible mid-block passages
- Limited access mid-block passages

4.7 Art

Downtown West's standards and intent of art align with San José's Public Art NEXT!, Downtown Next! A Public Art Focus Plan for Downtown San José, and the DDG.

Art is encouraged throughout Downtown West to add a sense of destination to areas of high traffic and high visibility, to help shape gathering places, and to be a part of the placemaking of destinations such as a café, an event venue, or programmed activities. Art can be used as a tool for learning about culture and history as well as regional nature and creek ecology. This can be accomplished through art pieces that convey information about wind, water, air, and other environmental education themes. Refer to Figure 4.9 for examples of iconic and landmark art, Figure 4.10 for examples of art in nature, and Figure 4.11 for examples of interactive art.

Terms

- **Elements of distinction.** Pursuant to the DDG, elements of distinction are unique, memorable features. Typically large in scale, they may provide an identifying view or "selfie spot" to visitors. They may also be physically interactive, providing an opportunity for play.

Standards

S4.7.1 **Transit gateway locations.** The location of an element of distinction shall be permitted within the Social Heart.

[DDG Figure 2 – superseded]

S4.7.2 **Art within riparian setbacks.** Art that causes environmental disruption within the riparian setback along Los Gatos Creek or the Guadalupe River shall be prohibited. Examples of non-permitted art causing environmental disruption include but are not limited to interactive art that incorporates noise or lighting. For further lighting standards for art in riparian setbacks, see Sections 7.5 and 7.10.

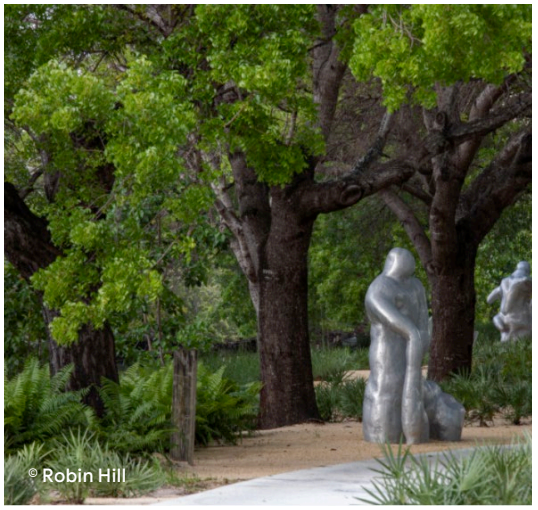
Guidelines

G4.7.1 **Art in Downtown West.** Art projects in Downtown West should bring meaning to urban spaces, inspire thought and dialogue, commemorate important people and events, and tackle the issues of the day. Artworks should be rooted in San José's unique character — its connection to the natural environment, its importance as a home to innovation, and its rich history and culture.

G4.7.2 **Art to enhance riparian habitat.** Art within riparian setbacks is encouraged to be integrated into a passive user experience of nature, so as to enhance rather than negatively impact the riparian corridor. Strategies include but are not limited to softscape designs such as ecological artworks, purification artworks that remove pollutants, or living artworks; and hardscape designs such as wildlife-friendly fencing, fountains, railings, and pavement treatments.



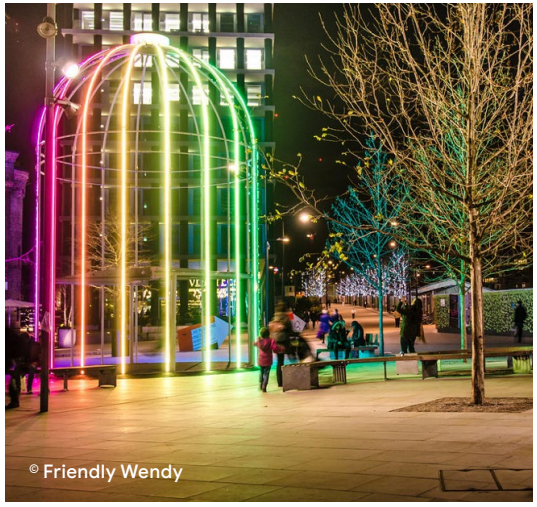
LANDMARK MOMENT



PASSIVE ART



INTERACTIVE ART



GATEWAY AND ICONIC ART

FIGURE 4.9: Examples of gateway art



NATURE EDUCATION

FIGURE 4.10: Examples of art in nature



INTERACTIVE ART

FIGURE 4.11: Examples of interactive art

Location-Specific Open Space Design

This section identifies and describes specific standards and guidelines for open spaces that are riparian corridor-adjacent, rail- and light rail-adjacent, or accommodating to multi-use trail and shared-use paths. The Project responds in this section to the unique natural resources and transportation corridors adjacent to and within Downtown West.



RIPARIAN-ADJACENT



TRAIL AND / OR PATH-ADJACENT



RAIL-ADJACENT

FIGURE 4.12: Examples of location-specific open space design

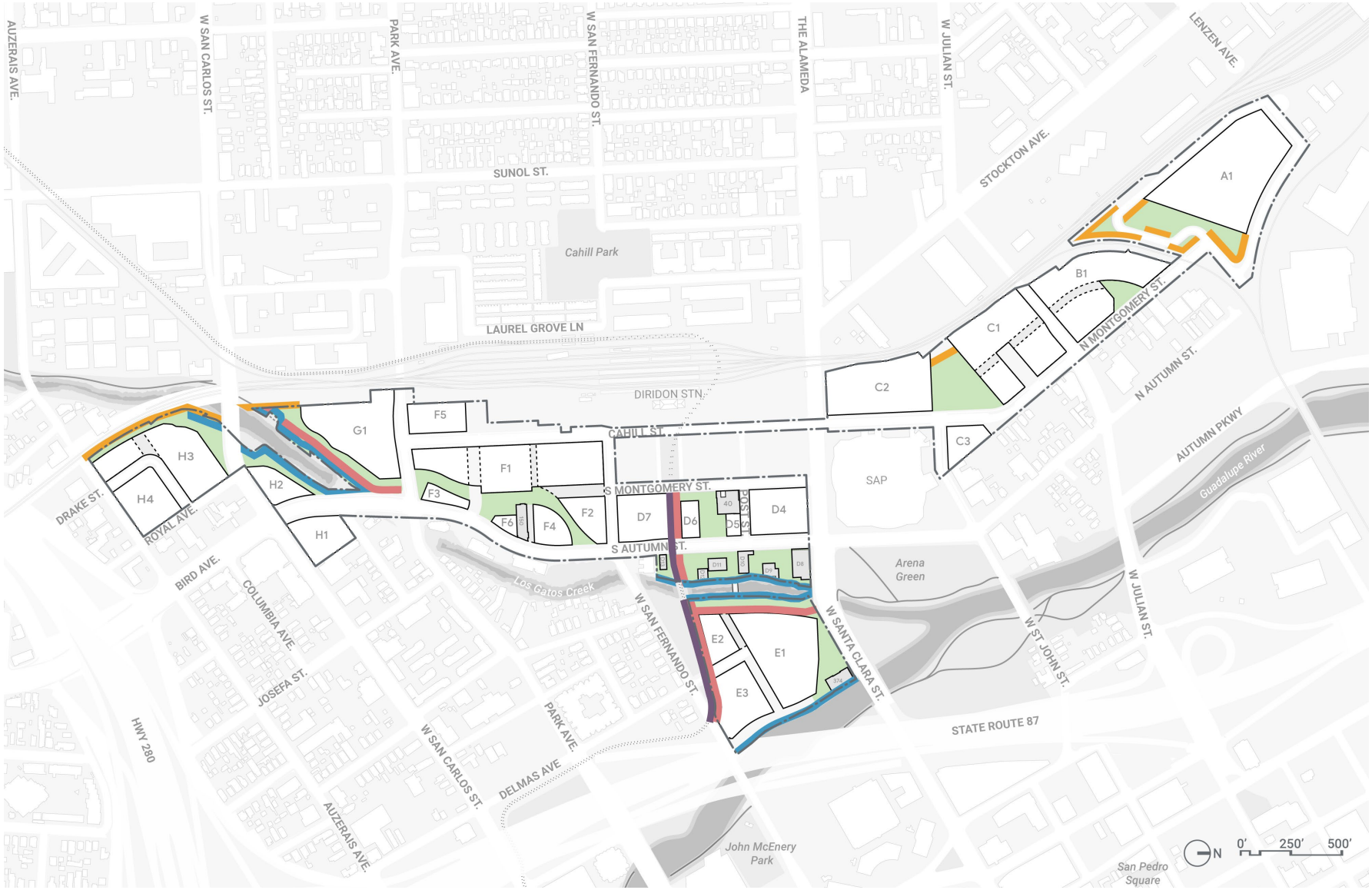


FIGURE 4.13: Location-specific open space requirement zones

- Riparian corridor-adjacent
- Multi-Use Trail and Shared-Use Path-adjacent
- Rail-adjacent
- Light rail-adjacent
- Open space excluding mid-block passage

4.8 Relationship to Riparian Corridors

Los Gatos Creek and the Guadalupe River are prominent elements in the history and ecology of San José. Specific standards and guidelines in this section relate to programming, material permeability, and palettes within the Project's riparian setbacks and ecological enhancement zone, respectively, as the standards define.

The Riparian Corridor Policy Study and Policy 6-34: Section A permit a reduced setback in certain limited circumstances, including: developments located within the boundaries of the Downtown Growth Area; urban infill locations where most properties are developed and are located on parcels less than or equal to one acre; and sites that being redeveloped with uses that are similar to the existing uses or are more compatible with the riparian corridor than the existing use. The project sponsor requested, and the City approved, a reduced riparian setback area of 50 feet from the Los Gatos Creek Riparian Corridor for new building construction. Consistent with the previously approved project on the former San José Water Company site, the Project provides a 30-foot setback for new building construction from the top of the channel wall along the Guadalupe River.

Responsive placement of passive and active program areas respects riparian habitats and aligns with the City and agency policies. The Project reduces existing impervious surfaces by over 50 percent within the Los Gatos Creek Riparian Setback. Pervious surfaces improve habitat value, water quality, thermal comfort, groundwater recharge, and aesthetics. Along the Guadalupe River, new layers of vegetation west of the existing engineered channel wall improve the overall habitat value and aesthetics. The synergy of ecological enhancements and ecologically responsive design results in a net ecological benefit.

Safety within the Project open space, particularly within the riparian setbacks, will be addressed through design and ecological management practices to maintain the integrity of the riparian habitat as well as human safety. For the standards, guidelines, and design intent of individual open spaces that abut Downtown West's riparian corridors, refer to Los Gatos Creek Connector (4.12), Los Gatos Creek Park (4.13), Creekside Walk at South Autumn Street (4.16), Los Gatos Creek East (4.17), and Gateway to San José (4.18). For standards and guidelines on architectural response to habitat and riparian-side facades, refer to Section 5.17. Lighting along these sensitive areas should focus on pedestrian safety while following standards identified in *Chapter 7: Lighting and Signage*.

Terms

- **Top of channel (TOC) wall.** A TOC wall is defined as an engineered edge of a stream.
- **Top of bank (TOB).** A TOB is the uppermost topographic point along a stream bank before the slope levels out to the outboard topography and will be defined for the Project through a survey conducted by a licensed engineer.
- **Riparian corridor.** San José Municipal Code Section 20.200.1054 defines a Riparian Corridor as any defined stream channel, including the area up to the bank full-flow line, as well as all characteristic streamside vegetation in contiguous adjacent uplands. Within Downtown West the riparian corridor is defined by the Top of Bank (TOB), TOC wall, or edge of existing riparian canopy, whichever is a greater distance from the stream.
- **Riparian setback.** A riparian setback is the limitation of new construction within a certain distance measured from the riparian corridor. Refer to Sections 5.5 and 5.6 for existing and replacement structures within riparian setbacks.
- **Ecological enhancement zone.** The ecological enhancement zone expands the riparian habitat while allowing active programming. New construction is permitted as set forth in Section 5.5 and 5.6.

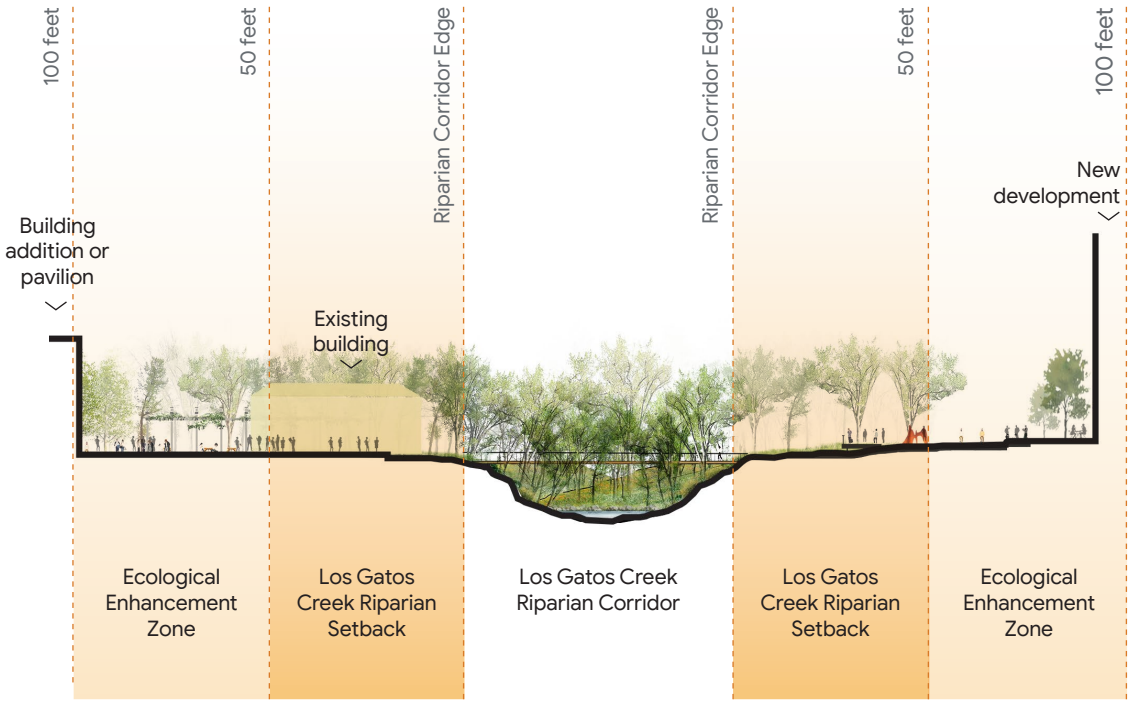


FIGURE 4.15: Representation of riparian corridor, riparian setback, and ecological enhancement zone

NOTE: *For more information on existing and new development within the setback see Chapter 5: Buildings.*

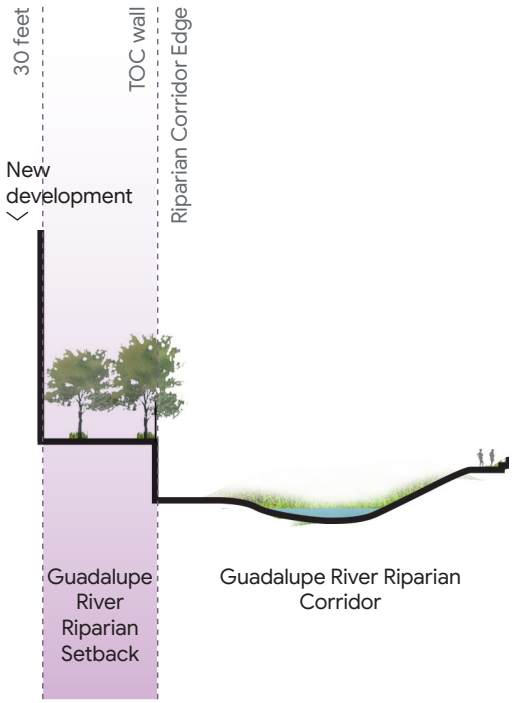


FIGURE 4.14: Representation of riparian corridor and riparian setback from TOC wall

Standards

S4.8.1 **Engineered edge of Guadalupe River Riparian Setback.** Downtown West shall maintain a 30-foot riparian setback, from the TOC wall between West San Fernando Street and West Santa Clara Street along the Guadalupe River for new building construction, consistent with the previously approved PD Zoning PDC15-051.

S4.8.2 **Controlled features within the engineered edge of Guadalupe River Riparian Setback.** Within the Guadalupe River Riparian Setback, the following shall be controlled:

- Existing channel wall. The existing channel wall along the river and Downtown West shall not be breached or altered. An addition of native vines shall be permitted on the existing fence of the channel wall.
- Emergency and maintenance vehicle access. Open space design between blocks E1 and E3 and the TOC wall along the Guadalupe River shall provide emergency and maintenance vehicle access.
- Pervious surfaces. Existing impervious surfaces shall be replaced with planting and pervious hardscape, except when being replaced with a private street. The selection of materials for private streets shall prioritize durability.
- Planting. New landscape planting in the Guadalupe River Riparian Setback shall be consistent with native riparian trees and understory palette; refer to Section 4.22. Examples of acceptable vegetation include but are not limited to vines on fence, low growing shrubs, and trees with enough space for emergency or maintenance vehicle access.
- Lighting. Refer to *Chapter 7: Lighting and Signage* for lighting standards.

S4.8.3 **Los Gatos Creek Riparian Setback.** Downtown West shall maintain a 50-foot riparian setback from the Los Gatos Creek Riparian Corridor for new building construction, consistent with the Riparian Corridor Policy Study Guideline 1C and City Policy 6-34 Section A. 1)-3).

If existing structures encroach on the Los Gatos Creek Riparian Setback, replacement structures are permitted subject to standards of Sections 5.5 and 5.6.

S4.8.4 **Controlled features within the Los Gatos Creek Riparian Setback.** The following landscape features shall be controlled within this riparian setback:

- Programming: active programs shall be kept outside the 50-foot riparian setback.
- Multi-use trails and shared-use paths: Consistent with Riparian Corridor Policy Study 4C, multi-use trails and shared-use paths shall be located to maintain a minimum separation of 10 feet from the edge of the existing riparian corridor, except at creek crossings, to protect native habitat and wildlife from noise, litter, light, and other disruptions. The width of these elements shall not be altered to ensure distance from the riparian corridor. Multi-use trails and shared-use paths within Los Gatos Creek Riparian Setback shall maintain a minimum of 10 feet in distance from new development blocks. Refer to Section 4.10 for design intent, standards, and guidelines on Los Gatos Creek Multi-Use Trail and Downtown to Diridon Station Shared-Use Path.
- Walking paths and boardwalks: Walking paths and boardwalks are pedestrian-only paths. Walking paths are designed routes that provide access to programmatic elements and can themselves be programmed for health, fitness, and wellness courses. Boardwalks provide low-impact access near and within riparian corridors.

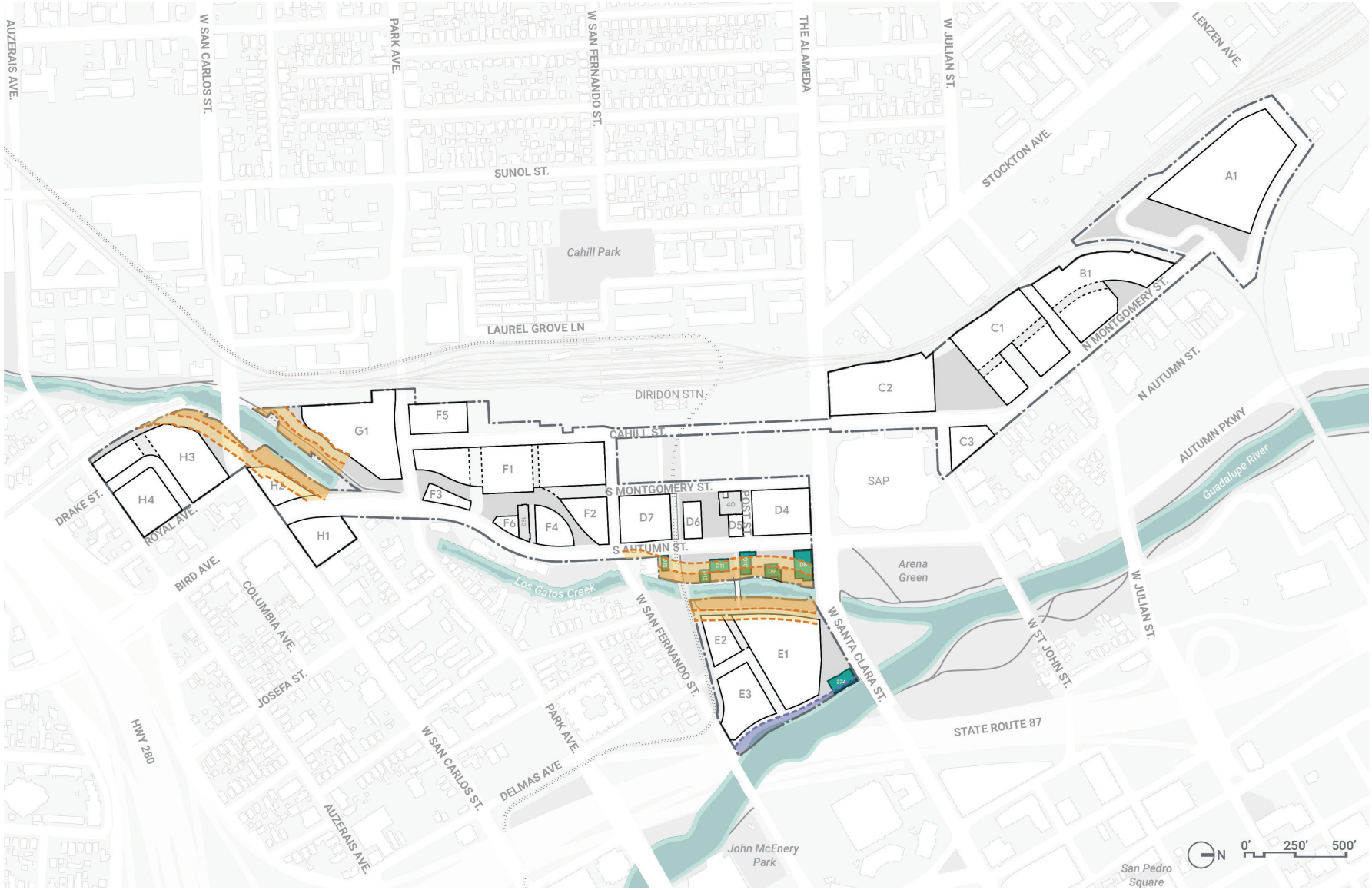


FIGURE 4.16: Riparian setbacks and ecological enhancement zone

- 50-foot Los Gatos Creek Riparian Setback
- 50- to 100-foot ecological enhancement zone along Los Gatos Creek
- 30-foot Guadalupe River Riparian Setback
- Existing structures in riparian setbacks and ecological enhancement zones

NOTE: *Riparian setbacks and ecological enhancement zone are measured from the riparian corridor. Refer to Sections 5.5 and 5.6 for standards on new development within the ecological enhancement zone.*

Consistent with Riparian Corridor Policy 4C and 4D, walking paths and boardwalks shall be permitted within riparian setbacks. Between West Santa Clara and West San Fernando streets, boardwalks shall be permitted to encroach into the riparian corridor in areas where there are existing conditions of hardscaped, impervious surfaces, disturbed landscape — such as areas of disturbed habitat and non-native vegetation as well as areas of compacted bare soil, gravel, or mulch that are not part of habitat restoration — or where existing buildings extend within the minimum width of a boardwalk such that an encroachment is required for continuity of the boardwalk. Refer to S4.16.3 and S4.17.4 for design standards of boardwalks. Refer to Section 4.11 for further definition and function of walking paths and boardwalks.

- Creek overlooks / viewing platforms: creek overlooks / viewing platforms are prohibited to protrude greater than four feet within the existing riparian corridor and shall not be greater than 25 feet in width along the riparian corridor. If located within the 50-foot riparian setback or riparian corridor, creek overlooks / viewing platforms shall be located at intervals no less than 250 linear feet apart as measured along the edge of the riparian corridor. If placed within the riparian corridor, they shall avoid the removal of native trees and shall avoid the placement of footings within the TOB. Refer to Section 4.11 for further definition and function of creek overlooks / viewing platforms.

- Pervious surfaces: existing impervious surfaces within the riparian setback shall be replaced with planting, boardwalk, or walking paths and shall have no more than 40 percent new hardscape.

- Permanent structures: permanent structures, as defined in Section 4.25, shall not be permitted in the Los Gatos Creek Riparian Setback.

- Planting: native riparian understory and tree species plantings shall be mandatory in the planting strategy of the riparian setback to expand creek habitat and buffer Los Gatos Creek from disturbance. Refer to Section 4.22 for riparian planting species standards.

- Noise: no amplification of sound shall be permitted in riparian setback.

- Lighting: refer to *Chapter 7: Lighting and Signage* for lighting standards.

- Waste receptacles: designs must use signage and wildlife-proof waste receptacles based on expected level of use and generation of waste.

S4.8.5 **Ecological enhancement zone.** The Project shall identify open space between 50 and 100 feet from the Los Gatos Creek Riparian Corridor as the ecological enhancement zone. Refer to G.4.8.1 for features encouraged in the ecological enhancement zone. Refer to Section 5.5 for standards on new construction permitted in the ecological enhancement zone.

S4.8.6 **Creek footbridge design.** A new Los Gatos Creek crossing shall be permitted within the Project between West Santa Clara Street and West San Fernando Street. This crossing shall use low impact design strategies. Examples of low impact design strategies include but are not limited to:

- Columnless, clear span footbridge within the riparian corridor.

- Perforated materials for sunlight and stormwater permeability.

- Footbridge footings, abutments, and construction ground disturbance to be outside the TOB to the extent feasible, and any disturbance of the creek bank to be restored to a natural condition.

S4.8.7 **Fences.** Existing fences between Los Gatos Creek and Downtown West shall be removed or replaced with wildlife-friendly fences. Wildlife-friendly fencing does not impede movement of resident wildlife nor offer wildlife any hazard of entrapment in meshes, webs, or grids. Wildlife-friendly fencing typically has horizontal rails starting at one foot above the ground surface and spaced approximately 12 to 18 inches apart. Preferred materials shall be consistent with the natural environment of the creek, including wood or earthen materials.

Guidelines

G4.8.1 **Features within the ecological enhancement zone.** The ecological enhancement zone encourages the following features:

- Programming. Passive programs are encouraged closer to the 50-foot riparian setback of this buffer area, while more active programs are encouraged closer to the outer extents of this buffer area.
- Pervious surfaces. Existing impervious surfaces are encouraged to be replaced with planting and less than 50 percent new hardscape.
- Planting. New landscape planting adjacent to the riparian setback should be consistent with native riparian trees and understory planting.
- Lighting. Refer to *Chapter 7: Lighting and Signage* for lighting standards.
- Waste receptacles. Designs should use signage and wildlife-proof waste receptacles based on expected level of use and generation of waste.

G4.8.2 **Riparian-adjacent trails, paths, and boardwalks.** A trail, path, or boardwalk is preferred on both sides of the riparian corridor.



FIGURE 4.17: Example of a wildlife-friendly fence

4.9 Relationship to Rail Corridors

The linear open spaces along the Caltrain corridor in the Southend as well as along the north side of the VTA light rail corridor establish off-street multi-use trails and shared-use paths that create connections throughout the Project.

For the standards, guidelines, and design intent of individual open spaces that abut Downtown West's rail corridors, refer to the following sections:

- Los Gatos Creek Connector (Section 4.12)
- Los Gatos Creek Park (Section 4.13)
- Social Heart (Section 4.15)
- Creekside Walk at Autumn Street (Section 4.16)
- Los Gatos Creek East (Section 4.17)
- St. John Triangle (Section 4.19)
- Northend Park (Section 4.21)

Additionally, see Section 5.5 for more information regarding the adaptability of the plan to accommodate the DISC project.

Standards

S4.9.1 **Vegetated buffer.** A vegetation buffer shall be planted in the threshold between rail and open space programmatic elements.

Vegetation shall not extend into the rail corridor. Planting shall be designed to ensure safety and accessibility to railways while mitigating visibility of the rail. This can be achieved through methods including but not limited to using compact plant varieties and low-maintenance plantings.

S4.9.2 **Relationship to DISC and rail corridor.** Open space improvements and uses are authorized in all areas shown in Figure 4.6 and as required by this chapter, subject to any subsequent proceedings initiated by the DISC Partner Agencies (California High-Speed Rail Authority, VTA, Caltrain, and the City) to acquire any portion of planned open space areas.

If any DISC Partner Agency has initiated proceedings to acquire any portion of a planned open space area for an approved alignment and expansion of the rail right-of-way, this standard authorizes reconfiguration of open spaces and related improvements, including through proportional reductions of open spaces under this document and deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas. For reference on planned developable area relationship to DISC and rail corridor, refer to S5.5.5 and S6.3.4.

Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE as part of Conformance Review without requiring amendment to the DWDSG. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured open spaces and related improvements are consistent with the General Plan and with all standards that are not affected by the acquisition of the open space area.

Guidelines

G4.9.1 **Light rail tunnel treatment.** Architectural features, interpretive art, or a vegetated wall is encouraged along the northern edge and west facade of the light rail tunnel between South Montgomery Street and South Autumn Street. Such treatments should be kept below 15 feet to retain a view corridor from Diridon Station entrance to Downtown.

G4.9.2 **Sightlines.** Rail-adjacent open spaces should provide sightlines through the open spaces to the adjacent rail for safety and maintenance.



OUTDOOR SEATING ADJACENT TO RAIL



RAIL AND TRAIL



PEDESTRIAN BRIDGE OVER RAIL



PARK ADJACENT TO RAIL

FIGURE 4.18: Examples of rail-adjacent open spaces

4.10 Trails and Paths

Class I off-street multi-use trails and shared-use paths enable safe circulation for walking and biking. The Project extends the bike and pedestrian network along the Los Gatos Creek Trail and the north side of the VTA light rail corridor. The proposed trail and path, respectively, intersect as off-street connections to provide improved circulation throughout Downtown West. Refer to Section 4.8 for standards of trails, paths, and boardwalks within the Los Gatos Creek Riparian Setback. Lighting and signage standards for trails and paths are defined in *Chapter 7: Lighting and Signage*.

Los Gatos Creek Multi-Use Trail

Downtown West contains one of the last remaining incomplete sections (Reach 5) of the Los Gatos Creek Trail Master Plan. This reach extends from Auzerais Avenue to Confluence Park at West Santa Clara Street, located partially within Downtown West. The Project establishes a nearly continuous Class I off-street connection through Los Gatos Creek Park (Section 4.13), extending from the previously approved connection under the railroad and San Carlos Street to Park Avenue.

The City has an approved alignment of a trail extension from Park Avenue to West San Fernando Street along Los Gatos Creek. To complete connectivity, the Project creates a protected bicycle lane along South Autumn Street to the VTA light rail corridor. This on-street bicycle network on Autumn Street is not considered a segment of the Los Gatos Creek Trail. The trail transitions to a shared-use path along the north side of the VTA light rail corridor in the Creekside Walk at Autumn Street (Section 4.16). On the east side of Los Gatos Creek, the trail turns north within Los Gatos Creek East (Section 4.17) toward West Santa Clara Street, Arena Green, and Confluence Park. Refer to Figure 6.14 for on-street and off-street pedestrian and bicycle connections throughout Downtown West. Los Gatos Creek Multi-Use Trail design meets or exceeds the recommendations identified in Table 4.1 of the 2018 City of San José Trail Network Toolkit, including those for width, slope, and drainage.

Downtown to Diridon Station Shared-Use Path

The Downtown to Diridon Station Shared-Use Path extends from West San Fernando Street along the northern edge of the current VTA alignment to Diridon Station except at the VTA bridge over Los Gatos Creek Riparian Corridor outside the Project boundary. The path extends through Los Gatos Creek East (Section 4.17), Creekside Walk at Autumn Street (Section 4.16), and the Social Heart (Section 4.15) before arriving at Cahill Street and Diridon Station.



FIGURE 4.19: Conceptual trail system and paths

- Existing Los Gatos Creek Trail
- Existing Guadalupe River Trail
- Los Gatos Creek Multi-Use Trail*
- Protected on-street bikeway connection
- Approved City trail connections
- Downtown to Diridon Station Shared-Use Path

NOTE: ** Denotes illustrative alignment and may shift to accommodate final block configuration.*

Standards

S4.10.1 **Trail design.** Pedestrian-only pathways shall be separated from bicycle-focused pathways and trails. Examples of design strategies to separate the uses include but are not limited to:

- Vegetative buffers
- Striping and ground markings
- Grade change
- Material change

S4.10.2 **Connections to on-street network.** Trails and shared-use paths shall be designed to facilitate crossings at street intersections. Refer to Section 6.9 for more information on intersections.

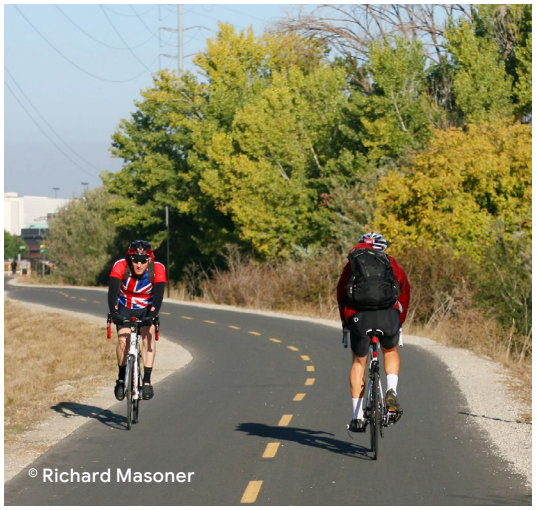
S4.10.3 **Distance from new development.** Los Gatos Creek Multi-Use Trail and Downtown to Diridon Station Shared-Use Path shall remain a minimum of 10-feet from adjacent new development block boundaries.

Guidelines

G4.10.1 **Bicycle ramps.** Bicycle ramps may be installed in circumstances where access from an on-street bicycle lane does not align with a trail intersection. Each bicycle ramp has a "Bicycle" stamp to reinforce its special function and does not include ADA features that indicate a street crossing.



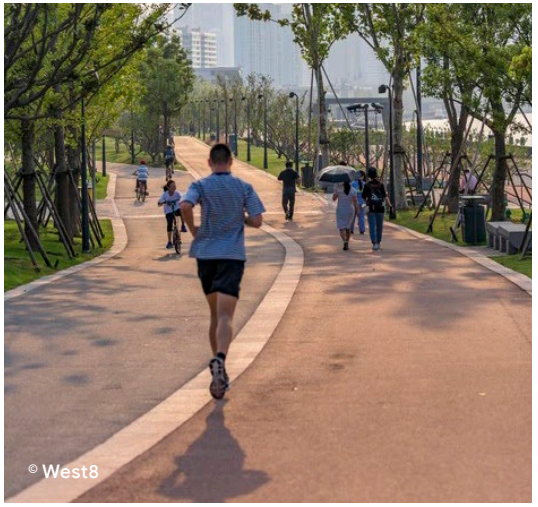
DEDICATED BIKE LANE



EXISTING GUADALUPE RIVER TRAIL



IMPERVIOUS TREATMENT WITH STRIPING



MULTI-USE TRAIL

FIGURE 4.20: Examples of trails and paths

Open Space Network

4.11 Open Space Elements

This section focuses on the intent, function, and standards and guidelines of each Downtown West open space. The intention and functionality of the open spaces are results of the vision and location-specific considerations described in this chapter. The format of this section describes each open space from south to north, outlining key programmatic elements and design features.

Each open space includes a set of required programmatic elements, defined as standards, and additional complementary programmatic elements, defined as guidelines, as described in S4.11.1 and summarized in Table 4.3.

The program diagrams and illustrative plans presented for each open space (Sections 4.12 – 4.21) are illustrative examples of the approximate location, size, frequency, and orientation of its identified programmatic elements.

Approximate areas of materiality are described through a guideline and table for each open space. See Sections 4.22 – 4.25 for definitions of open space treatment performance and palette standards.



FIGURE 4.21: Examples of open spaces



FIGURE 4.22: Illustrative open space network

1. Los Gatos Creek Connector
2. Los Gatos Creek Park
3. The Meander
4. Social Heart
5. Creekside Walk at Autumn Street
6. Los Gatos Creek East
7. Gateway to San José
8. St. John Triangle
9. North Montgomery Pocket Park
10. Northend Park

Terms



PROMENADE

A promenade is an urban pedestrian boulevard that is typically activated with adjacent ground floors, pavilion structures, and kiosks. The intent is to provide pedestrian flow while accommodating intermittent pop-up programming, outdoor seating and dining, and other active programs.



FLEXIBLE LAWN

A flexible lawn is a place for informal play, recreation, relaxation, gathering, screening, and performances.



OUTDOOR PROGRAM AREA

Defined by various landscape strategies, outdoor program areas provide flexible programming in the outdoors that include places for people to sit, gather, learn, work, and dine.



EVENT, ROTATING VENDOR, AND FOOD TRUCK ACCESS

These spaces allow for set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming.



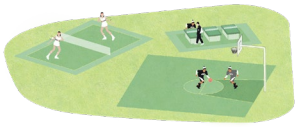
PLAZA

Downtown West plazas are flexible spaces for programming, activities, and functions. They anchor the design and the adjacent mix of uses. Plazas also provide gateway and entry moments, which orient users and welcome them to the larger open space or programmatic element.



PROGRAM DECK

A program deck is a place for informal gathering, extension of retail, and social seating, and can also host temporary program uses.



INFORMAL RECREATION

Informal recreation can accommodate play, picnicking, family gatherings, and other activities focused on health and wellbeing. Informal recreation is allowed where not in conflict with the Riparian Corridor Policy Study.



WATER FEATURE

A water feature may be part of the stormwater strategy or an amenity which prioritizes use of recycled water. Both the recycled water quality and water feature design shall meet the regulations outlined in Section 4.23. Water play elements will be designed for safe water play. Water features can take on various forms (fountains, ponds, or other) and character (natural or urban).

FIGURE 4.23: Examples of programmatic elements

Terms continued

Dog Run or dog Park



Community Garden



Picnic or Barbeque



Playground



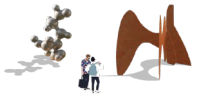
NEIGHBORHOOD AMENITY

A neighborhood amenity may include but is not limited to dog runs and dog parks, community gardens, barbeques, playgrounds, fitness courses, health and wellness programs, and informal seating. These amenities are allowed where not in conflict with the Riparian Corridor Policy Study.



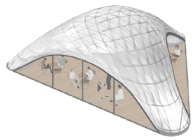
NATURE PLAY

Nature play provides environmental educational and stewardship opportunities. These programs are centered around wellbeing for diverse park-goers.



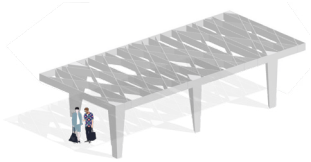
ART

Art elements are to be observed but can also be elements to be played on and interacted with. These can be landmarks and artifacts in the landscape for orientation or education. For further standards, refer to Section 4.7.



PAVILION STRUCTURE

A pavilion structure is an occupiable — serviced or unserviced — open space structure that provides diverse programming while also serving as an iconic or landmark orientation device in the landscape. Refer to Section 4.25 for further standards.



CANOPY STRUCTURE

A canopy structure is a shade alternative to tree canopies and provides an intimate scale to large open spaces.



KIOSK

A kiosk provides an intimate scale to larger open spaces and activates key locations. Refer to Section 4.25 for further standards.



OUTDOOR PERFORMANCE AREA

An outdoor performance area creates opportunities to host events, performances, and screenings. Utilities and outdoor infrastructure are integrated into the design of the open space for these elements.

FIGURE 4.24: Examples of programmatic elements, continued

Terms continued



LOS GATOS CREEK MULTI-USE TRAIL

The multi-use trail extends off-street walking and biking access along Los Gatos Creek. The trail is an extension of the existing trail network.



WALKING PATH

Walking paths are designed routes that provide access to other program elements. These paths can be programmed for health, fitness, and wellness courses.



CREEK FOOTBRIDGE

Creek footbridges are proposed pedestrian crossings to allow access on both sides of the creek.



TREE GROVE

A tree grove allows for passive programming under a dense tree canopy and consists of native species identified in Section 4.22.



DOWNTOWN TO DIRIDON STATION SHARED-USE PATH

Shared-use paths are Class I, off-street walking and biking connections. The path connects along the north side of the VTA light rail from Downtown to Diridon Station.



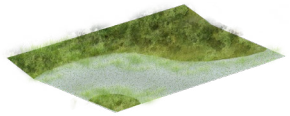
BOARDWALK

Boardwalks are typically elevated to provide low-impact strategies near riparian corridors.



CREEK OVERLOOK / VIEWING PLATFORM

A creek overlook / viewing platform provides views of and educational access to Los Gatos Creek.



ECOLOGICAL DEMONSTRATION

Visible ecological systems that are for public education in order to raise awareness of critical environmental, natural habitat function, and infrastructure interdependence. These ephemeral systems should be designed as naturalized, green infrastructure systems; refer to Section 4.23.

FIGURE 4.25: Examples of programmatic elements, continued

Terms continued

Riparian Planting



Understory Planting



Re-oaking



PLANTING STRATEGY

A planting strategy is inclusive of riparian planting, understory planting, and/or re-oaking planting strategies. Refer to Section 4.22 for permitted species for all three planting strategies. Riparian planting includes tree, mid-story, and understory plantings to expand the riparian corridors and restore riparian wildlife and habitat. An understory planting strategy can include pollinator gardens, botanical displays, hedges, and edge planters to benefit local ecology. A re-oaking strategy uses native oak trees as the primary tree species to reinforce a local sense of place and support native wildlife, improve thermal comfort, and increase carbon sequestration.

FIGURE 4.26: Examples of programmatic elements, continued

Standards

S4.11.1 **Required programmatic elements.** Table 4.3 summarizes required programmatic elements and required number of total complementary elements in each open space further described in Sections 4.12 – 4.21. The defined programmatic elements in each open space, as well as depicted in Table 4.3, do not prohibit additional elements to be added in the future.

S4.11.2 **Co-located programmatic elements.** Programmatic elements are permitted to be co-located and overlap area.

TABLE 4.3: Summary of required programmatic elements in each open space

● Required programmatic element ○ Complementary programmatic element

PROGRAMMATIC ELEMENTS	LOS GATOS CREEK CONNECTOR	LOS GATOS CREEK PARK	THE MEANDER	SOCIAL HEART	CREEKSIDE WALK AT S. AUTUMN STREET
Promenade			●		
Plaza	○	●	●	○	
Flexible Lawn			●	○	
Program Deck		●	●	●	○
Outdoor Program Area		○	○	●	○
Informal Recreation		○			
Event, Rotating Vendor, and Food Truck Access			●	○	
Water Feature			●	○	
Neighborhood Amenities	○	○	○		
Makerspace					
Nature Play	●	○			
Art		○	●	○	
Pavilion Structure		○			○
Canopy Structure			○		
Kiosk		○	○	○	
Outdoor Performance Area					
Los Gatos Creek Multi-Use Trail		●			●
Downtown to Diridon Station Shared-Use Path				●	●
Walking Path	●	●			
Boardwalk					●
Creek Footbridge					●
Creek Overlook / Viewing Platform		●			
Tree Grove			○		
Ecological Demonstration		●			
Planting Strategy	●	●	●	●	●
NUMBER OF COMPLEMENTARY PROGRAMMATIC ELEMENTS REQUIRED	**1 OF 2**	**4 OF 7**	**3 OF 5**	**4 OF 6**	**2 OF 3**

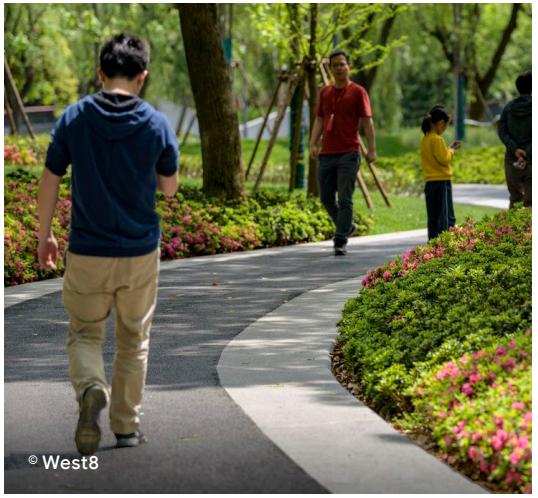
PROGRAMMATIC ELEMENTS	LOS GATOS CREEK EAST	GATEWAY TO SAN JOSÉ	ST. JOHN TRIANGLE	NORTH MONTGOMERY POCKET PARK	NORTHEND PARK
Promenade					●
Plaza		●	●		●
Flexible Lawn			●		●
Program Deck			●		○
Outdoor Program Area	○	○		●	●
Informal Recreation			○		●
Event, Rotating Vendor, and Food Truck Access		●	●		●
Water Feature				○	
Neighborhood Amenities			○		
Makerspace					○
Nature Play					
Art	○		○	○	○
Pavilion Structure		○	○		○
Canopy Structure	○		●	○	
Kiosk	○	○	○		○
Outdoor Performance Area		○	●		
Los Gatos Creek Multi-Use Trail	●				
Downtown to Diridon Station Shared-Use Path	●				
Walking Path					
Boardwalk	●				
Creek Footbridge	●				
Creek Overlook / Viewing Platform	●				
Tree Grove			○	●	●
Ecological Demonstration					○
Planting Strategy	●	●	●	●	●
NUMBER OF COMPLEMENTARY PROGRAMMATIC ELEMENTS REQUIRED	**2 OF 4**	**2 OF 4**	**3 OF 6**	**1 OF 3**	**4 OF 6**

4.12 Los Gatos Creek Connector

The Los Gatos Creek Connector is approximately 1.01 acres of open space framed by the rail corridor, Los Gatos Creek and West San Carlos Street overpass to the north, residential uses to the east, and Auzerais Avenue to the south. This open space's neighborhood-oriented amenities serve as an extension of the Delmas Park neighborhood. A walking path and nature play can be accompanied by seating, community gardens, and other neighborhood amenities. Planting native and riparian species expands and connects the existing canopies and habitats of the Los Gatos Creek Riparian Corridor.



NATURE PLAY



WALKING PATH



NEIGHBORHOOD AMENITY (COMMUNITY GARDEN)

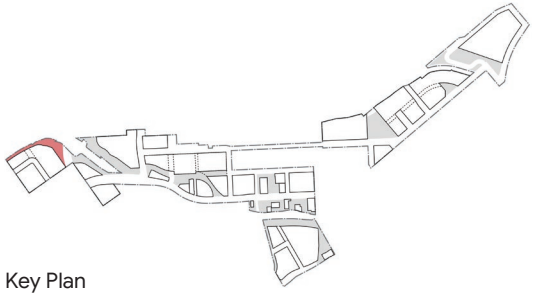


PLANTING STRATEGY / RIPARIAN PLANTING

FIGURE 4.27: Examples of the Los Gatos Creek Connector open space features



FIGURE 4.28: Illustrative plan of the Los Gatos Creek Connector



Key Plan

Standards

S4.12.1 **Walking path.** A walking path shall provide access to and from neighborhood amenities, adjacent streets, and mid-block passages.

S4.12.2 **Nature play.** At least one nature play element to promote environmental education shall be required.

S4.12.3 **Planting strategy.** Planting shall be limited to the use of native riparian species. Refer to Section 4.22 for permitted species.

S4.12.4 **Programmatic element requirements.** In addition to the programmatic elements described as standards, one of the two programmatic elements — entry plaza or neighborhood amenity described in G.4.12.1 and G.4.12.2 respectively — shall be required.

Guidelines

G4.12.1 **Entry plaza.** At least one entry plaza is encouraged to be located at key pedestrian entry moments to orient users and guide them through the space.

G4.12.2 **Neighborhood amenity.** At least one of the following neighborhood amenities is encouraged: community garden, dog park, informal and seating, health and wellness program area, or fitness course.

G4.12.3 **Ground treatment.** The program elements for the Los Gatos Creek Connector should reflect the approximate ground treatment denoted in Table 4.4.

TABLE 4.4: Recommended open space ground treatment for the Los Gatos Creek Connector

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	25 %
Semi-permeable	10 %
Softscape	60 %
Low Maintenance	5 %



FIGURE 4.29: Required and recommended Los Gatos Creek Connector programmatic elements diagram

S1 **WALKING PATH**



S2 **NATURE PLAY**



S3 **PLANTING STRATEGY / RIPARIAN PLANTING**



G1 **ENTRY PLAZA**

G2 **NEIGHBORHOOD AMENITY**

4.13 Los Gatos Creek Park

Los Gatos Creek Park is approximately 2.49 acres of open space. It is bordered by the rail corridor to the west, South Montgomery Street to the east, Park Avenue to the north, and West San Carlos Street to the south. Los Gatos Creek runs diagonally through this open space and culverts under Bird Avenue (formerly South Montgomery Street). This open space links the Los Gatos Creek Trail from the approved connection under the railroad and West San Carlos Street to the intersection of Park Avenue and South Montgomery Street.

Los Gatos Creek Park is a unique setting for habitat and pedestrian connectivity, passive recreation, education on natural systems, and environmental stewardship-oriented programming. The addition of neighborhood amenities can expand the nearby residential areas while supporting the new residential blocks. Program decks accommodate outdoor extension of retail and dining or outdoor social seating of nearby ground floor uses.

Passive enjoyment of the creek within the Los Gatos Creek Riparian Setback, along with more active programs outside it, enhance the habitats of Los Gatos Creek and provide a nature-rich user experience. Extensive native understory and tree plantings expand and buffer the existing habitat. The replacement of extensive hardscape with planted landscape areas improves the ecology, water quality, and hydrology of the area. The synergy of riparian improvements and ecologically responsive design result in a net ecological benefit.



NATURE PLAY



MULTI-USE TRAIL



INFORMAL RECREATION

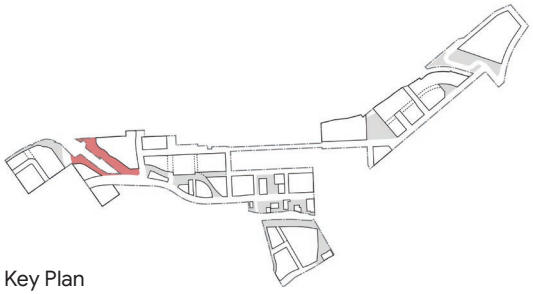


CREEKSIDE OVERLOOK / VANTAGE POINT

FIGURE 4.30: Examples of the Los Gatos Creek Park open space features



FIGURE 4.31: Illustrative plan of the Los Gatos Creek Park



Key Plan

Standards

S4.13.1 **Los Gatos Creek Multi-Use Trail.** The Los Gatos Creek Multi-Use Trail shall route from the City's approved connection under the railroad and West San Carlos Street on the northwest side of the creek, to align with the Los Gatos Creek Master Plan – Reach 5 recommended route, to the intersection of Park Avenue and Bird Avenue (formerly South Montgomery Street).

S4.13.2 **Creek overlook / viewing platform.** A creek overlook / viewing platform shall be required within this open space. Refer to S4.8.4 for standards for this element. Its design shall encourage pedestrian circulation on the path and discourage access to the riparian habitat.

S4.13.3 **Entry plaza.** An entry plaza shall be located within 250 feet of the Park Avenue and Bird Avenue (formerly South Montgomery Street) intersection. The entry plaza shall be a minimum of 5,000 square feet.

S4.13.4 **Program deck.** At least one program deck shall be required outside of the riparian setback and shall be at minimum 10 feet in length and width.

S4.13.5 **Walking path.** A walking path shall be routed on the east side of the creek connecting West San Carlos Street and Bird Avenue (formerly South Montgomery Street). If included, other ancillary walking paths shall provide access to and from the proposed Los Gatos Creek Multi-Use Trail and other open space programmatic elements.

S4.13.6 **Ecological demonstration.** An ecological demonstration shall be required and designed to accommodate Los Gatos Creek Park's stormwater runoff.

S4.13.7 **Planting strategy.** Plantings shall expand and connect Los Gatos Creek's riparian canopy through the use of native riparian species throughout the open space. Riparian species shall also be used for the design's understory planting strategy. Refer to Section 4.22 for permitted species.

S4.13.8 **Programmatic element requirements.** In addition to the programmatic elements described as standards, four of the seven programmatic elements — outdoor program area, informal recreation, neighborhood amenity, nature play, art, serviced pavilion structure, or kiosk described in G.4.13.1, G.4.13.2, G.4.13.3, G.4.13.4, G.4.13.5, G.4.13.6, and G.4.13.7 respectively — shall be required.



FIGURE 4.32: Required and recommended Los Gatos Creek Park programmatic elements diagram

S1 LOS GATOS CREEK MUTLI-USE TRAIL



S2 CREEK OVERLOOK



S3 ENTRY PLAZA



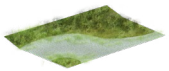
S4 PROGRAM DECK



S5 WALKING PATH



S6 ECOLOGICAL DEMONSTRATION



S7 PLANTING STRATEGY / RIPARIAN PLANTING



S8 PLANTING STRATEGY / UNDERSTORY PLANTING



G1 OUTDOOR PROGRAM AREA

G2 INFORMAL RECREATION

G3 NEIGHBORHOOD AMENITY

G4 NATURE PLAY

G5 ART

G6 PAVILION STRUCTURE

G7 KIOSK

Guidelines

G4.13.1 **Outdoor program area.** At least two outdoor program areas, defined by tree canopies and native vegetation, are encouraged. Outdoor program areas should provide a collection of nature- and wellness-based programs. Elements include but are not limited to botanical displays, ecology showcases, outdoor classrooms, tree houses, and informal seating areas.

G4.13.2 **Informal recreation.** At least one informal recreation area is encouraged and should be a minimum of 2,000 square feet to provide appropriate space for multiple users and various programming.

G4.13.3 **Neighborhood amenity.** At least one of the following neighborhood amenities is encouraged: community garden, informal seating, health and wellness program area, or fitness course.

G4.13.4 **Nature play.** At least one nature play element to promote environmental education is encouraged.

G4.13.5 **Art.** At least one art piece to promote environmental stewardship or education is encouraged.

G4.13.6 **Serviced pavilion structure.** A serviced pavilion structure is encouraged to be included within 300 feet of the intersection of Park Avenue and Bird Avenue (formerly South Montgomery Street). Refer to Section 4.25 for definition and standards of serviced pavilion structures.

G4.13.7 **Kiosk.** At least two kiosks are encouraged and should be designed to accommodate ecological and/or art-based educational information centers, pop-up educational services, and active programming. Refer to Section 4.25 for standards of kiosks.

G4.13.8 **Ground treatment.** The program elements for Los Gatos Creek Park should reflect the approximate ground treatment denoted in Table 4.5

TABLE 4.5: Recommended open space ground treatment for the Los Gatos Creek Park

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	35 %
Semi-permeable	15 %
Softscape	40 %
Low Maintenance	10 %

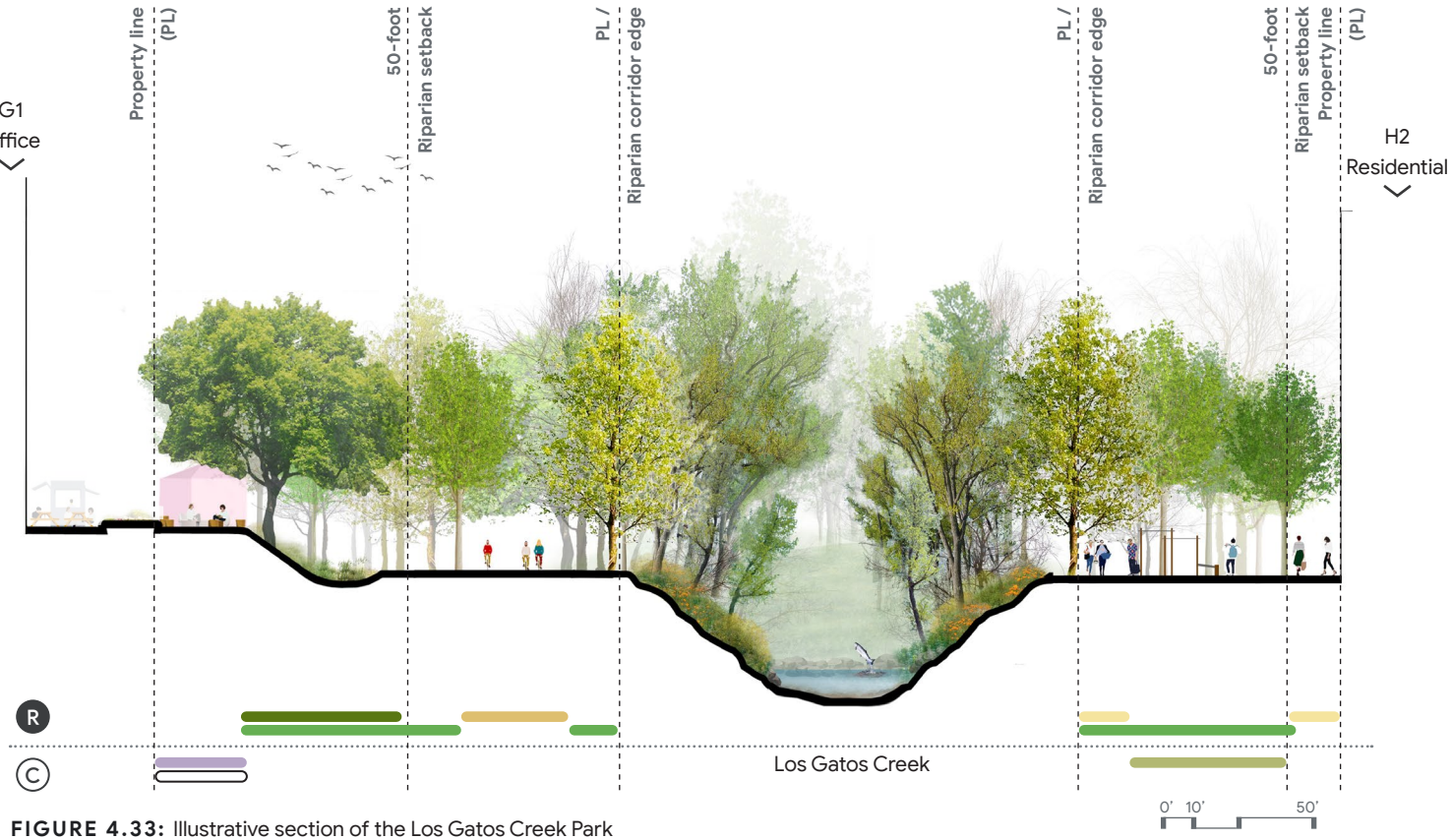


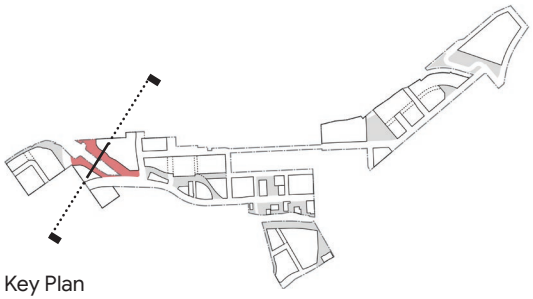
FIGURE 4.33: Illustrative section of the Los Gatos Creek Park

R REQUIRED

- Los Gatos Creek Multi-Use Trail
- Walking path
- Ecological demonstration
- Planting strategy / riparian planting

C COMPLEMENTARY

- Outdoor program area
- Kiosk
- Nature play



4.14 The Meander

The Meander is an approximately 1.56-acre open space. The Meander is an activated urban promenade that provides a transition from the urban mixed-use Core to the nature-focused and creek-oriented Los Gatos Creek Park. The transitional nature of the Meander is presented in its character and use.

Situated between West San Fernando Street and Park Avenue, the Meander is a pedestrian-only extension of South Montgomery Street. The character of South Montgomery Street as a pedestrian-focused promenade is augmented by a variety of programmed areas, diverse plantings, and identifiable art pieces. The width of the Meander contracts and expands at various locations to provide experiential and visual diversity.

A flexible lawn accommodates events, screenings, and performances, and is framed by adjacent temporary and permanent structures. Additional outdoor program areas can offer outdoor education, social seating, and areas for native planting with canopy cover to enhance the ecological value of this actively programmed space.

The rehabilitation and potential addition to 150 South Montgomery Street contributes contextual history and is a counterpoint to the scale of new development along the Meander (see Section 5.15).



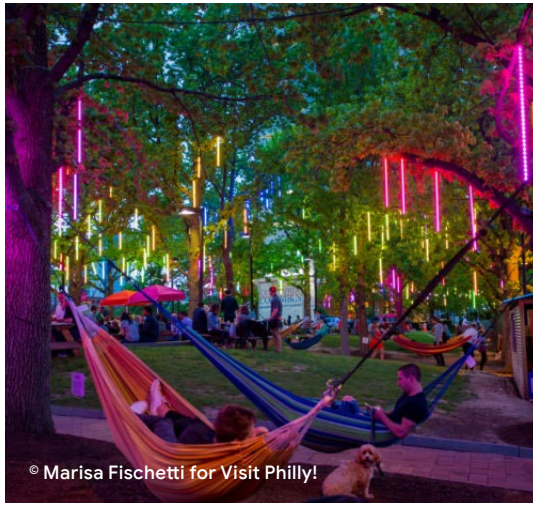
URBAN PROMENADE



WATER FEATURE



OUTDOOR SPILL-OUT SEATING AND DINING

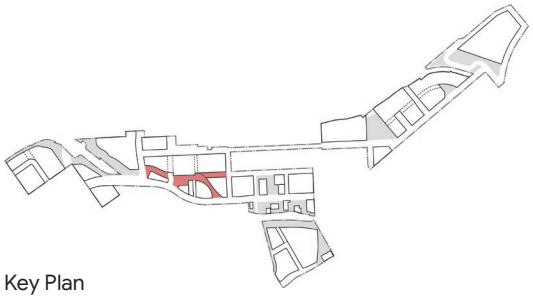


ROOMS FOR LOUNGING AND GATHERING

FIGURE 4.34: Examples of the Meander open space features



FIGURE 4.35: Illustrative plan of the Meander



Key Plan

Standards

S4.14.1 **Urban promenade.** An urban promenade that aligns with South Montgomery Street shall be required. The promenade shall maintain a minimum width of 12 feet throughout its length, except where EVA is required, in which case the promenade shall maintain a minimum width of 20 feet.

S4.14.2 **Anchor plaza.** The Meander shall require an anchor plaza that is a minimum of 3,500 square feet.

S4.14.3 **Flexible lawn.** A flexible lawn shall be required between 150 South Montgomery Street and Park Avenue. The flexible lawn shall be a minimum of 5,000 square feet. Secondary flexible lawns shall also be permitted.

S4.14.4 **Program deck.** A program deck shall be located adjacent to 150 South Montgomery Street and have a minimum dimension of 10 feet in length and width. Additional program decks are permitted and shall be adjacent to buildings, permanent or temporary structures, or canopy structures.

S4.14.5 **Event, rotating vendor, or food truck access.** Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming shall be required.

S4.14.6 **Water Feature.** A water feature shall be required and shall function as either a part of the stormwater strategy or as an amenity that prioritizes the use of recycled water, in order to conserve potable water resources. If recycled water is used, both the recycled water quality and water feature design shall meet the regulations outlined in Section 4.23.

S4.14.7 **Art.** At least one immersive or interactive art piece shall be included.

S4.14.8 **Planting strategy.** A continuous tree canopy shall extend throughout the Meander to adjacent streets. Understory plantings — including but not limited to perennials, hedges, pollinator gardens, auxiliary flexible lawns, and edge planters — shall be integrated along the urban promenade and between blocks F2 and F4. Refer to Section 4.22 for permitted species.

S4.14.9 **Programmatic element requirements.** In addition to the programmatic elements described as standards, three of the five programmatic elements — outdoor program area, neighborhood amenity, kiosk, canopy structure, and tree grove described in G.4.14.3, G.4.14.4, G.4.14.5, G.4.14.6, and G.4.14.7 respectively — shall be required.

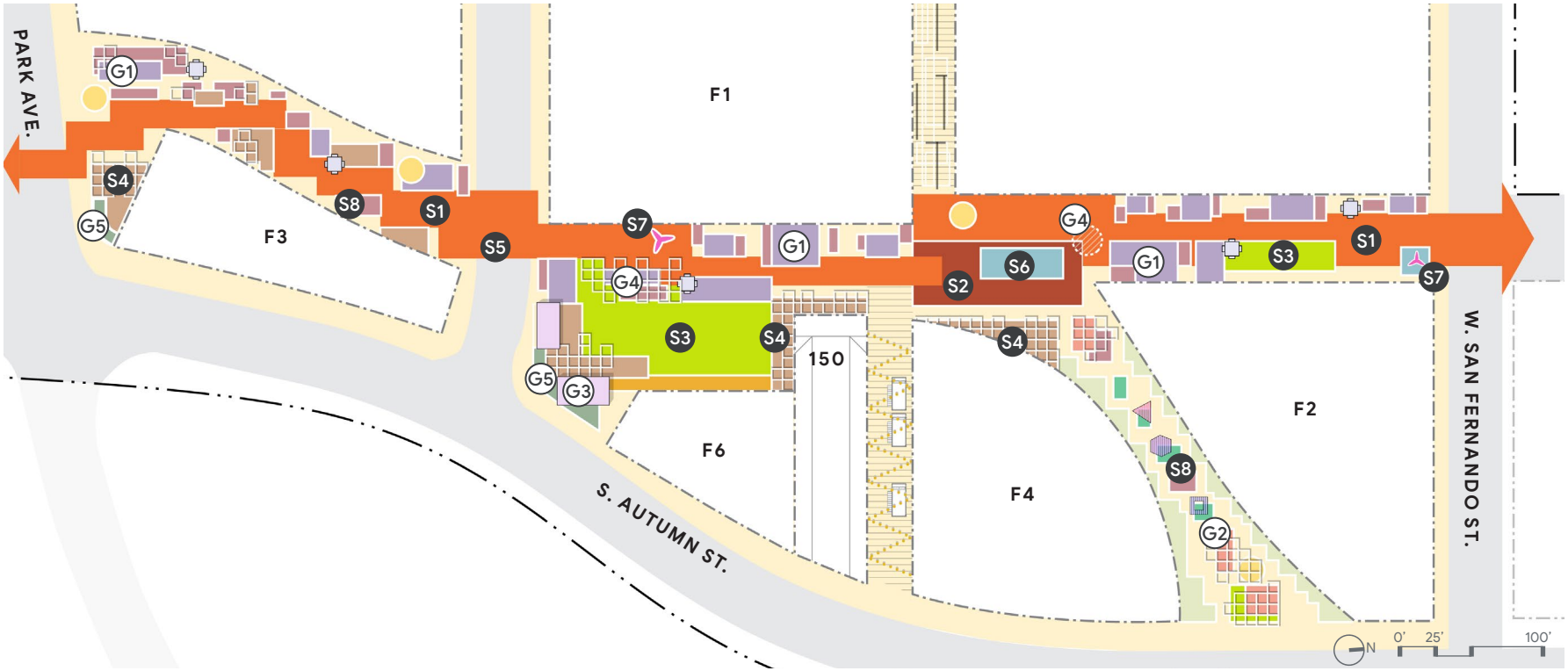


FIGURE 4.36: Required and recommended Meander programmatic elements diagram

S1 URBAN PROMENADE



S2 ANCHOR PLAZA



S3 FLEXIBLE LAWN



S4 PROGRAM DECK



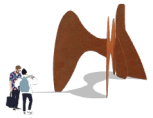
S5 EVENT, VENDOR, OR FOOD TRUCK



S6 WATER FEATURE



S7 ART



S8 PLANTING STRATEGY / UNDERSTORY PLANTING



G1 OUTDOOR PROGRAM AREAS

G2 NEIGHBORHOOD AMENITY

G3 KIOSKS

G4 CANOPY STRUCTURE

G5 TREE GROVE

Guidelines

G4.14.1 **Urban promenade programming.** The urban promenade should be framed with a variety of programmatic elements to support gathering, seating, intermittent pop-up programming, dining, art, and play.

G4.14.2 **Anchor plaza programming.** The anchor plaza should include at least one landmark feature including but not limited to art, water features, and/or canopy structures.

G4.14.3 **Outdoor program area.** At least three outdoor program areas are encouraged. Three main types of outdoor program areas encouraged in the Meander include:

- Adjacent to office ground floors. These outdoor program areas should provide seating and outdoor extension of retail programming from the adjacent ground floors.
- Within or adjacent to the urban promenade. These outdoor program areas are to break up the expansive length of the Meander. They should provide planting, tree groves, auxiliary flexible lawns, and moments for informal seating.
- Adjacent or close to residential blocks. A variety of neighborhood amenities shall be programmed within these outdoor program areas. Refer to G.4.14.4 for preferred neighborhood amenities.

G4.14.4 **Neighborhood amenity.** At least one of the following neighborhood amenities is encouraged: community garden, dog park, barbeque, playground, health and wellness program area, or informal seating,

G4.14.5 **Kiosk.** At least one kiosk is encouraged adjacent to the flexible lawn. Refer to Section 4.25 for standards and guidelines of kiosks.

G4.14.6 **Canopy structure.** A least two canopy structures are encouraged.

G4.14.7 **Tree grove.** A tree grove is encouraged in the Meander.

G4.14.8 **Ground treatment.** The program elements for the Meander should reflect the approximate ground treatment denoted in Table 4.6.

TABLE 4.6: Recommended open space ground treatment for the Meander

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	85 %
Semi-permeable	5 %
Softscape	10 %

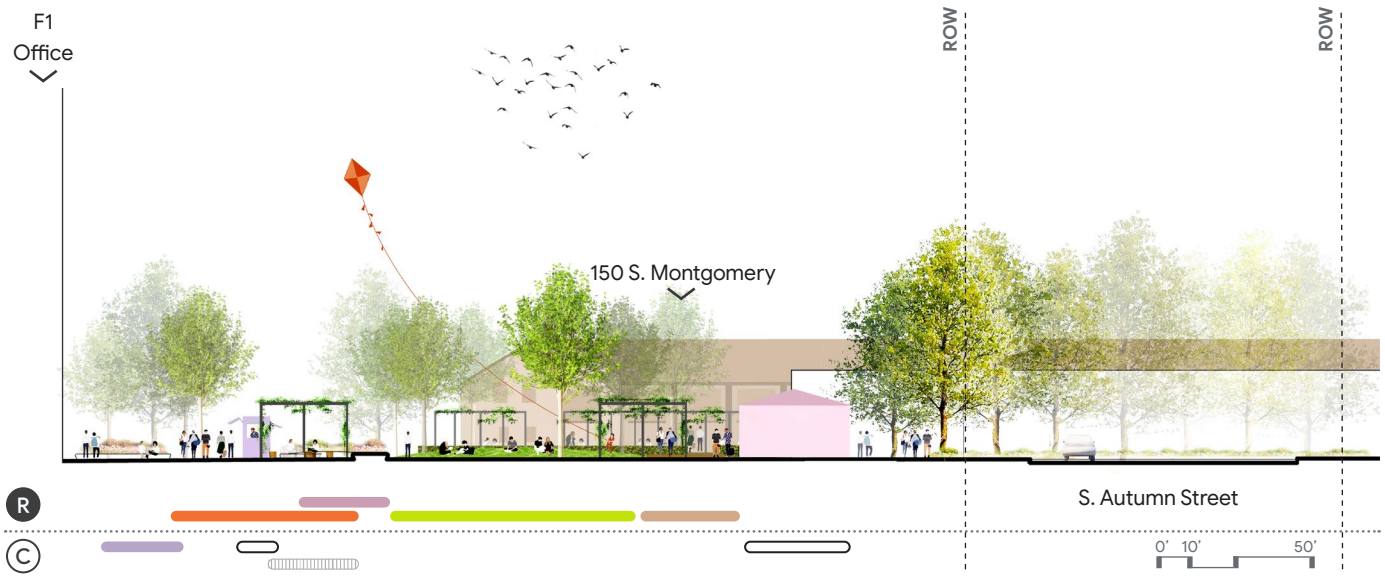


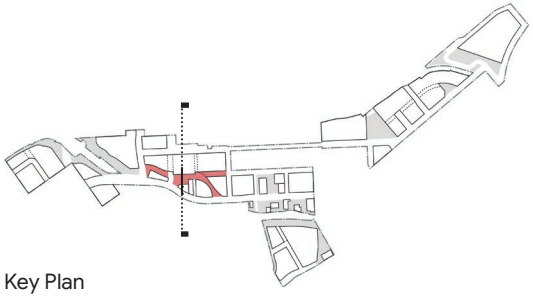
FIGURE 4.37: Illustrative section of the Meander

R REQUIRED

- Urban promenade
- Flexible lawn
- Program deck
- Planting strategy / Understory planting

C COMPLEMENTARY

- Outdoor program areas
- Canopy structure
- Kiosk



Key Plan

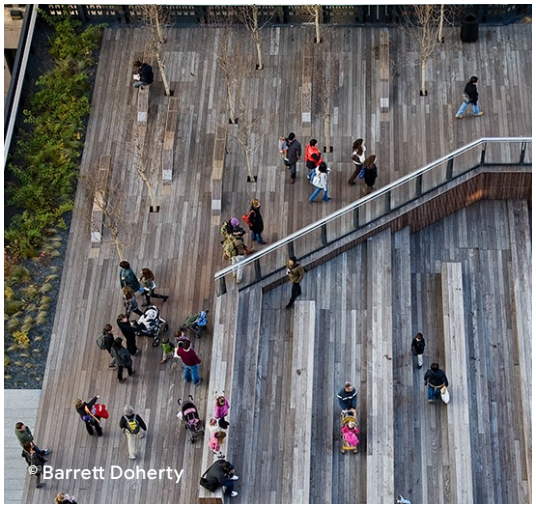
NOTE: *Refer to Section 5.5 for standards on block and open space flexibility in the Meander.*

4.15 Social Heart

The Social Heart is approximately 0.79 acres of open space and is bound by South Montgomery Street to the west, South Autumn Street to the east, blocks D5 and 40 South Montgomery Street to the north, and block D6 to the south. This open space is adjacent to the VTA light rail corridor and is inclusive of the shared-use path.

The Social Heart is the place to gather, stay, lounge, eat, play, and be — it draws people from the retail-focused shared street to the west and the creekside spaces to the east. The Social Heart is framed by the active ground floor of the rehabilitated 40 South Montgomery Street and a new civic building hosting community programming. Its program deck accommodates day-to-day activities and social gatherings, and the addition of outdoor program areas accommodates canopy cover to enhance the ecological value of this actively programmed space. A flexible lawn and plaza can accommodate children's play, social gatherings, picnics, informal recreation, and cultural events. An identifiable element of distinction (see Section 4.7) in the landscape can promote both play and education, and permanent structures provide a variety of active and temporary programming.

The planting strategy provides an extension of canopy from South Autumn Street and the nearby riparian habitat, while providing thermal comfort to this open space throughout the year.



PROGRAM DECK



PLAZA FOR DIVERSE PROGRAMMING



FLEXIBLE LAWN

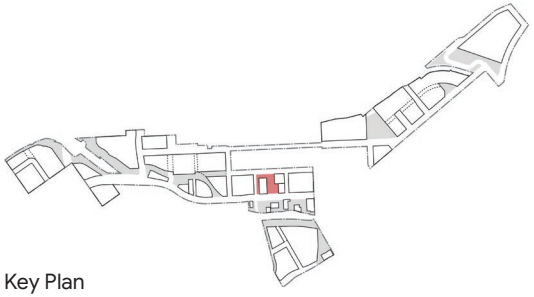


EXTENSION OF GROUND FLOOR RETAIL

FIGURE 4.38: Example of the Social Heart open space features



FIGURE 4.39: Illustrative plan of the Social Heart



Key Plan

Standards

S4.15.1 **Enhancing views to the Diridon Station.** The Project shall enhance the experience of the Diridon Station along the north edge of the VTA rail corridor. The Project permits permanent structures, as identified in Section 4.25, and landscape features within the Diridon Station view corridor.

S4.15.2 **Downtown to Diridon Station Shared-Use Path.** A shared-use path shall be required in the Social Heart and shall route between South Montgomery Street and South Autumn Street along the northern edge of the VTA light rail corridor south of block D6.

S4.15.3 **Program deck.** A minimum of one program deck is required and shall be a minimum of 10 feet in width and length.

S4.15.4 **Outdoor program area.** A minimum of one outdoor program area is required.

S4.15.5 **Planting strategy.** Trees shall be required and shall connect adjacent street tree canopies, oak and /or riparian tree species are preferred. Understory plantings shall be required and include but are not limited to perennials, hedges, pollinator gardens, and edge planters. Refer to Section 4.22 for permitted species.

S4.15.6 **Programmatic element requirements.** In addition to the programmatic elements described as standards, four of the six programmatic elements —anchor plaza; flexible lawn; event, rotating vendor, or food truck access; kiosk; art (element of distinction); and water feature described in G.4.15.1, G.4.15.2, G.4.15.3, G.4.15.4, G.4.15.5, and G.4.15.6 respectively — shall be required.

Guidelines

G4.15.1 **Anchor plaza.** An anchor plaza that is a minimum of 1,500 square feet is encouraged.

G4.15.2 **Flexible lawn.** A flexible lawn that is a minimum of 3,000 square feet is encouraged.

G4.15.3 **Event, rotating vendor, or food truck access.** Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming is encouraged.

G4.15.4 **Kiosk.** At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.

G4.15.5 **Element of distinction.** At least one interactive and/or educational art piece is encouraged as an element of distinction. Refer to Section 4.7 for further definition standards of elements of distinction.

G4.15.6 **Water Feature.** A water feature is encouraged as part of the stormwater strategy or an amenity which prioritizes the use of recycled water, in order to conserve potable water resources. If recycled water is used, both the recycled water quality and water feature design shall meet the regulations outlined in Section 4.23.

G4.15.7 **Ground treatment.** The program elements for the Social Heart should reflect the approximate ground treatment denoted in Table 4.7.

TABLE 4.7: Recommended open space ground treatment for the Social Heart

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	60 %
Softscape	40 %

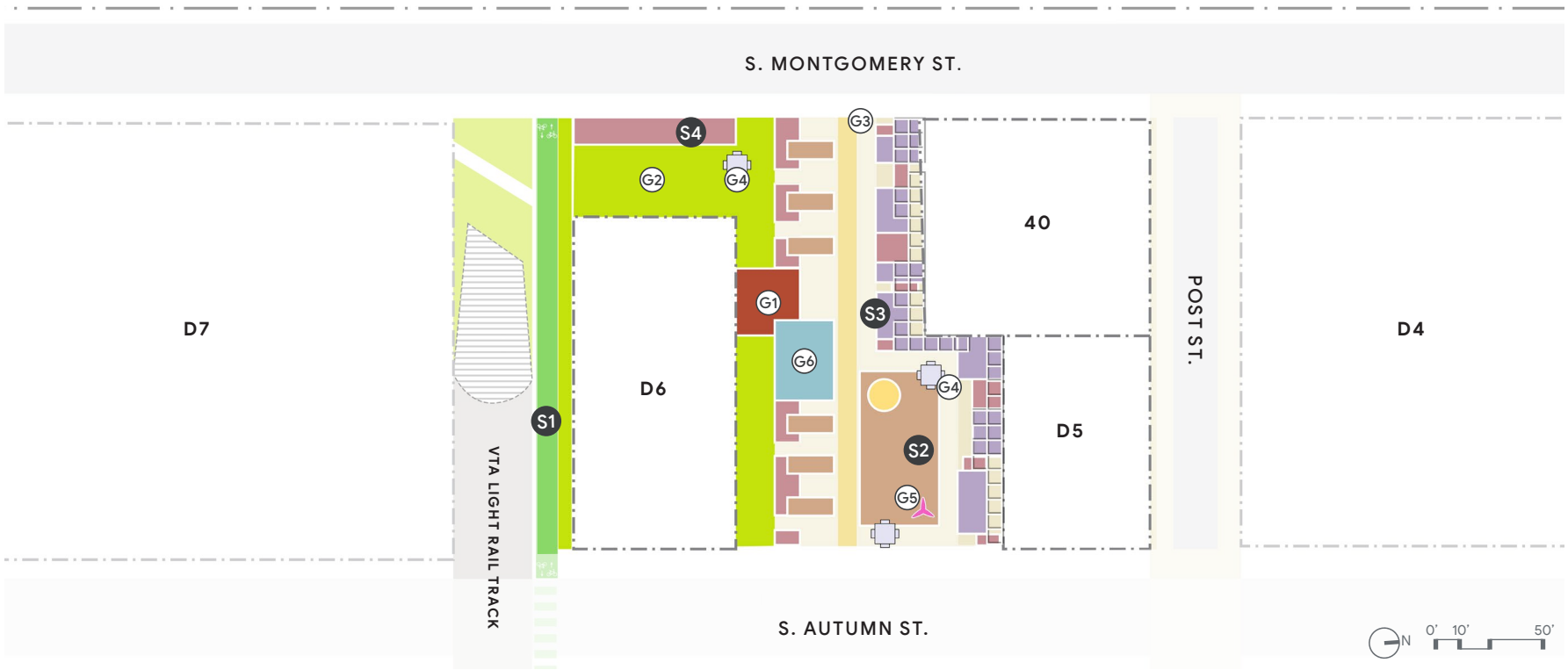


FIGURE 4.40: Required and recommended Social Heart programmatic elements diagram

S1 SHARED-USE PATH



S2 PROGRAM DECK



S3 OUTDOOR PROGRAM AREAS



S4 PLANTING STRATEGY / UNDERSTORY PLANTING



G1 ANCHOR PLAZA

G2 FLEXIBLE LAWN

G3 EVENT / ROTATING VENDOR / FOOD TRUCK

G4 KIOSK

G5 ART

G6 WATER FEATURE

NOTE: *Refer to Section 5.5 for standards on block and open space flexibility in the Social Heart.*

4.16 Creekside Walk at South Autumn Street

The Creekside Walk at South Autumn Street is approximately 1.50 acres of open space that offers a variety of experiences inspired by Los Gatos Creek.

This open space is bound by South Autumn Street to the west, Los Gatos Creek to the east, West Santa Clara Street to the north, and extends approximately 100 feet south of the VTA light rail corridor. Creekside Walk at South Autumn Street includes six existing structures that will be adapted or rebuilt to host active programs:

- 450 West Santa Clara Street (block D8)
- 20 South Autumn Street (block D9)
- 24 South Autumn Street (block D10)
- 50 South Autumn Street (block D11)
- 56 South Autumn Street (block D12)
- 74 South Autumn Street (block D13)

Refer to Section 5.5 and 5.6 for standards on existing structures, additions, and replacement structures at Creekside Walk at South Autumn Street. Refer to *Chapter 3: Land Use* for a description of active uses and *Chapter 5: Buildings* for building design standards applicable to blocks D8, D9, D10, D11, D12, and D13.

A natural landscape is combined with active programming in the Creekside Walk at South Autumn Street. Programs nestled between existing and replacement structures creates a "back porch" to Los Gatos Creek while protecting the creek bank and riparian tree canopy and supporting outdoor education, passive seating, tree groves, hammock seating, community gardens, outdoor dining, and areas for native planting display. Additional program decks within the existing building footprints can accommodate outdoor extension of retail or dining and provide ample views of the Los Gatos Creek. A boardwalk connects these programs to a new creek crossing. The footbridge can provide habitat for birds such as nesting swallows and provide a biophilic experience for users.

Riparian plantings expand and connect the Los Gatos Creek Riparian Corridor. Selection and spacing of the planting strategy include dense continuous upper tree canopy and pervasive low shrubs and groundcovers to provide open, park-like views at eye level. Replacing hardscape with planted areas significantly improves the ecology, water quality, and hydrology of the area.



CANOPY STRUCTURE AND LUSH PLANTS



NATURE BASED PROGRAM

FIGURE 4.41: Examples of the Creekside Walk at South Autumn Street open space features

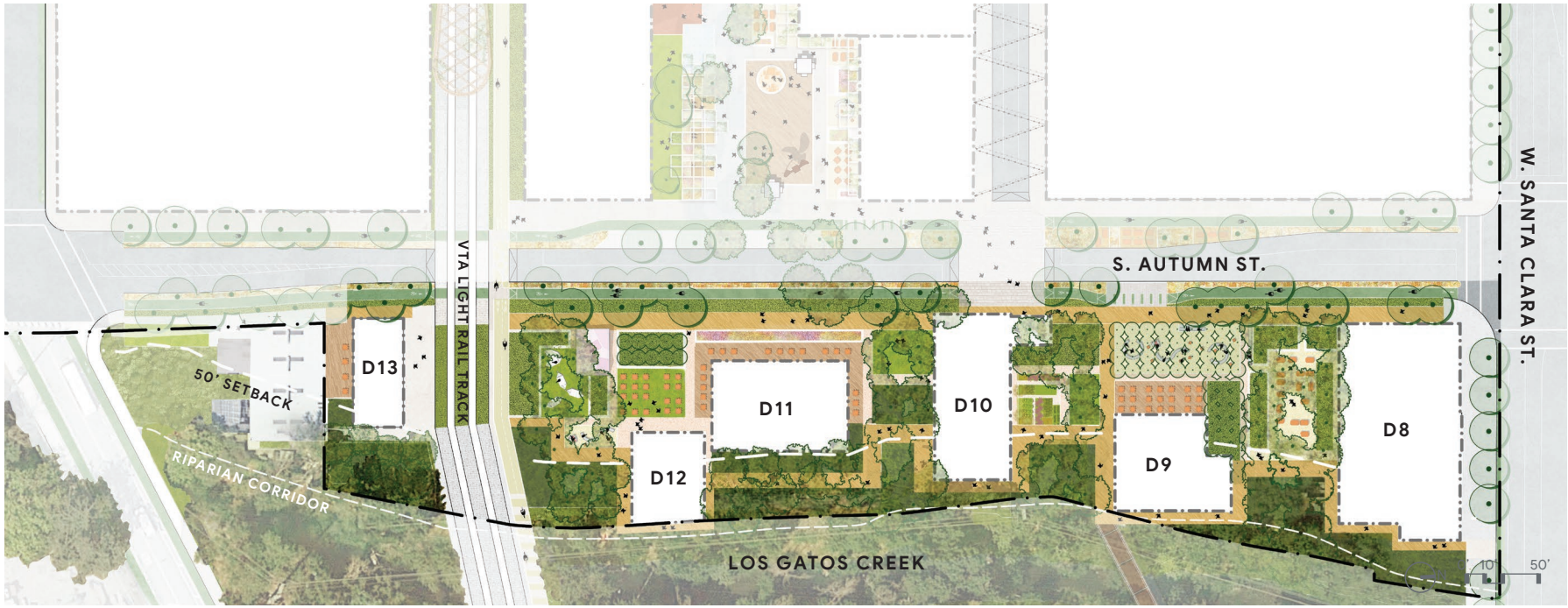
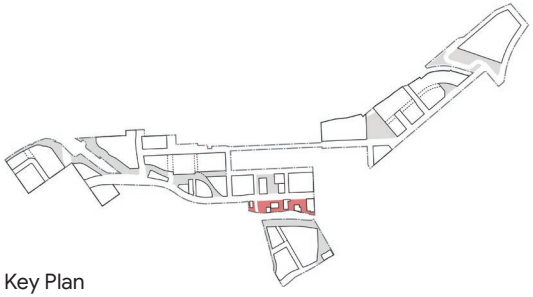


FIGURE 4.42: Illustrative plan of the Creekside Walk at South Autumn Street



Key Plan

Standards

S4.16.1 **Enhancing views to the Diridon Station.** The Project shall enhance the experience of the Diridon Station along the north edge of the VTA rail corridor. The Project permits permanent structures, as identified in Section 4.25, and landscape features within the Diridon Station view corridor.

S4.16.2 **Downtown to Diridon Station Shared-Use Path and Los Gatos Creek Multi-Use Trail.** The Downtown to Diridon Station Shared-Use Path and Los Gatos Creek Multi-Use Trail shall be co-located along a single shared-use path route from South Autumn Street along the north side of the VTA light rail corridor and link to Los Gatos Creek East. Both Downtown to Diridon Station Shared-Use Path and Los Gatos Creek Multi-Use Trail shall remain a minimum of 10 feet from existing building footprints or proposed additions.

S4.16.3 **Boardwalk.** A boardwalk shall be required and shall at minimum connect the proposed route of the Los Gatos Creek Multi-Use Trail to the proposed footbridge. The following standards apply to the boardwalk:

- Dimensions. This boardwalk shall not exceed 10 feet in width, except for expanded areas to let people pass and sit that shall not exceed 12 feet in width. Expanded areas shall be limited to no greater than 10 percent of the overall boardwalk length.
- Seating and gathering. This boardwalk shall function for flow of people and shall not create places to gather nor create noise.
- Elevation. The boardwalk shall be elevated from the ground to limit environmental impact from within the Los Gatos Creek Riparian Setback. The elevation above the ground shall not exceed four feet.
- Location: Refer to S4.8.4 for permitted locations of boardwalks.
- Permeability. Boardwalks shall be permeable.

S4.16.4 **Creek footbridge.** A new creek crossing shall be 12 feet in width and shall route between Creekside Walk at South Autumn Street and Los Gatos Creek East. Refer to S4.8.6 for requirements on riparian footbridges. The footbridge can accommodate bicycles for convenience of crossing but shall not be a designated bicycle facility.

S4.16.5 **Planting strategy.** Riparian species are required throughout Creekside Walk at South Autumn Street. Refer to Section 4.22 for permitted riparian species. The following practices shall be applied to the selection of vegetation in the Creekside Walk at South Autumn Street:

- Trees shall at minimum maintain visual clearance between 3 feet and 7 feet above the ground
- Trees shall be riparian species with single trunks and complemented by groundcover and low understory plants.
- Tall understory or midstory species shall be prohibited.

S4.16.6 **Programmatic element requirements.** In addition to the programmatic elements described as standards, two of the three programmatic elements — outdoor program area, program deck, and unserviced pavilion structure described in G.4.16.1, G.4.16.2, and G.4.16.3 respectively — shall be required.

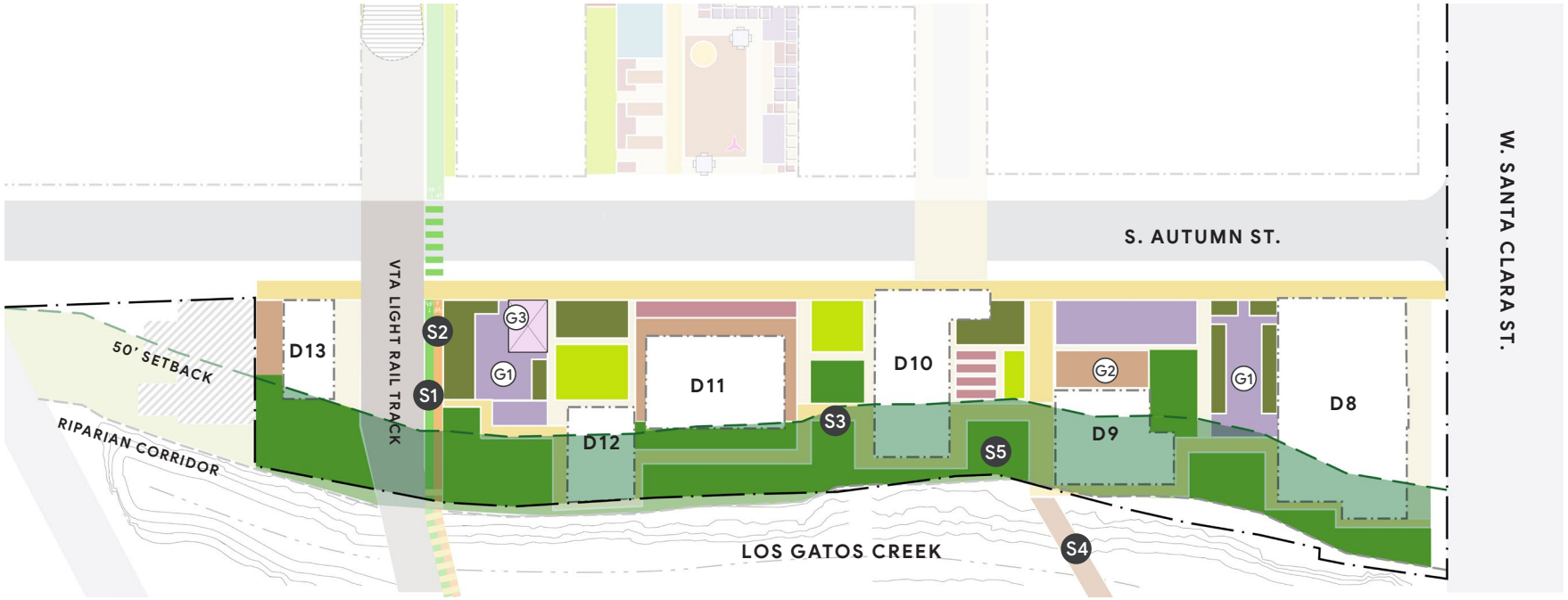


FIGURE 4.43: Required and recommended Creekside Walk at South Autumn Street programmatic elements diagram

S1 DOWNTOWN TO DIRIDON STATION SHARED-USE PATH



S2 LOS GATOS CREEK MULTI-USE TRAIL



S3 BOARDWALK



S4 CREEK FOOTBRIDGE



S5 PLANTING STRATEGY / RIPARIAN PLANTING



G1 OUTDOOR PROGRAM AREA

G2 PROGRAM DECK

G3 PAVILION STRUCTURE

Guidelines

G4.16.1 **Outdoor program area.** At least two outdoor program areas are encouraged.

G4.16.2 **Program deck.** At least one program deck is encouraged outside of the Los Gatos Creek Riparian Setback.

G4.16.3 **Unserviced pavilion structure.** An unserviced pavilion structure is encouraged. Refer to Section 4.25 for definition and standards of unserviced pavilion structures.

G4.16.4 **Ground treatment.** The program elements for the Creekside Walk at Autumn Street should reflect the approximate ground treatment denoted in Table 4.8.

TABLE 4.8: Recommended open space ground treatment for the Creekside Walk at South Autumn Street

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	40 %
Semi-permeable	10 %
Softscape	35 %
Low Maintenance	15 %

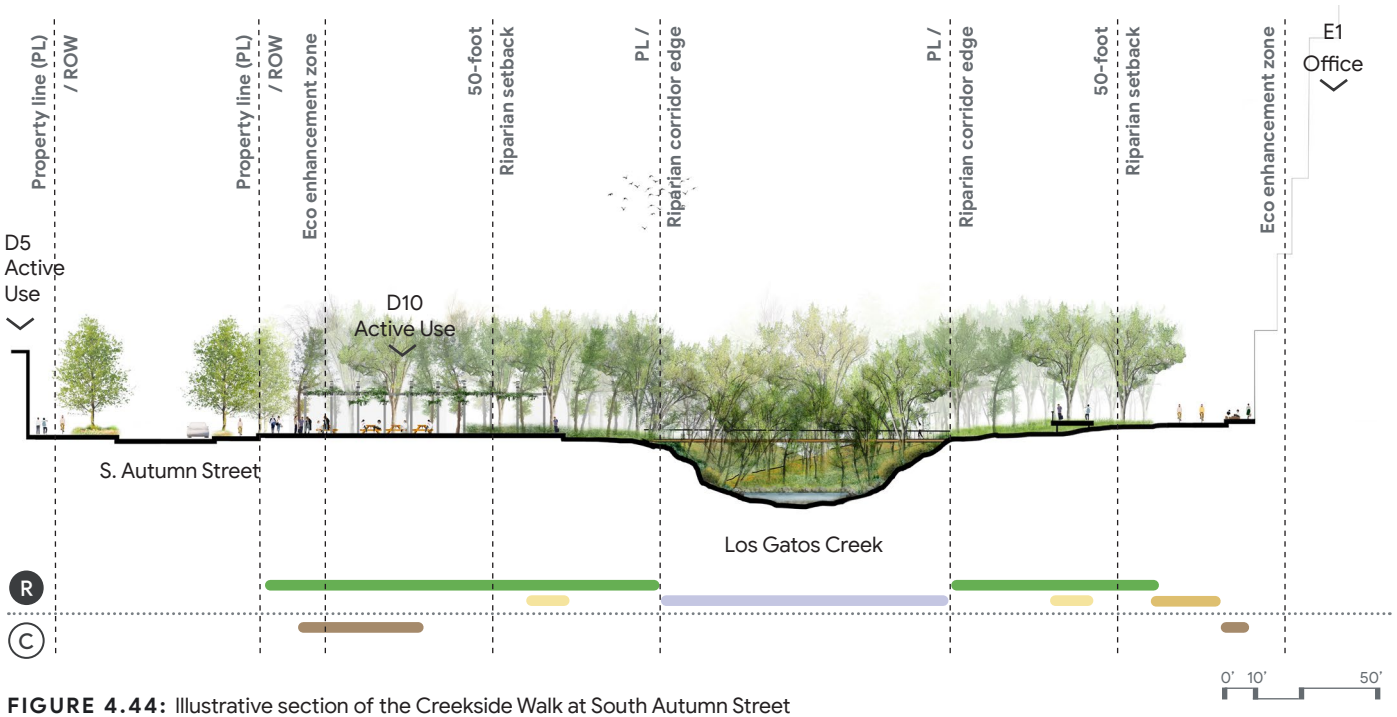


FIGURE 4.44: Illustrative section of the Creekside Walk at South Autumn Street

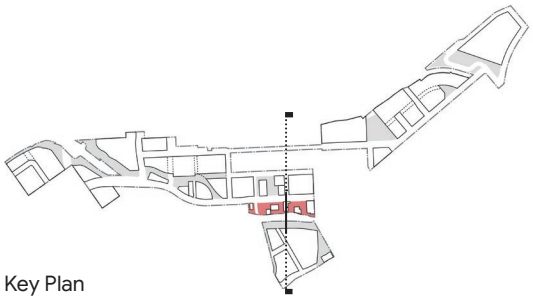
PROGRAMMATIC ELEMENTS

R REQUIRED

- Los Gatos Creek Multi-Use Trail
- Boardwalk
- Creek footbridge
- Planting strategy / riparian planting

C COMPLEMENTARY

- Program deck



4.17 Los Gatos Creek East

The approximately 1.49-acre Los Gatos Creek East open space represents a significant commitment to riparian enhancement and protection.

This open space is bound by Los Gatos Creek to the west, blocks E1 and E2 to the east, West Santa Clara Street to the north, and the VTA light rail corridor to the south. Los Gatos Creek East also accommodates a mid-block passage between blocks E2 and E3 and the VTA light rail corridor as an extension of the Downtown to Diridon Station Shared-Use Path. Los Gatos Creek Multi-Use Trail will also continue within Los Gatos Creek East between the VTA light rail corridor and West Santa Clara Street.

Existing parking lot hardscape is replaced in this area with plantings to improve ecology, water quality, and hydrology of the area. The Los Gatos Creek Riparian Setback is a natural area with dense native understory and tree plantings. This type of planting also extends into the ecological enhancement zone (refer to G.4.8.1) and expands the riparian habitat of the Los Gatos Creek Riparian Corridor. Dense tree and understory planting create a robust vegetative buffer and restore riparian habitat while maintaining clear sightlines. The Los Gatos Creek Multi-Use Trail and the Downtown to Diridon Station Shared-Use Path are kept outside of the Los Gatos Creek Riparian Setback to the extent possible. These pathways are coupled with a creek footbridge and a passive boardwalk for additional accessibility and creek views. A creek overlook / viewing platform from a boardwalk will be located in a well-trafficked area with high visibility. Permanent structures can support ground floor uses along building frontages to increase visibility and activity along the Los Gatos Creek Multi-Use Trail.



BOARDWALK WITH NATURE ADJACENT PROGRAMMING



MULTI-USE TRAIL



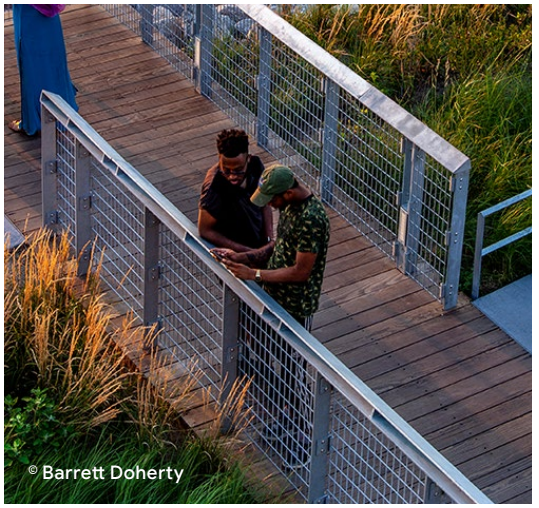
ART IN NATURE



RIPARIAN PLANTING



CANOPY STRUCTURE



CREEK OVERLOOK / VIEWING PLATFORM

FIGURE 4.45: Examples of Los Gatos Creek East open space features

Standards

S4.17.1 **Enhancing views to Southern Pacific Station.** The Project shall enhance the experience of Southern Pacific Station along the north edge of the VTA rail corridor through programming, art, and/or landscape features. The Project permits permanent and temporary structures and landscape features within the Southern Pacific Station view corridor.

S4.17.2 **Creek overlook / viewing platform.** At least one creek overlook / viewing platform shall be included in Los Gatos Creek East. Gathering areas close to the riparian corridor shall be avoided. Refer to S4.8.4.

S4.17.3 **Creek footbridge.** A new creek crossing shall be 12 feet in width and route between Los Gatos Creek East and the Creekside Walk at South Autumn Street as earlier defined in S4.16.4. Refer to S4.8.6 for requirements on riparian footbridges. The footbridge can accommodate bicycles for convenience of crossing but shall not be a designated bicycle facility.

S4.17.4 **Boardwalk.** A boardwalk shall provide an alternative path to the Los Gatos Creek Multi-Use Trail for pedestrians in Los Gatos Creek East. The following standards apply to the boardwalk:

- Dimensions. This boardwalk shall not exceed 10 feet in width, except for expanded areas to let people pass and sit that shall not exceed 12 feet in width. Expanded areas shall be limited to no greater than 10 percent of the overall boardwalk length.
- Seating and gathering. This boardwalk shall function for flow of people and shall not create places to gather nor create noise.
- Elevation. The boardwalk shall be elevated from the ground to limit environmental impact from within the Los Gatos Creek Riparian Setback. The elevation above the ground shall not exceed four feet.
- Location: Refer to S4.8.4 for permitted locations of boardwalks.
- Permeability. Boardwalks shall be permeable.

S4.17.5 **Los Gatos Creek Multi-Use Trail.** The Los Gatos Creek Multi-Use Trail shall transition from the co-located shared-use path along the VTA light rail corridor to turn north, following the frontages of new buildings, to West Santa Clara Street.

S4.17.6 **Downtown to Diridon Station Shared-Use Path.** The Downtown to Diridon Station Shared-Use Path shall be required and shall route between Los Gatos Creek and the highway underpass on the north side of the VTA light rail corridor.

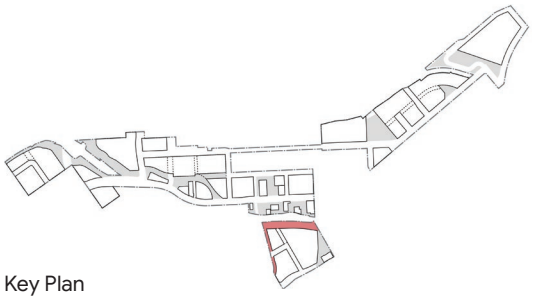
S4.17.7 **Planting strategy.** Riparian species are required in this open space. Refer to Section 4.22 for permitted riparian species. The following practices shall be applied to the selection of vegetation in Los Gatos Creek East:

- Trees shall at minimum maintain visual clearance between 3 feet and 7 feet above the ground
- Trees shall be riparian species with single trunks and complemented by groundcover and low understory plants.
- Tall understory or midstory species shall be prohibited.

S4.17.8 **Programmatic element requirements.** In addition to the programmatic elements described as standards, two of the four programmatic elements — outdoor program area, art, kiosk, and canopy structure described in G.4.17.1, G.4.17.2, G.4.17.3, and G.4.17.4 respectively — shall be required.



FIGURE 4.46: Illustrative plan of Los Gatos Creek East



Key Plan

Guidelines

G4.17.1 **Outdoor program area.** At least one outdoor program area is encouraged.

G4.17.2 **Art.** At least one nature education piece of art is encouraged. Refer to S4.7.2 for more standards around art within the riparian setback. Refer to S7.4.7 for lighting of art within riparian setbacks.

G4.17.3 **Kiosk.** At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.

G4.17.4 **Canopy structure.** At least one canopy structure is encouraged within 50 feet of West Santa Clara Street as a gateway marker for the open space and Los Gatos Creek Multi-Use Trail.

G4.17.5 **Ground treatment.** The program elements for Los Gatos Creek East should reflect the approximate ground treatment denoted in Table 4.9.

TABLE 4.9: Recommended open space ground treatment for Los Gatos Creek East

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	40 %
Semi-permeable	5 %
Softscape	10 %
Low Maintenance	45 %



S1 VIEWING PLATFORM



S2 CREEK FOOTBRIDGE



S3 BOARDWALK



S4 LOS GATOS CREEK MULTI-USE TRAIL



S5 DOWNTOWN TO DIRIDON STATION SHARED-USE PATH



S6 PLANTING STRATEGY / RIPARIAN PLANTING



G1 OUTDOOR PROGRAM AREA

G2 ART

G3 KIOSK

G4 CANOPY STRUCTURE

FIGURE 4.47: Required and recommended Los Gatos Creek East programmatic elements diagram

4.18 Gateway to San José

Gateway to San José is approximately 0.73 acres of open space that faces Arena Green and the confluence of the Guadalupe River and Los Gatos Creek. This open space is bound by Los Gatos Creek East to the west, 374 West Santa Clara Street and Guadalupe River to the east, West Santa Clara Street to the north, and block E1 to the south.

The Gateway to San José bolsters connections to adjacent neighborhoods and Downtown by offering a flexible plaza for temporary pop-up programming and events; it also celebrates adjacent natural resources. The open space design respects and integrates the San José Water Company Building (374 West Santa Clara Street).

The existing conditions of the Guadalupe River Riparian Setback area, at the east edge of this open space, consist entirely of hardscape. This impervious surface is replaced with a landscaped buffer that accommodates a private street for emergency vehicles and loading areas. The vegetative buffer restores and creates new habitat value and improved appearance from the Guadalupe River Park Trail with a potential addition of native vines on the existing fence and understory planting or trees along the engineered bank of the river.



EDGE SEATING AND PLANTING



FLEXIBLE FOR DIVERSE PROGRAMMING

FIGURE 4.48: Examples of the Gateway to San José open space features

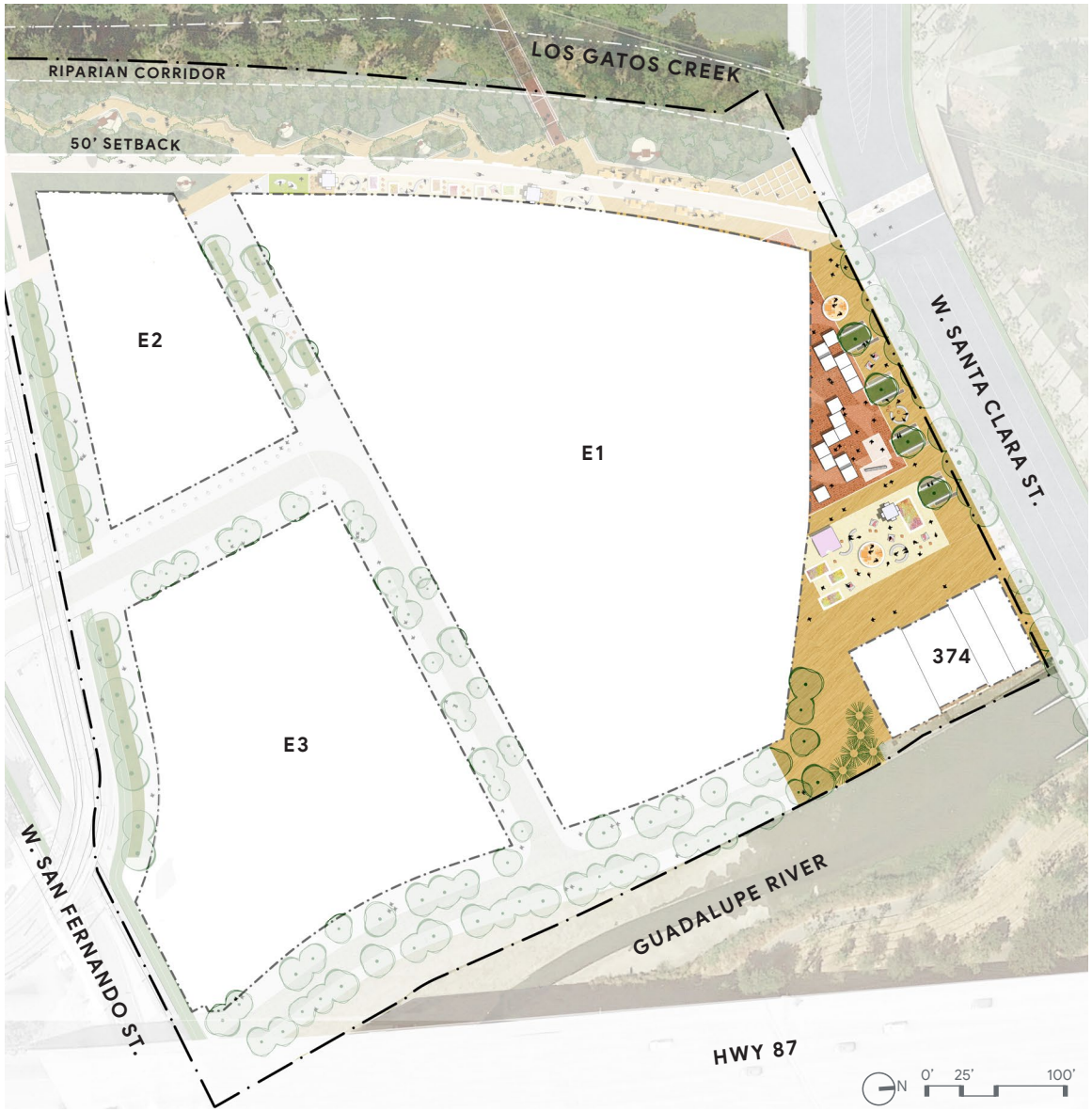
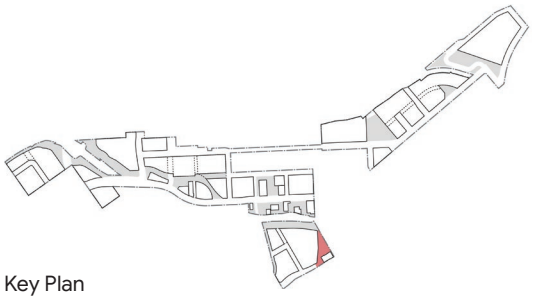


FIGURE 4.49: Illustrative plan of the Gateway to San José



Key Plan

Standards

S4.18.1 **Enhancing views to 374 West Santa Clara Street.** A view corridor and 40-foot new development setback to 374 West Santa Clara shall be maintained. Permanent and temporary structures and landscape features shall be permitted within the view corridor as amended HP 16-002 Permit for Lot E approved by City Council on May 4th, 2016.

S4.18.2 **Emergency vehicle access.** Along the west and south facades of 374 West Santa Clara Street, Gateway to San Jose shall include a clear path of travel for emergency vehicles of no less than 20 feet in width connecting to the private street along the Guadalupe River.

S4.18.3 **Anchor plaza.** An anchor plaza shall be a minimum of 6,000 square feet. This large open plaza creates a place for gathering and public events that also opens up onto and maintains views of the historic 374 West Santa Clara Street.

S4.18.4 **Event, Rotating Vendor, and Food Truck Access.** The design of the large anchor plaza and vehicular access to the plaza shall provide flexible spaces for rotating vendors and food trucks.

S4.18.5 **Planting strategy.** The planting strategy shall reflect the adjacent riparian corridors of the Guadalupe River and Los Gatos Creek by requiring riparian tree species. Through an understory planting strategy, a new layers of vegetation shall be permitted above the existing channel wall along the Guadalupe River corridor; refer to S4.8.2. Refer to Section 4.22 for permitted species.

S4.18.6 **Programmatic element requirements.** In addition to the programmatic elements described as standards, two of the four programmatic elements — outdoor program area, unserviced pavilion structure, kiosk, and outdoor performance area described in the guidelines G.4.18.1, G.4.18.2, G.4.18.3, and G.4.18.4 respectively — shall be required.

Guidelines

G4.18.1 **Outdoor program area.** At least two outdoor program areas are encouraged.

G4.18.2 **Unserviced pavilion structure.** At least one unserviced pavilion structure is encouraged. Refer to Section 4.25 for definition and standards of unserviced pavilion structures.

G4.18.3 **Kiosk.** At least one kiosk is encouraged to support activation of the anchor plaza. Refer to Section 4.25 for standards of kiosks.

G4.18.4 **Outdoor performance area.** At least one outdoor performance area is encouraged in the Gateway to San José and should be a minimum of 400 square feet.

G4.18.5 **Ground treatment.** The program elements for the Gateway to San José should reflect the approximate ground treatment denoted in Table 4.10.

TABLE 4.10: Recommended open space ground treatment for the Gateway to San José

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	85 %
Semi-permeable	10 %
Softscape	5 %



S1 ANCHOR PLAZA



S2 EVENT, VENDOR, FOOD TRUCK



S3 PLANTING STRATEGY / RIPARIAN PLANTING + UNDERSTORY PLANTING





G1 OUTDOOR PROGRAM AREAS

G2 PAVILION STRUCTURE

G3 KIOSKS

G4 OUTDOOR PERFORMANCE AREA

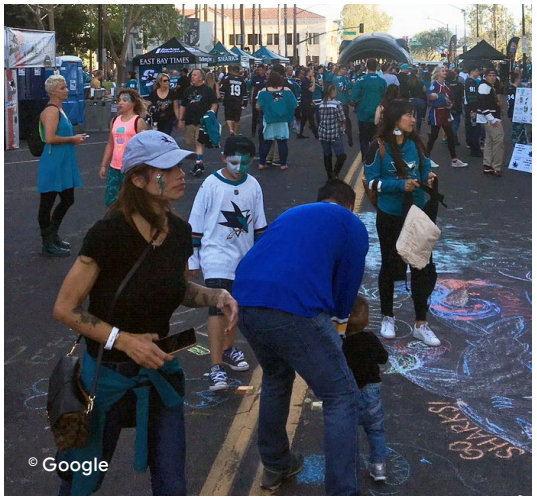
FIGURE 4.50: Required and recommended Gateway to San José programmatic elements diagram

4.19 St. John Triangle

St. John Triangle is approximately 1.61 acres of open space at the terminus of the West St. John Street corridor. Situated near the SAP Center, this open space is framed by heavy rail to the west, North Montgomery Street to the east, block C1 to the north, and block C2 to the south.

St. John Triangle is envisioned as a flexible event and entertainment space for civic gatherings and celebrations. The triangular space is surrounded by a mix of uses. The central flex lawn and anchor plaza are entertainment spaces that can host musical performances, festivals, screenings, and other experiences to support year-round programs near the SAP Center. Permanent structures are intimate-scaled elements that can adapt for markets, fairs, and other flexible programming. Additionally, neighborhood amenities can expand nearby residential areas to the Project while supporting the new residential blocks. Canopy structures frame the open space to provide necessary shade.

Native plantings and tree canopies flanked with social seating and outdoor dining areas mark the periphery to transition to an active ground floor of hotel, residential, and office buildings. Native re-oaking in this open space reinforces a local sense of place and can support native wildlife species, improve thermal comfort, and increase carbon sequestration.



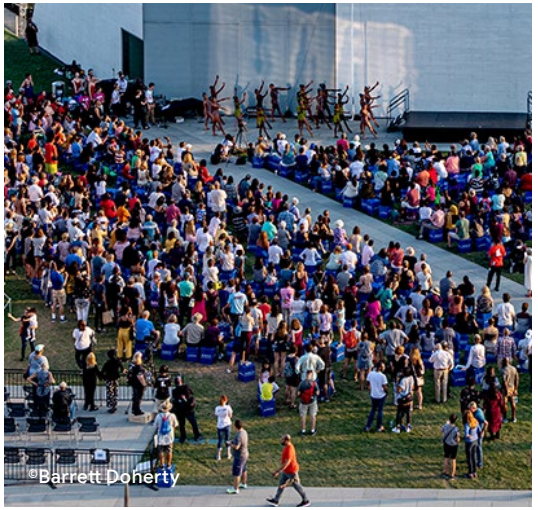
GAME DAY READY



FLEXIBLE FOR TEMPORARY POP-UPS



SEATING AND EDGE CANOPY STRUCTURE

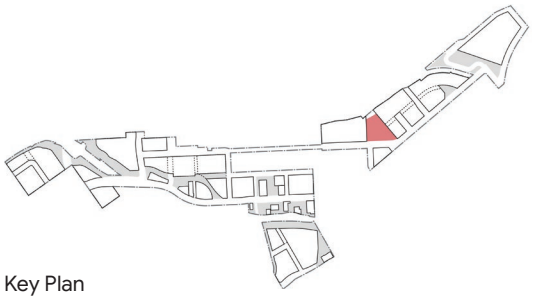


OUTDOOR PERFORMANCE SPACE

FIGURE 4.51: Examples of St. John Triangle open space features



FIGURE 4.52: Illustrative plan of St. John Triangle



Key Plan

Standards

S4.19.1 **Anchor plaza.** An anchor plaza measuring a minimum of 5,000 square feet shall be required.

S4.19.2 **Flexible lawn.** A flexible lawn shall be a minimum of 12,000 square feet to accommodate events, screenings, and performances. Secondary flexible lawns shall also be permitted to allow for additional programming.

S4.19.3 **Program deck.** A minimum of one program deck shall be required. Program decks shall be adjacent to buildings, interim use structures, or canopy structures and shall have a minimum dimension of 10 feet in width and length.

S4.19.4 **Event, rotating vendor, or food truck access.** Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming shall be required.

S4.19.5 **Canopy structure.** At least three canopy structures shall be required and are to line this open space as an edge condition.

S4.19.6 **Outdoor performance area.** An outdoor performance area shall be required and shall be a minimum of 1,000 square feet to accommodate performances and events of varying sizes.

S4.19.7 **Planting strategy.** This open space must include native oak species as part of a re-oaking planting strategy. Understory plantings shall be planted and include but are not limited to perennials, hedges, pollinator gardens, auxiliary flexible lawns, and edge planters. Refer to Section 4.22 for permitted species.

S4.19.8 **Programmatic element requirements.** In addition to the programmatic elements described as standards, three of the six programmatic elements — informal recreation, neighborhood amenity, art, unserviced pavilion structures, kiosk, and tree grove described in G.4.19.1, G.4.19.2, G.4.19.3, G.4.19.4, G.4.19.5, and G.4.19.6 respectively — shall be required.

Guidelines

G4.19.1 **Informal recreation.** At least one informal recreation area is encouraged and should be a minimum of 1,500 square feet.

G4.19.2 **Neighborhood amenity.** At least one of the following neighborhood amenities is encouraged: community garden, dog park, barbeque, playground, informal seating, health and wellness program area, or informal seating.

G4.19.3 **Art.** At least one art piece is encouraged.

G4.19.4 **Unserviced pavilion structures.** A minimum of one unserviced pavilion structure is encouraged. Refer to Section 4.25 for definition and standards of unserviced pavilion structures.

G4.19.5 **Kiosk.** At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.

G4.19.6 **Tree grove.** A tree grove is encouraged to provide additional shade.

G4.19.7 **Ground treatment.** The program elements for St. John Triangle should reflect the approximate ground treatment denoted in Table 4.11.

TABLE 4.11: Recommended open space ground treatment for St. John Triangle

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	50 %
Semi-permeable	20 %
Softscape	30 %



S1 ANCHOR PLAZA



S2 FLEXIBLE LAWN



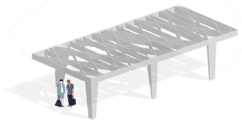
S3 PROGRAM DECK



S4 EVENT / VENDOR / FOOD TRUCK



S5 CANOPY STRUCTURE



S6 OUTDOOR PERFORMANCE AREA



S7 PLANTING STRATEGY / RE-OAKING + UNDERSTORY PLANTING





G1 INFORMAL RECREATION

G2 NEIGHBORHOOD AMENITIES

G3 ART

G4 PAVILION STRUCTURE

G5 KIOSK

G6 TREE GROVE

FIGURE 4.53: Required and recommended St. John Triangle programmatic elements diagram

4.20 North Montgomery Pocket Park

North Montgomery Pocket Park's approximately 0.35 acres of open space is a haven of canopies and plantings within a historically industrial area of San José. This open space is bound by block B1 to the west, north, and south, and North Montgomery Street to the east.

North Montgomery Pocket Park contains a tree grove and understory plantings as well as a centralized seating area with moveable furniture. This heavily planted pocket park creates an urban oasis and gateway to the Northend's mid-block passage and the nearby neighborhood. An outdoor program area will support passive seating, tree canopy, hammock seating, outdoor dining, and areas for native planting display. An addition of art elements can provide identifiable landmarks in the landscape to promote both play and education.

Planting of native oak species, or re-oaking, in this open space reinforces a local sense of place and can support native wildlife species, improve thermal comfort, and increase carbon sequestration. The park's tree canopy elicits sensory relief and creates natural shade along the wider blocks of Downtown West.

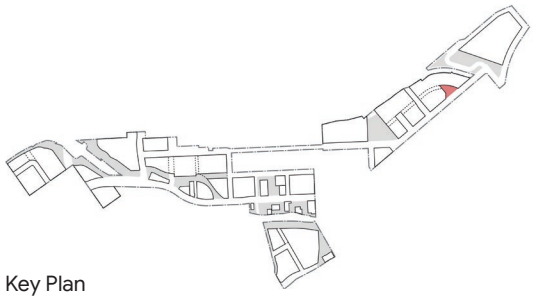


AMPLE CANOPY AND PLANTING

FIGURE 4.54: Examples of North Montgomery Pocket Park open space features



FIGURE 4.55: Illustrative plan of North Montgomery Pocket Park



Key Plan

Standards

S4.20.1 **Outdoor program area.** At least one outdoor program area shall be required.

S4.20.2 **Tree grove.** A stand of trees measuring a minimum 4,000 square feet stand shall be required.

S4.20.3 **Planting strategy.** This open space must include native oak species as part of a re-oaking planting strategy. Refer to Section 4.22 for permitted species.

S4.20.4 **Programmatic element requirements.** In addition to the programmatic elements described as standards, one of the three programmatic elements — water feature, art, and canopy structure described in G.4.20.1, G.4.20.2, and G.4.20.3 respectively — shall be required.

Guidelines

G4.20.1 **Water feature.** A water feature should be part of the stormwater strategy or an amenity that prioritizes the use of recycled water in order to conserve potable water resources. If recycled water is used, both the recycled water quality and the water feature design shall meet the regulations outlined in Section 4.23.

G4.20.2 **Art.** At least one art piece to play on and gather around is encouraged.

G4.20.3 **Canopy structure.** At least one canopy structure is encouraged as a shade alternative.

G4.20.4 **Ground treatment.** The program elements for North Montgomery Pocket Park should reflect the approximate ground treatment denoted in Table 4.12.

TABLE 4.12: Recommended open space ground treatment for North Montgomery Pocket Park

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	30 %
Semi-permeable	15 %
Softscape	55 %
Low Maintenance	0 %

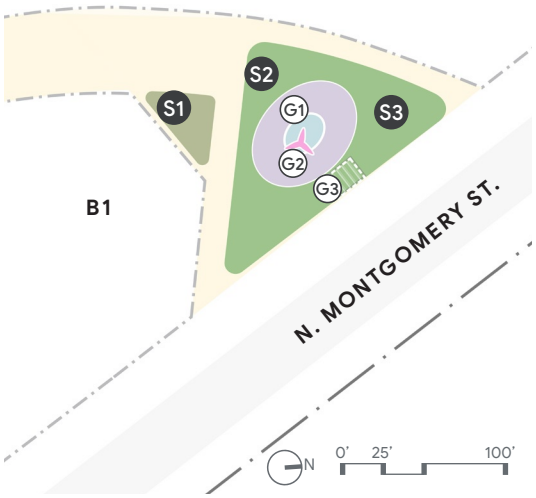


FIGURE 4.56: Required and recommended North Montgomery Pocket Park programmatic elements diagram

S1 OUTDOOR PROGRAM AREAS



S2 TREE GROVE



S3 PLANTING STRATEGY / RE-OAKING



G1 WATER FEATURE

G2 ART

G3 CANOPY STRUCTURE

4.21 Northend Park

Northend Park is approximately 1.90 acres of open space. It bookends the experiences in Downtown West and showcases industrial heritage. Northend Park is framed by a private street and the rail corridor to the west and south, North Montgomery Street to the east, and block A1 to the north. This landscape includes the portion of land between the rail corridor and North Montgomery intersection as well as the piece of land adjacent to the merging rail corridors.

A pedestrian promenade along the building facade is lined with an active use on the ground floor and flexible education and recreation spaces, that may include maker spaces, outdoor classrooms, and informal recreation areas. This promenade links the ground floor uses of A1 with the active programming in Northend Park and supports regular circulation of pedestrians. Surrounded by tree groves and dense planting, the open space's flexible lawn accommodates play, fitness, and other health and wellness programming. Outdoor program areas — defined by tree canopies and native plants — accommodate a collection of functions and elements such as perennial displays, informal seating areas, informal recreation, and a makerspace. The character of this open space can support the artistic culture and historic industrial heritage of the area.

Planting of native oak species, or re-oaking, in this open space reinforces a local sense of place and supports native wildlife species, improves thermal comfort, and increases carbon sequestration.



PROMENADE



OUTDOOR PROGRAM AREA



INFORMAL RECREATION

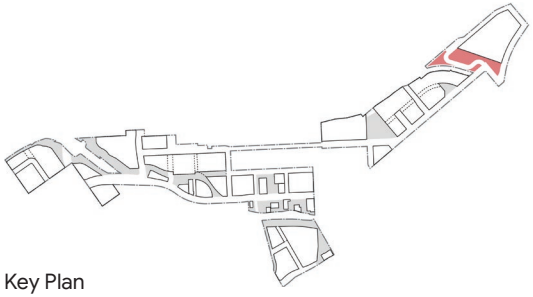


FOOD TRUCK ACCESS

FIGURE 4.57: Examples of Northend Park open space features



FIGURE 4.58: Illustrative plan of Northend Park



Key Plan

Standards

S4.21.1 **Promenade.** A pedestrian promenade shall route east-to-west along the south side of block A1. The promenade shall maintain a minimum width of 15 feet throughout its length.

S4.21.2 **Entry plaza.** An entry plaza at minimum of 2,000 square feet shall be required.

S4.21.3 **Flexible lawn.** A minimum of 6,000 square feet of flexible lawn shall be required.

S4.21.4 **Outdoor program area.** At least three outdoor program areas shall be required and framed by tree canopies and plantings.

S4.21.5 **Informal recreation.** Informal recreation at minimum of 3,000 square feet in size shall be required.

S4.21.6 **Event, rotating vendor, or food truck access.** Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming shall be required.

S4.21.7 **Tree grove.** A tree grove shall create a green buffer to the rail corridor and street while also maintaining visibility for a potential future elevated rail. At least one tree grove shall be located within 100 feet of the private road.

S4.21.8 **Planting strategy.** This open space must include native oak species as part of a re-oaking planting strategy. Additionally, understory plantings shall be planted and include but are not limited to perennials, hedges, pollinator gardens, auxiliary flexible lawns, and edge planters. Refer to Section 4.22 for permitted species.

S4.21.9 **Programmatic element requirements.** In addition to the programmatic elements described as standards, four of the six programmatic elements — program deck, makerspace, art, serviced pavilion structures, kiosk, and ecological demonstration described in G.4.21.1, G.4.21.2, G.4.21.3, G.4.21.4, G.4.21.5, and G.4.21.6 respectively — shall be required.

Guidelines

G4.21.1 **Program deck.** At least one program deck is encouraged.

G4.21.2 **Makerspace.** At least one outdoor makerspace is encouraged and should include open-air, non-vegetated space for crafting.

G4.21.3 **Art.** At least one art piece to play on and gather around is encouraged.

G4.21.4 **Serviced pavilion structure.** A serviced pavilion structure is encouraged within 50 feet of the intersection of North Montgomery Street. Refer to Section 4.25 for definition and standards of serviced pavilion structures.

G4.21.5 **Kiosk.** At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.

G4.21.6 **Ecological demonstration.** An ecological demonstration is encouraged.

G4.21.7 **Ground treatment.** The program elements for Northend Park should reflect the approximate ground treatment denoted in Table 4.13.

TABLE 4.13: Recommended open space ground treatment for Northend Park

OPEN SPACE TREATMENT	APPROXIMATE PERCENTAGE
Hardscape	30 %
Semi-permeable	40 %
Softscape	30 %

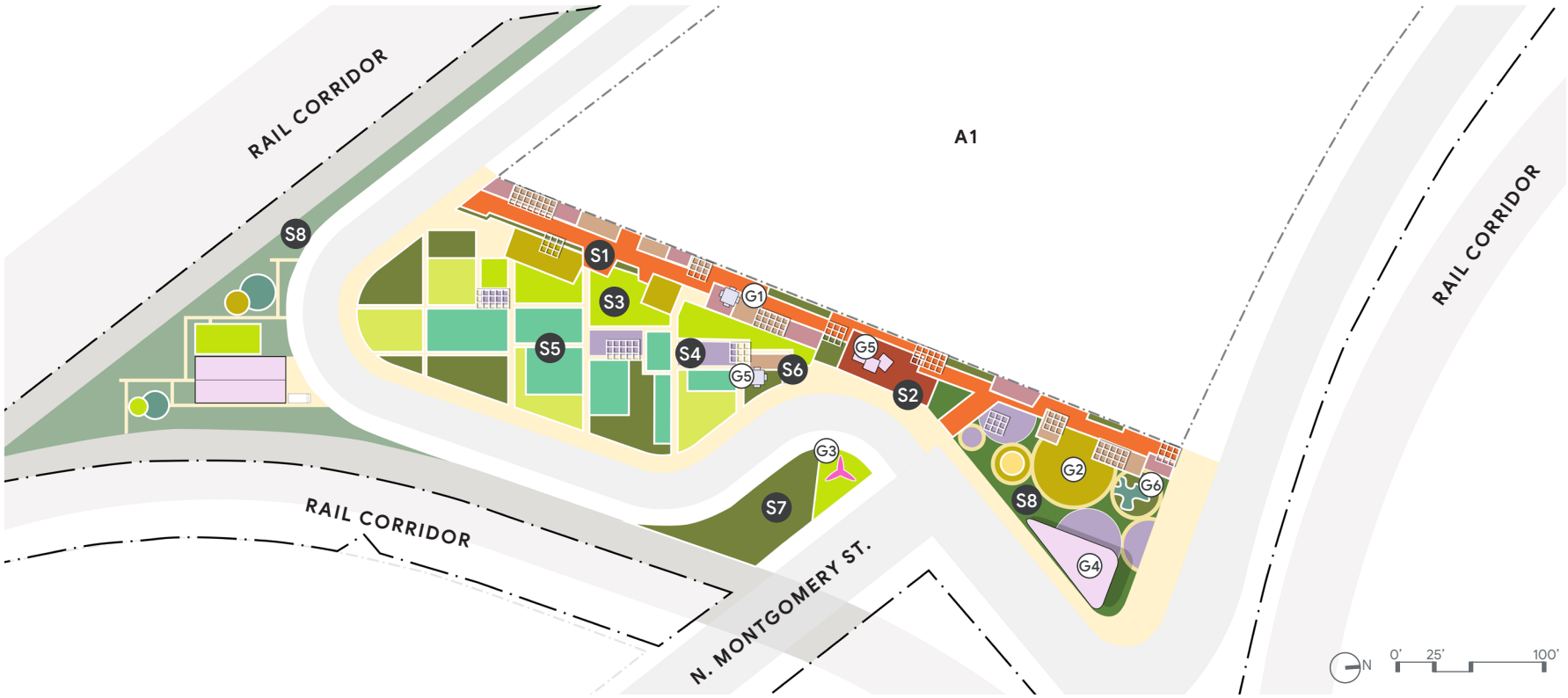


FIGURE 4.59: Required and recommended Northend Park programmatic elements diagram

S1 PROMENADE



S2 ENTRY PLAZA



S3 FLEXIBLE LAWN



S4 OUTDOOR PROGRAM AREAS



S5 INFORMAL RECREATION



S6 EVENT, VENDOR, OR FOOD TRUCK



S7 TREE GROVE



S8 PLANTING STRATEGY / RE-OAKING



G1 PROGRAM DECK

G2 MAKERSPACE

G3 ART

G4 PAVILION STRUCTURE

G5 KIOSKS

G6 ECOLOGICAL DEMONSTRATION

4.22 Vegetation

Downtown West's planting plan supports native ecosystems and riparian habitat expansion and improvements by integrating ecology throughout the Project. The proposed selection and placement of tree species is a direct response to the local growing conditions and ecology. The planting palette emphasizes riparian species near Los Gatos Creek and supports stormwater bioretention areas, refer to Section 4.8 for planting requirements within riparian setbacks and the ecological enhancement zone.

The planting strategy transitions toward valley floor species, such as oaks, in the urban open spaces further from the creek. The tree palette serves ecological functions including providing habitats for animals and insects. Tree canopies support the ecosystem in many ways, including by providing cooling, carbon sequestration, and air pollution removal. The native understory establishes a productive pollinator habitat, increases cooling, and provides ground level aesthetic benefit for public's enjoyment. A mix of dominant tree species is recommended along many streets to provide character definition to the neighborhood. For standards and guidelines of street trees, refer to Section 6.14.

The Project's planting palettes reflect its urban setting, including neighborhood character, aesthetics, constrained growing conditions, and maintenance requirements. The palette has best chance of flourishing within this landscape setting to create biophilic experiences for people. Additional considerations include local microclimate, climate projections, soils, hydrology, ecology, and thermal comfort.

Historic orchard species are also allowed as a cultural consideration. These fruit trees will resonate with the historic agricultural practices of the area, provide urban food production and support wildlife (pollinators and birds primarily).

Standards

S4.22.1 **Native planting requirement.** Planting shall be limited to native species with exceptions to allow for non-native species that are adapted to the local environment and provide wildlife habitat value.

S4.22.2 **Permitted species.** The planting palette shall be selected from the permitted species identified in Figure 4.61 to Figure 4.63. These species were selected for hydrology and general tolerance of the local soils, and the range allows for diverse plantings that are climate resilient and biodiverse. The species selection may be further refined — from those depicted in Figure 4.61 to Figure 4.63 —during site design in order to ensure compatibility with the specific conditions. An exception to this list of permitted species includes historic orchard species. A small representative planting (of four to eight trees) of historic orchard species from the Santa Clara Valley, such as plums (prunes), peaches, apricots, pears, cherries, and apples shall be permitted to be planted while outside riparian setbacks and in no more than one location for each open space represented in Sections 4.12 to 4.21.

A letter of professional determination from a biologist shall be submitted with required planting plans when proposing substitute species that meet comparable performance criteria. Any additional species proposed should provide ecological benefit such as value to wildlife and/or other demonstrable environmental benefits such as substantial canopy for shade.

S4.22.3 **Prohibited species.** The Project shall avoid the use of non-native species (except as provided for in S4.22.1 and S4.22.2), plants of low ecological value, cultivars, and species incompatible with existing and projected site conditions. Invasive species are not permitted.

Guideline

G4.22.1 **Planting placement.** It is encouraged for deciduous trees to be placed to provide shelter from the summer sun and allow solar exposure in winter. Evergreen trees are encouraged to be placed to mitigate interseasonal wind acceleration.

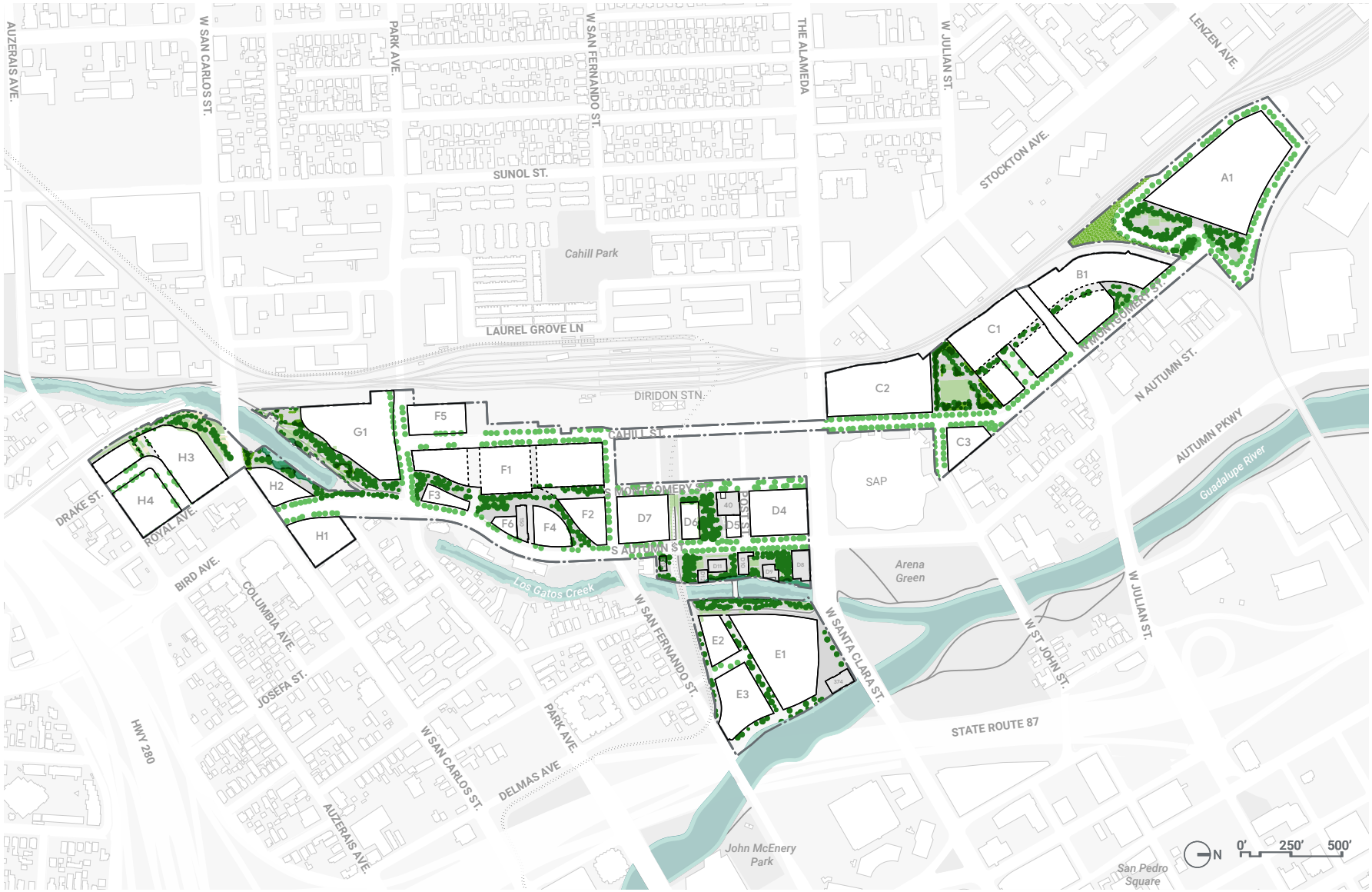
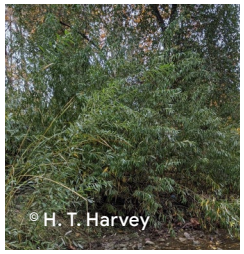


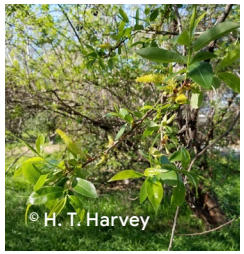
FIGURE 4.60: Illustrative tree canopy framework

- Approximate location of existing Riparian Corridor
- Proposed open space tree canopy
- Proposed streetscape tree canopy

RIPARIAN PALETTE



ARROYO WILLOW
Salix lasiolepis

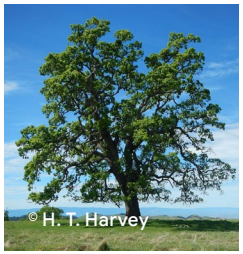


RED WILLOW
Salix laevigata

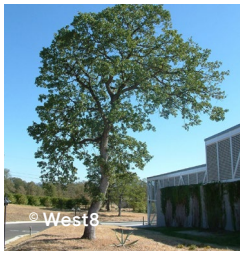


BOX ELDER
Acer negundo

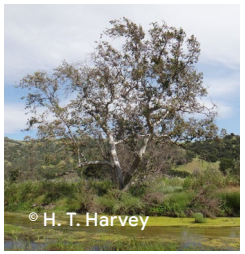
OPEN SPACE TREE PALETTE



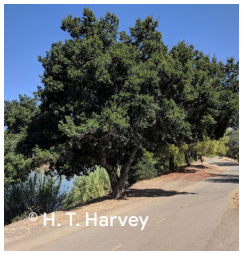
VALLEY OAK **
Quercus lobata



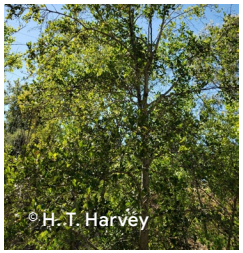
BLUE OAK **
Quercus douglasii



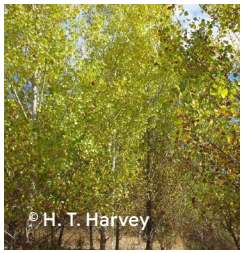
CALIFORNIA SYCAMORE
Plantus racemosa



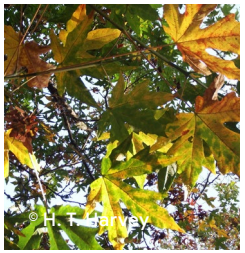
COAST LIVE OAK **
Quercus agrifolia



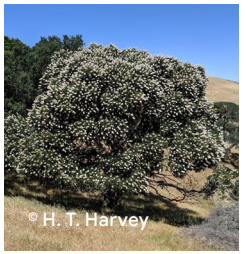
WHITE ALDER
Alnus rhombifoâlia



FREMONT
COTTONWOOD
Populus fremontii



BIG LEAF MAPLE
Acer macrophyllum



CALIFORNIA BUCKEYE
Aesculus californica

FIGURE 4.61: Examples of permitted riparian species

FIGURE 4.62: Examples of permitted open space tree species

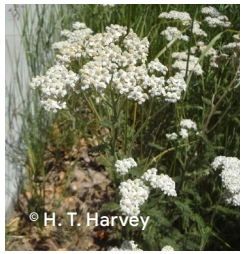
CONTINUED RIPARIAN SPECIES

*YARROW *Achillea millefolium*
*TOYON *Heteromeles arbutfolia*
FLOWERING CURRANT *Ribes sanguineum*
CA ROSE *Rosa californica*
*CA GOLDENROD *Solidago velutina ssp. californica*
*COMMON SNOWBERRY *Symphoricarpos albus*
PACIFIC ASTER *Symphytrichum chilense*

CONTINUED OPEN SPACE TREE AND UNDERSTORY PALETTE

PACIFIC MADRONE *Arbutus menziesii*
BIG BERRY MANZANITA *Arctostaphylos glauca*
MULE FAT *Baccharis salicifolia*
BUCK BRUSH *Ceanothus cuneatus*
HAIRY CEANOTHUS *Ceanothus oliganthus*
BLUE BLOSSOM CEANOTHUS *Ceanothus thyrsiflorus*
RAY HARTMAN CEANOTHUS *Ceanothus'Ray Hartman*
WESTERN REDBUD *Cercis occidentalis*
*MOUNTAIN MAHOGANY *Cercocarpus betuloides*
BEAKED HAZELNUT *Corylus cornuta*
COFFEEBERRY *Frangula californica*
WAVYLEAF SILKTASSEL *Garrya elliptica*
TWINBERRY *Lonicera involucrata*
CALIFORNIA WAX MYRTLE *Morella californica*
OSOBERRY *Oemleria cerasiformis*
HOLLYLEAF CHERRY *Prunus ilicifolia*
SCRUB OAK ** *Quercus berberidifolia*
NUTTALL'S SCRUB OAK ** *Quercus dumosa*
BLUE ELDERBERRY *Sambucus nigra ssp. caerulea*

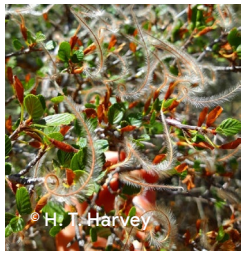
UNDERSTORY PALETTE



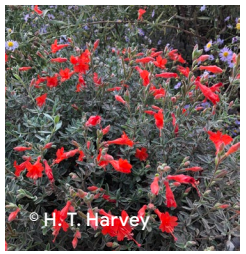
*YARROW
Achillea millefolium



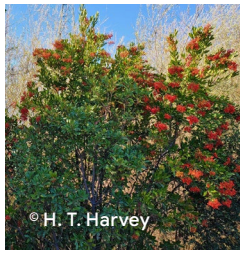
CALIFORNIA LILAC
Ceanothus spp



*MOUNTAIN MAHOGANY
Cercocarpos betuloides



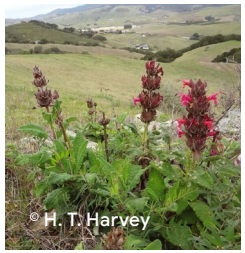
CALIFORNIA FUCHSIA
Epilobium canum



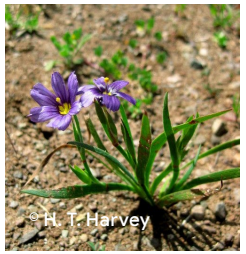
*TOYON
Heteromeles arbutifolia



RED-FLOWERING CURRANT
Ribes sanguineum



HUMMINGBIRD SAGE
Salvia spathacea



BLUE-EYED GRASS
Sisyrinchium bellum

NOTE: ** refers to species that coexist among permitted species lists in Figure 4.61, Figure 4.62, and Figure 4.63. ** refers to species for re-oaking planting strategies*

CONTINUED UNDERSTORY SPECIES

SPICEBUSH *Calycanthus occidentalis*

BUCKBRUSH *Ceanothus cuneatus*

CA POPPY *Eschscholzia californica*

COAST SILKTASSEL *Garrya elliptica*

CREAM BUSH *Holodiscus discolor*

DOUGLAS IRIS *Iris douglasiana*

SILVER BUSH LUPINE *Lupinus albifrons*

COMMON EVENING PRIMROSE *Oenothera elata ssp. hookeri*

INDIAN PLUM *Oemleria cerasiformis*

WESTERN AZALEA *Rhododendron occidentale*

LEMONADE BERRY *Rhus integrifolia*

GOLDEN CURRANT *Ribes aureum var. gracillimum*

SONOMA SAGE *Salvia sonomensis*

*CA GOLDENROD *Solidago velutina ssp. californica*

*COMMON SNOWBERRY *Symphoricarpos albus*

FIGURE 4.63: Examples of permitted understory species

4.23 Stormwater Management

An integrated stormwater management strategy increases pervious areas across the Project, reduces overall surface flows, and provides water quality treatment to comply, at minimum, with the City of San José's Green Stormwater Infrastructure (GSI) Plan, dated September 2019, which lays out requirements for both quantity and quality of stormwater management.

The stormwater management strategy treats runoff from small, frequent storm events that produce approximately 80 percent of the annual runoff within the Project. GSI facilities being considered for the Project follow low impact design (LID) standards and/or best management practices (BMPs). Open spaces provide opportunities to integrate stormwater treatment infrastructure and only treat stormwater collected within their proposed location and bounds. Refer to Figure 4.65. Public rights-of-way are treated separately (refer to Section 6.15 for more detail on street design). The Downtown West District Infrastructure Plan provides additional guidance on facility sizing and technical design.

Standard

S4.23.1 **Water reuse.** Irrigation shall be designed to utilize recycled water to meet non-potable water demands.

Guidelines

G4.23.1 **Stormwater planter species.** Native species should be prioritized for landscaped areas addressing stormwater in order to encourage higher performing planters, less maintenance, and greater biodiversity.

G4.23.2 **Open space stormwater management.** At-grade plazas and open spaces should treat runoff with the following strategies: at-grade planters, suspended pavement systems, pervious paving, or infiltration facilities.

At-grade planters should be incorporated into the open space design and can treat building runoff exclusively or be combined with other facilities to treat runoff from different portions of the private block.



AT-GRADE BIORETENTION PLANTER



AT-GRADE FLOW-THROUGH PLANTER



SUSPENDED PAVEMENT SYSTEM AND TREATMENT SOILS BELOW PAVING

FIGURE 4.64: Examples of stormwater management design

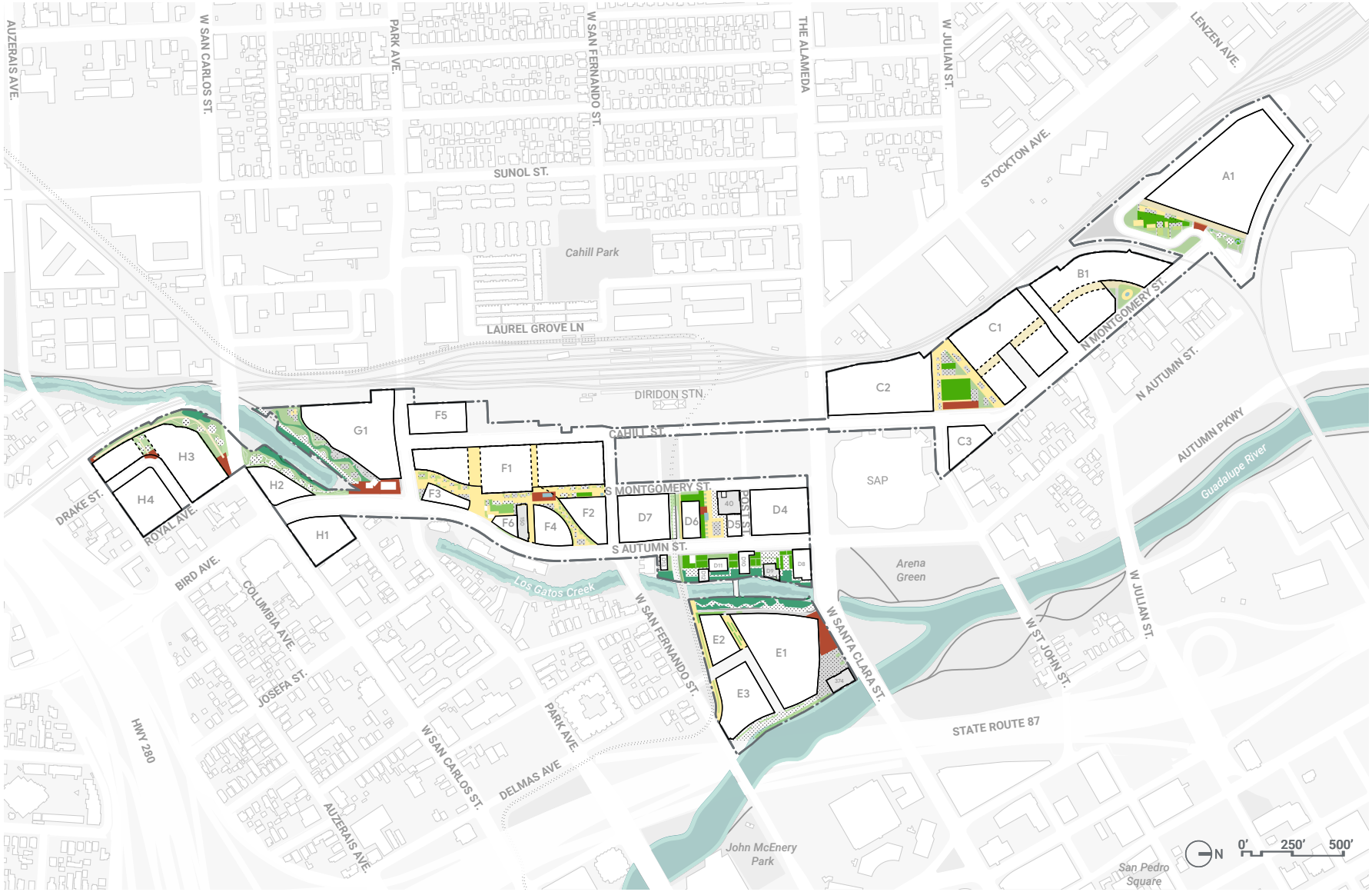


FIGURE 4.65: Illustrative stormwater management plan

- Existing riparian landscape
- Occupiable softscape
- Landscape features
- Permeable permitted hardscape
- Impermeable hardscape
- Plaza hardscape
- Water feature

4.24 Materials

Choices of materials used throughout the Project create a hierarchy of pedestrian priority zones and establish identities for each space. The design intent of the material palette is a celebration of raw and natural materials that are expressive of the locale and region. The design and application of material palettes that are contextual creates visual coherence in the public realm, values sustainably sourced materials that are resilient and fit the setting, and is attuned to stormwater and ecological demands. Materials for the Los Gatos Creek Multi-Use Trail are consistent with the Los Gatos Creek Master Plan – Reach 5 and the San José Trail Network Toolkit Planning and Design documents.

Approximate areas of materiality are described through a guideline and table for each open space. Below are examples of each category of material treatment.

- **Hardscape.** Hardscape includes but is not limited to plazas and footprints for permanent structures defined in Section 4.25.
- **Semi-permeable.** Semi-permeable treatment includes but is not limited to decomposed granite (bonded and loose) and permeable pavers.
- **Softscape.** Softscape includes but is not limited to groundcover vegetation, lawns, perennial plantings, and landscaped berms.
- **Low maintenance.** Low maintenance treatment is inclusive of areas within the 50-foot Los Gatos Creek Riparian Setback and the Project boundary for natural habitat.

PLAZA



Concrete
(aggregate and polished)



Concrete
(texture and smooth)



Concrete paver and brick



Decomposed granite (bonded and loose)



Granite pavers



Wood deck

FIGURE 4.66: Examples of plaza materials

Standards

S4.24.1 **Plazas.** Materials for plazas shall be selected to withstand both daily pedestrian use and vehicular access and loading requirements for emergency vehicles or large-scale installations. Plaza materials shall provide level surfaces onto which furnishings, stages, and other elements can be placed.

Permitted plaza materials shall include concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and decomposed granite (bonded or loose). Plaza material colors shall be integrated with the color palette of the Project, as shown in Figure 4.66.

S4.24.2 **Decks and terraces.** Decks and terraces shall serve as spaces for gathering, lounging, and dining. Decks and terraces shall provide level surfaces onto which furnishings and elements can be placed.

Permitted deck and terrace materials shall include but are not limited to pressure treated woods, cedar, and redwood. Deck and terrace material colors shall be integrated with the color palette of the Project, as shown in Figure 4.67.

DECK AND TERRACE



Pressure treated



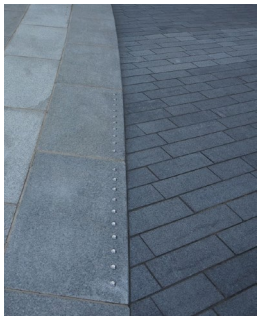
Cedar



Redwood

FIGURE 4.67: Examples of deck/terrace materials

TACTILE TRANSITION



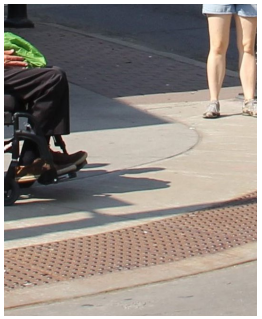
Ripples / dots



Embedded pavement



Raised strips



Cast iron

FIGURE 4.68: Examples of tactile transition treatment and materials

S4.24.3 **Materials selection.** Materials shall be chosen for texture, color, aggregate, and finish. They shall also be selected from sustainable sources.

- Where feasible, the open spaces shall be of recycled, reclaimed, recyclable, and local materials. FSC-approved, reclaimed, or other sustainably sourced wood is preferred.
- To lower surrounding air temperatures and reduce the urban heat island effect, the Project shall use high-reflectivity paving. Selection of materials with high albedo is recommended on-site.

Guidelines

G4.24.1 **Tactile transition treatment and materials.** The transition to and from high pedestrian traffic areas should include tactile elements such as: tactile warning strips, raised intersections, and paving color and texture changes.

G4.24.2 **Play and recreation surface and color palette.** Play and recreation material colors should be an extension of the Project's color palette to unite Downtown West's public realm design; overly themed and mono-functional playgrounds are not encouraged.

- Permitted play and recreation surface materials include but are not limited to rubberized play surface, reinforced lawn/turf, grass, and engineered mulch.
- Permitted natural play surface materials include but are not limited to wood, rocks, rubber, decomposed granite, and sand.

G4.24.3 **Fortified landscaped areas.** Landscaped areas should have fortification at edges to ensure that heavy equipment on any pathways used for load-in of events does not damage the landscaping. Pathways should be rated by allowable weight for any vehicles, and this should be diagrammed for all programming.



NATURAL PLAY



RECREATION SURFACES

FIGURE 4.69: Examples of play/recreation materials

4.25 Site Structures and Furnishings

Site furnishing should be designed to reflect the open spaces' respective identities and maintain a unified aesthetic for site elements across the Project. Refer to Sections 7.3 and 7.4 on standards for lighting structures within open spaces.

Terms

- **Permanent structures.** Permanent structures include serviced and unserviced pavilion structures, kiosks, and park maintenance structures.
- **Serviced pavilion structures.** Serviced pavilion structures are permanent structures that are freestanding and have pad foundation. They are fully-provisioned spaces with multi-fixture plumbing, HVAC, and power.
- **Unserviced pavilion structures.** Unserviced pavilion structures are permanent structures that are freestanding and have pad foundation. They are not provisioned and can include prefabricated units that plug into utility connections.
- **Kiosks.** Kiosks are permanent structures that are freestanding and do not require a foundation. They are reversible installation with reversible provisioning. They may or may not be climate controlled, and they may or may not be prefabricated, removable, and relocatable.
- **Park maintenance structures.** Park maintenance structures are permanent structures that are freestanding. These structures are adjacent to, or incorporated into pavilion structures or other existing structures. Park maintenance structures have either tempered or untempered interior spaces.
- **Temporary structures.** Temporary structures include but are not limited to freestanding, temporary installation tents; fixed-structures that create interior programmable space; stages; canopies; or programmable art structures.
- **Site furnishings.** Site furnishings can be custom or non-custom and can include functional items including but not limited to moveable and lounge seating, benches, stools, bicycle racks, fitness and play courses, and receptacles.



PAVILION



KIOSK



PARK MAINTENANCE STRUCTURE

FIGURE 4.70: Examples of pavilion structures, kiosks, and park maintenance structures

Standards

S4.25.1 **Permanent structures.** Permanent structures shall not occupy greater than 20 percent of a privately-owned public park or City-dedicated park. Refer to Table 4.14 for primary uses of permanent structures.

S4.25.2 **Serviced pavilion structure.** No single serviced pavilion structure shall exceed 5,000 square feet in interior area. Serviced pavilion structures shall not exceed 40 feet in height above finished grade as measured to top of roof. These structures shall be enclosed.

S4.25.3 **Unserviced pavilion structure.** No single unserviced pavilion structure shall exceed 2,500 square feet in interior area. Unserviced pavilion structures shall not exceed 25 feet in height above finished grade as measured to top of roof. These structures shall be enclosed.

S4.25.4 **Pavilion structure transparency.** Serviced and unserviced pavilion structure that use glazing as a material shall provide glazing units with visible light transmittance below 60 percent shall not count toward the required transparent area.

S4.25.5 **Kiosk.** No single kiosk shall have an interior area greater than 1,500 square feet. Kiosks shall not exceed 20 feet in height above finished grade as measured to top of roof.

S4.25.6 **Park maintenance structure.** Public restrooms, park maintenance and storage facilities, and park management offices shall be permitted supportive structures for active uses; see Section 3.1. No single park maintenance structure shall exceed 1,500 square feet in interior area. Park maintenance structures shall not exceed 20 feet in height above finished grade as measured to top of roof.

S4.25.7 **Temporary structures.** Temporary structures shall not occupy greater than 60 percent of a privately-owned public park or City-dedicated park. Refer to Table 4.15 for primary uses of temporary structures.

TABLE 4.14: Primary uses of permanent structures

	PRIMARY USE
Pavilion (Serviced)	Commercial concession, event food and beverage, event support space (production / green room), public restrooms, shared community meeting, educational and learning, exhibit space
Pavilion (Unserviced)	Shared community meeting, community event, educational and learning, exhibit space, public restrooms
Kiosk	Commercial concession, food and beverage (take-away / pre-made), newsstand, recreational rental; canopy structure
Park Maintenance Structure	Facilities to serve park use(s): warehouse, park offices, public restrooms, maintenance functions: equipment, maintenance equipment, tool storage

TABLE 4.15: Primary uses of temporary structures

	PRIMARY USE
Temporary Structure	Any easy set-up / tear-down location in public space which meets all open space requirements for security, egress, maintenance, etc.

Guidelines

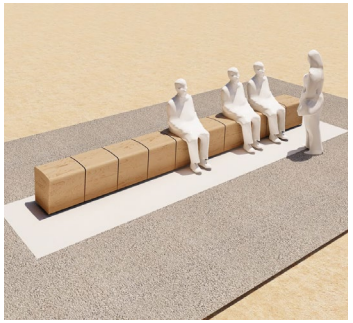
G4.25.1 **Permanent structure transparency and materials.** Permanent structure facades should have a minimum of 60 percent facade area transparency between three and 12 feet above grade. Materials for permanent structures are encouraged to reflect the preferred materials of new buildings (see *Chapter 5: Buildings*) and open space designs. When not using the Project's material palette, the permanent structures are encouraged to reflect a standalone creative use of material. Where feasible, permanent structure materials should be of recycled, reclaimed, recyclable, and local materials.

G4.25.2 **Furnishing preferred materials.** Furnishings should incorporate concrete, metal, or wood as preferred materials. Where feasible, the use of recycled, reclaimed, recyclable, and local materials is encouraged.

G4.25.3 **Custom furnishings.** Custom furnishings should include a range of elements that support the programmatic needs of the Project, as seen in Section 4.11.

G4.25.4 **Non-custom furnishings.** Benches, moveable chairs, receptacles, and bicycle racks constitute the Project's necessities and should augment the more distinctive custom furnishings.

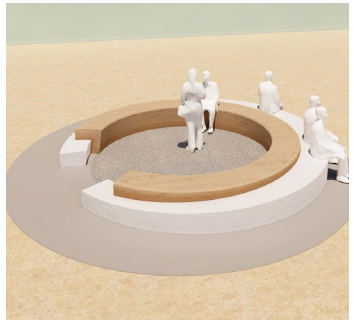
CUSTOM SITE FURNISHING



Linear seating



Curved seating



Ring seating



Single stools



Canopy structure



Lighting

FIGURE 4.71: Examples of custom site furnishings

NON-CUSTOM SITE FURNISHING



FIGURE 4.72: Examples of non-custom site furnishings



Historic building and material texture in the urban fabric of Downtown West.

© Baunfire

Buildings

05

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Overview

5.1 Building Objectives

As the first impression of San José for people arriving at Diridon Station, the Project both complements and enlivens Downtown while responding to the surrounding neighborhoods and natural features of the riparian corridors.

The land use locations of Downtown West, with new residential located along existing residential neighborhoods and office located along the rail corridor and Downtown, create a balance of building forms, dynamic relationships with historic resources, larger floorplate office, and varied residential buildings.

Proposed allowable building heights range from approximately 160 feet in the north to approximately 290 feet in the south, contingent upon required Federal Aviation Administration (FAA) review clearance.

Across the site, ground floor design creates connections between new and existing neighborhoods, between new and historic buildings, and between Downtown West and the greater Downtown.

The DWDSG is intended to promote opportunities for creative and innovative design solutions aligned to the chapter objectives described in the following list. The Conformance Review application shall be approved notwithstanding inconsistency with certain guidelines where the project sponsor provides information during the Conformance Review process showing the subject application on balance generally promotes the design intent of the following chapter objectives, where applicable.

Design new buildings that represent the growth, innovation, and state of the art technology in Downtown San José. Vary building form, height, rooflines, and highlight unique architectural moments to establish identity and create a compelling addition to the skyline of San José.

Integrate existing buildings, historic resources, and new development within Downtown West to create a varied building fabric that is complementary to the larger San José area, through massing, architectural features, and material cues from surrounding context and adjacent neighborhoods.

Support activity along streets and open spaces and create accessible and welcoming places through ground floor design, including transparency, articulation, human-scale modulation and high quality materials.

Optimize environmental performance and comfort within buildings and adjacent public spaces through orientation, massing, cutting-edge building technology, habitat expansion, and biophilic design strategies.

Planning Context

The City's long-range planning efforts, represented in the DSAP, DDG, and San José Municipal Code, provide the foundation for massing and architecture design intent.

- **DSAP.** Through design guidelines, the DSAP addresses the built form of the area including block size, building siting, and frontage. Project-related DSAP amendments modify height limits in Downtown West to reflect new information presented to the City related to the flight path for the Norman Y. Mineta San José International Airport.
- **DDG.** The DDG adopted in 2019 provides guidance for the form and design of buildings and their interface with Downtown's public realm. The standards and guidelines within the DDG govern building massing and architecture, ground floor design, view corridors, materials and colors, facade treatment, bird-safe design, and massing transitions to existing lower density and historic resources. Relevant companion sections of the DDG are identified in section introductions throughout this chapter.
- **Municipal Code.** Chapter 20 of the San José Municipal Code includes development standards organized by zoning district. The Project establishes a new PD Zoning District for Downtown West that includes development standards and regulations applicable to the Project.

For information on other City planning documents see Sections 1.2 – 1.4.

Approach

The Project aligns with the intent of the three design priorities referenced in the DDG:

DESIGN EXCELLENCE

Massing and architectural design in Downtown West enhance the public experience at the ground level and above. The Project applies a people-centric approach to building design that emphasizes a connection to context, frames open spaces and views, and promotes visual interest.

SUSTAINABLE URBANISM

The Project creates an urban structure that supports a walkable and healthy environment. Within the urban structure, building design encourages emerging innovations and technologies, while incorporating ecologically responsible strategies within new development — especially along open spaces and riparian corridors.

SENSE OF PLACE

The Project aspires to adapt, retain, and reuse selected existing buildings and Project resources to preserve architectural character and to create a variety in scale with new development. New buildings are encouraged to take architectural and material cues from Downtown and adjacent neighborhoods to connect with the character of San José.

5.2 Built on Context and Character

Contextual Design

The Project builds on San José's heritage, history, industrial past, ecological context, and leadership in innovation. New buildings respond to the character of the surrounding historic resources, natural resources, and neighborhoods while also reflecting the ambition of San José's future. The themes illustrated in Figure 5.1 reflect Downtown West's contextual influences.

The contextual considerations in this chapter include recommendations for how to apply site influences on aspects of building design — from ground floor elements to building form. Contextual influences range from immediate to regional conditions.



HERITAGE AND HISTORY



INDUSTRY AND AGRICULTURE



ECOLOGY AND BIOPHILIA



INNOVATION AND TECHNOLOGY

FIGURE 5.1: Downtown West contextual influences

Heritage and History

Historic resources and existing structures within or immediately surrounding Downtown West provide a rich and varied building fabric today. These structures will further create visual contrast and reference points amidst the new development. The materials, craft, and longevity of these structures create a collection of expressive textures. Typically, these structures are designed with intricate patterns and repetitive, small-scale articulation.

To create a place that is complementary with the heritage and history within Downtown West, new development is encouraged to reinterpret the design cues of existing structures and site elements — including scale, texture, and craft of materials. Contemporary materials and their articulation should provide texture and detail amidst large buildings. Contemporary interpretations are encouraged to explore other strategies to reflect the heritage of design such as perforated textures, porous panels, staggered patterns, and fine-grain repeated elements as seen in the local context; see examples in Figure 5.2.

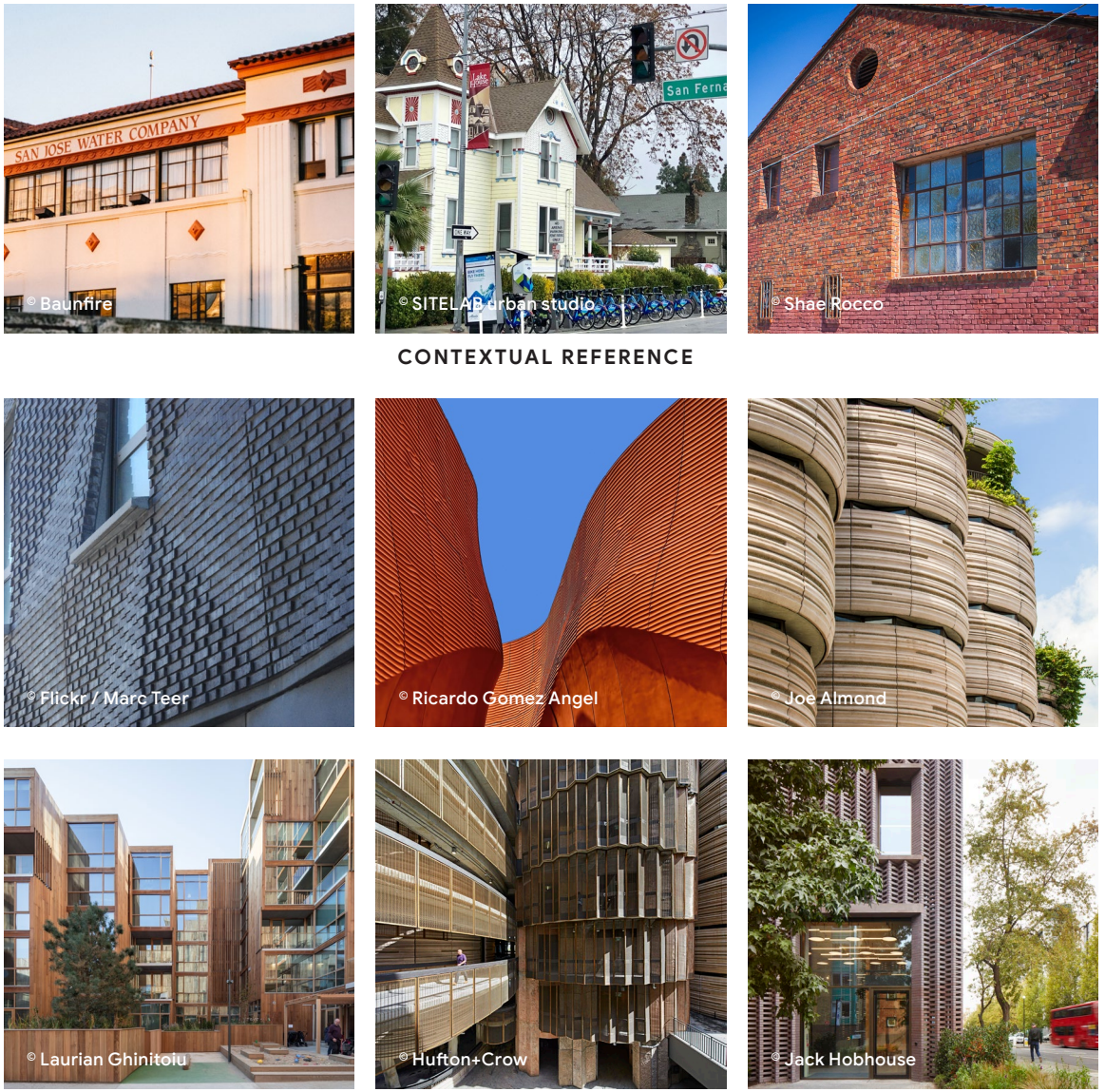


FIGURE 5.2: Examples of design strategies reflecting heritage and history

Industry and Agriculture

From agriculture to automation, efficiency and streamlined processes are consistent underpinnings to the urban fabric surrounding Downtown. The infrastructure and industrial structures designed to fulfill these processes are utilitarian and reflect some of the construction systems of their time.

In celebrating the industrial foundation of Downtown West, exposure of structural systems, durability of materials, and quality of craft are encouraged. New development should express fine-grain details that complement massing strategies. Industrial materials and treatments include but are not limited to structural expression, weathering, patina, and raw surfaces; see examples in Figure 5.3.

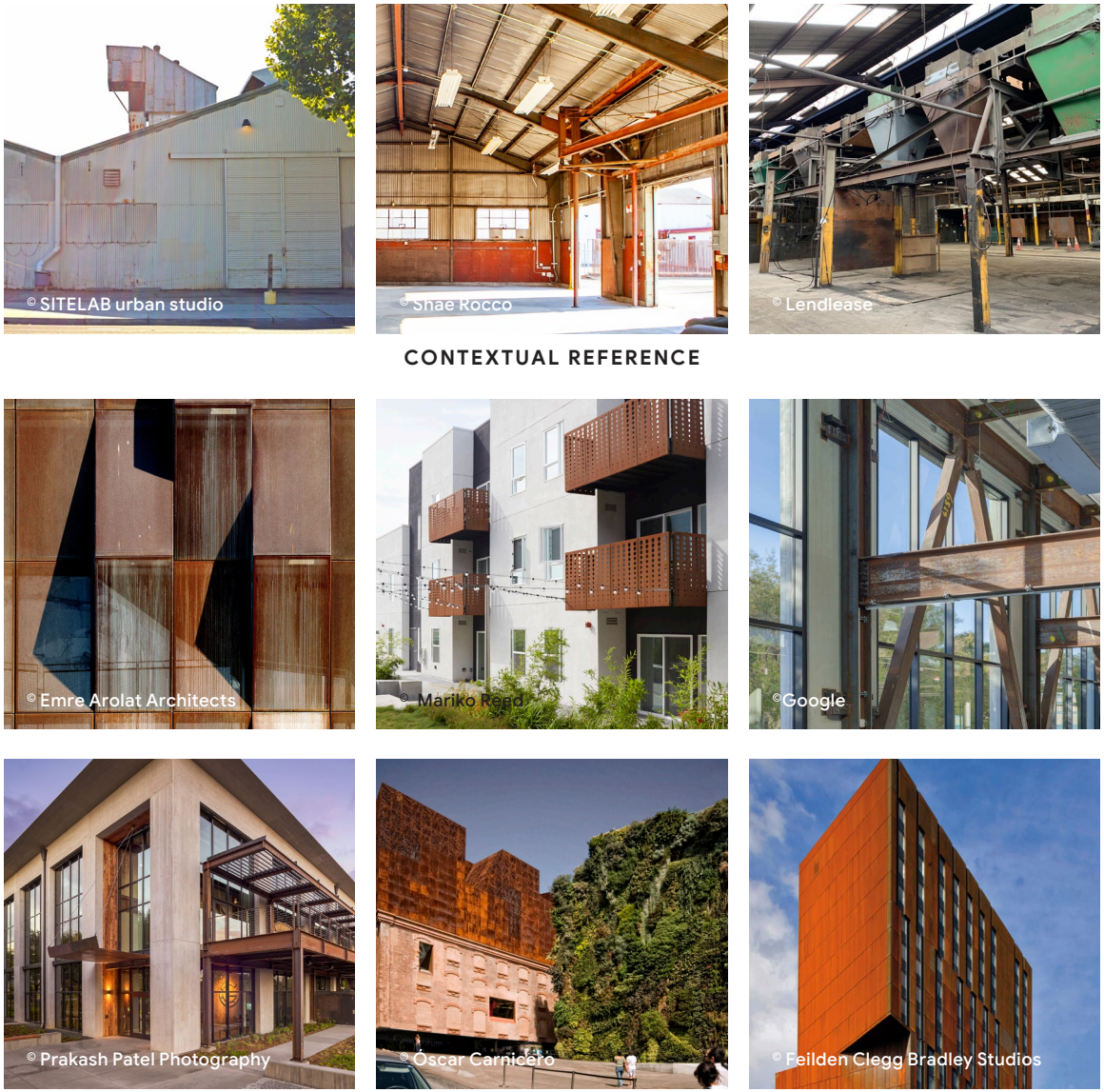


FIGURE 5.3: Examples of design strategies reflecting industry and agriculture

Ecology and Biophilia

Ecology is woven through all aspects of the Project by increasing open space, pervious surfaces, native species, and ecological stormwater strategies that support a vibrant riparian habitat. Additionally, massing and architecture reinforce the health of the riparian habitat through environmentally responsive massing and architecture, bird-safe features, sustainable materials, biophilic facades, and increased softscape connectivity. Office buildings throughout the Project will engage qualified ornithologists to advise on design with the intention to provide bird safety consistent with DDG bird-safe design standards.

Along Los Gatos Creek, simplicity of design allows ecology to come forth and permeate the building. Biophilic design integrates natural features into these buildings' structure, material palette, and form. Buildings along riparian corridors should consider incorporating creative design strategies that go beyond what is required to enhance the habitat for birds and other native wildlife; see examples in Figure 5.4.

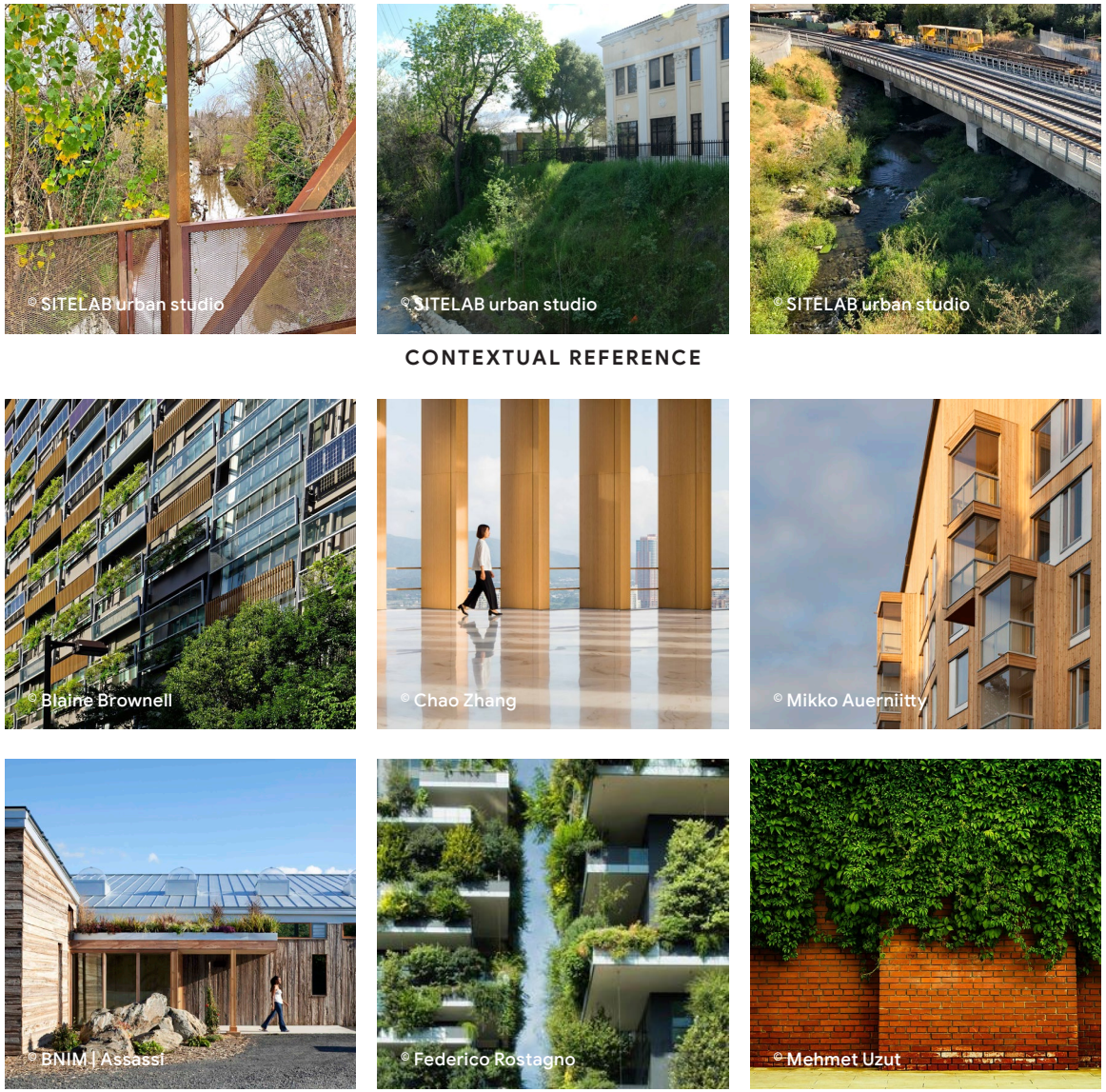


FIGURE 5.4: Examples of design strategies reflecting ecology and biophilia

Innovation and Sustainability

As an anchor of Silicon Valley, San José is globally recognized as a center of innovation. To create a framework that is true to San José, design should bridge the industrial past of production with the evolving futures in technology and fabrication.

To innovate across aspects of design, new development will explore emerging technologies in building construction such as improving building performance, reducing consumption of non-renewable resources, minimizing waste, and creating healthy environments that promote wellbeing. Innovation and sustainability may include using familiar and raw materials in new ways and integrating materials with reduced environmental impact, including new materials with exceptional sustainability characteristics; see examples in Figure 5.5.

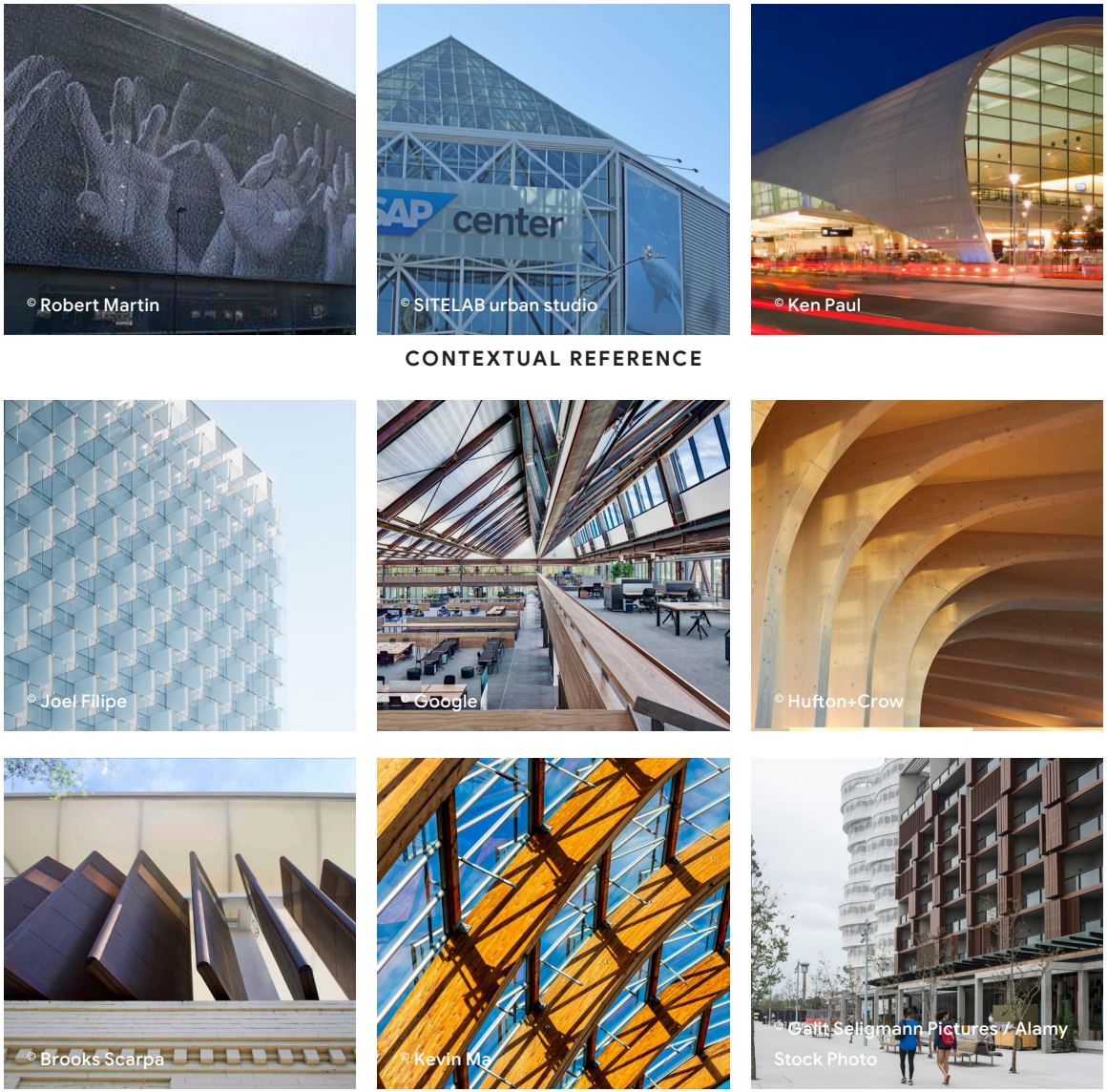


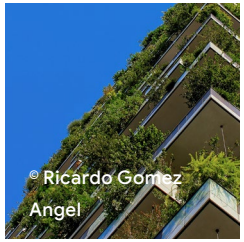
FIGURE 5.5: Examples of design strategies reflecting innovation and sustainability

Character Zones

The four character zones, as described in *Chapter 2: Project Vision*, guide the aspirations for a variety of experiences within Downtown West illustrated in Figure 5.6. The four character zones weave together responses to immediate adjacencies and Project-wide intentions.

- **Southend.** Though nature is integrated throughout the Project, in the Southend it is the fundamental driver for design and programming. Massing and architectural design reflect and amplify the Los Gatos Creek Riparian Corridor while creating relationships with the adjacent neighborhoods.
- **Meander.** The Meander is a continuous urban promenade that is framed by 150 South Montgomery and new development of varied scales. As an intersection of ecological and civic character, the Meander provides a setting to combine natural materials with innovative building technologies.
- **Core.** The Core is the social heart and transit hub of the Project that connects Diridon Station to Downtown. 40 South Montgomery and new development contrast in scale. The urban form is a combination of existing structures, new low-scale active use buildings, and new high-rise buildings.
- **Northend.** Massing and architectural design in the Northend are inspired by the site's industrial past and present. Large office buildings align to the rail corridor and a mixture of uses align North Montgomery Street.

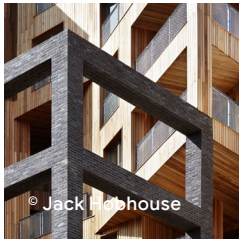
SOUTHEND



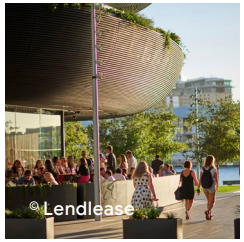


MEANDER





CORE





NORTHEND





FIGURE 5.6: Examples of building expression through various character zones

5.3 Chapter Structure

The Project seeks to establish a quality urban environment while creating variety and site-specific responses. To this end, the chapter first sets out building envelope and Project-wide building design standards and guidelines that apply to all new development and, second, location-specific standards and guidelines that address particular adjacencies. As a result, each building, at each edge, has a unique layering of requirements to respond to its location and as part of the overall Downtown West. Figure 5.7 illustrates the location-specific requirements on block edges, as shown in Table 5.1.

APPLY TO ALL BUILDINGS

Building Envelope

The building envelope represents the area within which a building can be designed and built. The building envelope is defined by the extents of the block and the maximum building height. Additionally, buildings can project outside of the building envelope as defined in the project-wide standards.

Refer to Sections:
5.5 Blocks
5.6 Building Heights

Project-Wide Building Design

Standards and guidelines apply to all new development, tailoring massing and architecture to align with Downtown West and DDG design objectives.

Refer to Sections:
5.7 Building Variety and Materials
5.8 Pedestrian Level Design
5.9 Podium Level Design
5.10 Skyline Level Design
5.11 Skyline Level Long Facades
5.12 Residential Design
5.13 Sustainability Strategies
5.14 District Systems, Infrastructure, Logistics, and Parking

APPLY TO SPECIFIED BUILDINGS

Location-Specific Building Design

Location-specific building design standards and guidelines apply to new development where additional massing and architecture requirements are needed — particularly adjacent to existing low-rise context, historic resources, and Los Gatos Creek.

Refer to Sections:
5.15 Historic Resources
5.16 Low-rise Context
5.17 Los Gatos Creek and Open Space

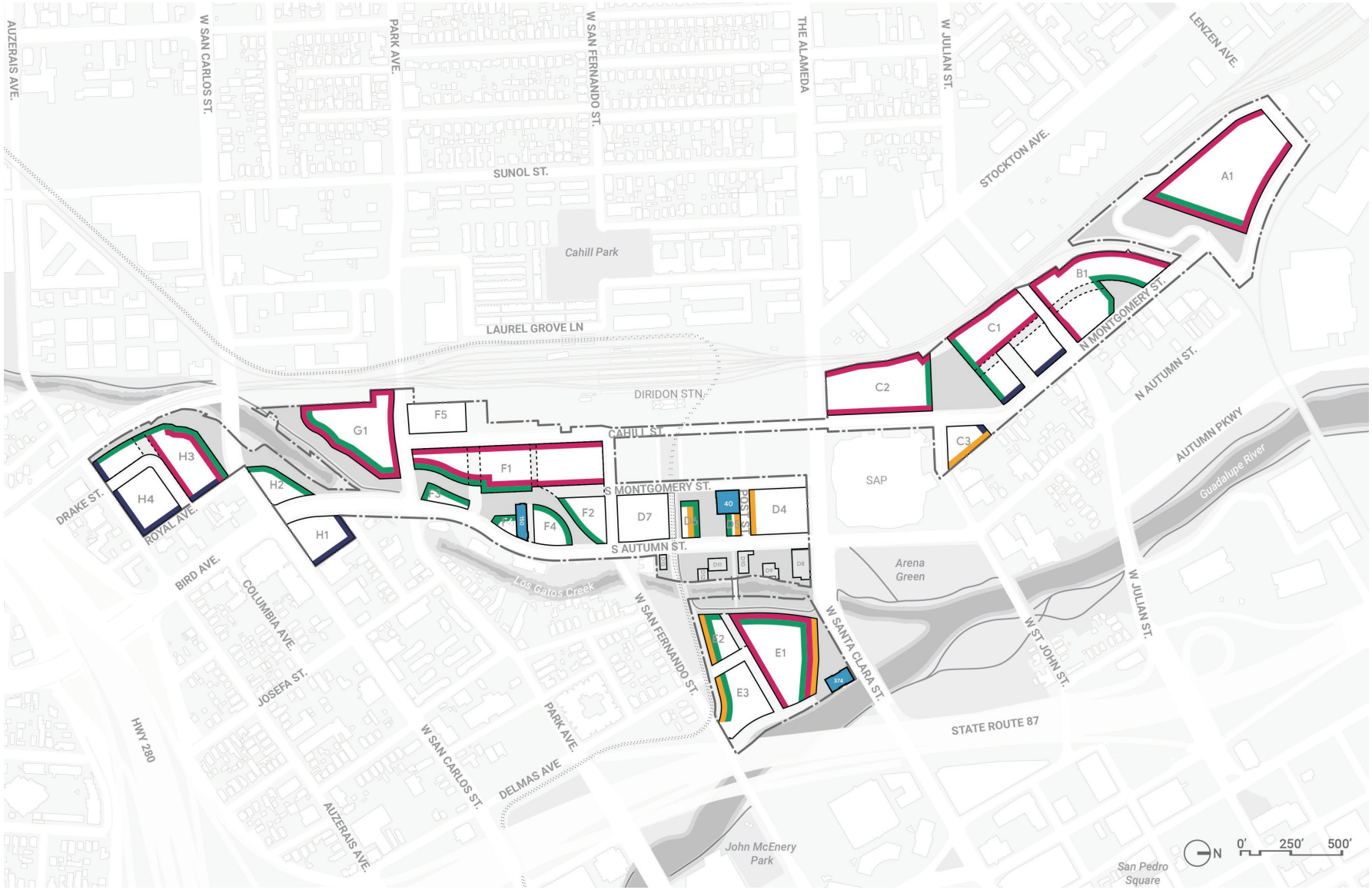


FIGURE 5.7: Architectural requirement summary

- 5.8-5.9, 5.11, and 5.17 Long facade design
- 5.15 Project resources
- 5.15 Adjacency to historic resources
- 5.16 Adjacency to low-rise context
- 5.17 Adjacency to Los Gatos Creek and open space

NOTE: *Sections 5.5 - 5.14 apply to all new development*

TABLE 5.1: Architectural requirement matrix ● Applicable sections to reference per block

BLOCK	BUILDING ENVELOPE (SECTIONS 5.5-5.6)	PROJECT-WIDE BUILDING DESIGN (SECTIONS 5.7-5.14)	LONG FACADE DESIGN (SECTIONS 5.8-5.9, 5.11, AND 5.17)	LOCATION-SPECIFIC BUILDING DESIGN		
				HISTORIC RESOURCES (SECTION 5.15)	LOW-RISE CONTEXT (SECTION 5.16)	LOS GATOS CREEK AND OPEN SPACE (SECTION 5.17)
A1	●	●	●			●
B1	●	●	●			●
C1	●	●	●		●	●
C2	●	●	●			●
C3	●	●		●	●	
D4	●	●		●		
D5	●	●		●		●
D6	●	●		●		●
40	●			●		
D7	●	●				
D8-D13	●	●				
E1	●	●	●	●		●
374	●			●		
E2	●	●		●		●
E3	●	●		●		●
F1	●	●	●			●
F2	●	●				●
F3	●	●				●
F4	●	●				●
F5	●	●				
150	●			●		
F6	●	●		●		●
G1	●	●	●			●
H1	●	●			●	
H2	●	●				●
H3	●	●	●		●	●
H4	●	●			●	

5.4 Building Nomenclature

Terms

- **Pedestrian level.** The pedestrian level consists of the ground floor, which enhances the public experience through activation and architectural expression. Pedestrian level design encompasses streetwall, facade rhythm, transparency, and active frontage.
- **Podium level.** The podium level consists of built levels above the pedestrian level up to 70 vertical feet from grade. Podium facade design contributes to the pedestrian visual experience of Downtown West. Podium level design encompasses facade modulation, materials, projections, and building separation.
- **Skyline level.** The skyline level consists of all built levels above 70 vertical feet (podium level) from grade. The skyline level establishes the vertical appearance of new development, frames views of contextual assets, and showcases iconic architectural moments. Skyline level design encompasses facade modulation, projections, building separation, and massing and architecture standards for facades greater than 350 feet (long facades). When referenced in standards and guidelines, roof features and mechanical equipment are not considered within the skyline level facade area.
- **Long facades.** Long facades refer to any building that has a continuous facade length greater than 350 feet. Individual buildings connected by pedestrian bridges per DDG Section 4.4.8 do not qualify as a continuous facade. Sections 5.8, 5.9, 5.11, and 5.17 contain additional detail and requirements for long facade massing and architecture.

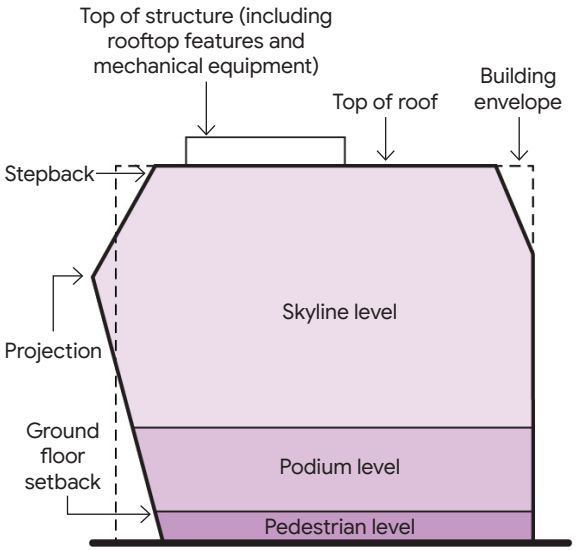


FIGURE 5.8: Section of new development expressing terms used throughout the chapter

Building Envelope

5.5 Blocks

The block structure of Downtown West is designed for frequent pedestrian intersections in order to create a welcoming urban environment and promote walking and bicycling. Blocks are the boundaries of new development. Blocks are primarily shaped by adjacencies, such as rail, infrastructure, and riparian setbacks.

Relevant DDG standards and guidelines that apply to Downtown West blocks include DDG Sections 3.2.1 and 3.2.2 unless superseded by the DWDSG.

Standards

S5.5.1 **New development blocks.** Above-grade new development within the Project shall be limited to the blocks as shown in Figure 5.9.

Selected blocks identified in Figure 5.10, S5.5.2, and S5.5.9 are exempt from this standard.

[DDG standard 3.2.1.c, guideline 3.2.2.b. and 4.3.1.d — superseded]

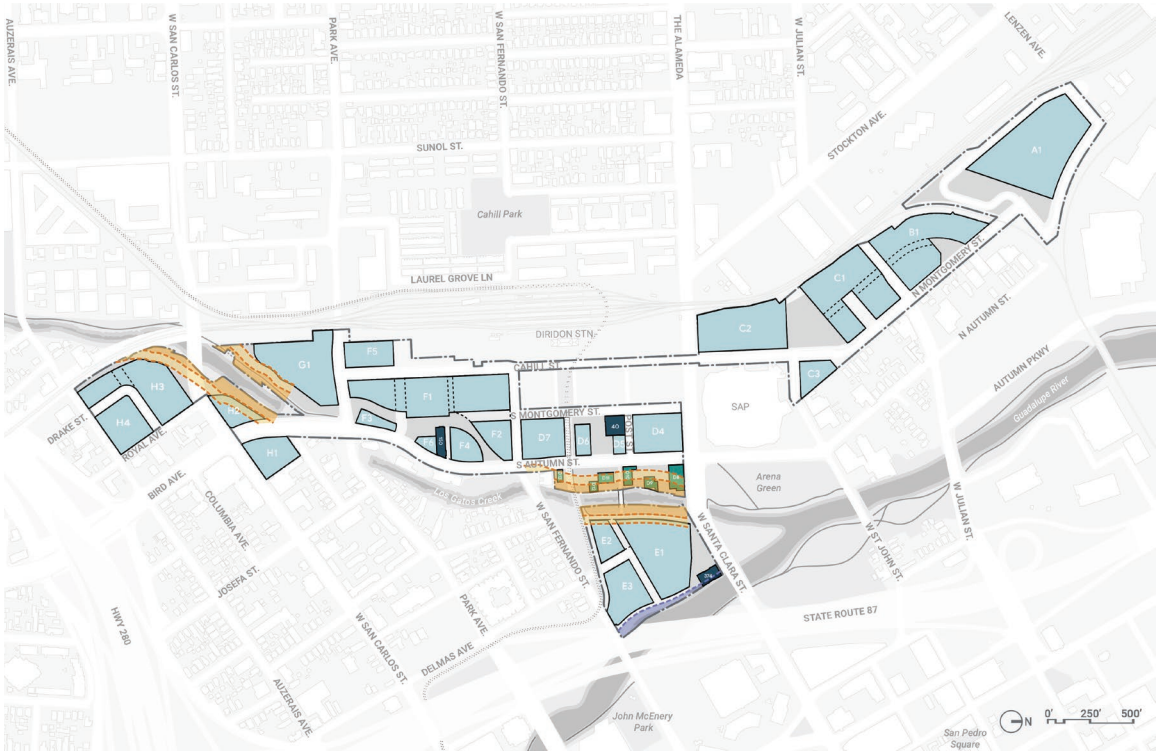


FIGURE 5.9: Block plan

- New development blocks
- Existing historic buildings to be rehabilitated (See Section 5.15)
- Existing buildings to be rehabilitated or replaced if existing structures cannot reasonably be retained (See Section 5.6)
- 50-foot Los Gatos Creek Riparian Setback
- 50- to 100-foot ecological enhancement zone along Los Gatos Creek
- 30-foot Guadalupe River Riparian Setback

S5.5.2 **Flexible blocks and open space locations.** The arrangement of blocks and open spaces in the locations highlighted in Figure 5.10 are permitted to be reconfigured through concept design so long as the total open space acreage and circulation network remain consistent. For minimum required open space acreage, see Section 4.5. Flexible block boundaries are permitted in the following locations:

- Blocks D5 and D6 and The Social Heart (See Section 4.15 for open space information). Block D6 shall maintain a separation of 60 feet between new development on block D7 to preserve the view corridor from Diridon Station to Downtown.
- Blocks F2, F3, F4, F6, the southern portion of block F1 inclusive of the private street, and the Meander (See Section 4.13 for open space information).

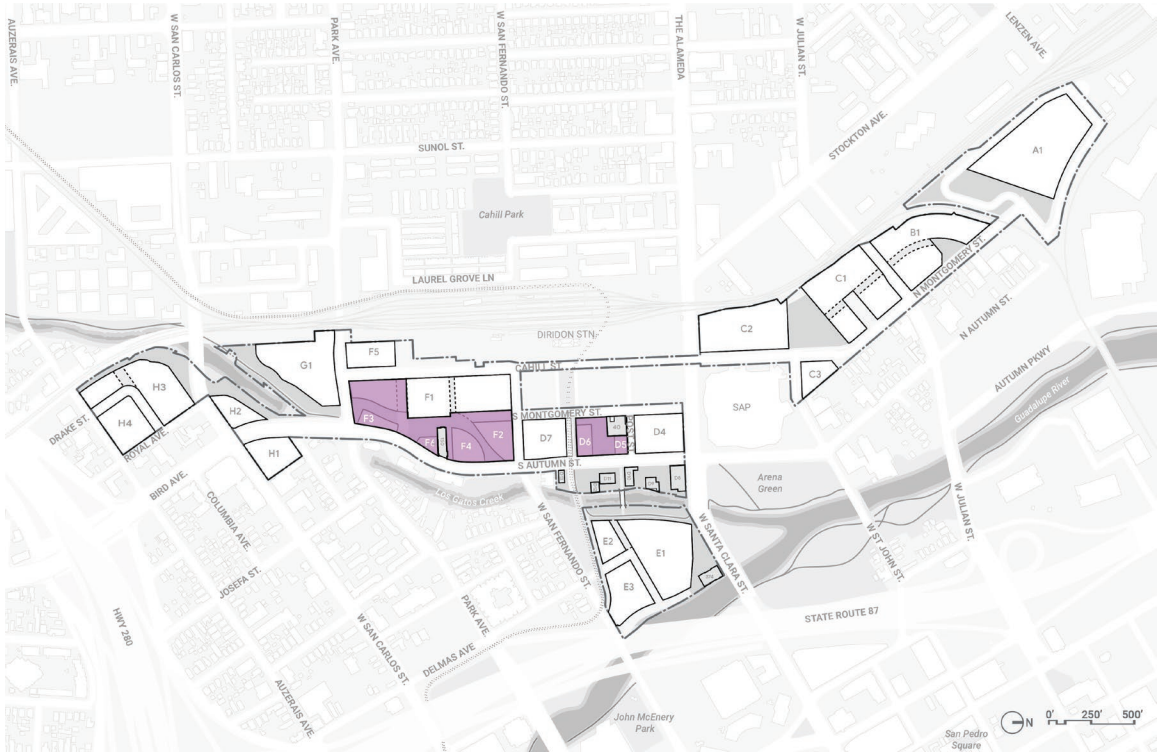


FIGURE 5.10: Flexible blocks and open space locations

Flexible blocks and open spaces

S5.5.3 **Block length.** The maximum length of new blocks shall not exceed 300 feet.

Blocks across the street from or adjacent to rail or highway are exempt from this standard.

[DDG standard 3.2.1.a — superseded]

S5.5.4 **Building reconfiguration.** If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of new development within Downtown West and related improvements, and deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas.

Proposed deviations to standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involved the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured new development and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.

S5.5.5 **Relationship to DISC and the rail corridor.** New development is authorized across the entirety of each block shown on Figure 5.9, subject to any subsequent proceedings initiated by the DISC partner agencies (California High-Speed Rail Authority; VTA; Caltrain; and the City) to acquire any portion of such blocks. If any DISC partner agency has initiated proceedings to acquire land within a block required for an approved alignment and expansion of the rail right-of-way, this standard authorizes reconfiguration of new development, open spaces, and improvements, including through deviations from standards and guidelines elsewhere in the DWDSG, as reasonably necessary to avoid acquisition areas while still maximizing development potential within the affected block. For reference on planned developable area relationship to DISC and rail corridor, refer to S4.9.2 and S6.3.4.

Proposed deviations to standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involved the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured new development and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.

S5.5.6 **Mid-block passages.** The number of mid-block passages shall be provided within the designated blocks as represented in Section 4.5. Final location and size of mid-block passages shall be established through the Downtown West Zoning and Design Conformance Review and final mapping of the subject block.

All mid-block passages shall meet the minimum requirements identified in Section 4.5.

S5.5.7 **New development within riparian setbacks.** New development along Los Gatos Creek and the Guadalupe River is prohibited within the 50-foot riparian setback and 30-foot riparian setback respectively, as shown in Figure 5.9 and described in Section 4.7.

If structural assessment reveals existing structures at Creekside Walk at Autumn Street (See Section 4.16) cannot reasonably be retained, replacement structures shall be permitted. Existing structures include blocks D8, D9, D10, D11, D12, and D13. Replacement structures shall not exceed existing block footprints within the 50-foot Los Gatos Creek Riparian Setback. Replacement structures shall be subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

S5.5.8 **New development within ecological enhancement zone.** New development shall be permitted within the ecological enhancement zone on blocks E1, E2, and H2 — limited by S5.17.2 and S5.17.1 respectively — as well as replacement structures and additions in the Creekside Walk at Autumn Street, which are limited by S5.5.9. Refer to Section 4.8 for open space design standards and guidelines applicable to the ecological enhancement zone.

S5.5.9 **Creekside Walk at Autumn Street building additions.** Outside of the 50-foot Los Gatos Creek Riparian Setback, vertical and horizontal built area shall be permitted in addition to the existing structures within Creekside Walk at Autumn Street, including blocks D8, D9, D10, D11, D12, and D13. If structural assessment reveals existing structures at Creekside Walk at Autumn Street (see Section 4.16) cannot reasonably be retained, replacement structures shall be permitted. See Figure 5.9 for location of the 50-foot Los Gatos Creek Riparian Setback.

Individual additions shall not exceed 5,000 gross square feet. The cumulative footprint of horizontal building additions shall not exceed 10 percent of the total area of privately-owned public parks and semi-public open space at the Creekside Walk at Autumn Street as denoted in Table 4.1. The cumulative built area of vertical and horizontal additions to existing structures within the Creekside Walk at Autumn Street shall not exceed 17,500 gross square feet beyond the total built area of existing structures.

Individual replacement structures within the block shall be permitted to exceed the existing gross square footage in accordance with the individual and cumulative footprint and square footage limits described herein. Replacement structures and additions to existing structures shall be subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

S5.5.10 **Setbacks.** Within Downtown West, no minimum building setbacks shall be required for any use within the property line, except for setbacks from the riparian corridor as identified in this section and S5.17.2. New development that is setback from the property line shall conform to the streetwall requirements in Section 5.8.

5.6 Building Heights

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

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

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

Standards

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

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

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

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

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

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



FIGURE 5.11: FAA NAVD 88 maximum height contours

— 5 foot NAVD 88 height contours

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

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

Additional perimeter height and massing requirements apply to blocks E1/G1 (S5.17.3), E2/E3 (S5.15.10 and S5.15.11), H1 (S5.16.2), H2 (S5.17.1), and H3/H4 (S5.16.3). Height and footprint limits to structures within open space are outlined in Section 4.25.

For more information on heights adjacent to historic resources refer to standards in Section 5.15. Refer to DDG Section 4.4.7.a for information on rooftop appurtenances and mechanical equipment.



FIGURE 5.12: Illustrative maximum height per block above current ground level

180 feet
200 feet
215 feet
230 feet
255 feet
265 feet
270 feet
280 feet
290 feet
Limited height locations

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



FIGURE 5.13: FAA NAVD 88 maximum height shown above current ground level

Project-Wide Building Design

5.7 Building Variety and Materials

Variation of new development within the Project creates visual interest and avoids monotony. The intent of the following standards is to provide architectural variety through distinct changes between adjacent buildings.

Terms

- **Facade composition.** A facade composition is made up of architectural pattern or expression such as materials and detailing. Examples include but are not limited to structural expression, framing modules, shading devices, double-skin facade systems, shading devices, screening, and fenestration.
- **Facade modulation.** Facade modulation creates depth through massing moves, including but not limited to horizontal or vertical shifts, projections, balconies, bays or recesses.
- **Architectural articulation.** Architectural articulation breaks down the scale of a facade through expresses expressed structure or system depth — typically of a finer grain than massing projections or recesses. Strategies include but are not limited to projections, expressed bay structures, expressed glazing supports, and expressed shading devices. See examples of architectural articulation in Figure 5.15 and Figure 5.13.

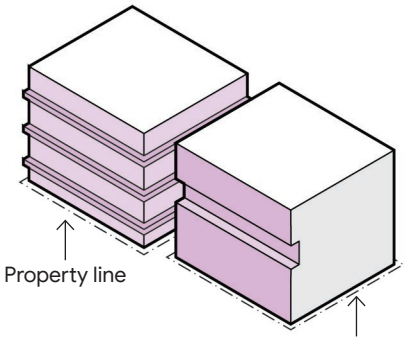
Standards

S5.7.1 **Distinctive buildings.** All new development shall vary facing or adjacent new development in one of the following ways:

- Material or color
- Facade composition
- Facade modulation
- Roofline modulation
- Building height by a minimum of two levels

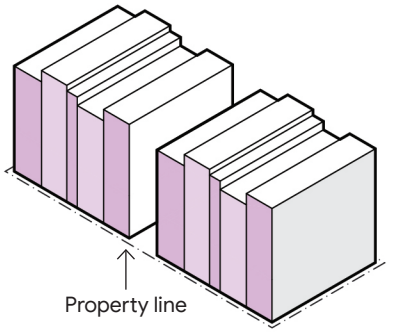
Buildings within the same block are exempt from this standard.

See Figure 5.14 for an example illustration of similar buildings within the same block.



Axon

DISTINCT ADJACENT BUILDINGS



Axon

SIMILAR BUILDINGS WITHIN THE SAME BLOCK

FIGURE 5.14: Examples of distinctive and similar buildings

S5.7.2 **Preferred materials.** Preferred materials are required in specified locations as stated in Sections 5.8 – 5.11. Preferred materials include:

- Wood
- Earthen materials
- Metals
- Cementitious materials
- Architectural glazing

Examples of preferred material treatments and applications include but are not limited to those shown in Table 5.2.

Window mullions cannot be included in calculation of cumulative preferred material application.

S5.7.3 **Preferred material architectural articulation.** A preferred material shall be applied with architectural articulation. Architectural articulation shall have a minimum depth of nine inches from the adjacent surface, material, or fenestration.

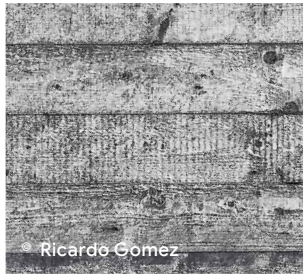
Architectural glazing is exempt and subject to S5.7.4.

S5.7.4 **Architectural glazing treatment.** For architectural glazing to qualify as a preferred material, applications shall modulate or change orientation at intervals less than or equal to 20 feet in width. As a preferred material, architectural glazing that utilizes semi-transparent coatings, back-painting, or etching does not require a nine inch depth.

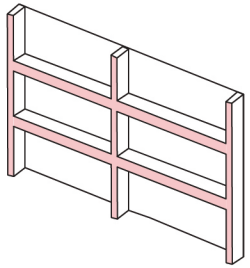
Contextual Considerations

Creative material treatment. Creative treatment of material application is encouraged throughout Downtown West. Creative treatments include but are not limited to custom cast paneling, custom ornamentation, etchings, cutouts, and tiling.

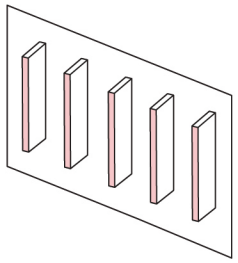
TABLE 5.2: Examples of preferred material treatment and application

PREFERRED MATERIALS					
MATERIAL CATEGORY	 © Bernard Hermant	 © Flickr / Marc Teer	 © David Baker Architects	 © Ricardo Gomez	 © Flickr / GaleolssyFR
	WOOD	**EARTHEN MATERIALS**	**METALS**	**CEMENTITIOUS MATERIALS**	**ARCHITECTURAL GLAZING**
TREATMENTS	• Softwood • Hardwood • Laminated • Pressure-treated	• Clay (Brick) • Natural stone • Terracotta • Rammed earth	• Weathered • Perforated • Powder-coated • Stainless / anti-corrosive	• Polished • Sandblasted • Board-formed	• Fritted* • Etched* • Back-painted* • Coated*
APPLICATIONS	• Wood panels • Heavy timber • Cross-laminated timber • Glued laminated timber • Wood louvers / slats	• Brick masonry • Natural stone panels	• Metal panels • Louvers • Metal mesh screens	• Concrete masonry unit • Precast • Cast-in-place	• Articulated / modulated curtain wall* • Glass unit masonry* • Channel glass* • Slump glass*

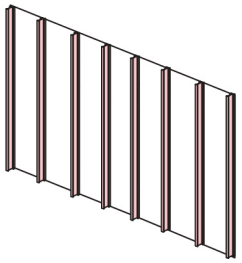
NOTE: *Treatments and applications are required for qualifying architectural glazing as a preferred material*



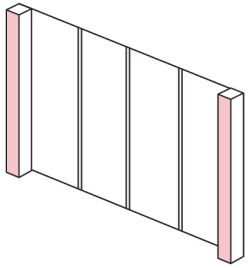
FRAME STRUCTURE



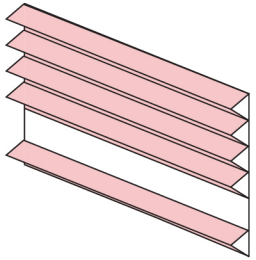
FINS / LOUVERS



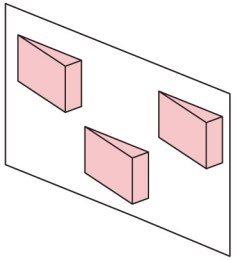
MULLION ARTICULATION



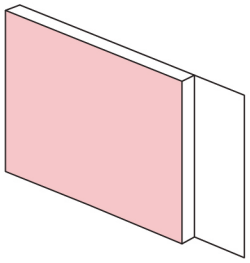
STRUCTURAL BAY



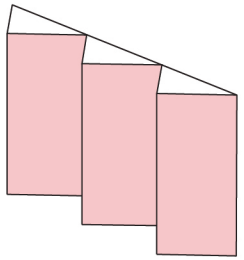
OPERABLE SHADING



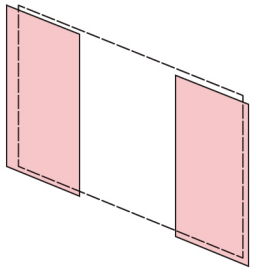
PROJECTION / RECESS



OFFSET PLANE



MODULATED PLANE



LAYERED SURFACES

FIGURE 5.15: Examples of architectural articulation

5.8 Pedestrian Level Design

The pedestrian level creates a building's identity, hosts activation, and encourages human engagement. Frequency of activation, variety of uses, and facade design influence the public realm experience. The pedestrian level is used to describe the ground floor. It prioritizes a fine-grain rhythm through various architectural elements and strategies. The standards and guidelines in this section are intended to prevent monotonous pedestrian level facades and reduce lengths of uninterrupted opaque walls.

Relevant DDG standards and guidelines that apply to Downtown West pedestrian level design include DDG Sections 5.3.1.a, 5.3.1.b, and 5.3.2 unless superseded by the DWDSG.

Terms

- **Visible light transmittance (VLT) factor.** VLT factor describes the percentage of visible light transmitted through glass. A product with a higher VLT factor transmits more visible light. VLT factors referenced in this document refer to entire glazing units, not singular pieces of glass.

Streetwall

A streetwall establishes the edge of the public realm. A higher percentage of built area within the streetwall zone promotes clear sightlines and urban edges. A lower percentage of built area within the streetwall zone gives opportunity for expanded vegetation, being best suited along Los Gatos Creek and passive landscaped areas.

The DDG applies streetwall requirements according to frontage classification as shown in DDG Section 2.2. For Downtown West, the DDG classification has been superseded per Figure 5.17. Relevant DDG standards and guidelines that apply to the Downtown West streetwall include DDG Section 4.3.3 unless superseded by the DWDSG.

Standards

S5.8.1 **Measuring streetwall.** For a portion of new development within the pedestrian level to qualify as a streetwall, it must be located within 10 feet of the property line or within three feet of a specified setback line for the entire height of the pedestrian level.

[DDG standard 4.3.3.a — superseded]

S5.8.2 **Linear streetwall percentage.** Required linear streetwall percentages for new development are designated per the street frontage classifications (see Figure 5.17):

- Urban park/plaza frontage and primary addressing street — minimum 70 percent streetwall of the building length.
- Secondary addressing street — minimum of 50 percent streetwall of the building length.
- Other street (including private streets) and open space frontage — minimum of 30 percent streetwall of the building length.

Frontage along Los Gatos Creek — including replacement structures on blocks D8, D9, D10, D11, D12, D13, and new development on E1, E2, G1, and H2 — are exempt from this requirement to enhance riparian habitat within the Los Gatos Creek Riparian Corridor, see Section 5.17.

For definitions of the DDG street frontage categories see DDG Section 4.3.3.

[DDG standard 3.2.2.a and 4.3.3.b–f — superseded]

S5.8.3 **Pedestrian level setbacks.** Pedestrian level facade setbacks shall not exceed a depth greater than one-third of the setback height as illustrated in Figure 5.16.

Blocks F3 and D6 shall be exempt from this standard. Additionally, up to 30 percent of active use frontage shall be exempt from this standard. Frontage requiring an active use is identified in Figure 3.5 and the definition of active use is further defined in Section 3.1.

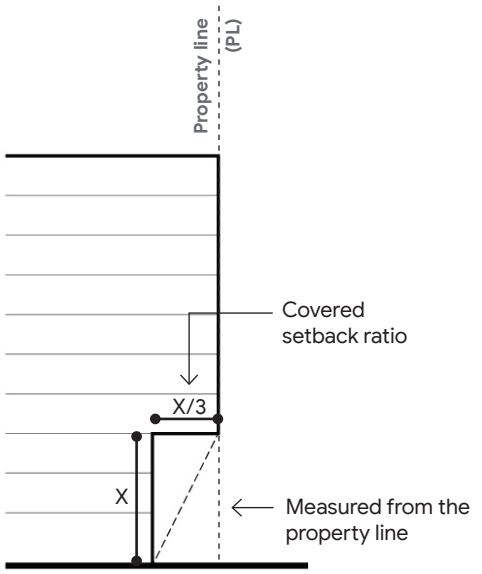


FIGURE 5.16: Section of pedestrian level setback

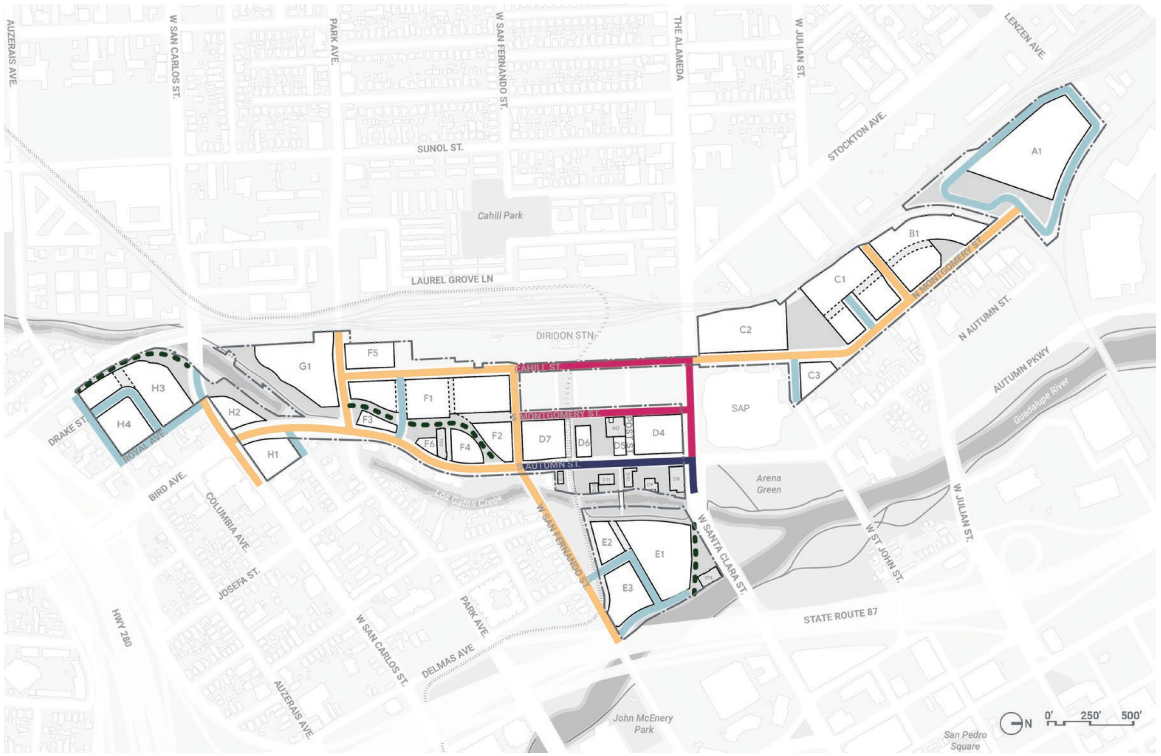


FIGURE 5.17: Street frontage classification

- Urban park / plaza frontage
- Primary addressing street
- Secondary addressing street
- Open space frontage
- Other street

NOTE: *DDG Section 2.2, Figure Pedestrian Level and Podium Level Framework Plan — superseded*

Rhythm and Scale

Standards

S5.8.4 **Pedestrian level rhythm.** Pedestrian level facades shall express intervals no greater than 35 feet wide. Intervals shall be expressed through one of the following strategies:

- Preferred material architectural articulation
- Ground floor double height expression within a minimum nine inch depth

S5.8.5 **Mid-block passage and private street entries.** Mid-block passages and private streets with a depth greater than 150 feet shall provide a minimum of one building entry.

S5.8.6 **Pedestrian level facades greater than 350 feet.** Treatment of the pedestrian level facades with a horizontal length greater than 350 feet shall include ground floor double height expression within 200 feet of the building corner. Double height expression shall have a minimum nine inch depth.

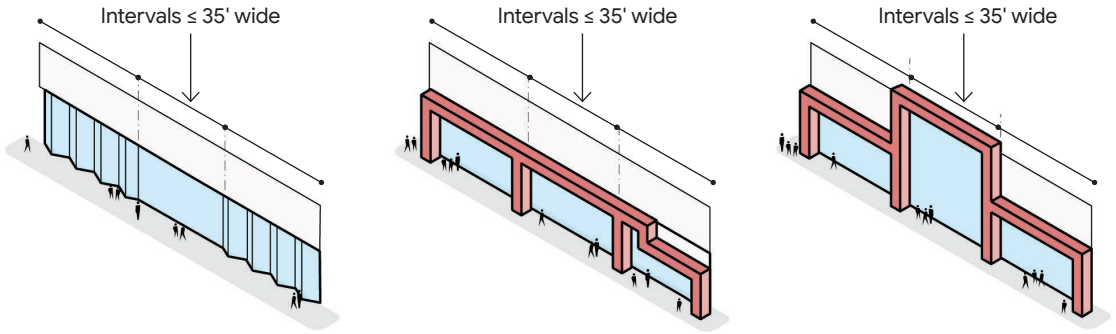


FIGURE 5.18: Pedestrian level intervals at or below 35-foot width

Guidelines

G5.8.1 **Temporary facade treatment.** For new development, temporary facade treatments in the form of murals, branding, graphics, or other artwork are encouraged during construction in place of ground floor facades. Temporary frontage is permitted for the duration of the construction period.

Contextual Considerations

Emphasizing corners. Buildings should consider emphasizing corners as landmarks and destinations that improve public wayfinding, particularly along city connectors and grand boulevard streets that extend to surrounding neighborhoods.



EXPRESSED BAY STRUCTURES



EXPRESSED VERTICAL MULLIONS

FIGURE 5.19: Examples of architectural articulation

Transparency

Standards

S5.8.7 **Active use transparency.** Active use facades between three feet and 12 feet above grade shall have a minimum of 70 percent facade area transparency.

Glazing units with VLT factor less than 60 percent shall not count toward meeting the required transparent area.

[DDG standard 5.3.1.a.h — superseded]

S5.8.8 **Office use transparency.** Office facades between three feet and 12 feet above grade shall have a minimum of 50 percent facade area transparency.

Glazing units with VLT factor less than 50 percent shall not count toward meeting the required transparent area.

[DDG standard 5.3.1.a.h — superseded]





FIGURE 5.20: Examples of active use transparency





FIGURE 5.21: Examples of office use transparency

5.9 Podium Level Design

The following podium level standards apply to all levels above the pedestrian level up to 70 feet in height from grade. Additionally, location-specific standards and guidelines in Sections 5.15 – 5.17 apply to the podium of new development based on adjacency to historic resources, existing residential neighborhoods, open spaces, and Los Gatos Creek.

Relevant DDG standards and guidelines that apply to Downtown West podium level design include DDG Sections 4.2.1, 4.3.1, 4.4.1, 4.4.2.a, 4.4.2.b, 4.4.3, 4.4.4, and 4.4.5, unless superseded by the DWDSG.

Terms

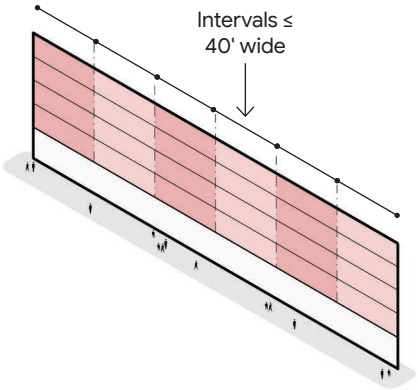
- **Expressed climate responsive facade systems.** Expressed climate responsive facade systems create variety and interest in a building while introducing performance qualities. There are various ways to implement expressed climate responsive facade systems. Examples include but are not limited to perforated screens, operable facade elements, louvers, or shading devices that respond to solar and/or wind orientation while adding texture to the facade. Integrated systems within or behind fenestration do not qualify as expressed climate responsive facade within this document. See examples of climate responsive systems in Figure 5.23.
- **Volumetric articulation.** Volumetric articulation creates depth through the manipulation of massing to break down the scale of a building. Volumetric articulation includes but is not limited to recesses, projections, bays, and staggering of horizontal articulation. See examples of volumetric articulation in Figure 5.24.
- **Occupiable projections.** Occupiable projections are built areas that extend beyond the property line of new development. Projections are built area over the public realm. Projections include but are not limited to balconies and bay windows. Built areas, balconies, and bay windows within the property line are not subject to standards for occupiable projections that extend outside the property line. Occupiable projections are not permitted within the pedestrian level.

Standards

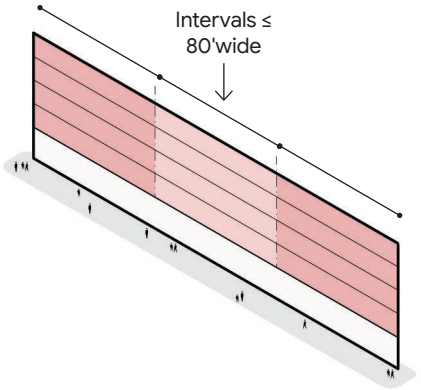
S5.9.1 **Podium level modulation.** New development shall express podium level modulation through volumetric articulation or expressed climate responsive facade systems with a minimum depth of nine inches. Podium modulation shall be applied by vertical intervals of the following widths:

- Active use frontage, as identified in Figure 3.5, shall not exceed 40-foot wide intervals.
- Facades not identified as active use shall not exceed 80-foot wide intervals.

See Figure 5.22 for an example of 40-foot wide and 80-foot wide intervals.



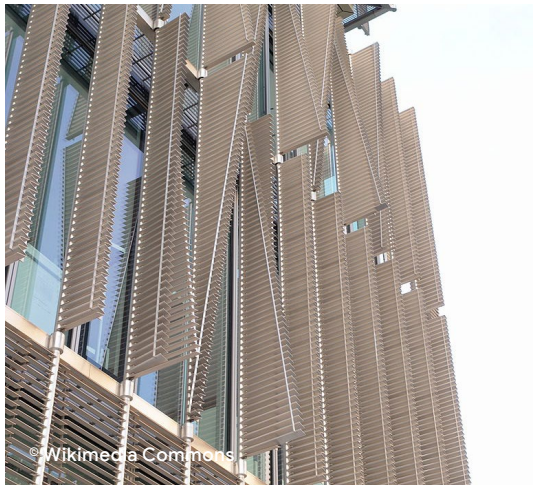
ACTIVE USE FRONTAGE 40-FOOT WIDE INTERVALS



NON-ACTIVE USE FRONTAGE 80-FOOT WIDE INTERVALS

FIGURE 5.22: Examples of podium level modulation vertical intervals

NOTE: *For pedestrian level interval width, see S5.8.4*



OPERABLE SCREEN SYSTEM



SHADING SYSTEM

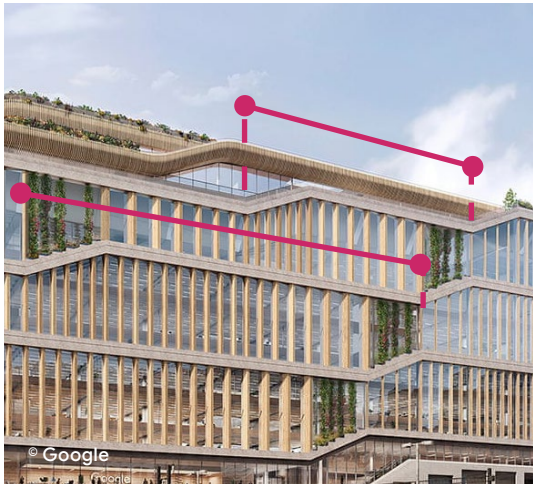


OPERABLE SCREEN SYSTEM

FIGURE 5.23: Examples of expressed climate responsive facade systems



FACETED FACADE



HORIZONTAL STAGGER



VERTICAL NOTCHES

FIGURE 5.24: Examples of volumetric articulation

S5.9.2 **Non-office use podium occupiable projections.** Podium occupiable projections — including balconies and bay windows —of residential, hotel, and limited-term corporate accommodation shall be permitted to project built areas up to six horizontal feet beyond the property line above public and private streets, City-dedicated parks, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level, see Figure 5.25.

Occupiable projections beyond the property line are not permitted within the 100-foot setback from the Los Gatos Creek Riparian Corridor Edge as shown in Figure 5.9.

Occupiable projections with the specifications stated above may extend into the skyline level as stated in S5.10.2.

S5.9.3 **Podium level preferred materials.** Facades classified as active use frontage, identified in Figure 3.5, shall apply preferred materials to a minimum of 20 percent of the podium level facade area. See S5.7.2 for preferred material qualifications.

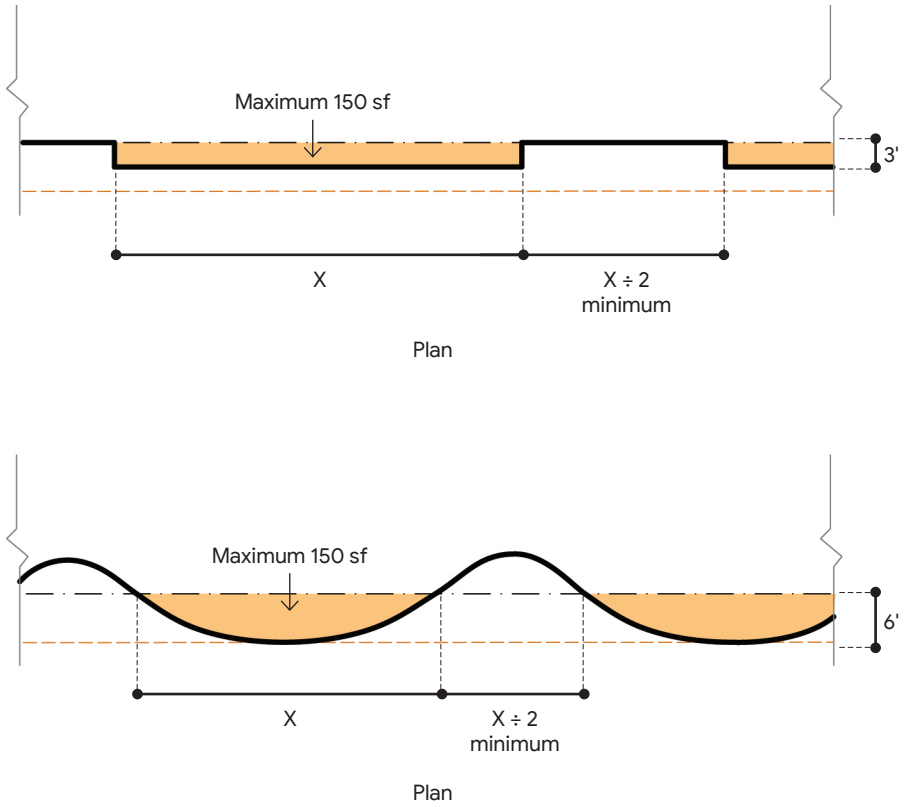


FIGURE 5.25: Non-office use occupiable projections

- Building profile
- Built area of occupiable projection
- Property line
- Six feet from property line

S5.9.4 **Change in plane for facades greater than 350 feet.** Podium level facades with a horizontal length greater than 350 feet shall vary the facade through a change in plane with a minimum average of nine inches in depth for 25 percent of the facade area or an average of four feet in depth for 12 percent of the facade area.

S5.9.5 **Residential and office podium level separation.** The podium level of residential buildings shall stepback to maintain a minimum of 60 feet separation from the podium level of facing office buildings. Residential parking shall be exempt from this standard.

Contextual Considerations

Relating to industry. Buildings near rail should consider large-scale massing moves inspired by industrial forms such as warehouses. Facades are encouraged to have raw, unfinished, matte, and weathered materials employed in manufacturing and production. Materials that naturally patina over time are encouraged.

Architectural expressions of ecology. Facades in the Southend are encouraged to have soft edges that express natural systems. Facades should incorporate wood, vegetation, bird-safe measures, and other materials that enhance the connection to nature.

Relating to varied context. Facades in the Core are encouraged to incorporate materials that relate to the adjacencies of SAP Center, Los Gatos Creek, the Guadalupe River, and Downtown. Materials and textures such as interactive facades with bird-safe measures, concrete, masonry, and vegetation are encouraged.

5.10 Skyline Level Design

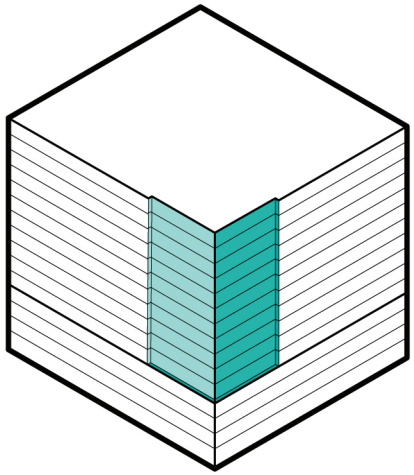
The following standards address massing and architectural design of skyline level facades. Additionally, location-specific standards and guidelines apply based on adjacency to historic resources, existing residential, open spaces, and riparian corridors.

Relevant DDG standards and guidelines that apply to Downtown West skyline level design include DDG Sections 4.2.1, 4.3.2, 4.4.1, 4.4.2.a, 4.4.2.b, 4.4.3, 4.4.4, and 4.4.5 unless superseded by the DWDSG.

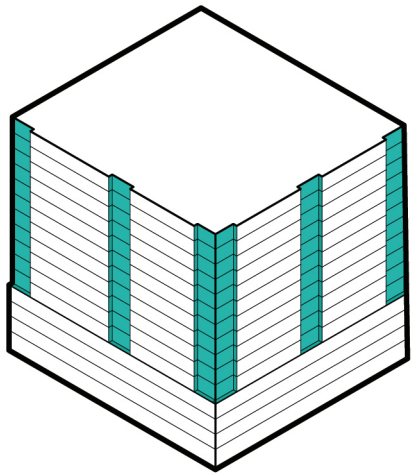
Standards

S5.10.1 **Skyline level change in plane.** Skyline level facades greater than 200 feet in horizontal length shall vary the facade through a change in plane with an average of four feet in depth within 33 percent of the skyline level facade area. See Figure 5.26 for examples of change in plane.

[DDG standard 4.3.2.c — superseded]



SINGLE VERTICAL CHANGE IN PLANE



MULTIPLE VERTICAL CHANGE IN PLANES

FIGURE 5.26: Examples of skyline level average four-foot change in plane

S5.10.2 **Non-office use skyline level occupiable projections.** Skyline level occupiable projections — including balconies and bay windows — of residential, hotel, and limited-term corporate accommodation shall be permitted to project built area up to six horizontal feet beyond the property line above public and private streets, City-dedicated parks, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level. See Figure 5.25 for examples.

Occupiable projections beyond the property line are not permitted within the 100-foot setback from the Los Gatos Creek Riparian Corridor Edge as shown in Figure 5.9.

S5.10.3 **Office use skyline level occupiable projections.** Occupiable projections in the skyline level of office uses shall be permitted to project built areas up to six horizontal feet beyond the property line above private streets, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 10 percent of the facade length. The facade area of aggregated occupiable projections shall not exceed 25 percent of the overall skyline level facade area. Occupiable projections beyond the property line are prohibited within the 100-foot setback from the riparian corridor edge as shown in Figure 5.9.

Occupiable projections on the south facade of block A1 and the north facade of block C2 are exempt from the dimensional requirements above and shall be permitted within the skyline level anywhere above semi-public open space.

S5.10.4 **Skyline level separation between the same use.** Adjacent new development shall maintain a minimum 60-foot separation between any portion of skyline level facades.

Adjacent new development within the same block shall be exempt from this standard.

Residential buildings below 90 feet in height shall be exempt from this standard.

[DDG standard 4.3.2.b — superseded]

S5.10.5 **Skyline level separation between different uses.** Adjacent new development with different use shall maintain a minimum skyline level facade separation of 80 feet. To accommodate building separation requirements, hotel buildings shall stepback from residential buildings and residential buildings shall stepback from office buildings; see Figure 5.27 for an illustration.

The following conditions shall maintain a minimum 60-foot facade separation between different uses:

- A facade is less than 100 feet wide with less than 50 percent fenestration
- A facade is oriented a minimum of ten degrees away from the adjacent facade
- Residential facades that do not exceed 90 feet from grade

[DDG standard 4.3.2.b — superseded]

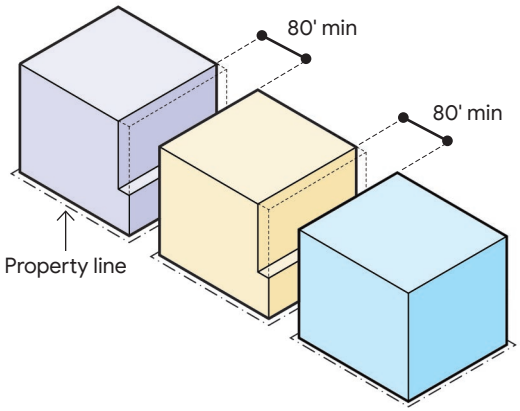


FIGURE 5.27: Example of skyline level facade separation between different uses

5.11 Skyline Level Long Facades

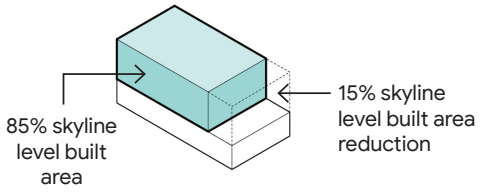
The Downtown West framework plan supports a variety of building scales. Buildings with long facades juxtapose residential towers and small-scale development to create a diversity of urban form.

There are three main skyline level massing and architecture requirements for facades greater than 350 feet in Downtown West: built area reduction, determining credit requirements, and applying credits. The credit-based approach ensures a number of massing and architecture strategies calibrated to the scale of a long facade while providing flexibility in execution of design solutions. The requirements for each facade relate to length and location (primary or secondary). Primary long facades front streets, open space, rail, or highways. Secondary long facades directly front new development within the Project.

Relevant DDG standards and guidelines that apply to Downtown West long facades include DDG Section 4.3.2 unless superseded by the DWDSG. Standards in this section do not apply to facades less than 350 feet in length.

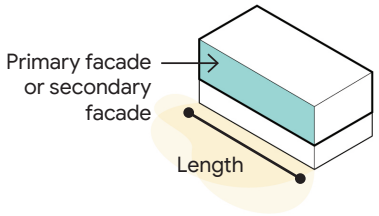
For further clarification and examples for how to measure building length, built area reduction, and credits, see *Appendix B: Long Facade Reference*.

SKYLINE LEVEL LONG FACADE PROCESS



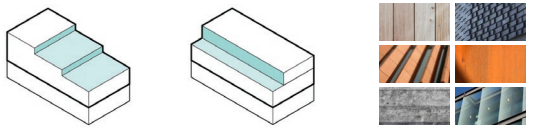
BUILT AREA REDUCTION

Buildings with long facades are limited to 85 percent built area of the skyline level, see Figure 5.28. Limiting the skyline level built area encourages shaping of the building form in ways that align to its current and future context.



DETERMINING CREDIT REQUIREMENTS

To ensure shaping that is calibrated to large-scale buildings, each credit has dimensional requirements. The number of credits required is correlated to a building's location classification (see Figure 5.30) and length.



APPLYING CREDITS

The credit-based system evaluates three massing and architecture strategies: roofline variation, stepback, and preferred materials. These massing and architecture strategies are measured in elevation (qualifying area). Credits, or qualifying area, are to be applied in advance of, and thus included in, the built area reduction calculation.

Built Area Reduction

Long facade buildings are required to reduce the built area within the skyline level. The maximum skyline level built area is established by extruding the block to the height permitted per Figure 5.11.

Per S5.10.2, new development may include projected built areas beyond the property line above private streets, privately-owned open space, semi-public open space and mid-block passages. Projections outside of the property line contribute to a building's built area in the skyline level.

Within blocks B1 and F1, built areas may extend above a mid-block passage or private street to enable well-functioning office buildings.

For further clarification on how to calculate built area reduction with examples, see Section B.1.

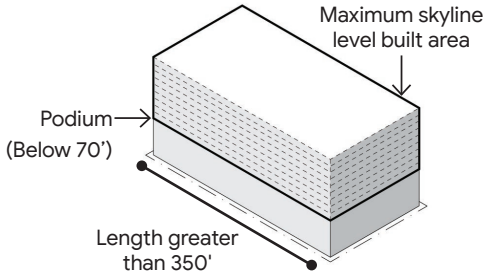
Standards

S5.11.1 **Built area above mid-block passages or private streets.** Within blocks B1 and F1, built area may extend over mid-block passages or private streets if the project sponsor elects not to comply with DDG Section 4.4.8. Built area is not permitted within the first 40 feet above grade over mid-block passages or private streets. The facade lengths within blocks B1 and F1 shall include the width of mid-block passages and private streets. Compliance with DDG Section 4.4.8 shall be at the sole election of the project sponsor.

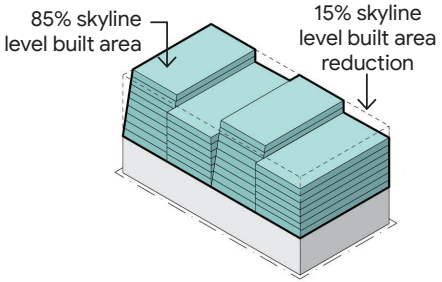
S5.11.2 **Skyline level built area.** New development with a facade that exceeds 350 feet in length shall not exceed 85 percent of the maximum skyline level built area (15 percent built area reduction). The percent of built area is calculated as a sum of the square footage of each skyline level floorplate (including interior atria area and internal courtyard area) divided by the total skyline level built area — measured as the block square footage multiplied by the number of levels in the skyline level excluding roof structures.

For additional requirements of built area reduction along Los Gatos Creek, see Section 5.17.

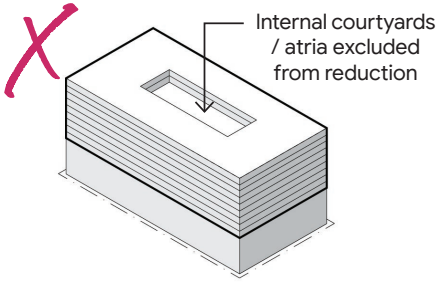
[DDG standard 4.3.2.a — superseded]



MAXIMUM SKYLINE LEVEL BUILT AREA



85% SKYLINE LEVEL BUILT AREA



BUILT AREA REDUCTION

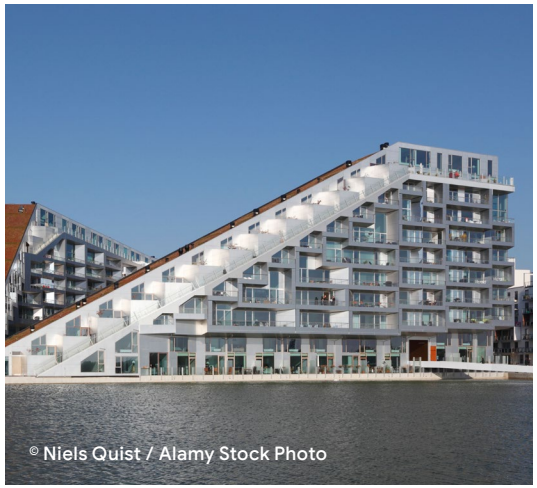
FIGURE 5.28: Measuring built area percentage

NOTE: X *Denotes a non-compliant condition*

- Skyline level built area
- 85% skyline level built area

Massing Strategies and Material Application

In addition to a maximum of 85 percent skyline level built area, long facades are reviewed on a credit-based system. These credits are achieved by implementing roofline variation, stepbacks, and preferred materials. These strategies are dimensionally calibrated for a positive visual and experiential impact on the public realm.



ROOFLINE VARIATION

Roofline variation strategies are large-scale massing interventions that shape the silhouette of new development. Roofline variation can establish hierarchy in the skyline level, increase solar or wind performance, and frame views.



STEPBACK

Stepback strategies add rhythm by subdividing and modulating the building facade. Open space and riparian corridors also benefit from stepbacks that reduce shadow and wind impacts at the ground level. Additionally, stepbacks can create opportunities for outdoor programming, greening, and biophilic systems.



PREFERRED MATERIALS

Preferred material applications provide texture and relate to the materials found in the Project today. The breadth of preferred material treatments and applications encourages a diversity of design solutions that are rooted in Downtown West.

FIGURE 5.29: Examples of massing and architecture strategies for long facades

Long Facade Credits

Downtown West buildings with long facades shall apply a minimum number of credits based on length and classification as a primary long facade or secondary long facade, as shown in Figure 5.30. For further clarification on how to measure the length of a facade with examples, see Section B.2.

Credit requirements are described in S5.11.5, S5.11.6, and S5.11.7. For further clarification on how to measure credits with examples, see Section B.3.

Standards

S5.11.3 **Long facades 350 to 550 feet in length.** Facades that are 350 to 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3):

- Primary long facades shall achieve three credits
- Secondary long facades shall achieve two credits

S5.11.4 **Long facades greater than 550 feet in length.** Facades that are greater than 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3):

- Primary long facades shall achieve four credits
- Secondary long facades shall achieve three credits

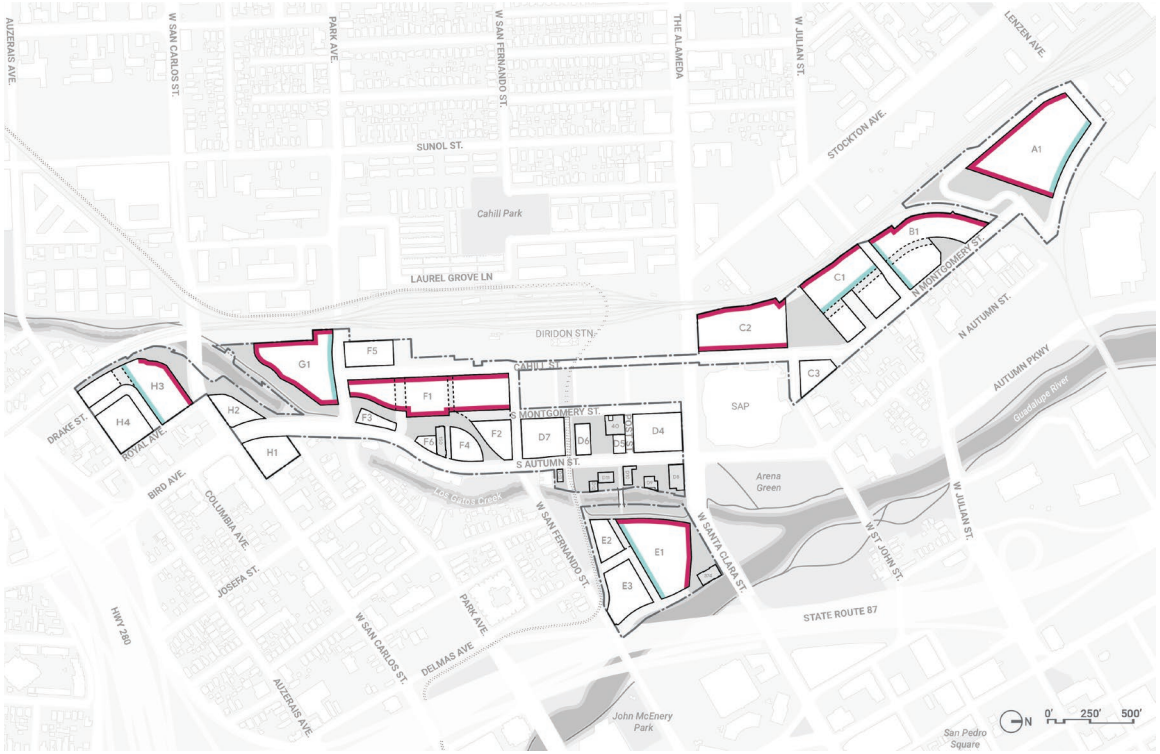


FIGURE 5.30: Primary long facade and secondary long facade locations

Primary long facades
Secondary long facades

TABLE 5.3: Credit requirements

	350 TO 550 FEET FACADE LENGTH	OVER 550 FEET FACADE LENGTH
Primary long facade	3	4
Secondary long facade	2	3

Roofline Variation Credit

S5.11.5 **Roofline variation credits.** One roofline variation credit shall be achieved for cumulative qualifying area that exceeds eight percent of the skyline level facade area and achieves the minimum dimensions outlined in Table 5.4. An additional credit shall be achieved for every additional eight percent of the skyline level facade area that is calculated as qualifying roofline variation facade area.

TABLE 5.4: Dimension requirements for roofline variation qualifying area

REQUIREMENTS	ROOFLINE VARIATION
Minimum height and depth	10° slope or 2 levels height and 200' depth or full building depth (whichever is less)
Calculation of qualifying area	Area of strategy ÷ Total facade area
Credits	1 credit per 8% qualifying area Example: 8-15% = 1 credit 16-23% = 2 credits

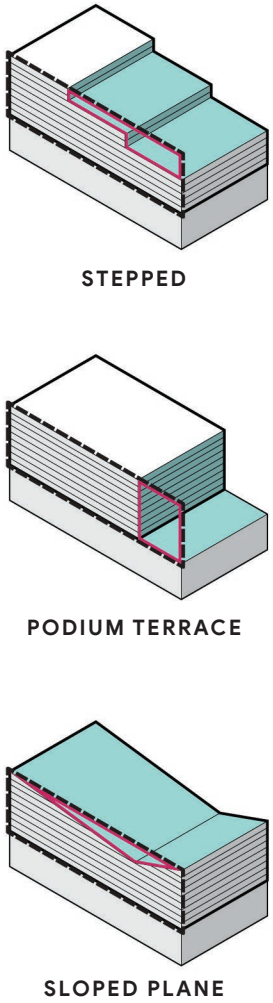
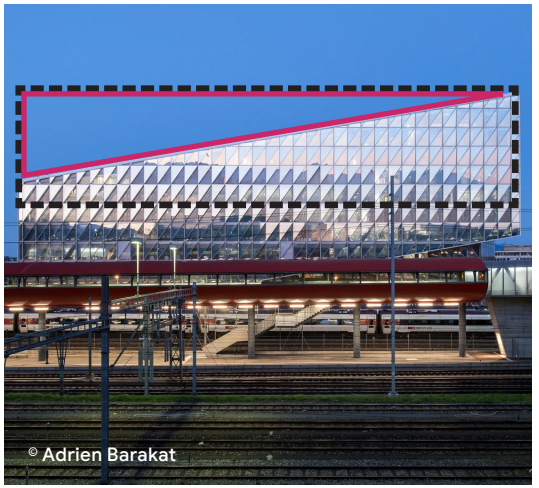
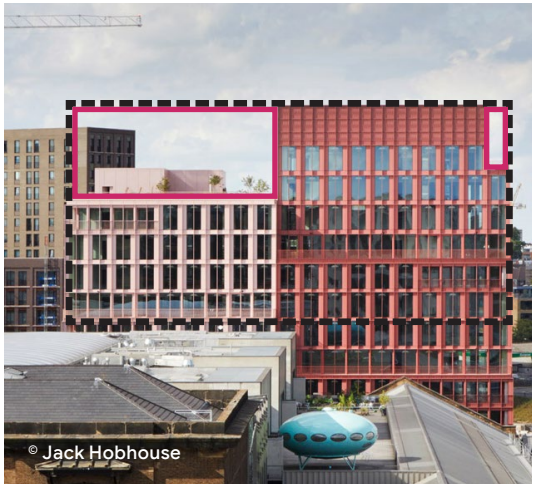


FIGURE 5.31: Examples of qualifying roofline variations

- Roofline variation strategy
- Area of strategy
- Total facade area



SLOPED ROOFLINE



STEPPED ROOFLINE

FIGURE 5.32: Examples of roofline variations

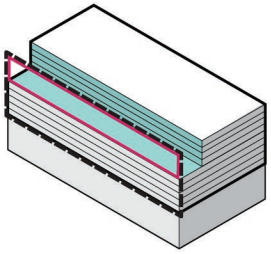
NOTE: *Diagrams and imagery for illustrative purposes and does not reflect minimum requirements.*

Stepback Credit

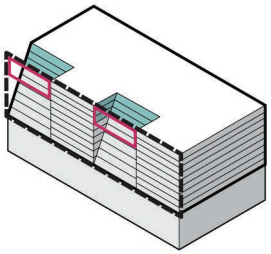
S5.11.6 **Stepback credits.** One stepback credit shall be achieved for cumulative qualifying area that exceeds 12 percent of the built facade area in the skyline level and achieves the minimum dimensions outlined in Table 5.5. An additional credit shall be achieved for every additional 12 percent of the built facade area in the skyline level that is calculated as qualifying stepback facade area.

TABLE 5.5: Dimension requirements for stepback qualifying area

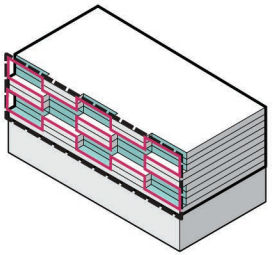
REQUIREMENTS	DIMENSIONS
Minimum height, depth, and width	2 levels height, 20' depth, and 25' width
Calculation of qualifying area	Area of strategy ÷ Built facade area
Credits	1 credit per 12% qualifying area Example: 12-23% = 1 credit 24-35% = 2 credits



HORIZONTAL SHIFT



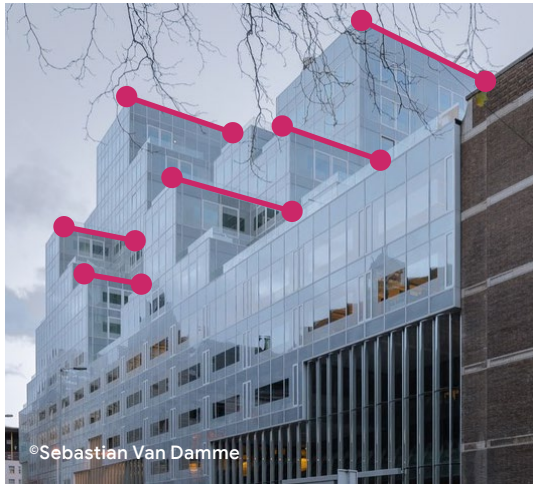
VERTICAL SHIFT



PROJECTION AND RECESSES

FIGURE 5.33: Examples of qualifying stepbacks

- Stepback strategy
- Built facade area
- Area of strategy



HORIZONTAL SHIFT AND RECESSES



PROJECTION AND RECESSES

FIGURE 5.34: Examples of stepbacks

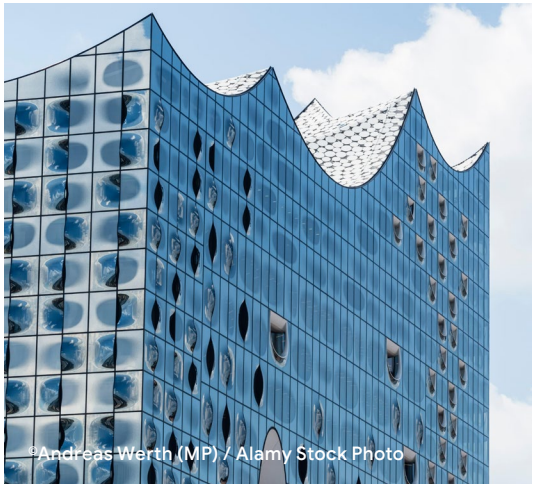
NOTE: *Diagrams and imagery for illustrative purposes and does not reflect minimum requirements.*

Preferred Materials Credit

S5.11.7 **Preferred materials credit.** One preferred material credit shall be achieved for cumulative qualifying area that exceeds 25 percent of the built facade area within 20 feet of the property line in the skyline level. To qualify, a preferred material shall cover no less than 10 percent of the built facade area and shall comply with standards S5.7.2, S5.7.3, and S5.7.4.

TABLE 5.6: Dimension requirements of preferred material qualifying area

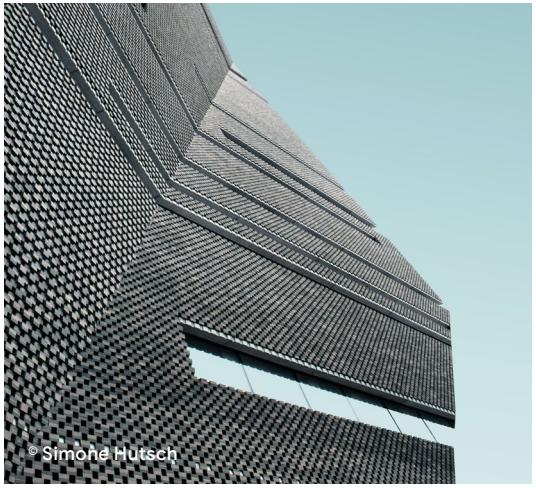
REQUIREMENTS	PREFERRED MATERIAL
Minimum depth	See Section 5.7
Calculation of qualifying area	Area of preferred material(s) ÷ Built facade area up to 20' depth
Credits	1 credit for 25% qualifying area (Minimum 10% per material) Maximum 1 credit permitted



MODULATED GLASS



WOOD AND METAL PROJECTED BAY



MODULATED BRICK PLANE



METAL FRAME STRUCTURE

FIGURE 5.35: Examples of preferred materials

NOTE: *Diagrams and imagery for illustrative purposes and does not reflect minimum requirements.*

5.12 Residential Design

Residential buildings in the Project offer housing within a wide spectrum of development typologies and unit types to a range of households of difference sizes and ages.

Relevant DDG standards and guidelines that apply to Downtown West residential buildings include DDG Sections 3.5.1, 4.4.2.c, 5.3.3, and 5.5.1 unless superseded by the DWDSG.

Standards

S5.12.1 **Ground floor unit width.** The average width of residential ground floor units with external entries shall not exceed 30 feet.

[DDG standard 5.3.3.a — superseded]

S5.12.2 **Direct at-grade unit access.** To enable ADA-accessibility, direct at-grade residential units access flush with adjacent sidewalk or open space grade shall be permitted, as shown in Figure 5.36.

[DDG standard 5.5.1.d — superseded]

S5.12.3 **Elevated ground floor units.** Elevated ground floor units and stoops shall not exceed five feet in height above grade, as shown in Figure 5.37.

[DDG standard 5.3.3.b — superseded]

S5.12.4 **Lobby placement.** Residential lobbies shall be permitted in all locations in lieu of active uses along streets, mid-block passages, and open spaces, so long as the overall active frontage minimum requirements are met as outlined in Section 3.3.

[DDG standard 3.5.1.d — superseded]

S5.12.5 **Building access.** Building access between the main pedestrian building entry and passenger drop-off shall not intersect with the access route between delivery loading / unloading areas and primary service entrances.

[DDG standard 3.5.1.a — superseded]

S5.12.6 **Ground floor units with stoops.** Stoops or transitional spaces associated with ground floor units—including porches, seating, and gardens — between the public realm and entries to residential units shall be a minimum of four feet in width and five feet in depth.

[DDG guideline 5.3.3.d — superseded]

S5.12.7 **Storage facilities.** Every residential building shall provide a dedicated storage facility for various mobility devices, including but not limited to car seats, shopping trolleys, and other items that encourage residents to walk and use car share.

Guidelines

G5.12.1 **Bicycle building access.** Bicycle building access should avoid intersecting with both passenger drop-off and delivery locations. To provide additional safe options for bicyclists, bicycle building access is permitted from private outdoor common areas or other private areas within the building.

[DDG standard 3.5.1.a — superseded]

G5.12.2 **Residential balcony design.** The proportion, location, and design of residential balconies should respond to building orientation in order to optimize building performance and avoid monolithic facades, as shown in Figure 5.38.

[DDG guideline 4.4.1.h, guideline 4.4.2.c.a — superseded]

Contextual Considerations

Stoops and porches. Stoops and porches are encouraged to expand where space allows to activate adjacent streets and open spaces, particularly in the Southend.

Balconies. The design of balconies should incorporate elements such as planters and greenery.

Lakehouse Historic District. Residential buildings on blocks E2 and E3 should consider contemporary applications of architectural details reflective of the Victorian-era homes of the Lakehouse Historic District.

Environmental comfort. The design and orientation of residential buildings should prioritize occupant comfort, including but not limited to access to daylight, winter solar gain, and minimization of heat impacts in summer.



FIGURE 5.36: Examples of residential at-grade unit access

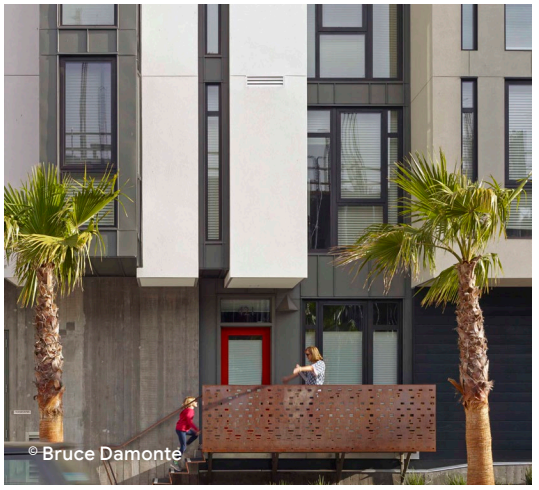


FIGURE 5.37: Example of residential elevated ground floor units





FIGURE 5.38: Examples of residential balcony design

5.13 Sustainability Strategies

Buildings in Downtown West consider energy efficiency and environmental comfort through various design strategies. In addition, new development considers technologies that optimize building construction and performance. For more information on the Downtown West approach to environmental sustainability and resilience, see the *Chapter 8: Sustainability*.

Relevant DDG standards and guidelines that apply to Downtown West sustainability strategies include DDG Sections 4.3.5, 4.4.2.b, and 4.4.7.b unless superseded by the DWDSG.

Standards

S5.13.1 **Office use renewable energy.** All new office buildings shall cover a minimum of 25 percent of the total usable roof area with photovoltaic panels or green roofs. Usable roof area shall be considered horizontal roof area not occupied by mechanical, electrical, or plumbing equipment, and not needed for maintenance and emergency access. Vertical BIPV (building integrated photovoltaics) panels would apply to achieving this requirement.

[DDG standard 4.4.7.b.a — superseded]

S5.13.2 **Residential use renewable energy.** Residential use shall cover a minimum of 20 percent of the area of a roof that is less than 150 feet above grade and is larger than 2,500 square feet in area with photovoltaic panels, green roofs, or a combination of these.

Active use, hotel, and limited-term corporate accommodation standalone structures are exempt from this standard.

[DDG standard 4.4.7.b.a — superseded]

S5.13.3 **High reflectivity roof materials.** Buildings shall include roof materials with high albedo (reflectivity) minimum of 0.65 to ensure the least possible heat retention.

S5.13.4 **Water reuse.** Dual-plumbed buildings shall be designed to utilize recycled water to meet non-potable water demands such as toilet-flushing, irrigation, and cooling.

Guidelines

G5.13.1 **Concave facades.** Buildings should minimize or avoid reflective materials on concave facades so as to avoid solar reflection concentrated on the public realm or rail corridor.

G5.13.2 **Glare reduction.** Buildings along the rail corridor should include a minimum of one glare reduction strategy along facades that may redirect light toward train operators. Glare reduction strategies include but are not limited to:

- Reduction of highly reflective surfaces
- Architecture articulation to break up spans of reflections
- Use of diffusing rather than reflective materials
- Minimizing skyline level facade orientation from 200 to 240 degrees from true north

G5.13.3 **Ground level wind comfort.** Facades greater than 350 feet in length oriented within 30 degrees of the prevailing wind direction (319 degrees clockwise from true north) should incorporate one of the following strategies to increase pedestrian comfort at ground level by reducing the speed of prevailing winds:

- Increasing distance between two building facades
- Stepback of massing to reduce downdraft wind acceleration
- Minimizing continuous facades directly facing the prevailing wind direction
- Staggering of building facades
- Incorporating horizontal projections or canopies

[DDG guideline 4.3.5.b-c — superseded]

G5.13.4 **Reducing the urban heat island effect.** To reduce urban heat island effect, high-albedo materials and finishes are encouraged, particularly on outdoor hardscape spaces and roofs. Additional ways to reduce the urban heat island effect include but are not limited to providing vegetative and/or built canopies in outdoor areas.

G5.13.5 **Food waste.** If an automated waste collection system (AWCS) is included in the Project, appropriate handling of food waste should be incorporated into each building's interior infrastructure to efficiently deliver food waste to the centralized system.

Contextual Considerations

Building stormwater management. Buildings should treat runoff through various strategies — green roofs, at-grade planters, and rainwater harvesting.

Indoor/outdoor design. Due to San José's optimal microclimate, building design should allow for indoor/outdoor design, including operable openings and occupiable terraces. To maintain these functions throughout the year, buildings should consider creative solutions for maximizing shade in summer months and solar exposure in winter months, as well as for wind comfort and temperature control.

Biophilic design. The incorporation of natural materials and vegetation into building design is encouraged to support the physical and psychological wellbeing of building occupants while expanding the natural environment throughout the Project.

5.14 District Systems, Infrastructure, Logistics, and Parking

District Systems and Infrastructure

District systems reduce the Project's on-site greenhouse gas emissions (GHG) and resource use. District systems consolidate and centralize the Project's infrastructure, including heating and cooling, electricity generation and distribution, and on-site wastewater treatment and recycled water distribution. District systems build on the synergy of these integrated systems, improving the overall efficiency of the various building types and resource systems.

The Project may have traditional building systems that serve individual buildings and assets due to phasing or other constraints. To enable the phased build-out, temporary facilities may also be required for a transitional period.

Up to two central utility plants will be included in the infrastructure zones within the Project as shown in Figure 3.3. The system may be self-contained in standalone buildings or incorporated within the new development. The central utility plants allow for consolidating services, centrally addressing resource demands, reducing the burden on existing municipal systems, and increasing the Project's resiliency.

While not required as an active frontage, central utility plant facilities create the opportunity to showcase the systems as educational tools for the community. Examples in Figure 5.39 demonstrate that infrastructure systems can be a positive addition, complement adjacent uses, and enhance the overall street experience through inviting and engaging transparent design.

Relevant DDG standards and guidelines that apply to Downtown West district systems and infrastructure include DDG Section 5.3.1.c unless superseded by the DWDSG.

Standards

S5.14.1 **Standalone central utility plant ground floor.** A standalone central utility plant ground floor frontage facing streets or open space shall have a minimum of 20 percent glazing or exterior educational signage between three and 12 feet above grade. Glazing shall have a minimum of 50 percent VLT factor.

S5.14.2 **Standalone central utility plant facade treatment.** All standalone central utility plant facades facing streets or open space shall implement a minimum of one of the following applications for a combined facade area of no less than 50 percent:

- Preferred material application (per Section 5.7)
- Glazing with a minimum of 50 percent VLT factor

Guidelines

G5.14.1 **Standalone central utility plant.** A standalone central utility plant should consider creating an architectural statement through materials and/or form.



THE OHIO STATE UNIVERSITY CHILLED WATER PLANT



UNIVERSITY OF CHICAGO CHILLER PLANT



UNIVERSITY OF PENNSYLVANIA CHILLER PLANT



UNIVERSITY OF NORTHAMPTON'S ENERGY CENTRE

FIGURE 5.39: Examples of district systems and infrastructure massing and architectural design

Logistics, Loading, and Parking

Both Project-wide and individual loading facilities allow seamless internal building function. Loading facilities require careful integration and design of the massing to avoid pedestrian safety conflicts and blank facades. Parking facilities, either located above or below grade, require vehicular access from adjacent streets. Standards for loading and parking facilities aim to reduce blank facades along non-active frontage. See Section 6.16 and 6.17 for more information on parking and loading.

Relevant DDG standards and guidelines that apply to Downtown West logistics, loading, and parking include DDG Sections 4.4.6, 5.3.1.c, and 5.5.2.

Standards

S5.14.3 **Exposed above grade ramps.** Exposed above grade ramps shall screen a minimum of 50 percent of the total exposed area with applications of preferred materials (see Section 5.7), vegetation, and/or art.

Exposed above grade vehicle ramps are not permitted fronting open space or riparian corridors.

S5.14.4 **Parking and loading access.** Parking and loading doors shall be secure and motorized.

S5.14.5 **Automatic waste collection systems (AWCS).** If the Project includes AWCS, it shall comply with San José loading access standards.

Guidelines

G5.14.2 **Garage entries and loading.** Garage entries and loading access should be screened and should be designed as an integrated component of the building's overall design including materials and rhythm, as shown in Figure 5.40.



FACTORY BUILDING ON VITRA CAMPUS, WEIL AM RHEIN



TRUCK MAINTENANCE CENTRE, LA GOUESNIERE

FIGURE 5.40: Examples of garage entries and loading

Location-Specific Building Design

5.15 Historic Resources

The Project's CEQA analysis identified Nation historic resources within the Project area (Project resources) and within a 200-foot radius of the site (adjacent resources).

Terms

- **Historic resource.** Historic resource is used in reference to all Project resources and adjacent resources deemed of historic significance — including the categories of significance further defined on this page.
- **Project resource.** Project resources are select historic resources within the Project that will be rehabilitated.
- **Adjacent resource.** Adjacent resources are historic resources or districts outside of the Project and within a 200-foot radius surrounding it.
- **Architectural height reference.** An architectural height reference is a requirement of new development to create a visible shadow line that reflects the scale of an adjacent, existing low-scale structure. The width and height of the existing structure defines where the architectural feature occur on the new development facade.

The City of San José HRI identifies historic resources recognized at varying levels of significance, including properties listed on or eligible for listing in the National Register, the California Register, and at the local level. The City of San José defines the categories of local designation on the HRI as follows:

- **National and California Register.** The National Register is the Nation's master inventory of known historic resources and includes listings of buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological or cultural significance at the national, state or local level. To be considered eligible for listing resources must meet any or all of the required criteria and properties must also possess integrity. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **City Landmark.** An individual historic site or structure locally designated by the City Council of San José as a City Landmark under Municipal Code Section 13.48. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **City Landmark District.** A historic district locally designated by the City Council of San José as a City Landmark District under Municipal Code Section 13.48. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Contributing Site/Structure.** A site or structure that contributes to a theme, a geographical area, a property type, or to the historic fabric of the community and in some cases to a certain neighborhood. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Structure of Merit.** An important historic property or feature of lesser significance, and that does not qualify as a City Landmark or for the California or National Registers, but attempts should be made for preservation to the extent feasible under the 2040 General Plan goals and policies. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Identified Site/Structure.** A potential historic property that could qualify under one or more of the classifications above pending further evaluation and survey work. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Non-Contributing Site/Structure.** A site or structure within a designated or eligible historic area that does not qualify as a Contributing Site/Structure.

Project resources present a range of significance including national, state and local.

The Project rehabilitates selected Project resources to maintain elements of the site's industrial architectural character and to create a contrast in scale with new development.

Standards and guidelines specify massing and architecture strategies for new development that expand on DDG standards — enabling creative architectural solutions and promoting contemporary building design and compatible relationships with open spaces.

The following standards are determined based on whether new development is:

- Across the street from or adjacent to listed or eligible National and California Register structures
- Across the street from or adjacent to listed or eligible Candidate City Landmark structure
- Adjacent to listed or eligible HRI

Applicable new development frontage with massing and architecture relationships to historic resources are denoted in Figure 5.42. Standards in DDG Section 4.2.2: Massing Relationship to Context do not apply to new development in Downtown West. Standards and guidelines in DDG Section 4.2.4: Historic Adjacency apply to the Project unless otherwise noted in the standards below.

In addition to the standards listed in this section, the standards and guidelines in project-wide sections apply to all new development including those facing and adjacent to historic resources. Project-wide standards and guidelines in Sections 5.7, 5.8, 5.9, 5.10, and 5.12 as well as DDG Sections 4.2.1, 4.3.3, 4.4.1, 5.3.2, 5.3.3, and 5.5.1 (unless otherwise noted) require new development to incorporate facade rhythm and streetwall articulation in the pedestrian and podium levels consistent with the scale of the historic resources.

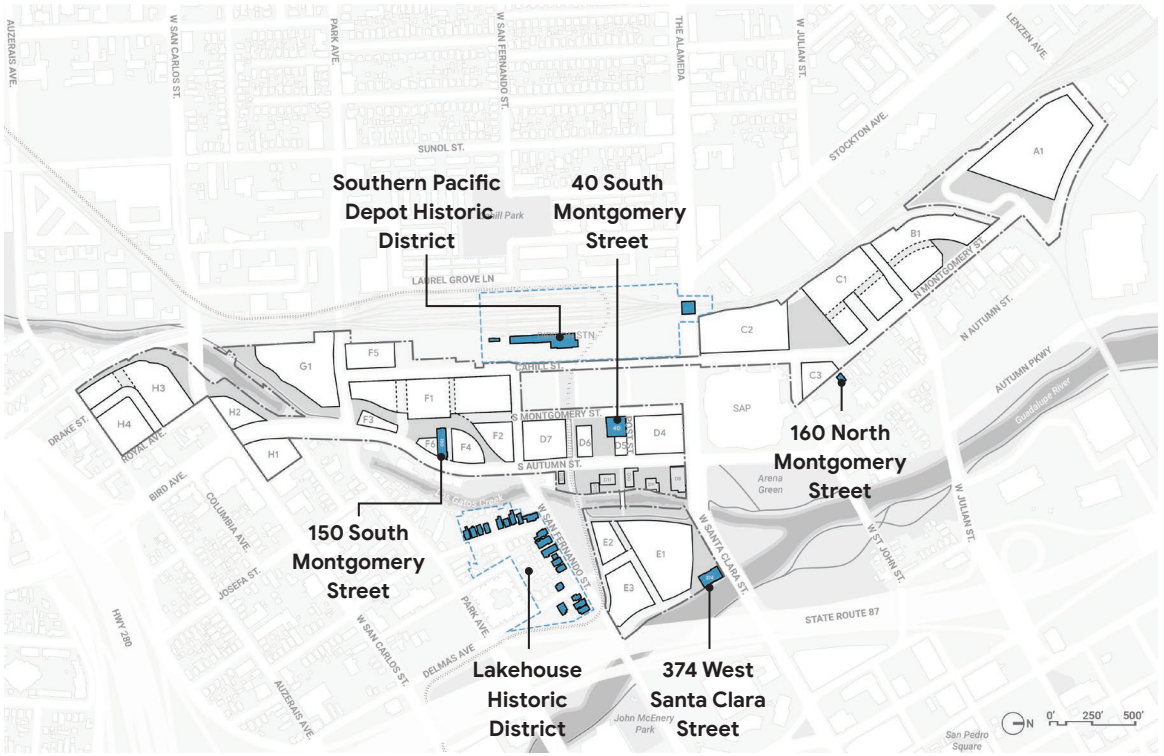


FIGURE 5.41: Project and adjacent historic resources with a massing and architecture relationship to new development

Project and adjacent historic resources

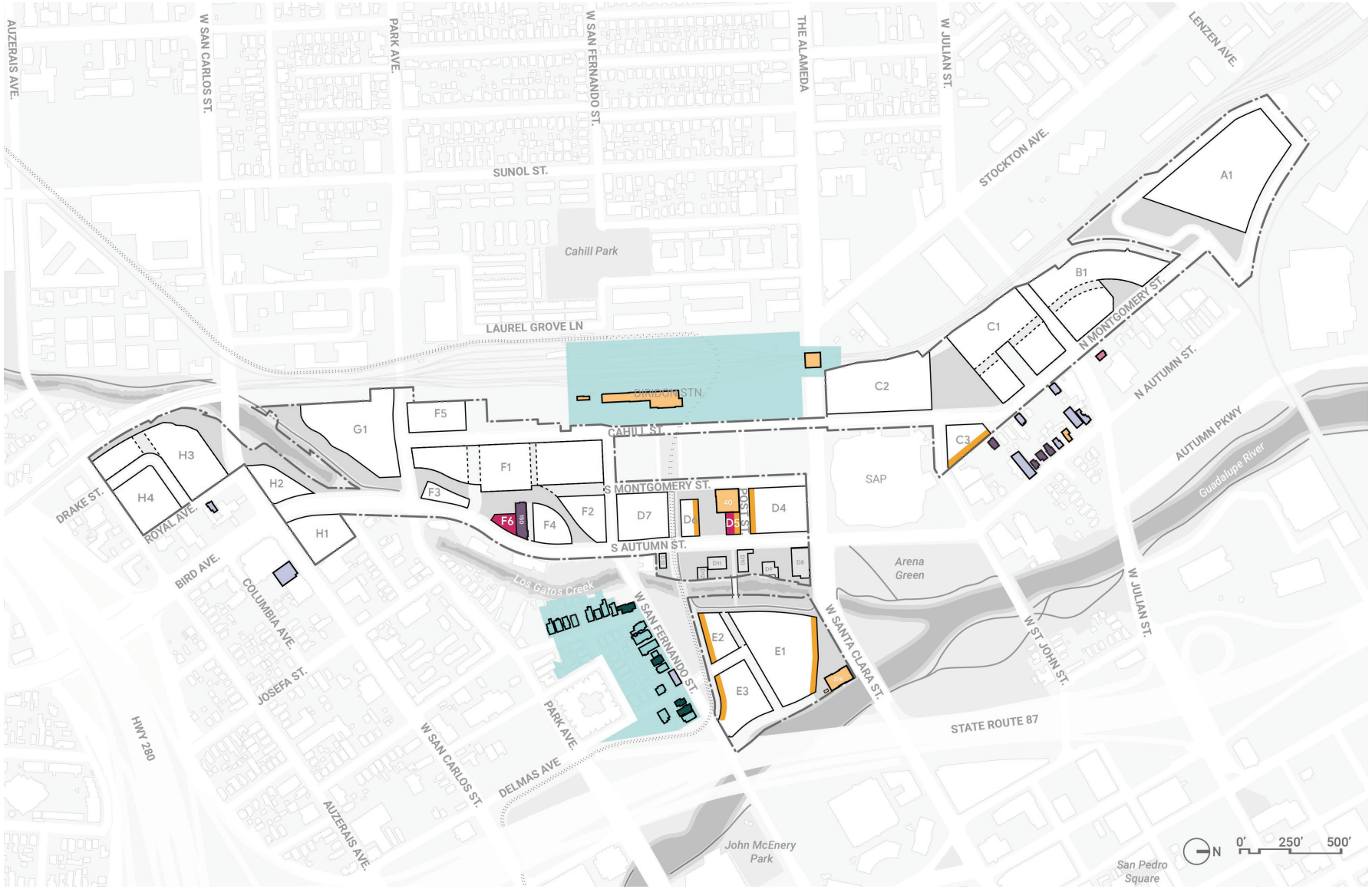


FIGURE 5.42: Retained historic resources identified by the Project's CEQA analysis

- Architectural height reference on facing or adjacent new development
- National and California Register
- Candidate City Landmark
- Lakehouse Historic District National and California Register
- Lakehouse City Landmark Historic District Contributor
- Structure of Merit
- Identified Structure
- Permitted additions to historic resources
- Historic District

Standards

S5.15.1 **Historic resource architectural height reference.** New development across the street from or adjacent to a historic resource, as identified in Figure 5.42, shall establish an architectural height reference at the nearest floor to the historic resource's top of structure or prominent eave. An architectural height reference shall have a horizontal length that is greater than or equal to the width of the historic resource.

The architectural height reference shall have a minimum depth of nine inches. Strategies include but are not limited to stepbacks, tapering, horizontal projection, structural or architectural elements, and dimensional change in material.

The following standards specify locations where an architectural height reference is required.

[DDG Section 2.3, standard 4.2.2.a-c, standard 4.2.4.a-d, guideline 4.2.4.c — superseded]

Guidelines

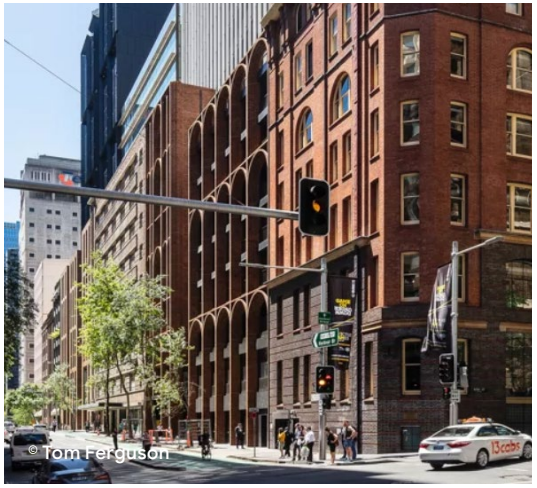
G5.15.1 **Industrial heritage.** Displaying or repurposing relics of San José's industrial or agricultural heritage within the Project is encouraged.



GROUND FLOOR RHYTHM



CONTEXTUAL PODIUM



GROUND FLOOR RHYTHM



COMPLEMENTARY TEXTURES

FIGURE 5.43: Examples of architectural height reference

374 West Santa Clara Street

374 West Santa Clara Street is a two-story, stucco-clad building from the 1930s designed in the Moderne and Spanish Colonial Revival styles by Bay Area architecture firm Curtis & Binder. The property is listed as a City Landmark and is considered eligible for listing in the National Register and the California Register. Previously approved project PDC15-051 has an existing Historic Preservation (HP) Permit, with contextual design guidelines.

The Main Building and the Transformer House are contributing structures of the landmark property. The Main Building is approximately 45 feet tall and 125 feet wide. The City has amended the City Landmark boundary to more closely conform to the portion of the site occupied by these resources. This Project amends the existing HP permit to allow for new development on block E1 subject to the DWDSG. S5.15.2 reflects amendments to an existing historic preservation permit approved concurrently with this DWDSG.

Standards

S5.15.2 **374 West Santa Clara Street relationship to new development.** New development is not permitted within the view corridor along West Santa Clara Street eastbound, maintaining a minimum separation of 40 feet south of 374 West Santa Clara Street. Pavilions, kiosks, and landscape elements are permitted in the adjacent Gateway to San José Plaza as specified in Section 4.18.

The north facade of block E1 shall establish an architectural height reference within 10 feet of the top of roof or prominent eave of the Main Building.

Block E1 built area in the skyline level is not permitted within a five degree plane from the northern property line fronting West Santa Clara Street, see Figure 5.45.



FIGURE 5.44: 374 West Santa Clara Street (Water Company Building)

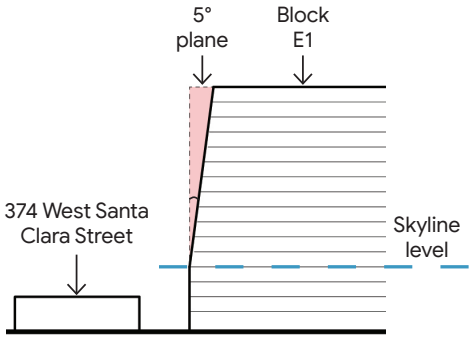


FIGURE 5.45: Example of block E1 five degree plane

No built area permitted

40 South Montgomery Street

40 South Montgomery Street (Kearney Pattern Works and Foundry) is significant for its role in the industrial history of San José and is considered eligible for listing in the National Register, the California Register, and as a candidate City Landmark. The 40 South Montgomery Street complex is composed of attached buildings constructed in phases between 1922 and circa 1993. The oldest portion of the complex (40 South Montgomery Street) was constructed in 1922 as a pattern shop and remains the last extant industrial building from the early 20th century within the Project area. The original structure displays the simple plan, wood-frame construction, and false front facade that characterize the utilitarian architectural style. The building is approximately 25 feet tall and 120 feet wide.

The Project proposes the relocation and adaptive reuse of the contributing, pre-1950 portions of the complex, which collectively are considered to be a historical resource under CEQA. The Project proposes demolition of the non-contributing sections of the Kearney Pattern Works and Foundry property (constructed post-1950) located at 43–57 South Autumn Street.

Standards

S5.15.3 **40 South Montgomery Street relocation.** Relocation of the pre-1950 portions of the complex of 40 South Montgomery Street shall be permitted south of West Post Street, within 30 feet south of the structure's current location. The original building orientation and frontage (zero setback) on South Montgomery Street shall be maintained. The north and west facades of the existing structure shall be visible from the public right-of-way. Demolition of non-contributing building additions constructed after 1950 shall be permitted.

S5.15.4 **40 South Montgomery Street addition.** Building additions on block D5 shall be permitted to the east and/or south of the historic structure. Block D5 shall be limited to a footprint of 25,000 square feet and shall not exceed 40 feet in height. If the height of the building addition exceeds 25 feet (top of parapet height of the historic resource), the facades of block D5 shall include an architectural height reference at the parapet height of the north facade of the historic resource.

S5.15.5 **40 South Montgomery Street relationship to new development.** New development shall maintain a minimum separation of 48 feet from the north facade. Block D6 shall maintain a minimum separation of 40 feet from 40 South Montgomery Street across the Social Heart (Section 4.15). Permanent and temporary structures within the adjacent open space, as defined in Section 4.25, shall not be permitted within 20 feet of 40 South Montgomery.

The south facade of block D4 and north facade of block D6 shall each establish an architectural height reference within 10 feet of the Project resource's height for a horizontal length greater than or equal to the north and south facades, respectively.

150 South Montgomery Street

150 South Montgomery Street (Hellwig Ironworks) is considered a candidate for City Landmark. The two-story industrial building is rectangular in plan and is constructed of variegated clinker brick. It comprises two distinct building components: a north/south-oriented office building with a side-gabled roof clad in fired clay shingles (facing South Montgomery Street), and an east/west-oriented rear warehouse wing with a gable roof clad in roll-roofing. The north/south-oriented building features steel casement windows with prominent soldier-course headers and relieving arches. Windows in the lower story of the building's primary (western) section have a brick sill and are organized into a continuous ribbon broken by a plaster shield with the anvil and hammer motif of Hellwig Ironworks.

150 South Montgomery Street is an extant example of the industrial buildings constructed during the early 20th century in this section of San José. The incorporation of red clinker brick and other exterior detailing in this 1930s industrial building is distinctive within this part of the City.

Given its central location at the heart of the Project and backdrop to over 1.5 acres of open space (see Section 4.14: The Meander), 150 South Montgomery Street is envisioned as the site of an iconic arts and cultural use with a distinctive, contemporary addition that expands the size of the civic hub while incorporating and celebrating its historic, early 20th century industrial character. The building embodies an important era in the history of the project site and builds a bridge between the history and the future of Downtown West.

Standards

S5.15.6 **150 South Montgomery Street modifications.** Modifications to 150 South Montgomery Street shall not be required to comply with the Secretary of the Interior's standards. New openings shall be permitted on all facades of the existing structure. Additionally, alterations to the cross-gable roof configuration of the building shall be permitted for sculptural elements or vertical additions.

S5.15.7 **150 South Montgomery Street building addition.** A vertical building addition and/or horizontal building addition from the south facade of 150 South Montgomery Street shall be permitted. In total, additions shall be limited in size to no more than the existing building's square footage. Vertical additions shall not exceed one additional level. Horizontal additions on block F6 shall not exceed one level and shall setback 30 feet from the west facade of 150 South Montgomery to maintain visibility of the original two-story structure.

S5.15.8 **150 South Montgomery Street relationship to new development.** New development shall maintain a minimum separation of 60 feet from the west facades of 150 South Montgomery across the Meander. New development on block F4 shall maintain a minimum separation of 20 feet from the north facade of 150 South Montgomery across a mid-block passage. Permanent and temporary structures within the adjacent open space, as defined in Section 4.25, shall not be permitted within 20 feet of the west facade of 150 South Montgomery Street.

Stephen's Meat Products Sign

The Stephen's Meat Products sign, previously restored, is currently located near the corner of West San Fernando Street and South Montgomery Street. The Stephen's Meat Products sign will be relocated within the Project. The sign has been identified by the City as a contributor to a pending city-wide Commercial Signage Discontiguous Historic District. See S7.74 and S7.9.1 for additional requirements.



FIGURE 5.46: 40 South Montgomery Street (Kearney Pattern Works and Foundry)



FIGURE 5.47: 150 South Montgomery Street (Hellwig Ironworks)



FIGURE 5.48: Stephen's Meat Products sign

Lakehouse District Resources

The Lakehouse Historic District — a City of San José Landmark District — is located across the street from the VTA tracks, platform, and plaza along the southern Project boundary, south of West San Fernando Street. The Lakehouse Historic District is composed of Victorian-era single-family homes built circa 1885–1925. The buildings range from approximately 25 to 35 feet tall and 20 to 60 feet wide.

The Historic District includes a mix of individually eligible National and California Register, Lakehouse City Landmark Historic District Contributor, and non-historic structures.

Listed or eligible National and California Register structures within 200 feet of the Project:

- National and California Register
    - 396 West San Fernando Street
    - 398 West San Fernando Street
    - 416 West San Fernando Street
    - 454 West San Fernando Street
- Lakehouse City Landmark Historic District Contributor
    - 394 West San Fernando Street
    - 436 West San Fernando Street
    - 426 West San Fernando Street
    - 420 West San Fernando Street
    - 410 West San Fernando Street
    - 124 Delmas Avenue
    - 117 Gifford Avenue
    - 125 Gifford Avenue
    - 131 Gifford Avenue
    - 137 Gifford Avenue
    - 149 Gifford Avenue
    - 155 Gifford Avenue
    - 163 Gifford Avenue
    - 169 Gifford Avenue
    - 119 Delmas Avenue
    - 446 West San Fernando Avenue





FIGURE 5.49: Lakehouse District structures

Standards

S5.15.9 **Lakehouse City Landmark Historic District relationship to new development.** New development within the Project shall maintain a minimum separation of 100 feet from historic structures in the Lakehouse Historic District. South facades of block E2 and E3, across the street from the Lakehouse Historic District, shall establish an architectural height reference within 10 feet of the average height of adjacent resource(s) for a horizontal length greater than or equal to the adjacent resource(s). The architectural height reference is not required to be continuous, and the horizontal distance between references for a building shall not exceed 40 feet.

S5.15.10 **Lakehouse District stepback.** New development on blocks E2 and E3 shall stepback all levels above 60 feet from grade an average of 20 feet from the property line for 50 percent of the linear frontage along the Lakehouse District. The average setback area is measured up to a 40-foot depth of the property line. The required location of stepbacks facing the Lakehouse District and examples are illustrated in Figure 5.50 and Figure 5.51, respectively.

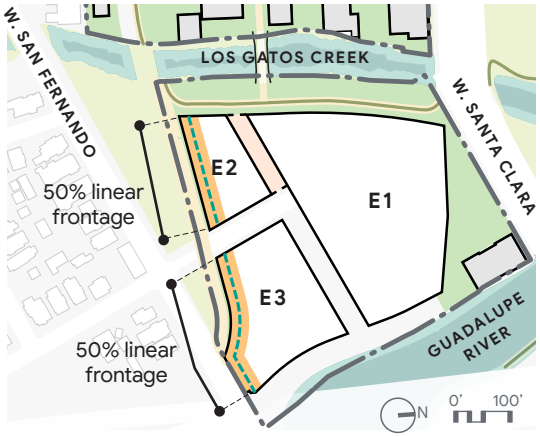


FIGURE 5.50: Lakehouse District stepback

- 40-foot limit of measurement
- 20-foot offset from the property line

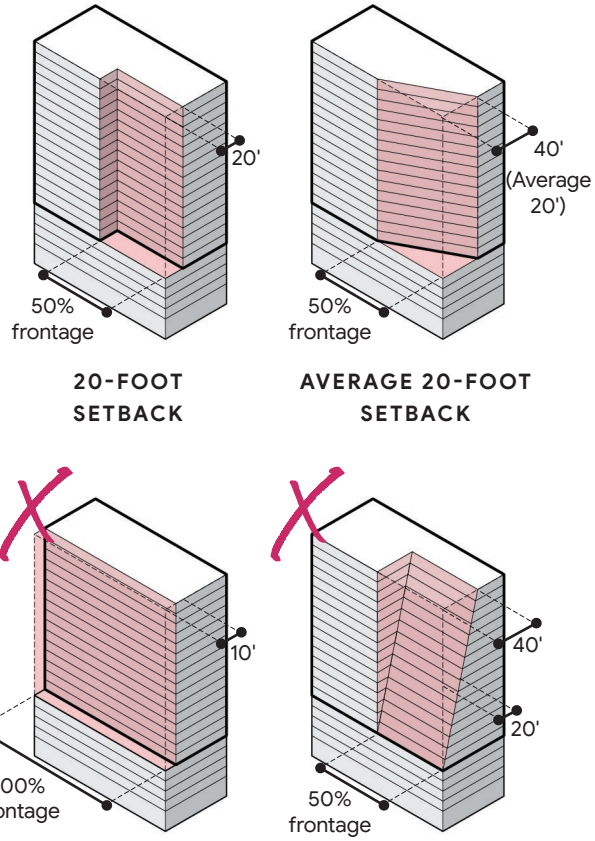


FIGURE 5.51: Examples of skyline level residential stepback

NOTE: X *Denotes a non-compliant condition*

- Built area above setback height
- Built area reduction

S5.15.11 **Lakehouse District height cap zone.** New development on blocks E2 and E3 shall not exceed 150 feet in height (as measured to top of roof) within 200 feet across the street from any property within the Lakehouse Historic District as identified in Figure 5.52. Maximum height of blocks E2 and E3 are denoted in Section 5.6



FIGURE 5.52: Lakehouse District height cap

- Site area within 200 feet of properties within the Lakehouse Historic District
- Lakehouse Historic District

Southern Pacific Depot Historic District

The Southern Pacific Depot Historic District, immediately west of the Project site, is a grouping of mid-1930s-era railroad buildings and structures along Cahill Street and is National Register listed. The centerpiece of the district is Diridon Station. Southern Pacific's Cahill Station was designed by John H. Christie, who was the company's chief architect from 1924 to 1947. The station, constructed in the Italian Renaissance Revival Style, was completed in 1935 and renamed Diridon Station after rehabilitation efforts in 1994. Additional contributing resources include the Santa Clara underpass and car cleaners shack, located at the northern and southern end of the district respectively.

The Project does not include new development across Cahill Street from the Southern Pacific Depot — between West San Fernando Street and West Santa Clara Street. A view corridor along a pedestrian and bicycle shared-use path (see Section 4.10) and the VTA light rail corridor maintains a visual connection between the historic Southern Pacific Depot and Downtown.

The Project does include new development adjacent to or across the Santa Clara underpass and across the street from the car cleaners shack. However, because of their low heights, an architectural reference in new development to either structure is addressed through pedestrian level requirements of the ground floor as identified in Section 5.8, along with applicable standards and guidelines in DDG sections 4.2.4, 5.3.1.a, 5.3.1.b, and 5.3.2, which define a scale and rhythm in keeping with both resources.

Standards

S5.15.12 **Southern Pacific Depot (Diridon Station) Historic District sightline.** New development shall not be permitted within 20 feet of the northern edge of the existing VTA tunnel along the Downtown to Diridon shared-use path (see S4.15.1, S4.16.1, and S4.17.1). Additionally, the Project shall maintain a minimum building separation of 60 feet between blocks D6 and D7 to preserve a sightline between the historic resource and Downtown. Landscape elements shall be permitted.



FIGURE 5.53: Southern Pacific Depot Historic District

160 North Montgomery Street

Standards

S5.15.13 **160 North Montgomery Street height reference.** The east facade of block C3 shall establish an architectural height reference within 10 feet of the historic resource's height for a horizontal length greater than or equal to the east facade width.

Block C3 shall be exempt from the above requirements should 160 North Montgomery Street be relocated.

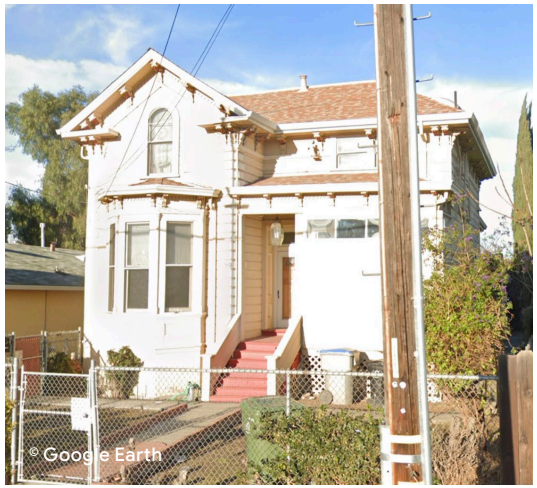


FIGURE 5.54: 160 North Montgomery

Additional Adjacent Resources

Additional resources were noted as part of the Project's CEQA analysis within a 200-foot radius of the Project. Historic resources along North Montgomery Street, Delmas Avenue, San Carlos Street, and Royal Avenue are Structures of Merit or Identified Structures that are across the street from but not adjacent to the Project. Historic resources along North Autumn Street and West Julian Street are neither across the street from or adjacent to the Project. The historic resources listed below contribute to the character of Downtown San José but do not require a massing or architecture relationships with the Project based on where they are located relative to new development.

As previously stated, standards and guidelines in *DDG Section 4.2.4: Historic Adjacency* (unless previously noted) apply to all historic resources — both Project and adjacent resources — including those listed on the previous pages and in the following list:

- National and California Register
  - 237 North Autumn Street – Eligible
- Candidate City Landmark
  - 195 North Autumn Street – Eligible
  - 199 North Autumn Street – Eligible
  - 203 North Autumn Street – Eligible
- Structure of Merit
  - 255 North Autumn Street – Listed
  - 338 Royal Avenue Residence – Eligible
  - 151 North Autumn Street – Eligible
  - 263 North Autumn Street – Eligible
  - 211 North Autumn Street – Eligible
  - 210 North Montgomery Street – Eligible
  - 270 North Montgomery Street – Eligible
- Identified Structure
  - 101 Delmas Avenue – Listed
  - 541 West Julian Street – Listed
  - 562–564 West San Carlos Street – Eligible

5.16 Low-rise Context

The standards in this section relate to new development adjacent to or across the street from single-family residential buildings as shown in Figure 5.55, superseding standards in DDG Section 4.2.2. Additionally, height limits described for block H1 in Section 5.6 and the massing reductions in response to the Lakehouse Historic District adjacency in Section 5.15 contribute to reducing the scale of new development adjacent to low-rise existing buildings.



FIGURE 5.55: Single-family residential height reference locations

- Existing single-family residential
- Height reference for existing single-family residential

Standards

S5.16.1 **Architectural height reference for single-family residential.** New development adjacent to or across the street from single-family residential shall establish an architectural height reference within the podium level of the building. Height references shall have a minimum depth of nine inches. Strategies include but are not limited to distinct fenestration lines, massing stepback, volumetric shift, or material change with a dimensional aspect.

New development shall be exempt from the above requirement should redevelopment of the adjacent or facing single-family residential be redeveloped with new development that exceeds 40 feet in height.

[DDG standard 4.2.2.a-c — superseded]

S5.16.2 **Block H1 skyline level stepback.** Block H1 shall not exceed 90 feet in height as measured to top of roof within 50 feet of the property line on the north and east edges of the block. The remainder of the block is capped in height by S5.6.3

S5.16.3 **Blocks H3 and H4 skyline level stepbacks.** Blocks H3 and H4 shall cumulatively stepback all levels above 90 feet from grade an average of 20 feet from the property line for 50 percent of the linear block frontage along both Royal Avenue and Auzerais Avenue. The average setback area is measured up to a 40-foot depth of the property line. The required location of stepbacks as well as examples are illustrated in Figure 5.56 and Figure 5.51, respectively.

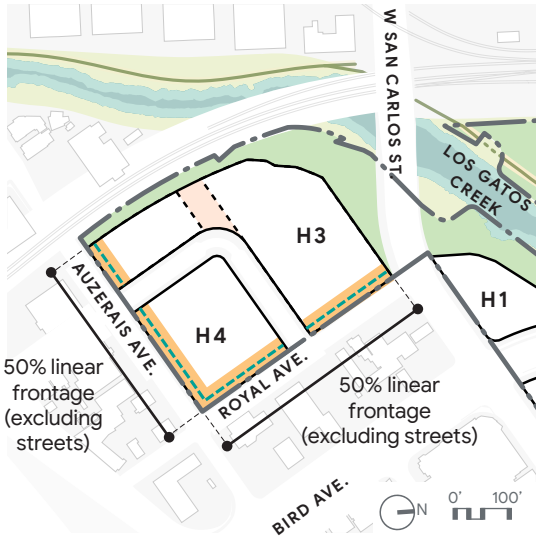


FIGURE 5.56: Blocks H3 and H4 built area setback fronting low-rise context

- 40-foot limit of measurement
- 20-foot offset from the property line

5.17 Los Gatos Creek and Open Space

To address the various building scales, programming, and habitat within the Project, standards and guidelines in this section address: massing and modulation along Los Gatos Creek; architectural elements to break down the scale at the ground floor; and shaping new development for sunlight access and environmental factors.

Relevant DDG standards and guidelines that apply to Los Gatos Creek and open space facades include DDG Section 3.4.1 unless superseded by the DWDSG.

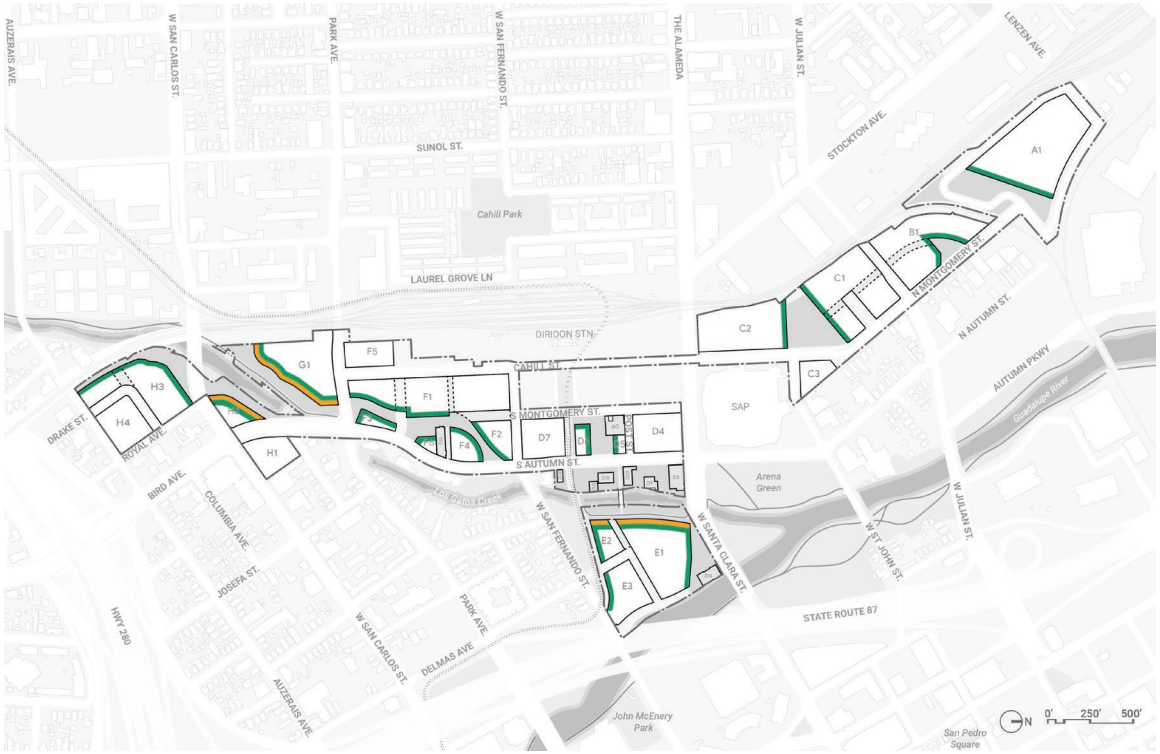


FIGURE 5.57: Open space and Los Gatos Creek frontage locations

- Los Gatos Creek frontages
- Open space frontages (excluding mid-block passages)

NOTE: *See Sections 5.5 and 5.6 for standards and guidelines applicable to Creekside Walk at Autumn Street (Blocks D8-D13).*

Los Gatos Creek Frontage

The Project's open space design enhances ecological resources by providing physical and visual access to Los Gatos Creek while buffering the sensitive habitat from more active programming. The design intent along Los Gatos Creek is to create an ecological benefit while creating a biophilic pedestrian experience. Therefore, additional architectural requirements apply to facades facing Los Gatos Creek, see Figure 5.57, in addition to the project-wide standards.

Required massing strategies are specific to use along Los Gatos Creek and reference other standards within this chapter and *Chapter 4: Open Space*.

Standards

S5.17.1 **Block H2 built area along Los Gatos Creek.** Built area above 90 feet on block H2 shall not exceed one-third of the site area within the 100-foot setback from the riparian corridor edge, defined by the Top of Bank (TOB) or edge of existing riparian canopy, whichever is a greater distance from the creek extended at a consistent depth within the property line as shown in Figure 5.58 and Figure 5.59. Site area shall be measured in plan and is permitted to be consolidated or distributed such that the total complies.



FIGURE 5.58: Setbacks from the Los Gatos Creek Riparian Corridor Edge at a consistent depth within the property line

- Los Gatos Creek Riparian Corridor Edge
- Setback from the Los Gatos Creek Riparian Corridor Edge
- Site area within 100-foot setback from the Los Gatos Creek Riparian Corridor Edge

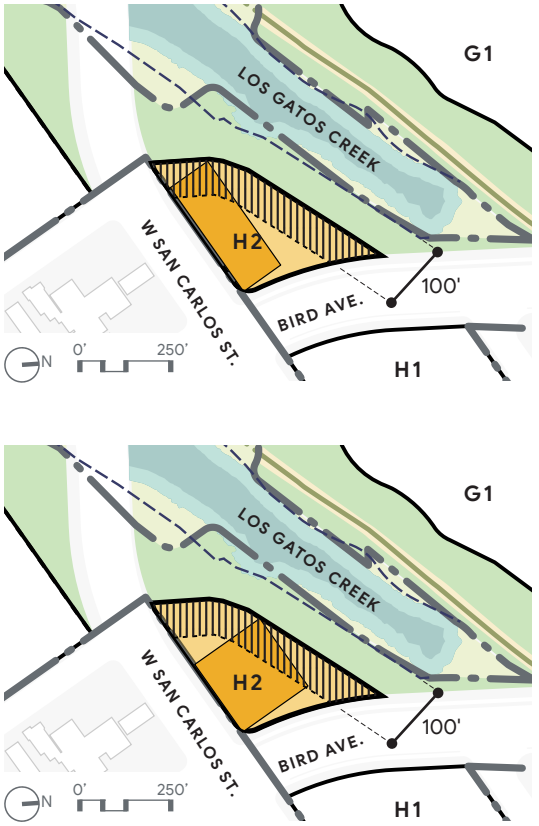


FIGURE 5.59: Examples of block H2 built area along the creek

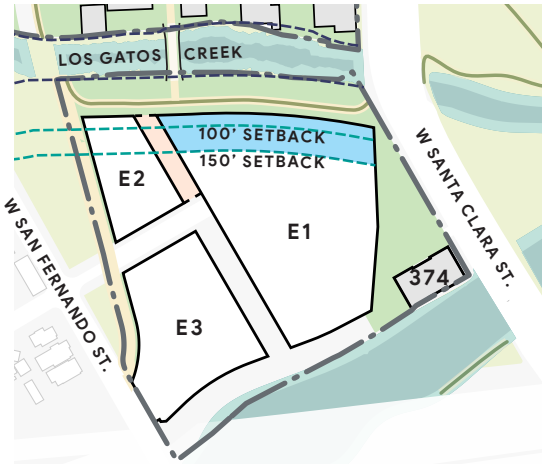
- Site area within 100-foot setback from the Los Gatos Creek Riparian Corridor Edge
- Built area above 90 feet in height
- Built area above 90 feet in height within 100-foot setback from the Los Gatos Creek Riparian Corridor Edge
- Built area below 90 feet in height
- Property line

S5.17.2 **Los Gatos Creek East average building setback.** New development on blocks E1 and E2 shall cumulatively maintain an average building setback of 100 feet from the Los Gatos Creek Riparian Corridor, see Figure 5.60.

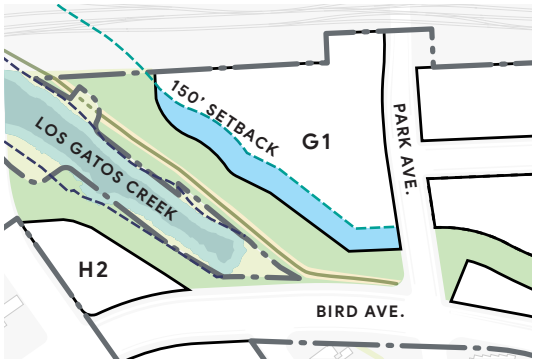
S5.17.3 **Creekside built area reduction.** New development on blocks E1 and G1 shall apply half of the 15 percent skyline level built area reduction (7.5 percent) that is required per S5.11.2 to the frontage within the 150-foot setback from the Los Gatos Creek Riparian Corridor Edge, defined by the Top of Bank (TOB) or edge of existing riparian canopy, whichever is a greater distance from the creek extended at a consistent depth within the property line as shown in Figure 5.60 and Figure 5.61.

The built area reduction is calculated as the sum of unenclosed or unbuilt area of each skyline level, within the 150-foot setback from the Los Gatos Creek Riparian Corridor Edge, divided by the total available area. The total available area is measured as the block square footage multiplied by the number of total built levels in the skyline level excluding roof structures.

For information on the overall built area reduction requirement for buildings with long facades, see S511.2.



BLOCK E1 AND E2 CREEKSIDE



BLOCK G1 CREEKSIDE

N 0' 250'

FIGURE 5.60: Setbacks from the Los Gatos Creek Riparian Corridor Edge along blocks E1, E2, and G1

- Los Gatos Creek Riparian Corridor Edge
- Setback from the Los Gatos Creek Riparian Corridor Edge
- Site area within 150-foot setback from the Los Gatos Creek Riparian Corridor Edge

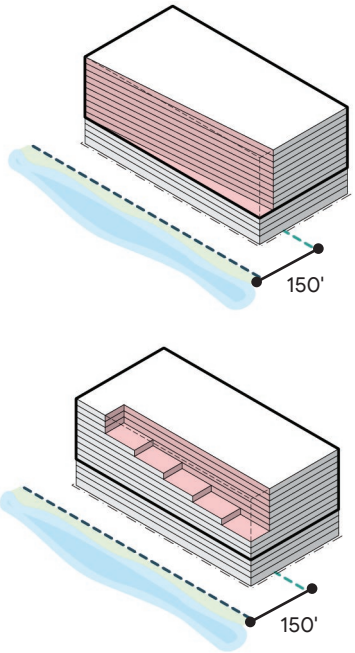


FIGURE 5.61: Examples of block E1 and G1 creekside built area reduction

- Los Gatos Creek Riparian Corridor Edge
- Setback from the Los Gatos Creek Riparian Corridor Edge
- Skyline level built area
- Skyline level built area reduction

Guidelines

G5.17.1 **Modulation along blocks E2 and H2.** Los Gatos Creek frontage on blocks E2 and H2 are encouraged to modulate the facade or apply vegetation strategies to increase the effective size of habitat areas and create biophilic experiences along the creek. Modulation strategies include but are not limited to balconies, bays, and massing recesses that vary facade depth. Vegetation strategies include but are not limited to planting of softscape and trees at the base of the building, outdoor terraces with softscape and trees, green walls, and vertical trellises.

G5.17.2 **Vegetation along blocks E1 and G1.** Los Gatos Creek frontage on blocks E1 and G1 are encouraged to incorporate vegetation into the massing and architectural design. Vegetation strategies include but are not limited to planting of softscape and trees at the base of the building, outdoor terraces with softscape and trees, green walls, and vertical trellises.

G5.17.3 **Vegetation application continuity.** Vertical and horizontal vegetation applications are encouraged to be as connected and continuous as possible. Strategies are encouraged to connect or minimize the distance from the ground plane vegetation and Los Gatos Creek Riparian Corridor Edge to increase the effective size of habitat areas.

G5.17.4 **Supporting trees and shrubs.** Irrigation and growing substrate for vegetated terraces/greenroofs are encouraged to support trees and shrubs instead of grasses and sedums.

Contextual Considerations

Connection to riparian landscapes. Buildings should consider using materials and treatments that reinforce connection to riparian landscapes, particularly in the Core and Southend. Strategies could include but are not limited to the use of natural materials such as wood and incorporating vegetation within facade systems.

Open Space Frontage

Downtown West open spaces will have a variety of sub-spaces that integrate multiple wind and solar optimization strategies to maximize comfort for different user groups and programming uses throughout the majority of the year. New development reinforces massing and architecture strategies that enhance the comfort and experience of open spaces and consider connection to materials and textures found within the open spaces. See Sections 4.9 – 4.19 for specific design and programming of open spaces within the Project.

Standards

S5.17.4 **Pedestrian level horizontal elements.** Facades facing open spaces shall incorporate horizontal architectural elements within the pedestrian level. Horizontal elements include:

- Horizontal projections, including bay windows and balconies
- Horizontal recesses
- Canopies
- Shading devices
- Awnings
- Expressed structural elements

Cumulative horizontal elements shall span a minimum of 20 percent of the facade's linear frontage. Requirements can be achieved through single or multiple horizontal elements.

Facades along mid-block passages and existing buildings are exempt from this standard.

Guidelines

G5.17.5 **Buildings south of an open space.** All buildings south of an open space are encouraged to include built area reduction strategies as shown in Figure 5.62 and Figure 5.63. Building edges should be assessed based on adjacencies. Building shaping should be focused on the edges that have the most impact on the solar availability for open spaces.

For example, blocks with limited overshadowing from the west should consider reducing massing volume at north and northwest elevations.

Contextual Considerations

Ground floor facade materials. Ground floor facades facing open space should have highly tactile materials found within the open space designs.

Entries on open space. Pedestrian level design should enable indoor/outdoor functions, especially those fronting Los Gatos Creek and open spaces. Large openings and exposed architectural structures reflecting industrial uses in the surrounding area are encouraged.

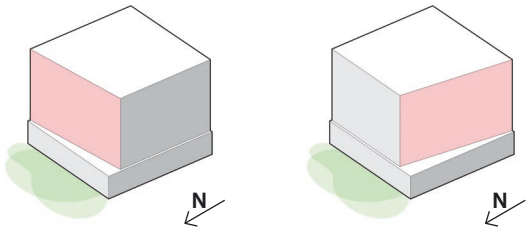


FIGURE 5.62: Examples of north-west massing strategies south of open space

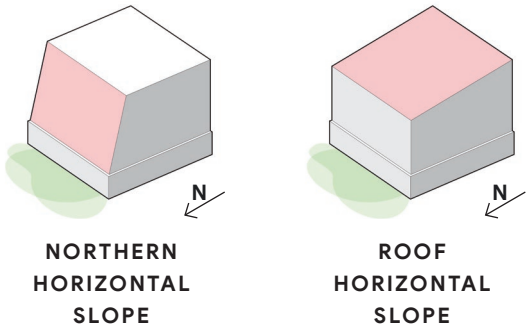


FIGURE 5.63: Examples of north upper-edge massing strategies south of open space



Multi-functional streets that prioritize people.

© City of San José

Mobility

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Overview

6.1 Mobility Objectives

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

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

The DWDSG is intended to promote opportunities for creative and innovative design solutions aligned to the chapter objectives described in the following list. The Conformance Review application shall be approved notwithstanding inconsistency with certain guidelines where the project sponsor provides information during the Conformance Review process showing the subject application on balance generally promotes the design intent of the following chapter objectives, where applicable.

Tailor the character and function of streets to support adjacent uses, open space, and neighborhoods. Implement a mix of urban, narrow, and active streetscapes in active use zones while integrating natural streetscapes that prioritize native species, tree canopy, and ecological benefits throughout the Project.

Prioritize space for pedestrians and cyclists within streets to promote walkability and active mobility. Support walking, biking, and public transit ridership with amenities that support non-vehicular choices to and from Downtown West.

Enable efficient, intuitive, and safe movement of cars, buses, and trucks through a redundant street grid that is right-sized to traffic volume, has separated space for pedestrians and bicyclists, and slows vehicle speeds.

Limit right-of-way width to calm traffic, maximize open space, and reduce residential and office area loss. Utilize multi-purpose and flexible space within streets to respond to changing context, use, and technological innovations in mobility.



IMPLEMENT URBAN, NARROW, AND ACTIVE STREETSCAPES



ENSURE ACTIVE MOBILITY OPTIONS



PRIORITIZE SPACE FOR PEDESTRIANS, CYCLISTS, AND PUBLIC TRANSIT



ENABLE A PEOPLE-CENTRIC PLACE



CREATE EFFICIENT, INTUITIVE, AND SAFE NETWORK



UNLOCK ACCESS TO NATURE

FIGURE 6.1: Examples of mobility objectives in practice

6.2 Planning Context

The function and design of Downtown West streets are informed by various planning and policy documents. Ranging from neighborhood to City-wide scale, they include regulatory controls, guidance and best practices, high-level visionary goals, and phased infrastructure recommendations.

Key Regulatory Documents

- **Envision San José 2040 General Plan.** The General Plan establishes a vision for San José's transportation network, creating a framework for all other transportation plans and guidelines. The General Plan establishes goals, policies, and directed actions necessary to implement the land use and transportation plan updates. The goals for land use and transportation recognize the importance of a multimodal transportation system, with a street typology system that prioritizes walking, bicycling, and other alternate modes of travel.
  In addition, the General Plan emphasizes the importance of the city's trail network as an essential element of the overall transportation system. The General Plan introduces eight street typologies based on primary street functions and adjacent land use context. Street types within Downtown West are marked with an asterisk below.
  - Grand boulevard*
  - On-street primary bicycle facility*
  - Main street*
  - City connector street*
  - Local connector street*
  - Residential street
  - Expressway
  - Freeway

  Subsequently, the City has approved implementation plans to support the overall goals of the General Plan, including the Electric Mobility Roadmap, which aims to reduce private vehicle trips through expansion of public transit, fleet vehicles, and micro-mobility alternatives. The Electric Mobility Roadmap aims to expedite the adoption of electric vehicles through infrastructure, incentives, and awareness.

- **DSAP.** In anticipation of the planned extension of Bay Area Rapid Transit (BART) and the California High Speed Rail (HSR) project to San José, the DSAP provides a concept plan for the transit area and a modified land use and transportation network for a 240-acre area surrounding Diridon Station.

- **CSDSG.** Adopted in 2018, the CSDSG is a comprehensive set of street design principles that ensure all roadways within the City are designed to be people-oriented, connected, and resilient. These guidelines are used for consistency of street dimensions across the City. The DWDSG aligns to the intent of the CSDSG, and modifications from City-wide standards for site-specificity have been identified in this chapter. The applicable provisions of the CSDSG are listed in *Appendix C.3: Horizontal Improvement Checklist*. *Appendix E* lists the CSDSG standards and guidelines that were made inapplicable to Downtown West through this document and concurrent CSDSG amendments.

- **DDG.** The DDG provides standards and guidelines for service and loading entrances, vehicular access, and parking garage requirements.
- **Municipal Code - Title 13: Streets, Sidewalks, and Public Places.** Street right-of-way (ROW) width requirements are listed in Title 13 of the San José Municipal Code. Title 13 confirms that all City street designs submitted on tentative maps and site plans shall comply with the design criteria within the CSDSG unless otherwise authorized. Right-of-way dimensions can be modified through City Council action. Additionally, Council Policy 5-1 Transportation Analysis Policy establishes vehicle miles traveled (VMT) as the metric for CEQA conformance and outlines the requirements for development projects to prepare a local transportation analysis (LTA) report to identify the forecasted impact that development will have on the transportation network.
- **Climate Smart San José.** Climate Smart identifies strategies in pursuit of urban sustainability including clean mobility choices, integrated and accessible public transport infrastructure, and reduction of VMT.
- **Better Bike Plan 2025.** The Better Bike Plan builds upon the San José Bike Plan 2020 and incorporates the land use and transportation goals of Envision San José 2040 to create a bicycle network that is safe, comfortable, and convenient.

Best Practice and Guidance

- **City of San José Vision Zero Action Plan.** Downtown West is located along areas with increased collision incidents. This Action Plan is referenced in this chapter as a tool to implement safety countermeasures for streets and crossings within the development area.
- **Traffic Calming Toolkit.** The Traffic Calming Toolkit organizes traffic calming measures and approaches under the categories of the three E's: Education, Enforcement, and Engineering. The Toolkit describes traffic calming measures, including their intended application.
- **San José Tree Policy Manual and Recommended Best Practices.** The purpose of the City of San José Tree Policy and Recommended Best Management Practices Manual is to define responsibilities for tree management within the City of San José and to provide guidelines for best management.
- **US Access Board Americans with Disabilities Act (ADA) Guidelines and Standards and Guidelines for Pedestrian Facilities in the Public Right-of-Way (ROW).** The US Access Board provides guidance related to building, right-of-way, shared-use path, and parking access. The DWDSG utilizes universal design principles to meet or exceed all related regulations and guidance.

Parallel Planning Efforts

- **DISC.** The Diridon Integrated Station Concept Plan, currently underway, will develop a spatial configuration and layout for the Diridon multimodal transit station including: the alignment of the heavy and light rail tracks entering / exiting the station; the location of rail platforms; access considerations for bicycle and pedestrian traffic as well as for private vehicle access and flow; and the station's integration with the urban fabric and city context. In February 2020, the San José City Council, Caltrain Board of Directors, and High-Speed Rail Authority Board accepted a concept plan. The concept plan is preliminary, and the DISC partner agencies are proceeding with further design and operational analysis.
- **Downtown Transportation Plan.** With goals to improve access, mobility, circulation, navigability, streetscape, and public life, the Downtown Transportation Plan will identify priority multimodal improvements for Downtown San José.
- **Diridon Area Parking Study.** A parking study is currently under development by the City of San José to develop parking strategies for the areas surrounding the SAP Center. The study aims to build upon existing data and past studies to develop a right-sized approach for parking, which will encourage shared parking, incorporate transportation demand management strategies, and ensure that new parking facilities within the area are optimally located.
- **San José Access and Mobility.** *Phase I: Transportation Directives of the Access and Mobility Plan* (completed in January 2019) merged elements of the City's General Plan and transportation policies to design a transit-focused urban area where walking and bicycling are prioritized through designs and policies. Future phases of the plan will develop projects and policies that make progress on goals to increase walking, biking, and transit use, decrease auto dependence, increase safety, and re-focus street design for people.
- **DSAP Updates.** DSAP amendments in 2021 include planned improvements in the public right-of-way and overall street network, open space, and surrounding land uses.

6.3 Street Network and Hierarchy

Street Network

Downtown West streets knit surrounding neighborhoods together by filling gaps in the existing bicycle, pedestrian, and trail networks. The Project extends streets and adds mid-block passages to optimize walkability. Additionally, each street right-of-way is reallocated to minimize area dedicated for vehicles, while maintaining traffic throughput and operational efficiency, and maximize space for the active streetscape, which includes sidewalks, bike lanes, and planting areas. The Project aims to employ best practices as outlined in the Vision Zero Action Plan to prioritize safety with a goal to reduce traffic collisions. Multi-use trails and shared-use paths within the Project, discussed in more detail in *Chapter 4: Open Space*, are a critical part of the overall transportation network elevating the mobility of pedestrians, bicyclists, and other micro-mobility modes.

Standards

S6.3.1 **Public right-of-way.** All public right-of-way shall be open to the sky with the exception of pedestrian bridges as permitted in DDG Section 4.4.8.

S6.3.2 **Grid extensions.** The Project shall create street extensions shown in Figure 6.2, which include the following locations:

- Cahill Street north of West Santa Clara Street to North Montgomery Street
- Cahill Street south of West San Fernando Street to Park Avenue
- West St. John Street to the Cahill Street extension
- West Post Street between Cahill Street and South Autumn Street
- North Montgomery Street north of Cinnabar Street to Lenzen Avenue

[DDG Guideline 3.2.1.a — superseded]

S6.3.3 **Street network reconfiguration.** If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas.

Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involves the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern is consistent with the General Plan and with all standards that are not affected by the property acquisition.

S6.3.4 **Relationship to DISC and rail corridor.** Development of the street network and circulation pattern shall be authorized pursuant to the standards and guidelines in this DWDSG. If the DISC partner agencies approve an alignment and expansion of the existing rail right-of-way — including any elevation of rail — that impacts the street network or circulation pattern, including by changing connections across the rail corridor, this DWDSG authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards and guidelines elsewhere in this DWDSG, as reasonably necessary to address the changed conditions. In addition, if the DISC process proposes alternative street operation or function after improvement of DISC, changes to street function and operation may be permitted by the director without amendment to DWDSG.

Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE as part of Conformance Review or the horizontal improvement, subdivision mapping and improvement plan process, as applicable, without requiring amendment to the DWDSG. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern are consistent with the General Plan and with all standards that are not affected by the approved DISC alignment.

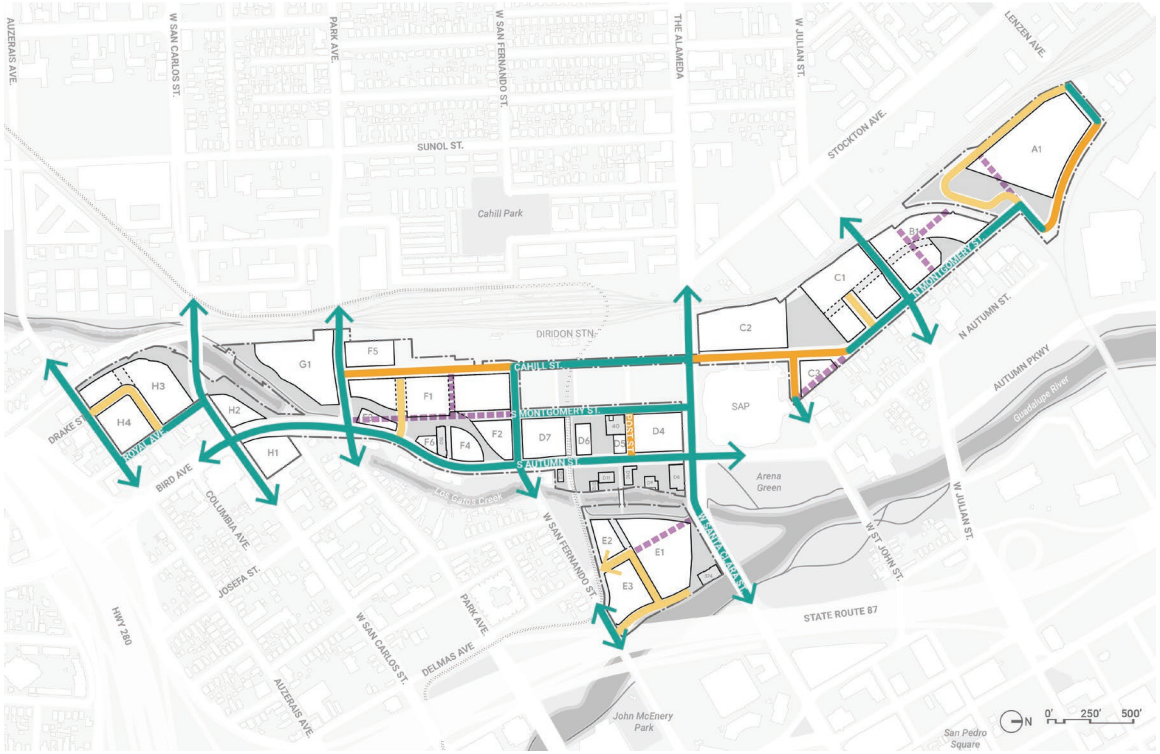


FIGURE 6.2: Street network

- Existing public street network
- New public streets
- Removed / relocated public streets
- New private streets

Street Hierarchy

Streets range in character to support both their transportation function and adjacent land uses. Downtown West organizes the streets as shown in Figure 6.2 using the applicable street typologies defined in the General Plan and included in the DSAP. These street typologies include:

- **Grand boulevard.** A major transportation corridor that connects City neighborhoods and is typically a primary transit route. Transit is prioritized and there is a strong emphasis on pedestrian access.
- **City connector street.** Pedestrians and cyclists are prioritized, while simultaneously allowing transit access. Roadways typically have two to three lanes that accommodate moderate to high volumes of traffic.
- **Main street.** Pedestrian access is prioritized to provide a safe and comfortable environment. Primarily serves commercial and social interests at the local neighborhood scale.
- **On-street primary bicycle facility.** Bicycle access is prioritized through enhanced bicycle facilities that link together the City-wide network and off-street trail system. Generally, these streets match local connector street typologies with protected bicycle facilities.
- **Local connector street.** Typically, a two-lane street that prioritizes pedestrians and cyclists while accommodating vehicular access in each direction. These are low-volume streets designed to support slow vehicle speeds.
- **Private streets.** Private streets are an additional street typology owned and maintained by the project sponsor for internal block circulation, service, and loading access. Closely integrated with open space design, private streets extend the public realm while retaining flexibility through vehicle access controls such as retractable or removable bollards or other vertical barriers. Private streets are subject to the standards and guidelines of Section 6.8.

Standards

S6.3.5 **Street hierarchy.** Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street.

[CSDSG Standard 1 — superseded]

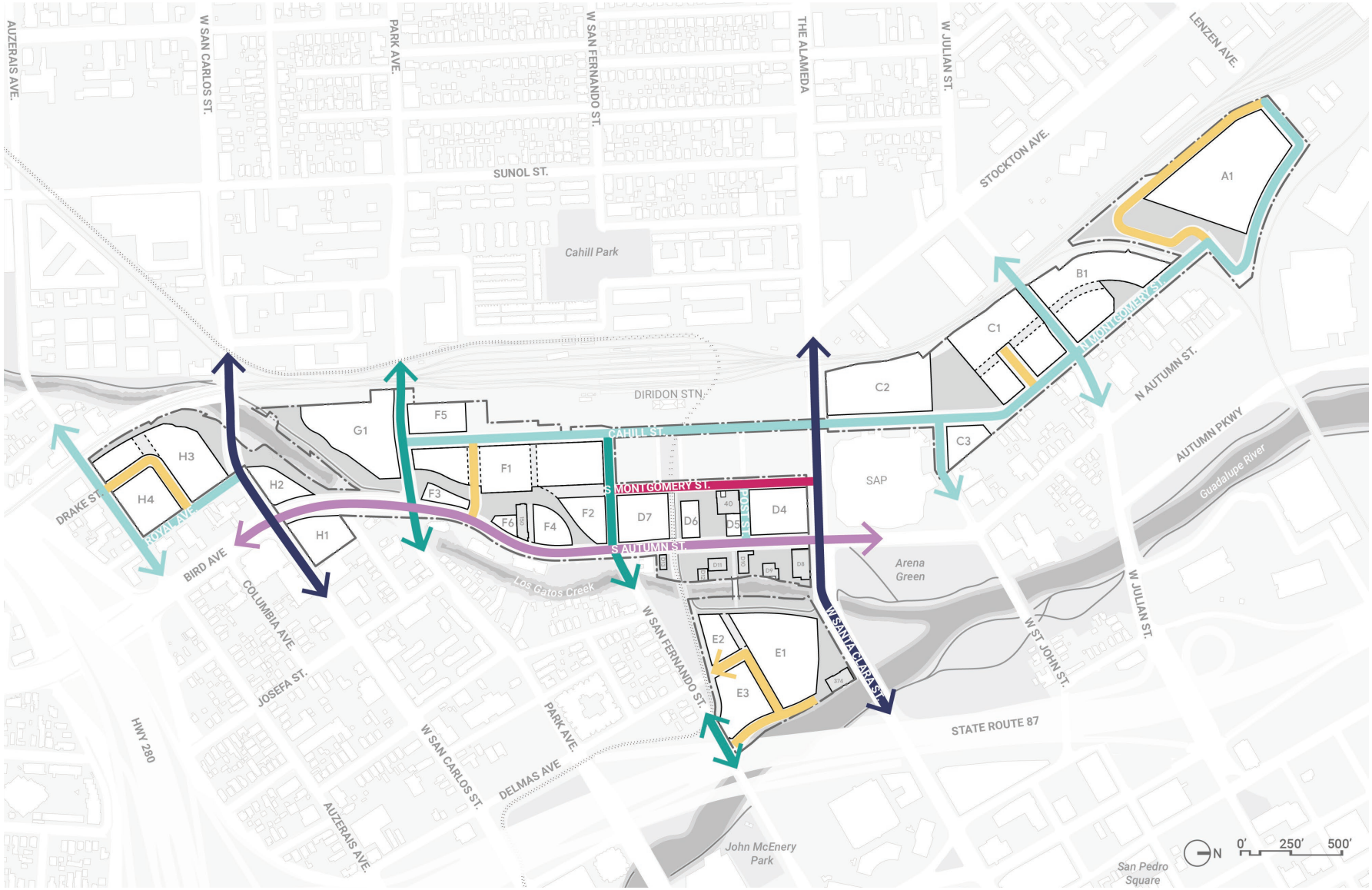


FIGURE 6.3: Street hierarchy by General Plan street typology

- Grand boulevard
- City connector
- Main street
- On-street primary bicycle facility
- Local connector
- Private street

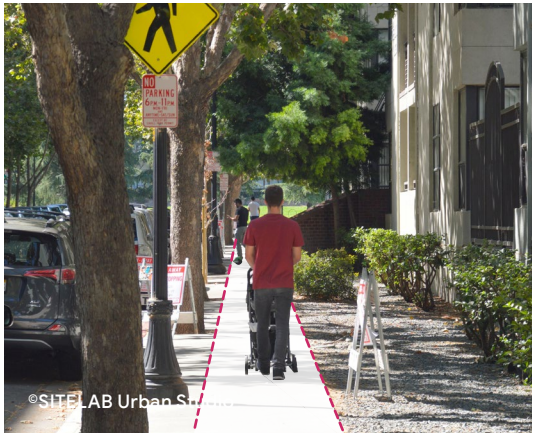
*** NOTE:** *The CSDSG focuses on four types of General Plan street typologies: grand boulevards, main streets, city connector streets, and local connector streets. The CSDSG recognizes that for purposes of street design, standards and guidelines applicable to local connector streets shall apply to on-street primary bicycle facilities.*

Active Streetscape

The active streetscape — the area of the street outside the curb-to-curb including sidewalks, bikeways, and planting areas — serves as multi-purpose space for active mobility circulation and respite as shown in Figure 6.6. The active streetscape hosts spill-out space for active uses, public seating, trees and planting, stormwater management, and utility access points.

Terms

- **Frontage zone (F).** Sidewalk zone adjacent to buildings or the property line that may accommodate pedestrian activities like café seating or outdoor retail displays. See Figure 6.9 for examples.
- **Through zone (T).** Sidewalk zone for pedestrians to move along the street. See Figure 6.4 for an example.
- **Furnishing zone (Fn).** Sidewalk or bikeway zone that buffers between people walking or biking from another transportation mode. This area may be used for landscaping (section 6.12), street furniture (section 6.14), utility access (section 6.13), street lighting (7.6), parking meters (section 6.13), bus stops (section 6.6), bike parking (section 6.15), wayfinding elements (section 7.9), or other uses depending on need.
- **Curb zone (C).** The space where people transition in and out of their vehicles at the edge of the active streetscape and the roadway.
- **Protected bikeway (PB).** Raised or at-grade bike lane, separated from vehicular travel lanes by striped zone, temporary planter, bollard, or permanent curb zone.
- **Dynamic lanes (DL).** Flexible and adaptable curb-side lanes that — when not needed for vehicular use — can expand the active streetscape by utilizing temporary design features such as parklets or permanent features such as curb extensions, bulb-outs, stormwater management, and planting areas. Refer to section 6.11 for more information and examples.
- **Flex zone (Fx).** Defined as "an excess of roadway width" that is not used for vehicle lanes. The Project has accounted for and allocated flex zone space into other areas of the roadway such as dynamic lanes, the active streetscape, or green infrastructure use.



THROUGH ZONE (T)



FURNISHING ZONE (FN)

FIGURE 6.4: Example through zone and furnishing zone

Standards

S6.3.6 **Active streetscape prioritization.** Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.

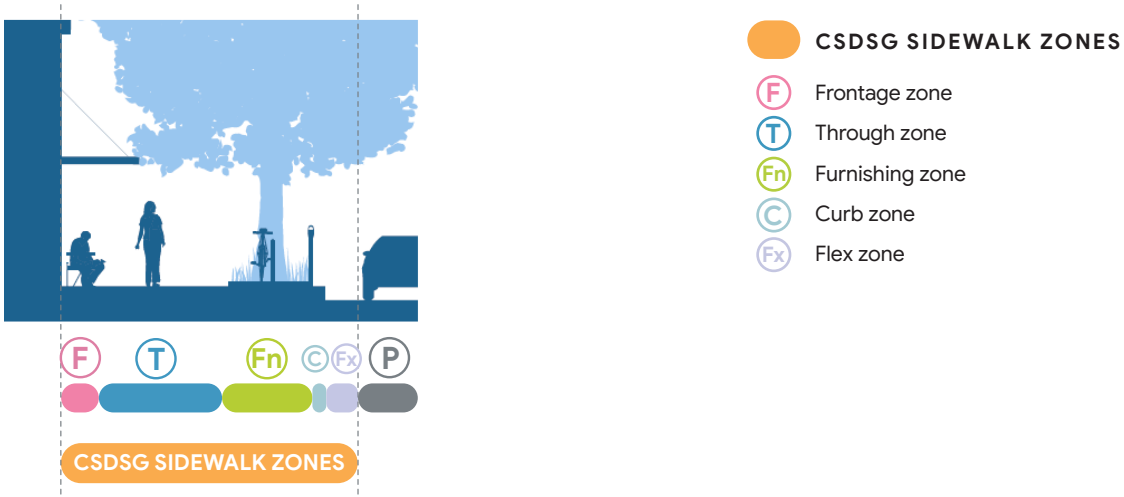


FIGURE 6.5: Sidewalk zones as described in the San José CSDSG

Source: San Jose Complete Streets Design Standards and Guidelines

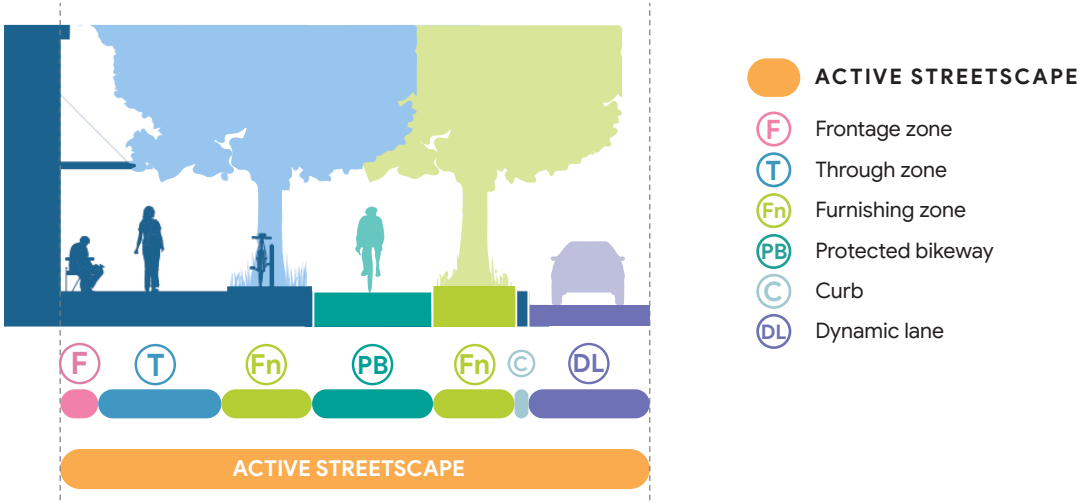


FIGURE 6.6: Elements of the active streetscape, including a protected bikeway (PB), bikeway buffer (Fn) and dynamic lane (DL)

6.4 Pedestrian Network

The pedestrian network within the right-of-way in Downtown West includes the five sidewalk zones defined by San José's CSDSG and is enhanced by the additional active streetscape elements — protected bike lanes, dynamic lanes, and planting areas within the bicycle lane buffer. Together, these zones improve the experience and increase safety for people walking and biking to adjacent neighborhoods and Downtown West buildings or open spaces. The comprehensive pedestrian network is illustrated in Figure 6.8.

Sidewalks

San José's CSDSG divides the sidewalk into five zones – the frontage zone (F), through zone (T), furnishing zone (Fn), curb zone (C), and flex zone (Fx) – which serve different pedestrian activities and functions as illustrated in Figure 6.5.

Standards

S6.4.1 **Active streetscape width.** Minimum overall active streetscape widths shall meet the sum of the minimum sidewalk width (as defined in the CSDSG "Minimum Sidewalk Zone Widths" table for "Downtown" uses) as well as bikeway and bike buffer width (as defined in the CSDSG "Detailed Pages: Types of Bikeways"). Street types for minimum sidewalk width are denoted in Figure 6.3.

[CSDSG Standard 8, Guideline 10 — superseded]

S6.4.2 **Frontage zone.** Frontage zones shall be required in locations identified in Figure 6.10. Minimum dimensions of frontage zones shall correspond to the CSDSG "Minimum Sidewalk Zone Widths" table according to street type. In locations where no frontage zone is required, the frontage zone width shall be reallocated to either the through zone or furnishing zone.

[CSDSG Standard 8, Standard 12, Guideline 10, Guideline 14 — superseded]

S6.4.3 **Through zone.** Through zones shall be designed to be continuous in width and orientation between intersections.

S6.4.4 **Furnishing zones.** When a protected bikeway is included in the active streetscape, the minimum furnishing zone width shall be permitted either between the through zone and a protected bikeway or between a protected bikeway and the curb. A minimum one-foot separation between the sidewalk through zone and a protected bikeway shall be provided.

[CSDSG Standard 8, Guideline 10 — superseded]

S6.4.5 **Allowed zone width reductions.** Where Emergency Vehicle Access (EVA), ADA accessible pick-up and drop-off, transit stops, or shuttle stops require roadway width, exemptions to minimum dimensions of the frontage zone and furnishing zone shall be permitted to avoid an increase in overall right-of-way.

[CSDSG Standard 8, Guideline 10, Guideline 14 — superseded]

S6.4.6 **On-street primary bicycle facility sidewalks.** On-street primary bicycle facility streets shown on Figure 6.3 shall meet minimum sidewalk requirements of local connector streets.

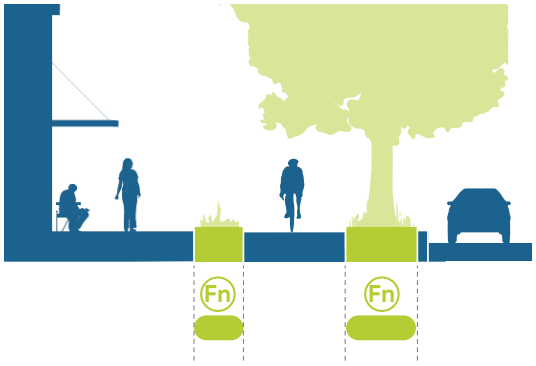


FIGURE 6.7: Minimum furnishing zone width shall be permitted in protected bikeway buffer, per S6.4.4

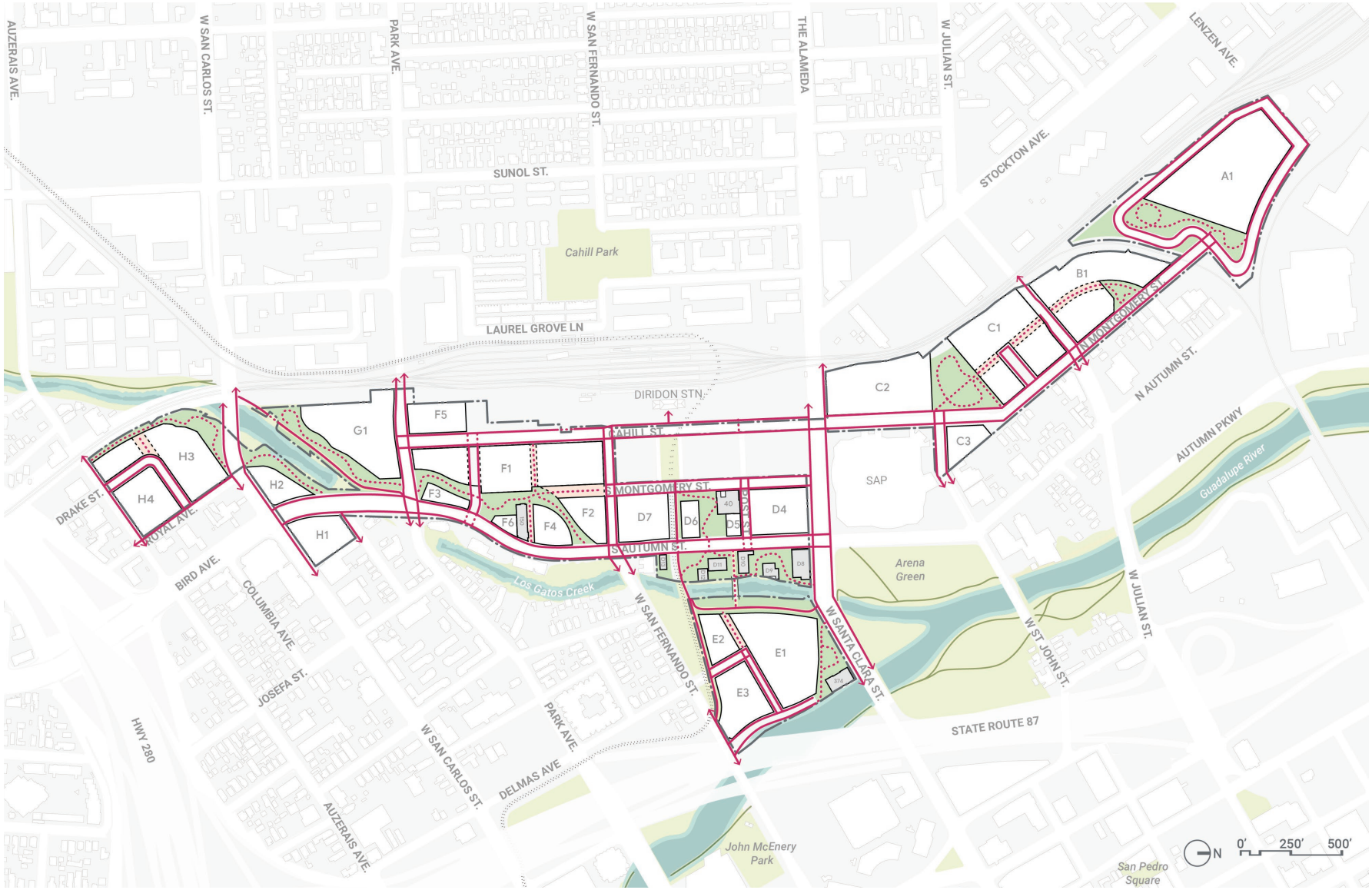


FIGURE 6.8: Pedestrian network

- Sidewalks and trails
- Illustrative public pedestrian routes





FIGURE 6.9: Examples of frontage zones



FIGURE 6.10: Required frontage zones

- Active use frontage where frontage zones shall be required, in accordance with CSDSG
- Streetscape frontage where frontage zones shall not be required because spill-out occurs in the adjacent open space

*** NOTE:** *The CSDSG requires frontage zones for grand boulevards, city connectors, and main streets for "Downtown"-designated use.*

Shared Streets

Shared streets prioritize the pedestrian experience and support safe crossing. Through design elements — including street furnishings, traffic calming measures, and unique paving materials — speeds are limited for all travel modes to that of a pedestrian. Shared street design is encouraged on streets with limited vehicle traffic adjacent to open space or active frontage, including main streets, local connector streets, and private streets (see Section 6.8). Shared streets are designed curbless (without curbs), allowing design details and vertical elements to provide definition between pedestrian-only space from shared space with vehicles.

Curbless streets should be designed to direct runoff to green stormwater infrastructure. Vertical elements, including but not limited to, street furniture, bollards, benches, planters, street lights, sculptures, trees, and bicycle parking, that provide definition between the vehicle travelway and pedestrian-only areas. See Figure 6.11 for examples of shared streets.

Standards

S6.4.7 **South Montgomery Street.** South Montgomery Street shall be designed as a shared street and maintain a minimum sidewalk width of no less than 12 feet — including, at minimum, a two-foot frontage zone, five-foot through zone, and five-foot furnishing zone. As a curbless street, a curb zone shall not be required on South Montgomery Street.

[CSDSG Standard 8, Standard 12, Guideline 10 — superseded]

S6.4.8 **Sidewalk zones.** Shared street sidewalks — except South Montgomery Street as identified in S6.4.7 — shall be a minimum of 10 feet wide, with minimum width per sidewalk zone aligned to CSDSG requirements for a downtown local connector street. No minimum curb zone shall be required on shared streets (curbless).

[CSDSG Standard 8, Standard 12, Guideline 10 — superseded]

S6.4.9 **Pedestrian path of travel.** All shared street sidewalks shall have a continuous path of travel with a minimum width of five feet. Fixed elements shall be prohibited within clear paths of travel.

S6.4.10 **Shared street transitions.** Visual or tactile elements shall be used to indicate the transition to and from a shared street to alert drivers and pedestrians to the new street conditions. Visual elements include gateways, signs, and street narrowing. Tactile elements can include tactile warning strips, raised intersections, and changes in pavement color and texture.





FIGURE 6.11: Examples of shared streets

6.5 Bicycle and Micro-mobility Network

Micro-mobility is a key component of all streets in Downtown West. Micro-mobility includes all small, fully or partially human-powered vehicles of today and the future, such as bicycles, e-bikes, and e-scooters.

Terms

- **Multi-use trails and shared-use paths (Class I).** Off-street shared bicycle and pedestrian facilities designed for safe recreational and commuting opportunities. The Downtown to Diridon Station Shared-Use Path and the Los Gatos Creek Multi-Use Trail are further explained in Section 4.9.
- **Protected bicycle lanes (Class IV).** Protected bicycle lanes are separated from vehicular transportation lanes through grade changes and / or flexible or permanent barriers. Class IV bikeways support safe and efficient mobility alternatives to vehicular transportation and provide first-last mile connections to transit as well as bridging gaps between Class I facilities like the Los Gatos Creek Multi-Use Trail. Class IV bikeways include raised bikeways, cycletracks, and on-street bicycle lanes that are separated from vehicular lanes with bollards, curbs, or planters. See Figure 6.12 for examples of Class IV bicycle lanes.
- **On-street bicycle lanes (Class II).** On-street bicycle lanes are designated bicycle lanes on the roadway, and may be separated from the vehicular lane by a painted buffer.
- **Shared lanes (Class III).** Shared lanes include sharrow and bicycle boulevard treatments and are only appropriate on narrow local and shared streets (see Section 6.4) to fill in micro-mobility gaps and enable direct building access.

Standards

S6.5.1 **Bicycle lanes.** Protected bicycle lanes (Class IV), on-street bicycle lanes (Class II), and shared lanes (Class III) shall be located as identified in Figure 6.13.

S6.5.2 **Protected bicycle lane buffers.** Where the bicycle lane buffer also serves as the furnishing zone, it shall meet furnishing zone requirements per the CSDSG “Minimum Sidewalk Zone Widths” table. See also Section 6.4.

[CSDSG Standard 8, Guideline 10 — superseded]



RAISED BICYCLE LANE



ON-STREET PROTECTED BICYCLE LANE

FIGURE 6.12: Examples of Class IV bicycle lanes

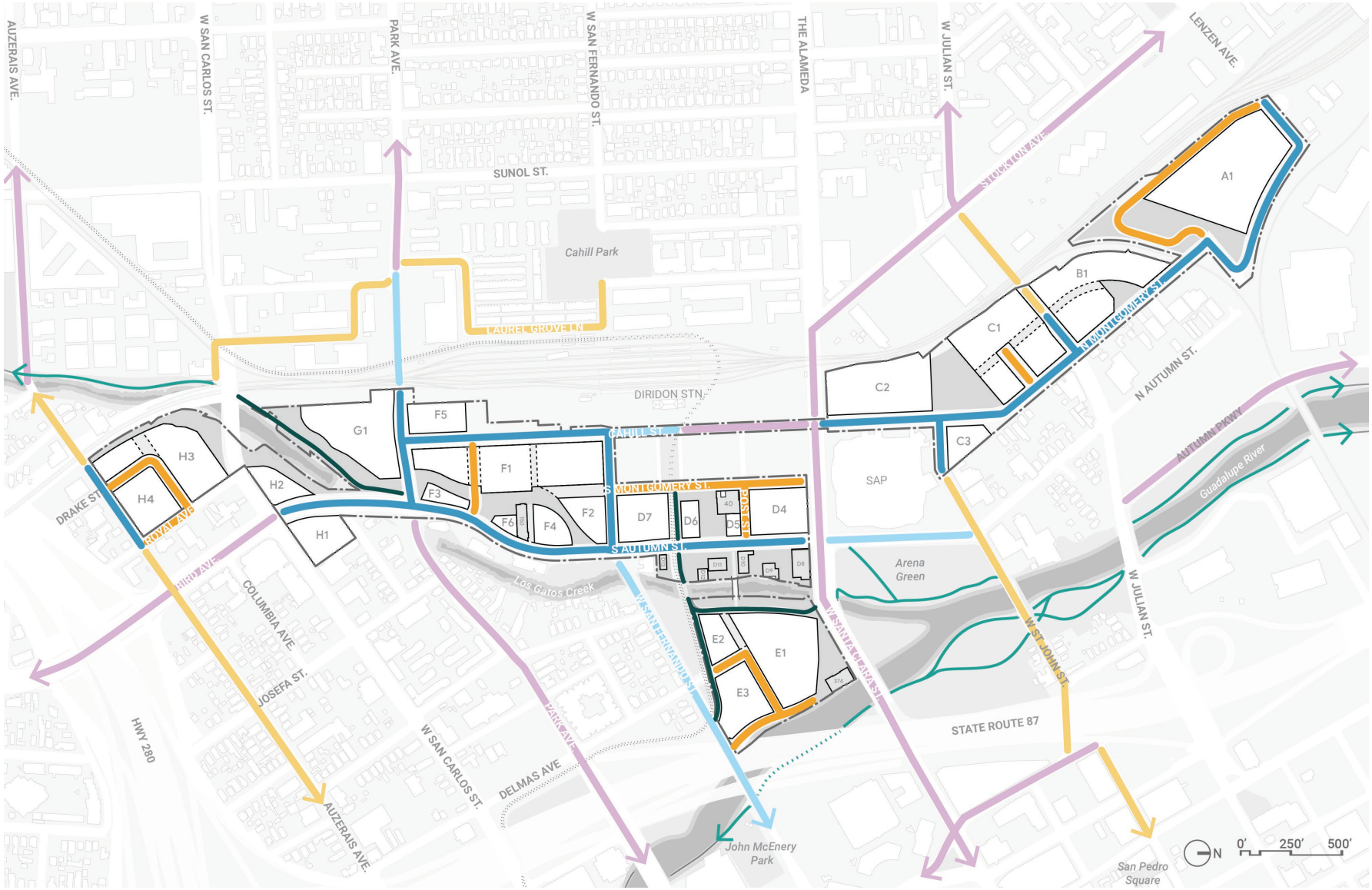


FIGURE 6.13: Bicycle and micro-mobility network

- Multi-use trails and shared-use paths (Class I)
- Protected bicycle lanes (Class IV)
- Shared lanes (Class III)
- Existing trails
- Existing protected bicycle lanes (Class IV)
- Existing on-street bicycle lanes (Class II)
- Existing shared lanes (Class III)

6.6 Transit Network

Public Transit

Diridon Station is a regional transit hub and continues to grow in importance with planned Caltrain service enhancements, a future BART station, and planned High Speed Rail, as described in DISC planning. VTA currently operates light rail and bus services that serve Downtown West and connect people to regional transit at Diridon Station. The Project can accommodate potential future City projects, including transit lane improvements along West Santa Clara Street, West San Carlos Street, and South Autumn Street. Where required or for in-kind replacement, transit stops should be designed in accordance with VTA Bus Stop Standards and VTA Bus Stop Guidelines, and sidewalk transit stops should be located near curb extensions wherever feasible. See Figure 6.14 for a diagram showing the components of a VTA transit stop.

Transit stops on streets with bikeways should be designed based on Vision Zero design principles to eliminate conflicts between drivers of transit vehicles and people riding bicycles.

Figure 6.15 illustrates examples of transit stops designed to eliminate conflicts between people riding bicycles and people taking transit. The stops are designed for efficient bus boarding and maintain a raised bikeway between the bus stop and the sidewalk. Markings and accessible tactile warning strips indicate where transit passengers cross the bikeway to get from the sidewalk to the bus stop.

Standards

S6.6.1 **Transit access.** Anticipated transit access streets, as identified in Figure 6.16, shall include at least one lane in each direction with a minimum of 11 feet and a maximum of 12 feet in width. Transit access lanes shall be outer lanes for streets greater than two lanes.

[CSDSG Standard 4 — superseded]

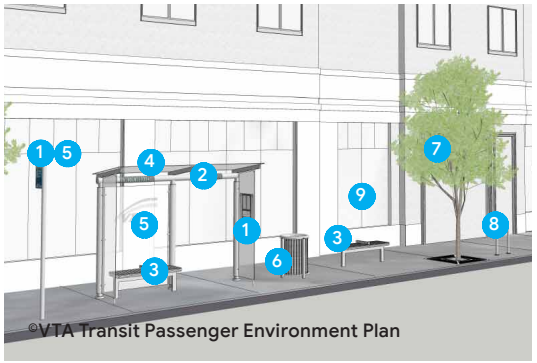


FIGURE 6.14: Transit stop diagram

1. Transit information
2. Lighting
3. Seating
4. Shade and shelter
5. Branding
6. Waste management
7. Greening
8. Bicycle parking
9. Security and visibility

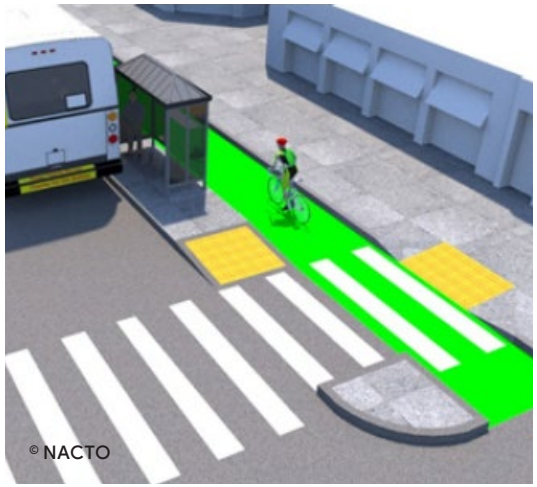




FIGURE 6.15: Examples of a transit stop with protected bikeway

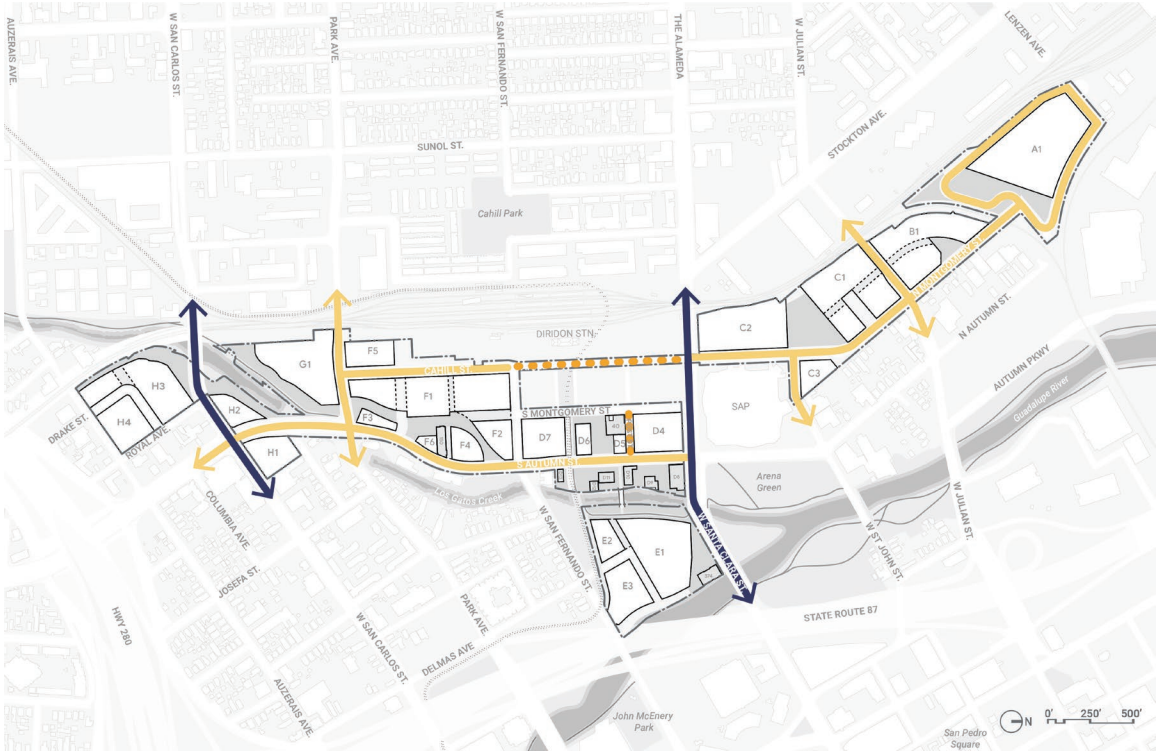


FIGURE 6.16: Transit network

- City-identified transit priority streets
- Transit access streets
- Transit access permitted as interim condition pending coordination with City and VTA

Shuttle Routes

Shuttles provide complementary service to VTA, BART, Caltrain, and other transit providers. Shuttles consist of local connector shuttles to and from Downtown and other destinations as well as commuter shuttles or public / private partnerships providing a direct ride to and from the Project and areas with limited or indirect transit service. Shuttle stops provide an attractive, functional, and safe space for waiting and loading. Centrally locating shuttle stops provides short first-last mile connections to shuttle rider destinations.

Standards

S6.6.2 **Shuttle access.** Shuttles routes in Downtown West shall align to transit access streets and city-identified transit priority streets, as denoted in Figure 6.16.

S6.6.3 **Separated drop-off zones.** Shuttle stops shall be clearly distinguished and separate from rideshare drop-off zones through the use of at least one of the following:

- Signage
- Curb color
- Street markings

Dynamic lanes that may change in transportation operations to be used in support of event traffic, as shown in Figure 6.42, shall be exempt from this requirement.

S6.6.4 **Shuttle stop dimension.** For shuttle stops where private shuttles are shared with transit, a minimum of 240 feet of linear curb length shall be provided. For shuttle stops only servicing private shuttles, a minimum of 180 feet of linear curb shall be provided. Curb side shuttle stops shall be required on both sides of the street, except when streets create a loop, as in the case of the streets surrounding block A1.

S6.6.5 **Shuttle stop concrete pad.** Concrete bus pads shall be constructed at a minimum thickness of 10 inches and extend the entire width and length of the designated shuttle loading zone.

Guidelines

G6.6.1 **Shuttle stop design.** Shuttle stops should provide a covered waiting area with seating for passengers. Other design features may include signage or additional furnishings, lighting, seating, and waste receptacles. See Figure 6.17 for examples.



FIGURE 6.17: Examples of shuttle stops

6.7 Vehicular Network

Downtown West prioritizes the pedestrian experience while accommodating vehicle circulation, particularly for goods delivery and transit needs. The Project enables strategies such as right-sizing roadways, flexibility in design, and controlling vehicle speeds. To foster a multimodal street network, the Project aims to minimize the curb-to-curb width, reducing the number of overall vehicular travel lanes to be as few as feasible in order to create a safe environment for people walking and biking while still maintaining operational efficiency.

Standards

S6.7.1 **Gutter.** All streets shall have a minimum two foot wide gutter. The dimensions of travel lanes that are adjacent to the curb are exclusive of the curb and gutter. Lanes constructed as a continuous concrete surface or shared streets (Section 6.4) are exempt from this standard.

Guidelines

G6.7.1 **Traffic calming treatments.** Traffic calming treatments — such as raised crosswalks, curb extensions or bulb-outs, street tree boxes, and street furnishings — should be implemented wherever feasible, especially in the Core. See Figure 6.18 for examples.

G6.7.2 **Temporary barriers.** Retractable or removable bollards — or other vertical barriers — are encouraged at the entrance to public or private streets that close frequently to vehicle traffic for events or to prioritize non-vehicular uses.



RAISED CROSSWALK



PROTECTED INTERSECTION

FIGURE 6.18: Example of traffic calming that includes a raised crosswalk and curb extensions

6.8 Private Streets

Private streets supplement the public street network and provide internal block circulation along with service and loading access as shown in Figure 6.19. Closely integrated with open space design, private streets extend the public realm network and maintain flexibility through vehicle access controls such as bollards.

Terms

- **Generally-accessible private streets.** These streets provide for broad public access subject to limitations necessary to promote public safety and the security of adjacent buildings.
- **Limited-access private streets.** These streets provide access to adjacent property predominantly for service and loading functions that may be monitored at the discretion of the project sponsor.

Standards

S6.8.1 **Private street design.** Private streets shall be subject to the CSDSG minimum sidewalk dimensions of downtown local connector streets. In locations where designated shuttle staging zones are required on private streets, furnishing zone width shall be permitted to be reallocated towards the shuttle staging zone width.

S6.8.2 **Generally-accessible private streets.** Generally-accessible private streets shall be permitted in the locations identified in Figure 6.19.

S6.8.3 **Limited-access private streets.** Private streets shall be permitted to be closed as needed by the project sponsor for special events and security in the locations identified in Figure 6.19. Covenants, restrictions, or easements recorded against properties subject to private streets shall include terms to ensure public access, public safety, and security of adjacent property consistent with the DWDSG and the terms of any applicable development agreement.

S6.8.4 **Covered private street.** Connected buildings shall be permitted above the private street at block F1. See Section 5.20 for requirements of connected buildings.

S6.8.5 **Private street replacement.** Replacement of private streets with open space shall be permitted.

Guidelines

G6.8.1 **Private shared streets.** Private streets may be designed as shared streets to reduce vehicle speeds and expand the active streetscape in low traffic areas. Private shared streets may also support multi-purpose space during restricted vehicular access for special events.

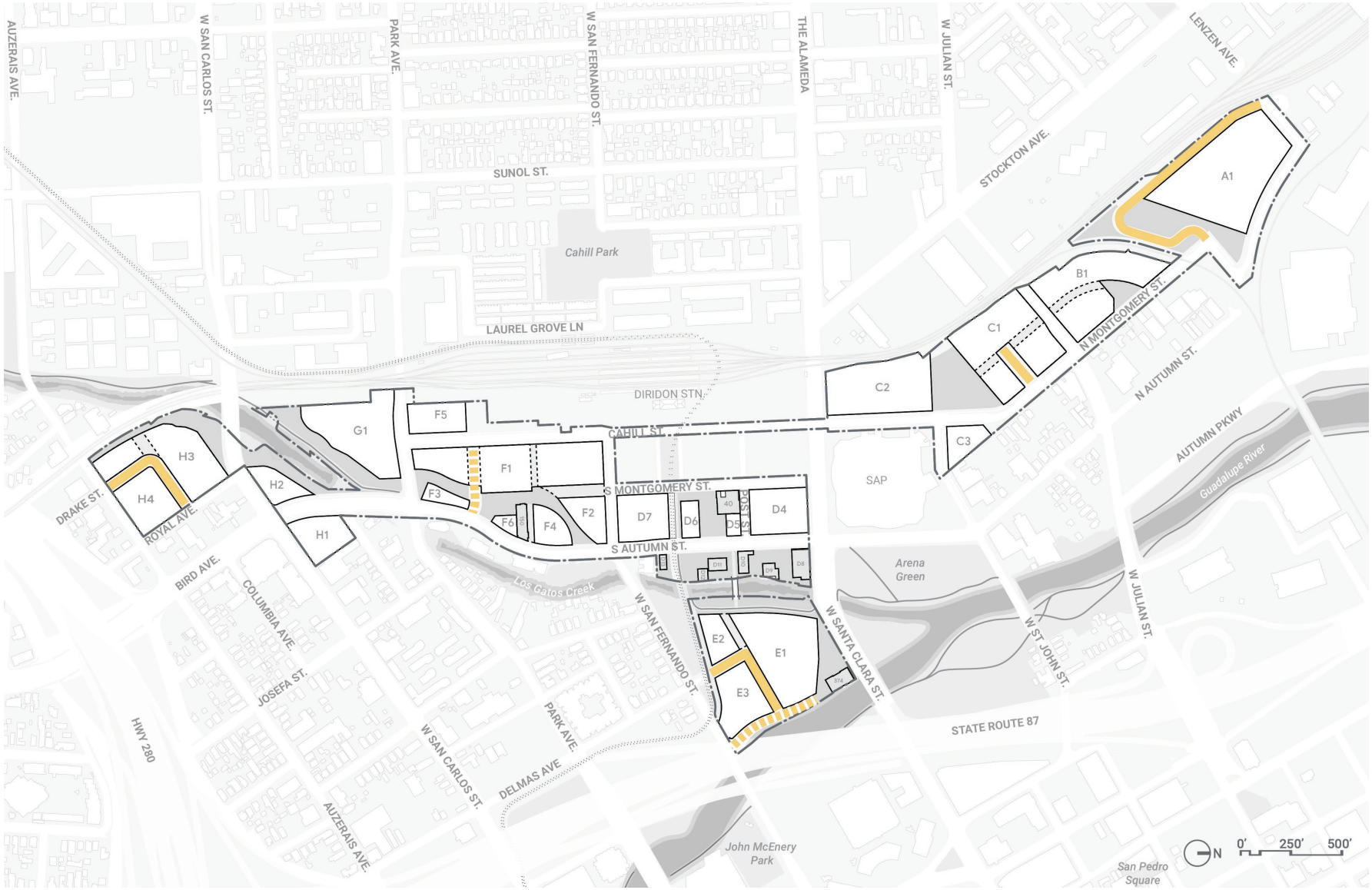


FIGURE 6.19: Conceptual private street locations

Generally-accessible private streets

Limited-access private streets

6.9 Intersections

Intersections are complex zones where multiple travel modes and placemaking can come together. Primary design strategies at intersections include increasing visibility and decreasing speed to reduce safety risks associated with conflicting movements of people walking, biking, and driving. Landscaping and traffic calming measures can encourage slow vehicle speeds and contribute to a sense of place. In addition to crosswalk striping, crossings should include additional treatments to enhance safety and visibility. Such treatments may include raised crosswalks, corner curb extensions, corner islands, pedestrian refuge islands, flashing beacons, and enhanced street lighting. Additional guidance and design tools for increased safety at intersections through the design of Protected Intersections and Dedicated Intersections can be found in "Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings" (NACTO, 2019).

Standards

S6.9.1 **Pedestrian crossings.** At a minimum, crosswalks shall consist of continental striping (for controlled intersections) or ladder striping (for uncontrolled locations).

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

S6.9.3 **Intersection treatments.** Intersections that include Class IV protected bicycle lanes or the Los Gatos Creek Multi-Use Trail shall employ one of the following treatments that reduces potential conflicts with other road users:

- Protected intersections
- Centerline hardening
- Corner wedges
- Bike boxes
- Traffic signal modifications
- Bicycle signals
- Approach taper

Guidelines

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

G6.9.2 **Protected intersections.** Intersecting streets with protected bicycle lanes (Class IV bicycle lanes) should be designed as protected intersections where possible.

G6.9.3 **Placemaking.** Intersections should incorporate placemaking elements such as landscaping, wayfinding, art installations, street furniture, and decorative paving treatments.

Streetscape Elements

6.10 Street Specific Design Intent

Illustrations in this section represent the conceptual vision within or adjacent to the Project. The illustrations demonstrate areas within the street allocated to vehicular use (curb-to-curb) as well as the area used for people walking, biking, and lingering (active streetscape). Dynamic lanes (Section 6.11) are flexible spaces that could be used for either purpose.

Some street sections include non-project frontage — development responsibility along non-project frontage will be subject to the Development Agreement.

All street sections depicted are for illustrative purposes only — the key plan in Figure 6.20 identifies the representative locations for each of the illustrative street sections in Downtown West. The curb-to-curb widths and right-of-way components for each street segment will be established by the applicable Tentative Map or Vesting Tentative Map. Alternatively, if curb-to-curb widths or right-of-way components are not depicted on the Tentative Map or Vesting Tentative Map, those elements will be established at the Downtown West Zoning / Design Conformance Review stage.

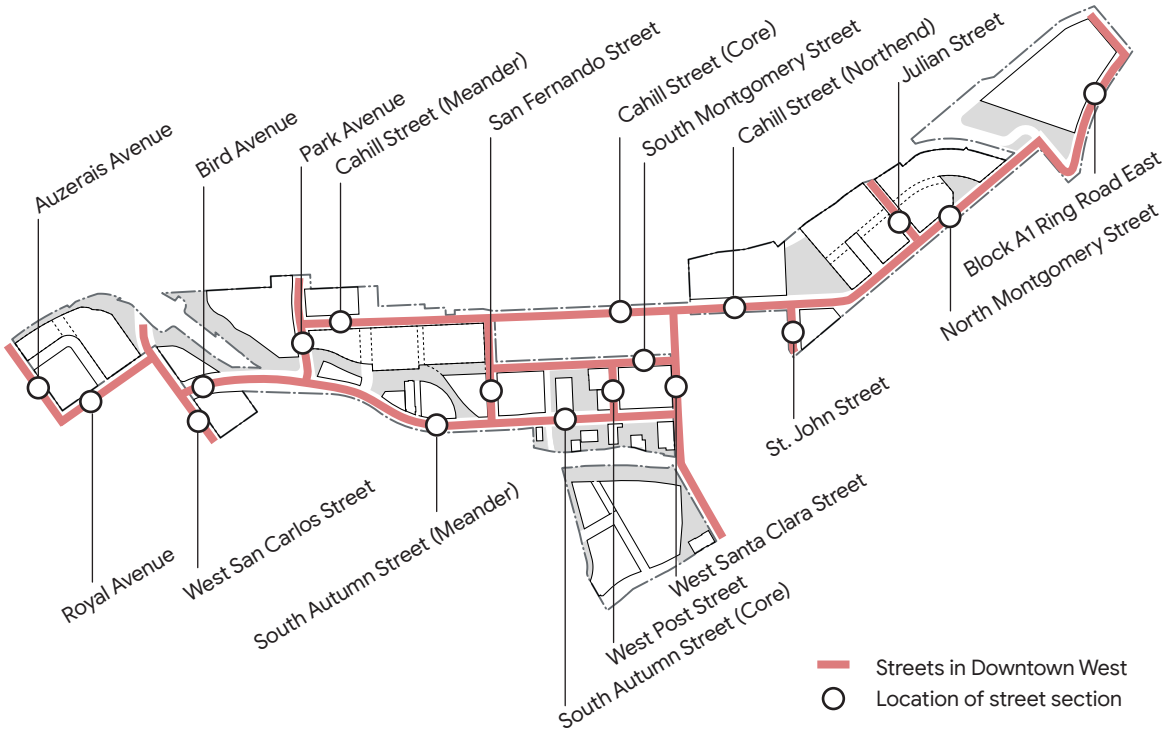


FIGURE 6.20: Key plan showing locations for street sections

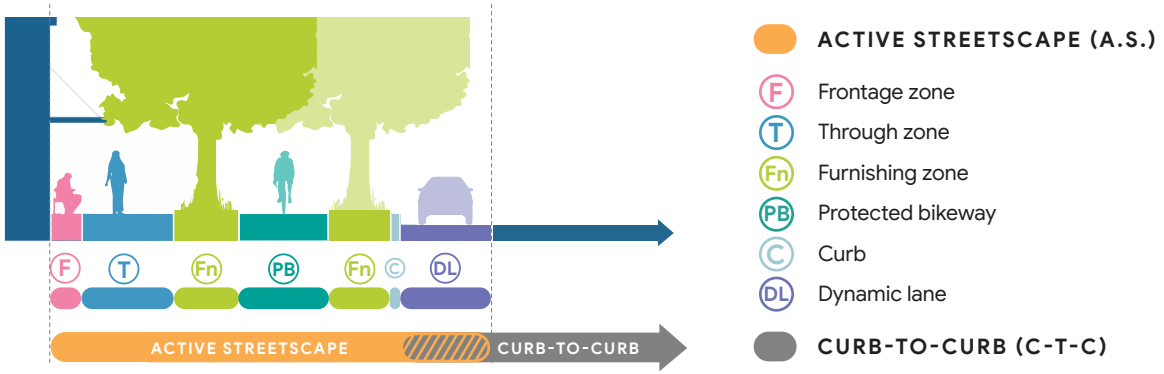
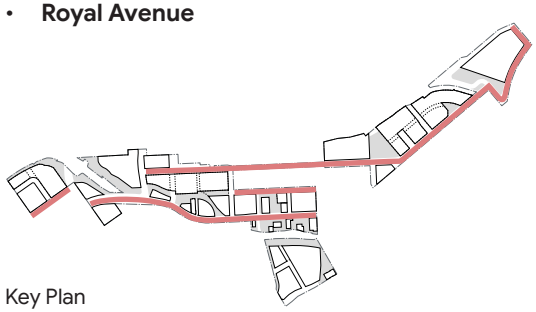


FIGURE 6.21: Zones of the active streetscape

North-South Connectors

Extending for up to a mile, the north-south streets cover nearly the entirety of Downtown West's length and establish the Project's streetscape character. Cahill Street is the station's front door, with generous protected bikeways providing safe mobility from north to south. South Montgomery Street is the intimate, curbless main street with spill-out space for ground floor active uses. South Autumn Street is the urban-to-nature connector with a generous tree canopy and protected bikeways that provide additional protected connections to the Los Gatos Creek Multi-Use Trail. For examples of north-south connector character, refer to Figure 6.22.

- **Cahill Street (Core, Northend, Meander)**
- **North Montgomery Street**
- **Block A1 Ring Road East**
- **South Montgomery Street**
- **South Autumn Street (Core, Meander)**
- **Bird Avenue (formerly South Montgomery Street)**
- **Royal Avenue**



Key Plan



PROTECTED BIKEWAYS



SHARED STREET



FLEXIBLE PROGRAMMING

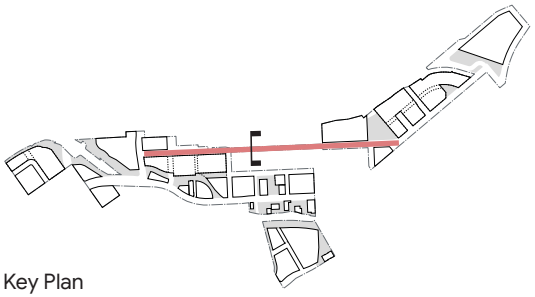


TRAIL CONNECTIONS

FIGURE 6.22: Examples of north-south connector character

Cahill Street (Core)

Located at the doorstep to Diridon Station, Cahill Street serves as the gateway to Downtown and a critical north-south connection throughout Downtown West. Cahill Street between West San Fernando Street and West Santa Clara Street will remain in its current condition, with on-street bicycle facilities and planted sidewalks, but has been identified as a potential pedestrian-only transit plaza as part of the DISC project.



Key Plan



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

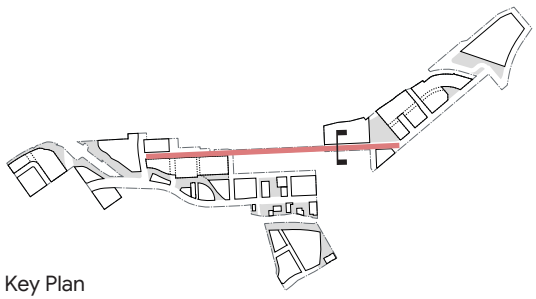
Cahill Street (Northend)

The northern Cahill Street extension and North Montgomery Street together establish a continuous walking and biking corridor in the Northend. The west sidewalk is expanded to accommodate high-volume pedestrian traffic during Diridon Station peak hours. The portion of Cahill Street nearest the SAP Center and St. John Triangle (Section 4.19) is designed to be closed for events, but open for event patron ingress and for egress to parking locations as needed.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

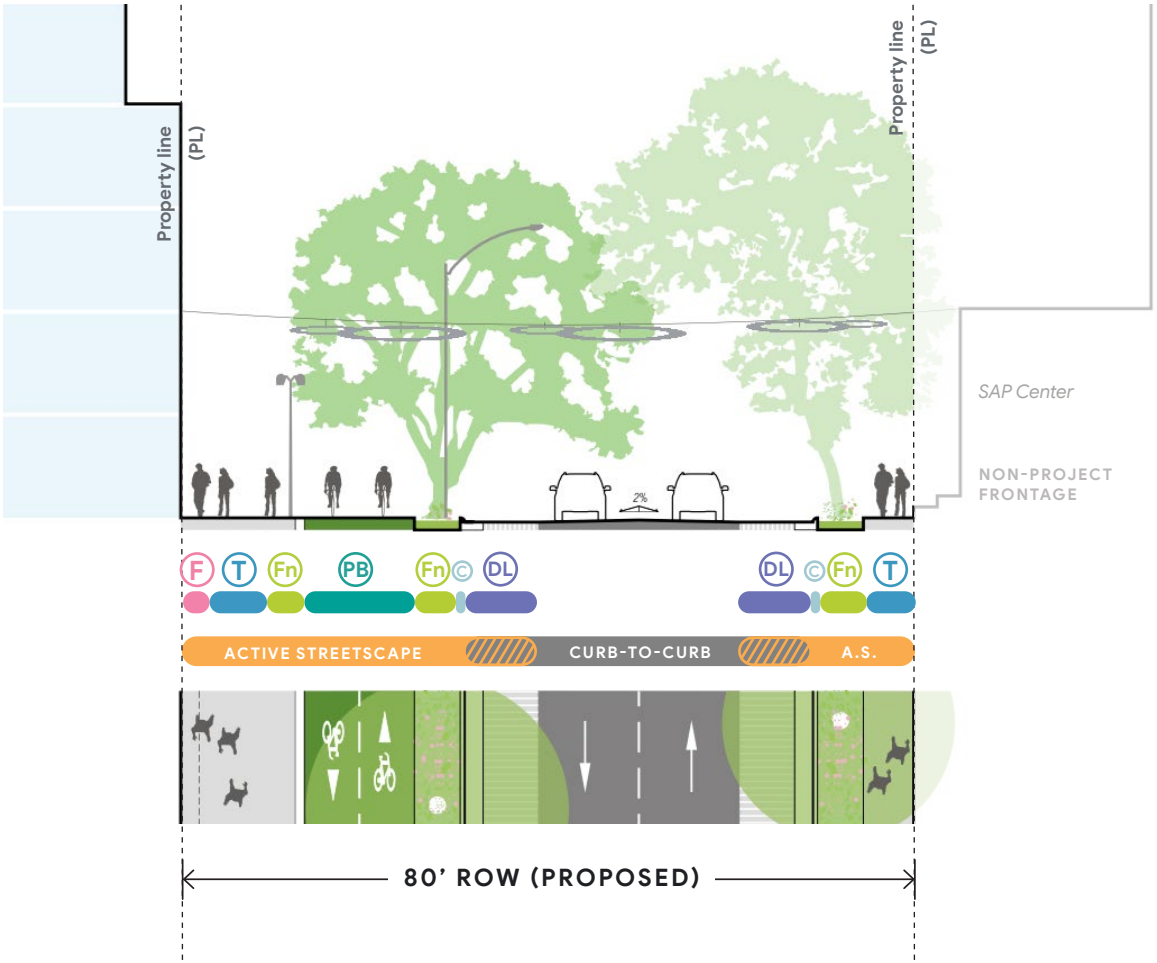
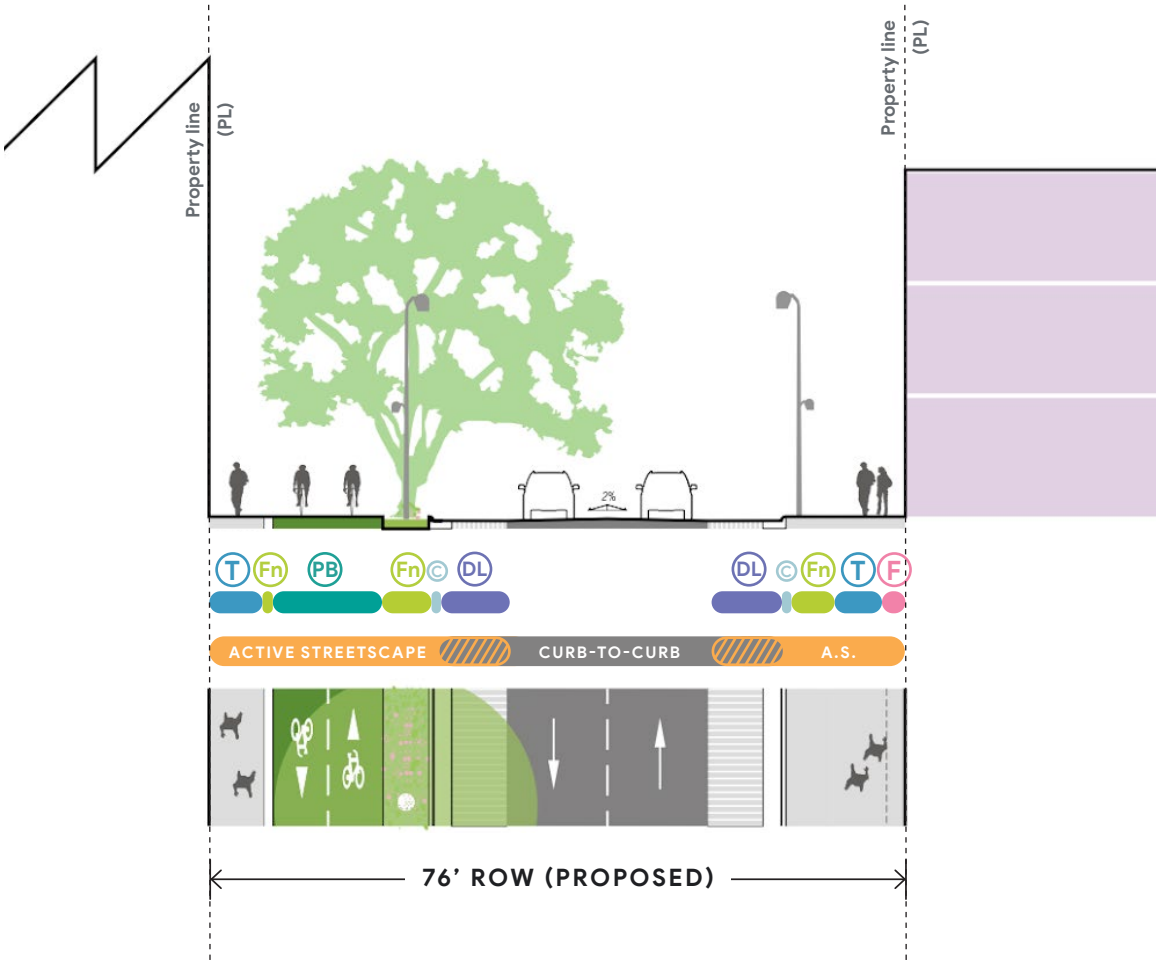


FIGURE 6.24: Typical section of Cahill Street (West Santa Clara Street to North Montgomery Street)

Cahill Street (Meander)

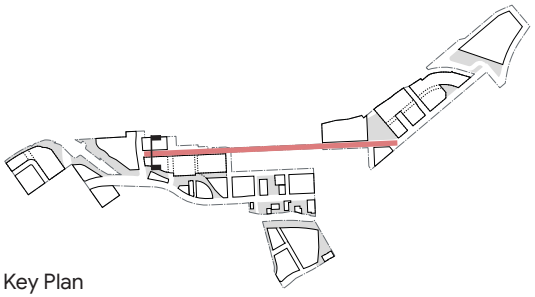
The southern segment of Cahill Street provides loading and service support to logistics hubs and district systems, while also providing parking egress for events and protected bicycle lanes that extend to Park Avenue. Additionally, this section of Cahill Street includes transit stops and / or rideshare pickup and drop-off, offering commuter and events access to Diridon Station and the SAP Center.



ACTIVE STREETSCAPE (A.S.)

- F Frontage zone
- T Through zone
- Fn Furnishing zone
- PB Protected bikeway
- C Curb
- DL Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

FIGURE 6.25: Typical section of Cahill Street (Park Avenue to West San Fernando Street)

North Montgomery Street

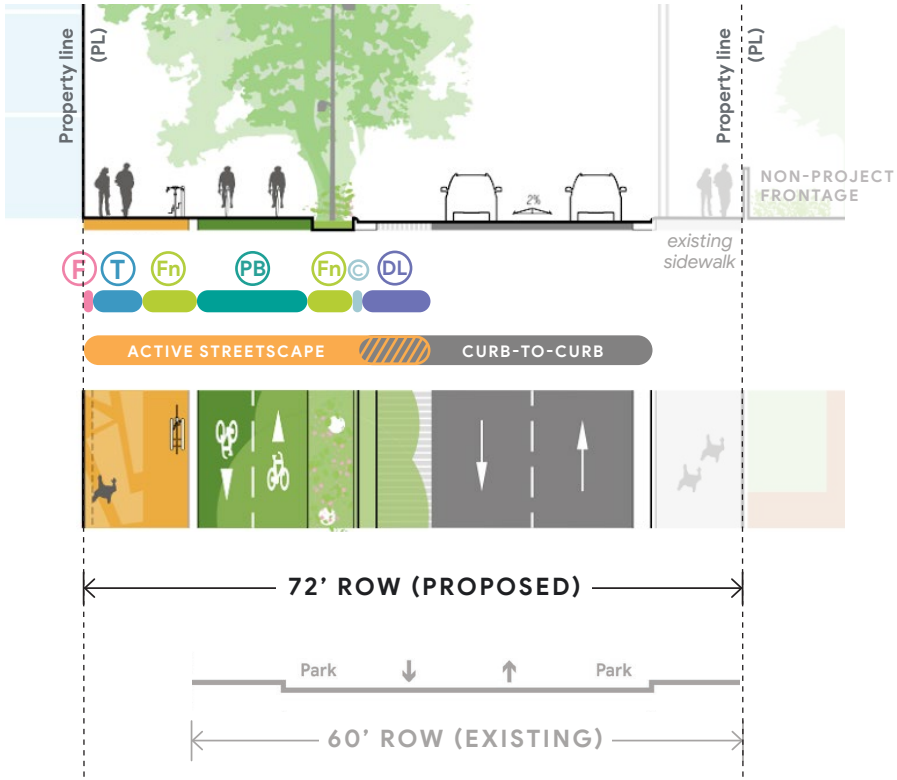
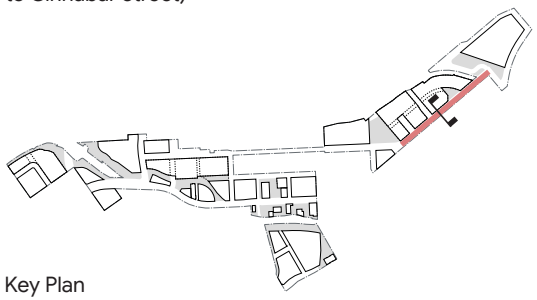


FIGURE 6.30: Typical section of North Montgomery Street (Cahill Street to Cinnabar Street)



Key Plan

Block A1 Ring Road East

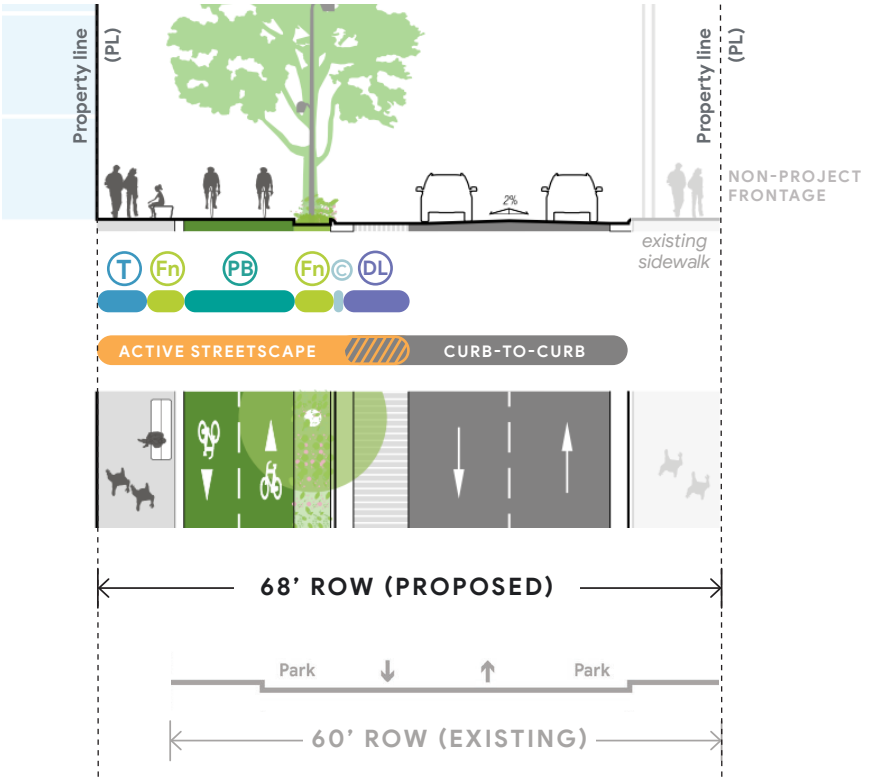
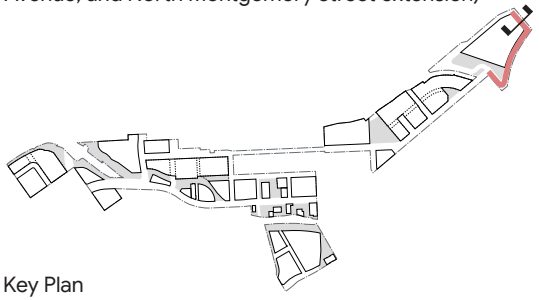


FIGURE 6.31: Typical section of Block A Ring Road East (Cinnabar Street, Lenzen Avenue, and North Montgomery Street extension)



Key Plan

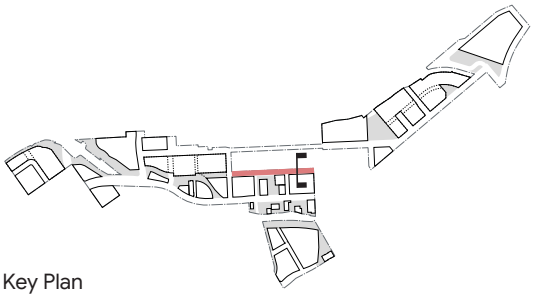
South Montgomery Street

South Montgomery Street is the main street within the Core. Anchored in the north by the SAP Center and with a direct pedestrian connection to the Meander (Section 4.15) in the south, this street will be lined with active uses and the dynamic lane space can be allocated to generous frontage zones for spill-out space. South Montgomery Street is designed as a shared street (Section 6.4) with a curbless condition to slow traffic, prioritize pedestrian activity, and enable street closure for special events. Curb cuts for off-street parking or loading access are not permitted on this street, as denoted in Figure 6.55. See Figure 6.26 for a typical section of South Montgomery Street.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

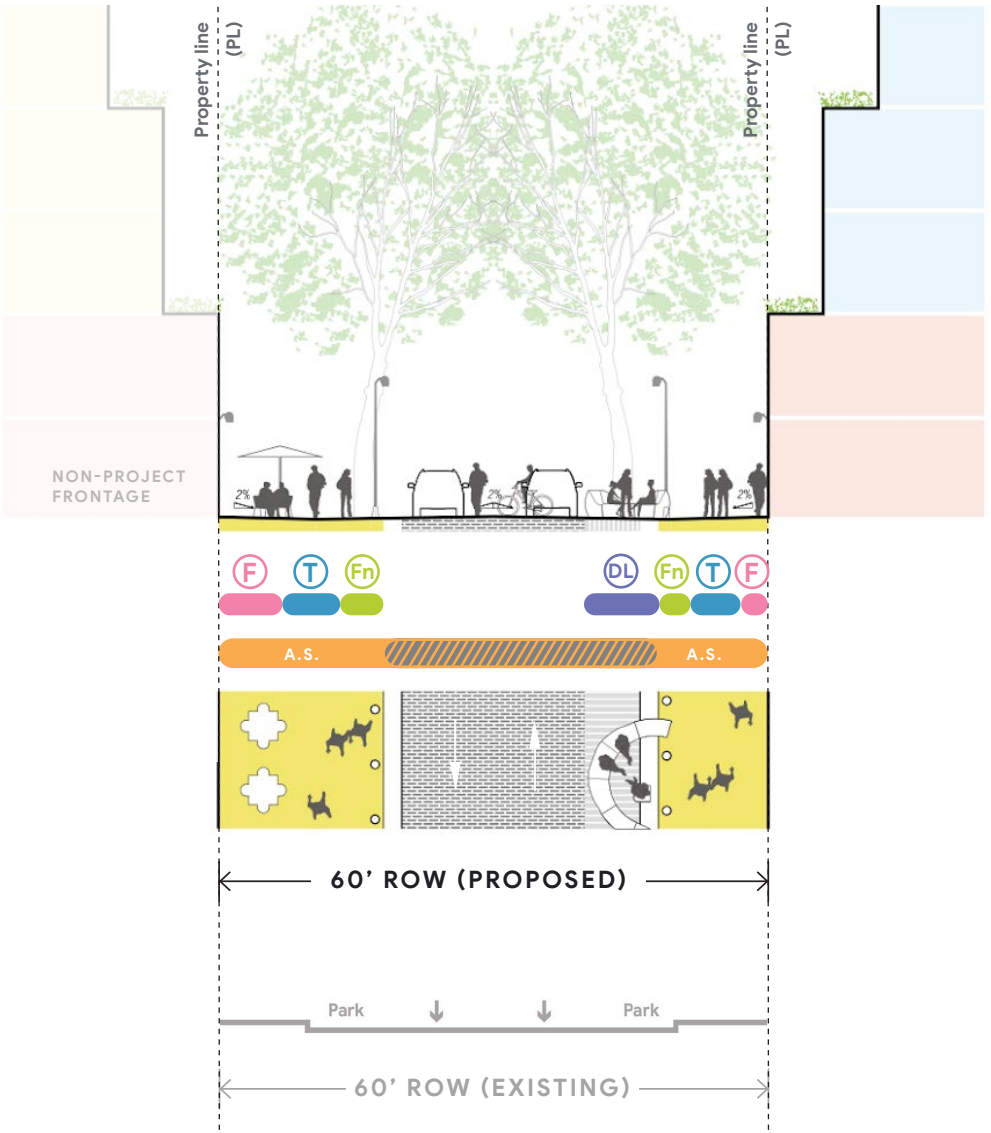


FIGURE 6.26: Typical section of South Montgomery Street (West Santa Clara Street to West San Fernando Street)

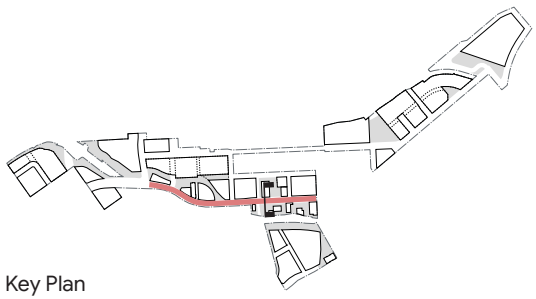
South Autumn Street (Core)

South Autumn Street is the urban-to-nature connection and functions as the interim connection for the Los Gatos Creek Multi-Use Trail between West San Fernando Street and north of the VTA light rail bridge. The street also performs as the primary north-south street and an important bus route. Dynamic lanes on the west side of the Core blocks enable parklets and an expanded active streetscape as well as important drop-off space to adjacent uses.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

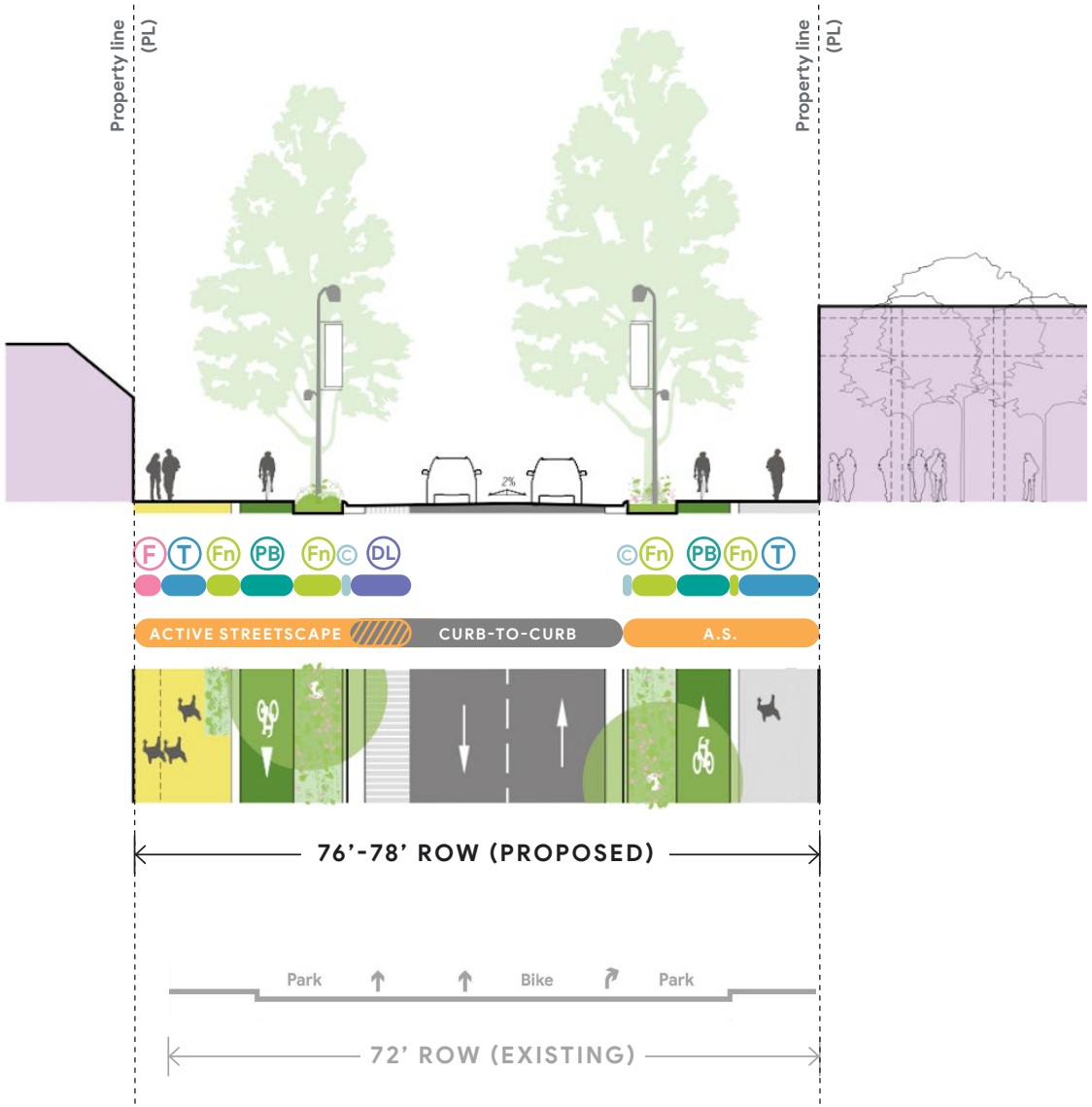


FIGURE 6.27: Typical section of South Autumn Street (West Santa Clara Street to West San Fernando Street)

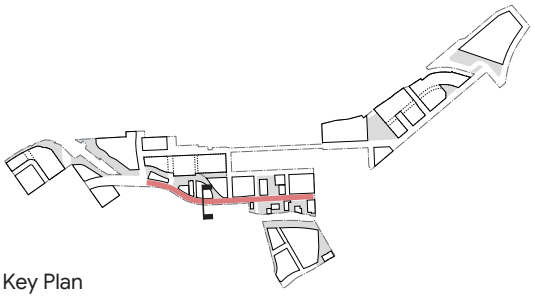
South Autumn Street (Meander)

South Autumn Street provides the interim connection from the Los Gatos Creek Multi-Use Trail at Park Avenue to West San Fernando Street. The street also performs as the primary north-south street and an important bus route. Three lanes of traffic provide additional capacity for southbound SAP Center egress.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan



FIGURE 6.28: Typical section of South Autumn Street (West San Fernando Street to Park Avenue)

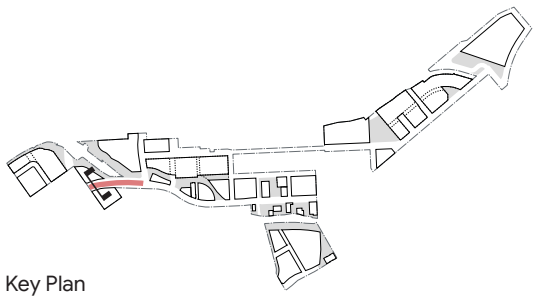
Bird Avenue (formerly South Montgomery Street)

Bird Avenue, formerly called South Montgomery Street, serves an important bike and vehicular function connecting neighborhoods south of Interstate 280 to Downtown. Including protected bicycle lanes on both sides of the street and increasing sidewalk widths effectively increases the active streetscape and provides ample space for street trees and planting, while balancing the needs of the vehicular network.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

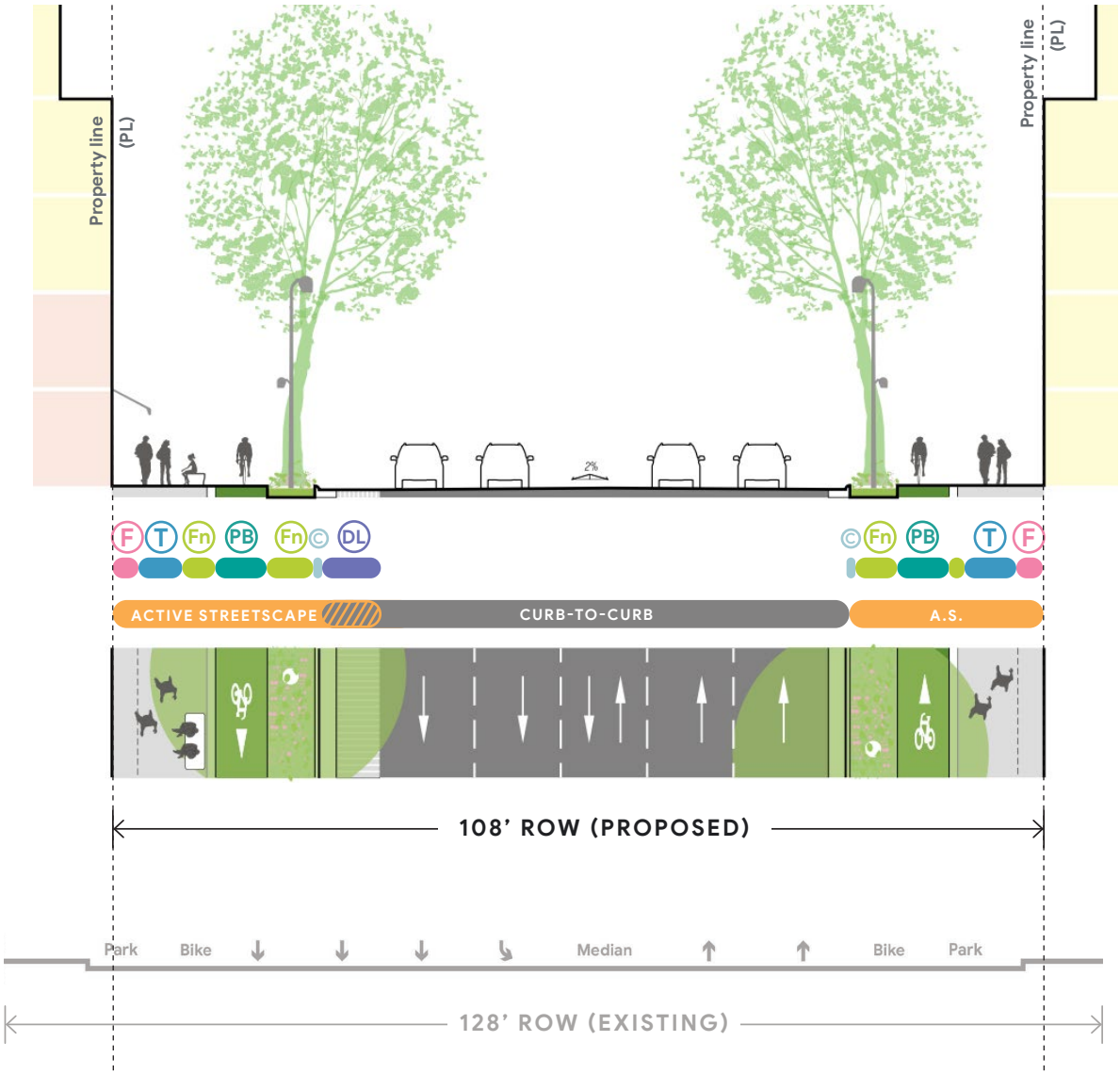


FIGURE 6.29: Typical section of Bird Avenue (formerly South Montgomery Street — Park Avenue to West San Carlos Street)

Royal Avenue

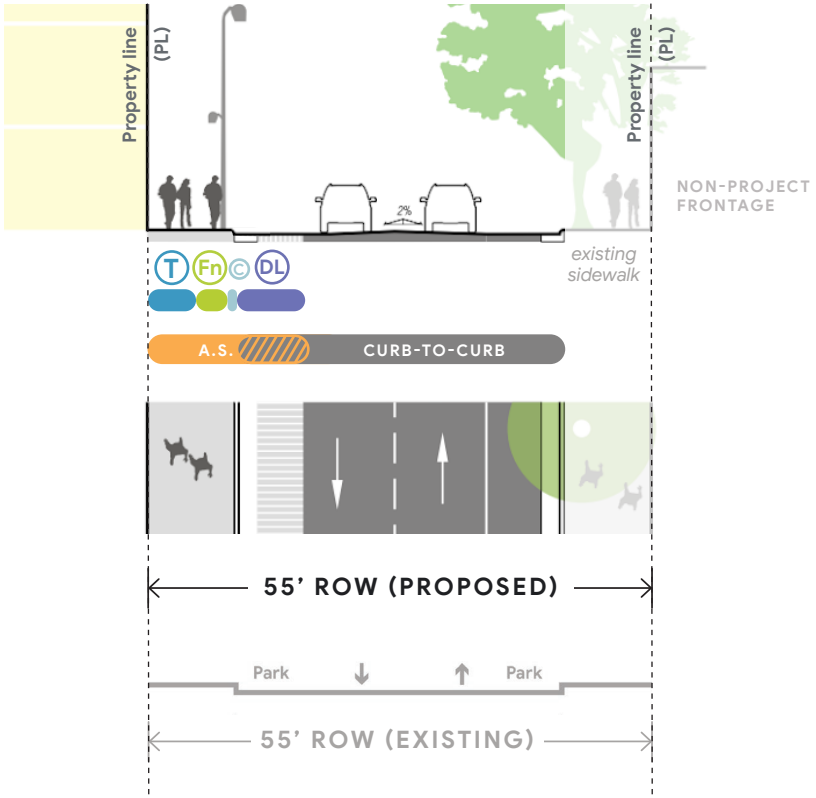
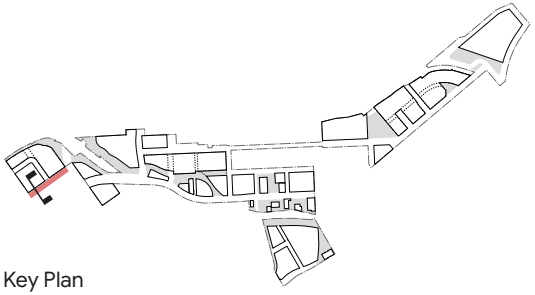


FIGURE 6.32: Typical section of Royal Avenue (West San Carlos Street to Auzerais Avenue)



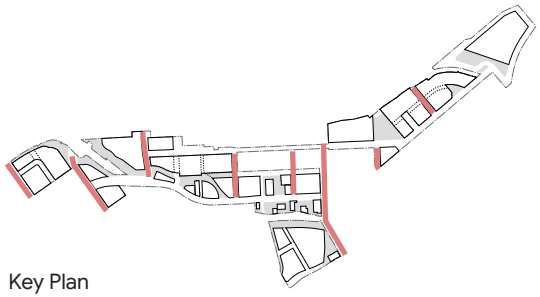
Key Plan

East-West Connectors

East-west connectors link adjacent neighborhoods to each other and Downtown. West Santa Clara Street and West San Carlos Street are grand boulevards that include the ability to accommodate the City's transit priority lanes. West Julian Street, West St. John Street, West San Fernando Street, and Park Avenue provide pedestrian and bicycle priority streets that link neighborhoods east and west of the rail corridor. East-west connectors include:

- **West Santa Clara Street**
- **West San Carlos Street**
- **West Julian Street**
- **West St. John Street**
- **West San Fernando Street**
- **Park Avenue**
- **West Post Street**
- **Auzerais Avenue**

See Figure 6.33 for examples for East-West Connector street character.



Key Plan



INTIMATE CONNECTING STREETS



PROTECTED BIKEWAYS



PLANTED BUFFERS

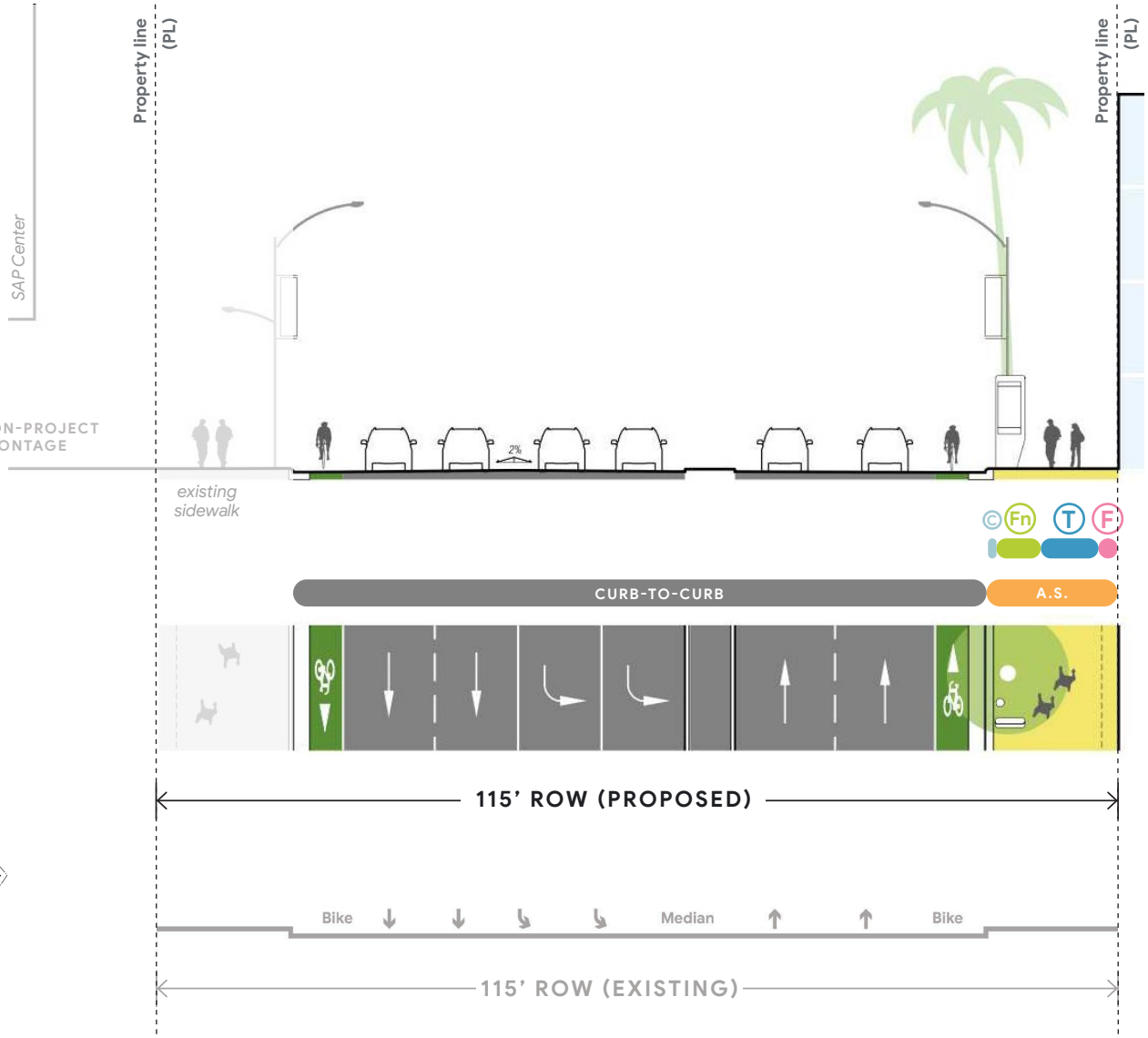


INTERSECTION TREATMENTS

FIGURE 6.33: Typical examples of East-West Connector street character

West Santa Clara Street

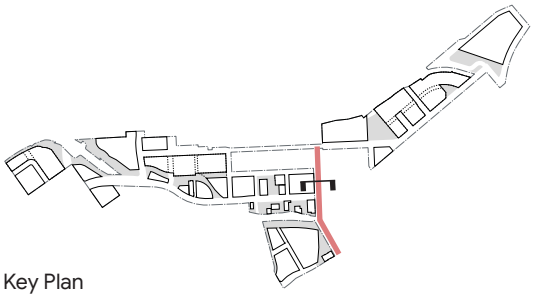
As the grand boulevard, West Santa Clara Street prioritizes efficient transit lanes and continuous bicycle lanes. Sidewalks along West Santa Clara Street are larger than other streets to support SAP Center event activity as well as active uses that face the street.



ACTIVE STREETSCAPE (A.S.)

- F Frontage zone
- T Through zone
- Fn Furnishing zone
- PB Protected bikeway
- C Curb
- DL Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

FIGURE 6.34: Typical section of West Santa Clara Street

West San Fernando Street

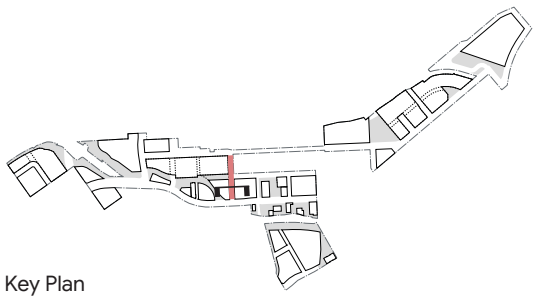
West San Fernando Street is a key cyclist connection from Downtown to Diridon Station, providing continuous protected bicycle lanes. Additionally, the street supports loading and service access for buildings within the Core while reducing curb cuts and vehicular conflict points to the extent possible.

Pursuant to the CSDSG, West Fernando Street shall be designed pursuant to the functional classification specifications for a local street under the CSDSG unless superseded by the DWDSG.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

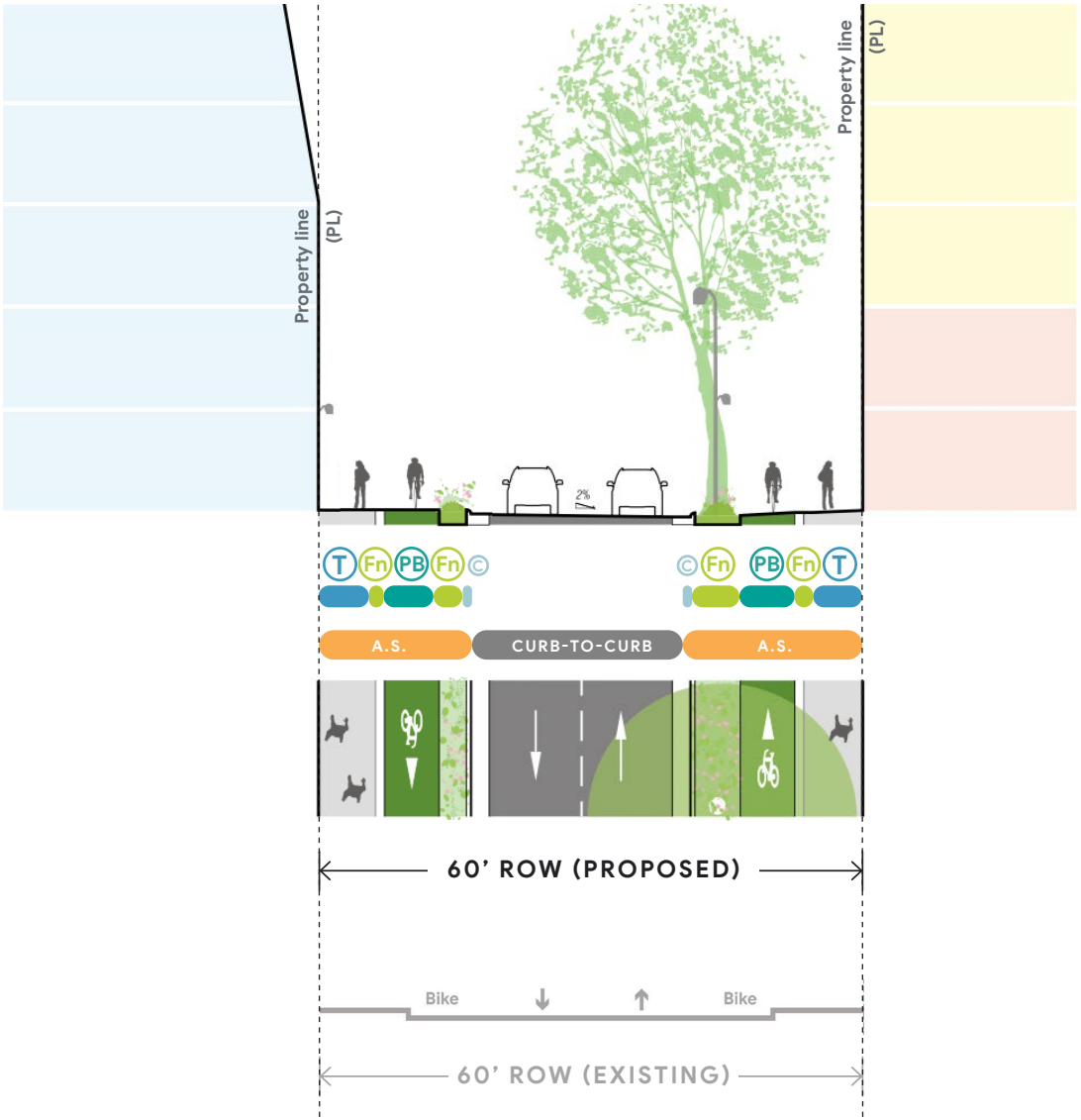


FIGURE 6.35: Typical section of West San Fernando Street

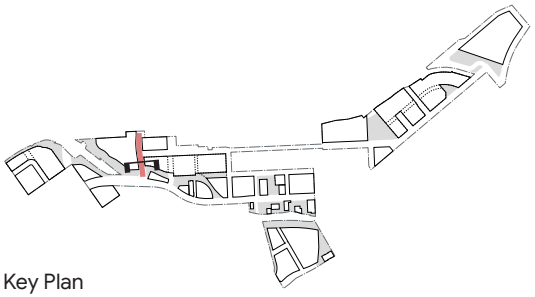
Park Avenue

Park Avenue serves as an important east-west connection, balancing walking, biking, vehicular, and freight needs. In accordance with the City's road diet on Park Avenue, the street is designed to reduce the overall right-of-way and curb-to-curb width. Protected bike lanes and wider sidewalks provide safer movement across the rail corridor.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

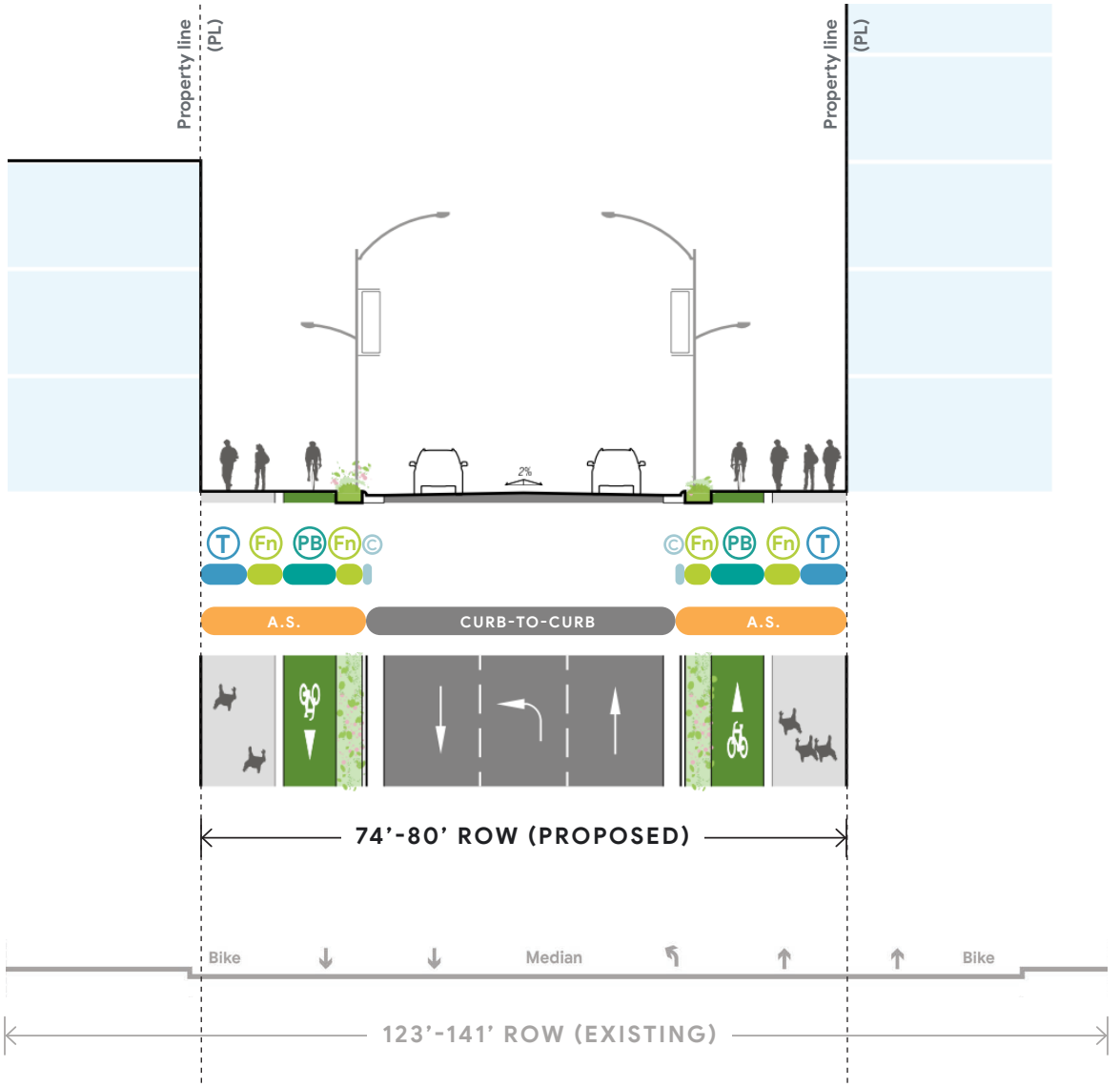


FIGURE 6.36: Typical section of Park Avenue

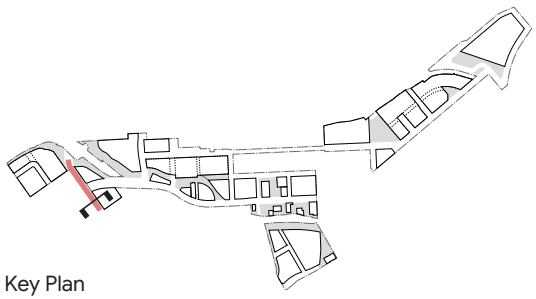
West San Carlos Street

West San Carlos Street is a grand boulevard that serves an important regional corridor for transit and vehicles. Transit priority lanes nearest the curb provide sufficient space for buses. East of Bird Avenue, dynamic lanes provide space for transit stops, pick-up and drop-off, and/or loading (see Section 6.11). West of Bird Avenue, the existing Los Gatos Creek overpass links neighborhoods east and west of Diridon Station.

ACTIVE STREETSCAPE (A.S.)

- (F) Frontage zone
- (T) Through zone
- (Fn) Furnishing zone
- (PB) Protected bikeway
- (C) Curb
- (DL) Dynamic lane

CURB-TO-CURB (C-T-C)



Key Plan

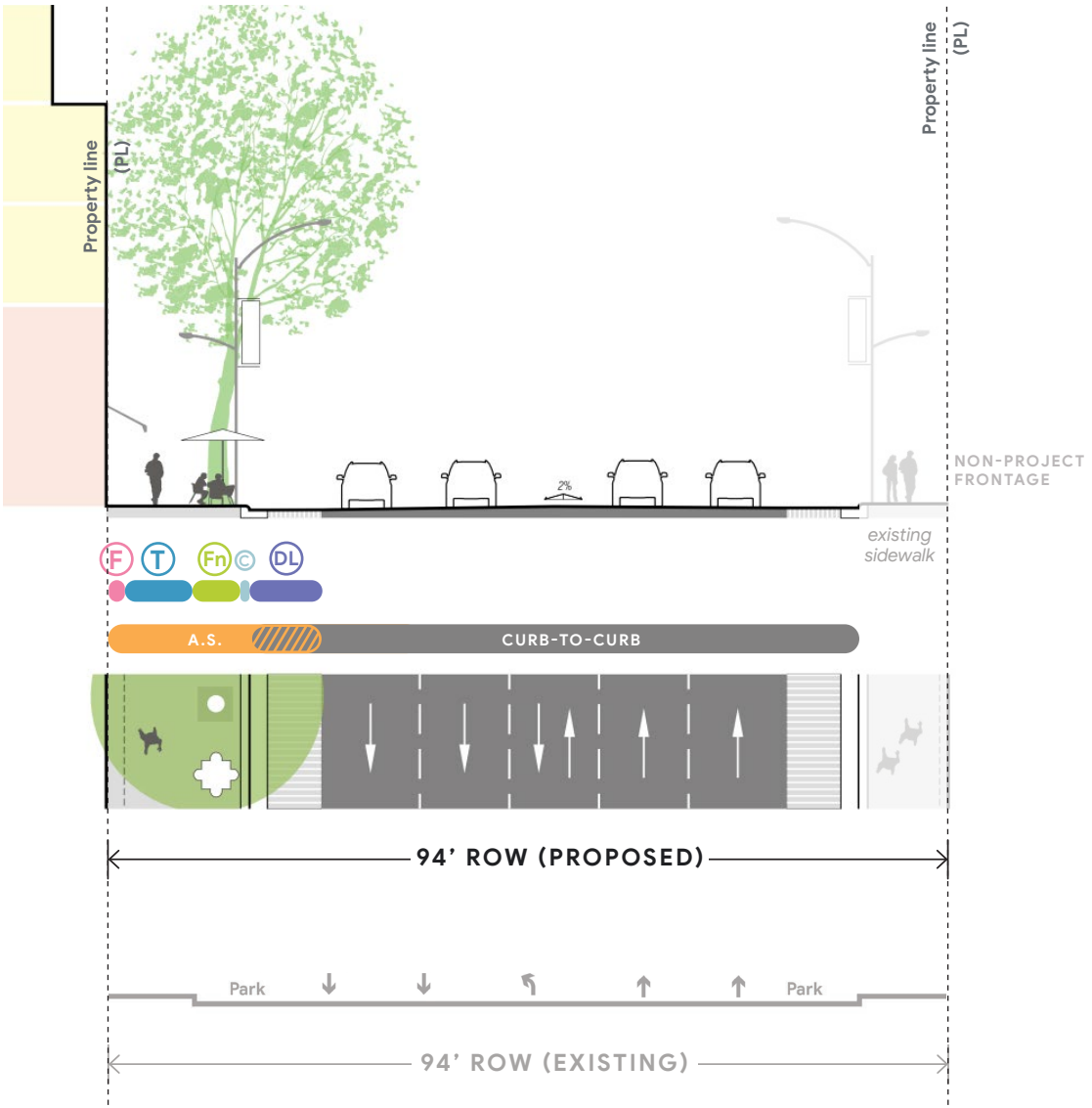


FIGURE 6.37: Typical section of West San Carlos Street

West Julian Street

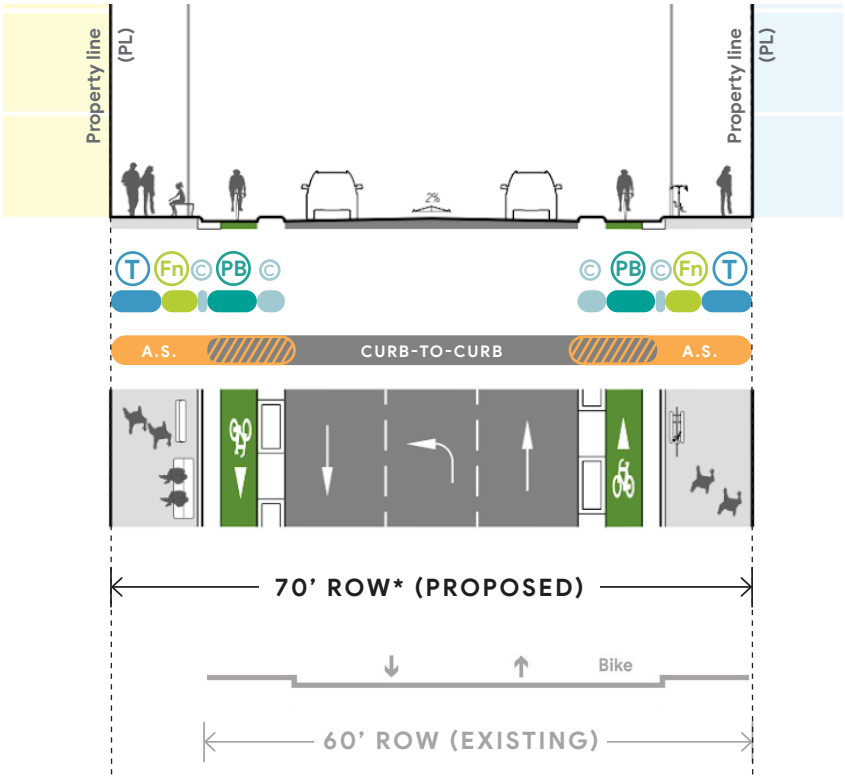
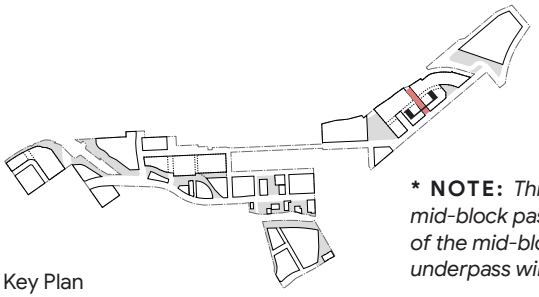


FIGURE 6.38: Typical section of West Julian Street



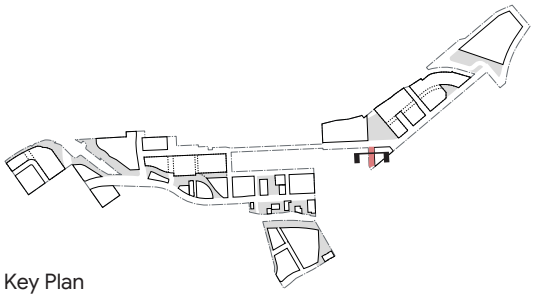
Key Plan

*** NOTE:** *This section is taken east of the mid-block passage on blocks B1 and C1. West of the mid-block passage to the rail corridor underpass will remain a 60-foot wide ROW.*

St. John Street



FIGURE 6.39: Typical section of St. John Street



Key Plan

West Post Street

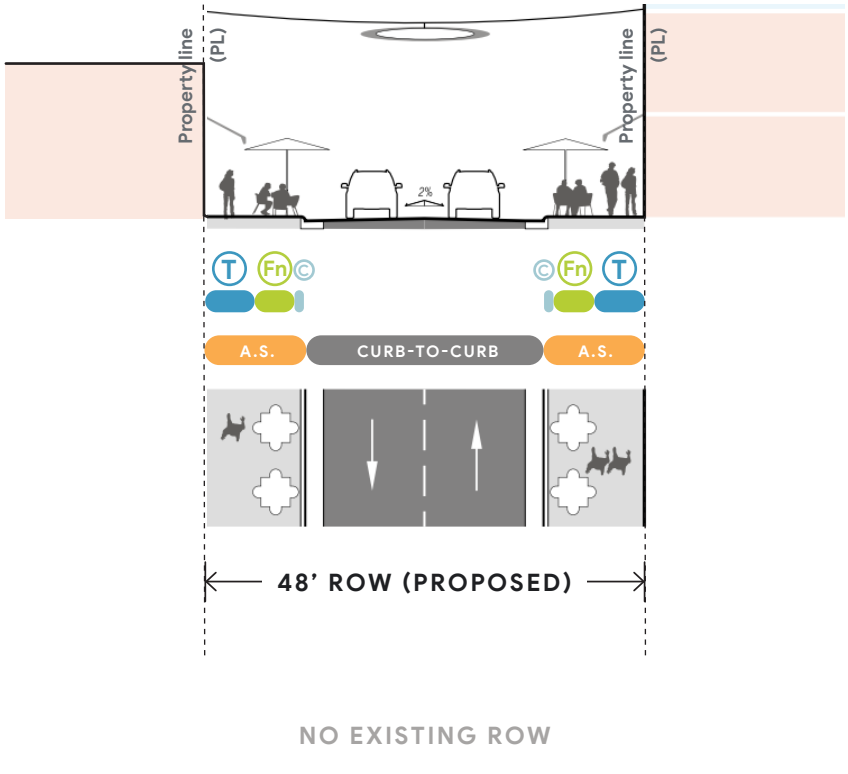
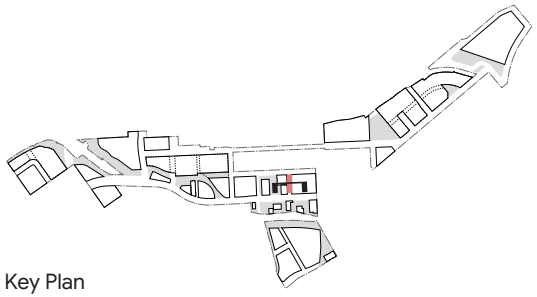


FIGURE 6.40: Typical section of West Post Street



Key Plan

Auzerais Avenue

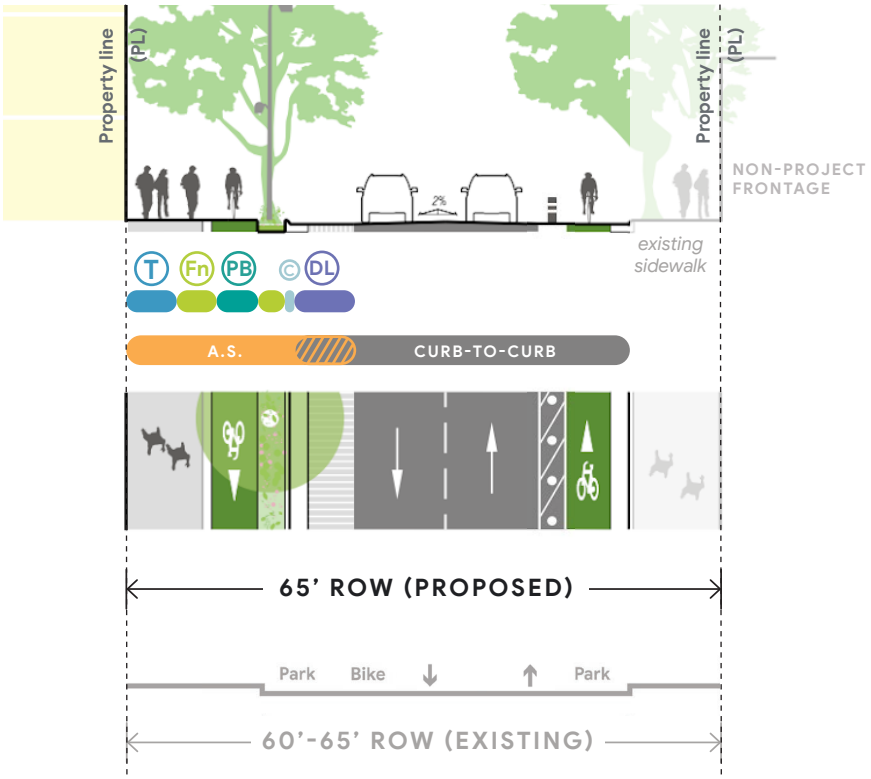
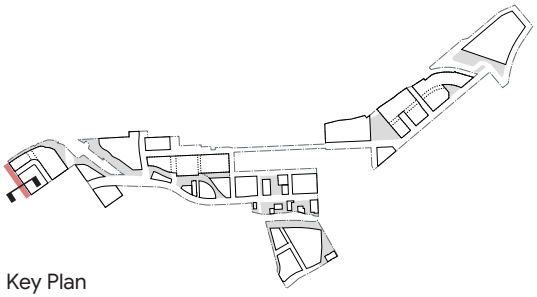


FIGURE 6.41: Typical section of Auzerais Avenue



Key Plan

6.11 Dynamic Lanes

Dynamic lanes optimize the linear space along curbs to best serve the function of the street and the intended experience of adjacent land uses. Dynamic lanes are flexible and adaptable to allow function to change along a block, throughout the day, and over time as transportation system needs change. For example, some dynamic lanes may be used to support transit and event traffic during certain times of day while used for loading at other times. Although historically used for on-street parking and deliveries, effective curb lane management serves more people through consideration of other uses such as bicycle and micro-mobility parking, passenger pickup and drop-off, transit stops, and car share.

Dynamic lanes can further expand the active streetscape utilizing temporary design features such as parklets, as well as (where dynamic lanes are not planned as travelways) permanent features such as curb extensions, bulb-outs, stormwater management, and planting zones. See examples of various dynamic lane uses in Figure 6.43.

Where extension of the sidewalk and the active streetscape is not necessary, street parking is encouraged within the dynamic lane to support adjacent retail, hotel, office, or residential uses.

Standards

S6.11.1 **Dynamic lane width.** Dynamic lanes used for parking, loading, or pickup and drop-off shall be a minimum of seven feet wide, and a maximum of eight feet wide, inclusive of the gutter. If used for a transit stop or shuttle stop, dynamic lanes shall be permitted to be up to 10 feet wide.

S6.11.2 **Passenger loading.** Passenger loading zones shall provide a designated area for vehicles, including ride hail vehicles, to pick-up and drop-off their passengers without interfering with the flow of traffic nor the pedestrian through zone.

[CSDSG Standard 8, Guideline 10 — superseded]

S6.11.3 **Permanent uses in Dynamic Lanes.** Permanent uses shall be permitted within the dynamic lane, including but not limited to bulb-out planting, permanent planting, parklets, and extended functional space for any of the elements of the active streetscape. At-grade permanent uses shall not be located in dynamic lanes that may be used to support transit and event traffic, as shown in Figure 6.42.

S6.11.4 **Curb extension.** When at an intersection or pedestrian crossing and not being used for on-street parking, logistics, or mobility needs (protected intersection or turning lanes), dynamic lanes shall be designed as curb extensions that expand the active streetscape. Dynamic lanes designed as curb extensions shall include a minimum of one of the following components:

- Additional frontage zone space
- Stormwater infrastructure
- Planting
- Street furniture
- Transit stops

Guidelines

G6.11.1 **Shared streets.** For shared streets, the dynamic lane may be reallocated to sidewalk zones to increase landscape areas or support retail spill-out.

G6.11.2 **Freight loading.** Designated on-street freight loading zones should be included in front of commercial uses where doing so does not adversely interfere with pedestrian and bike accommodation.

G6.11.3 **Truck turning.** To accommodate truck turning movements in accessing off-street loading areas, removal of street parking should be considered before widening the street or changing the intersection.

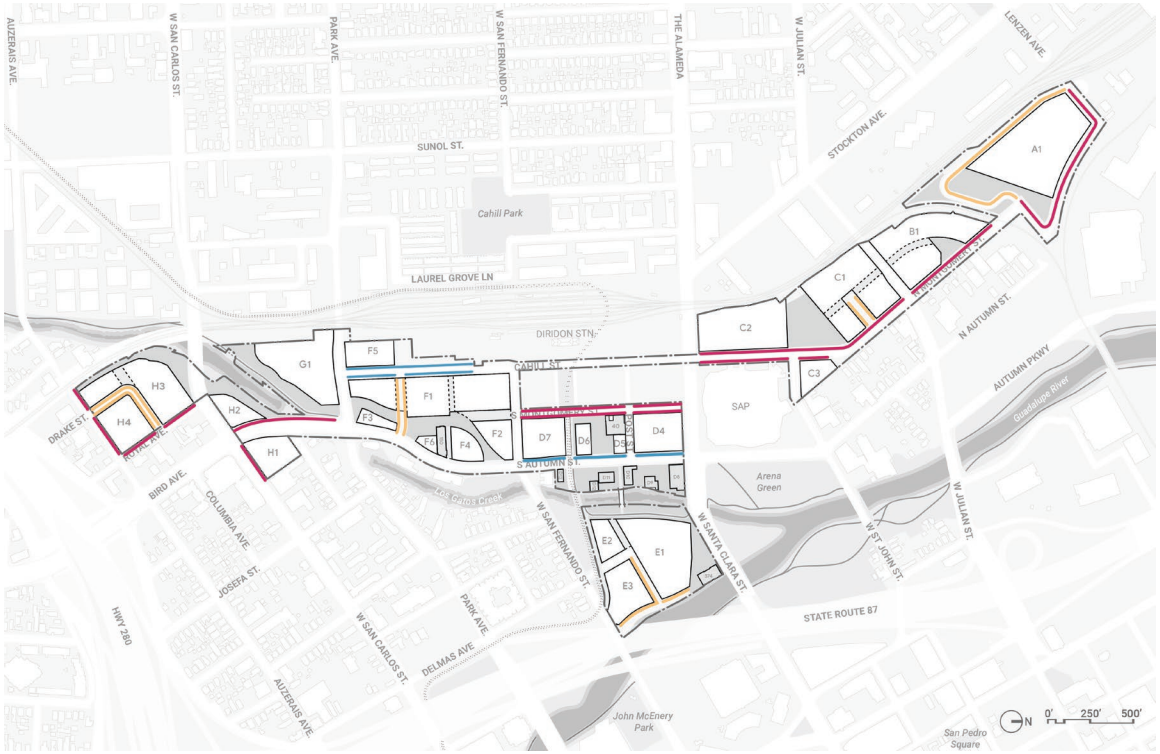


FIGURE 6.42: Conceptual dynamic lane locations

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



RIDESHARE PICK UP / DROP OFF



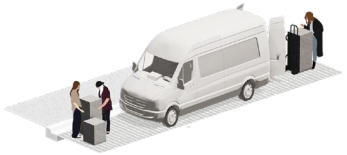
ACCESSIBLE PARKING AND LOADING



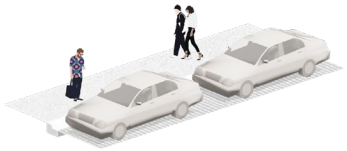
SHUTTLE STOP



SHUTTLE DROP OFF



LOADING / UNLOADING ZONE



ON-STREET / EVENT PARKING



FOOD-TRUCK



WAYFINDING AND UTILITY ZONE



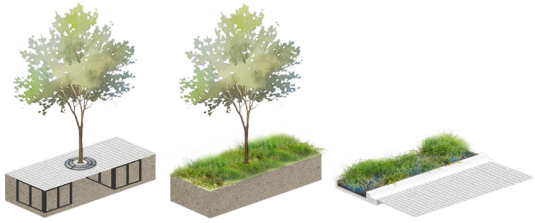
BULB-OUT PLANTING



PARKLET AND SEATING



EXTENDED FURNITURE ZONE



PLANTING ZONES

FIGURE 6.43: Examples of dynamic lane use

6.12 Street Planting

The Downtown West street tree palette is drawn from San José's historical habitats to reinforce the Project's sense of place, complement riparian enhancements, respond to site conditions, and support biodiversity. The plant selection transitions from riparian species near the creek and the river to oak woodland savannah. This is consistent with the nature-to-urban gradient framework of the open space vision to provide varied experiences and connection to context. See Figure 6.44 for a graphic representation of the regional planting profile.

The following standards and guidelines relate to street trees and plantings within the public right-of-way. See Section 4.22, for Project planting types and requirements for vegetation in open spaces including mid-block passages.

The Project aims to avoid the use of non-native species, plants of low ecological value, cultivars, and species incompatible with existing and projected site conditions. Native species that are appropriate for the current and projected microclimates and site conditions can improve local and regional native biodiversity, facilitate wildlife movement, enhance placemaking, and reduce or eliminate the need for irrigation after the plant establishment period (three to five years). Figure 6.45 represents the Project's street tree species distribution concept.

Street trees within the Project should be selected for their quality of form (shape, size, and branching habits) and foliage (color, density, ecological value, and climate regulating capacity). Additional consideration of durability and maintenance should be given to the size of planting area and selection of plantings in public right-of-ways. Trunk flare should be considered when determining tree well dimensions for larger trees. The San José Tree Policy Manual provides recommendations and best practices on species and planting conditions.

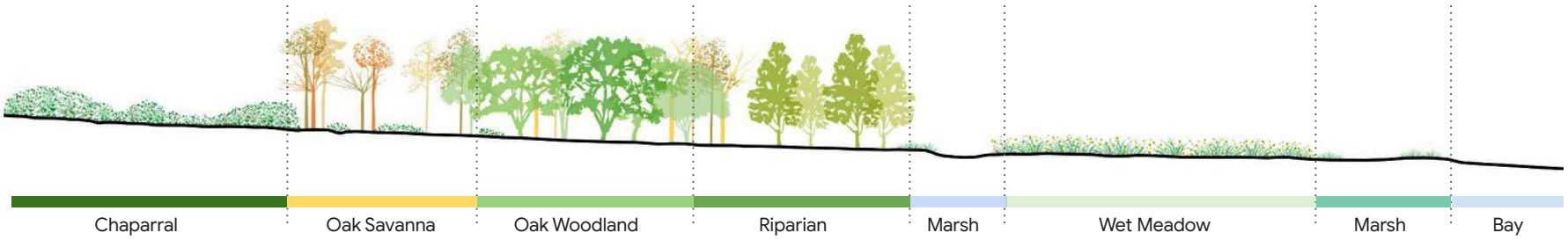


FIGURE 6.44: Regional planting profile

Standards

S6.12.1 **Planting within the active streetscape.** Plantings shall be located in a sidewalk furnishing zone, a protected bikeway buffer, or where a furnishing zone is combined with a protected bikeway buffer to provide additional space for plantings (see Section 6.4). In some instances, plantings may be located in a dynamic lane when it is not needed to support transit and event traffic, as shown in Figure 6.42.

S6.12.2 **Street tree spacing.** Where implementing improvements to the sidewalk on public streets, all Project frontage shall be required to plant street trees at intervals of 20 to 50 linear feet apart. Street trees shall be planted no closer than one-half the mature canopy width apart. Exemptions to street tree spacing include:

- Within 20 linear feet from street lights, stop signs, or other traffic devices
- Within 10 linear feet from overhead high voltage lines
- Along frontages where there are existing retaining walls, as is the case along West Santa Clara Street west of Cahill Street and West Julian Street
- Along one of the Project frontages on Park Avenue, West Julian Street, or West San Fernando Street
- Along the length of a designated ADA accessible pick-up and drop-off zone, transit stop, or shuttle stop

S6.12.3 **Planting strips with street trees.** Tree basins within planting strips shall be a minimum of four feet by five feet.

S6.12.4 **Structural soil.** Use of structural soils shall be permitted in constrained tree planting, at locations where surface area for open tree planters is less than six feet by six feet. At such locations, structural soils shall provide a minimum of six feet by eight feet of suitable soil area.

S6.12.5 **Contiguous tree wells.** Tree wells shall be contiguous (connected) along the length of the block, curb, and / or contiguous under bike lanes where they do not interfere with street utilities or other subgrade components, geometric street design, or dynamic lanes.

S6.12.6 **Compatible native tree species.** At minimum, 90 percent of street trees shall be selected from the native species identified in Figure 6.46, unless deemed reasonably infeasible. To ensure species diversity, no more than 20 percent of the new street tree species planted in the Project area shall be a single species. Consultation with the Office of the City Arborist and a letter of professional determination from a biologist shall be required to select alternative species that provide ecological benefit.

[CSDSG Guideline 111 — superseded]

S6.12.7 **Compatible native understory species.** Native plant species shall be selected for, at minimum, 90 percent of new understory planting, unless deemed reasonably infeasible. To ensure species diversity, no more than 20 percent of the new understory species planted in the Project area shall be a single species. Consultation with the Office of the City Arborist and a letter of professional determination from a biologist shall be required to select alternative species that provide ecological benefit.

[CSDSG Guideline 111 — superseded]

S6.12.8 **Understory planting.** Understory or perennial planting shall be allowed on all streets. Planting strips with low plantings shall be a minimum width of three feet.

S6.12.9 **Temporary planters.** Temporary planters shall be permitted within the active streetscape, in addition to street trees.

S6.12.10 **Invasive species.** Invasive tree and understory planting species shall not be permitted.

Guidelines

G6.12.1 **Preferred tree planting location.** Tree planting zones should be located as far as feasible from the building facade. In locations where there is both a furnishing zone and a bicycle buffer large enough for minimal tree planting dimensions, the bicycle buffer is the preferred location for planting to increase the scale of mature canopy.

G6.12.2 **Continuous tree canopy.** Continuous tree canopy cover should be prioritized to create shaded active mobility zones and improve ecological connectivity.

G6.12.3 **Character-defining corridors.** Structural soils are encouraged to enable tree health, longevity, and canopy growth along Bird Avenue, South Autumn Street, Cahill Street north of West Santa Clara Street, and North Montgomery Street south of Cinnabar Street.

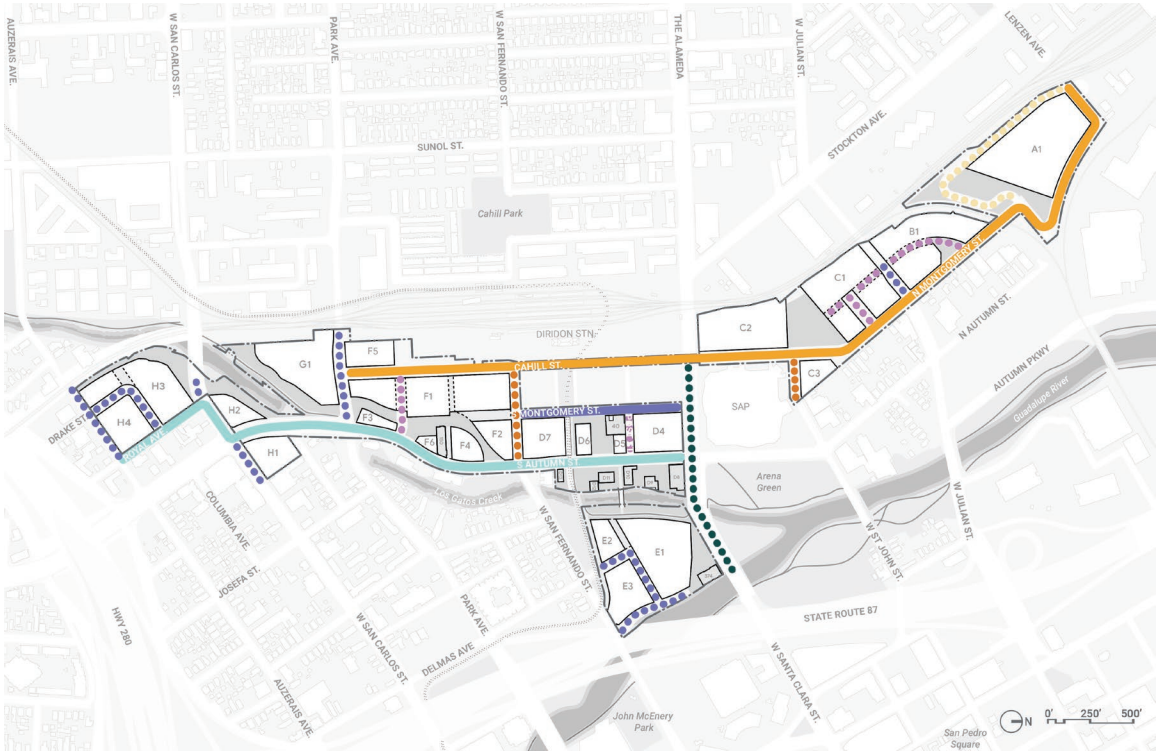


FIGURE 6.45: Street tree species distribution concept

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

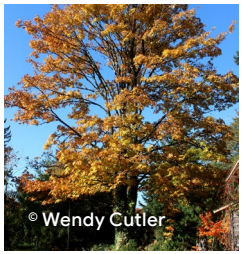
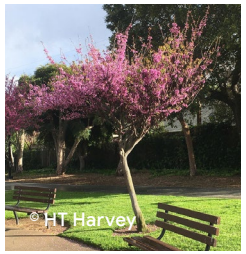
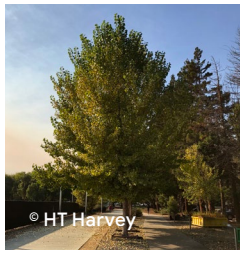
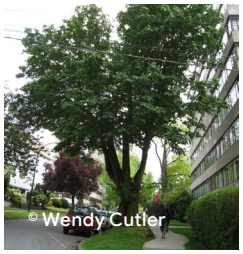
	MAJOR SPECIES	SUPPORTING SPECIES		SUITABLE ADDITIONS
OAK MIX	 COAST LIVE OAK *Quercus agrifolia*	 VALLEY OAK *Quercus lobata*	 BLUE OAK *Quercus douglasii*	 CALIFORNIA BUCKEYE *Aesculus californica*
WHITE ALDER MIX	 WHITE ALDER *Alnus rhombifolia*	 BIG LEAF MAPLE *Acer macrophyllum*	 CALIFORNIA SYCAMORE *Platanus racemosa*	 WESTERN REDBUD *Cercis occidentalis*
COTTONWOOD MIX	 FREMONT COTTONWOOD *Populus fremontii*	 BIG LEAF MAPLE *Acer macrophyllum*	 CALIFORNIA SYCAMORE *Platanus racemosa*	

FIGURE 6.46: Representative images of compatible street tree species

6.13 Infrastructure

Public and private utilities and stormwater management within the PD Zoning District will be provided pursuant to the City of San José Municipal Code, the Downtown West Improvement Standards, and the terms of any governing development agreement.

Stormwater

As part of the integrated approach to stormwater management, the Project complies with all stormwater management requirements for both quantity and quality as provided by the City of San José Green Stormwater Infrastructure Plan (GSI) and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). The Project meets these requirements by implementing green infrastructure strategies such as bioretention, flow-through planters, pervious paving, green roofs, and, possibly, rainwater harvesting or infiltration facilities. Planters should be incorporated as appropriate for managing rainwater and providing additional buffering between the sidewalk through zone or protected bikeway and a travel or dynamic lane. Stormwater planters should include climate adaptive plants that can thrive in low levels of water and grow in a filtration medium. Trees are encouraged to increase evapotranspiration in the wet season and shading in the summer. Trees within stormwater planters should have adequate soil volumes.

Utilities

This section provides design guidance for where below-grade utilities interface with the active streetscape.

Standards

S6.13.1 **Above-grade utilities location.** All above-grade utilities within the right-of-way shall be located within the furnishing zone and shall not interfere with the through zone. See Figure 6.47 for examples.

S6.13.2 **Parking meters and other street parking elements.** All parking meters and other permanent street elements, including pay and display machines and multi-space meters, shall be located in the furnishing zone. Street parking elements shall be organized and consolidated where possible.

Guidelines

G6.13.1 **Utility access.** All utilities should be placed below grade wherever feasible or clustered around driveway curb cuts. Where feasible, utilities should be grouped and allow clear access to the through zone adjacent to any street furnishing elements.



ABOVE-GRADE UTILITIES LOCATED IN THE FURNISHING ZONE



PARKING METERS

FIGURE 6.47: Examples of permanent elements located in the furnishing zone

6.14 Materials and Furnishings

Furnishings

Site furnishings invite people to sit and linger. Site furnishings include both fixed and movable dining seating, benches, weather protection elements, bicycle racks, and receptacles. Additionally, café and outdoor seating may serve retail and restaurants, or be publicly accessible. Site furnishing standards are consistent throughout the active streetscape; see illustrative examples in Section 4.26.

Guidelines

G6.14.1 **Seating design.** Seating should be designed to allow people to sit and gather, and should be oriented to the activity or views. Seating should include different types of custom and non-custom site furnishings, such as chairs and benches, in order to accommodate all ages. Benches should be a mix of social and individual use. Large benches that safely accommodate groups of people and a variety of seating arrangements are encouraged.

G6.14.2 **Metal benches.** Metal benches should be located where there is ample opportunity for shade from structures or tree canopies.

Paving Materials

Standards

S6.14.1 **Street paving materials.** The materials used for streets shall be able to withstand extensive use, wear-and-tear, and load-bearing requirements for all intended vehicle types. Permitted paving materials shall include asphalt, concrete (aggregate or polished and textured or smooth), concrete pavers, and granite pavers (cobblestone). Any proposed paving materials not included in the 1992 San José Standard Specifications shall be noted in the Downtown West Improvement Standards. See Figure 6.48 for examples.

S6.14.2 **Dynamic lane paving materials.** The materials used in dynamic lanes shall be able to withstand wear-and-tear and load-bearing requirements for vehicle parking and pick up / drop-off situations in areas where those uses are expressly permitted. Due to the flexible nature of the space, a wider variety of materials shall be considered including concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and decomposed granite (bonded or loose). See Figure 6.49 for examples.

S6.14.3 **Sidewalk paving materials.** Sidewalk materials shall provide level surfaces onto which furnishing elements can be placed. Permitted sidewalk materials shall include concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and wood deck. Sidewalk material colors shall be integrated with the color palette of the Project as denoted in Section 4.25. See Figure 6.50 for examples.

Guidelines

G6.14.3 **Public realm continuity.** Where the sidewalk abuts open spaces, the sidewalk material should be coordinated to create contiguous public space while not hindering clear directionality and continuation of the designated sidewalk zone.

G6.14.4 **Protected bicycle lanes.** Protected bicycle lane materials in the Project should be able to withstand the extensive use, wear-and-tear, maintenance, and load-bearing demands of daily cycle activity. These materials should allow for clear demarcation through appropriate signage for safety and wayfinding. See Figure 6.51 for examples.

G6.14.5 **Pervious paving.** Certain streets may include pervious paving for stormwater management within the right-of-way. These streets include but are not limited to South Montgomery Street and West Post Street.

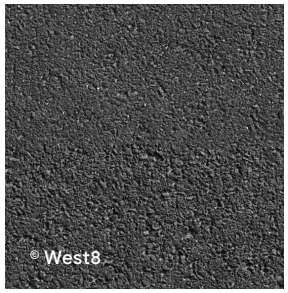
Crosswalks

Guidelines

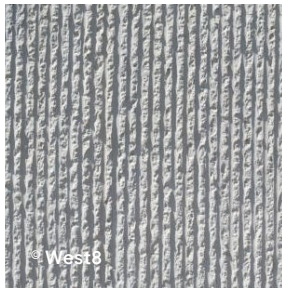
G6.14.6 **Key crosswalks paving material.** The paving materials at key crosswalks should use high contrast materials to prioritize and enrich the pedestrian experience. Where key crosswalks provide access to public open space, materials of crosswalks should be complementary to those of the adjoining open spaces. Materials should be stable and slip-resistant.

G6.14.7 **Crosswalk art.** Art is encouraged on crosswalk surfaces at pedestrian priority passages in priority locations. Final design should be reviewed and approved by the Department of Transportation. See Figure 6.52 for examples of crosswalk art.

STREET



Asphalt



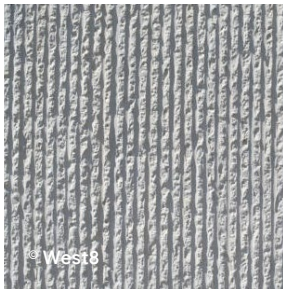
Grooved concrete



Granite pavers (cobblestone)

FIGURE 6.48: Examples of street paving materials

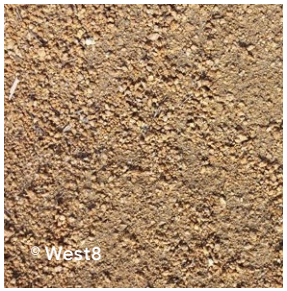
DYNAMIC LANE



Grooved concrete



Granite pavers (cobblestone)



Decomposed granite (bonded)

FIGURE 6.49: Examples of dynamic lane paving materials

SIDEWALK



Concrete



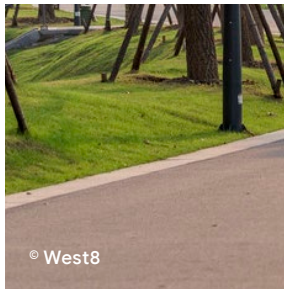
Concrete pavers



Wood deck

FIGURE 6.50: Examples of sidewalk paving materials

PROTECTED BIKEWAY



Asphalt



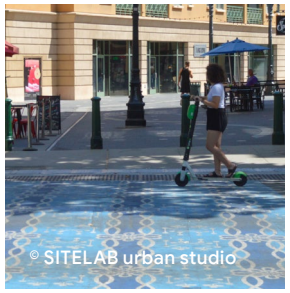
Decomposed granite (bonded)



Color asphalt

FIGURE 6.51: Examples of protected bikeway materials

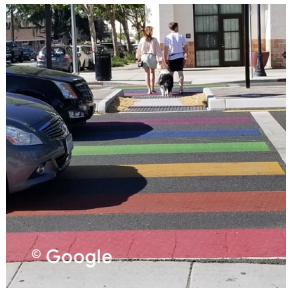
CROSSWALK ART



Patterned road



Painted crosswalk



Pedestrian demarcation

FIGURE 6.52: Examples of crosswalk art

Parking and Loading

6.15 Micro-Mobility Parking and Sharing

Micro-mobility parking and sharing includes bike parking, bike share, scooter share, and mobility hub design. The Project provides safe, convenient, and strategically located long-term and short-term micro-mobility parking and amenities for residents, workers, and visitors. In order to succeed, micro-mobility facilities should be flexible, expandable, and able to adapt to and accommodate future innovations in micro-mobility.

Terms

- **Mobility hubs.** Mobility hubs are places where multiple travel options come together, along with supportive amenities, services, and technology. They are typically located around transit stops and stations with the goal of providing seamless first-last mile solutions — to deliver commuters from transit stop to destination. Mobility hubs can vary in size and supportive amenities, services, or technology in support of the overall mobility network.
- **Shared micro-mobility devices (including bicycle share and scooter share).** Any transportation device by which a person can be propelled, moved or drawn, that is displayed, offered, or placed for rent in any public area or public right-of-way. In San José today, multiple companies offer short-term bicycle and scooter services that either require a docking station or are dockless. “NACTO Bike Share Station Siting Guide” provides consideration for materials, design elements, and integration into the streetscape.
- **Bicycle parking.** Parking provided for bicycles owned by an individual. *San José Municipal Code Section 20.90.050* defines long-term bicycle parking as secure bicycle storage facilities for tenants or occupants of a building or development that fully enclose and protect bicycles. Short-term bicycle parking is defined as bicycle facilities that are accessible and usable by visitors, guests, or business patrons.

Standards

S6.15.1 **Mobility hubs.** Mobility hubs shall be located on the same block as high capacity transit stops or stations where feasible, including Diridon Station and at other frequent transit and shuttle bus stops. At least three supportive amenities or elements listed below shall be required at each mobility hub, see Figure 6.53 for examples. Supportive amenities and elements include but are not limited to:

- Bus stops and layover zones
- Transit shelters with real-time arrival information
- Short- and long-term bike parking
- Bicycle share and scooter share
- Designated bikeway
- Wayfinding
- Active uses with outdoor seating
- Parklet
- Car share
- Pickup / drop-off areas
- Electric vehicle charging stations
- Managed public on-street or off-street parking

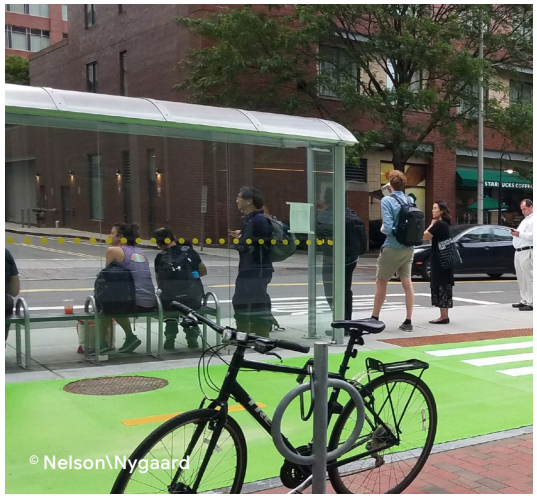
Location, elements, and sizing of mobility hubs shall be coordinated with the Departments of Transportation and Public Works.

S6.15.2 **Bicycle parking locations.** Short-term bicycle parking shall be located in the furnishing zone, bicycle buffer, dynamic lanes, building setbacks, or public open spaces within 100 feet from the primary entrance of a building. The centerpoint of a bike rack shall be located no less than two feet from a pedestrian path or sidewalk through zone, bicycle lane, or vehicle travel lane.

Guidelines

G6.15.1 **Bicycle parking access.** Access to bicycle parking areas should be direct and clearly indicated with signage. Access ramps to bicycle parking areas are encouraged in cases where the primary entrance of the building is below or above adjacent sidewalk grade.

G6.15.2 **Scooter corrals.** The creation of designated scooter share parking areas through pavement markings is encouraged. Unlike bicycles, shared scooters do not require a rack to support them and keep them upright, therefore racks are not recommended unless to provide recharging on site.



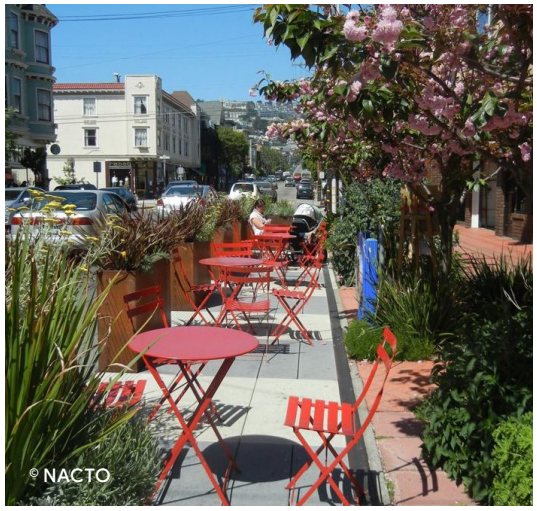
BUS STOPS AND LAYOVER ZONES



BICYCLE AND SCOOTER SHARE



ACTIVE USES WITH OUTDOOR SEATING



PARKLET



CLASS IV PROTECTED BIKEWAY



SHORT-TERM BIKE PARKING

FIGURE 6.53: Examples of mobility hub supportive amenities and elements

6.16 Off-Street Vehicular Parking and Loading

Off-street parking within the Project supports a compact and walkable environment. Downtown West includes public, district-serving garages near entries to the site that serve office, active-use, transit, and SAP Center event parking. Additional parking is located within individual residential buildings or clustered buildings.

The internal layout of off-street parking and loading spaces, driveways, aisles, and maneuvering areas will be designed in accordance with the San José Municipal Code.

See Figure 6.54 for the conceptual off-street parking strategy.

Standards

S6.16.1 **Shared district parking.** District parking — or parking strategies that combine parking from multiple blocks in one location — shall be permitted. Parking supply shall be counted at the district level and not for the block in which it is located. Shared district parking garages shall be allowed for the use of residents, visitors, and workers.

S6.16.2 **Parking supply.** Off-street public parking shall be provided pursuant to the GDP. Residential parking shall be limited to 2,360 total spaces and commercial / public parking shall be limited to 4,800 total spaces.

S6.16.3 **Residential parking.** Residential parking shall be unbundled — rented / sold separately from the residential units. Additionally, residential parking shall be permitted to be shared with other uses.

S6.16.4 **Public garage access.** Public garages shall include access, via public portals, directly to the public realm.

S6.16.5 **Managed parking.** Parking management shall include shared district parking, market-rate parking, and unbundled parking. Additional strategies may include but are not limited to smart parking technology, time limits, and pre-paid operations.

S6.16.6 **District loading.** Centralized logistics and distribution facilities serving the Project shall be exempt from minimum off-street loading spaces requirements in *Municipal Code, Chapter 20.70, Part 5*. Loading requirements shall be counted at the district level and not for the block in which it is located. A subsequent logistics strategy shall be submitted demonstrating total number of loading spaces and distribution strategy prior to approval of a logistics hub.

Car Share

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

Standards

S6.16.7 **Off-street car share locations.** Off-street car share locations shall be publicly accessible.

S6.16.8 **Specialty vehicle parking.** Ten percent of total parking stalls in the Project shall be dedicated to any of the following uses:

- ADA
- Expectant mother
- Car share
- Car pool

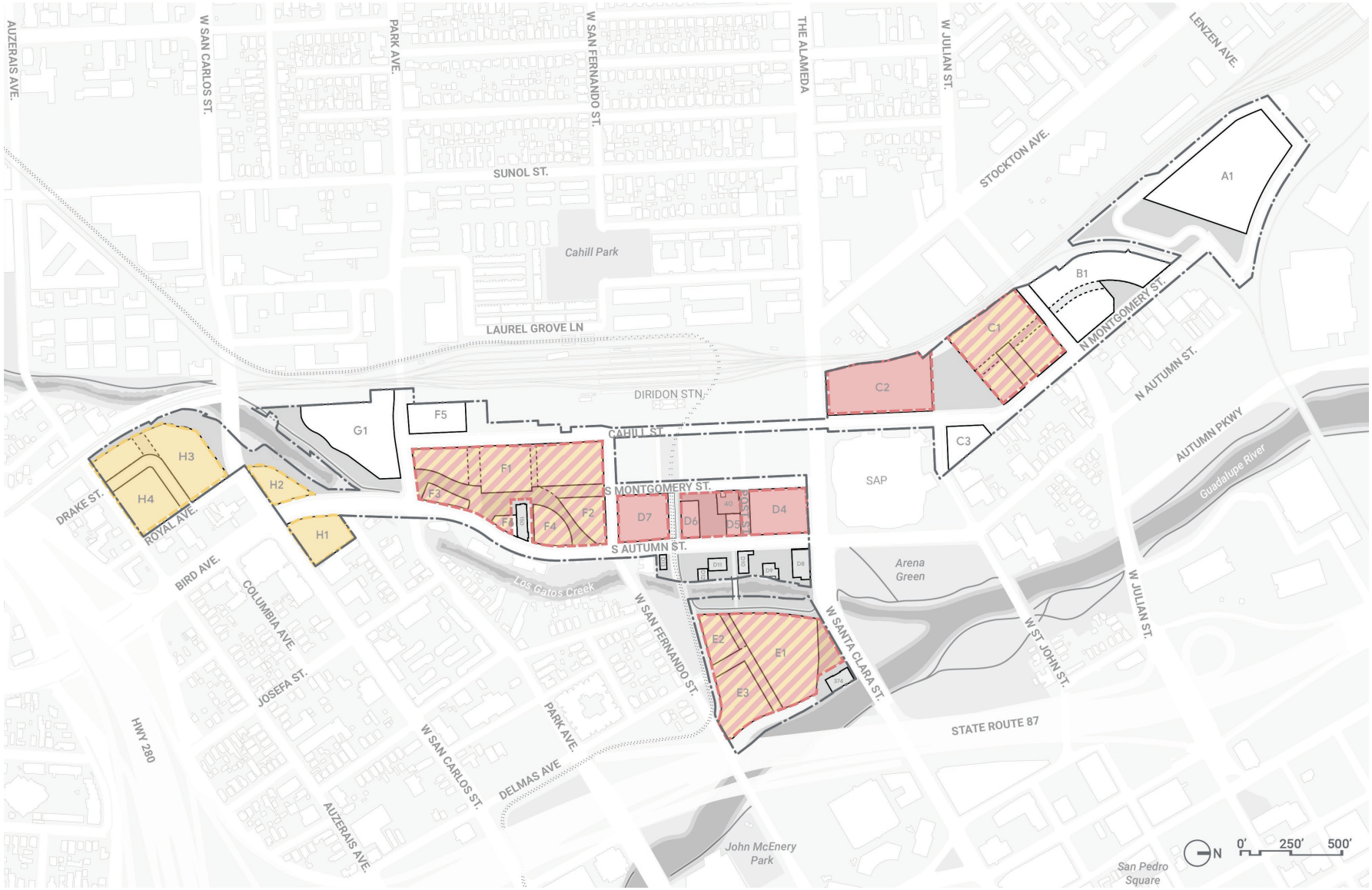


FIGURE 6.54: Conceptual off-street parking garages

- Commercial / public garage
- Residential garage
- Commercial / public and residential garage

6.17 Off-Street Parking and Loading Access

Driveways providing vehicular access to off-street parking and loading areas interrupt the active streetscape. Restricting driveways limits gaps in primary active frontage, improves safety, and supports a vibrant public realm. Vehicular building access locations and design shall be guided by DDG Sections 3.5.2, 3.5.3, and 5.5.2, unless otherwise noted.

Standards

S6.17.1 **Prohibited curb cut locations.** Curb cuts shall be prohibited in the locations identified in Figure 6.55. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited on open space. Temporary loading and service access for events shall be exempt from this standard. Additional curb cuts shall be permitted at the discretion of the City.

[DDG Standard 3.3.2.b, Standard 3.5.2.a, Standard 3.5.3.b, Guideline 3.3.2.f — superseded]

S6.17.2 **Parking and loading access near riparian corridors.** Off-street parking and loading access shall not be located within the Los Gatos Creek Riparian Setback nor the ecological enhancement zone to reduce the potential for new light sources directed towards the riparian corridor that negatively affect wildlife.

S6.17.3 **Parking and loading access in open space.** Access to below-grade parking shall be permitted on project sponsor-owned open space. Driveway entrance shall not exceed 200 feet in length from the curb cut on the nearest street. Driveways shall not count toward open space area denoted in Table 4.1.

[DDG Standard 3.5.2.a, Standard 3.5.2.c, Standard 3.5.3.b — superseded]

S6.17.4 **Signalized intersection adjacency.** Driveways shall be located at least 150 feet from signalized intersections except for infrastructure zones as denoted in Figure 3.3.

[CSDSG Guideline 27 — superseded]

S6.17.5 **Porte cochères.** Porte cochères shall be permitted within residential, limited-term corporate accommodation, or hotel uses where the use is not otherwise served by a dynamic lane on any adjacent street. Curb cuts for porte cochères shall be consolidated with off-street building loading or parking access.

[DDG Standard 3.5.3.c, Standard 5.5.2.f — superseded]

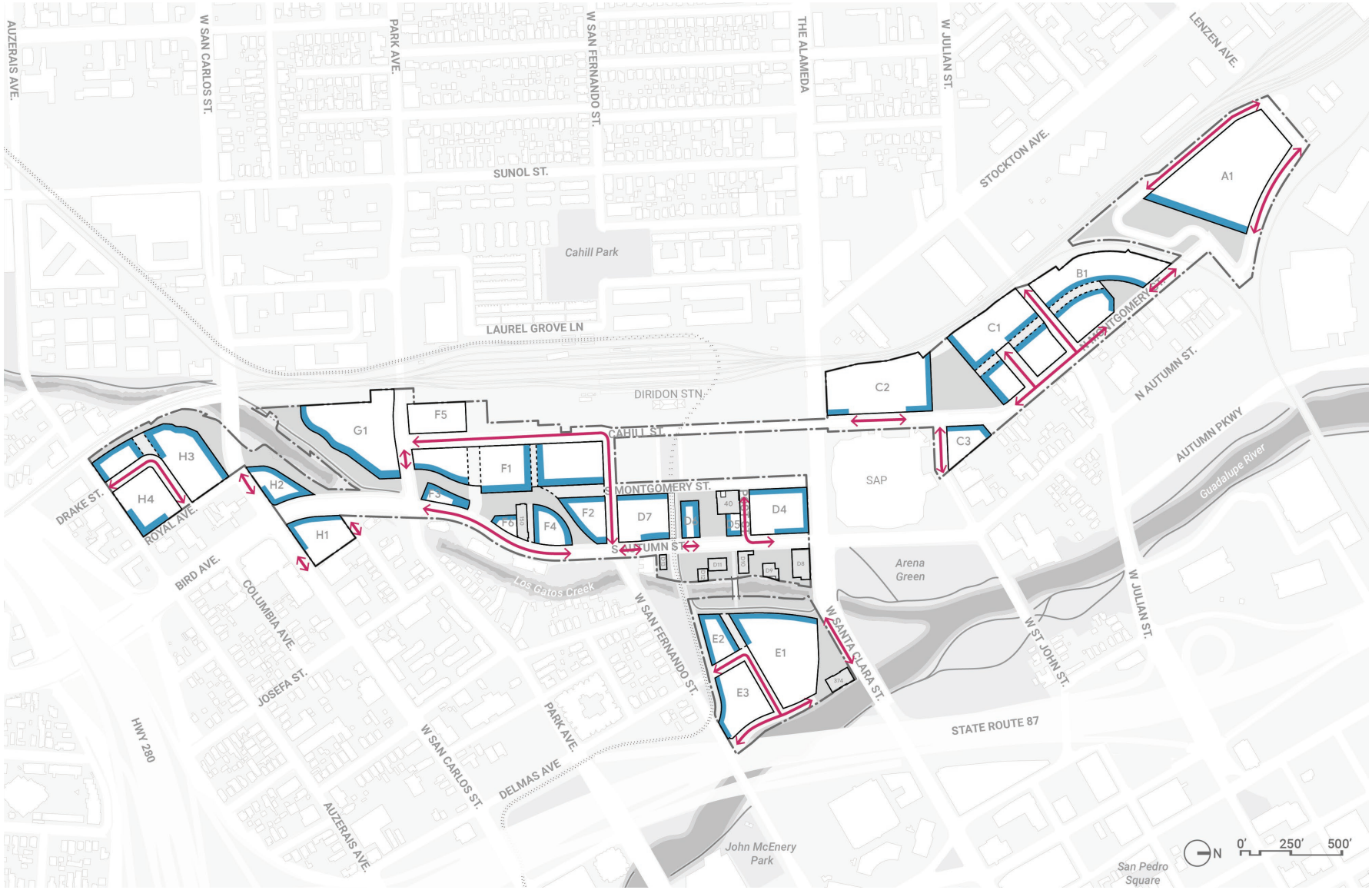


FIGURE 6.55: Prohibited curb cut locations

↔ Preferred locations for off-street parking and loading entrance

Protected edge — curb cuts for parking or loading access prohibited



Lighting and signage in the context of San José.

© Baunfire

Lighting and Signage

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Overview

7.1 Lighting and Signage Objectives

Lighting and signage enhance the experience of the public realm by enabling safe, easy, and attractive navigation around the streets, open spaces, and buildings of Downtown West.

The DWDSG is intended to promote opportunities for creative and innovative design solutions aligned to the chapter objectives described in the following list. The Conformance Review application shall be approved notwithstanding inconsistency with certain guidelines where the project sponsor provides information during the Conformance Review process showing the subject application on balance generally promotes the design intent of the following chapter objectives, where applicable.

Reinforce connectivity and cohesiveness to San José at-large by aligning with the City-wide regional mapping and wayfinding systems.

Create a visually unified lighting and signage identity across Downtown West to ensure a holistic pedestrian experience and public realm that reflects culture, history, and individual character Project features.

Reduce the impact of lighting on natural habitat especially in and surrounding a riparian corridor.



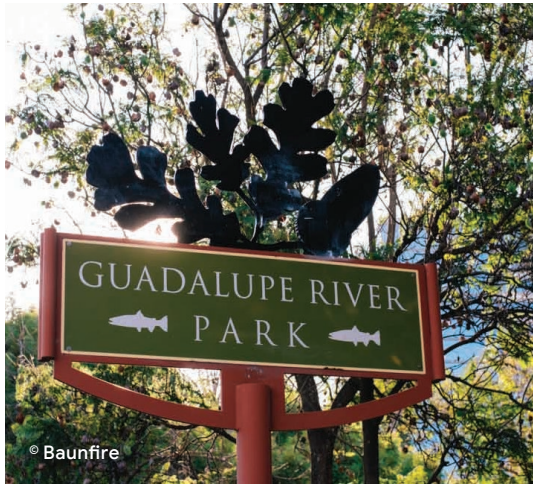
OPEN SPACE LIGHTING



BUILDING LIGHTING



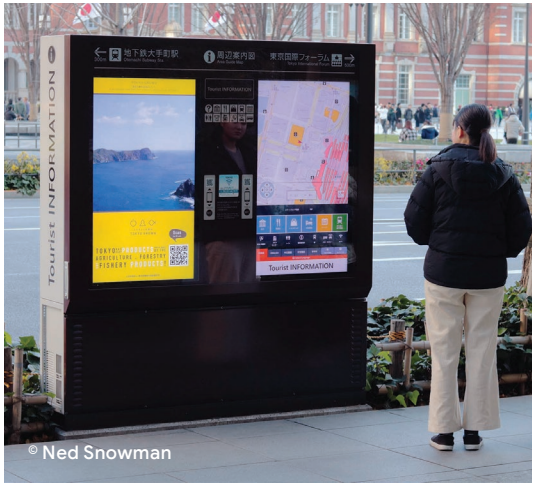
STREET LIGHTING



OPEN SPACE WAYFINDING



BUILDING SIGNAGE



STREET WAYFINDING

FIGURE 7.1: Examples of lighting and signage in the public realm

7.2 Planning Context

Regulatory Planning Documents

In addition to the standards and guidelines of this DWDSG, the function and design of lighting and signage are informed by the following City regulatory documents: DSAP, DDG, San José Municipal Code, and the Riparian Corridor Policy Study.

The DWDSG complies with all applicable provisions of the following City regulatory documents as of the City's approval of the Downtown West Mixed-Use Plan.

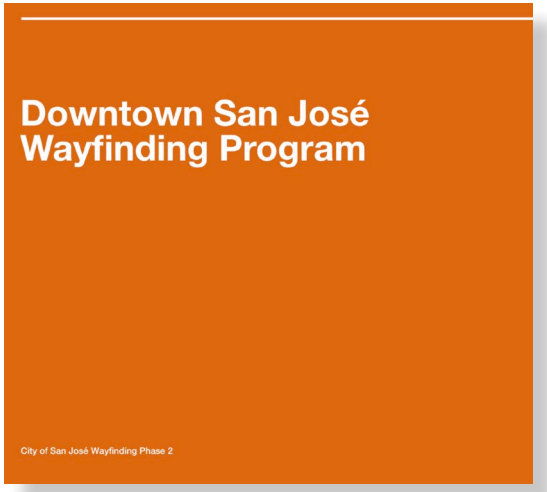
- **DSAP.** The DSAP includes lighting and signage guidelines that seek to establish a pedestrian level wayfinding system that creates a sense of place at night through the use of lighting. These guidelines apply to:
    - Primary public plazas
    - Public open spaces
    - Built forms
    - Streetscapes
- **DDG.** The DDG includes references to safety, comfort, accessibility, and enhancement through lighting and signage. Standards and guidelines for lighting and signage have been organized within the following building levels:
    - Pedestrian level
    - Podium level
    - Skyline level
- **San José Municipal Code.** Lighting and signage requirements are listed in Title 20 and Title 23, respectively, of the San José Municipal Code. Under Title 20, all lighting or illumination must conform to any lighting policy adopted by the City Council. Title 23 sets forth signage controls, including limits to signage type, placement, illumination, maximum allowable area, and frequency of signs. Under Title 23, a PD Permit may allow signage to conform to the signage requirements in any zoning district or in any special sign zone.
- **Riparian Corridor Policy Study.** Approved by City Council in 1994 and revised in 1999, the Riparian Corridor Policy Study establishes policy guidelines to preserve riparian corridors and outlines the way those corridors should be treated in order to maintain consistency with the General Plan policies. Guidelines include:
    - Minimizing lighting within a riparian corridor and setback areas
    - Avoiding light and glare impacts to wildlife within a riparian corridor, consistent with public safety
    - Keeping lighting adjacent to riparian areas as low in height as feasible and directing it downward, with light sources not visible from riparian areas
- **Riparian Corridor Protection and Bird-Safe Design Council Policy 6-34, Section A.** Approved by the City Council in 2016, Section A of this document establishes policy guidelines for riparian protection, reduced setbacks and includes guidance for building materials and lighting. Recommendations include:
    - Reduction of light and glare impacts to a riparian corridor
    - Avoidance of lighting directed into a riparian corridor

The City anticipates that it will refer to the following documents during subsequent review and permit approval:

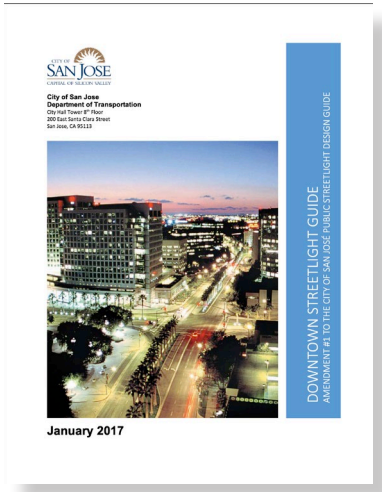
- **City of San José Public Streetlight Design Guide.** The City of San José Public Streetlight Design Guide sets effective luminance factors (ELF) and identifies lighting design guidelines issued by the Illuminating Engineering Society of North America (IESNA) and the International Commission on Illumination (CIE).
- **Downtown Streetlight Guide.** The Downtown Streetlight Guide is an amendment to the Public Street Design Guide and references light pollution, streetlighting, and regulating light comfort.
- **Los Gatos Creek Trail Master Plan - Reach 5.** The Los Gatos Creek Trail Master Plan - Reach 5 defines the overall Los Gatos Creek Trail alignment between north of Auzerais Avenue and Confluence Park at West Santa Clara Street. The plan outlines design guidelines and considerations for trail development and environmental requirements such as trail lighting.
- **Trail Signage Guidelines by the City of San José Trail Program.** The Trail Signage Guidelines lay a foundation for a cohesive trail signage program throughout San José's Trail Network.

The following documents are non-regulatory; however, they have informed the contents of this chapter:

- **San José Trail Network Toolkit.** The San José Trail Network Toolkit includes guidelines for safety, wayfinding, and visual guidance.
- **The Metropolitan Transportation Commission (MTC) Regional and Downtown San José Wayfinding Program.** The MTC Regional Mapping and Wayfinding Program, currently under planning, will be designed to improve the transit experience of residents and visitors by developing a cohesive regional transit information system. The Downtown Wayfinding Program is set to be released in 2021.



DOWNTOWN WAYFINDING PROGRAM



DOWNTOWN STREETLIGHT GUIDE

FIGURE 7.2: Relevant planning documents

Lighting

7.3 Lighting Overview

Lighting enriches the pedestrian experience and sets the ambience of place. Downtown West approaches lighting in relation to context, comfort, atmosphere, and character, as well as considerations for safety, performance, energy reduction, and light pollution reduction. Generally, lighting across the Project is scaled to the pedestrian level and to experiences in the public realm. Lighting standards and guidelines are organized into four sections: public realm (Section 7.3), adjacent to riparian corridors (Section 7.4), buildings (Section 7.5), and streets (Section 7.6).

Public Realm Lighting

Establishing a clear hierarchy of lighting fixture types and levels helps seamlessly integrate lighting into the public realm. The lighting fixture palette for public spaces accommodates different heights, finishes, and orientations as illustrated in Figure 7.5. Incorporating accent, landmark, and custom lighting is encouraged throughout the Project to highlight specific features and reinforce an active ground floor, vibrant street life, and various open space activities.

Terms

- **Light trespass.** Light trespass occurs when an unshielded light fixture is installed within a building, producing a spillage of direct light in unwanted or unintended areas.
- **Light pollution.** Light pollution occurs when there is excessive use of artificial light spilling into the sky.
- **Glare.** Glare occurs when light fixtures emit excessive bright light, causing visual discomfort and visibility reduction.
- **Dark sky.** Dark sky refers to an absence of artificial light as a result of light pollution reduction.

Standards

S7.3.1 **Lighting element placement.** Lighting elements located within a sidewalk throughway or open space path shall be installed in the ground surfaces in a manner as not to obstruct a clear path of travel.

S7.3.2 **Enclosed electrical elements.** Exposed electrical elements such as conduits, junction boxes, transformers, and panels shall have vandal-proof enclosure, and associated conduits shall be concealed as illustrated in Figure 7.3.

Power sources and conduits shall be embedded into ground surfaces to support temporary lighting fixtures, internet, audio/visual, art, and other installations.

S7.3.3 **Atmospheric lighting.** Atmospheric lighting shall provide indirect illumination in active gathering areas to maintain safety and visibility as illustrated in Figure 7.4. See Section 4.11 for a full description of open space programmatic elements. Programmatic elements that foster active gathering areas include but are not limited to:

- Promenade
- Plaza
- Flexible lawn
- Program deck
- Outdoor program area
- Informal recreation
- Event, rotating vendor, and food truck access
- Water feature
- Neighborhood amenity
- Art
- Pavilion structure
- Kiosk
- Canopy structure
- Outdoor performance area
- Tree grove



CONCEALED ELECTRICAL ELEMENTS



LIGHTING INTEGRATED INTO OPEN SPACE



OPEN SPACE LIGHTING



PEDESTRIAN AND CYCLIST LEVEL LIGHTING

FIGURE 7.3: Examples of Project-wide lighting applications

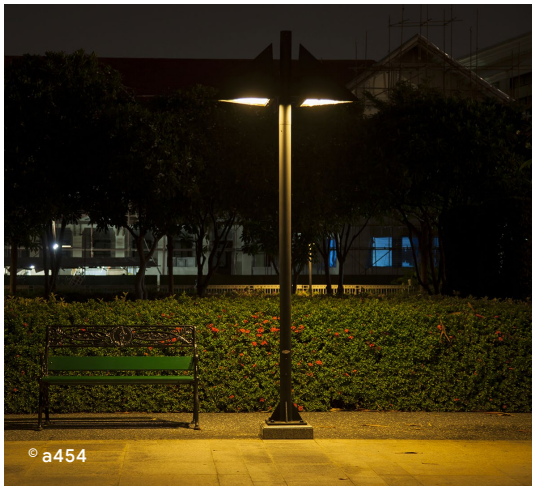
Guidelines

Lighting levels. Lighting levels should be provided in accordance with the Model Lighting Ordinance by IESNA and International Dark-Sky Association (IDA) lighting guidelines as well as LEED® ND Light Pollution Reduction Credit requirement. The Project should be classified between Lighting Zones (LZ) between LZ2 to LZ4 based on the site-specific characteristics.

G7.3.1 **Accent lighting.** Accent lighting for open space elements and focal points outside a riparian corridor and riparian setbacks is encouraged. Accent lighting should incorporate opportunities for art, technology, and innovation in the form of light sculptures, light etching, illuminated art signage, and projection.

G7.3.2 **Lighting in open space near residential areas.** Lighting in open space adjacent to residential areas should be focused on safety for pedestrians and bicyclists on pathways.

G7.3.3 **Mid-block passages.** Mid-block passages are encouraged to incorporate lighting as an art element to provide a safe, well-lit, and welcoming experience.



DARK SKY COMPLIANT LIGHTING



LIGHTING FOR PEDESTRIAN SAFETY

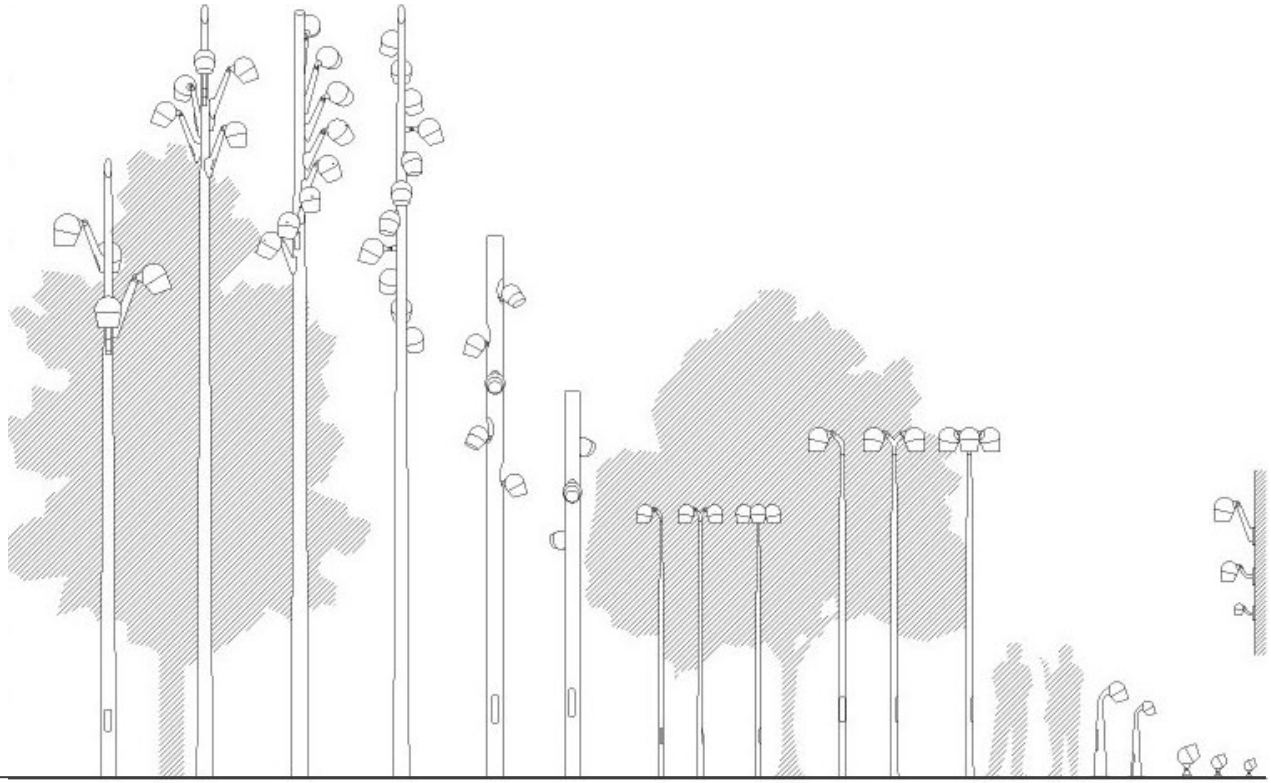


LIGHTING AS AN ART ELEMENT



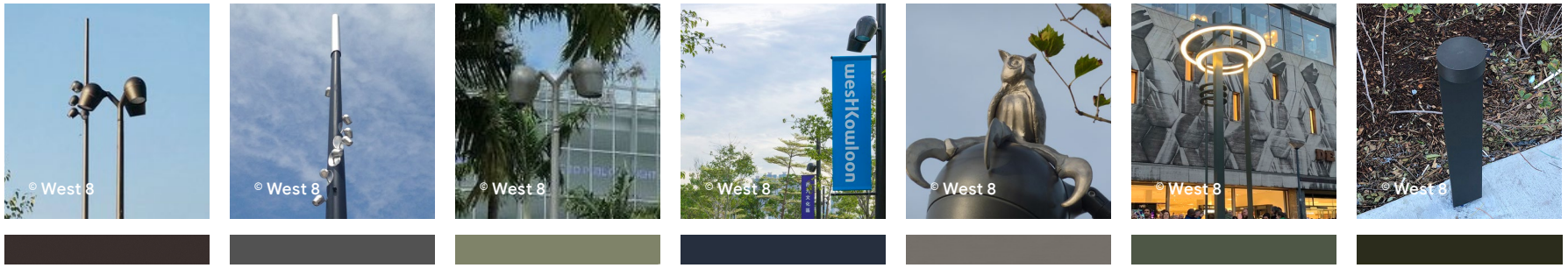
LIGHTING DIRECTED AT PEDESTRIANS

FIGURE 7.4: Examples of Project-wide lighting applications continued



© West 8

LIGHTING FIXTURE VARIATIONS IN HEIGHT AND ORIENTATION



LIGHTING FIXTURE WITH COLORS THAT BLEND INTO THE LANDSCAPE

FIGURE 7.5: Examples of recommended lighting fixtures, color palette, and applications

7.4 Lighting Adjacent to Riparian Corridors

This section highlights lighting design strategies for ecologically sensitive areas within riparian setbacks and the ecological enhancement zone as described in Section 4.8 and illustrated in Figure 4.16. Lighting for both buildings and open space within the riparian setback and ecological enhancement zone ensures improved visibility, passerby safety, and experience of nature while protecting the ecological habitat of a riparian corridor.

Terms

- **Wildlife-friendly lighting.** The color of wildlife-friendly lighting is within the green to yellow spectrum. Bright white and blue light disorient birds and insects and can also affect vegetation respiration, while red lighting interferes with bird migration orientation.

Standards

S7.4.1 **Lighting in riparian setbacks and the ecological enhancement zone.** 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.

S7.4.2 **Prohibited lighting in riparian setbacks and the ecological enhancement zone.** The following shall be prohibited for lighting within riparian setbacks and the ecological enhancement zone:

- Lighting directed at a riparian corridor
- Flood lights
- Up-lighting and spotlighting for vegetation with an exception to limited lighting for art (See S7.4.7)

S7.4.3 **Creek footbridge lighting.** Minimum lighting shall be permitted to illuminate the paths for pedestrian safety; however, no light shall pass outside of nor under bridges spanning a riparian corridor. For creek footbridge low-impact design strategies and material suggestions, see Section 4.8.

S7.4.4 **Los Gatos Creek Multi-Use Trail lighting.** Any trail lighting within the Los Gatos Creek Riparian Setback or the ecological enhancement zone shall be directed downward onto the trail for safe passage, as illustrated in Figure 7.6. The following standards apply to trail lighting:

- Bollards equal to or less than four feet tall or fully shielded downlights shall be allowed for safety
- Fully shielded downlighting up to eight feet tall shall be permitted if wildlife-friendly lighting is used
- Under-railing light shall be permitted as long as it can be contained and directed toward the trail (such as on the inside of an opaque solid railing)

S7.4.5 **Lighting for existing and replacement structures in the Los Gatos Creek Riparian Setback.** The following shall apply to blocks D8, D9, D10, D11, D12, and D13 and associated exterior open space program elements within the Los Gatos Creek Riparian Setback:

- Lighting on the facades of buildings and decks shall not be directed toward a riparian corridor and shall only light the space intended for its use and security; only wildlife-friendly lighting shall be used
- Lighting for exterior decks and walking paths associated with existing or replaced buildings shall be no higher than eight-foot tall and shall be fully shielded downlighting
- Decorative exterior building lighting shall not be permitted on building facades facing the creek
- Landscape-focused lighting such as tree up-lighting or spotlighting shall not be permitted.
- Light-emanating artwork including neon lights on structures shall not be permitted
- Lighting from the interior of buildings shall not be directed into a riparian corridor nor the riparian setback. Interior lights near windows in the riparian setback

shall be shielded at light source and directionally down-lit

S7.4.6 **Lighting for existing, replacement, and new buildings in the ecological enhancement zone.** The following shall apply to existing, replacement, and new buildings (blocks D8, D9, D10, D12, D13, E1, E2, and H2) and associated exterior open space program elements within the ecological enhancement zone:

- Lighting shall not be directed toward a riparian corridor nor the riparian setback
- Fully shielded, and downward-directed wildlife-friendly lighting shall be permitted outside of, or on the exterior of buildings
- Landscape-focused lighting such as tree up-lighting or spotlighting shall not be permitted
- Lighting from the interior of buildings shall not be directed into a riparian corridor nor the riparian setback. Interior lights near windows adjacent to the riparian setback shall be shielded at light source and directionally down-lit

S7.4.7 **Lighting for art in the riparian setback.** The following shall apply to art objects and associated program lighting within the riparian setback:

- Up-lighting shall avoid light trespass past the piece of art or associated program and shall not be within 25 feet of a riparian corridor
- Downlighting shall be directed away from a riparian corridor, fully shielded and limited to the immediate vicinity of the object (no more than three feet from the object). Downlighting shall not be within 25 feet of a riparian corridor
- Internally lit art pieces shall have light directed fully away from a riparian corridor that is not widely cast. Internally lit art pieces shall not be allowed within 25 feet of a riparian corridor
- Light intensity shall be low and limited to the wildlife-friendly lighting spectrum
- Light levels shall not exceed the intensity of the adjoining trail lighting
- Wall-wash lighting shall not be permitted in the 50-foot riparian setback
- Future lighting technologies unforeseen at this time shall be permitted if a letter of professional determination from a biologist is submitted that demonstrates such lighting technologies would avoid light and glare impacts to wildlife within a riparian corridor



DOWNWARD LIGHTING ON PATHWAYS



LIGHTING FOR ART IN THE RIPARIAN SETBACK

FIGURE 7.6: Examples of lighting applications adjacent to riparian corridors

7.5 Building Lighting

The Project promotes innovative and engaging uses of lighting in building design, with the goal of making Downtown West safer and more attractive while minimizing glare, light trespass, and light pollution in ecologically sensitive areas adjacent to a riparian corridor as described in S7.4.5 and S7.4.6.

Building lighting conforms to the California Green Building Standards Code (Title 24), DDG, Riparian Corridor Policy Study, and Council Policy 6-34 Section A. The DDG promotes and permits building lighting design for podium and skyline levels to highlight architectural features through lighting methods such as wall-washing, podium level lighting, and lighting of architectural features, as illustrated in Figure 7.7. In conformance with the DDG, Section 4.4.2.b, restrictions on building lighting facing a riparian corridor within 300 feet and limitations of permanent lighting during bird migration seasons applies to the Project. The following standards and guidelines apply to development of new structures, rehabilitation of existing buildings, and permanent and temporary structures in open space.

Standards

S7.5.1 **Non-permitted lighting.** Building lighting that blinks regularly or flashes repeatedly shall not be permitted, with the exception of FAA-regulated building lighting on rooftops.



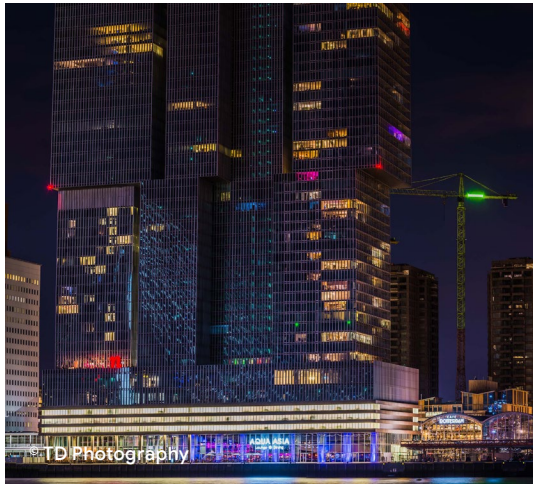
LIGHTING AFFIXED TO A FACADE



ACCENT LIGHTING



LIGHTING HIGHLIGHTING AN ENTRANCE



PODIUM AND SKYLINE LEVEL LIGHTING

FIGURE 7.7: Examples of building lighting

7.6 Street Lighting

Street lighting maintains continuously lit corridors that ensure a safe pedestrian experience. Lighting quality as well as placement of lighting fixtures, size, height, and frequency are also considered. Street lighting includes roadway fixtures, pedestrian fixtures, lighted bollards, and highlighted streetscape features.

The lighting system for public streets and intersections is consistent with the City of San José Public Streetlight Design Guide and its amendment: the Downtown Streetlight Guide. Light level goals set forth by the regulatory documents aim to seamlessly connect Downtown West to the rest of the City street network. Street lighting standards are to be applicable under the horizontal review process.

Standards

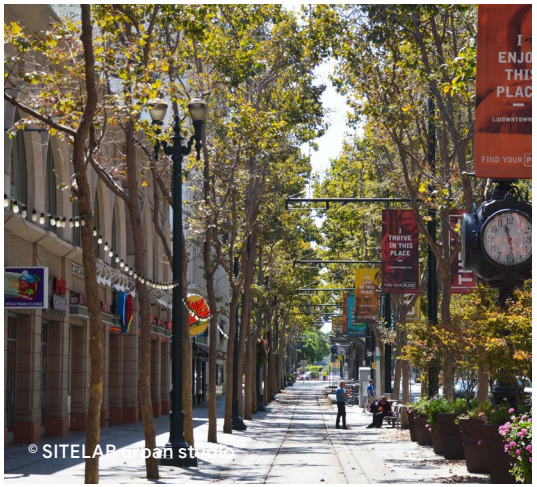
S7.6.1 **Street lighting location.** All streetlight poles shall be located in the furnishing zone, which may either be located within the sidewalk or bikeway buffer, as identified in Section 6.4 and illustrated in Figure 7.8.

S7.6.2 **Electrical conduits.** Electrical conduits for street lighting shall be embedded underground.

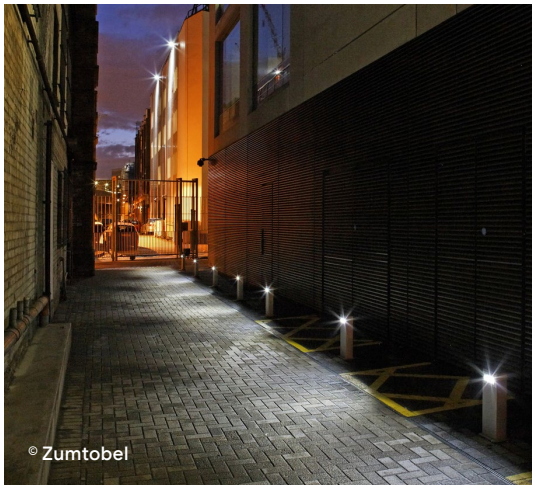
Guidelines

G7.6.1 **Street lighting fixture design.** On public streets, lighting fixture design should be consistent with the building and public realm context to maintain continuity beyond Downtown West.

G7.6.2 **Street lighting levels.** Lighting on private streets should be proportional to the scale of ground floor activities and bright enough to ensure security during nighttime, as illustrated in Figure 7.8.



LIGHTING IN THE SIDEWALK FURNISHING ZONE



LIGHTING TO ENSURE SAFETY

FIGURE 7.8: Examples of street lighting

Signage

7.7 Signage Overview

Signage is an essential tool to ensure an engaging and legible experience in Downtown West. Signage throughout the Project is designed to reflect Downtown West's overall creativity and character and also express the individual identities of the spaces within it. See Figure 7.9 for examples of Project-wide signage types.

Signage within Downtown West adheres to San José Municipal Code Title 23 unless otherwise specified. The Project follows the provisions of *Title 23, Part 2 "Downtown Sign Zone"* of San José Municipal Code, including limitations to signage type, placement, illumination, maximum allowable area, and frequency. See Figure 7.1 for examples of permitted signage by the Municipal Code.

Standards

S7.7.1 **Permitted signage.** Vending cart signs and retail pavilion signs as defined in Municipal Code Part 2.5 "Urban Mixed-Use Development Area Sign Zone" shall be permitted in the Project and shall be subject to the requirements of Sections 23.04.156.L and 23.04.156.M.

S7.7.2 **Portable signage.** Portable signs, such as sandwich boards and valet parking signs, shall be permitted and limited to one sign per active use, and shall be located within frontage or furnishing zones on sidewalks, or within the open space fronting the business. Event signage shall be excluded from this standard.

S7.7.3 **Concealed electrical elements.** Any electrical signage elements, such as exposed conduits, junction boxes, transformers, and panels boxes shall have vandal-proof enclosure. Concealed conduits shall be used as an alternative.

S7.7.4 **Historic sign.** A sign identified as a historic resource for the Project, such as the Stephen's Meat Products sign as shown in Figure 7.9, shall be retained and be permitted to be relocated within the Project. See Section 5.15.

Guidelines

G7.7.1 **Signage orientation.** Signage should be primarily oriented toward pedestrians and should guide them through the public realm at the ground level.

G7.7.2 **Performance-driven signage material.** Materials for signage are encouraged to prioritize performance, durability, quality, and sustainability. Where feasible, natural or raw materials such as wood, stone, or metal should be used. Locally sourced materials are preferred.

G7.7.3 **Inclusivity.** Signage should be designed with inclusivity and accessibility as a priority. Considerations include but are not limited to viewing height, text size, color contrast, information about step-free routes on maps, and use of non-linguistic information such as icons and braille for the visually impaired.

Contextual Considerations

Signage identity. Signage design is encouraged to be creative and convey the identity of Downtown West and its character zones, places, and paths. Signage should contribute to anchoring Downtown West to the historical and cultural context of San José.

Existing signage. Existing signage within the Project that provides a richness and connection to the history of the site is encouraged to remain or be relocated within the Project.



IDENTIFYING SIGNAGE



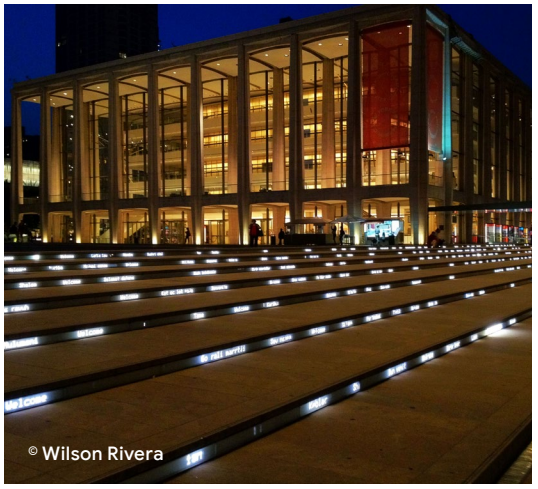
TEMPORARY STRUCTURE SIGNAGE



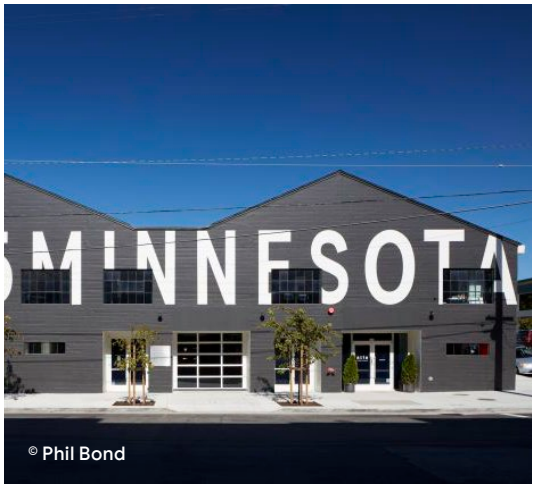
EXISTING SIGNAGE WITHIN THE PROJECT



INTERPRETIVE SIGNAGE



INTERACTIVE SIGNAGE



SUPERGRAPHIC SIGNAGE

FIGURE 7.9: Examples of signage types

7.8 Building Signage

Exterior building signage within the Project supports overall variety in Downtown West's public realm and reflects the creative nature of San José. Building signage is a significant architectural and artistic feature which relates to the use, composition, scale, and design of the buildings and open spaces it fronts. See Figure 7.10 for examples of different building signage types permitted by the Municipal Code.

Standards

S7.8.1 **Temporary construction signage.** Use of temporary construction signage to encourage creative, artistic, and interpretive application shall be permitted. Temporary construction signs, whether or not attached to fences that enclose the construction site, shall be permitted on the full street frontage on up to three sides of the construction site. Each temporary construction sign shall not exceed 24 feet in height.

[Municipal Code 23.04.610.B.5.c — variance]

S7.8.2 **Pedestrian level use signage placement.** In mixed-use buildings, location of signage for ground floor uses shall be visible from the pedestrian level, with a minimum seven-foot clearance above pathways.

Guidelines

G7.8.1 **Signs on new buildings.** Signage on a new building is encouraged to use high-quality, durable materials and finishes for all elements, including text and exposed surfaces.

G7.8.2 **Temporary signage on Project resources.** Signage on, near, or for Project resources is encouraged to prioritize the preeminence of the building itself and appear secondary to building features.

G7.8.3 **Parking signage.** Parking signs leading to underground parking should be clear and appropriately scaled and located. Signage is encouraged to indicate data on parking availability and vacancy.



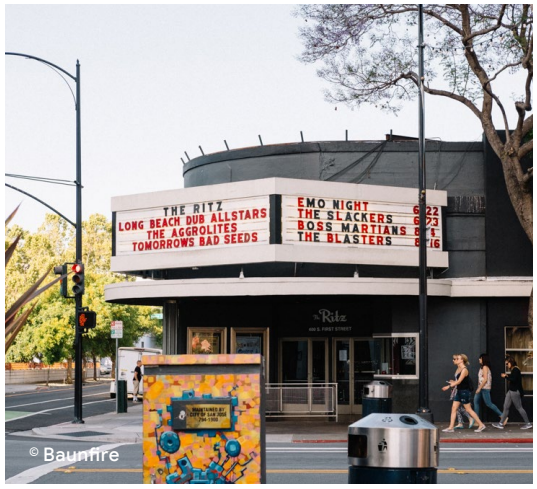
FLUSH MOUNTED SIGNAGE



BUILDING-INTEGRATED SIGNAGE



SIGNAGE ON EXISTING STRUCTURES



MARQUEE SIGNAGE



VERTICAL PROJECTING SIGNAGE



TEMPORARY CONSTRUCTION SIGNAGE

FIGURE 7.10: Examples of building signage types

7.9 Wayfinding and Interpretive Signage

Downtown West is at the nexus where regional and local transportation and natural systems converge in Downtown San José. With an emphasis on enhanced public realm experiences and investment in pedestrian, bicycle, and transit infrastructure, the wayfinding system provides visual and tactical tools to orient people to the wider context. This is particularly significant around Diridon Station. As a major arrival point to Downtown San José, the wayfinding system helps people navigate the City, highlight nearest transit options and amenities, and encourage discovery and exploration.

Downtown West's wayfinding system aligns with the City's efforts to create a cohesive design and organization prioritizing pedestrian and active mobility networks as well as accessibility. A common set of neighborhood, park, open space, and other area names and boundaries will be coordinated with those used within the MTC Regional Mapping and the Downtown San José Wayfinding System (currently under study) through:

- Hierarchy of information
- Orientation and scale of mapping
- Approach and rationale for signage placement

Signage within and adjacent to the Los Gatos Creek Multi-Use Trail aligns with guidelines of the City of San José Trail Program, San José Trail Network Toolkit, and the Downtown San José Wayfinding System.

Standards

S7.9.1 **Interpretive signage at Project resources.** Signage providing information about history and heritage shall be placed at each of the Project's historic resources identified in Section 5.15.

S7.9.2 **Interpretive pavement markings.** Design of interpretive pavement markings shall follow CSDSG guidelines and permit the use of icons and branding when providing a link between Los Gatos Creek Multi-Use Trail segments along Autumn Street and at trail crossings. For design of pavements see Section 6.14.

Guidelines

G7.9.1 **Identity of private pedestrian wayfinding signage.** Signage placed on development blocks, such as for office or residential uses, should be recognizably different in design from public realm signage. An overall strategy should be applied to ensure that the differences in design between public and private-facing wayfinding signage is applied consistently.

G7.9.2 **Non-verbal wayfinding.** To ensure cohesion and a seamless implementation as part of a wayfinding strategy for Downtown West, non-verbal wayfinding features such as art, environmental graphics, and placemaking devices are encouraged throughout the Project. Landmarks and visually distinctive features in the environment should be highlighted on maps and directional signage in order to reinforce them as reference points.

G7.9.3 **Interpretive signage.** Within the Project's open spaces, signage should incorporate interpretive and interactive educational elements communicating historical, environmental, and ecological elements specific to San José. Examples include but are not limited to ground inlays, etched pavements, murals, signage panels, and art and play features as shown in Figure 7.11.

G7.9.4 **Threshold or gateway signage.** Wayfinding signage is also encouraged in the form of gateway and/or landmark signage, such as art, to mark thresholds establishing neighborhoods, parks, open spaces, and trails.

Contextual Considerations

Identity of public-facing wayfinding signage. Wayfinding signage for public audiences is encouraged to incorporate references and themes relating to the heritage, culture, ecology, and history of the site. The following elements may be referenced to create a unique, cohesive identity for wayfinding signage within Downtown West:

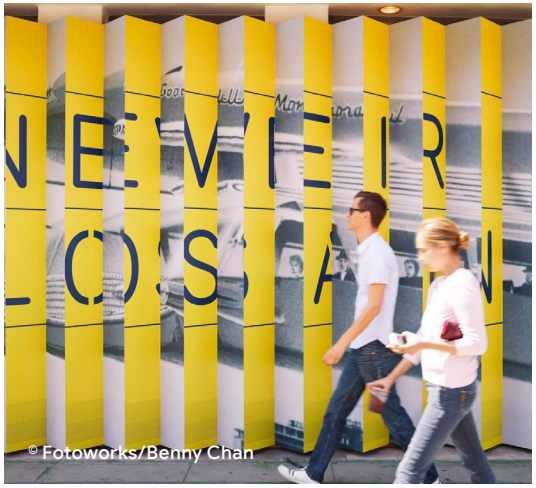
- Color palette
- Set of icons
- Materials
- Inclusion of interpretive messaging relating to local culture and history
- Illustrations on mapping; highlighting landmarks as well as key historic resources within Downtown West



FREESTANDING WAYFINDING



PRIVATE PEDESTRIAN WAYFINDING



TEMPORARY INTERPRETIVE SIGN



INSET INTERPRETIVE SIGN

FIGURE 7.11: Examples of wayfinding and interpretive elements



A sustainable ecosystem of green roofs, facade shading, pervious surfaces and mid-block passages.

© MITHUN / Kevin Scott

Sustainability

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Overview

8.1 Vision

Downtown West is a climate-positive environmental leadership development project. It goes beyond code to strive for optimized environmental sustainability through infrastructure, building, and public realm design. The Project aims to improve the health of people and the planet. It accomplishes this through commitments ranging from increasing energy efficiency and generating renewable energy to designing comfortable outdoor public spaces, improving habitat, and creating a micro-mobility network that encourages walking and biking.

The sustainability strategies referenced in this chapter demonstrate a Project-wide commitment to stewardship of a thriving natural and urban ecosystem. Downtown West embodies circularity principles of resource use, aiming to move away from a linear extract-use-discard model toward a limited-waste, closed-loop system. These sustainability principles have been integrated into all aspects of Downtown West across multiple scales — from the district to the details. Downtown West is a model of sustainability innovation, enabling healthy and climate-positive living and working.

This chapter holistically presents the Project's approach to environmental sustainability and resilience, its commitments through AB 900, and references to the sustainability-related standards and guidelines held in other chapters of the DWDSG.



FIGURE 8.1: Example of sustainable design strategies

8.2 Supporting San José Goals

The City of San José has laid the groundwork to address sustainability City-wide. First, Envision San José 2040 initiated land use policy that promotes sustainability. Then, Climate Smart San José set out a clear path forward to address climate change and reduce greenhouse gas (GHG) emissions. Downtown West propels San José's sustainability and climate initiatives forward, demonstrating how to achieve a low environmental impact with a high quality of life.

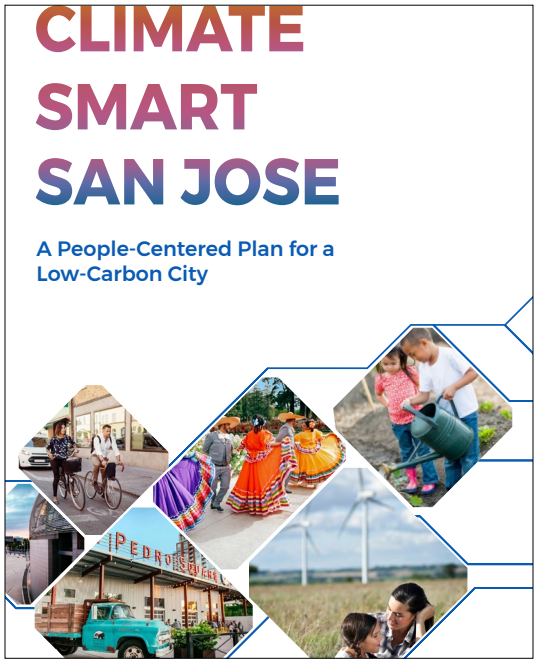


FIGURE 8.2: Climate Smart San José

Envision San José 2040

The General Plan is designed to accommodate employment and housing growth while minimizing environmental impacts by promoting transit use, walkability, and sustainable development. Downtown West embodies the spirit of Envision San José 2040 and makes commitments aligned to the major strategies in Chapter 3: Environmental Leadership, including the measuring of:

- Environmental sustainability
- Environmental resources
- Environmental considerations / hazards
- Infrastructure

Climate Smart San José

Climate Smart San José is a City-wide initiative to reduce air pollution, save water, and improve quality of life. Climate Smart is one of the first City plans striving to reach the targets of the international Paris Agreement — adopted by the United Nations in 2015 to combat climate change. To do so, Climate Smart San José sets ambitious goals for energy, water, transportation, and local jobs. The Project aligns to the climate and water strategies of Climate Smart San José:

- Transition to a renewable energy future
- Embrace our Californian climate
- Densify our city to accommodate our future neighbors
- Make homes efficient and affordable for our families
- Create clean, personalized mobility choices
- Develop integrated, accessible public transport infrastructure
- Create local jobs in our city to reduce vehicle miles traveled
- Improve our commercial building stock
- Make commercial goods movement clean and efficient

8.3 Project Sustainability Components

Urban Design Framework

The Project's sustainability commitments expand beyond the traditional focus on environmental metrics; Downtown West also prioritizes vibrant and healthy places to improve the collective social, physical, and mental wellbeing. The urban infill Project transforms underutilized land into a high-density mix of live, work, and play. The new Downtown residents, employees and businesses will extend activity throughout the day and week.

The Project will deliver tens of thousands of new jobs and up to 5,900 units of new, high-quality housing within a half mile of Diridon Station and connected to the greater San Francisco Bay Area. Additionally, 15 acres of publicly accessible open space, an increase in overall surface perviousness, and expanded creekside ecology improvements provide greater access to recreation and nature and are located within a quarter mile of anywhere within the Project. The strategic distribution of these open spaces mitigates an urban heat island effect and contributes to cleaner air and a cooler climate.

Planning for the long-term resilience of Downtown West, climate adaptation will be an increasingly significant consideration for the Project. In San José, climate change hazards may include hotter and longer heat waves, an increase in building cooling days, potable water shortages during drought conditions, altered potential of flooding events for the Guadalupe River and Los Gatos Creek, extended drought, and secondary effects of increased wildfire presence such as high levels of particulate matter in the air and public safety power shutoffs (PSPS).

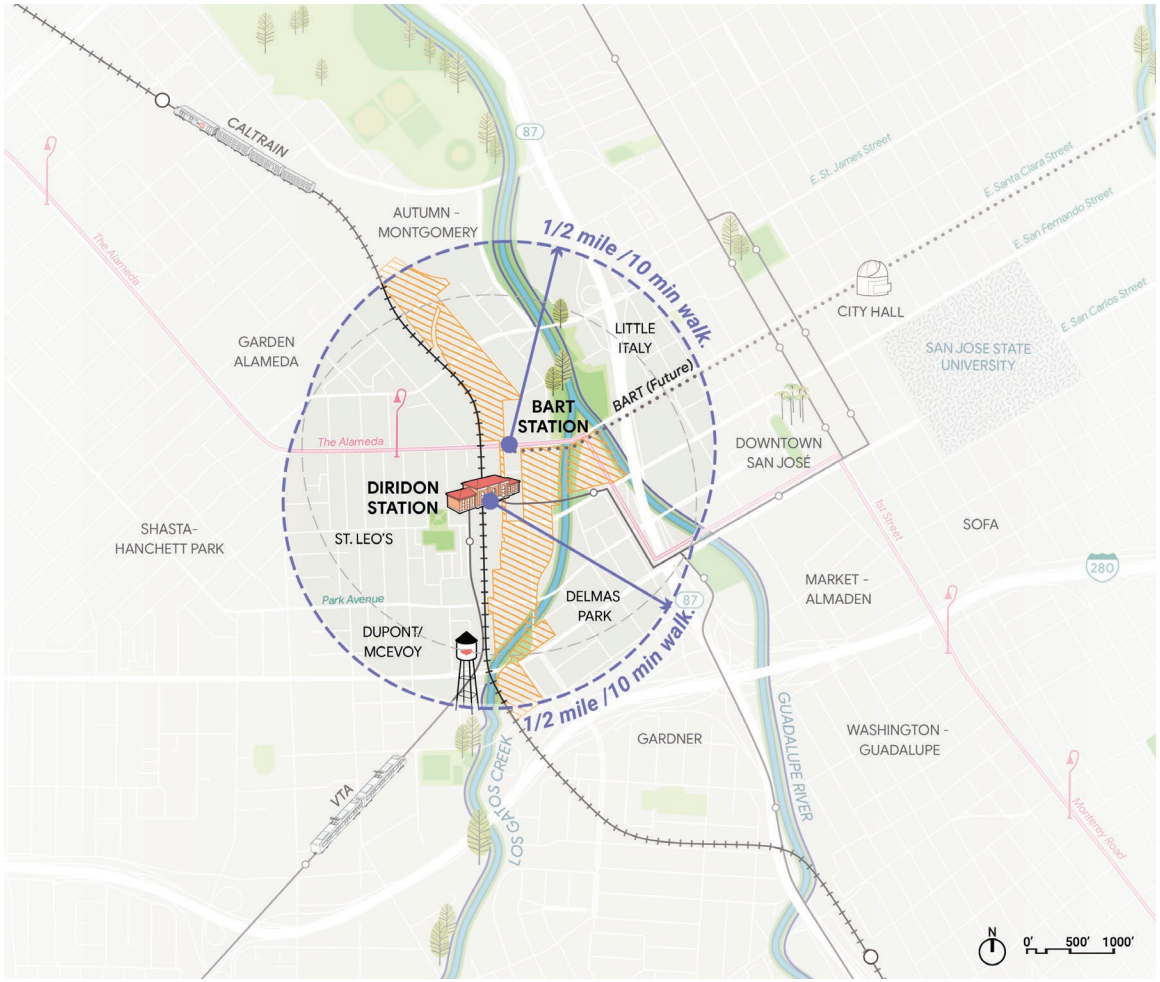
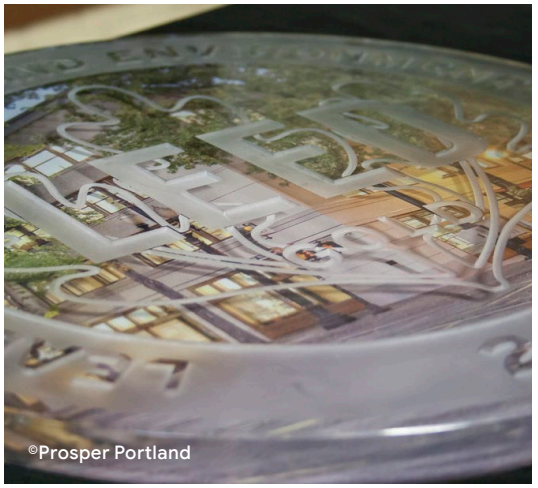


FIGURE 8.3: Downtown West transit proximity to Diridon Station and future BART station

Downtown West area



WALKABLE DESTINATIONS



LEED ND GOLD CERTIFICATION



MIXED USE



CONSTRUCTION TECHNOLOGY

FIGURE 8.4: Examples of Downtown West's sustainability approach

Green Building Certifications

The Project has committed to meeting the AB 900 requirement of LEED® Gold through the LEED® for Neighborhood Development rating system (LEED® ND) for the entire mixed-use plan. The Project also makes the commitment that all office buildings will achieve LEED® Gold through LEED® for Building Design and Construction (LEED® BD+C) rating system, a commitment beyond the City of San José's New Construction Green Building Requirement. Strategies to achieve LEED® BD+C include but are not limited to energy and water efficiency, sustainable materials and resources, indoor environmental quality, and innovation.

In addition, all new buildings larger than 10,000 square feet must comply with the City of San José New Construction Green Building Requirement, which are summarized below by building type:

- All buildings that are not office or residential uses must receive a minimum certification of LEED® Silver
- High-rise residential buildings must receive a minimum certification of LEED® Certified
- Mid-rise residential projects must receive the minimum green building performance requirement of LEED® Certified or GreenPoint Rated
- Mixed-use new construction buildings must submit a checklist and receive the minimum green building new construction certification designation for each use within the building

District Infrastructure and Systems

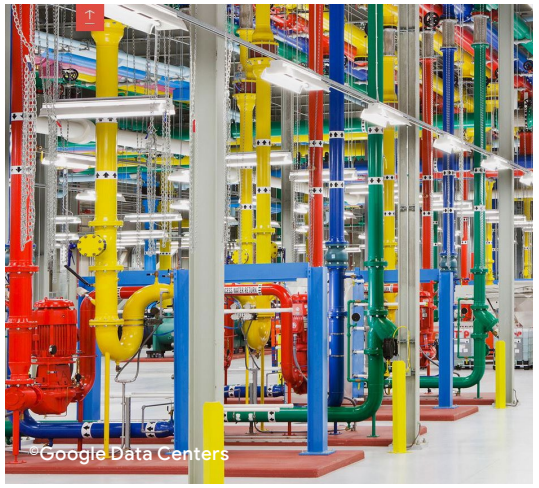
Downtown West leverages district-scale systems to improve efficiency and resilience for a mixed-use urban development. District systems underpin the overall sustainability performance of Downtown West by balancing the resource demands from the buildings through the integration of infrastructure, buildings, and renewable energy sources. While this section provides an overview of the district systems, see the Downtown West Infrastructure Standards and Infrastructure Plan for more information.

The use of district scale infrastructure systems ensures the Project exceeds the goals set by the City of San José relative to greenhouse gas (GHG) emissions and building performance. The deployment of the systems also reduces the strain on traditional utility systems by limiting peak loads and connections to primary networks. The benefits of the systems include:

- Reduced potable water consumption as a result of the beneficial reuse of recycled water
- Full electrification of heating and cooling systems
- Lower emissions through thermal systems relative to building by building systems
- Increased energy resilience via the microgrid system



CENTRAL UTILITY PLANT - EXTERIOR



CENTRAL UTILITY PLANT - INTERIOR



STORMWATER MANAGEMENT



RENEWABLE ENERGY

FIGURE 8.5: Examples of district infrastructure components

District systems are connected to the majority of buildings within Downtown West. Certain buildings within the Project may not be serviced by some or all of the district utilities, either temporarily or permanently, due to Project phasing and property ownership. A summary of the extent of service and variants for each district system is listed below:

- **Wastewater / recycled water.** The Project includes two alternatives for wastewater and recycled water servicing:
    - The district systems alternative consists of up to two on-site wastewater treatment plants that collect wastewater from the Project for treatment, producing recycled water for reuse within buildings and open spaces. A private wastewater collection system and recycled water distribution network facilitates operations. This alternative retains connection to the City's wastewater system for redundancy.
    - The City alternative utilizes traditional gravity wastewater connections from individual buildings to the Municipal Wastewater System. In this alternative the Project connects to the South Bay Water Recycling (SBWR) recycled water network and the San José Water Company extends recycled water service to individual buildings and the public realm within the Project.
- **Microgrid.** The Project services new development with electricity from a microgrid, distributing 12.47-kilovolt / 21-kilovolt electrical networks throughout Downtown West. The microgrid services all properties within the Project, with potential limitations on servicing some residential buildings, existing structures, and the earliest phase I buildings. The microgrid enables the dynamic management of the electrical loads, increasing the utilization of the solar photovoltaic (PV) installations across the Project. Integrating batteries adds resilience to the system.
- **Thermal heating and cooling.** The Project services new development with an all-electric district thermal heating and cooling system, distributing energy via a thermal network contained within the utilidor. Heating and cooling energy production occurs within central utility plants. Ground source heat pumps may connect the thermal networks to further increase environmental performance. Comprehensive distribution of district heating and cooling will extend to all buildings in the project, with potential servicing limitations to residential buildings, existing structures, and the earliest phase I buildings.
- **Automatic waste collection system (AWCS).** AWCS may provide an alternative means of collecting solid waste for the Project. This system directly collects the majority of waste within the Project through an underground mechanical network. The automated collection limits the traditional system of truck movements through the streets into individual buildings and facilitates the effective management of waste streams, centrally providing opportunities for increasing diversion rates.

8.4 Environmental Leadership Development Project (AB 900)

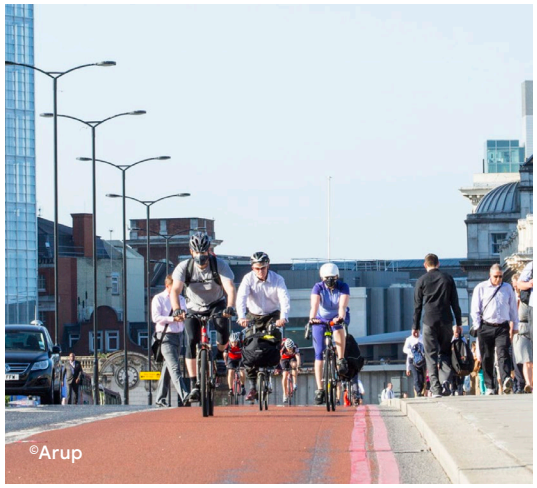
In December 2019, Governor Gavin Newsom certified Downtown West as an Environmental Leadership Development Project pursuant to Assembly Bill No. 900 (AB 900). Prerequisites for AB 900 coverage include an urbanized infill site, location in a priority development area near transit, and compliance with the regional Sustainable Communities Strategy (i.e., Plan Bay Area 2040). The Project meets all of these requirements.

To be certified by the governor as an Environmental Leadership Development Project under AB 900, Downtown West must demonstrate, among other things, that it will not result in any net additional emission of GHG, including emissions from employee transportation. AB 900 provides certified projects with streamlined judicial review for the CEQA.

Downtown West commits to include a number of GHG reduction measures, including but not necessarily limited to those listed on the following page. If these measures, and any others that may be identified, do not bring the Project's GHG emissions to net zero, then the Project must purchase carbon offsets to achieve that requirement.



SOLAR PV SYSTEMS



MICRO-MOBILITY



RECYCLED WATER



EV CHARGING

FIGURE 8.6: Example GHG reduction strategies

District Approach

- Achieve LEED® Neighborhood Development (ND) Gold Certification
- Install a 7.8 megawatts solar PV system, using both building-integrated PV and rooftop arrays*
- Employ proven solid waste reduction techniques already in use at other project sponsor campuses, which are projected to result in the diversion of approximately 84 percent of solid waste from landfills through recycling and composting*
- Purchase carbon offsets to bring remaining GHG emissions to zero after implementation of all project measures*
- Potentially develop an onsite wastewater collection system and water reuse facility*
- Potentially develop a private, low-pressure sanitary sewer collection network integrated into the proposed utility corridor alignment*
- Potentially include small-scale anaerobic digestion and / or sewer heat recovery systems*
- Potentially install heat recovery chillers with the potential for thermal storage*

Building Efficiency

- LEED® Gold certification for all individual office buildings
- Meet or exceed the standards of the 2019 American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) with respect to energy use by building equipment*
- Use recycled water for all non-potable demands identified by the project, including toilet flushing, irrigation, and cooling*
- Implement all applicable regulatory requirements, such as the 2019 Title 24 Building Standards and the San José Reach Code*
- Use all-electric heating systems*
- Potentially improve the insulation of building envelopes*
- Potentially use occupancy-controlled light-emitting diode (LED) lighting fixtures*

Mobility

- Achieve at least 15 percent greater transportation efficiency than comparable projects. Transportation efficiency is defined as the number of vehicle trips by employees, visitors, or customers to the project divided by the total number of employees, visitors, and customers
- Residential parking spaces are priced and rented or purchased separately from dwelling units (unbundled)
- Provide a minimum of 10 percent of the parking spaces for EV charging*
- Implement a transportation demand management program*

NOTE: *Items included with an asterisk (*) in the list above are not direct commitments of AB 900, but are assumptions included in the EIR in service of achieving no net additional GHG emissions. For more information about potential design strategies that may further limit GHG emissions not included within environmental analysis, see references listed in Sections 8.5 – 8.8. See Figure 8.6 for examples of GHG reduction strategies.*

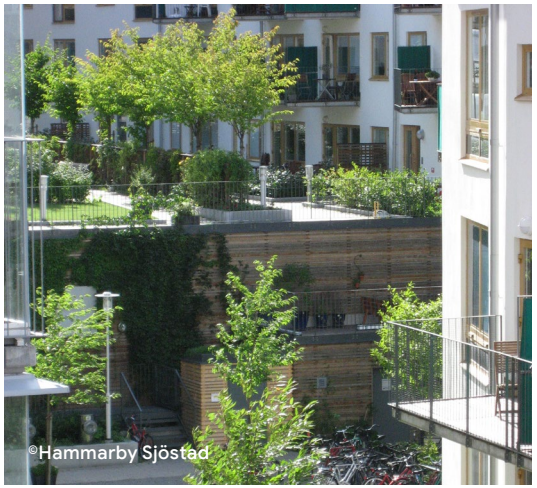
Chapter Sustainability References

8.5 Open Space

The open space network contributes to human and ecological wellbeing. Parks and plazas are designed to include a variety of passive design strategies to optimize the use of outdoor space throughout the year. Additionally, the Project includes multi-use trails and shared-use paths as off-street connections that encourage people to walk and bike along Los Gatos Creek and connect to the greater Downtown area and surrounding neighborhoods. The public realm network increases informal recreational and fitness opportunities for all residents, workers, and visitors. The Project's open spaces mitigate the urban heat island effect and improve comfort throughout the year.

Downtown West's existing public realm predominantly consists of impervious surface lots, with limited tree canopy cover and a narrow riparian corridor. The local ecosystem is supported and enriched through riparian setbacks and an ecological enhancement zone that add native and riparian plantings and increase pervious surfaces. The Project's planting plan enhances native ecosystems, contributes to riparian habitat expansion and improves stormwater management strategies.

Standards and guidelines related to sustainable open space strategies are referenced on the next page. For more information, see *Chapter 4: Open Space*.



INCREASED SURFACE PERVIOUSNESS



STORMWATER MANAGEMENT



INTERPRETIVE PUBLIC ART



ACCESS TO NATURE

FIGURE 8.7: Examples of open space sustainability

References

Project-Wide Open Space Design

- S4.5.1 Overall acreage
- S4.5.6 Surface perviousness
- G4.5.1 Shaded areas
- S4.6.8 Planting
- S4.7.2 Art within riparian setbacks
- G4.7.2 Art to enhance riparian habitat

Location-Specific Open Space Design

- S4.8.1 Engineered edge of Guadalupe River Riparian Setback
- S4.8.2 Controlled features within the engineered edge of Guadalupe River Riparian Setback
- S4.8.3 Los Gatos Creek Riparian Setback
- S4.8.4 Controlled features within the Los Gatos Creek Riparian Setback
- S4.8.5 Ecological enhancement zone
- S4.8.6 Creek footbridge design
- S4.8.7 Fences
- G4.8.1 Features within the ecological enhancement zone
- S4.10.1 Trail design

Performance and Palettes

- S4.22.1 Native planting requirement
- S4.22.2 Permitted species
- S4.22.3 Prohibited species
- G4.22.1 Planting placement
- S4.23.1 Water reuse
- G4.23.1 Stormwater planter species
- G4.23.2 Open space stormwater management
- S4.24.1 Plazas
- S4.24.2 Decks and terraces
- S4.24.3 Material selection
- G4.24.2 Play and recreation surface and color palette
- G4.24.3 Fortified landscaped areas
- G4.25.1 Permanent structure transparency and materials
- G4.24.2 Furnishing preferred materials

8.6 Buildings

Buildings in Downtown West optimize environmental performance and comfort through design strategies suitable to San José's climatic conditions. Buildings utilize technology and materials that minimize environmental impact and increase building performance both inside and out. Building design and technology may also reduce building heating and cooling loads.

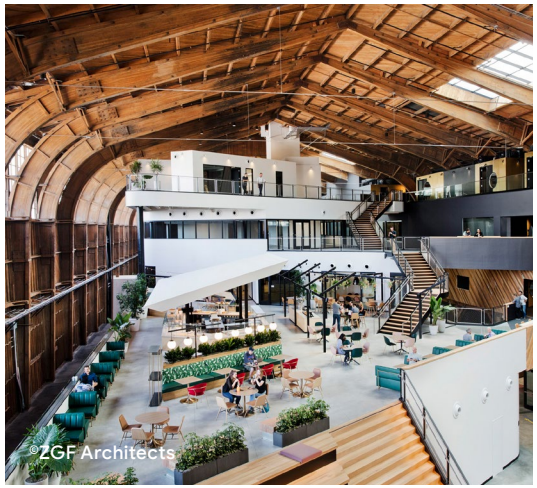
Along the riparian corridor, buildings respond to ecology and habitat through environmentally driven applications of greening, facade modulation, reducing built area, and bird-safe architectural features. Buildings are encouraged to incorporate biophilic design which integrates nature with massing and architecture to create habitats where people and nature thrive. Biophilia is the inherent human affinity for nature and contributes to the physical and psychological wellbeing of a community.

A number of existing structures and historic resources will be rehabilitated to foster a sense of place authentic to San José. Additionally, preserving existing structures reduces material waste from building demolition and new building construction emissions.

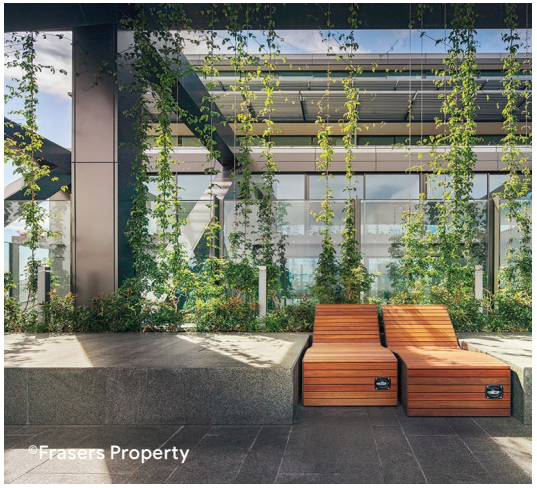
Standards and guidelines related to sustainable building design are referenced on the next page. For more information, see *Chapter 5: Buildings*.



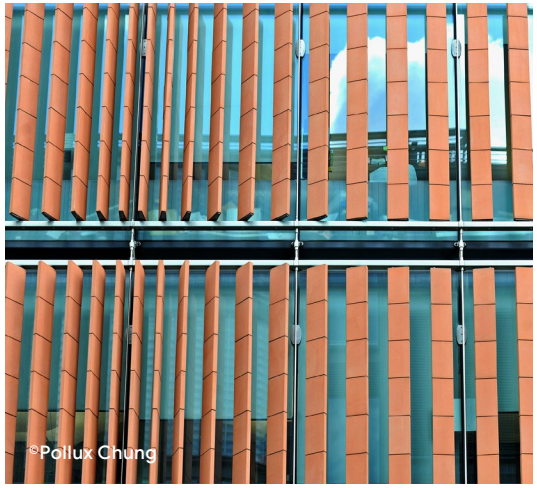
PERFORMATIVE FACADE SYSTEMS



REHABILITATED STRUCTURES



BIOPHILIC DESIGN



GLARE MITIGATION

FIGURE 8.8: Examples of building sustainability

References

Building Envelope

- S5.5.1 New development blocks
- S5.5.2 Flexible blocks and open space locations
- S5.5.3 Block length
- S5.5.7 New development along the riparian setback
- S5.5.8 New development within ecological enhancement zone.
- S5.5.9 Creekside Walk at Autumn Street building additions

Project-Wide Building Design

- S5.13.1 Office use renewable energy
- S5.13.2 Residential use renewable energy
- S5.13.3 High reflective roof materials
- S5.13.4 Water reuse
- G5.13.1 Concave facades
- G5.13.2 Glare reduction
- G5.13.3 Ground level wind comfort
- G5.13.4 Reducing the urban heat island effect
- G5.13.5 Food waste
- S5.14.1 Standalone central utility plant ground floor
- Contextual Considerations
  - Architectural expressions of ecology
  - Building stormwater management
  - Indoor / outdoor design
  - Biophilic design

Location-Specific Building Design

- S5.17.1 Block H2 built area along Los Gatos Creek
- S5.17.2 Los Gatos Creek East average building setback
- S5.17.3 Creekside built area reduction
- G5.17.1 Modulation along blocks E2 and H2
- G5.17.2 Vegetation along blocks E1 and G1
- G5.17.3 Vegetation application continuity
- G5.17.4 Supporting trees and shrubs
- G5.17.5 Buildings south of an open space
- Contextual Considerations
  - Connection to riparian landscapes
  - Ground floor facade materials
  - Entries on open space

8.7 Mobility

Downtown West reduces carbon emissions and seeks to improve health and wellbeing by leveraging mass transit, reducing use of single-occupancy vehicles (SOV), optimizing operational efficiency, and fostering alternative transportation options. DISC (as currently envisioned) and BART transit improvements immediately adjacent to the Project mark a significant transition to increased ridership.

Downtown West promotes active mobility through streetscape improvements including protected bike lanes, dynamic lanes, and planted bikeway buffers, resulting in a robust micro-mobility network that connects transit, nature, and surrounding neighborhoods. Throughout Downtown West, streetscapes will use durable materials and include space for planting zones that accommodate stormwater management and support tree health and canopy growth..

Standards and guidelines related to sustainable mobility design are referenced on the next page. For more information, see *Chapter 6: Mobility*.



TRANSIT ACCESS



PROTECTED BIKE LANES



BIKE PARKING



DYNAMIC LANES

FIGURE 8.9: Examples of sustainable mobility

References

Mobility Network

- S6.3.6 Active streetscape prioritization
- S6.5.1 Bicycle lanes
- S6.6.1 Transit access
- S6.6.2 Shuttle access
- S6.6.3 Separated drop-off zones
- G6.7.1 Traffic calming treatments
- S6.9.1 Pedestrian crossings
- S6.9.2 Bicycle design treatments
- S6.9.3 Intersection treatments
- G6.9.1 Raised crossings
- G6.9.2 Bicycle design treatments
- G6.9.3 Placemaking

Streetscape Elements

- S6.11.4 Curb extension
- S6.12.1 Planting within the active streetscape
- S6.12.2 Street tree spacing
- S6.12.3 Planting strips with street trees
- S6.12.4 Structural soil
- S6.12.5 Contiguous tree wells
- S6.12.6 Compatible native tree species
- S6.12.7 Compatible native understory species
- S6.12.8 Understory planting
- S6.12.9 Temporary planters
- S6.12.10 Invasive species
- G6.12.1 Preferred tree planting location
- G6.12.2 Continuous tree canopy
- G6.12.3 Character-defining corridors
- S6.14.1 Street paving materials
- S6.14.2 Dynamic lane paving materials
- S6.14.3 Sidewalk paving materials
- G6.14.4 Protected bicycle lanes
- G6.14.5 Pervious paving
- G6.14.6 Key crosswalks paving material

Parking and Loading

- S6.15.1 Mobility hubs
- S6.15.2 Bicycle parking locations
- G6.15.1 Bicycle parking access
- G6.15.2 Scooter corrals
- S6.16.1 Shared district parking
- S6.16.2 Parking supply
- S6.16.3 Residential parking
- S6.16.4 Public garage access
- S6.16.5 Managed parking
- S6.16.6 District loading
- S6.17.2 Parking and loading access near riparian corridors

8.8 Lighting and Signage

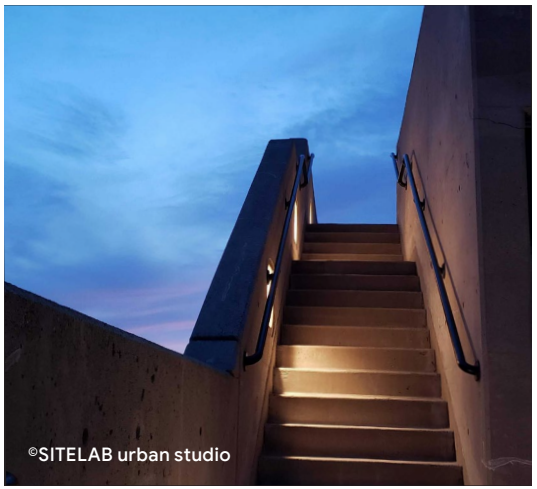
The lighting of the public realm and buildings adjacent to the riparian corridors is designed to minimize energy consumption and the disturbance to the natural habitat, and simultaneously also promote dark sky benefits. Lighting is designed and sited to avoid light trespass and glare, by shielding and directing light away from the riparian corridors. Standards and guidelines related to sustainable lighting strategies are referenced on the next page. For more information, see *Chapter 7: Lighting and Signage*.



DARK SKY SENSITIVE OPEN SPACE LIGHTS



DOWNWARD LIGHTING ON PATHWAYS



SUBTLE BUILDING LIGHTS



ENERGY EFFICIENT LIGHTING FIXTURES

FIGURE 8.10: Examples of sustainable lighting

References

Lighting

- S7.3.3 Atmospheric lighting
- G7.3.2 Lighting in open space near residential areas
- G7.3.3 Mid-block passages
- S7.4.1 Lighting in riparian setbacks and the ecological enhancement zone.
- S7.4.2 Prohibited lighting in riparian setbacks and the ecological enhancement zone
- S7.4.3 Creek footbridge lighting
- S7.4.4 Los Gatos Creek Multi-Use Trail lighting
- S7.4.5 Lighting for existing and replacement structures in the Los Gatos Creek Riparian Setback
- S7.4.6 Lighting for existing, replacement and new buildings in the ecological enhancement zone
- S7.4.7 Lighting for art in the riparian setback
- S7.5.1 Non-permitted lighting
- G7.6.2 Street lighting levels

Signage

- S7.7.4 Historic sign
- G7.7.2 Performance-driven signage material
- G7.7.3 Inclusivity
- G7.8.2 Temporary signage on Project resources
- G7.9.3 Interpretive signage
- Contextual Considerations
  - Existing signage
  - Identity of public-facing wayfinding signage



Downtown West community engagement at Viva Calle

© Paulo Cuandido

Glossary

A

Acronyms and Abbreviations

AB 900	Assembly Bill 900
ADA	Americans with Disabilities Act
ASHRAE	American Society of Heating, Refrigeration and Air Conditioning Engineers
AWCS	Automatic Waste Collection System
BART	Bay Area Rapid Transit
CSDSG	Complete Streets Design Standards and Guidelines
CEQA	California Environmental Quality Act
DDG	Downtown Design Guidelines
DISC	Diridon Integrated Station Concept Plan
DSAP	Downtown Station Area Plan
DWDSG	Downtown West Design Standards And Guidelines
EIR	Environmental Impact Report
EV	Electric Vehicle
EVA	Emergency Vehicle Access
FSC	Forest Stewardship Council
GDP	General Development Plan
GHG	Greenhouse Gas
GSF	Gross Square Feet
GP	General Plan
HVAC	Heating, Ventilation, and Air Conditioning
LED	Light-Emitting Diode
LID	Low-Impact Design
LEED	Leadership in Energy and Environmental Design
LEED BD+C	Leed for Building Design and Construction
LEED ND	Leed for Neighborhood Development
LRT	Light Rail Transit
PBCE	Planning, Building and Code Enforcement
PD	Planned Development
PG&E	Pacific Gas and Electric
PSO	Project Sponsor-Owned
PSPS	Public Safety Power Shutoff
PV	Photovoltaic
ROW	Right-of-Way
SBWR	South Bay Water Recycling
SOV	Single Occupancy Vehicles
TDM	Transportation Demand Management
TOB	Top of Bank
TOC	Top of Channel
UPRR	Union Pacific Railroad
USGBC	United Stated Green Building Council
VTA	Valley Transit Authority

Definitions

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

Active Mobility

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

Active Use

A classification of land use defined in the EIR. Consists of programming that generates pedestrian activity on the ground level of buildings, particularly those fronting streets and open spaces, as well as parks, plazas, and mid-block passages. These uses may be commercial, educational, artistic, cultural, retail, or institutional in nature. Examples include but are not limited to food and beverage, libraries, museums, gymnasiums, daycare centers, movie theaters and entertainment venues, event spaces, maker spaces, non-profit and small-format offices, art studios, and start-up incubators.

Addressing Street

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

Adjacent Resources

Adjacent resources are historic resources or districts outside of the Project and within a 200-foot radius surrounding it.

Americans with Disabilities Act (ADA)

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

Architectural Height Reference

An architectural height reference is a requirement of new development to reflect an adjacent low-scale structure. The width and height of the low-scale structure defines where the architectural feature must create a visible shadow line.

Articulation

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

Bicycle Parking, Long-Term

See San José Municipal Code Section 20.90.050.H.

Bicycle Parking, Short-Term

See San José Municipal Code Section 20.90.050.I.

Biophilia

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

Blank Facade

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

Block

Extent of buildable area, inclusive of mid-block passages or private streets. Blocks are also used as the naming convention throughout the plan for referencing new development areas where standards and guidelines apply

Buildable Zones

Buildable zones are defined by the property line, or the maximum horizontal perimeter of a building.

Building Entries

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

Building Envelope

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

California Department of Transportation (Caltrans)

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

Caltrain

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

Canopy

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

Car Share

Members of a car share service rent cars for short periods of time, often by the hour. Car share thus provides an alternative to private vehicle ownership and is beneficial to occasional drivers. A car share service maintains its vehicle fleet and provides automobile insurance for its members when they use a car-share vehicle.

Central Utility Plant (District Systems)

A land use defined in the EIR. Consolidated on-site utility processing facilities to manage district utilities. The Project contemplates one or two central utility plants, which may include, among other things, infrastructure for wastewater treatment, recycled water generation, and thermal heating and cooling. Central utility plants are connected to the utility corridor (utilidor) network for distribution of district utilities to individual buildings.

City Landmark

An individual site or structure found to meet the criteria under Municipal Code Section 13.48 based on an evaluation or survey work.

Complete Streets

A comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and travel mode preferences (such as walking, biking, taking transit, and driving). The Complete Streets Design Standards and Guidelines is a City of San José planning document that provides standards and guidelines for street function and mode priority, in addition to those defined in *Chapter 6: Mobility*.

Context

The relevant surrounding features and characteristics that influence the Project, including San José's rich heritage and history, industrial past, ecological context, and leadership in innovation. Buildings, streetscape, and open space respond to both immediate and regional contextual influences.

Contextual Considerations

Contextual considerations provide best practice recommendations that reinforce place-based thinking about contextual elements or qualities such as existing buildings, urban fabric, nature, and infrastructure. Throughout the document, design strategies are suggested that can display contextual qualities in Downtown West. Compliance with contextual considerations is not required.

Curb Cut

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

Dark Sky

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

Diridon Station Area Plan

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

Downtown

Planning boundary reflected in the General Plan 2040 / Downtown Strategy 2040 EIR, referring to the portion of San José extending from Diridon Station to San José State University, north of Interstate 280.

Downtown Design Guidelines

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

Event Center

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

Facade

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

Facade Rhythm

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

Fenestration

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

Final Map

See San José Municipal Code Section 19.08.160.

Floorplate or Footprint

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

Frontage

The linear extent of a building as measured along the vertical exterior face or wall adjacent to or fronting a street, right-of way, or open space.

Gateway

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

Greenhouse Gas (GHG)

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

Gross Square Feet (GSF)

Total floor area inside the building envelope, including the external walls and basements, and excluding the roof.

Ground Floor

The ground floor is the component of the building that enhances the pedestrian experience by relating architectural expression to human scale. Ground floor design encompasses entrances, facade transparency, and active frontage. Aligns to the DDG definition of "pedestrian level" from the San José Downtown Design Guidelines and Standards A.1 Glossary.

Guidelines

Development guidelines are typically more subjective and set forth design intent, design expectations, and encouraged or discouraged features. Individual developments should consider guidelines in good faith, recognizing that achieving consistency with many (though not all) guidelines may be subjective or subject to external conditions or factors, or may be achieved through a variety of strategies. Guidelines are identified using the language "should," "encouraged to," or "may." See Downtown West Design Standards and Guidelines Section 1.6.

High Speed Rail

High Speed Rail (HSR) refers to the planned California High-Speed Rail system administered by the California High-Speed Rail Authority (CHSRA). A station on this system is planned for the Diridon Station Area within San José, providing direct connection to San Francisco and to southern and northern California.

Historic Resources

Historic resources in the Project are identified through CEQA analysis, and include resources listed in or eligible for the National and California Registers, resources that are candidates to be or are listed as City Landmarks, as well as resources that are eligible for or listed in the San José Historic Resource Inventory (HRI).

Infrastructure

The fundamental facilities and systems serving the City of San José or the Project through district infrastructure. Facilities and systems include but are not limited to transportation networks, communication systems, and utilities. As referred to in the DWDSG, infrastructure includes both facilities that produce a needed resource or capacity and the distribution network that supplies those resources.

LEED®

Leadership in Energy and Environmental Design (LEED®) is the most widely used green building rating system in the world. It provides a framework for healthy, highly efficient, and cost-saving green buildings.

Light Rail Transit (LRT)

Light Rail Transit (LRT) is an electric railway with the capacity to carry a lighter volume of passengers than heavy rail. LRT in San José is operated by VTA.

Limited-Term Corporate Accommodations

A land use defined in the EIR. Limited-term corporate accommodations are facilities owned, leased, or made available by a business entity for occupancy by the entity's officers, employees, consultants, vendors, contractors, or sponsored guests who do not intend to use it as their domicile and who have not entered into a written rental or lease agreement or provided payment of a fixed amount of money to occupy the unit. Occupancy of a limited-term corporate accommodation shall not be made available to the general public. Occupancy of a limited-term corporate accommodation by any person shall not exceed 60 consecutive days. Kitchen areas, food services, and other related services pertaining to use of the facilities, including but not limited to cleaning and maintenance, are permitted.

Logistics/Warehouses

A land use defined in the EIR. Logistics hubs are private facilities that centralize loading, unloading, and warehousing to facilitate efficient movement of goods throughout the development, with a primary focus on office and retail. Such a system is expected to consolidate large truck movements and reduce distribution-related traffic.

Massing and Architecture

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

Mid-Block Passage

Generally located in the middle of large blocks, mid-block passages accommodate pedestrian flow, sightlines, and urban scale. Mid-block passages are included within total Project open space. Mid-block passages are accessible only to pedestrians and bicyclists, with identified exceptions for EVA and shuttle pickup and drop off.

Mixed Use

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

Mobility Hub

Location where multiple travel options come together, along with supportive amenities, services, and technology. Typically located around transit stops, the goal of Mobility Hubs is to provide seamless first-last mile solutions, delivering commuters from transit stop to destination.

Multimodal

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

National Register

The nation's master inventory of known historic resources that includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Non-Occupiable Projection

Extension beyond the property line that is purely architectural and does not increase the gross floor area of the building, such as a cornice, fin, or louver.

Occupiable Projection

Built area that extends beyond the property line of new development. Projections extend built area over the public realm. Projections include but are not limited to balconies and bay windows. Also see "Encroachment" in DDG Section 4.3.3 and San José Municipal Code Section 13.37.

Office Use

A land use defined in the EIR. Large format, single-tenant office space to be used by the project sponsor, roughly aligning to "General Business Offices" and "Research & Development Offices" identified in the Municipal Code. However, unlike Municipal Code definitions, ground-floor office space for small businesses, non-profits, or uses that generally activate the public realm are not counted in this category, but rather active uses.

Pacific Gas and Electric Company (PG&E)

One of the largest energy companies in the United States, PG&E provides combined natural gas and electric energy throughout the state of California. PG&E owns and operates a substation west of the Project along the existing rail corridor and services electricity and natural gas corridors throughout the Project.

Parcel

See San José Municipal Code 20.200.850. Also synonymous with "Lot" per San José Municipal Code Section 20.200.660.

Parcel Map

See San José Municipal Code Section 19.08.320.

Parking Garage, Private

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

Parking Garage, Public

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

Pavilion

A pavilion is a structure that provides diverse programming while also serving as an iconic landmark or orientation device in the landscape. Pavilions can be either serviced or unserviced. Refer to Section 4.24 for further standards.

Permitted Use

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

Porte Cochère

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

Podium Level

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

Program Rooms

Through landscape features and design, various spaces, here termed program rooms, are created to accommodate diverse programs and experiences.

Project Resources

Project resources are select historic resources within the Project that will be rehabilitated.

Public Realm

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

Redevelopment

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

Residential

A land use defined in the EIR. Building space and amenities designed for dwelling units.

Retail

A commercial use that involves the sale of goods, typically in small quantities, or of services directly to the ultimate consumer or end user. Retail is contained within the broader category of “active use.”

Right-of-Way (ROW)

See San José Municipal Code Section 11.92.070.

Riparian Corridor

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

Riparian Setback

A riparian setback is the limitation of new construction within a certain distance from a riparian corridor.

Roof

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

Property Line

The edge of a block or lot as established by subdivision mapping. The Property line defines the outer extents of the buildable zone for new development.

Setback (Or Setback Zone)

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

Skyline Level

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

Sightlines

Setbacks that protect view corridors to a specific site asset (for example, a historic building).

Standards

Development standards are requirements. Compliance is mandatory with measurable prescriptive and performative design criteria. Standards are identified using the language “shall” or “must.” Evaluations of substantial conformance as well as allowances for modifications to standards are addressed in the GDP and the Downtown West PD Zoning / Design Conformance Review section of the DWDSG.

Stepback

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

Stoop

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

Storefront

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

Street

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

Streetscape

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

Streetwall

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

Surface Parking

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

Trail

See San José Municipal Code Section 14.25.105.

Transparency

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

Transportation Demand Management (TDM)

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

Union Pacific Railroad (UPRR)

The UPRR is a freight rail network that enables the movement of goods across the western two-thirds of the United States. UPRR corridors are located along the west and north edges of the Project.

Urban Heat Island

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

Urban Infill

Defined at Public Resources Code Section 21061.3. The Project is considered an urban infill site because it is previously developed with qualified urban uses, defined in Public Resources Code Section 21072 as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.”

Use

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

Utilidor

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

Valley Transportation Authority (VTA)

The VTA is an independent special district that is responsible for bus, light rail, and paratransit operations; congestion management; specific highway improvement projects; and county-wide transportation planning throughout Santa Clara County. Property owned by VTA is included within the Core area of the project along the light rail corridor

Vegetation

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

Vesting Tentative Map / Tentative Map

See San José Municipal Code Section 19.13.020 and 19.08.460 respectively.

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Varied massing and architecture in San José.

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Long Facade Reference

B

Overview..... B3

Measurement Clarifications B4

B.1 Measuring Built Area Percentage.....B4

B.2 Measuring Facade Length.....B5

B.3 Measuring Credits.....B6

Case Study.....B17

Overview

New development in Downtown West with facades greater than 350 feet in length are subject to all applicable standards in *Chapter 5: Buildings*. Any facade greater than 350 feet in length requires a three-step evaluation process for the subject building, as shown in Figure B.1 and listed below:

- Measure the percentage of skyline level built area from total built area
- Measure facade length to identify the required number of massing strategies or material applications (credits)
- Measure required credits

This appendix provides supplemental clarification and examples for consistency of evaluating skyline level standards in Section 5.11 and the skyline level long facade checklist, shown in Table B.1.

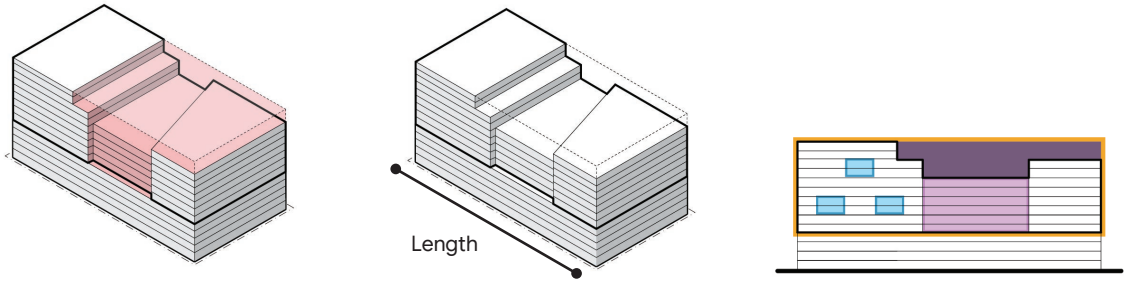


FIGURE B.1: Requirements for skyline level long facades

- Skyline level built area
- Skyline level built area reduction
- Roofline variation strategy
- Stepback strategy
- Preferred material application
- Plane of drawing

TABLE B.1: Skyline level long facade checklist – to be filled out by project sponsor

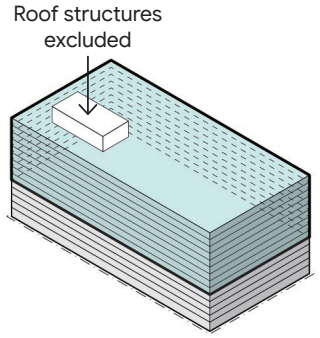
	350 TO 550 FEET FACADE LENGTH		OVER 550 FEET FACADE LENGTH	
	PRIMARY	SECONDARY	PRIMARY	SECONDARY
Percent of built area				
Roofline variation				
Stepback				
Preferred material (Maximum of 1 credit)				
TOTAL CREDITS REQUIRED	3	2	4	3
TOTAL CREDITS PROVIDED				
COMPLIANT (YES / NO)				

Measurement Clarifications

B.1 Measuring Built Area Percentage

Buildings with a facade that measures greater than 350 feet in length are limited to a maximum of 85 percent of skyline level built area. Limiting the skyline level built occupiable area allows for shaping of the building form in response to performance and context.

The percent of built area that a new development contains is calculated as a sum of the square footage of each skyline level floorplate (including interior atria area and internal courtyard area within the building envelope) divided by the total available area — measured as the block square footage multiplied by the number of total built levels in the skyline level excluding roof structures, as shown in Figure B.2.



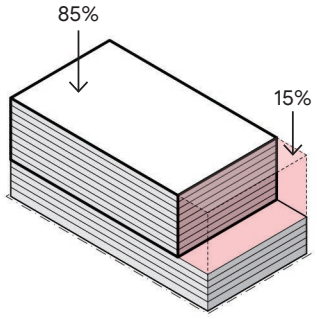
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MAXIMUM SKYLINE LEVEL BUILT AREA

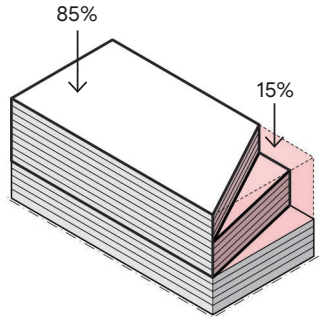
Total block area	X	Number of levels in the skyline level	=	Total available skyline level built area

FIGURE B.2: Measuring total skyline level built area

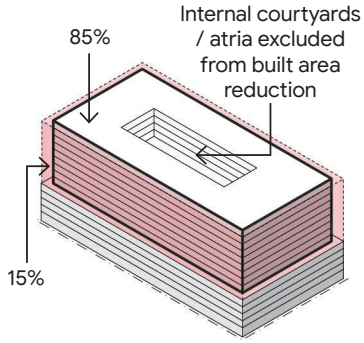
Maximum skyline level built area



Axon



Axon



Axon

FIGURE B.3: Examples of area that does and does not count toward built area reduction

Skyline level built area

Skyline level built area reduction

B.2 Measuring Facade Length

The length of a facade determines the required number of credits that the massing and architecture must achieve, see Section 5.11. To accommodate the variety of block shapes within the Project, there are two ways to measure the length of a facade. Length measurement shall either be taken parallel to the longest continuous facade or by connecting the furthest building edges. The length should be measured in whichever way is most representative of the long facade's perception and / or how it is represented within the architectural drawing set.

If a segment of the long facade that establishes the outermost building edge has an angle, in plan, greater than or equal to 60 degrees from the adjacent facade segment, that portion of the facade shall be exempt from the total length measurement, see Figure B.4.

Within blocks B1 and F1, built area may extend over mid-block passages or private streets if the project sponsor elects not to comply with DDG Section 4.4.8. Built area is not permitted within the first 40 feet above grade over mid-block passages or private streets. Block B1 and F1 long facade length includes the width of mid-block passages and private streets. Compliance with DDG Section 4.4.8 shall be at the sole election of the project sponsor.

Length Measured Parallel to Longest Facade

The primary strategy to measure facade length is to measure the outermost building edges parallel to the longest continuous plane of a facade as seen in plan, see Figure B.4.

Length Measured Connecting Building Edges

If the longest/most continuous facade is not straight due to building design or block configuration then the length measurement is taken by connecting the outermost building edges as seen in the plan, see Figure B.4. This measurement method is particularly applied to curvilinear and multifaceted buildings.

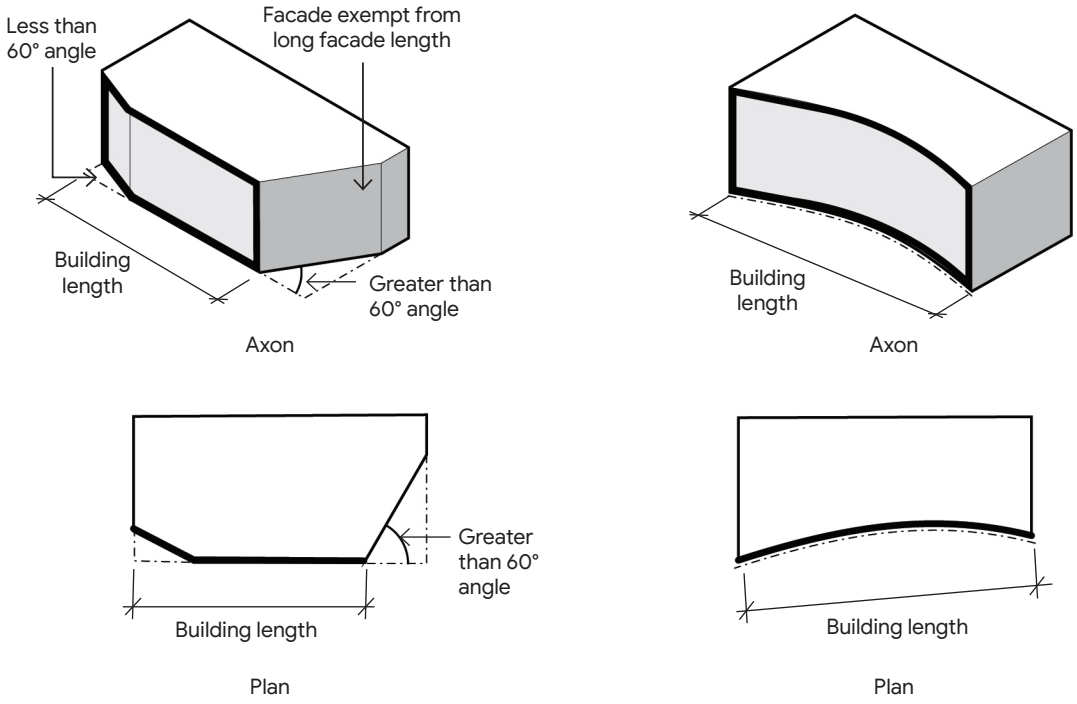


FIGURE B.4: Examples of permitted length measurement strategies

Area considered to measure the length of the facade

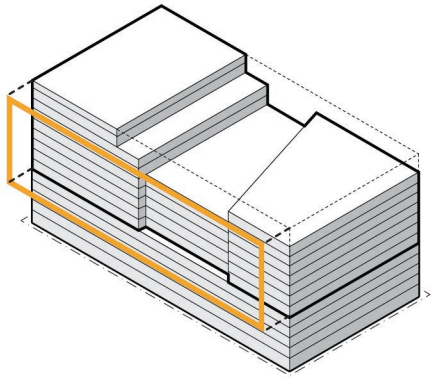
B.3 Measuring Credits

Massing strategies or material applications are flexible in implementation to enable tailored design within Downtown West. When the dimensional requirements of massing strategies or material applications are met, the facade achieves a credit. Each strategy — roofline variation, stepback, and preferred materials — is quantified by determining the total facade area that meets the dimensional requirements (as shown in Table B.2, Table B.3, and Table B.4) by the defined facade area per strategy.

To ensure consistency when quantifying credits, this section describes how a facade area is quantified (plane of drawing) and from what point depth is measured.

Plane of Drawing – Quantifying Facade Area

The plane of drawing represents where massing strategies or material applications are calculated to determine how many credits are achieved, see Figure B.5. The orientation of the plane of drawing shall be synonymous with the method for measuring the facade length, as described above. The plane of drawing extends the entire facade length and height of built area in the skyline level. Roof features or mechanical equipment are excluded from the plane of drawing area if these built structures exceeds the height of top of roof or top of parapet. The facade area of massing strategies or material applications that achieve the dimensional requirements (as shown in Table B.2, Table B.3, and Table B.4) shall be projected onto the plane of drawing for proper credit evaluation, as shown in Figure B.10.



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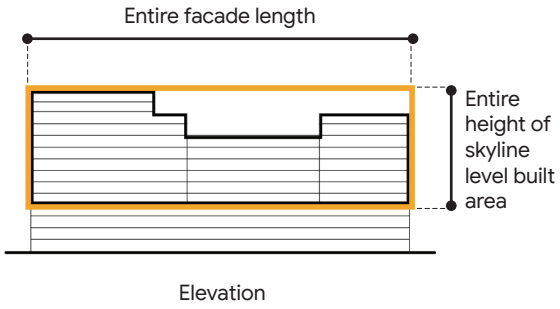


FIGURE B.5: Plane of drawing

Skyline level built area
Plane of drawing

Measuring Massing Strategies and Material Application Depth

To measure the depth of a roofline variation, stepback, or preferred material, the beginning of the measurement aligns to the building profile as seen in the plan, see Figure B.6.

Built area projected outside of the property line does not establish the beginning of depth measurement or contribute to the minimum depth requirement of massing strategies. If a massing strategy extends the full height of the building (including pedestrian, podium, and skyline level) then the outer edges of the massing move shall be connected to establish the location at which to measure depth; see Figure B.8 and Figure B.7 for clarifications.

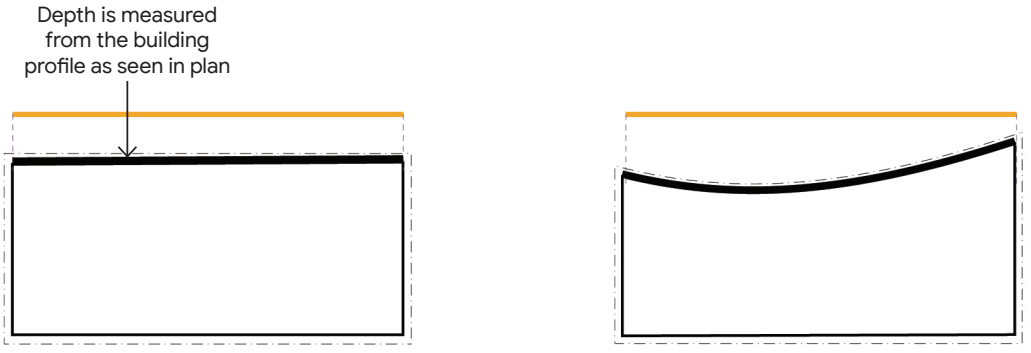


FIGURE B.6: Measuring depth from building profile as seen in plan

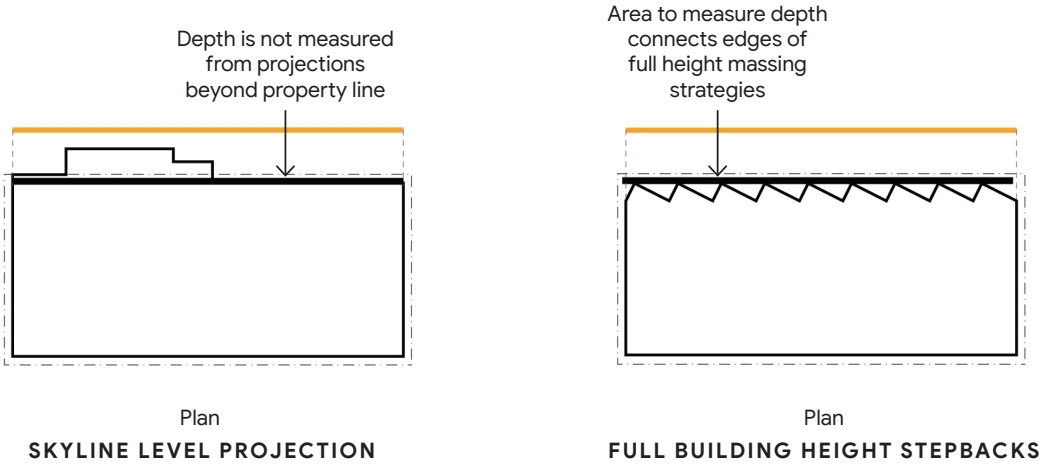


FIGURE B.7: Clarifications for measuring depth

- Location at which to measure depth of credits
- Plane of drawing

Roofline variation, stepback, and preferred materials have different depth requirements to achieve a credit. To ensure consistency of measurement, depth is established by offsetting the building profile, as seen in plan, to the required minimum depth:

- Roofline variation is measured beyond a 200-foot offset or the full depth of the block, whichever is less;
- Stepback is measured between a 20-foot to 200-foot offset but is considered roofline variation if the depth is the full block below 200-feet;
- Preferred materials are facade applications measured between the property line to a 20-foot offset. Where applicable, built area projected beyond the property line is also considered a part of the facade area.

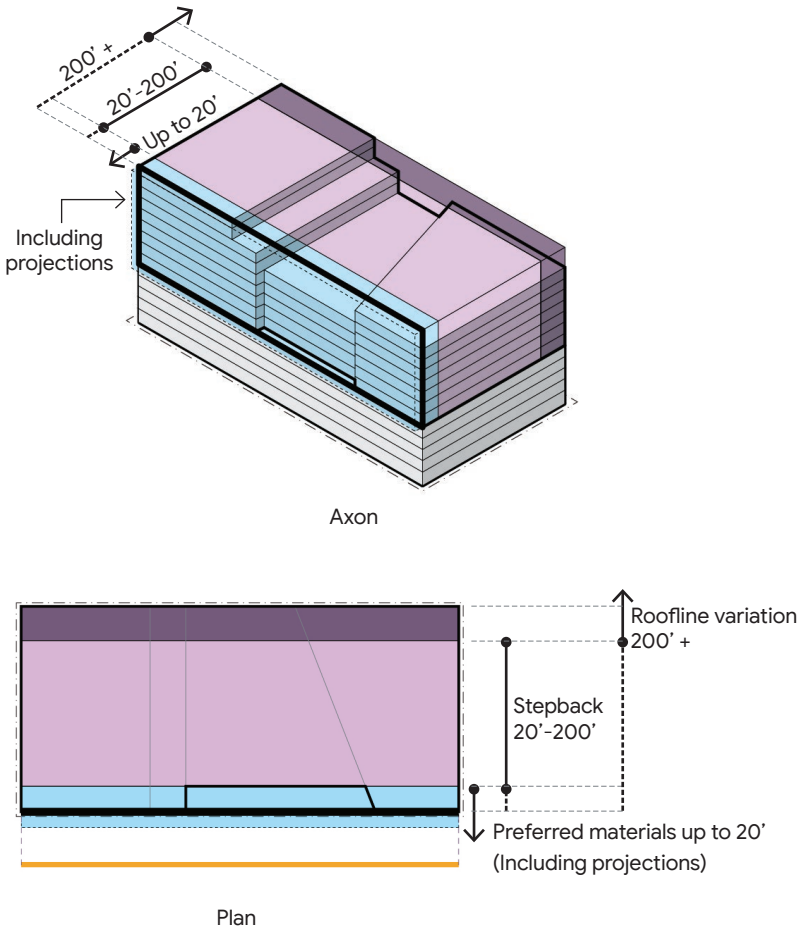


FIGURE B.8: Example of depth measurement per massing strategy and material application

- Roofline variation strategy depth
- Stepback strategy depth
- Preferred material application depth
- Location at which to measure depth of credits
- Plane of drawing

Cumulative Measurement

Roofline variation facade area that meets the dimensional requirements in Table B.2 is aggregated to achieve a credit. Stepback facade area that meets the dimensional requirements in Table B.3 is aggregated to achieve a credit. Preferred material facade area that meets the dimensional requirements in Table B.4 is aggregated to achieve a credit.

Roofline variation, stepback, and preferred material facade area cannot be counted cumulatively between the different strategies as shown in Figure B.9.

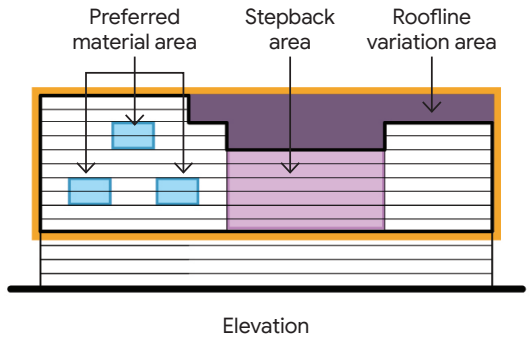


FIGURE B.9: Facade area measurements across different strategies

Roofline Variation

Roofline variation is measured by dividing the area of massing reduction – area that extends beyond 200 feet in depth from the building profile as seen in plan or the full depth of the block (shown in dark purple in Figure B.10) – by the total facade area as shown by the black dash line in Figure B.10. Total facade area is synonymous with the plane of drawing.

Stepback

Stepback is measured by dividing the area of massing reduction – area that is greater than 20-foot depth but less than 200-foot depth or full block depth from the building profile as seen in plan (shown in light purple in Figure B.10) – by the built facade area as shown by the black dash line in Figure B.10. Built facade area is the area of the building profile as seen in elevation up to 20-foot depth, which excludes built area reduced as a part of roofline variation.

Preferred Materials

Preferred material application is measured by dividing the area of material application – area that extends no greater than 20 feet in depth from the building profile as seen in plan (shown in blue in Figure B.10) – by the built facade area as shown by the black dash line in Figure B.10. Built facade area is the area of the building profile as seen in elevation, which excludes built area reduced as a part of roofline variation and stepback.

TABLE B.2: Dimensions for roofline variation

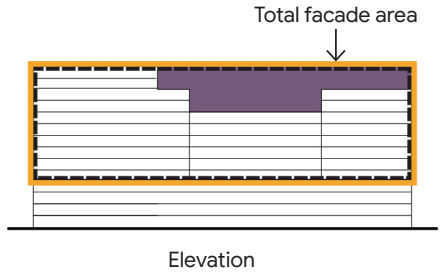
REQUIREMENTS	ROOFLINE VARIATION
Minimum height and depth	10° slope or 2 levels height and 200' depth or full building depth (whichever is less)
Calculation of qualifying area	Area of strategy ÷ Total facade area
Credits	1 credit per 8% qualifying area Example: 8-15% = 1 credit

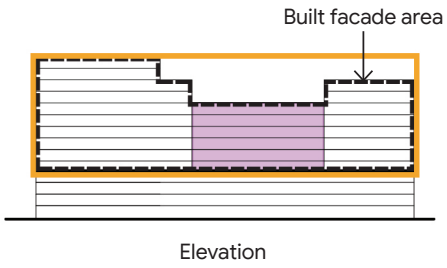
TABLE B.3: Dimensions for stepback

REQUIREMENTS	DIMENSIONS
Minimum height, depth, and width	2 levels height, 20' depth, and 25' width
Calculation of qualifying area	Area of strategy ÷ Built facade area
Credits	1 credit per 12% qualifying area Example: 12-23% = 1 credit

TABLE B.4: Dimensions for preferred materials

REQUIREMENTS	PREFERRED MATERIAL
Minimum depth	See Section 5.7
Calculation of qualifying area	Area of preferred material(s) ÷ Built facade area up to 20' depth
Credits	1 credit for 25% qualifying area Minimum 10% per material Maximum 1 credit permitted





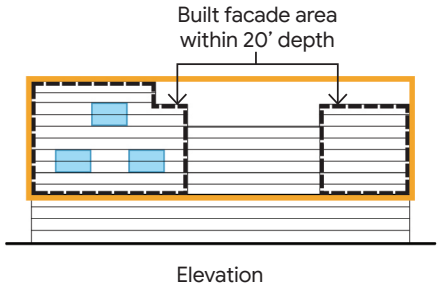


FIGURE B.10: Example of categories with measurement methods

Roofline variation strategy Stepback strategy Preferred material application Plane of drawing

Roofline Variation

A long facade can achieve an unlimited number of roofline variation credits. Multiple roofline variation moves that meet the minimum dimensional requirements, as shown in Table B.2, can count cumulatively toward a credit or credits.

Built area projected outside of the property line shall not contribute toward the required 200-foot depth for roofline variation.

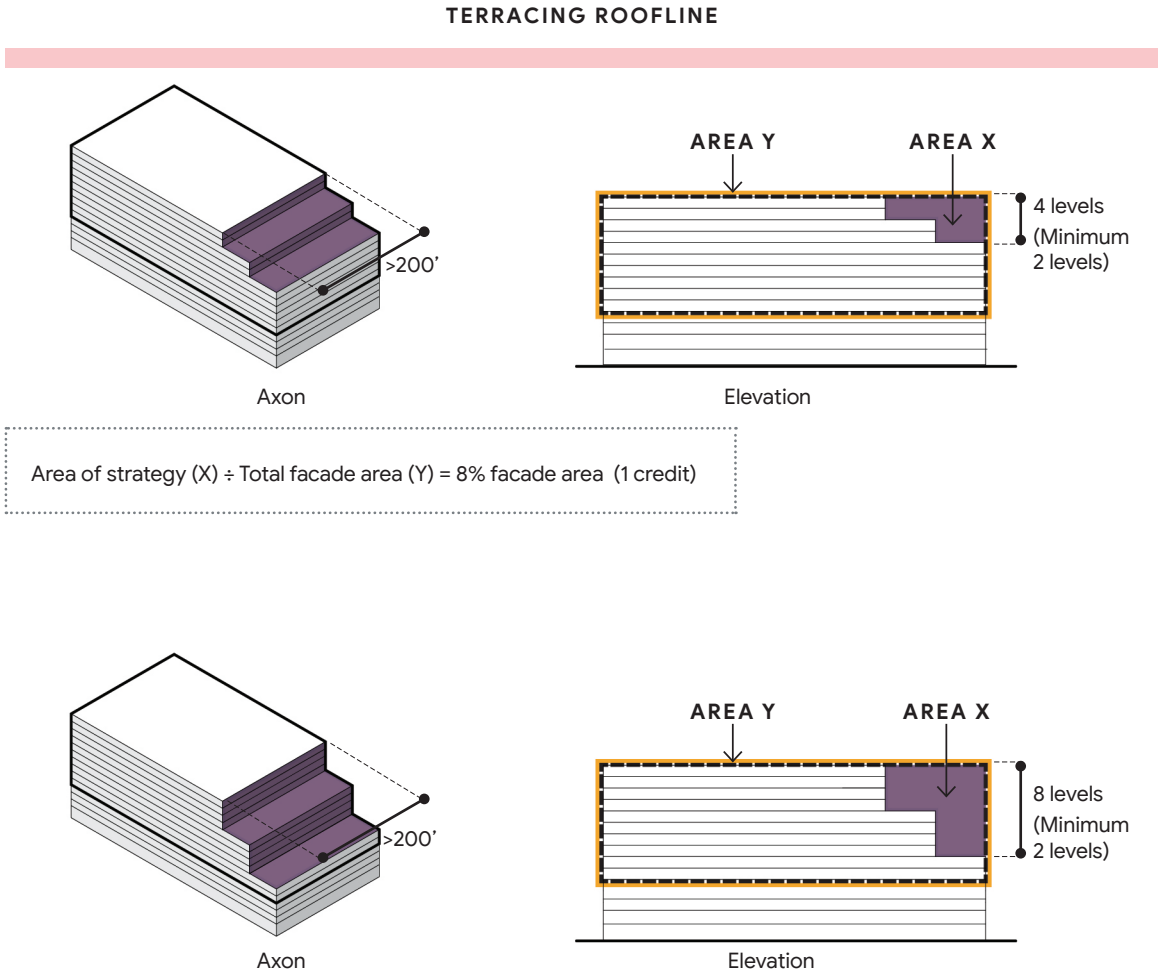
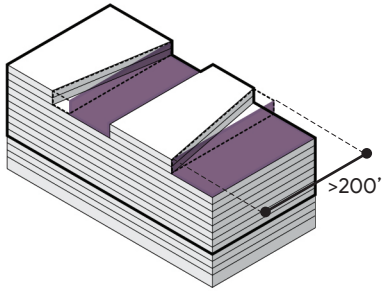


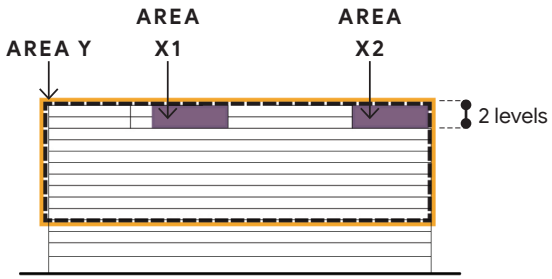
FIGURE B.11: Examples of roofline variation measurement

- Skyline level built area
- Roofline variation strategy
- Plane of drawing
- Total facade area

STEPPED ROOFLINE



Axon



Elevation

Area of strategy (X1 + X2) ÷ Total facade area (Y) = 8% facade area (1 credit)

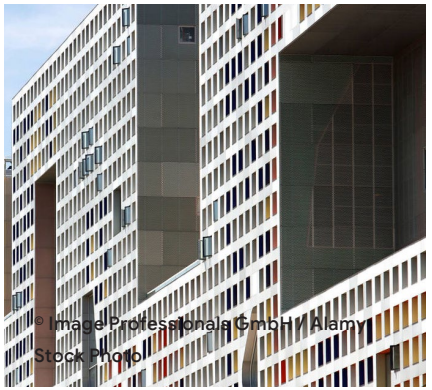
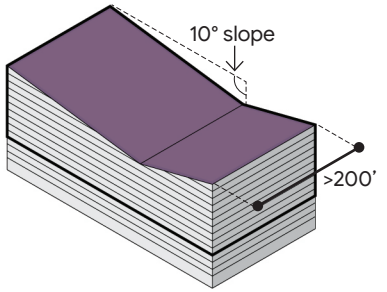
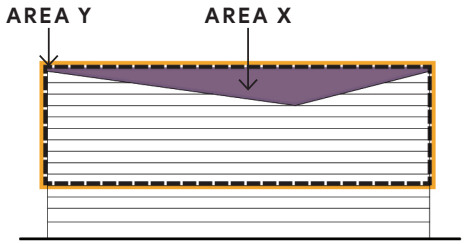


FIGURE B.13: Example of stepped roofline variation

SLOPED ROOFLINE



Axon



Elevation

Area of strategy (X) ÷ Total facade area (Y) = 8% facade area (1 credit)

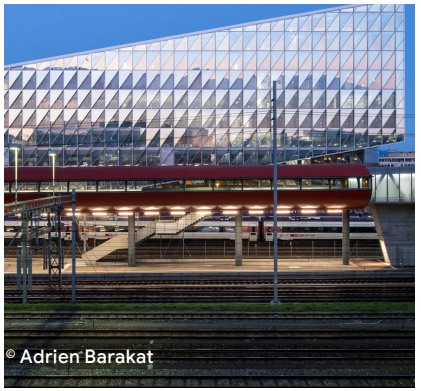


FIGURE B.14: Example of sloped roofline variation

FIGURE B.12: Examples of roofline variation measurement continued

- Skyline level built area
- Roofline variation strategy
- Plane of drawing
- Total facade area

Stepback

A long facade can achieve an unlimited number of stepback credits. Multiple stepback moves that meet the minimum dimensional requirements as shown in Table B.3, can count cumulatively toward a credit or credits. Stepback facade area that does not meet the dimensional requirements do not qualify for credit facade area.

Built area projected outside of the property line shall not contribute towards the required 20 to 200-foot depth for stepback.

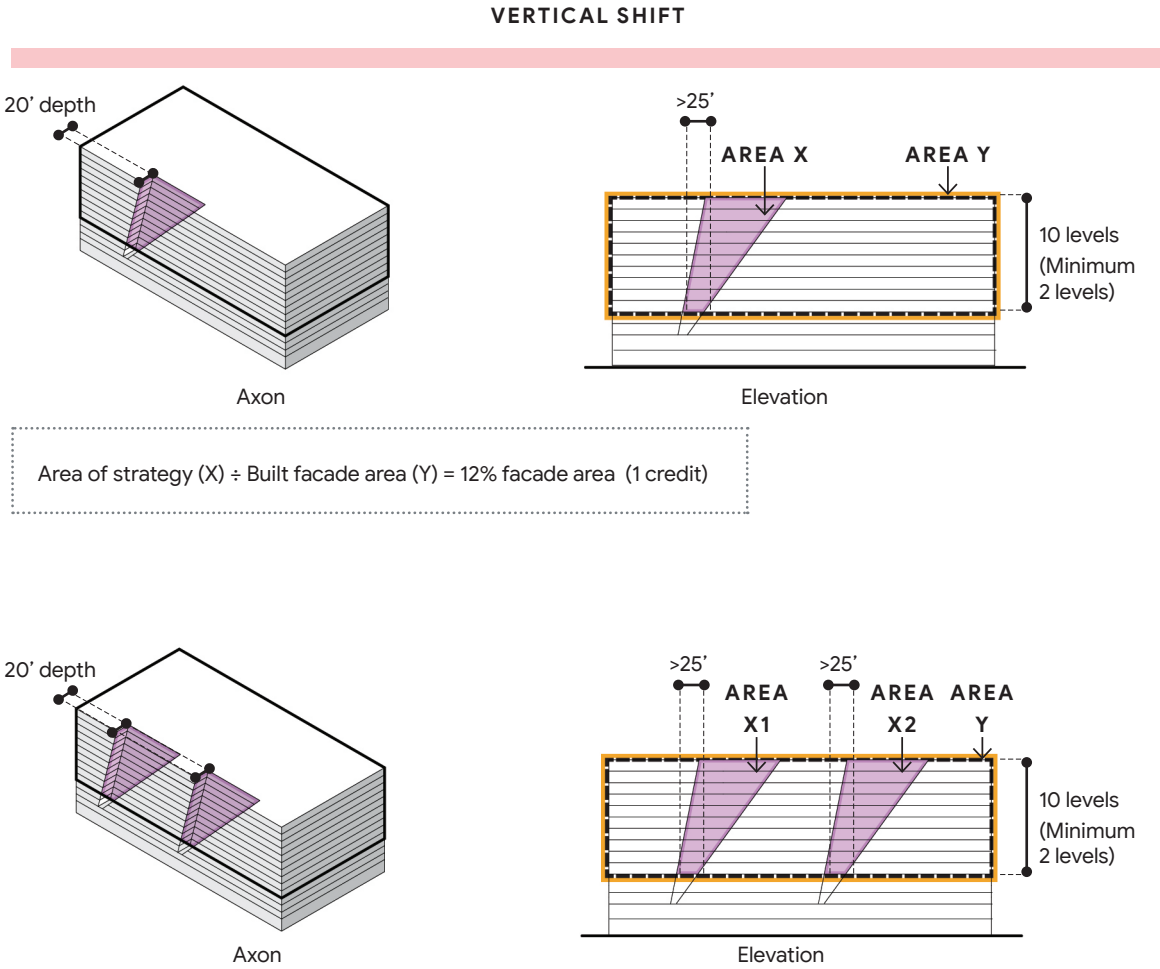
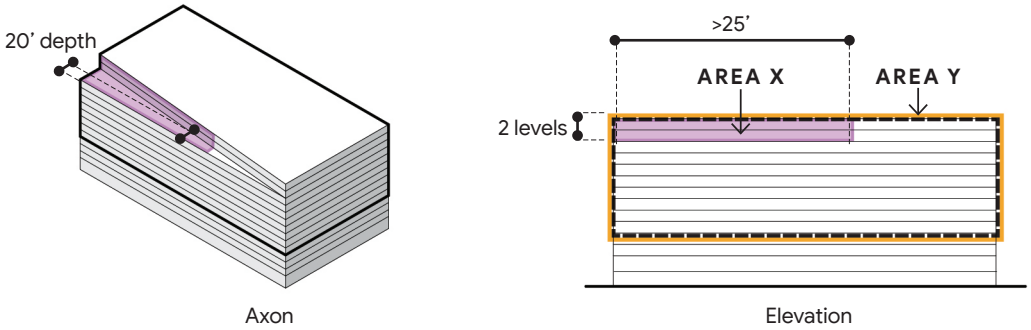


FIGURE B.15: Examples of stepback measurement

HORIZONTAL SHIFT



Area of strategy (X) ÷ Built facade area (Y) = 12% facade area (1 credit)

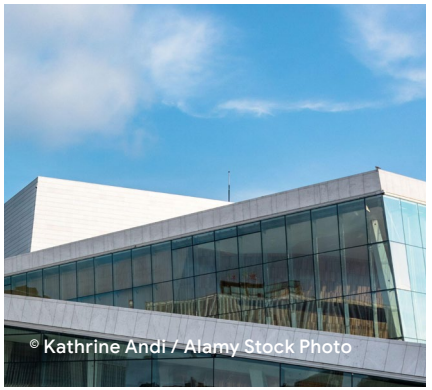
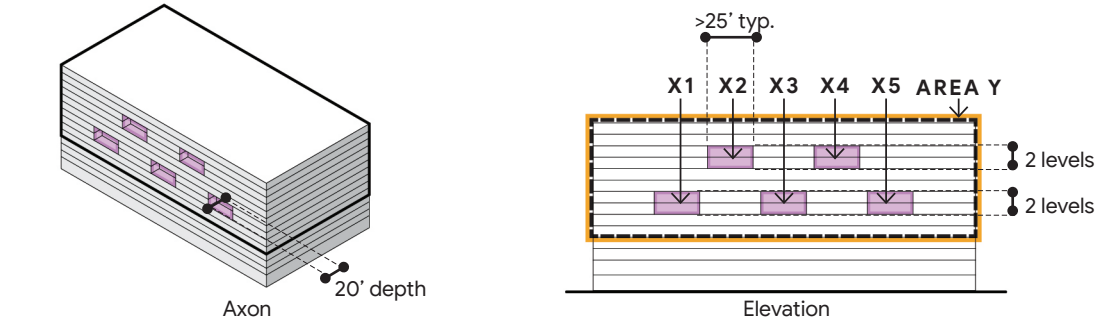


FIGURE B.17: Example of horizontal shift stepback

PROJECTION AND RECESSES



Area of strategy (X1 + X2 + X3 + X4 + X5) ÷ Built facade area (Y) = 12% facade area (1 credit)

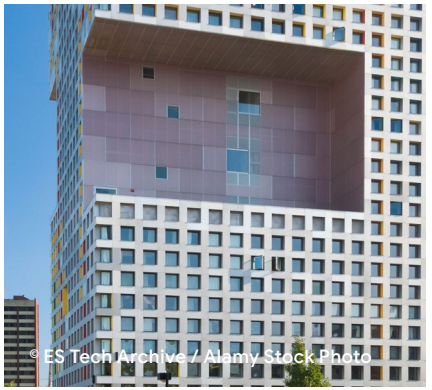


FIGURE B.18: Example of recess stepback

FIGURE B.16: Examples of stepback measurement continued

- Skyline level built area
- Stepback strategy
- Plane of drawing
- Built facade area

Preferred Materials

A long facade can achieve a maximum of one preferred materials credit. The use of two preferred materials within a single facade shall count cumulatively toward a credit requirement, so long as each material achieves a minimum of 10 percent facade area as shown in Table B.4. All applications of preferred materials must achieve requirements in Section 5.7 in order to contribute to the facade area percentage. Built area projected outside the property line is permitted to contribute toward the facade area requirements.

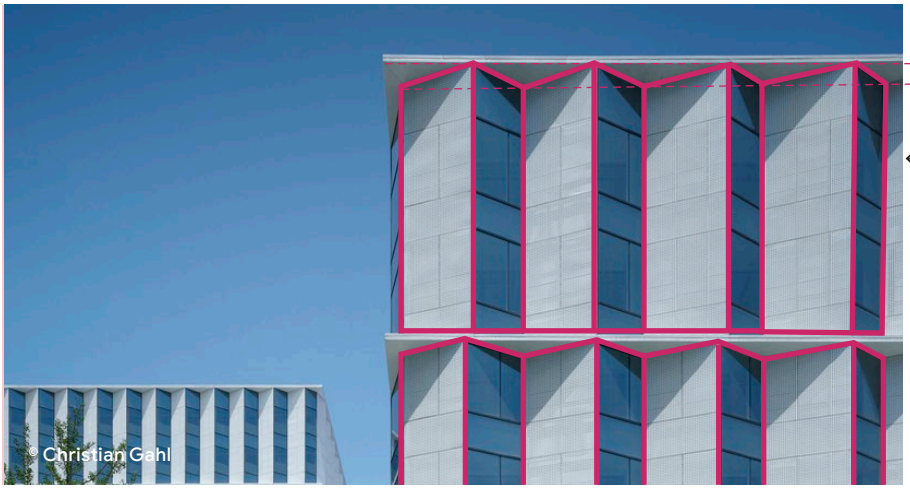


MODULATED METAL PANELS

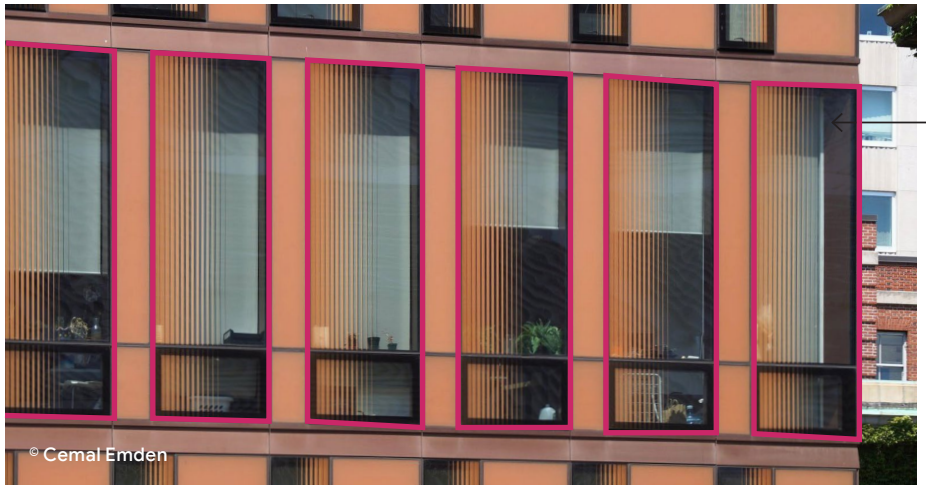


BRICK FACADE SYSTEM ON CROSS-LAMINATED TIMBER STRUCTURE

FIGURE B.19: Examples of preferred materials



MODULATED CURTAIN WALL



ETCHED GLAZING UNITS

FIGURE B.20: Examples of preferred materials continued

Case Study

KGX Building at King's Cross, London

KGX building is a Google office building at a prominent location in the southern half of the King's Cross Masterplan in London. The approximately 900-foot long site is positioned between the station and the railway tracks to the east, and the retail oriented King's Boulevard to the west.

The project balances development of a large headquarters building in an urban environment. The form of the building is informed by both programmatic components and urban design considerations. Massing moves and articulation are tailored to creating a compatible scale within the existing fabric as well as developing efficient workplace.

KGX Evaluation

This case study illustrates the process of evaluating skyline level long facades. Downtown West buildings with long facades shall submit the drawings and summary table shown in this example for compliance.

The required documentation for each long facade is as follows:

- Axonometric diagram illustrating the percentage of skyline level built area
- Building roof plan clearly illustrating the plane of drawing and building profile as seen in plan, or other proof of measurement
- Elevation measuring facade area of roofline variation strategy
- Elevation measuring facade area of stepback strategy
- Elevation measuring facade area of preferred material strategy
- Summary table, as shown in Table B.6
- Renderings, illustrations, and/or imagery of preferred materials that clearly labels what materials are proposed

KGX features a western skyline level facade that exceeds 550 feet in length and qualifies as a primary facade. To comply with the DWDSG, KGX shall achieve a minimum of four credits.

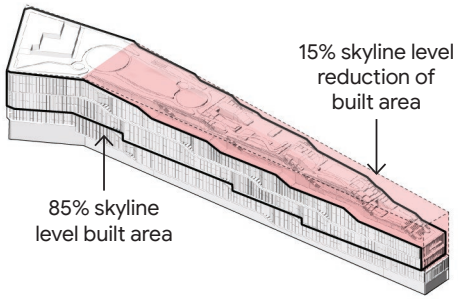


FIGURE B.21: Axonometric diagram illustrating KGX skyline level built area

Skyline level built area
Skyline level built area reduction

TABLE B.5: Example measuring facade area percentage and credits

ROOFLINE VARIATION	
Facade area	16%
Credits	2

STEPBACK	
Facade area	15%
Credits	1

PREFERRED MATERIALS	
Facade area	>25%
Credits	1

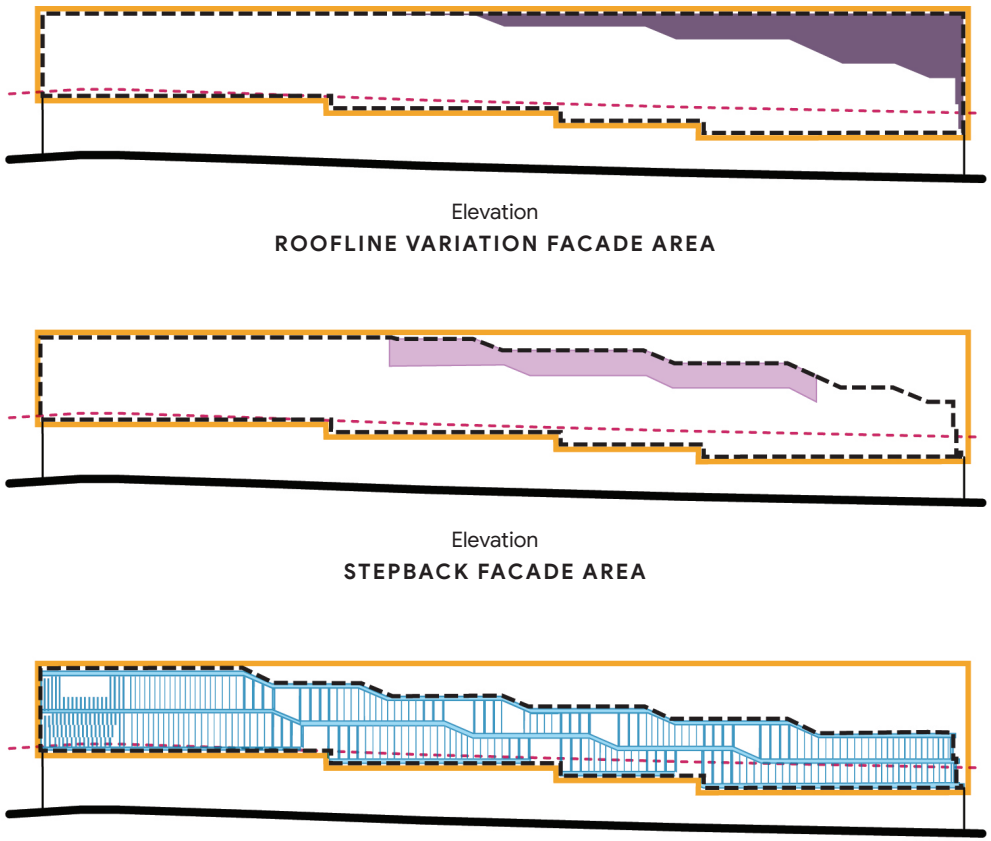


FIGURE B.22: Example of measuring facade area of massing strategies and material application

- Roofline variation strategy
- Stepback strategy
- Preferred material application
- Plane of drawing
- Total facade area (roofline variation) or built facade area (stepback and preferred materials)
- 70 feet from grade

TABLE B.6: Skyline level long facade checklist — completed for KGX

CATEGORIES	350 TO 550 FEET FACADE LENGTH		OVER 550 FEET FACADE LENGTH	
	PRIMARY	SECONDARY	PRIMARY	SECONDARY
Percent of built area			80%	
Roofline variation			2	
Stepback			1	
Preferred material (Maximum of 1 credit)			1	
TOTAL CREDITS REQUIRED	3	2	4	3
TOTAL CREDITS PROVIDED			4	
COMPLIANT (YES / NO)			Yes	

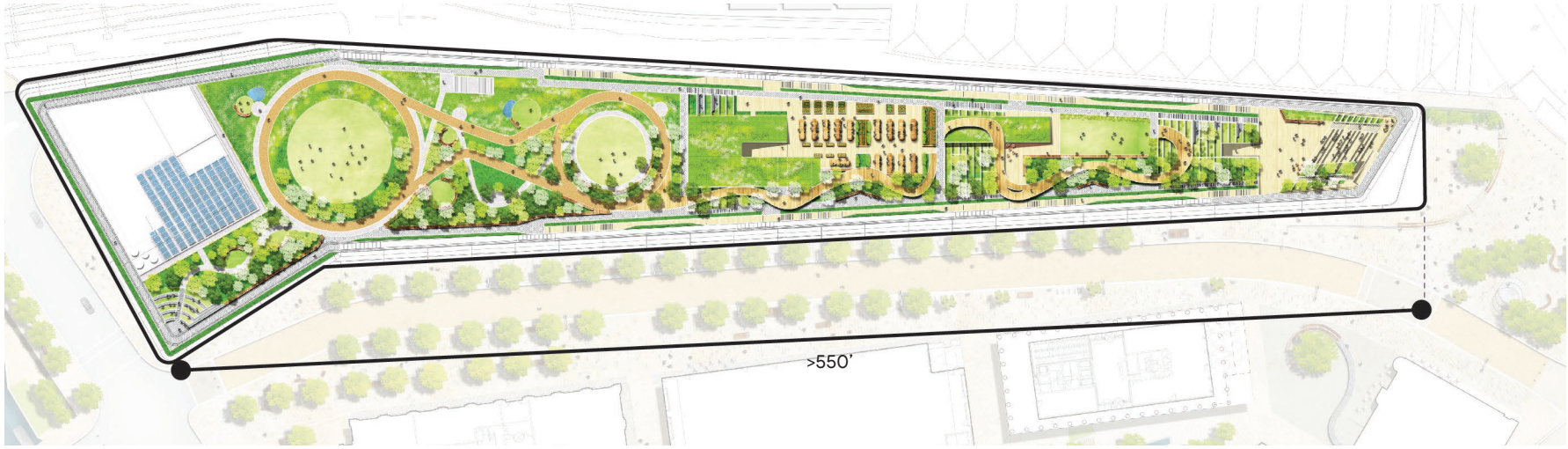


FIGURE B.23: Illustrative building roof plan

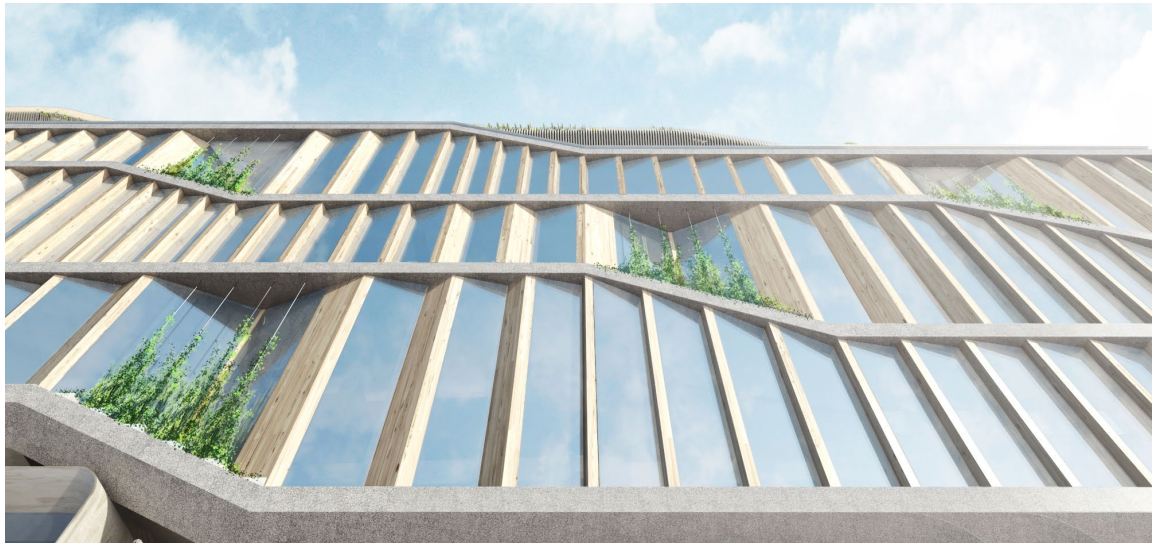


FIGURE B.24: Illustrative rendering of KGX facade design showcasing preferred material application

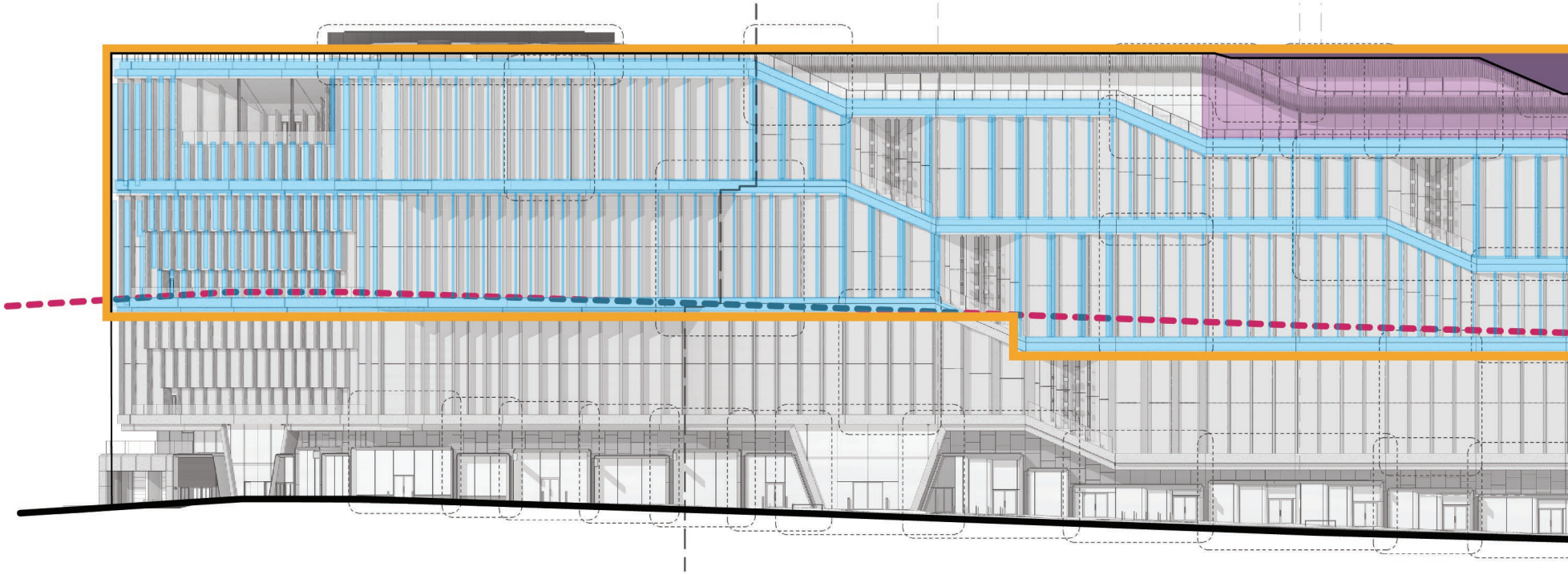
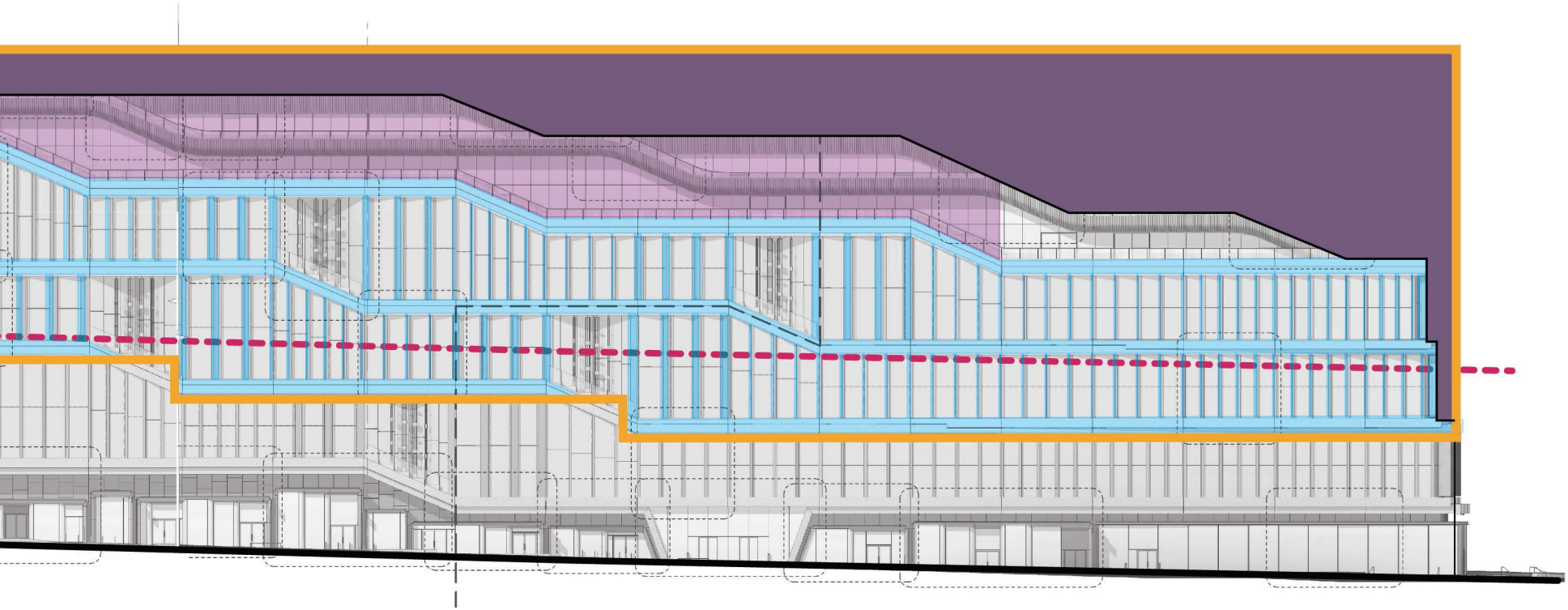
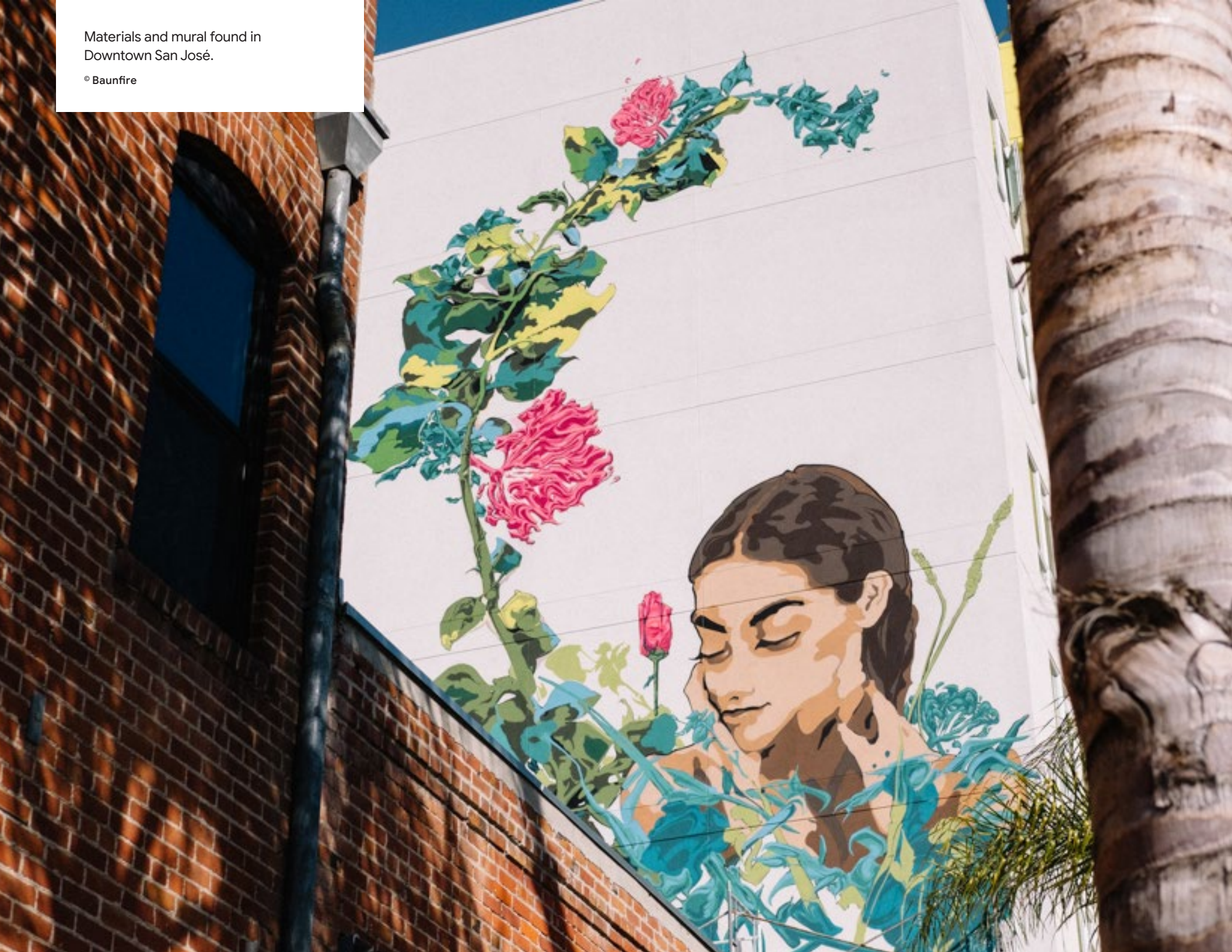


FIGURE B.25: Example of illustrative facade elevation

- Roofline variation strategy
- Stepback strategy
- Preferred material application
- Plane of drawing
- 70 feet from grade



LONG FACADE REFERENCE B22



Materials and mural found in Downtown San José.

© Baunfire

Conformance Review Checklists

C

C.1 Vertical Improvement Conformance Review Checklist

The Conformance Review application and review process is further set forth in the GDP and DWDSG Section 1.3. As authorized under the GDP, the planning director evaluates the Vertical Improvement Conformance Review application in this section. The following Conformance Checklist describes the criteria against which a determination of conformity can be made by the planning director. This section includes the standards and guidelines of this DWDSG as well as the standards and guidelines of the DDG that are applicable within the PD Zoning District.

Compliance with applicable standards in the PD Permit, including the DWDSG, that are clear and quantitative shall be required under the Conformance Checklist.

Compliance with all guidelines or other qualitative thresholds in the PD Permit and accompanying DWDSG shall not be required. Project sponsors shall consider guidelines; however, it is acknowledged that consistency with guidelines is subjective and, due to external conditions, feasibility considerations, or other factors, the intent behind guidelines may be achieved through a variety of alternative strategies. Therefore, except where expressly provided in standards of this DWDSG, consistency with any particular minimum number of guidelines is not required. Vertical Improvement Conformance Review shall be approved notwithstanding inconsistency with any guidelines where the project sponsor provides information at Vertical Improvement Conformance Review showing the subject application on balance generally promotes the design intent set forth in the chapter of the applicable guidelines.

Upon submission of a Vertical Improvement Conformance Review application, the project sponsor will complete the Conformance Checklist, identifying compliance with the applicable standards and guidelines.

The following criteria will guide any Vertical Improvement Conformance Review for consistency with the GDP and the PD Permit, including this DWDSG:

- Diagrams and figures in the GDP and DWDSG illustrate the general arrangement and relationships among future land uses, streets, and open spaces within the PD Zoning District. Blocks, lots, street alignments, and open space configurations are subject to refinement through the Vertical Improvement Conformance Review and subdivision processes.
- Conformance with the GDP and DWDSG will be construed liberally in light of the need for adaptive solutions to unforeseen or unique development constraints that arise over an extended build-out and the City's objectives of promoting growth within the Downtown Growth Area.

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
DWDSG	VI	03_Land Use	3.2	S3.2.1	Standard	Required land uses. Residential, office, and active uses shall be required on the following blocks as denoted in Table 3.1: Residential shall be required on blocks C1, E2, E3, F2, F4, H1, H2, H3, and H4. Office shall be required on blocks A1, B1, C2, D4, D7, E1, F1, and G1. Active use shall be required on blocks A1, C1, C2, C3, D4, D5, D6, D7, D8, D9, D10, D11, D12, D13, E1, E2, E3, F1, F2, F3, F6, G1, H1, H2, H3, H4, 40 and 150 South Montgomery Street, and 374 West Santa Clara Street. Refer to Figure 3.5 for minimum required ground floor active use locations.		
DWDSG	VI	03_Land Use	3.2	S3.2.2	Standard	Allowed land uses. In addition to the required land uses identified in S3.1.1, blocks A1, B1, C1, C2, C3, D4, D5, D6, D7, E1, E2, E3, F1, F2, F3, F4, F5, F6, G1, H1, H2, H3, and H4 shall be allowed to include additional land uses as denoted in Table 3.1.		
DWDSG	VI	03_Land Use	3.2	S3.2.3	Standard	Flexible blocks. Blocks C3 and F3 shall require, at minimum, one of the allowed uses denoted in Table 3.1 in addition to the required active use.		
DWDSG	VI	03_Land Use	3.2	S3.2.4	Standard	Allowed hotel locations. Hotel use shall be allowed on the portion of block C1 addressing the adjacent open space and North Montgomery Street as denoted in Table 3.1.		
DWDSG	VI	03_Land Use	3.2	S3.2.5	Standard	Allowed childcare / daycare locations. Childcare / daycare facilities shall be allowed on blocks H2 or H3.		
DWDSG	VI	03_Land Use	3.2	S3.2.6	Standard	No required use. Open spaces and block F5 shall not require any land use. Any combination (including none) of the uses denoted in Table 3.1 shall be allowed in these areas.		
DWDSG	VI	03_Land Use	3.2	S3.2.7	Standard	Infrastructure zones. Central utility plants and logistics shall be restricted to blocks B1, F1, F2, F3, F4, F5, F6, 150 South Montgomery Street, and G1 as denoted in the infrastructure zones on Figure 3.3.		
DWDSG	VI	03_Land Use	3.3	S3.3.1	Standard	Active use frontage. Active use shall be required, at minimum, along 30 percent of the ground floor frontage on blocks C1, C3, D4, D5, D6, D7, E1, E2, F1, F2, F3, F6, H1, H2, H3, and H4 identified in Figure 3.5. Refer to Figure 3.4 for illustrative examples of active use frontage. [DDG standard 5.3.1.a.a-b — superseded]		
DWDSG	VI	03_Land Use	3.3	S3.3.2	Standard	Building entry. All frontage identified in Figure 3.5 shall include an entry to an active use. Blocks B1, F4, and F5 shall not require an entry to an active use. [DDG standard 5.3.1.a.a-b — superseded]		
DWDSG	VI	03_Land Use	3.3	G3.3.1	Guideline	Back of house. Back of house space, such as loading and service, should be minimized to the extent possible along frontage identified in Figure 3.5.		
DWDSG	VI	03_Land Use	3.4	S3.4.1	Standard	Demolition. A demolition permit shall be required prior to the demolition of the existing buildings identified in Figure 3.6.		
DWDSG	VI	03_Land Use	3.4	S3.4.2	Standard	Demolition of historic buildings. Demolition of the historic buildings identified in Figure 3.6 shall comply with all mitigation measures for historic resources in the Mitigation Monitoring Reporting Program (MMRP).		
DWDSG	VI	03_Land Use	3.4	S3.4.3	Standard	Interim uses. Interim uses shall be permitted during the time prior to or concurrent with the development of Downtown West and are allowed pursuant to the process defined in the GDP. Refer to the GDP for a complete list of permitted interim uses. Interim uses shall be permitted within vacant structures and new temporary structures, or to include non-occupiable features, and open space. Interim uses shall be exempt from the locational use restrictions and permissions indicated in Table 3.1.		
DWDSG	VI	03_Land Use	3.4	S3.4.4	Standard	Interim use locations. Interim uses shall not be permitted in the following locations within Downtown West: Within the 50-foot Los Gatos Creek Riparian Setback and 30-foot Guadalupe River Riparian Setback identified in Figure 4.17, with the exception of existing structures (blocks D8, D9, D10, D11, D12, D13, and 374). On existing public streets with the exception of South Montgomery Street, West San Fernando Street, and new extensions of Cahill Street, as identified in Figure 6.3. Figure 3.8 identifies permitted interim use locations within Downtown West.		
DWDSG	VI	03_Land Use	3.4	S3.4.5	Standard	Interim use height limit. Interim structures shall be subject to FAA NAVD 88 height contours (see Figure 5.11) as measured above existing ground level as shown in Figure 5.13.		

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
DWDSG	VI	03_Land Use	3.4	S3.4.6	Standard	Interim use lighting and signage. Interim lighting shall require conformance with the following standards: S7.3.1 Lighting element placement S7.3.3 Atmospheric lighting S7.4.1 Lighting in riparian setbacks and the ecological enhancement zone S7.4.2 Prohibited lighting in riparian setbacks and the ecological enhancement zone S7.4.6 Lighting for existing, replacement, and new buildings in the ecological enhancement zone S7.5.1 Non-permitted lighting S7.7.1 Permitted signage		
DWDSG	VI	03_Land Use	3.4	S3.4.7	Standard	Interim central utility plant location. A temporary central utility plant shall be permitted on block E1.		
DWDSG	VI	05_Building	5.5	S5.5.1	Standard	New development blocks. Above-grade new development within the Project shall be limited to the blocks as shown in Figure 5.9. Selected blocks identified in Figure 5.10, S5.5.2, and S5.5.9 are exempt from this standard. [DDG standard 3.2.1.c, guideline 3.2.2.b. and 4.3.1.d — superseded]		
DWDSG	VI	05_Building	5.5	S5.5.2	Standard	Flexible blocks and open space locations. The arrangement of blocks and open spaces in the locations highlighted in Figure 5.10 are permitted to be reconfigured through concept design so long as the total open space acreage and circulation network remain consistent. For minimum required open space acreage, see Section 4.5. Flexible block boundaries are permitted in the following locations:Blocks D5 and D6 and The Social Heart (See Section 4.15 for open space information). Block D6 shall maintain a separation of 60 feet between new development on block D7 to preserve the view corridor from Diridon Station to Downtown. Blocks F2, F3, F4, F6, the southern portion of block F1 inclusive of the private street, and the Meander (See Section 4.13 for open space information).		
DWDSG	VI	05_Building	5.5	S5.5.3	Standard	Block length. The maximum length of new blocks shall not exceed 300 feet. Blocks across the street from or adjacent to rail or highway are exempt from this standard. [DDG standard 3.2.1.a — superseded]		
DWDSG	VI	05_Building	5.5	S5.5.4	Standard	Building reconfiguration. If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of new development within Downtown West and related improvements, and deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas. Proposed deviations to standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involved the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured new development and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.		
DWDSG	VI	05_Building	5.5	S5.5.5	Standard	Relationship to DISC and the rail corridor. New development is authorized across the entirety of each block shown on Figure 5.9, subject to any subsequent proceedings initiated by the DISC partner agencies (California High-Speed Rail Authority; VTA; Caltrain; and the City) to acquire any portion of such blocks. If any DISC partner agency has initiated proceedings to acquire land within a block required for an approved alignment and expansion of the rail right-of-way, this standard authorizes reconfiguration of new development, open spaces, and improvements, including through deviations from standards and guidelines elsewhere in the DWDSG, as reasonably necessary to avoid acquisition areas while still maximizing development potential within the affected block. For reference on planned developable area relationship to DISC and rail corridor, refer to S4.9.2 and S6.3.4. Proposed deviations to standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involved the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured new development and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.		

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DWDSG	VI	05_Building	5.5	S5.5.6	Standard	Mid-block passages. The number of mid-block passages shall be provided within the designated blocks as represented in Section 4.5. Final location and size of mid-block passages shall be established through the Downtown West Zoning and Design Conformance Review and final mapping of the subject block. All mid-block passages shall meet the minimum requirements identified in Section 4.5.		
DWDSG	VI	05_Building	5.5	S5.5.7	Standard	New development within riparian setbacks. New development along Los Gatos Creek and the Guadalupe River is prohibited within the 50-foot riparian setback and 30-foot riparian setback respectively, as shown in Figure 5.9 and described in Section 4.7. If structural assessment reveals existing structures at Creekside Walk at Autumn Street (See Section 4.16) cannot reasonably be retained, replacement structures shall be permitted. Existing structures include blocks D8, D9, D10, D11, D12, and D13. Replacement structures shall not exceed existing block footprints within the 50-foot Los Gatos Creek Riparian Setback. Replacement structures shall be subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.		
DWDSG	VI	05_Building	5.5	S5.5.8	Standard	New development within ecological enhancement zone. New development shall be permitted within the ecological enhancement zone on blocks E1, E2, and H2 — limited by S5.17.2 and S5. 17.1 respectively — as well as replacement structures and additions in the Creekside Walk at Autumn Street, which are limited by S5.5.9. Refer to Section 4.8 for open space design standards and guidelines applicable to the ecological enhancement zone.		
DWDSG	VI	05_Building	5.5	S5.5.9	Standard	Creekside Walk at Autumn Street building additions. Outside of the 50-foot Los Gatos Creek Riparian Setback, vertical and horizontal built area shall be permitted in addition to the existing structures within Creekside Walk at Autumn Street, including blocks D8, D9, D10, D11, D12, and D13. If structural assessment reveals existing structures at Creekside Walk at Autumn Street (see Section 4.16) cannot reasonably be retained, replacement structures shall be permitted. See Figure 5.9 for location of the 50-foot Los Gatos Creek Riparian Setback. Individual additions shall not exceed 5,000 gross square feet. The cumulative footprint of horizontal building additions shall not exceed 10 percent of the total area of privately-owned public parks and semi-public open space at the Creekside Walk at Autumn Street as denoted in Table 4.1. The cumulative built area of vertical and horizontal additions to existing structures within the Creekside Walk at Autumn Street shall not exceed 17,500 gross square feet beyond the total built area of existing structures. Individual replacement structures within the block shall be permitted to exceed the existing gross square footage in accordance with the individual and cumulative footprint and square footage limits described herein. Replacement structures and additions to existing structures shall be subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.		
DWDSG	VI	05_Building	5.5.	S5.5.10	Standard	Setbacks. Within Downtown West, no minimum building setbacks shall be required for any use within the property line, except for setbacks from the riparian corridor as identified in this section and S5.17.2. New development that is setback from the property line shall conform to the streetwall requirements in Section 5.8.		
DWDSG	VI	05_Building	5.6	S5.6.1	Standard	Maximum building height. FAA height restrictions, shown in Figure 5.11 as NAVD 88, shall govern maximum allowable building heights pursuant to this DWDSG. For context, Figure 5.12 and Figure 5.13 identify the maximum AGL height at the time of DWDSG approval. Figure 5.12 is an illustrative representation of maximum height by block, while Figure 5.13 illustrates maximum height by contours. Building heights in Figure 5.11 are current at the time of DWDSG approval. All proposed structure-specific heights that are subject to the FAAs regulatory review must obtain an FAA determination of no hazard to air navigation prior to building permit approval. The FAA has the discretion to restrict proposed structure elevations below those shown in accompanying Figure 5.11, Figure 5.12, and Figure 5.13 through the FAA Obstruction Evaluation process under 14 CFR Part 77. Although Project grading could result in allowable heights in excess of the AGL limits shown on Figure 5.12 and Figure 5.13, heights shall in all cases remain within the NAVD 88 contours shown on Figure 5.11. Conformance Reviews under this DWDSG shall be against Figure 5.11 with the exception of blocks identified in S5.6.2.		

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DWDSG	VI	05_Building	5.6	S5.6.2	Standard	Heights at Creekside Walk at Autumn Street. Replacement structures and built area additions in the Creekside Walk at Autumn Street (Section 4.15) — including blocks D8, D9, D10, D11, D12, and D13 — shall not exceed heights (measured to top of roof) as listed below: If structural assessment reveals existing structures at Creekside Walk at Autumn Street cannot reasonably be retained, replacement structures within the 50-foot Los Gatos Creek Riparian Setback shall be limited to one level and shall not exceed the top of roof of the existing structure. Replacement structures and additions to existing structures located on blocks D9, D10, D11, D12, and D13 between the 50-foot Los Gatos Creek Riparian Setback and South Autumn Street shall not exceed 40 feet. Vertical additions within the existing block D8 footprint shall be permitted up to 60 feet in height outside of the 50-foot Los Gatos Creek Riparian Setback. Horizontal additions to block D8 shall be permitted up to 40 feet in height outside of the 50-foot Los Gatos Creek Riparian Setback. Replacement structures and additions are subject to applicable standards in Sections 5.5, 5.7, 5.8, and 5.13.		
DWDSG	VI	05_Building	5.6	S5.6.3	Standard	Blocks with limited heights. The following additional blocks shall not exceed the height as listed below and denoted in Figure 5.12 (height is measured to top of roof): Blocks D5 and F6: 40 feet maximum height Block D6: 80 feet maximum height Block H1: 150 feet maximum height Additional perimeter height and massing requirements apply to blocks E1/G1 (S5.17.3), E2/E3 (S5.15.10 and S5.15.11), H1 (S5.16.2), H2 (S5.17.1), and H3/H4 (S5.16.3). Height and footprint limits to structures within open space are outlined in Section 4.25. For more information on heights adjacent to historic resources refer to standards in Section 5.15. Refer to DDG Section 4.4.7.a for information on rooftop appurtenances and mechanical equipment.		
DWDSG	VI	05_Building	5.7	S5.7.1	Standard	Distinctive buildings. All new development shall vary facing or adjacent new development in one of the following ways: Material or color Facade composition Facade modulation Roofline modulation Building height by a minimum of two levels Buildings within the same block are exempt from this standard. See Figure 5.14 for an example illustration of similar buildings within the same block.		
DWDSG	VI	05_Building	5.7	S5.7.2	Standard	Preferred materials. Preferred materials are required in specified locations as stated in Sections 5.8 . 5.11. Preferred materials include: Wood Earthen materials Metals Cementitious materials Architectural glazing Examples of preferred material treatments and applications include but are not limited to those shown in Table 5.2. Window mullions cannot be included in calculation of cumulative preferred material application.		
DWDSG	VI	05_Building	5.7	S5.7.3	Standard	Preferred material architectural articulation. A preferred material shall be applied with architectural articulation. Architectural articulation shall have a minimum depth of nine inches from the adjacent surface, material, or fenestration. Architectural glazing is exempt and subject to S5.7.4.		
DWDSG	VI	05_Building	5.7	S5.7.4	Standard	Architectural glazing treatment. For architectural glazing to qualify as a preferred material, applications shall modulate or change orientation at intervals less than or equal to 20 feet in width. As a preferred material, architectural glazing that utilizes semi-transparent coatings, back-painting, or etching does not require a nine inch depth.		
DWDSG	VI	05_Building	5.8	S5.8.1	Standard	Measuring streetwall. For a portion of new development within the pedestrian level to qualify as a streetwall, it must be located within 10 feet of the property line or within three feet of a specified setback line for the entire height of the pedestrian level. [DDG standard 4.3.3.a — superseded]		

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DWDSG	VI	05_Building	5.8	S5.8.2	Standard	Linear streetwall percentage. Required linear streetwall percentages for new development are designated per the street frontage classifications (see Figure 5.17): Urban park/plaza frontage and primary addressing street — minimum 70 percent streetwall of the building length. Secondary addressing street — minimum of 50 percent streetwall of the building length. Other street (including private streets) and open space frontage — minimum of 30 percent streetwall of the building length. Frontage along Los Gatos Creek — including replacement structures on blocks D8, D9, D10, D11, D12, D13, and new development on E1, E2, G1, and H2 — are exempt from this requirement to enhance riparian habitat within the Los Gatos Creek Riparian Setback, see Section 5.17. For definitions of the DDG street frontage categories see DDG Section 4.3.3. [DDG standard 3.2.2.a and 4.3.3.b-f — superseded]		
DWDSG	VI	05_Building	5.8	S5.8.3	Standard	Pedestrian level setbacks. Pedestrian level facade setbacks shall not exceed a depth greater than one-third of the setback height as illustrated in Figure 5.16. Blocks F3 and D6 shall be exempt from this standard. Additionally, up to 30 percent of active use frontage shall be exempt from this standard. Frontage requiring an active use is identified in Figure 3.5 and the definition of active use is further defined in Section 3.1.		
DWDSG	VI	05_Building	5.8	S5.8.4	Standard	Pedestrian level rhythm. Pedestrian level facades shall express intervals no greater than 35 feet wide. Intervals shall be expressed through one of the following strategies: Preferred material architectural articulation Ground floor double height expression within a minimum nine inch depth		
DWDSG	VI	05_Building	5.8	S5.8.5	Standard	Mid-block passage and private street entries. Mid-block passages and private streets with a depth greater than 150 feet shall provide a minimum of one building entry.		
DWDSG	VI	05_Building	5.8	S5.8.6	Standard	Pedestrian level facades greater than 350 feet. Treatment of the pedestrian level facades with a horizontal length greater than 350 feet shall include ground floor double height expression within 200 feet of the building corner. Double height expression shall have a minimum nine inch depth.		
DWDSG	VI	05_Building	5.8	G5.8.1	Guideline	Temporary facade treatment. For new development, temporary facade treatments in the form of murals, branding, graphics, or other artwork are encouraged during construction in place of ground floor facades. Temporary frontages are permitted for the duration of the construction period.		
DWDSG	VI	05_Building	5.8	S5.8.7	Standard	Active use transparency. Active use facades between three feet and 12 feet above grade shall have a minimum of 70 percent facade area transparency. Glazing units with VLT factor less than 60 percent shall not count toward meeting the required transparent area. [DDG standard 5.3.1.a.h — superseded]		
DWDSG	VI	05_Building	5.8	S5.8.8	Standard	Office use transparency. Office facades between three feet and 12 feet above grade shall have a minimum of 50 percent facade area transparency. Glazing units with VLT factor less than 50 percent shall not count toward meeting the required transparent area. [DDG standard 5.3.1.a.h — superseded]		
DWDSG	VI	05_Building	5.9	S5.9.1	Standard	Podium level modulation. New development shall express podium level modulation through volumetric articulation or expressed climate responsive facade systems with a minimum depth of nine inches. Podium modulation shall be applied by vertical intervals of the following widths: Active use frontages, as identified in Figure 3.5, shall not exceed 40-foot wide intervals Facades not identified as active use shall not exceed 80-foot wide intervals. See Figure 5.22 for an example of 40-foot wide and 80-foot wide intervals.		

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DWDSG	VI	05_Building	5.9	S5.9.2	Standard	Non-office use podium occupiable projections. Podium occupiable projections — including balconies and bay windows —of residential, hotel, and limited-term corporate accommodation shall be permitted to project built areas up to six horizontal feet beyond the property line above public and private streets, City-dedicated parks, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level, see Figure 5.25. Occupiable projections beyond the property line are not permitted within the 100-foot Los Gatos Creek Riparian Setback as shown in Figure 5.9. Occupiable projections with the specifications stated above may extend into the skyline level as stated in S5.10.2.		
DWDSG	VI	05_Building	5.9	S5.9.3	Standard	Podium level preferred materials. Facades classified as active use frontage, identified in Figure 3.5, shall apply preferred materials to a minimum of 20 percent of the podium level facade area. See S5.7.2 for preferred material qualifications.		
DWDSG	VI	05_Building	5.9	S5.9.4	Standard	Change in plane for facades greater than 350 feet. Podium level facades with a horizontal length greater than 350 feet shall vary the facade through a change in plane with a minimum average of nine inches in depth for 25 percent of the facade area or an average of four feet in depth for 12 percent of the facade area.		
DWDSG	VI	05_Building	5.9	S5.9.5	Standard	Residential and office podium level separation. The podium level of residential buildings shall stepback to maintain a minimum of 60 feet separation from the podium level of facing office buildings. Residential parking shall be exempt from this standard.		
DWDSG	VI	05_Building	5.10	S5.10.1	Standard	Skyline level change in plane. Skyline level facades greater than 200 feet in horizontal length shall vary the facade through a change in plane with an average of four feet in depth within 33 percent of the skyline level facade area. See Figure 5.26 for examples of change in plane. [DDG standard 4.3.2.c — superseded]		
DWDSG	VI	05_Building	5.10	S5.10.2	Standard	Non-office use skyline level occupiable projections. Skyline level occupiable projections — including balconies and bay windows — of residential, hotel, and limited-term corporate accommodation shall be permitted to project built area up to six horizontal feet beyond the property line above public and private streets, City-dedicated parks, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level. See Figure 5.25 for examples. Occupiable projections beyond the property line are not permitted within the 100-foot Los Gatos Creek Riparian Setback as shown in Figure 5.9.		
DWDSG	VI	05_Building	5.10	S5.10.3	Standard	Office use skyline level occupiable projections. Occupiable projections in the skyline level of office uses shall be permitted to project built areas up to six horizontal feet beyond the property line above private streets, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 10 percent of the facade length. The facade area of aggregated occupiable projections shall not exceed 25 percent of the overall skyline level facade area. Occupiable projections beyond the property line are not permitted within the 100-foot Los Gatos Creek Riparian Setback as shown in Figure 5.9. Occupiable projections on the south facade of block A1 and the north facade of block C2 are exempt from the dimensional requirements above and shall be permitted within the skyline level anywhere above semi-public open space.		
DWDSG	VI	05_Building	5.10	S5.10.4	Standard	Skyline level separation between the same use. Adjacent new development shall maintain a minimum 60-foot separation between any portion of skyline level facades. Adjacent new development within the same block shall be exempt from this standard. Residential buildings below 90 feet in height shall be exempt from this standard. [DDG standard 4.3.2.b — superseded]		

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DWDSG	VI	05_Building	5.10	S5.10.5	Standard	Skyline level separation between different uses. Adjacent new development with different use shall maintain a minimum skyline level facade separation of 80 feet. To accommodate building separation requirements, hotel buildings shall stepback from residential buildings and residential buildings shall stepback from office buildings; see Figure 5.27 for an illustration. The following conditions shall maintain a minimum 60-foot facade separation between different uses: A facade is less than 100 feet wide with less than 50 percent fenestration A facade is oriented a minimum of ten degrees away from the adjacent facade Residential facades that do not exceed 90 feet from grade [DDG standard 4.3.2.b — superseded]		
DWDSG	VI	05_Building	5.11	S5.11.1	Standard	Built area above mid-block passages or private streets. Within blocks B1 and F1, built area may extend over mid-block passages or private streets if the project sponsor elects not to comply with DDG Section 4.4.8. Built area is not permitted within the first 40 feet above grade over mid-block passages or private streets. The facade lengths within blocks B1 and F1 shall include the width of mid-block passages and private streets. Compliance with DDG Section 4.4.8 shall be at the sole election of the project sponsor.		
DWDSG	VI	05_Building	5.11	S5.11.2	Standard	Skyline level built area. New development with a facade that exceeds 350 feet in length shall not exceed 85 percent of the maximum skyline level built area (15 percent built area reduction). The percent of built area is calculated as a sum of the square footage of each skyline level floorplate (including interior atria area and internal courtyard area) divided by the total skyline level built area — measured as the block square footage multiplied by the number of levels in the skyline level excluding roof structures. For additional requirements of built area reduction along Los Gatos Creek, see Section 5.17. [DDG standard 4.3.2.a — superseded]		
DWDSG	VI	05_Building	5.11	S5.11.3	Standard	Long facades 350 to 550 feet in length. Facades that are 350 to 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3): Primary long facades shall achieve three credits Secondary long facades shall achieve two credits		
DWDSG	VI	05_Building	5.11	S5.11.4	Standard	Long facades greater than 550 feet in length. Facades that are greater than 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3): Primary long facades shall achieve four credits Secondary long facades shall achieve three credits		
DWDSG	VI	05_Building	5.11	S5.11.5	Standard	Roofline variation credits. One roofline variation credit shall be achieved for cumulative qualifying area that exceeds eight percent of the skyline level facade area and achieves the minimum dimensions outlined in Table 5.4. An additional credit shall be achieved for every additional eight percent of the skyline level facade area that is calculated as qualifying roofline variation facade area.		
DWDSG	VI	05_Building	5.11	S5.11.6	Standard	Stepback credits. One stepback credit shall be achieved for cumulative qualifying area that exceeds 12 percent of the built facade area in the skyline level and achieves the minimum dimensions outlined in Table 5.5. An additional credit shall be achieved for every additional 12 percent of the built facade area in the skyline level that is calculated as qualifying stepback facade area.		
DWDSG	VI	05_Building	5.11	S5.11.7	Standard	Preferred materials credit. One preferred material credit shall be achieved for cumulative qualifying area that exceeds 25 percent of the built facade area within 20 feet of the property line in the skyline level. To qualify, a preferred material shall cover no less than 10 percent of the built facade area and shall comply with standards S5.7.2, S5.7.3, and S5.7.4.		
DWDSG	VI	05_Building	5.12	S5.12.1	Standard	Ground floor unit width. The average width of residential ground floor units with external entries shall not exceed 30 feet. [DDG standard 5.3.3.a — superseded]		
DWDSG	VI	05_Building	5.12	S5.12.2	Standard	Direct at-grade unit access. To enable ADA-accessibility, direct at-grade residential units access flush with adjacent sidewalk or open space grade shall be permitted, as shown in Figure 5.34. [DDG standard 5.5.1.d — superseded]		
DWDSG	VI	05_Building	5.12	S5.12.3	Standard	Elevated ground floor units. Elevated ground floor units and stoops shall not exceed five feet in height above grade, as shown in Figure 5.35. [DDG standard 5.3.3.b — superseded]		

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DWDSG	VI	05_Building	5.12	S5.12.4	Standard	Lobby placement. Residential lobbies shall be permitted in all locations in lieu of active uses along streets, mid-block passages, and open spaces, so long as the overall active frontage minimum requirements are met as outlined in Section 3.3. [DDG standard 3.5.1.d — superseded]		
DWDSG	VI	05_Building	5.12	S5.12.5	Standard	Building access. Building access between the main pedestrian building entry and passenger drop-off shall not intersect with the access route between delivery loading / unloading areas and primary service entrances. [DDG standard 3.5.1.a — superseded]		
DWDSG	VI	05_Building	5.12	S5.12.6	Standard	Ground floor units with stoops. Stoops or transitional spaces associated with ground floor units— including porches, seating, and gardens — between the public realm and entries to residential units shall be a minimum of four feet in width and five feet in depth. [DDG guideline 5.3.3.d — superseded]		
DWDSG	VI	05_Building	5.12	S5.12.7	Standard	Storage facilities. Every residential building shall provide a dedicated storage facility for various mobility devices, including but not limited to car seats, shopping trolleys, and other items that encourage residents to walk and use car share.		
DWDSG	VI	05_Building	5.12	G5.12.1	Guideline	Bicycle building access. Bicycle building access should avoid intersecting with both passenger drop-off and delivery locations. To provide additional safe options for bicyclists, bicycle building access is permitted from private outdoor common areas or other private areas within the building. [DDG standard 3.5.1.a — superseded]		
DWDSG	VI	05_Building	5.12	G5.12.2	Guideline	Residential balcony design. The proportion, location, and design of residential balconies should respond to building orientation in order to optimize building performance and avoid monolithic facades, as shown in Figure 5.36. [DDG guideline 4.4.1.h, guideline 4.4.2.c.a — superseded]		
DWDSG	VI	05_Building	5.13	S5.13.1	Standard	Office use renewable energy. All new office buildings shall cover a minimum of 25 percent of the total usable roof area with photovoltaic panels or green roofs. Usable roof area shall be considered horizontal roof area not occupied by mechanical, electrical, or plumbing equipment, and not needed for maintenance and emergency access. Vertical BIPV (building integrated photovoltaics) panels would apply to achieving this requirement. [DDG standard 4.4.7.b.a — superseded]		
DWDSG	VI	05_Building	5.13	S5.13.2	Standard	Residential use renewable energy. Residential use shall cover a minimum of 20 percent of the area of a roof that is less than 150 feet above grade and is larger than 2,500 square feet in area with photovoltaic panels, green roofs, or a combination of these. Active use, hotel, and limited-term corporate accommodation standalone structures are exempt from this standard. [DDG standard 4.4.7.b.a — superseded]		
DWDSG	VI	05_Building	5.13	S5.13.3	Standard	High reflectivity roof materials. Buildings shall include roof materials with high albedo (reflectivity) minimum of 0.65 to ensure the least possible heat retention.		
DWDSG	VI	05_Building	5.13	S5.13.4	Standard	Water reuse. Dual-plumbed buildings shall be designed to utilize recycled water to meet non-potable water demands such as toilet-flushing, irrigation, and cooling.		
DWDSG	VI	05_Building	5.13	G5.13.1	Guideline	Concave facades. Buildings should minimize or avoid reflective materials on concave facades so as to avoid solar reflection concentrated on the public realm or rail corridor.		
DWDSG	VI	05_Building	5.13	G5.13.2	Guideline	Glare reduction. Buildings along the rail corridor should include a minimum of one glare reduction strategy along facades that may redirect light toward train operators. Glare reduction strategies include but are not limited to: Reduction of highly reflective surfaces Architecture articulation to break up spans of reflections Use of diffusing rather than reflective materials Minimizing skyline level facade orientation from 200 to 240 degrees from true north		
DWDSG	VI	05_Building	5.13	G5.13.3	Guideline	Ground level wind comfort. Facades greater than 350 feet in length oriented within 30 degrees of the prevailing wind direction (319 degrees clockwise from true north) should incorporate one of the following strategies to increase pedestrian comfort at ground level by reducing the speed of prevailing winds: Increasing distance between two building facades Stepback of massing to reduce downdraft wind acceleration Minimizing continuous facades directly facing the prevailing wind direction Staggering of building facades Incorporating horizontal projections or canopies [DDG guideline 4.3.5.b-c — superseded]		

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DWDSG	VI	05_Building	5.13	G5.13.4	Guideline	Reducing the urban heat island effect. To reduce urban heat island effect, high-albedo materials and finishes are encouraged, particularly on outdoor hardscape spaces and roofs. Additional ways to reduce the urban heat island effect include but are not limited to providing vegetative and/or built canopies in outdoor areas.		
DWDSG	VI	05_Building	5.13	G5.13.5	Guideline	Food waste. If an automated waste collection system (AWCS) is included in the Project, appropriate handling of food waste should be incorporated into each buildings interior infrastructure to efficiently deliver food waste to the centralized system.		
DWDSG	VI	05_Building	5.14	S5.14.1	Standard	Standalone central utility plant ground floor. A standalone central utility plant ground floor frontage facing streets or open space shall have a minimum of 20 percent glazing or exterior educational signage between three and 12 feet above grade. Glazing shall have a minimum of 50 percent VLT factor.		
DWDSG	VI	05_Building	5.14	S5.14.2	Standard	Standalone central utility plant facade treatment. All standalone central utility plant facades facing streets or open space shall implement a minimum of one of the following applications for a combined facade area of no less than 50 percent: Preferred material application (per Section 5.7) Glazing with a minimum of 50 percent VLT factor		
DWDSG	VI	05_Building	5.14	G5.14.1	Guideline	Standalone central utility plant. A standalone central utility plant should consider creating an architectural statement through materials and/or form.		
DWDSG	VI	05_Building	5.14	S5.14.3	Standard	Exposed above grade ramps. Exposed above grade ramps shall screen a minimum of 50 percent of the total exposed area with applications of preferred materials (see Section 5.7), vegetation, and/or art. Exposed above grade vehicle ramps are not permitted fronting open space or riparian corridors.		
DWDSG	VI	05_Building	5.14	S5.14.4	Standard	Parking and loading access. Parking and loading doors shall be secure and motorized.		
DWDSG	VI	05_Building	5.14	S5.14.5	Standard	Automatic waste collection systems (AWCS). If the Project includes AWCS, it shall comply with San José loading access standards.		
DWDSG	VI	05_Building	5.14	G5.14.2	Guideline	Garage entries and loading. Garage entries and loading access should be screened and should be designed as an integrated component of the buildings overall design including materials and rhythm, as shown in Figure 5.38.		
DWDSG	VI	05_Building	5.15	S5.15.1	Standard	Historic resource architectural height reference. New development across the street from or adjacent to a historic resource, as identified in Figure 5.40, shall establish an architectural height reference at the nearest floor to the historic resources top of structure or prominent eave. An architectural height reference shall have a horizontal length that is greater than or equal to the width of the historic resource. The architectural height reference shall have a minimum depth of nine inches. Strategies include but are not limited to stepbacks, tapering, horizontal projection, structural or architectural elements, and dimensional change in material. The following standards specify locations where an architectural height reference is required. [DDG Section 2.3, standard 4.2.2.a-c, standard 4.2.4.a-d, guideline 4.2.4.c — superseded]		
DWDSG	VI	05_Building	5.15	G5.15.1	Guideline	Industrial heritage. Displaying or repurposing relics of San Josés industrial or agricultural heritage within the Project is encouraged.		
DWDSG	VI	05_Building	5.15	S5.15.2	Standard	374 West Santa Clara Street relationship to new development. New development is not permitted within the view corridor along West Santa Clara Street eastbound, maintaining a minimum separation of 40 feet south of 374 West Santa Clara Street. Pavilions, kiosks, and landscape elements are permitted in the adjacent Gateway to San José Plaza as specified in Section 4.18. The north facade of block E1 shall establish an architectural height reference within 10 feet of the top of roof or prominent eave of the Main Building. Block E1 built area in the skyline level is not permitted within a five degree plane from the northern property line fronting West Santa Clara Street, see Figure 5.45.		
DWDSG	VI	05_Building	5.15	S5.15.3	Standard	40 South Montgomery Street relocation. Relocation of the pre-1950 portions of the complex of 40 South Montgomery Street shall be permitted south of West Post Street, within 30 feet south of the structures current location. The original building orientation and frontage (zero setback) on South Montgomery Street shall be maintained. The north and west facades of the existing structure shall be visible from the public right-of-way. Demolition of non-contributing building additions constructed after 1950 shall be permitted.		

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DWDSG	VI	05_Building	5.15	S5.15.4	Standard	40 South Montgomery Street addition. Building additions on block D5 shall be permitted to the east and/or south of the historic structure. Block D5 shall be limited to a footprint of 25,000 square feet and shall not exceed 40 feet in height. If the height of the building addition exceeds 25 feet (top of parapet height of the historic resource), the facades of block D5 shall include an architectural height reference at the parapet height of the north facade of the historic resource.		
DWDSG	VI	05_Building	5.15	S5.15.5	Standard	40 South Montgomery Street relationship to new development. New development shall maintain a minimum separation of 48 feet from the north facade. Block D6 shall maintain a minimum separation of 40 feet from 40 South Montgomery Street across the Social Heart (Section 4.15). Permanent and temporary structures within the adjacent open space, as defined in Section 4.25, shall not be permitted within 20 feet of 40 South Montgomery. The south facade of block D4 and north facade of block D6 shall each establish an architectural height reference within 10 feet of the Project resources height for a horizontal length greater than or equal to the north and south facades, respectively.		
DWDSG	VI	05_Building	5.15	S5.15.6	Standard	150 South Montgomery Street modifications. Modifications to 150 South Montgomery Street shall not be required to comply with the Secretary of the Interiors standards. New openings shall be permitted on all facades of the existing structure. Additionally, alterations to the cross-gable roof configuration of the building shall be permitted for sculptural elements or vertical additions.		
DWDSG	VI	05_Building	5.15	S5.15.7	Standard	150 South Montgomery Street building addition. A vertical building addition and/or horizontal building addition from the south facade of 150 South Montgomery Street shall be permitted. In total, additions shall be limited in size to no more than the existing buildings square footage. Vertical additions shall not exceed one additional level. Horizontal additions on block F6 shall not exceed one level and shall setback 30 feet from the west facade of 150 South Montgomery to maintain visibility of the original two-story structure.		
DWDSG	VI	05_Building	5.15	S5.15.8	Standard	150 South Montgomery Street relationship to new development. New development shall maintain a minimum separation of 60 feet from the west facades of 150 South Montgomery across the Meander. New development on block F4 shall maintain a minimum separation of 20 feet from the north facade of 150 South Montgomery across a mid-block passage. Permanent and temporary structures within the adjacent open space, as defined in Section 4.25, are not permitted within 20 feet of the west facade of 150 South Montgomery Street.		
DWDSG	VI	05_Building	5.15	S5.15.9	Standard	Lakehouse City Landmark Historic District relationship to new development. New development within the Project shall maintain a minimum separation of 100 feet from historic structures in the Lakehouse Historic District. South facades of block E2 and E3, across the street from the Lakehouse Historic District, shall establish an architectural height reference within 10 feet of the average height of adjacent resource(s) for a horizontal length greater than or equal to the adjacent resource(s). The architectural height reference is not required to be continuous, and the horizontal distance between references for a building shall not exceed 40 feet.		
DWDSG	VI	05_Building	5.15.	S5.15.10	Standard	Lakehouse District stepback. New development on blocks E2 and E3 shall stepback all levels above 60 feet from grade an average of 20 feet from the property line for 50 percent of the linear frontage along the Lakehouse District. The average setback area is measured up to a 40-foot depth of the property line. The required location of stepbacks facing the Lakehouse District and examples are illustrated in Figure 5.48 and Figure 5.49, respectively.		
DWDSG	VI	05_Building	5.15.	S5.15.11	Standard	Lakehouse District height cap zone. New development on blocks E2 and E3 shall not exceed 150 feet in height (as measured to top of roof) within 200 feet across the street from any property within the Lakehouse Historic District as identified in Figure 5.50. Maximum height of blocks E2 and E3 are denoted in Section 5.6		
DWDSG	VI	05_Building	5.15.	S5.15.12	Standard	Southern Pacific Depot (Diridon Station) Historic District sightline. New development shall not be permitted within 20 feet of the northern edge of the existing VTA tunnel along the Downtown to Diridon shared-use path (see S4.15.1, S4.16.1, and S4.17.1). Additionally, the Project shall maintain a minimum building separation of 60 feet between blocks D6 and D7 to preserve a sightline between the historic resource and Downtown. Landscape elements shall be permitted.		

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DWDSG	VI	05_Building	5.15.	S5.15.13	Standard	160 North Montgomery Street height reference. The east facade of block C3 shall establish an architectural height reference within 10 feet of the historic resources height for a horizontal length greater than or equal to the east facade width. Block C3 shall be exempt from the above requirements should 160 North Montgomery Street be relocated.		
DWDSG	VI	05_Building	5.16	S5.16.1	Standard	Architectural height reference for single-family residential. New development adjacent to or across the street from single-family residential shall establish an architectural height reference within the podium level of the building. Height references shall have a minimum depth of nine inches. Strategies include but are not limited to distinct fenestration lines, massing stepback, volumetric shift, or material change with a dimensional aspect. New development shall be exempt from the above requirement should redevelopment of the adjacent or facing single-family residential be redeveloped with new development that exceeds 40 feet in height. [DDG standard 4.2.2.a-c — superseded]		
DWDSG	VI	05_Building	5.16	S5.16.2	Standard	Block H1 skyline level stepback. Block H1 shall not exceed 90 feet in height as measured to top of roof within 50 feet of the property line on the north and east edges of the block. The remainder of the block is capped in height by S5.6.3		
DWDSG	VI	05_Building	5.16	S5.16.3	Standard	Blocks H3 and H4 skyline level stepbacks. Blocks H3 and H4 shall cumulatively stepback all levels above 90 feet from grade an average of 20 feet from the property line for 50 percent of the linear block frontage along both Royal Avenue and Auzerais Avenue. The average setback area is measured up to a 40-foot depth of the property line. The required location of stepbacks as well as examples are illustrated in Figure 5.54 and Figure 5.49, respectively.		
DWDSG	VI	05_Building	5.17	S5.17.1	Standard	Block H2 built area along Los Gatos Creek. Built area above 90 feet on block H2 shall not exceed one-third of the site area within 100 feet from the Los Gatos Creek Riparian Corridor, defined by the Top of Bank (TOB) or edge of existing riparian canopy, whichever is a greater distance from the creek extended at a consistent depth within the property line as shown in Figure 5.56 and Figure 5.57. Site area shall be measured in plan and is permitted to be consolidated or distributed such that the total complies.		
DWDSG	VI	05_Building	5.17	S5.17.2	Standard	Los Gatos Creek East average building setback. New development on blocks E1 and E2 shall cumulatively maintain an average building setback of 100 feet from the Los Gatos Creek Riparian Corridor, see Figure 5.58.		
DWDSG	VI	05_Building	5.17	S5.17.3	Standard	Creekside built area reduction. New development on blocks E1 and G1 shall apply half of the 15 percent skyline level built area reduction (7.5 percent) that is required per S5.11.2 to the frontage within 150 feet from the Los Gatos Creek Riparian Corridor, defined by the Top of Bank (TOB) or edge of existing riparian canopy, whichever is a greater distance from the creek extended at a consistent depth within the property line as shown in Figure 5.58 and Figure 5.59. The built area reduction is calculated as the sum of unenclosed or unbuilt area of each skyline level, within 150 feet from the Los Gatos Creek Riparian Corridor, divided by the total available area. The total available area is measured as the block square footage multiplied by the number of total built levels in the skyline level excluding roof structures. For information on the overall built area reduction requirement for buildings with long facades, see S511.2.		
DWDSG	VI	05_Building	5.17	G5.17.1	Guideline	Modulation along blocks E2 and H2. Los Gatos Creek frontage on blocks E2 and H2 are encouraged to modulate the facade or apply vegetation strategies to increase the effective size of habitat areas and create biophilic experiences along the creek. Modulation strategies include but are not limited to balconies, bays, and massing recesses that vary facade depth. Vegetation strategies include but are not limited to planting of softscape and trees at the base of the building, outdoor terraces with softscape and trees, green walls, and vertical trellises.		
DWDSG	VI	05_Building	5.17	G5.17.2	Guideline	Vegetation along blocks E1 and G1. Los Gatos Creek frontage on blocks E1 and G1 are encouraged to incorporate vegetation into the massing and architectural design. Vegetation strategies include but are not limited to planting of softscape and trees at the base of the building, outdoor terraces with softscape and trees, green walls, and vertical trellises.		
DWDSG	VI	05_Building	5.17	G5.17.3	Guideline	Vegetation application continuity. Vertical and horizontal vegetation applications are encouraged to be as connected and continuous as possible. Strategies are encouraged to connect or minimize the distance from the ground plane vegetation and Los Gatos Creek Riparian Corridor to increase the effective size of habitat areas.		

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DWDSG	VI	05_Building	5.17	G5.17.4	Guideline	Supporting trees and shrubs. Irrigation and growing substrate for vegetated terraces/greenroofs are encouraged to support trees and shrubs instead of grasses and sedums.		
DWDSG	VI	05_Building	5.17	S5.17.4	Standard	Pedestrian level horizontal elements. Facades facing open spaces shall incorporate horizontal architectural elements within the pedestrian level. Horizontal elements include: Horizontal projections, including bay windows and balconies Horizontal recesses Canopies Shading devices Awnings Expressed structural elements Cumulative horizontal elements shall span a minimum of 20 percent of the facades linear frontage. Requirements can be achieved through single or multiple horizontal elements. Facades along mid-block passages and existing buildings are exempt from this standard.		
DWDSG	VI	05_Building	5.17	G5.17.5	Guideline	Buildings south of an open space. All buildings south of an open space are encouraged to include built area reduction strategies as shown in Figure 5.60 and Figure 5.61. Building edges should be assessed based on adjacencies. Building shaping should be focused on the edges that have the most impact on the solar availability for open spaces. For example, blocks with limited overshadowing from the west should consider reducing massing volume at north and northwest elevations.		
DWDSG	VI	06_Mobility	6.15	G6.15.1	Guideline	Bicycle parking access. Access to bicycle parking areas should be direct and clearly indicated with signage. Access ramps to bicycle parking areas are encouraged in cases where the primary entrance of the building is below or above adjacent sidewalk grade.		
DWDSG	VI	06_Mobility	6.16	S6.16.1	Standard	Shared district parking. District parking — or parking strategies that combine parking from multiple blocks in one location — shall be permitted. Parking supply shall be counted at the district level and not for the block in which it is located. Shared district parking garages shall be allowed for the use of residents, visitors, and workers.		
DWDSG	VI	06_Mobility	6.16	S6.16.2	Standard	Parking supply. Off-street public parking shall be provided pursuant to the GDP. Residential parking shall be limited to 2,360 total spaces and commercial / public parking shall be limited to 4,800 total spaces.		
DWDSG	VI	06_Mobility	6.16	S6.16.3	Standard	Residential parking. Residential parking shall be unbundled — rented / sold separately from the residential units. Additionally, residential parking shall be permitted to be shared with other uses.		
DWDSG	VI	06_Mobility	6.16	S6.16.4	Standard	Public garage access. Public garages shall include access, via public portals, directly to the public realm.		
DWDSG	VI	06_Mobility	6.16	S6.16.5	Standard	Managed parking. Parking management shall include shared district parking, market-rate parking, and unbundled parking. Additional strategies may include but are not limited to smart parking technology, time limits, and pre-paid operations.		
DWDSG	VI	06_Mobility	6.16	S6.16.6	Standard	District loading. Centralized logistics and distribution facilities serving the Project shall be exempt from minimum off-street loading spaces requirements in Municipal Code, Chapter 20.70, Part 5. Loading requirements shall be counted at the district level and not for the block in which it is located. A subsequent logistics strategy shall be submitted demonstrating total number of loading spaces and distribution strategy prior to approval of a logistics hub.		
DWDSG	VI	06_Mobility	6.16	S6.16.7	Standard	Off-street car share locations. Off-street car share locations shall be publicly accessible.		
DWDSG	VI	06_Mobility	6.16	S6.16.8	Standard	Specialty vehicle parking. Ten percent of total parking stalls in the Project shall be dedicated to any of the following uses: ADA Expectant mother Car share Car pool		
DWDSG	VI	06_Mobility	6.17	S6.17.5	Standard	Porte cocheres. Porte cocheres shall be permitted within residential, limited-term corporate accommodation, or hotel uses where the use is not otherwise served by a dynamic lane on any adjacent street. Curb cuts for porte cocheres shall be consolidated with off-street building loading or parking access. [DDG Standard 3.5.3.c, Standard 5.5.2.f — superseded]		

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DWDSG	VI	07_Lighting and Signage	7.4	S7.4.5	Standard	Lighting for existing and replacement structures in the Los Gatos Creek Riparian Setback. The following shall apply to blocks D8, D9, D10, D11, D12, and D13 and associated exterior open space program elements within the Los Gatos Creek Riparian Setback: Lighting on the facades of buildings and decks shall not be directed toward a riparian corridor and shall only light the space intended for its use and security; only wildlife-friendly lighting shall be used Lighting for exterior decks and walking paths associated with existing or replaced buildings shall be no higher than eight-foot tall and shall be fully shielded downlighting Decorative exterior building lighting shall not be permitted on building facades facing the creek Landscape-focused lighting such as tree up-lighting or spotlighting shall not be permitted Light-emanating artwork including neon lights on structures shall not be permitted Lighting from the interior of buildings shall not be directed into a riparian corridor nor the riparian setback. Interior lights near windows in the riparian setback shall be shielded at light source and directionally down-lit		
DWDSG	VI	07_Lighting and Signage	7.4	S7.4.6	Standard	Lighting for existing, replacement, and new buildings in the ecological enhancement zone. The following shall apply to existing, replacement, and new buildings (blocks D8, D9, D10, D12, D13, E1, E2, and H2) and associated exterior open space program elements within the ecological enhancement zone: Lighting shall not be directed toward a riparian corridor nor the riparian setback Fully shielded, and downward-directed wildlife-friendly lighting shall be permitted outside of, or on the exterior of buildings Landscape-focused lighting such as tree up-lighting or spotlighting shall not be permitted Lighting from the interior of buildings shall not be directed into a riparian corridor nor the riparian setback. Interior lights near windows adjacent to the riparian setback shall be shielded at light source and directionally down-lit		
DWDSG	VI	07_Lighting and Signage	7.5	S7.5.1	Standard	Non-permitted lighting. Building lighting that blinks regularly or flashes repeatedly shall not be permitted, with the exception of FAA-regulated building lighting on rooftops.		
DWDSG	VI	07_Lighting and Signage	7.7	S7.7.4	Standard	Historic sign. A sign identified as a historic resource for the Project, such as the Stephens Meat Products sign as shown in Figure 7.9, shall be retained and be permitted to be relocated within the Project. See Section 5.15.		
DWDSG	VI	07_Lighting and Signage	7.8	S7.8.1	Standard	Temporary construction signage. Use of temporary construction signage to encourage creative, artistic, and interpretive application shall be permitted. Temporary construction signs, whether or not attached to fences that enclose the construction site, shall be permitted on the full street frontage on up to three sides of the construction site. Each temporary construction sign shall not exceed 24 feet in height. [Municipal Code 23.04.610.B.5.c — variance]		
DWDSG	VI	07_Lighting and Signage	7.8	S7.8.2	Standard	Pedestrian level use signage placement. In mixed-use buildings, location of signage for ground floor uses shall be visible from the pedestrian level, with a minimum seven-foot clearance above pathways.		
DWDSG	VI	07_Lighting and Signage	7.8	G7.8.1	Guideline	Signs on new buildings. Signage on a new building is encouraged to use high-quality, durable materials and finishes for all elements, including text and exposed surfaces.		
DWDSG	VI	07_Lighting and Signage	7.8	G7.8.2	Guideline	Temporary signage on Project resources. Signage on, near, or for Project resources is encouraged to prioritize the preeminence of the building itself and appear secondary to building features.		
DWDSG	VI	07_Lighting and Signage	7.8	G7.8.3	Guideline	Parking signage. Parking signs leading to underground parking should be clear and appropriately scaled and located. Signage is encouraged to indicate data on parking availability and vacancy.		
DWDSG	VI	07_Lighting and Signage	7.9	S7.9.1	Standard	Interpretive signage at Project resources. Signage providing information about history and heritage shall be placed at each of the Projects historic resources identified in Section 5.15.		

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DDG	VI	Framework Plans	2.4	Civic Icon Buildings Framework		Framework Plans	[Figure]		
DDG	VI	Site	3.2.2	Building Placement	a	Guideline	Use buildings to create edges for streets and public parks.		
DDG	VI	Site	3.3.1	Arrangement of activities	a	Standard	Place active uses along the edges of public space at the pedestrian level and not toward internal spaces, unless all requirements on Active Frontages on Public Space have been met		
DDG	VI	Site	3.3.1	Arrangement of activities	b	Standard	Prioritize placement of Active Uses to support Active Frontages near street intersections, paseo intersections, parks, plazas and transit stops		
DDG	VI	Site	3.3.1	Arrangement of activities	a	Guideline	Arrange activities in new development to support existing or planned context. Examples are to continue an existing retail corridor, face Active Uses toward an existing park, or avoid the disruption of a quiet residential area with noisy activity.		
DDG	VI	Site	3.3.1	Arrangement of activities	b	Guideline	Locate Active Uses to support the creation of Active Frontages to respond to the pattern of surrounding streets and pathways (e.g., across from a mid-block street intersection).		
DDG	VI	Site	3.3.1	Arrangement of activities	c	Guideline	Minimize disruption of active pedestrian areas by placing uses that are not Active Uses, such as loading docks and service areas, away from Public Space.		
DDG	VI	Site	3.3.2	Relationship to transit	a	Standard	Place a building's Active Frontages (particularly retail) and amenities such as Privately-Owned Public Open Spaces (POPOS) near rail transit stations and bus stops on the Frequent Network.		
DDG	VI	Site	3.3.2	Relationship to transit	a	Guideline	Place the highest density of development near transit, particularly rail transit stations and stops in the Frequent Network, to facilitate transit use.		
DDG	VI	Site	3.3.2	Relationship to transit	b	Guideline	Keep transit stops and station areas active to promote safety and integrate transit into the activity of nearby development.		
DDG	VI	Site	3.3.2	Relationship to transit	c	Guideline	Locate commercial building lobbies near transit stops and stations.		
DDG	VI	Site	3.3.2	Relationship to transit	d	Guideline	Add benches and landscaping to benefit transit patrons and others near transit stops, stations, and entrances.		
DDG	VI	Site	3.3.2	Relationship to transit	e	Guideline	Design building facades near transit stops and stations to reinforce pedestrian orientation.		
DDG	VI	Site	3.4.2	Locating Ground Level Semi-Private Open Space	a	Guideline	Do not create non-residential vegetated ground level Semi-Private Open Space except as small areas of visual relief.		
DDG	VI	Site	3.4.2	Locating Ground Level Semi-Private Open Space	b	Guideline	Use ground level Semi-Private Open Space to create a buffer and transition zone between Public Space and ground floor residential units.		
DDG	VI	Site	3.4.3	Locating Ground Level Building Open Space	a	Standard	Locate ground level Building Open Space internal to the site, away from Public Space.		
DDG	VI	Site	3.4.3	Locating Ground Level Building Open Space	b	Standard	Do not locate ground level Building Open Space that is accessible only from inside the building between a building and the sidewalk.		
DDG	VI	Site	3.4.3	Locating Ground Level Building Open Space	c	Standard	Create direct access for building occupants from the building to the Building Open Space, not requiring travel through Public Space.		

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DDG	VI	Site	3.4.3	Locating Ground Level Building Open Space	b	Guideline	Locate Building Open Space to maximize sunlight exposure, particularly in areas for seating.		
DDG	VI	Site	3.4.4	Vehicle and Bicycle Parking Location	a	Standard	Do not place a surface vehicle parking lot adjacent to any Addressing Street or Urban Park/Plaza Frontage		
DDG	VI		3.4.4	Vehicle and Bicycle Parking Location	d	Standard	Locate bicycle parking near street edges and building entrances		
DDG	VI	Site	3.4.4	Vehicle and Bicycle Parking Location	s	Standard	Place bicycle parking so that cyclists do not have to cross vehicular parking or drive aisles to enter the building.		
DDG	VI	Site	3.4.4	Vehicle and Bicycle Parking Location	b	Guideline	Route primary pedestrian access from vehicle parking into the building through the same lobby that is used for pedestrian access from the sidewalk.		
DDG	VI	Site	3.4.4	Vehicle and Bicycle Parking Location	c	Guideline	Locate structured vehicle parking underground, inside the building, or behind the building away from any street.		
DDG	VI	Site	3.4.4	Vehicle and Bicycle Parking Location	d	Guideline	Locate a surface vehicle parking lot at the side or rear of a building, away from the street.		
DDG	VI	Site	3.5.1	Pedestrian and Bicycle Entrance Location	b	Standard	For buildings with multiple frontages, locate main pedestrian and bicycle entrances and retail entrances on frontages based on the hierarchy as follows: 1. Urban park / Plaza frontage 2. Primary or SoFA addressing street 3. Secondary addressing street 4. Paseo 5. Open Space Frontage or Other street A building with active frontage on 100% of the length of higher-level frontages may place retail entrances the next lower level frontage		
DDG	VI	Site	3.5.1	Pedestrian and Bicycle Entrance Location	c	Standard	Provide retail spaces with direct entry from the street, Public Open Space or paseo, not an interior hall (as in a mall), walkway, courtyard, parking lot, or parking garage		
DDG	VI	Site	3.5.1	Pedestrian and Bicycle Entrance Location	e	Standard	Ground floor street, or paseo-fronting residential units must have a primary "front door" access from the street or paseo, rather than solely entering from interior corrdidors, lobbies, or the garage. Accessible access may be provided from the building interior		
DDG	VI	Site	3.5.1	Pedestrian and Bicycle Entrance Location	a	Guideline	Orient buildings and uses to connect to the street and Public Realm.		
DDG	VI	Site	3.5.1	Pedestrian and Bicycle Entrance Location	b	Guideline	Design entries and associated open spaces to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.		
DDG	VI	Site	3.5.1	Pedestrian and Bicycle Entrance Location	c	Guideline	Do not create a main pedestrian entrance from an internal private courtyard.		
DDG	VI	Site	3.5.2	Service Entrance Location	b	Standard	Locate service entrances at least 25 feet from the primary pedestrian and bicycle entrance.		
DDG	VI	Site	3.5.2	Service Entrance Location	a	Guideline	Locate services including loading docks, delivery, and infrastructure inside the building structure.		
DDG	VI	Site	3.5.2	Service Entrance Location	b	Guideline	Locate trash and recycling bins within the building or in an outdoor trash enclosure.		
DDG	VI	Site	3.5.3	Parking and Vehicular Access Locations	a	Standard	Locate parking and vehicle entries at least 20' away from primary pedestrian entries (except within Porte Cocheres)		

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DDG	VI	Site	3.5.3	Parking and Vehicular Access Locations	d	Standard	A pedestrian entry into a hotel lobby from an internal vehicular drive (for instance, inside a parking garage) is allowed as long as the vehicular entry to and exit from the building meet other Standards of the Design Guidelines and the primary pedestrian access to the hotel lobby is directly from the sidewalk, not through the vehicular entry.		
DDG	VI	Site	3.5.3	Parking and Vehicular Access Locations	a	Guideline	Use shared driveways between parcels and uses to minimize curb cuts and site area dedicated to vehicles.		
DDG	VI	Site	3.5.3	Parking and Vehicular Access Locations	b	Guideline	Where pedestrians and bicyclists need access to parking areas, provide clear, convenient, and safe routes from the sidewalk and street.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	a	Standard	Coordinate and link the building's Skyline Level, Podium Level, and Pedestrian Level with vertical elements		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	b	Standard	Design Image-Defining Frontages with the same level of detail and quality as the primary building frontage		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	a	Guideline	Use a strong and harmonious architectural concept and organizing idea.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	b	Guideline	Accentuate vertical orientation to reduce the apparent bulk that may originate with local height limits.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	c	Guideline	Design a building to maintain consistency with its own rules for massing and facade organization.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	d	Guideline	Differentiate the top of a building over 70 feet tall with massing and facade strategies to add interest to the skyline.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	e	Guideline	Shape building massing, architectural details, and activity locations to emphasize Pedestrian Level frontages and connection to the Downtown street environment.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	f	Guideline	Use building materials and details that respond to neighborhood context and are consistent with the architectural concept.		
DDG	VI	Building	4.2.1	Form, Proportion & Organizing Idea	g	Guideline	Respond to context and site conditions such as adjacencies and views to accentuate neighborhood assets, make a building unique, and add identity.		
DDG	VI	Building	4.2.2	Massing Relationship to Context	a	Guideline	Use horizontal and vertical massing elements to complement existing context buildings.		
DDG	VI	Building	4.2.3	Civic Icon Adjacency	b	Guideline	Design a new building in the Civic Icon building Affected Area to avoid dominating the icon to allow the icon to stand out.		
DDG	VI	Building	4.2.3	Civic Icon Adjacency	c	Guideline	Protect and enhance views to the Civic Icon building.		
DDG	VI	Building	4.2.4	Historic Adjacency	e	Standard	Use articulation that creates façade divisions with widths similar to Historic Context buildings on the same side of the same block (if the new building is wider). A variety of techniques can achieve this articulation, including facade design, material variations, and color variations. For example, if the street facades of most nearby Historic Context buildings are vertical in proportion, taller than they are wide, then maintaining the vertical orientation of the building facade will result in a more compatible design.		
DDG	VI	Building	4.2.4	Historic Adjacency	f	Standard	Do not simulate historic architecture to achieve these guidelines and standards. Do not design new facades to create a false historic appearance or copy historic architectural features unless such features are integral to the design of the new construction.		

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DDG	VI	Building	4.2.4	Historic Adjacency	g	Standard	Place windows on facades visible from the windows of the adjacent Historic Context structure even if this requires that the facade be set back from the property line.		
DDG	VI	Building	4.2.4	Historic Adjacency	h	Standard	Use some building materials that respond to Historic Context building materials, such as masonry, terra cotta, limestone, stucco, glass, mosaic, cast stone, concrete, metal, glass, and wood (trim, finishes and ornament only).		
DDG	VI	Building	4.2.4	Historic Adjacency	i	Standard	The new materials should be compatible with historic materials in scale, proportion, design, finish, texture, and durability.		
DDG	VI	Building	4.2.4	Historic Adjacency	j	Standard	Space pedestrian entries at similar distances to Historic Context building entries.		
DDG	VI	Building	4.2.4	Historic Adjacency	k	Standard	Create a ground floor with a similar floor to ceiling height as nearby Historic Context buildings, provided the ground floor finish ceiling is no lower than the minimum height identified		
DDG	VI	Building	4.2.4	Historic Adjacency	a	Guideline	Design a building with Historic Adjacency to stand on the quality of its own architecture, not as a backdrop for historic buildings.		
DDG	VI	Building	4.2.4	Historic Adjacency	d	Guideline	Design the Skyline Level with massing and facade elements that reduce contrast to Historic Context structures.		
DDG	VI	Building	4.2.4	Historic Adjacency	e	Guideline	Design new buildings to be compatible with rear facade features and circulation patterns such as loading access and alleys established by Historic Context buildings.		
DDG	VI	Building	4.2.4	Historic Adjacency	f	Guideline	Use facade elements with a scale that creates visual correlation with nearby Historic Context building facades.		
DDG	VI	Building	4.2.4	Historic Adjacency	g	Guideline	Use distinctive architectural features in the Podium Level that relate to those in nearby Historic Context buildings.		
DDG	VI	Building	4.2.4	Historic Adjacency	h	Guideline	Place windows and doors in a rhythm that responds to the established rhythm of windows and doors of Historic Context buildings.		
DDG	VI	Building	4.3.1	Podium Level Massing	a	Standard	Divide Podium massing facing Public Space of facades wider than 100' into visibly articulated smaller masses no wider than 80' using projections and recesses, materials, shadow relief, or other architectural elements.		
DDG	VI	Building	4.3.1	Podium Level Massing	a	Guideline	Emphasize the intersection of any two Addressing Streets through corner building form and detail.		
DDG	VI	Building	4.3.1	Podium Level Massing	b	Guideline	Use Podium Level massing to frame on-site open spaces.		
DDG	VI	Building	4.3.1	Podium Level Massing	c	Guideline	Use massing to enhance access to daylight and ventilation in interior spaces.		
DDG	VI	Building	4.3.1	Podium Level Massing	e	Guideline	Continue the Skyline Level massing to the ground through the Podium Level for at least 30 percent of the Skyline Level's facade length on the side of the building that contains the primary pedestrian entrance.		
DDG	VI	Building	4.3.2	Skyline Level Massing	d	Standard	If a development site is at the head of "T" intersection, align the location of the required spacing between Skyline Level masses along the visual extension of the facing street centerline to preserve sky view from the street		
DDG	VI	Building	4.3.2	Skyline Level Massing	e	Standard	For buildings on Gateway Sites for approximately the top 25% of the Skyline Level massing, use sculpted massing such as shifts in building planes, a gradual subtraction of mass toward the top, or a stepped or varied pitched roofline to lend a distinctive identity to orient people		

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DDG	VI	Building	4.3.2	Skyline Level Massing	f	Standard	For buildings on sites other than defined Gateway Sites use massing for the tower top that generally maintains the overall tower form		
DDG	VI	Building	4.3.2	Skyline Level Massing	a	Guideline	Increase perceived tower separation by avoiding direct face to face views (e.g. residential unit living rooms) and using non-rectangular tower shapes.		
DDG	VI	Building	4.3.2	Skyline Level Massing	b	Guideline	Place towers at the short ends of blocks and near corners to emphasize intersections, to preserve sun exposure in mid-block, and to frame views along streets.		
DDG	VI	Building	4.3.3	Streetwall	g	Standard	At the corner of intersecting streets, (excluding alleys), emphasize the intersection by maintaining the Streetwall along both streets for at least 20'.		
DDG	VI	Building	4.3.3	Streetwall	h	Standard	Maintain a 20' minimum clearance above Public Space for an encroachment of Occupied Space		
DDG	VI	Building	4.3.3	Streetwall	i	Standard	Limit encroachment above Public Space to a maximum depth of 4 feet.		
DDG	VI	Building	4.3.3	Streetwall	j	Standard	Limit any individual encroachment to a maximum 25' width, with spacing between encroachments no less than 50% of the width of the widest adjacent encroachment, with a minimum spacing of 5'		
DDG	VI	Building	4.3.3	Streetwall	k	Standard	Create an encroachment no closer than 3' to an adjacent property		
DDG	VI	Building	4.3.3	Streetwall	a	Guideline	Orient buildings parallel to adjacent streets.		
DDG	VI	Building	4.3.3	Streetwall	b	Guideline	Enhance Streetwall facades with architectural details to create interest and variety for pedestrians.		
DDG	VI	Building	4.3.3	Streetwall	c	Guideline	Use transparency and high quality, durable materials in Streetwall facades.		
DDG	VI	Building	4.3.4	Sunlight	a	Guideline	Maximize thermal comfort and extend the usable time for Public Spaces and Privately-Owned Public Open Spaces by providing a range of sun exposures, maintaining sunlight in Public Open Space during highest usage periods. Locate taller buildings selectively on one or two sides of open space to maintain sunlight exposure.		
DDG	VI	Building	4.3.4	Sunlight	b	Guideline	Use sensitive open space and plaza design to provide sufficient tree cover for shelter from the sun in periods of warmer temperatures.		
DDG	VI	Building	4.3.4	Sunlight	c	Guideline	Use slender building forms and articulated shapes, particularly at the Skyline Level, to avoid wide shadows on Public Space, including streets, that leave areas without direct sunlight for long periods. Orient long building forms, including at the Podium Level, in the north-south direction to limit shadows on city streets.		
DDG	VI	Building	4.3.5	Wind	a	Guideline	Stagger the heights and locations of tall buildings in and between blocks to avoid blocking wind flows.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	a	Standard	Design all buildings to include a top distinguishable from the rest of the facade. The building top may consist of the special facade treatment of one or more full floors, among other possible treatments		

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DDG	VI	Building	4.4.1	Facade Pattern and Articulation	b	Standard	Do not use strong expressions of horizontal or vertical elements that emphasize the facade more than the overall building form or structure, such as a projecting fin that does not serve a function like shading or control of the wind		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	c	Standard	Reflect the scale of neighboring buildings in the facade at the Podium Level and Pedestrian Level		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	a	Guideline	Design a harmonious, internally consistent, and unified facade using elements such as fenestration and horizontal and vertical scale definition that relate to human scale.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	b	Guideline	Incorporate facade elements to create horizontal and vertical scale definition that conveys information about the building's structural framework and scale.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	c	Guideline	Avoid flat facades by using recessed or projected entryways, windows, bays, canopies, awnings, balconies, stepbacks, and other architectural elements to create visual interest and changing effects of light and shadow.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	d	Guideline	Do not design long featureless expanses of facade that eliminate the sense of building scale.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	e	Guideline	Coordinate the Podium Level and Skyline Level to increase verticality, avoiding the appearance of a squat and bulky building.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	f	Guideline	Do not create visually busy facades with decorative elements that do not relate to the building's form, structure, use, or scale.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	g	Guideline	Do not use multiple visual organizing systems with little relationship to the building's structure or human context, particularly at the Skyline Level.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	i	Guideline	Create compatibility with context by continuing essential aspects of adjacent and nearby building designs such as entrance location and design, cornice line, massing, setback, color, materials, and fenestration. For corner sites, this includes buildings on both intersecting streets.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	j	Guideline	For buildings on Gateway Sites, use more innovative and distinctive design, including more elaborate building tops.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	k	Guideline	Design for solar conditions to promote sustainability in building operations and occupant comfort, such as providing shading on facades exposed to strong sun.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	l	Guideline	Maximize the number of windows facing public streets at the Podium Level and create Pedestrian Level transparency to increase safety.		
DDG	VI	Building	4.4.1	Facade Pattern and Articulation	m	Guideline	Include facade elements to promote indoor-outdoor working and living.		
DDG	VI	Building	4.4.10	Signage - Skyline Level	a	Standard	Place Skyline Level signs on an integral part of the building architecture rather than on an add-on shape		
DDG	VI	Building	4.4.10	Signage - Skyline Level	a	Guideline	Use lighting and building shape instead of signage to create building distinction where warranted. Examples of this technique are the Empire State Building in New York City and the Transamerica Pyramid in San Francisco.		
DDG	VI	Building	4.4.10	Signage - Skyline Level	b	Guideline	Emphasize a graphic logo within a sign and de-emphasize text.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	a	Standard	Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall		

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DDG	VI	Building	4.4.2.a	Windows and Glazing	b	Standard	When individual air conditioning units are present, shield them from view with uniform facade elements		
DDG	VI	Building	4.4.2.a	Windows and Glazing	a	Guideline	Design the building's window size and location and the facade treatment to respond to nearby buildings and interesting elements of the ground level Public Realm.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	b	Guideline	Preserve, acknowledge, and exploit long distance and near views of noteworthy structures or natural features.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	c	Guideline	Use operable windows to allow occupants to take advantage of San José's typically warm, sunny climate and potentially reduce the need for mechanical heating and cooling.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	d	Guideline	Respond to the building's orientation by varying the fenestration on different facades. Use passive solar design elements such as shading devices or balconies to regulate solar gain on southern and western facades or use technological solutions such as windows with variable opacity.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	e	Guideline	Create a balance between window and wall, especially in the Podium Level, to give the facade character and weight. Combine windows where needed to reduce busyness in the facade.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	f	Guideline	Orient windows vertically near building corners to emphasize verticality.		
DDG	VI	Building	4.4.2.a	Windows and Glazing	g	Guideline	Do not use individual through-window or through-wall air conditioning units.		
DDG	VI	Building	4.4.2.b	Bird Safety	a	Standard	Do not use mirrored glass.		
DDG	VI	Building	4.4.2.b	Bird Safety	b	Standard	Use a bird safety treatment on facades within 300 feet of a riparian corridor that have 50% or more glazed surface.		
DDG	VI	Building	4.4.2.b	Bird Safety	c	Standard	Use a bird safety treatment on the façade of any floor of the building within 15 vertical feet of the level of and visible from a green roof, including a green roof on an adjacent building within 20 horizontal feet, if the facade has 50% or more glazed surface.		
DDG	VI	Building	4.4.2.b	Bird Safety	d	Standard	Use a bird safety treatment on areas of glass through which sky or foliage is visible on the other side of parallel panes of glass less than 30 feet apart.		
DDG	VI	Building	4.4.2.b	Bird Safety	a	Guideline	For projects within 300 feet of a riparian corridor, treat all glass that is visible from a riparian corridor with a bird safety treatment.		
DDG	VI	Building	4.4.2.b	Bird Safety	b	Guideline	Do not create areas of glass through which trees, landscape areas, water features or the sky is visible from the exterior unless a bird safety treatment is used.		
DDG	VI	Building	4.4.2.b	Bird Safety	c	Guideline	Reduce or eliminate upward-facing spotlights on buildings.		
DDG	VI	Building	4.4.2.b	Bird Safety	d	Guideline	For projects within 300 feet of a riparian corridor, turn off decorative exterior lighting between 2:00AM and 6:00AM except during June, July, December, and January due to bird migration.		
DDG	VI	Building	4.4.2.b	Bird Safety	e	Guideline	Do not plant landscaping tree lines that are perpendicular to glass facades.		
DDG	VI	Building	4.4.2.c	Balconies (Private Open Space)	a	Standard	Create residential balconies and solariums of minimum of 4' deep (6' preferred), except for Juliet balconies with a maximum depth of 1'.		

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DDG	VI	Building	4.4.2.c	Balconies (Private Open Space)	b	Standard	Create residential balconies of a minimum 20 sqft to be usable for typical activities such as dining		
DDG	VI	Building	4.4.2.c	Balconies (Private Open Space)	c	Standard	Use a bird-safe pattern on glass railings		
DDG	VI	Building	4.4.2.c	Balconies (Private Open Space)	b	Guideline	Avoid aluminum mesh railings with a galvanized or anodized finish. Powdercoated finishes are preferred.		
DDG	VI	Building	4.4.2.c	Balconies (Private Open Space)	c	Guideline	Integrate balconies, including the undersides, into the overall facade design including materials and colors.		
DDG	VI	Building	4.4.3	Materials and Colors	a	Standard	At the Pedestrian Level, use elements of stone, precast concrete, terra cotta, masonry, or cast stone in addition to any other materials such as metal and glass		
DDG	VI	Building	4.4.3	Materials and Colors	b	Standard	Use materials that are graffiti resistant or easily repainted		
DDG	VI	Building	4.4.3	Materials and Colors	c	Standard	Do not use Exterior Insulation Finishing Systems (EIFS) below the second floor		
DDG	VI	Building	4.4.3	Materials and Colors	d	Standard	Use highly-transparent glass at the ground floor.		
DDG	VI	Building	4.4.3	Materials and Colors	e	Standard	Use glass above the ground floor that is clear in color or with a subtle cool (blue, green, or gray) tint		
DDG	VI	Building	4.4.3	Materials and Colors	a	Guideline	Use materials that are durable, low maintenance, and resistant to wear and vandalism, selected and designed for a 50-year life span (minimum 20 years for roofs), and 20 years of deferred maintenance.		
DDG	VI	Building	4.4.3	Materials and Colors	b	Guideline	Do not create highly-reflective facades or use glass that will cause glare at the street level and for neighboring structures.		
DDG	VI	Building	4.4.3	Materials and Colors	c	Guideline	Integrate Skyline Level, Podium Level, and Pedestrian Level materials to create a coordinated composition.		
DDG	VI	Building	4.4.3	Materials and Colors	d	Guideline	Use high-quality and interesting façade materials such as stone at the building base to relate to the pedestrian, energize the street, and enhance the experience of building occupants and pedestrians.		
DDG	VI	Building	4.4.3	Materials and Colors	e	Guideline	Create a composition of solid and transparent materials with at least 15% non-glass materials on every facade.		
DDG	VI	Building	4.4.3	Materials and Colors	f	Guideline	Create an appearance of building slenderness with changes of textures, materials, and colors.		
DDG	VI	Building	4.4.3	Materials and Colors	g	Guideline	Use colors and cladding materials to articulate the building's facades in intervals to provide a desirable scale in relation to building context.		
DDG	VI	Building	4.4.3	Materials and Colors	h	Guideline	Use high quality materials derived from local, renewable sources which reference the Bay Area's natural material colors and textures. Give preference to natural materials like stone, brick, terra cotta, and wood, and those manufactured within 100 miles of San José.		
DDG	VI	Building	4.4.3	Materials and Colors	i	Guideline	Use materials with low embodied energy and low or no chemical emissions.		
DDG	VI	Building	4.4.3	Materials and Colors	j	Guideline	Use materials with recycled content (both post-consumer and post-industrial).		
DDG	VI	Building	4.4.3	Materials and Colors	k	Guideline	Use two basic categories of building colors: major and accent. Major colors cover the majority of the building's opaque surfaces and accent colors are in smaller quantities in specific locations.		

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DDG	VI	Building	4.4.3	Materials and Colors	l	Guideline	Major colors should be predominately light. Avoid dark major building colors, including black, dark red, dark gray, and dark natural stone colors. Greater variation of color from light to dark may be appropriate for major colors on buildings on Gateway Sites.		
DDG	VI	Building	4.4.3	Materials and Colors	m	Guideline	Use accent colors on up to 30% of the opaque facade surface area. Greater freedom of color range from light to dark is appropriate for accent colors. Less than 5% of the building's opaque façade surface may have intense colors for visual interest.		
DDG	VI	Building	4.4.3	Materials and Colors	n	Guideline	For buildings on Gateway, use colors with a higher level of contrast with surrounding buildings and use accent colors with a higher level of contrast with the major color.		
DDG	VI	Building	4.4.4	Mitigating Blank Facades	a	Standard	A Blank Facade is a portion of a facade above the ground level without a window (including into parking) or balcony 15 feet in any direction.		
DDG	VI	Building	4.4.4	Mitigating Blank Facades	b	Standard	Use architectural treatments (such as trellises, screens, or changes in materials) or art to create visual interest in a Blank Facade. Cover at least 50 percent of the Blank Facade surface. Commercial advertising or building-related signage does not count as an intervention.		
DDG	VI	Building	4.4.4	Mitigating Blank Facades	a	Guideline	Avoid the creation of a Blank Façade with the insertion of windows and balconies. When this is not possible, such as with zero-lot-line development, make the Blank Facade more attractive and visually interesting.		
DDG	VI	Building	4.4.4	Mitigating Blank Facades	b	Guideline	Break down a Blank Facade into smaller areas by changing building massing.		
DDG	VI	Building	4.4.5	Vertical Circulation	b	Standard	Design a primary stairway with materialsand lighting similar in quality to thebuilding lobby.		
DDG	VI	Building	4.4.5	Vertical Circulation	b	Guideline	Design tall buildings such that stairs are convenient to use for vertical circulation of four floors or less.		
DDG	VI	Building	4.4.6	Parking Garages	c	Standard	Design the facade of any exposed or standalone parking garage that faces any Public Space (but not alley) with an appearance similar to the facade of a commercial or residential building. Use window openings or glazing modules of a similar size and shape as those of an office or residential building (typically with a vertical rather than horizontal orientation), and use facade materials of similar quality.		
DDG	VI	Building	4.4.6	Parking Garages	d	Standard	Screen building lighting of a parking lot or parking garage such that it does not cast direct light on Public Space or on nearby buildings. Note that zoning also regulates light trespass from parking lot lighting, particularly onto residential properties. See the San José Zoning Code for details.		
DDG	VI	Building	4.4.6	Parking Garages	e	Standard	Screen a parking garage so that vehicle headlights do not shine onto windows of neighboring buildings or buildings across a street or other public space, including when vehicles are traveling up or down a ramp.		
DDG	VI	Building	4.4.6	Parking Garages	f	Standard	Provide vehicles a place to stop while exiting a parking garage that gives drivers a clear view of pedestrians on the sidewalk and pedestrians a clear view of approaching vehicles.		

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DDG	VI	Building	4.4.6	Parking Garages	g	Standard	Design a garage entry so that anticipated vehicle queuing does not cross any Public Space.		
DDG	VI	Building	4.4.6	Parking Garages	h	Standard	Exhaust garage venting to the top of the garage or, if not possible, above the second level and directed away from Public Space and neighboring structures.		
DDG	VI	Building	4.4.6	Parking Garages	a	Guideline	Place landscaping, green roofs, decks, Green Stormwater Infrastructure, patios, gardens, solar power generation, or other mitigating elements on an exposed parking garage roof to reduce the heat island effect and water runoff .		
DDG	VI	Building	4.4.6	Parking Garages	b	Guideline	Provide a canopy, overhang, trellis or other element to mark the top of a standalone parking garage to soften the appearance.		
DDG	VI	Building	4.4.6	Parking Garages	c	Guideline	Use parking garage lighting of similar light color to that of regular building uses so that the parking garage lighting is not clearly diff erentiable from regular lighting to avoid an institutional appearance.		
DDG	VI	Building	4.4.6	Parking Garages	d	Guideline	Place vehicle ramping on the interior of a parking garage, not near any facade.		
DDG	VI	Building	4.4.6	Parking Garages	e	Guideline	Future proof parking garages to be convertible to other uses in the future. Design structured parking with: 1. Flat floors 2. Minimum 9 foot floor-to-finished ceiling clear heights 3. Structurally separate vehicle ramps to allow for total or partial removal 4. Sufficient structural strength to allow conversion to other uses 5. Structural depth that is shallow enough to allow necessary daylight access if converted to another use (such as residential, which requires natural light in certain rooms per code), or a plan to reduce the structural depth to the necessary amount		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	a	Standard	Use non-reflective, low intensity (dull, notbright) roof colors.		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	b	Standard	Organize and design rooftop equipmentas a component of the roofscape and notas a leftover or add-on element.		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	c	Standard	Screen vents, mechanical rooms and equipment, elevator houses, cooling towers, large vent projections, water tanks, or storage areas on the building elevation and rooftop from street level view with enclosures, parapets, setbacks, plant materials, or other means. Use similar means to obscure these items from neighboring buildings, if visible, or design and arrange them to present an ordered and attractive view.		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	d	Standard	Design enclosures or screening as alogical extension of the building, usingsimilar materials and detailing.		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	e	Standard	Incorporate window washing equipmentinto the building design, or design it sowhen not in use it is fully hidden fromview from horizontally and below.		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	a	Guideline	Design roofs that may be seen from higher buildings consistent with the architecture of the building.		
DDG	VI	Building	4.4.7.a	Rooftops and Mechanical Equipment	b	Guideline	Group vents, exhaust fans, and other roof penetrations so that they do not create visual clutter.		

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DDG	VI	Building	4.4.7.b	Green Roofs and Decks (Building Open Space)	a	Guideline	Use green roofs to reduce building heat loads and manage stormwater runoff.		
DDG	VI	Building	4.4.7.b	Green Roofs and Decks (Building Open Space)	b	Guideline	Use native plant species in green roofs to ensure longevity and to minimize maintenance requirements.		
DDG	VI	Building	4.4.7.b	Green Roofs and Decks (Building Open Space)	c	Guideline	Provide usable space such as terraces, gardens, restaurants, pools, and decks on top of the building's Podium Level as an amenity for tower occupants.		
DDG	VI	Building	4.4.7.b	Green Roofs and Decks (Building Open Space)	d	Guideline	Make rooftop gardens open to the public as an amenity.		
DDG	VI	Building	4.4.8	Pedestrian Bridges	a	Standard	Do not create pedestrian bridges across designated View Corridors		
DDG	VI	Building	4.4.8	Pedestrian Bridges	b	Standard	Design a pedestrian bridge a minimumof 25 feet clear above street pavementlevel.		
DDG	VI	Building	4.4.8	Pedestrian Bridges	c	Standard	Design a pedestrian bridge a maximumof 20 feet in width in the greatest outsidedimension.		
DDG	VI	Building	4.4.8	Pedestrian Bridges	d	Standard	Make the side elevations of a pedestrian bridge at least 50 percent transparent to provide views into and out of the bridge. Ensure bird safety through glass patterning or other techniques		
DDG	VI	Building	4.4.8	Pedestrian Bridges	a	Guideline	Do not create pedestrian bridges in Downtown. Plan for movement between buildings on the public sidewalk.		
DDG	VI	Building	4.4.8	Pedestrian Bridges	b	Guideline	Design a pedestrian bridge to be as short as possible, ideally perpendicular to the street.		
DDG	VI	Building	4.4.8	Pedestrian Bridges	c	Guideline	Use lighting, art, landscaping, stormwater treatments, and architectural elements to make a pedestrian bridge interesting and functional.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	a	Standard	Provide outdoor lighting using fixtures that yield low light pollution and glare.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	b	Standard	Orient exterior lighting fixtures downward.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	c	Standard	Shield all lighting to prevent light intrusion into private and public building uses, especially residential units.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	d	Standard	For Image-Defining Frontages, accentuate Podium Level lighting, including the use of Wall Washing. Image-Defining Frontages within 300 feet of the centerline of the Guadalupe River or Los Gatos Creek that are visible from the River or Creek, where Highway 87 or Interstate 280 is not between the Frontage and the River or Creek, are excluded from requirements of this section for reasons of bird safety.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	e	Standard	For facades along Lighting Corridors accentuate the Podium Level with lighting to illuminate architectural features and Wall Washing.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	f	Standard	For facades at Lighting Gateways accentuate Podium Level lighting from ground level to the top of the Podium Level, including the use of Wall Washing, lighting to accentuate architectural features, and artistic lighting or a light-based artwork that marks the location.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	a	Guideline	Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.		

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DDG	VI	Building	4.4.9.a	Lighting - podium level	b	Guideline	Illuminate distinctive features inside the building so they are visible from outside.		
DDG	VI	Building	4.4.9.a	Lighting - podium level	c	Guideline	For buildings in locations not covered in Standards d., e., or f., use soft and understated Podium Level exterior lighting.		
DDG	VI	Building	4.4.9.b	Lighting - Skyline Level	a	Standard	Coordinate skyline level lighting with podium level and pedestrian level lighting to create a unified composition		
DDG	VI	Building	4.4.9.b	Lighting - Skyline Level	b	Standard	Create skyline level lighting that is bird safe, including the potential to reduce or shield lighting visible to birds during migration season		
DDG	VI	Building	4.4.9.b	Lighting - Skyline Level	a	Guideline	Use Skyline Level lighting to create memorable features in the skyline while avoiding overwhelming or out-of-scale elements.		
DDG	VI	Building	4.4.9.b	Lighting - Skyline Level	b	Guideline	Buildings on Gateway Sites should use Skyline Level lighting techniques to mark their special locations in the area.		
DDG	VI	Building	4.4.9.b	Lighting - Skyline Level	c	Guideline	Buildings not on Gateway Sites should maintain simple lighting at the Skyline Level, with lighting visible at night mostly coming from the building's internal lighting and activities.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	b	Standard	At a Lighting Gateway create an Element of Distinction or Element of Change with lighting art		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	a	Guideline	Place public art in Public Spaces (such as exteriors) or semi-public zones (such as lobbies) or integrate the artwork with building architecture at the building top, middle, or base.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	b	Guideline	Integrate permanent and temporary public art into communal and gathering spaces at commercial and residential development projects.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	c	Guideline	To aid in recognition and wayfinding, create artwork to mark the end points of a paseo where it meets Public Space.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	d	Guideline	Use Elements of Continuity to lead people through a paseo.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	e	Guideline	Integrate lighting into public art that is supportive of the Podium Level and Pedestrian Level lighting strategy.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	f	Guideline	Use interactive elements in public art that engage audiences actively and passively.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	g	Guideline	Incorporate art displaced by development (such as an existing mural) into the new building.		
DDG	VI	Pedestrian Level	5.2	Public Art in Private Development	h	Guideline	Use an Element of Distinction or Element of Change to create a focal point within a POPOS.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	c	Standard	On an addressing street of any type, do not create a Blank Wall longer than 30 feet, or more than 15 feet in the 50 feet closest to a street intersection		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	d	Standard	On a non-addressing street (including a paseo but not including an alley), do not create a Blank Wall longer than 50 feet, or more than 25 feet in the 50 feet closest to a street intersection		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	e	Standard	Unless otherwise stated elsewhere, all Active Frontages Must have a floor level within three vertical feet of ground level.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	f	Standard	Unless otherwise stated elsewhere, all Active Frontages Must be visible from Public Space.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	g	Standard	Unless otherwise stated elsewhere, all Active Frontages Must have an entry directly from Public Space.		

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DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	i	Standard	Unless otherwise stated elsewhere, all Active Frontages, If retail, between 3 and 10 feet above ground must use mullions no wider than 1 inch when using panes of glass less than 5 feet in width or height.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	j	Standard	Unless otherwise stated elsewhere, all Active Frontages, Must not block more than 25% of commercial window area with signage or other opaque or semi-opaque elements between 3 and 7 feet above ground level.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	k	Standard	Unless otherwise stated elsewhere, all Active Frontages, If security gates are used for Commercial Space, must use gates at least 50% transparent to maintain pedestrian interest during non-business hours.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	a	Guideline	Create visual transparency at corners.		
DDG	VI	Pedestrian Level	5.3.1.a	Active Frontages	b	Guideline	Use glazing that does not obscure commercial activity from the sidewalk.		
DDG	VI	Pedestrian Level	5.3.1.b	Mitigating Blank Walls	a	Standard	Mitigate a blank wall longer than 30 feet with one or more of the following: • Public (preferably interactive) art on at least 100 SF and 10 linear feet of the wall • Art exhibition display window • Merchandising or regularly-changing public information display case or window • Special lighting, canopy, awning, trellis, planter, or other pedestrian-oriented feature		
DDG	VI	Pedestrian Level	5.3.1.b	Mitigating Blank Walls	a	Guideline	Use architectural treatments such as reveals, small setbacks, indentations, or other means to break up a Blank Wall along Public Space. Avoid creation of blind spots that may feel unsafe to pedestrians when the street is less busy. Use these treatments for Blank Walls along property lines as well where they are exposed without an abutting building.		
DDG	VI	Pedestrian Level	5.3.1.b	Mitigating Blank Walls	b	Guideline	Use different textures, colors, or materials to break up a Blank Wall's surface.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	a	Standard	In a commercial development, place horizontal, through-the-wall venting to the street above the third building story. For buildings three stories or fewer, vent to the roof.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	b	Standard	In a residential development, integrate any horizontal venting with the architectural design in a pattern that will not draw attention.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	c	Standard	Screen services and utilities that cannot be located within the building envelope and are located within 30 feet of and otherwise visible to Public Space from view from Public Space.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	d	Standard	Use enclosures or doors to confine odors from trash and recycling and use vents to direct odors away from the sidewalk.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	e	Standard	Provide internal building access to loading, trash and recycling areas, not across Public Space.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	f	Standard	Enclose equipment for power, utilities, and waste within the building envelope.		

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DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	a	Guideline	Minimize frontages used for services and utilities and integrate them into the overall articulation and fenestration of the facade by continuing design elements across these areas or by otherwise enhancing visual interest for pedestrians.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	b	Guideline	Integrate services and utilities into the building envelope.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	c	Guideline	Place services and utilities that are not integrated into the building envelope behind the building, away from Public Space.		
DDG	VI	Pedestrian Level	5.3.1.c	Service and Utility Design	d	Guideline	Integrate publicly-owned infrastructure such as communications and security equipment, electrical transformers, and meters within the building and make them as unobtrusive as possible, and not at a corner.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	b	Standard	Provide minimum 16 feet clear height (18 feet optimal) to finished ceiling in ground floor commercial space except along the SoFA addressing street		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	d	Standard	Maintain clearance of at least 4 feet between a dropped ceiling and a clerestory window		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	e	Standard	Design at least 50% of a building's commercial space along a primary addressing street or SoFA addressing street minimum of 50 feet deep (60 feet preferred) behind the building facade. Design the remaining commercial space a minimum of 25 feet deep		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	f	Standard	Do not use permanent fences between the building and public realm except to screen service functions and equipment		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	g	Standard	Fences and plantings (except those screening garbage and utilities) may not be greater than 3 feet tall		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	a	Guideline	Create retail bays and entries at least every 25 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	b	Guideline	Design accommodation for restaurant sewerage utilities into the building, such as grease traps and interceptors.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	c	Guideline	For flexibility, anticipate restaurant requirements in the design of ground floor retail space, including incorporating venting in the design, even if it is not actually installed during construction.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	d	Guideline	To preserve transparency, do not place a structural column over two feet wide within 8 feet of a street corner.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	e	Guideline	Design buildings along any Addressing Street without structural features that would prevent the reconfiguration of the ground floor to at-grade retail use at some future time.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	f	Guideline	Create a distinctive architectural character with features like higher arcade height, cornice line height, and ceiling height at street corners.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	g	Guideline	Incorporate elements of nearby buildings such as recessed doorways or distinctive fenestration patterns.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	h	Guideline	If used, integrate a security gate architecturally with the ground floor facade.		
DDG	VI	Pedestrian Level	5.3.2	Ground Floor Non-Residential Space	i	Guideline	Create vertical and horizontal humanscale with elements such as window proportions, facade articulation, canopies, and awnings.		

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DDG	VI	Pedestrian Level	5.3.3	Ground Floor Residential Space	c	Standard	Do not use permanent fences in any space between the building and public realm except for ground floor residential Semi-Private Open Space or to screen service functions and equipment		
DDG	VI	Pedestrian Level	5.3.3	Ground Floor Residential Space	d	Standard	Fences and plantings between a building and Public Space (except thosescreening garbage and utilities) shall not be greater than 3 feet tall.		
DDG	VI	Pedestrian Level	5.3.3	Ground Floor Residential Space	a	Guideline	Incorporate residential uses and amenities that activate the street into the ground floor of a residential building fronting any Addressing Street. Examples are a library, fitness center, community space, exhibition space, or bike kitchen.		
DDG	VI	Pedestrian Level	5.3.3	Ground Floor Residential Space	b	Guideline	Design townhouse unit facades to highlight their individual identity.		
DDG	VI	Pedestrian Level	5.3.3	Ground Floor Residential Space	c	Guideline	Use porches (with direct entry from the street), balconies (without direct entry from the street), and windows to allow residents to view the street while protecting resident privacy.		
DDG	VI	Pedestrian Level	5.3.3	Ground Floor Residential Space	e	Guideline	Do not expose partially below-grade parking toward the street-facing side of a residential building.		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	a	Standard	Use lighting to accentuate pedestrian and bicycle entries		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	b	Standard	For a storefront, light a minimum zone of 4' in front of the building and a zone of 2' within the building with building-mounted lighting		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	c	Standard	Provide separate power switches for interior and exterior lighting of active ground floor uses so that these can remain lit after hours, including for retail tenant signage and storefront areas		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	d	Standard	For a facade at a transit gateway or a pedestrian and bicycle gateway, provide pedestrian-scale lighting that create an overall illumination of the building-adjacent sidewalk, with a lighting fixture every 25' or less		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	e	Standard	For a facade along an Enhanced lighting corridor, provide pedestrian-scale lighting that creates an overall illumination of the building-adjacent sidewalk regardless of the use within the building at that location, with a lighting fixture every 30' or less.		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	f	Standard	For a facade facing any paseo, provide pedestrian-scale lighting with a lighting fixture every 20' or less		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	g	Standard	For a facade that is a blank wall, provide pedestrian-scale lighting with a lighting fixture every 20' or less		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	h	Standard	Provide outdoor lighting using fixtures that yield low light pollution and glare		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	i	Standard	Orient lighting fixtures primarily downward.		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	j	Standard	Shield all lighting to prevent light intrusion into private and public building uses, especially residential units		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	k	Standard	Fully light service areas and service entries		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	a	Guideline	Use pedestrian-scaled lighting as an integral element of all building facades, designed and located to accentuate ground floor uses.		

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DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	b	Guideline	Orient outside lighting toward building surfaces or directly downward and shield exposed bulbs to minimize glare within Public Space.		
DDG	VI	Pedestrian Level	5.3.4	Lighting - Pedestrian Level	c	Guideline	Install lighting in display windows that spills onto and illuminates the sidewalk.		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	a	Standard	Create signage that is perpendicular to the adjacent sidewalk, and thus more visible to pedestrians		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	b	Standard	Signage oriented parallel to the street, more visible to vehicles and people on the opposite sidewalk, is allowed but not required		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	c	Standard	Use signage and addressing to make clear the location of the primary entrance for pedestrians, cyclists, bicycle parking, and emergency responders		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	a	Guideline	Use neon signs on Primary Addressing Streets and the SoFA Addressing Street to create visually vibrant Streetscapes.		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	b	Guideline	Do not use internally illuminated signs at the Podium Level and Pedestrian Level.		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	c	Guideline	Do not cover or obscure a building's architectural features with a sign.		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	d	Guideline	Use materials and colors for signs that are compatible with the building's materials and colors.		
DDG	VI	Pedestrian Level	5.3.5	Signage - Podium Level and Pedestrian Level	e	Guideline	Minimize light impacts from signs on residential windows, particularly from flashing or otherwise changing lights.		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	a	Standard	Emphasize common entries for pedestrians and bicylists with architectural features such as: • Extra height lobby space • Distinctive doorway • Distinctive entry canopy • Projected or recessed entry bay • Artwork integrated into the facade or sidewalk • A change in paving material, texture, or color within the property line • Distinctive landscaping, including plants, water features and seating • Ornamental glazing, railings and balustrades • Visibility from the street into the lobby		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	b	Standard	Clearly identify the primary building entry by a horizontal projection visible from 100 feet along the adjacent sidewalk		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	c	Standard	Provide internal access between bicycle parking and the building lobby when indoor bicycle parking provided		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	e	Standard	Design first floor loft or live/work units with at grade access to the street		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	a	Guideline	Provide a formal lobby entered directly from a street for each building.		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	b	Guideline	Identify private residential unit entrances with recessed doorways, changes in color and materials, and alternative paving.		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	c	Guideline	Use size, prominence on the Streetscape, location, and design emphasis to make the pedestrian entrance more prominent than the garage entrance.		

DOC	APPROVALS	CHAPTER	SECTION	SECTION NAME	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	d	Guideline	Place the building street number near the main entrance and easily visible from the sidewalk.		
DDG	VI	Pedestrian Level	5.5.1	Pedestrian and Bicycle Entry Design	e	Guideline	Integrate Green Stormwater Infrastructure such as bioswales or other stormwater management into residential entry landscaping.		
DDG	VI	Pedestrian Level	5.5.2	Vehicle and Service Entry Design	a	Standard	Provide a single access for both service and vehicles. Separate driveways may be accepted at a minimum separation of 10 feet		
DDG	VI	Pedestrian Level	5.5.2	Vehicle and Service Entry Design	b	Standard	Limit a vehicle or service entry width to a maximum of 26 feet, including both an entry into a building and a drive aisle to a parking garage or parking lot. Subject to city review, wider driveways may be permitted for non residential buildings with larger vehicles, for driveways that are used by trucks, or for driveways that are signalized		
DDG	VI	Pedestrian Level	5.5.2	Vehicle and Service Entry Design	c	Standard	Limit vehicle and service building entry height to a maximum of 20 feet		
DDG	VI	Pedestrian Level	5.5.2	Vehicle and Service Entry Design	d	Standard	Locate passenger loading and unloading areas so these activities do not block the sidewalk		
DDG	VI	Pedestrian Level	5.5.2	Vehicle and Service Entry Design	e	Standard	Locate service loading and unloading areas so these activities do not block the sidewalk		
DDG	VI	Pedestrian Level	5.5.2	Vehicle and Service Entry Design	g	Standard	A Porte Cochere cannot be the primary pedestrian entrance. Create a separate entrance from the sidewalk that does not require pedestrians or cyclists to pass through the Porte Cochere to enter the building		

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
MMRP	VI	N/A	Historic Resources	CU 1c: Interpretation/ Commemoration	Mitigation Measure	Before the issuance of a certificate of occupancy for each building on the site of a demolished resource, the project applicant, in consultation with a qualified architectural historian and design professional, and under the direction of the City of San José Historic Preservation Officer, shall develop one or more interpretive displays that present information regarding the site's history and development. The display(s) shall concentrate on those contextual elements that are specific to the resources that have been demolished. These display panels shall be placed at, or as near as possible to, the location where the resource was historically located.		
HP	VI	N/A	N/A	N/A	Habitat Plan	Implement all applicable conditions under the Santa Clara Valley Habitat Plan (HP)		

C.2 Open Space Design Conformance Review Checklist

The Conformance Review application and review process is further set forth in the GDP and DWDSG Section 1.3. As authorized under the GDP, the planning director evaluates the Open Space Design Conformance Review application in this section. The following Conformance Checklist describes the criteria against which a determination of conformity can be made by the planning director. This section includes the standards and guidelines of this DWDSG as well as the standards and guidelines of the DDG that are applicable within the PD Zoning District.

Compliance with applicable standards in the PD Permit, including the DWDSG, that are clear and quantitative shall be required under the Conformance Checklist.

Compliance with all guidelines or other qualitative thresholds in the PD Permit and accompanying DWDSG shall not be required. Project sponsors shall consider guidelines; however, it is acknowledged that consistency with guidelines is subjective and, due to external conditions, feasibility considerations, or other factors, the intent behind guidelines may be achieved through a variety of alternative strategies. Therefore, except where expressly provided in standards of this DWDSG, consistency with any particular minimum number of guidelines is not required. Open Space Design Conformance Review shall be approved notwithstanding inconsistency with any guidelines where the project sponsor provides information at Open Space Design Conformance Review showing the subject application on balance generally promotes the design intent set forth in the chapter of the applicable guidelines.

Upon submission of a Open Space Design Conformance Review application, the project sponsor will complete the Conformance Checklist, identifying compliance with the applicable standards and guidelines.

The following criteria will guide any Open Space Design Conformance Review for consistency with the GDP and the PD Permit, including this DWDSG:

- Diagrams and figures in the GDP and DWDSG illustrate the general arrangement and relationships among future land uses, streets, and open spaces within the PD Zoning District. Blocks, lots, street alignments, and open space configurations are subject to refinement through the Open Space Design Conformance Review and subdivision processes.
- Conformance with the GDP and DWDSG will be construed liberally in light of the need for adaptive solutions to unforeseen or unique development constraints that arise over an extended build-out and the City's objectives of promoting growth within the Downtown Growth Area.

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
DWDSG	OS	04_Open Space	4.5	S4.5.1	Standard	Overall acreage. The Project shall provide approximately 15 acres of Open Space.		
DWDSG	OS	04_Open Space	4.5	S4.5.2	Standard	City-dedicated open space. A minimum of 4.80 acres of the approximately 15 total acres of Project open space shall be City-dedicated open space, and shall, at minimum, meet the total acreages shown for Los Gatos Creek Multi-Use Trail and City-dedicated parks identified in Table 4.1. Dedication of the City-dedicated open space shall follow the Citys parkland dedication minimum requirements, as stated in Municipal Code Section 14.25.320, except as otherwise indicated in the Development Agreement. These requirements include: Slope less than 10 percent, or ability to be graded to three percent or less At least one-half acre in size Does not contain stormwater infrastructure servicing private development parcels Does not include riparian setback, riparian corridor, or environmental mitigation areas Located adjacent to public street to promote safety		
DWDSG	OS	04_Open Space	4.5	S4.5.3	Standard	Project sponsor-owned open space. Individual open spaces within PSO open space are permitted to adjust in final design by up to 10 percent the acreages for privately-owned public parks, semi-public open space, Los Gatos Creek Riparian Setback, Los Gatos Creek Riparian Corridor, and mid-block passages identified in Table 4.1. Adjustments under this standard are permitted to be reallocated to other PSO open space to remain consistent with the requirement to provide approximately 15 acres of Project open space. Adjustments pursuant to this standard may result in corresponding adjustments to the total acreage of categories of PSO open space identified in Table 4.1. Final acreages for individual open spaces shall be provided concurrent with the application for any phased final subdivision map that includes Project open space.		
DWDSG	OS	04_Open Space	4.5	S4.5.4	Standard	Semi-public open space. Total semi-public open space within the Project shall not exceed 2.07 acres. No more than 15 percent of this total (or 0.31 acres) may be developed adjacent to City-dedicated park or privately-owned public park.		
DWDSG	OS	04_Open Space	4.5	S4.5.5	Standard	Public rooftop and upper terraces. Access from either a ground level public space or the public realm shall be required when an elevated open space is provided for public use and not directly accessible from the ground level.		
DWDSG	OS	04_Open Space	4.5	S4.5.6	Standard	Surface perviousness. Open Space design shall increase overall perviousness of the site from the current level of perviousness and improve stormwater quality by implementing low impact development (LID) strategies. Refer to Section 4.23 for stormwater management standards.		
DWDSG	OS	04_Open Space	4.5	S4.5.7	Standard	Emergency vehicle access within city-dedicated parks. Emergency vehicle access (EVA) shall be designed to not impede the primary functions of city-dedicated parks.		
DWDSG	OS	04_Open Space	4.5	S4.5.8	Standard	Open Space reconfiguration. If a public agency initiates proceedings to acquire any portion of the property subject to the PD Zoning District, affected open spaces and related improvements shall be permitted to be reconfigured, including through proportional reduction of the affected open space and/or deviations from standards contained in this document, as reasonably necessary to avoid such acquisition area. Proposed deviations from standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of the Conformance Review that involves the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.5 and approved if findings can reasonably be made that the resulting reconfigured open spaces and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.		
DWDSG	OS	04_Open Space	4.5	G4.5.1	Guideline	Shaded areas. Shaded areas, which may include a robust tree canopy and structural canopies, should be designed to provide shade during times of year where there is maximum sun exposure.		
DWDSG	OS	04_Open Space	4.6	S4.6.1	Standard	Location of mid-block passages. A minimum of one mid-block passage shall be required in each of the locations indicated in Figure 4.8. The exact location of each mid-block passage is flexible within the given block but shall not increase any adjacent block length to greater than 350 feet in length.		

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DWDSG	OS	04_Open Space	4.6	S4.6.2	Standard	Mid-block passage dimension. All mid-block passages shall comply with the minimum clear width identified in Table 4.2. Minimum clear width shall accommodate EVA routes and are subject to change pending review by the San José Fire Department.		
DWDSG	OS	04_Open Space	4.6	S4.6.3	Standard	Generally-accessible mid-block passages. At minimum, generally-accessible mid-block passages shall be permitted in the locations identified in Table 4.2.		
DWDSG	OS	04_Open Space	4.6	S4.6.4	Standard	Limited-access mid-block passages. Mid-block passages shall be permitted to be closed as needed by the project sponsor for special events and security in the locations identified in Table 4.2 and Figure 4.7.		
DWDSG	OS	04_Open Space	4.6	S4.6.5	Standard	Establishment of mid-block passage access rights. Any Vesting Tentative Map or Tentative Map that includes a mid-block passage as depicted in Figure 4.7 shall be subject to a condition of approval that requires the subdivider to record a covenant, restriction, or easement against property subject to any mid-block passage that provides for public access, public safety, and security of adjacent property consistent with the DWDSG and the applicable terms of any governing development agreement.		
DWDSG	OS	04_Open Space	4.6	S4.6.6	Standard	Mid-block passage programming and design. All mid-block passages shall permit passive circulation and/or active programming. Examples of active programming include at least one of the following elements: outdoor extension of retail or a programmatic element described in Section 4.11. Back of house functions along mid-block passages shall be minimized and, if present, must be screened.		
DWDSG	OS	04_Open Space	4.6	S4.6.7	Standard	Controlled access point design. Controlled access points shall be at least 50 percent transparent to maintain pedestrian safety and visibility. At controlled access points, the threshold shall incorporate bird-safe design.		
DWDSG	OS	04_Open Space	4.6	S4.6.8	Standard	Planting. If open to the sky and with access to sunlight, mid-block passages shall provide vegetation in their design.		
DWDSG	OS	04_Open Space	4.6	G4.6.1	Guideline	Art. Art is encouraged in mid-block passages to provide a sense of identity to each location. Art may include but is not limited to mural art, art installations, lighting and illumination, and interactive art.		
DWDSG	OS	04_Open Space	4.7	S4.7.1	Standard	Transit gateway locations. The location of an element of distinction shall be permitted within the Social Heart. [DDG Figure 2 - superseded]		
DWDSG	OS	04_Open Space	4.7	S4.7.2	Standard	Art within riparian setbacks. Art that causes environmental disruption within the riparian setback along Los Gatos Creek or the Guadalupe River shall be prohibited. Examples of non-permitted art causing environmental disruption include but are not limited to interactive art that incorporates noise or lighting. For further lighting standards for art in riparian setbacks, see Sections 7.5 and 7.10.		
DWDSG	OS	04_Open Space	4.7	G4.7.1	Guideline	Art in Downtown West. Art projects in Downtown West should bring meaning to urban spaces, inspire thought and dialogue, commemorate important people and events, and tackle the issues of the day. Artworks should be rooted in San Josés unique character — its connection to the natural environment, its importance as a home to innovation, and its rich history and culture.		
DWDSG	OS	04_Open Space	4.7	G4.7.2	Guideline	Art to enhance riparian habitat. Art within riparian setbacks is encouraged to be integrated into a passive user experience of nature, so as to enhance rather than negatively impact the riparian corridor. Strategies include but are not limited to softscape designs such as ecological artworks, purification artworks that remove pollutants, or living artworks; and hardscape designs such as wildlife-friendly fencing, fountains, railings, and pavement treatments.		
DWDSG	OS	04_Open Space	4.8	S4.8.1	Standard	Engineered edge of Guadalupe River Riparian Setback. Downtown West shall maintain a 30-foot riparian setback, from the TOC wall between West San Fernando Street and West Santa Clara Street along the Guadalupe River for new building construction, consistent with the previously approved PD Zoning PDC15-051.		

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DWDSG	OS	04_Open Space	4.8	S4.8.2	Standard	Controlled features within the engineered edge of Guadalupe River Riparian Setback. Within the Guadalupe River Riparian Setback, the following shall be controlled: Existing channel wall. The existing channel wall along the river and Downtown West shall not be breached or altered. An addition of native vines shall be permitted on the existing fence of the channel wall. Emergency and maintenance vehicle access. Open space design between blocks E1 and E3 and the TOC wall along the Guadalupe River shall provide emergency and maintenance vehicle access. Pervious surfaces. Existing impervious surfaces shall be replaced with planting and pervious hardscape, except when being replaced with a private street. The selection of materials for private streets shall prioritize durability. Planting. New landscape planting in the Guadalupe River Riparian Setback shall be consistent with native riparian trees and understory palette; refer to Section 4.22. Examples of acceptable vegetation include but are not limited to vines on fence, low growing shrubs, and trees with enough space for emergency or maintenance vehicle access. Lighting. Refer to Chapter 7: Lighting and Signage for lighting standards.		
DWDSG	OS	04_Open Space	4.8	S4.8.3	Standard	Los Gatos Creek Riparian Setback. Downtown West shall maintain a 50-foot riparian setback from the Los Gatos Creek Riparian Corridor for new building construction, consistent with the Riparian Corridor Policy Study Guideline 1C and City Policy 6-34 Section A. 1)-3). If existing structures encroach on the Los Gatos Creek Riparian Setback, replacement structures are permitted subject to standards of Sections 5.5 and 5.6.		

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DWDSG	OS	04_Open Space	4.8	S4.8.4	Standard	Controlled features within the Los Gatos Creek Riparian Setback. The following landscape features shall be controlled within this riparian setback: Programming: active programs shall be kept outside the 50-foot riparian setback. Multi-use trails and shared-use paths: Consistent with Riparian Corridor Policy Study 4C, multi-use trails and shared-use paths shall be located to maintain a minimum separation of 10 feet from the edge of the existing riparian corridor, except at creek crossings, to protect native habitat and wildlife from noise, litter, light, and other disruptions. The width of these elements shall not be altered to ensure distance from the riparian corridor. Multi-use trails and shared-use paths within Los Gatos Creek Riparian Setback shall maintain a minimum of 10 feet in distance from new development blocks. Refer to Section 4.10 for design intent, standards, and guidelines on Los Gatos Creek Multi-Use Trail and Downtown to Diridon Station Shared-Use Path. Walking paths and boardwalks: Walking paths and boardwalks are pedestrian-only paths. Walking paths are designed routes that provide access to programmatic elements and can themselves be programmed for health, fitness, and wellness courses. Boardwalks provide low-impact access near and within riparian corridors. Consistent with Riparian Corridor Policy 4C and 4D, walking paths and boardwalks shall be permitted within riparian setbacks. Between West Santa Clara and West San Fernando streets, boardwalks shall be permitted to encroach into the riparian corridor in areas where there are existing conditions of hardscaped, impervious surfaces, disturbed landscape --- such as areas of disturbed habitat and non-native vegetation as well as areas of compacted bare soil, gravel, or mulch that are not part of habitat restoration --- or where existing buildings extend within the minimum width of a boardwalk such that an encroachment is required for continuity of the boardwalk. Refer to S4.16.3 and S4.17.4 for design standards of boardwalks. Refer to Section 4.11 for further definition and function of walking paths and boardwalks. Creek overlooks / viewing platforms: creek overlooks / viewing platforms are prohibited to protrude greater than four feet within the existing riparian corridor and shall not be greater than 25 feet in width along the riparian corridor. If located within the 50-foot riparian setback or riparian corridor, creek overlooks / viewing platforms shall be located at intervals no less than 250 linear feet apart as measured along the edge of the riparian corridor. If placed within the riparian corridor, they shall avoid the removal of native trees and shall avoid the placement of footings within the TOB. Refer to Section 4.11 for further definition and function of creek overlooks / viewing platforms. Pervious surfaces: existing impervious surfaces within the riparian setback shall be replaced with planting, boardwalk, or walking paths and shall have no less than 40 percent new hardscape. Permanent structures: permanent structures, as defined in Section 4.25, shall not be permitted in the Los Gatos Creek Riparian Setback. Planting: native riparian understory and tree species plantings shall be mandatory in the planting strategy of the riparian setback to expand creek habitat and buffer Los Gatos Creek from disturbance. Refer to Section 4.22 for riparian planting species standards. Noise: no amplification of sound shall be permitted in riparian setback. Lighting: refer to Chapter 7: Lighting and Signage for lighting standards. Waste receptacles: designs must use signage and wildlife-proof waste receptacles based on expected level of use and generation of waste.		
DWDSG	OS	04_Open Space	4.8	S4.8.5	Standard	Ecological enhancement zone. The Project shall identify open space between 50 and 100 feet from the Los Gatos Creek Riparian Corridor as the ecological enhancement zone. Refer to G. 4.8.1 for features encouraged in the ecological enhancement zone. Refer to Section 5.5 for standards on new consturction permitted in the ecological enhancement zone.		
DWDSG	OS	04_Open Space	4.8	S4.8.6	Standard	Creek footbridge design. A new Los Gatos Creek crossing shall be permitted within the Project between West Santa Clara Street and West San Fernando Street. This crossing shall use low impact design strategies. Examples of low impact design strategies include but are not limited to: Columnless, clear span footbridge within the riparian corridor. Perforated materials for sunlight and stormwater permeability. Footbridge footings, abutments, and construction ground disturbance to be outside the TOB to the extent feasible, and any disturbance of the creek bank to be restored to a natural condition.		

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DWDSG	OS	04_Open Space	4.8	S4.8.7	Standard	Fences. Existing fences between Los Gatos Creek and Downtown West shall be removed or replaced with wildlife-friendly fences. Wildlife-friendly fencing does not impede movement of resident wildlife nor offer wildlife any hazard of entrapment in meshes, webs, or grids. Wildlife-friendly fencing typically has horizontal rails starting at one foot above the ground surface and spaced approximately 12 to 18 inches apart. Preferred materials shall be consistent with the natural environment of the creek, including wood or earthen materials.		
DWDSG	OS	04_Open Space	4.8	G4.8.1	Guideline	Features within the ecological enhancement zone. The ecological enhancement zone encourages the following features: Programming. Passive programs are encouraged closer to the 50-foot riparian setback of this buffer area, while more active programs are encouraged closer to the outer extents of this buffer area. Pervious surfaces. Existing impervious surfaces are encouraged to be replaced with planting and less than 50 percent new hardscape. Planting. New landscape planting adjacent to the riparian setback should be consistent with native riparian trees and understory planting. Lighting. Refer to Chapter 7: Lighting and Signage for lighting standards. Waste receptacles. Designs should use signage and wildlife-proof waste receptacles based on expected level of use and generation of waste.		
DWDSG	OS	04_Open Space	4.8	G4.8.2	Guideline	Riparian-adjacent trails, paths, and boardwalks. A trail, path, or boardwalk is preferred on both sides of the riparian corridor.		
DWDSG	OS	04_Open Space	4.9	S4.9.1	Standard	Vegetated buffer. A vegetation buffer shall be planted in the threshold between rail and open space programmatic elements. Vegetation shall not extend into the rail corridor. Planting shall be designed to ensure safety and accessibility to railways while mitigating visibility of the rail. This can be achieved through methods including but not limited to using compact plant varieties and low-maintenance plantings.		
DWDSG	OS	04_Open Space	4.9	S4.9.2	Standard	Relationship to DISC and rail corridor. Open space improvements and uses are authorized in all areas shown in Figure 4.6 and as required by this chapter, subject to any subsequent proceedings initiated by the DISC Partner Agencies (California High-Speed Rail Authority, VTA, Caltrain, and the City) to acquire any portion of planned open space areas. If any DISC Partner Agency has initiated proceedings to acquire any portion of a planned open space area for an approved alignment and expansion of the rail right-of-way, this standard authorizes reconfiguration of open spaces and related improvements, including through proportional reductions of open spaces under this document and deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas. For reference on planned developable area relationship to DISC and rail corridor, refer to S5.5.5 and S6.3.4. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE as part of Conformance Review without requiring amendment to the DWDSG. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured open spaces and related improvements are consistent with the General Plan and with all standards that are not affected by the acquisition of the open space area.		
DWDSG	OS	04_Open Space	4.9	G4.9.1	Guideline	Light rail tunnel treatment. Architectural features, interpretive art, or a vegetated wall is encouraged along the northern edge and west facade of the light rail tunnel between South Montgomery Street and South Autumn Street. Such treatments should be kept below 15 feet to retain a view corridor from Diridon Station entrance to Downtown.		
DWDSG	OS	04_Open Space	4.9	G4.9.2	Guideline	Sightlines. Rail-adjacent open spaces should provide sightlines through the open spaces to the adjacent rail for safety and maintenance.		
DWDSG	OS	04_Open Space	4.10	S4.10.1	Standard	Trail design. Pedestrian-only pathways shall be separated from bicycle-focused pathways and trails. Examples of design strategies to separate the uses include but are not limited to: Vegetative buffers Striping and ground markings Grade change Material change		
DWDSG	OS	04_Open Space	4.10	S4.10.2	Standard	Connections to on-street network. Trails and shared-use paths shall be designed to facilitate crossings at street intersections. Refer to Section 6.9 for more information on intersections.		

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DWDSG	OS	04_Open Space	4.10	S4.10.3	Standard	Distance from new development. Los Gatos Creek Multi-Use Trail and Downtown to Diridon Station Shared-Use Path shall remain a minimum of 10-feet from adjacent new development block boundaries.		
DWDSG	OS	04_Open Space	4.10	G4.10.1	Guideline	Bicycle ramps. Bicycle ramps may be installed in circumstances where access from an on-street bicycle lane does not align with a trail intersection. Each bicycle ramp has a Bicycle stamp to reinforce its special function and does not include ADA features that indicate a street crossing.		
DWDSG	OS	04_Open Space	4.11	S4.11.1	Standard	Required programmatic elements. Table 4.3 summarizes required programmatic elements and required number of total complementary elements in each open space further described in Sections 4.12 . 4.21. The defined programmatic elements in each open space, as well as depicted in Table 4.3, do not prohibit additional elements to be added in the future.		
DWDSG	OS	04_Open Space	4.11	S4.11.2	Standard	Co-located programmatic elements. Programmatic elements are permitted to be co-located and overlap area.		
DWDSG	OS	04_Open Space	4.12	S4.12.1	Standard	Walking path. A walking path shall provide access to and from neighborhood amenities, adjacent streets, and mid-block passages.		
DWDSG	OS	04_Open Space	4.12	S4.12.2	Standard	Nature play. At least one nature play element to promote environmental education shall be required.		
DWDSG	OS	04_Open Space	4.12	S4.12.3	Standard	Planting strategy. Planting shall be limited to the use of native riparian species. Refer to Section 4.22 for permitted species.		
DWDSG	OS	04_Open Space	4.12	S4.12.4	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, one of the two programmatic elements — entry plaza or neighborhood amenity described in G.4.12.1 and G.4.12.2 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.12	G4.12.1	Guideline	Entry plaza. At least one entry plaza is encouraged to be located at key pedestrian entry moments to orient users and guide them through the space.		
DWDSG	OS	04_Open Space	4.12	G4.12.2	Guideline	Neighborhood amenity. At least one of the following neighborhood amenities is encouraged: community garden, dog park, informal and seating, health and wellness program area, or fitness course.		
DWDSG	OS	04_Open Space	4.12	G4.12.3	Guideline	Ground treatment. The program elements for the Los Gatos Creek Connector should reflect the approximate ground treatment denoted in Table 4.4.		
DWDSG	OS	04_Open Space	4.13	S4.13.1	Standard	Los Gatos Creek Multi-Use Trail. The Los Gatos Creek Multi-Use Trail shall route from the Citys approved connection under the railroad and West San Carlos Street on the northwest side of the creek, to align with the Los Gatos Creek Master Plan . Reach 5 recommended route, to the intersection of Park Avenue and Bird Avenue (formerly South Montgomery Street).		
DWDSG	OS	04_Open Space	4.13	S4.13.2	Standard	Creek overlook / viewing platform. A creek overlook / viewing platform shall be required within this open space. Refer to S4.8.4 for standards for this element. Its design shall encourage pedestrian circulation on the path and discourage access to the riparian habitat.		
DWDSG	OS	04_Open Space	4.13	S4.13.3	Standard	Entry plaza. An entry plaza shall be located within 250 feet of the Park Avenue and Bird Avenue (formerly South Montgomery Street) intersection. The entry plaza shall be a minimum of 5,000 square feet.		
DWDSG	OS	04_Open Space	4.13	S4.13.4	Standard	Program deck. At least one program deck shall be required and shall be at minimum 10 feet in length and width.		
DWDSG	OS	04_Open Space	4.13	S4.13.5	Standard	Walking path. A walking path shall be routed on the east side of the creek connecting West San Carlos Street and Bird Avenue (formerly South Montgomery Street). If included, other ancillary walking paths shall provide access to and from the proposed Los Gatos Creek Multi-Use Trail and other open space programmatic elements.		
DWDSG	OS	04_Open Space	4.13	S4.13.6	Standard	Ecological demonstration. An ecological demonstration shall be required and designed to accommodate Los Gatos Creek Parks stormwater runoff.		
DWDSG	OS	04_Open Space	4.13	S4.13.7	Standard	Planting strategy. Plantings shall expand and connect Los Gatos Creeks riparian canopy through the use of native riparian species throughout the open space. Riparian species shall also be used for the designs understory planting strategy. Refer to Section 4.22 for permitted species.		

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DWDSG	OS	04_Open Space	4.13	S4.13.8	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, four of the seven programmatic elements — outdoor program area, informal recreation, neighborhood amenity, nature play, art, serviced pavilion structure, or kiosk described in G.4.13.1, G.4.13.2, G.4.13.3, G.4.13.4, G.4.13.5, G.4.13.6, and G.4.13.7 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.13	G4.13.1	Guideline	Outdoor program area. At least two outdoor program areas, defined by tree canopies and native vegetation, are encouraged. Outdoor program areas should provide a collection of nature- and wellness-based programs. Elements include but are not limited to botanical displays, ecology showcases, outdoor classrooms, tree houses, and informal seating areas.		
DWDSG	OS	04_Open Space	4.13	G4.13.2	Guideline	Informal recreation. At least one informal recreation area is encouraged and should be a minimum of 2,000 square feet to provide appropriate space for multiple users and various programming.		
DWDSG	OS	04_Open Space	4.13	G4.13.3	Guideline	Neighborhood amenity. At least one of the following neighborhood amenities is encouraged: community garden, informal seating, health and wellness program area, or fitness course.		
DWDSG	OS	04_Open Space	4.13	G4.13.4	Guideline	Nature play. At least one nature play element to promote environmental education is encouraged.		
DWDSG	OS	04_Open Space	4.13	G4.13.5	Guideline	Art. At least one art piece to promote environmental stewardship or education is encouraged.		
DWDSG	OS	04_Open Space	4.13	G4.13.6	Guideline	Serviced pavilion structure. A serviced pavilion structure is encouraged to be included within 300 feet of the intersection of Park Avenue and Bird Avenue (formerly South Montgomery Street). Refer to Section 4.25 for definition and standards of serviced pavilion structures.		
DWDSG	OS	04_Open Space	4.13	G4.13.7	Guideline	Kiosk. At least two kiosks are encouraged and should be designed to accommodate ecological and/or art-based educational information centers, pop-up educational services, and active programming. Refer to Section 4.25 for standards of kiosks.		
DWDSG	OS	04_Open Space	4.13	G4.13.8	Guideline	Ground treatment. The program elements for Los Gatos Creek Park should reflect the approximate ground treatment denoted in Table 4.5		
DWDSG	OS	04_Open Space	4.14	S4.14.1	Standard	Urban promenade. An urban promenade that aligns with South Montgomery Street shall be required. The promenade shall maintain a minimum width of 12 feet throughout its length, except where EVA is required, in which case the promenade shall maintain a minimum width of 20 feet.		
DWDSG	OS	04_Open Space	4.14	S4.14.2	Standard	Anchor plaza. The Meander shall require an anchor plaza that is a minimum of 3,500 square feet.		
DWDSG	OS	04_Open Space	4.14	S4.14.3	Standard	Flexible lawn. A flexible lawn shall be required between 150 South Montgomery Street and Park Avenue. The flexible lawn shall be a minimum of 5,000 square feet. Secondary flexible lawns shall also be permitted.		
DWDSG	OS	04_Open Space	4.14	S4.14.4	Standard	Program deck. A program deck shall be located adjacent to 150 South Montgomery Street and have a minimum dimension of 10 feet in length and width. Additional program decks are permitted and shall be adjacent to buildings, permanent or temporary structures, or canopy structures.		
DWDSG	OS	04_Open Space	4.14	S4.14.5	Standard	Event, rotating vendor, or food truck access. Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming shall be required.		
DWDSG	OS	04_Open Space	4.14	S4.14.6	Standard	Water Feature. A water feature shall be required and shall function as either a part of the stormwater strategy or as an amenity that prioritizes the use of recycled water, in order to conserve potable water resources. If recycled water is used, both the recycled water quality and water feature design shall meet the regulations outlined in Section 4.23.		
DWDSG	OS	04_Open Space	4.14	S4.14.7	Standard	Art. At least one immersive or interactive art piece shall be included.		
DWDSG	OS	04_Open Space	4.14	S4.14.8	Standard	Planting strategy. A continuous tree canopy shall extend throughout the Meander to adjacent streets. Understory plantings — including but not limited to perennials, hedges, pollinator gardens, auxiliary flexible lawns, and edge planters — shall be integrated along the urban promenade and between blocks F2 and F4. Refer to Section 4.22 for permitted species.		

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DWDSG	OS	04_Open Space	4.14	S4.14.9	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, three of the five programmatic elements — outdoor program area, neighborhood amenity, kiosk, canopy structure, and tree grove described in G.4.14.3, G.4.14.4, G.4.14.5, G. 4.14.6, and G.4.14.7 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.14	G4.14.1	Guideline	Urban promenade programming. The urban promenade should be framed with a variety of programmatic elements to support gathering, seating, intermittent pop-up programming, dining, art, and play.		
DWDSG	OS	04_Open Space	4.14	G4.14.2	Guideline	Anchor plaza programming. The anchor plaza should include at least one landmark feature including but not limited to art, water features, and/or canopy structures.		
DWDSG	OS	04_Open Space	4.14	G4.14.3	Guideline	Outdoor program area. At least three outdoor program areas are encouraged. Three main types of outdoor program areas encouraged in the Meander include: Adjacent to office ground floors. These outdoor program areas should provide seating and outdoor extension of retail programming from the adjacent ground floors. Within or adjacent to the urban promenade. These outdoor program areas are to break up the expansive length of the Meander. They should provide planting, tree groves, auxiliary flexible lawns, and moments for informal seating. Adjacent or close to residential blocks. A variety of neighborhood amenities shall be programmed within these outdoor program areas. Refer to G.4.14.4 for preferred neighborhood amenities.		
DWDSG	OS	04_Open Space	4.14	G4.14.4	Guideline	Neighborhood amenity. At least one of the following neighborhood amenities is encouraged: community garden, dog park, barbeque, playground, health and wellness program area, or informal seating,		
DWDSG	OS	04_Open Space	4.14	G4.14.5	Guideline	Kiosk. At least one kiosk is encouraged adjacent to the flexible lawn. Refer to Section 4.25 for standards and guidelines of kiosks.		
DWDSG	OS	04_Open Space	4.14	G4.14.6	Guideline	Canopy structure. A least two canopy structures are encouraged.		
DWDSG	OS	04_Open Space	4.14	G4.14.7	Guideline	Tree grove. A tree grove is encouraged in the Meander.		
DWDSG	OS	04_Open Space	4.14	G4.14.8	Guideline	Ground treatment. The program elements for the Meander should reflect the approximate ground treatment denoted in Table 4.6.		
DWDSG	OS	04_Open Space	4.15	S4.15.1	Standard	Enhancing views to the Diridon Station. The Project shall enhance the experience of the Diridon Station along the north edge of the VTA rail corridor. The Project permits permanent structures, as identified in Section 4.25, and landscape features within the Diridon Station view corridor.		
DWDSG	OS	04_Open Space	4.15	S4.15.2	Standard	Downtown to Diridon Station Shared-Use Path. A shared-use path shall be required in the Social Heart and shall route between South Montgomery Street and South Autumn Street along the northern edge of the VTA light rail corridor south of block D6.		
DWDSG	OS	04_Open Space	4.15	S4.15.3	Standard	Program deck. A minimum of one program deck is required and shall be a minimum of 10 feet in width and length.		
DWDSG	OS	04_Open Space	4.15	S4.15.4	Standard	Outdoor program area. A minimum of one outdoor program area is required.		
DWDSG	OS	04_Open Space	4.15	S4.15.5	Standard	Planting strategy. Trees shall be required and shall connect adjacent street tree canopies, oak and /or riparian tree species are preferred. Understory plantings shall be required and include but are not limited to perennials, hedges, pollinator gardens, and edge planters. Refer to Section 4.22 for permitted species.		
DWDSG	OS	04_Open Space	4.15	S4.15.6	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, four of the six programmatic elements —anchor plaza; flexible lawn; event, rotating vendor, or food truck access; kiosk; art (element of distinction); and water feature described in G.4.15.1, G.4.15.2, G.4.15.3, G.4.15.4, G.4.15.5, and G.4.15.6 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.15	G4.15.1	Guideline	Anchor plaza. An anchor plaza that is a minimum of 1,500 square feet is encouraged.		
DWDSG	OS	04_Open Space	4.15	G4.15.2	Guideline	Flexible lawn. A flexible lawn that is a minimum of 3,000 square feet is encouraged.		
DWDSG	OS	04_Open Space	4.15	G4.15.3	Guideline	Event, rotating vendor, or food truck access. Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming is encouraged.		

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DWDSG	OS	04_Open Space	4.15	G4.15.4	Guideline	Kiosk. At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.		
DWDSG	OS	04_Open Space	4.15	G4.15.5	Guideline	Element of distinction. At least one interactive and/or educational art piece is encouraged as an element of distinction. Refer to Section 4.7 for further definition standards of elements of distinction.		
DWDSG	OS	04_Open Space	4.15	G4.15.6	Guideline	Water Feature. A water feature is encouraged as part of the stormwater strategy or an amenity which prioritizes the use of recycled water, in order to conserve potable water resources. If recycled water is used, both the recycled water quality and water feature design shall meet the regulations outlined in Section 4.23.		
DWDSG	OS	04_Open Space	4.15	G4.15.7	Guideline	Ground treatment. The program elements for the Social Heart should reflect the approximate ground treatment denoted in Table 4.7.		
DWDSG	OS	04_Open Space	4.16	S4.16.1	Standard	Enhancing views to the Diridon Station. The Project shall enhance the experience of the Diridon Station along the north edge of the VTA rail corridor. The Project permits permanent structures, as identified in Section 4.25, and landscape features within the Diridon Station view corridor.		
DWDSG	OS	04_Open Space	4.16	S4.16.2	Standard	Downtown to Diridon Station Shared-Use Path and Los Gatos Creek Multi-Use Trail. The Downtown to Diridon Station Shared-Use Path and Los Gatos Creek Multi-Use Trail shall be co-located along a single shared-use path route from South Autumn Street along the north side of the VTA light rail corridor and link to Los Gatos Creek East. Both Downtown to Diridon Station Shared-Use Path and Los Gatos Creek Multi-Use Trail shall remain a minimum of 10 feet from existing building footprints or proposed additions.		
DWDSG	OS	04_Open Space	4.16	S4.16.3	Standard	S4.16.3Boardwalk. A boardwalk shall be required and shall at minimum connect the proposed route of the Los Gatos Creek Multi-Use Trail to the proposed footbridge. The following standards apply to the boardwalk: Dimensions. This boardwalk shall not exceed 10 feet in width, except for expanded areas to let people pass and sit that shall not exceed 12 feet in width. Expanded areas shall be limited to no greater than 10 percent of the overall boardwalk length. Seating and gathering. This boardwalk shall function for flow of people and shall not create places to gather nor create noise. Elevation. The boardwalk shall be elevated from the ground to limit environmental impact from within the Los Gatos Creek Riparian Setback. The elevation above the ground shall not exceed four feet. Location: Refer to S4.8.4 for permitted locations of boardwalks. Permeability. Boardwalks shall be permeable.		
DWDSG	OS	04_Open Space	4.16	S4.16.4	Standard	Creek footbridge. A new creek crossing shall be sited at the Creekside Walk at Autumn Street. The creek footbridge shall be 12 feet in width and shall route from the Creekside Walk at Autumn Street to Los Gatos Creek East. Refer to S4.8.6 for requirements on riparian footbridges.		
DWDSG	OS	04_Open Space	4.16	S4.16.5	Standard	Planting strategy. Riparian species are required throughout Creekside Walk at Autumn Street. Refer to Section 4.22 for permitted riparian species. The following practices shall be applied to the selection of vegetation in the Creekside Walk at Autumn Street: Trees shall at minimum maintain visual clearance between 3 feet and 7 feet above the ground Trees shall be riparian species with single trunks and complemented by groundcover and low understory plants. Tall understory or midstory species shall be prohibited.		
DWDSG	OS	04_Open Space	4.16	S4.16.6	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, two of the three programmatic elements — outdoor program area, program deck, and unserviced pavilion structure described in G.4.16.1, G.4.16.2, and G.4.16.3 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.16	G4.16.1	Guideline	Outdoor program area. At least two outdoor program areas are encouraged.		
DWDSG	OS	04_Open Space	4.16	G4.16.2	Guideline	Program deck. At least one program deck is encouraged outside of the Los Gatos Creek Riparian Setback.		
DWDSG	OS	04_Open Space	4.16	G4.16.3	Guideline	Unserviced pavilion structure. An unserviced pavilion structure is encouraged. Refer to Section 4.25 for definition and standards of unserviced pavilion structures.		

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DWDSG	OS	04_Open Space	4.16	G4.16.4	Guideline	Ground treatment. The program elements for the Creekside Walk at Autumn Street should reflect the approximate ground treatment denoted in Table 4.8.		
DWDSG	OS	04_Open Space	4.17	S4.17.1	Standard	Enhancing views to Southern Pacific Station. The Project shall enhance the experience of Southern Pacific Station along the north edge of the VTA rail corridor through programming, art, and/or landscape features. The Project permits permanent and temporary structures and landscape features within the Southern Pacific Station view corridor.		
DWDSG	OS	04_Open Space	4.17	S4.17.2	Standard	Creek overlook / viewing platform. At least one creek overlook / viewing platform shall be included in Los Gatos Creek East. Gathering areas close to the riparian corridor shall be avoided. Refer to S4.8.4.		
DWDSG	OS	04_Open Space	4.17	S4.17.3	Standard	Creek footbridge. A new creek crossing shall be 12 feet in width and route between Los Gatos Creek East and the Creekside Walk at Autumn Street as earlier defined in S4.16.4. Refer to S4. 8.6 for requirements on riparian footbridges. The footbridge can accommodate bicycles for convenience of crossing but shall not be a designated bicycle facility.		
DWDSG	OS	04_Open Space	4.17	S4.17.4	Standard	S4.17.4Boardwalk. A boardwalk shall provide an alternative path to the Los Gatos Creek Multi-Use Trail for pedestrians in Los Gatos Creek East. The following standards apply to the boardwalk: Dimensions. This boardwalk shall not exceed 10 feet in width, except for expanded areas to let people pass and sit that shall not exceed 12 feet in width. Expanded areas shall be limited to no greater than 10 percent of the overall boardwalk length. Seating and gathering. This boardwalk shall function for flow of people and shall not create places to gather nor create noise. Elevation. The boardwalk shall be elevated from the ground to limit environmental impact from within the Los Gatos Creek Riparian Setback. The elevation above the ground shall not exceed four feet. Location: Refer to S4.8.4 for permitted locations of boardwalks. Permeability. Boardwalks shall be permeable.		
DWDSG	OS	04_Open Space	4.17	S4.17.5	Standard	Los Gatos Creek Multi-Use Trail. The Los Gatos Creek Multi-Use Trail shall transition from the co-located shared-use path along the VTA light rail corridor to turn north, following the frontages of new buildings, to West Santa Clara Street.		
DWDSG	OS	04_Open Space	4.17	S4.17.6	Standard	Downtown to Diridon Station Shared-Use Path. The Downtown to Diridon Station Shared-Use Path shall be required and shall route between Los Gatos Creek and the highway underpass on the north side of the VTA light rail corridor.		
DWDSG	OS	04_Open Space	4.17	S4.17.7	Standard	Planting strategy. Riparian species are required in this open space. Refer to Section 4.22 for permitted riparian species. The following practices shall be applied to the selection of vegetation in Los Gatos Creek East: Trees shall at minimum maintain visual clearance between 3 feet and 7 feet above the ground Trees shall be riparian species with single trunks and complemented by groundcover and low understory plants. Tall understory or midstory species shall be prohibited.		
DWDSG	OS	04_Open Space	4.17	S4.17.8	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, two of the four programmatic elements — program deck, art, kiosk, and canopy structure described in G.4.17.1, G.4.17.2, G.4.17.3, and G.4.17.4 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.17	G4.17.1	Guideline	Outdoor program area. At least one outdoor program area is encouraged.		
DWDSG	OS	04_Open Space	4.17	G4.17.2	Guideline	Art. At least one nature education piece of art is encouraged. Refer to S4.7.2 for more standards around art within the riparian setback. Refer to S7.4.7 for lighting of art within riparian setbacks.		
DWDSG	OS	04_Open Space	4.17	G4.17.3	Guideline	Kiosk. At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.		
DWDSG	OS	04_Open Space	4.17	G4.17.4	Guideline	Canopy structure. At least one canopy structure is encouraged within 50 feet of West Santa Clara Street as a gateway marker for the open space and Los Gatos Creek Multi-Use Trail.		
DWDSG	OS	04_Open Space	4.17	G4.17.5	Guideline	Ground treatment. The program elements for Los Gatos Creek East should reflect the approximate ground treatment denoted in Table 4.9.		

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DWDSG	OS	04_Open Space	4.18	S4.18.1	Standard	Enhancing views to 374 West Santa Clara Street. A view corridor and 40-foot new development setback to 374 West Santa Clara shall be maintained. Permanent and temporary structures and landscape features shall be permitted within the view corridor as amended HP 16-002 Permit for Lot E approved by City Council on May 4th, 2016.		
DWDSG	OS	04_Open Space	4.18	S4.18.2	Standard	Emergency vehicle access. Along the west and south facades of 374 West Santa Clara Street, Gateway to San Jose shall include a clear path of travel for emergency vehicles of no less than 20 feet in width connecting to the private street along the Guadalupe River.		
DWDSG	OS	04_Open Space	4.18	S4.18.3	Standard	Anchor plaza. An anchor plaza shall be a minimum of 6,000 square feet. This large open plaza creates a place for gathering and public events that also opens up onto and maintains views of the historic 374 West Santa Clara Street.		
DWDSG	OS	04_Open Space	4.18	S4.18.4	Standard	Event, Rotating Vendor, and Food Truck Access. The design of the large anchor plaza and vehicular access to the plaza shall provide flexible spaces for rotating vendors and food trucks.		
DWDSG	OS	04_Open Space	4.18	S4.18.5	Standard	Planting strategy. The planting strategy shall reflect the adjacent riparian corridors of the Guadalupe River and Los Gatos Creek by requiring riparian tree species. Through an understory planting strategy, a new layers of vegetation shall be permitted above the existing channel wall along the Guadalupe River corridor; refer to S4.8.2. Refer to Section 4.22 for permitted species.		
DWDSG	OS	04_Open Space	4.18	S4.18.6	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, two of the four programmatic elements — outdoor program area, unserviced pavilion structure, kiosk, and outdoor performance area described in the guidelines G.4.18.1, G.4.18.2, G.4.18.3, and G.4.18.4 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.18	G4.18.1	Guideline	Outdoor program area. At least two outdoor program areas are encouraged.		
DWDSG	OS	04_Open Space	4.18	G4.18.2	Guideline	Unserviced pavilion structure. At least one unserviced pavilion structure is encouraged. Refer to Section 4.25 for definition and standards of unserviced pavilion structures.		
DWDSG	OS	04_Open Space	4.18	G4.18.3	Guideline	Kiosk. At least one kiosk is encouraged to support activation of the anchor plaza. Refer to Section 4.25 for standards of kiosks.		
DWDSG	OS	04_Open Space	4.18	G4.18.4	Guideline	Outdoor performance area. At least one outdoor performance area is encouraged in the Gateway to San José and should be a minimum of 400 square feet.		
DWDSG	OS	04_Open Space	4.18	G4.18.5	Guideline	Ground treatment. The program elements for the Gateway to San José should reflect the approximate ground treatment denoted in Table 4.10.		
DWDSG	OS	04_Open Space	4.19	S4.19.1	Standard	Anchor plaza. An anchor plaza measuring a minimum of 5,000 square feet shall be required.		
DWDSG	OS	04_Open Space	4.19	S4.19.2	Standard	Flexible lawn. A flexible lawn shall be a minimum of 12,000 square feet to accommodate events, screenings, and performances. Secondary flexible lawns shall also be permitted to allow for additional programming.		
DWDSG	OS	04_Open Space	4.19	S4.19.3	Standard	Program deck. A minimum of one program deck shall be required. Program decks shall be adjacent to buildings, interim use structures, or canopy structures and shall have a minimum dimension of 10 feet in width and length.		
DWDSG	OS	04_Open Space	4.19	S4.19.4	Standard	Event, rotating vendor, or food truck access. Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming shall be required.		
DWDSG	OS	04_Open Space	4.19	S4.19.5	Standard	Canopy structure. At least three canopy structures shall be required and are to line this open space as an edge condition.		
DWDSG	OS	04_Open Space	4.19	S4.19.6	Standard	Outdoor performance area. An outdoor performance area shall be required and shall be a minimum of 1,000 square feet to accommodate performances and events of varying sizes.		
DWDSG	OS	04_Open Space	4.19	S4.19.7	Standard	Planting strategy. This open space must include native oak species as part of a re-oaking planting strategy. Understory plantings shall be planted and include but are not limited to perennials, hedges, pollinator gardens, auxiliary flexible lawns, and edge planters. Refer to Section 4.22 for permitted species.		
DWDSG	OS	04_Open Space	4.19	S4.19.8	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, three of the six programmatic elements — informal recreation, neighborhood amenity, art, unserviced pavilion structures, kiosk, and tree grove described in G.4.19.1, G. 4.19.2, G.4.19.3, G.4.19.4, G.4.19.5, and G.4.19.6 respectively — shall be required.		

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DWDSG	OS	04_Open Space	4.19	G4.19.1	Guideline	Informal recreation. At least one informal recreation area is encouraged and should be a minimum of 1,500 square feet.		
DWDSG	OS	04_Open Space	4.19	G4.19.2	Guideline	Neighborhood amenity. At least one of the following neighborhood amenities is encouraged: community garden, dog park, barbeque, playground, informal seating, health and wellness program area, or informal seating.		
DWDSG	OS	04_Open Space	4.19	G4.19.3	Guideline	Art. At least one art piece is encouraged.		
DWDSG	OS	04_Open Space	4.19	G4.19.4	Guideline	Unserviced pavilion structures. A minimum of one unserviced pavilion structure is encouraged. Refer to Section 4.25 for definition and standards of unserviced pavilion structures.		
DWDSG	OS	04_Open Space	4.19	G4.19.5	Guideline	Kiosk. At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.		
DWDSG	OS	04_Open Space	4.19	G4.19.6	Guideline	Tree grove. A tree grove is encouraged to provide additional shade.		
DWDSG	OS	04_Open Space	4.19	G4.19.7	Guideline	Ground treatment. The program elements for St. John Triangle should reflect the approximate ground treatment denoted in Table 4.11.		
DWDSG	OS	04_Open Space	4.20	S4.20.1	Standard	Outdoor program area. At least one outdoor program area shall be required.		
DWDSG	OS	04_Open Space	4.20	S4.20.2	Standard	Tree grove. A stand of trees measuring a minimum 4,000 square feet stand shall be required.		
DWDSG	OS	04_Open Space	4.20	S4.20.3	Standard	Planting strategy. This open space must include native oak species as part of a re-oaking planting strategy. Refer to Section 4.22 for permitted species.		
DWDSG	OS	04_Open Space	4.20	S4.20.4	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, one of the three programmatic elements — water feature, art, and canopy structure described in G.4.20.1, G.4.20.2, and G.4.20.3 respectively — shall be required.		
DWDSG	OS	04_Open Space	4.20	G4.20.1	Guideline	Water feature. A water feature should be part of the stormwater strategy or an amenity that prioritizes the use of recycled water in order to conserve potable water resources. If recycled water is used, both the recycled water quality and the water feature design shall meet the regulations outlined in Section 4.23.		
DWDSG	OS	04_Open Space	4.20	G4.20.2	Guideline	Art. At least one art piece to play on and gather around is encouraged.		
DWDSG	OS	04_Open Space	4.20	G4.20.3	Guideline	Canopy structure. At least one canopy structure is encouraged as a shade alternative.		
DWDSG	OS	04_Open Space	4.20	G4.20.4	Guideline	Ground treatment. The program elements for North Montgomery Pocket Park should reflect the approximate ground treatment denoted in Table 4.12.		
DWDSG	OS	04_Open Space	4.21	S4.21.1	Standard	Promenade. A pedestrian promenade shall route east-to-west along the south side of block A1. The promenade shall maintain a minimum width of 15 feet throughout its length.		
DWDSG	OS	04_Open Space	4.21	S4.21.2	Standard	Entry plaza. An entry plaza at minimum of 2,000 square feet shall be required.		
DWDSG	OS	04_Open Space	4.21	S4.21.3	Standard	Flexible lawn. A minimum of 6,000 square feet of flexible lawn shall be required.		
DWDSG	OS	04_Open Space	4.21	S4.21.4	Standard	Outdoor program area. At least three outdoor program areas shall be required and framed by tree canopies and plantings.		
DWDSG	OS	04_Open Space	4.21	S4.21.5	Standard	Informal recreation. Informal recreation at minimum of 3,000 square feet in size shall be required.		
DWDSG	OS	04_Open Space	4.21	S4.21.6	Standard	Event, rotating vendor, or food truck access. Set-up and tear down of events, rotating vendor access, food truck parking, and other flexible and modifiable programming shall be required.		
DWDSG	OS	04_Open Space	4.21	S4.21.7	Standard	Tree grove. A tree grove shall create a green buffer to the rail corridor and street while also maintaining visibility for a potential future elevated rail. At least one tree grove shall be located within 100 feet of the private road.		
DWDSG	OS	04_Open Space	4.21	S4.21.8	Standard	Planting strategy. This open space must include native oak species as part of a re-oaking planting strategy. Additionally, understory plantings shall be planted and include but are not limited to perennials, hedges, pollinator gardens, auxiliary flexible lawns, and edge planters. Refer to Section 4.22 for permitted species.		
DWDSG	OS	04_Open Space	4.21	S4.21.9	Standard	Programmatic element requirements. In addition to the programmatic elements described as standards, four of the six programmatic elements — program deck, makerspace, art, serviced pavilion structures, kiosk, and ecological demonstration described in G.4.21.1, G.4.21.2, G. 4.21.3, G.4.21.4, G.4.21.5, and G.4.21.6 respectively — shall be required.		

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DWDSG	OS	04_Open Space	4.21	G4.21.1	Guideline	Program deck. At least one program deck is encouraged.		
DWDSG	OS	04_Open Space	4.21	G4.21.2	Guideline	Makerspace. At least one outdoor makerspace is encouraged and should include open-air, non-vegetated space for crafting.		
DWDSG	OS	04_Open Space	4.21	G4.21.3	Guideline	Art. At least one art piece to play on and gather around is encouraged.		
DWDSG	OS	04_Open Space	4.21	G4.21.4	Guideline	Serviced pavilion structure. A serviced pavilion structure is encouraged within 50 feet of the intersection of North Montgomery Street. Refer to Section 4.25 for definition and standards of serviced pavilion structures.		
DWDSG	OS	04_Open Space	4.21	G4.21.5	Guideline	Kiosk. At least one kiosk is encouraged. Refer to Section 4.25 for standards of kiosks.		
DWDSG	OS	04_Open Space	4.21	G4.21.6	Guideline	Ecological demonstration. An ecological demonstration is encouraged.		
DWDSG	OS	04_Open Space	4.21	G4.21.7	Guideline	Ground treatment. The program elements for Northend Park should reflect the approximate ground treatment denoted in Table 4.13.		
DWDSG	OS	04_Open Space	4.22	S4.22.1	Standard	Native planting requirement. Planting shall be limited to native species with exceptions to allow for non-native species that are adapted to the local environment and provide wildlife habitat value.		
DWDSG	OS	04_Open Space	4.22	S4.22.2	Standard	Permitted species. The planting palette shall be selected from the permitted species identified in Figure 4.59 to Figure 4.61. These species were selected for hydrology and general tolerance of the local soils, and the range allows for diverse plantings that are climate resilient and biodiverse. The species selection may be further refined — from those depicted in Figure 4.59 to Figure 4.61 —during site design in order to ensure compatibility with the specific conditions. An exception to this list of permitted species includes historic orchard species. A small representative planting (of four to eight trees) of historic orchard species from the Santa Clara Valley, such as plums (prunes), peaches, apricots, pears, cherries, and apples shall be permitted to be planted while outside riparian setbacks and in no more than one location for each open space represented in Sections 4.12 to 4.21. A letter of professional determination from a biologist shall be submitted with required planting plans when proposing substitute species that meet comparable performance criteria. Any additional species proposed should provide ecological benefit such as value to wildlife and/or other demonstrable environmental benefits such as substantial canopy for shade.		
DWDSG	OS	04_Open Space	4.22	S4.22.3	Standard	Prohibited species. The Project shall avoid the use of non-native species (except as provided for in S4.22.1 and S4.22.2), plants of low ecological value, cultivars, and species incompatible with existing and projected site conditions. Invasive species are not permitted.		
DWDSG	OS	04_Open Space	4.22	G4.22.1	Guideline	Planting placement. It is encouraged for deciduous trees to be placed to provide shelter from the summer sun and allow solar exposure in winter. Evergreen trees are encouraged to be placed to mitigate interseasonal wind acceleration.		
DWDSG	OS	04_Open Space	4.23	S4.23.1	Standard	Water reuse. Irrigation shall be designed to utilize recycled water to meet non-potable water demands.		
DWDSG	OS	04_Open Space	4.23	G4.23.1	Guideline	Stormwater planter species. Native species should be prioritized for landscaped areas addressing stormwater in order to encourage higher performing planters, less maintenance, and greater biodiversity.		
DWDSG	OS	04_Open Space	4.23	G4.23.2	Guideline	Open space stormwater management. At-grade plazas and open spaces should treat runoff with the following strategies: at-grade planters, suspended pavement systems, pervious paving, or infiltration facilities. At-grade planters should be incorporated into the open space design and can treat building runoff exclusively or be combined with other facilities to treat runoff from different portions of the private block.		
DWDSG	OS	04_Open Space	4.24	S4.24.1	Standard	Plazas. Materials for plazas shall be selected to withstand both daily pedestrian use and vehicular access and loading requirements for emergency vehicles or large-scale installations. Plaza materials shall provide level surfaces onto which furnishings, stages, and other elements can be placed. Permitted plaza materials shall include concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and decomposed granite (bonded or loose). Plaza material colors shall be integrated with the color palette of the Project, as shown in Figure 4.66.		

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DWDSG	OS	04_Open Space	4.24	S4.24.2	Standard	Decks and terraces. Decks and terraces shall serve as spaces for gathering, lounging, and dining. Decks and terraces shall provide level surfaces onto which furnishings and elements can be placed. Permitted deck and terrace materials shall include but are not limited to pressure treated woods, cedar, and redwood. Deck and terrace material colors shall be integrated with the color palette of the Project, as shown in Figure 4.67.		
DWDSG	OS	04_Open Space	4.24	S4.24.3	Standard	Materials selection. Materials shall be chosen for texture, color, aggregate, and finish. They shall also be selected from sustainable sources. Where feasible, the open spaces shall be of recycled, reclaimed, recyclable, and local materials. FSC-approved, reclaimed, or other sustainably sourced wood is preferred. To lower surrounding air temperatures and reduce the urban heat island effect, the Project shall use high-reflectivity paving. Selection of materials with high albedo is recommended on-site.		
DWDSG	OS	04_Open Space	4.24	G4.24.1	Guideline	Tactile transition treatment and materials. The transition to and from high pedestrian traffic areas should include tactile elements such as: tactile warning strips, raised intersections, and paving color and texture changes.		
DWDSG	OS	04_Open Space	4.24	G4.24.2	Guideline	Play and recreation surface and color palette. Play and recreation material colors should be an extension of the Projects color palette to unite Downtown Wests public realm design; overly themed and mono-functional playgrounds are not encouraged. Permitted play and recreation surface materials include but are not limited to rubberized play surface, reinforced lawn/turf, grass, and engineered mulch. Permitted natural play surface materials include but are not limited to wood, rocks, rubber, decomposed granite, and sand.		
DWDSG	OS	04_Open Space	4.24	G4.24.3	Guideline	Fortified landscaped areas. Landscaped areas should have fortification at edges to ensure that heavy equipment on any pathways used for load-in of events does not damage the landscaping. Pathways should be rated by allowable weight for any vehicles, and this should be diagrammed for all programming.		
DWDSG	OS	04_Open Space	4.25	S4.25.1	Standard	Permanent structures. Permanent structures shall not occupy greater than 20 percent of a privately-owned public park or City-dedicated park. Refer to Table 4.14 for primary uses of permanent structures.		
DWDSG	OS	04_Open Space	4.25	S4.25.2	Standard	Serviced pavilion structure. No single serviced pavilion structure shall exceed 5,000 square feet in interior area. Serviced pavilion structures shall not exceed 40 feet in height above finished grade as measured to top of roof. These structures shall be enclosed.		
DWDSG	OS	04_Open Space	4.25	S4.25.3	Standard	Unserviced pavilion structure. No single unserviced pavilion structure shall exceed 2,500 square feet in interior area. Unserviced pavilion structures shall not exceed 25 feet in height above finished grade as measured to top of roof. These structures shall be enclosed.		
DWDSG	OS	04_Open Space	4.25	S4.25.4	Standard	Pavilion structure transparency. Serviced and unserviced pavilion structure that use glazing as a material shall provide glazing units with visible light transmittance below 60 percent shall not count toward the required transparent area.		
DWDSG	OS	04_Open Space	4.25	S4.25.5	Standard	Kiosk. No single kiosk shall have an interior area greater than 1,500 square feet. Kiosks shall not exceed 20 feet in height above finished grade as measured to top of roof.		
DWDSG	OS	04_Open Space	4.25	S4.25.6	Standard	Park maintenance structure. Public restrooms, park maintenance and storage facilities, and park management offices shall be permitted supportive structures for active uses; see Section 3.1. No single park maintenance structure shall exceed 1,500 square feet in interior area. Park maintenance structures shall not exceed 20 feet in height above finished grade as measured to top of roof.		
DWDSG	OS	04_Open Space	4.25	S4.25.7	Standard	Temporary structures. Temporary structures shall not occupy greater than 60 percent of a privately-owned public park or City-dedicated park. Refer to Table 4.15 for primary uses of temporary structures.		

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DWDSG	OS	04_Open Space	4.25	G4.25.1	Guideline	Permanent structure transparency and materials. Permanent structure facades should have a minimum of 60 percent facade area transparency between three and 12 feet above grade. Materials for permanent structures are encouraged to reflect the preferred materials of new buildings (see Chapter 5: Buildings) and open space designs. When not using the Projects material palette, the permanent structures are encouraged to reflect a standalone creative use of material. Where feasible, permanent structure materials should be of recycled, reclaimed, recyclable, and local materials.		
DWDSG	OS	04_Open Space	4.25	G4.25.2	Guideline	Furnishing preferred materials. Furnishings should incorporate concrete, metal, or wood as preferred materials. Where feasible, the use of recycled, reclaimed, recyclable, and local materials is encouraged.		
DWDSG	OS	04_Open Space	4.25	G4.25.3	Guideline	Custom furnishings. Custom furnishings should include a range of elements that support the programmatic needs of the Project, as seen in Section 4.11.		
DWDSG	OS	04_Open Space	4.25	G4.25.4	Guideline	Non-custom furnishings. Benches, moveable chairs, receptacles, and bicycle racks constitute the Projects necessities and should augment the more distinctive custom furnishings.		
DWDSG	OS	06_Mobility	6.17	S6.17.3	Standard	Parking and loading access in open space. Access to below-grade parking shall be permitted on project sponsor-owned open space. Driveway entrance shall not exceed 200 feet in length from the curb cut on the nearest street. Driveways shall not count toward open space area denoted in Table 4.1. [DDG Standard 3.5.2.a, Standard 3.5.2.c, Standard 3.5.3.b — superseded]		
DWDSG	OS	07_Lighting and Signage	7.3	S7.3.1	Standard	Lighting element placement. Lighting elements located within a sidewalk throughway or open space path shall be installed in the ground surfaces in a manner as not to obstruct a clear path of travel.		
DWDSG	OS	07_Lighting and Signage	7.3	S7.3.2	Standard	Enclosed electrical elements. Exposed electrical elements such as conduits, junction boxes, transformers, and panels shall have vandal-proof enclosure, and associated conduits shall be concealed as illustrated in Figure 7.3. Power sources and conduits shall be embedded into ground surfaces to support temporary lighting fixtures, internet, audio/visual, art, and other installations.		
DWDSG	OS	07_Lighting and Signage	7.3	S7.3.3	Standard	Atmospheric lighting. Atmospheric lighting shall provide indirect illumination in active gathering areas to maintain safety and visibility as illustrated in Figure 7.4. See Section 4.11 for a full description of open space programmatic elements. Programmatic elements that foster active gathering areas include but are not limited to: Promenade Plaza Flexible lawn Program deck Outdoor program area Informal recreation Event, rotating vendor, and food truck access Water feature Neighborhood amenity Art Pavilion structure Kiosk Canopy structure Outdoor performance area Tree grove		
DWDSG	OS	07_Lighting and Signage	7.3	G7.3.1	Guideline	Lighting levels. Lighting levels should be provided in accordance with the Model Lighting Ordinance by IESNA and International Dark-Sky Association (IDA) lighting guidelines as well as LEED ND Light Pollution Reduction Credit requirement. The Project should be classified between Lighting Zones (LZ) between LZ2 to LZ4 based on the site-specific characteristics.		
DWDSG	OS	07_Lighting and Signage	7.3	G7.3.2	Guideline	Accent lighting. Accent lighting for open space elements and focal points outside a riparian corridor and riparian setbacks is encouraged. Accent lighting should incorporate opportunities for art, technology, and innovation in the form of light sculptures, light etching, illuminated art signage, and projection.		
DWDSG	OS	07_Lighting and Signage	7.3	G7.3.3	Guideline	Lighting in open space near residential areas. Lighting in open space adjacent to residential areas should be focused on safety for pedestrians and bicyclists on pathways.		

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DWDSG	OS	07_Lighting and Signage	7.3	G7.3.4	Guideline	Mid-block passages. Mid-block passages are encouraged to incorporate lighting as an art element to provide a safe, well-lit, and welcoming experience.		
DWDSG	OS	07_Lighting and Signage	7.4	S7.4.1	Standard	Lighting in riparian setbacks and the ecological enhancement zone. 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.		
DWDSG	OS	07_Lighting and Signage	7.4	S7.4.2	Standard	Prohibited lighting in riparian setbacks and the ecological enhancement zone. The following shall be prohibited for lighting within riparian setbacks and the ecological enhancement zone: Lighting directed at a riparian corrido Flood lights Up-lighting and spotlighting for vegetation with an exception to limited lighting for art (See S7.4.7)		
DWDSG	OS	07_Lighting and Signage	7.4	S7.4.3	Standard	Creek footbridge lighting. Minimum lighting shall be permitted to illuminate the paths for pedestrian safety; however, no light shall pass outside of nor under bridges spanning a riparian corridor. For creek footbridge low-impact design strategies and material suggestions, see Section 4.8.		
DWDSG	OS	07_Lighting and Signage	7.4	S7.4.4	Standard	Los Gatos Creek Multi-Use Trail lighting. Any trail lighting within the Los Gatos Creek Riparian Setback or the ecological enhancement zone shall be directed downward onto the trail for safe passage, as illustrated in Figure 7.6. The following standards apply to trail lighting: Bollards equal to or less than four feet tall or fully shielded downlights shall be allowed for safety Fully shielded downlighting up to eight feet tall shall be permitted if wildlife-friendly lighting is used Under-railing light shall be permitted as long as it can be contained and directed toward the trail (such as on the inside of an opaque solid railing)		
DWDSG	OS	07_Lighting and Signage	7.4	S7.4.7	Standard	Lighting for art in the riparian setback. The following shall apply to art objects and associated program lighting within the riparian setback: Up-lighting shall avoid light trespass past the piece of art or associated program and shall not be within 25 feet of a riparian corridor Downlighting shall be directed away from a riparian corridor, fully shielded and limited to the immediate vicinity of the object (no more than three feet from the object). Downlighting shall not be within 25 feet of a riparian corridor Internally lit art pieces shall have light directed fully away from a riparian corridor that is not widely cast. Internally lit art pieces shall not be allowed within 25 feet of a riparian corridor Light intensity shall be low and limited to the wildlife-friendly lighting spectrum Light levels shall not exceed the intensity of the adjoining trail lighting Wall-wash lighting shall not be permitted in the 50-foot riparian setback Future lighting technologies unforeseen at this time shall be permitted if a letter of professional determination from a biologist is submitted that demonstrates such lighting technologies would avoid light and glare impacts to wildlife within a riparian corridor		
DWDSG	OS	07_Lighting and Signage	7.7	S7.7.1	Standard	Permitted signage. Vending cart signs and retail pavilion signs as defined in Municipal Code Part 2.5 Urban Mixed-Use Development Area Sign Zone shall be permitted in the Project and shall be subject to the requirements of Sections 23.04.156.L and 23.04.156.M.		
DWDSG	OS	07_Lighting and Signage	7.7	S7.7.2	Standard	Portable signage. Portable signs, such as sandwich boards and valet parking signs, shall be permitted and limited to one sign per active use, and shall be located within frontage or furnishing zones on sidewalks, or within the open space fronting the business. Event signage shall be excluded from this standard.		
DWDSG	OS	07_Lighting and Signage	7.7	S7.7.3	Standard	Concealed electrical elements. Any electrical signage elements, such as exposed conduits, junction boxes, transformers, and panels boxes shall have vandal-proof enclosure. Concealed conduits shall be used as an alternative.		
DWDSG	OS	07_Lighting and Signage	7.7	G7.7.1	Guideline	Signage orientation. Signage should be primarily oriented toward pedestrians and should guide them through the public realm at the ground level.		
DWDSG	OS	07_Lighting and Signage	7.7	G7.7.2	Guideline	Performance-driven signage material. Materials for signage are encouraged to prioritize performance, durability, quality, and sustainability. Where feasible, natural or raw materials such as wood, stone, or metal should be used. Locally sourced materials are preferred.		

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DWDSG	OS	07_Lighting and Signage	7.7	G7.7.3	Guideline	Inclusivity. Signage should be designed with inclusivity and accessibility as a priority. Considerations include but are not limited to viewing height, text size, color contrast, information about step-free routes on maps, and use of non-linguistic information such as icons and braille for the visually impaired.		
DWDSG	OS	07_Lighting and Signage	7.9	G7.9.1	Guideline	Identity of private pedestrian wayfinding signage. Signage placed on development blocks, such as for office or residential uses, should be recognizably different in design from public realm signage. An overall strategy should be applied to ensure that the differences in design between public and private-facing wayfinding signage is applied consistently.		
DWDSG	OS	07_Lighting and Signage	7.9	G7.9.2	Guideline	Non-verbal wayfinding. To ensure cohesion and a seamless implementation as part of a wayfinding strategy for Downtown West, non-verbal wayfinding features such as art, environmental graphics, and placemaking devices are encouraged throughout the Project. Landmarks and visually distinctive features in the environment should be highlighted on maps and directional signage in order to reinforce them as reference points.		
DWDSG	OS	07_Lighting and Signage	7.9	G7.9.3	Guideline	Interpretive signage. Within the Projects open spaces, signage should incorporate interpretive and interactive educational elements communicating historical, environmental, and ecological elements specific to San José. Examples include but are not limited to ground inlays, etched pavements, murals, signage panels, and art and play features as shown in Figure 7.11.		
DWDSG	OS	07_Lighting and Signage	7.9	G7.9.4	Guideline	Threshold or gateway signage. Wayfinding signage is also encouraged in the form of gateway and/or landmark signage, such as art, to mark thresholds establishing neighborhoods, parks, open spaces, and trails.		

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DDG	OS		4.2.3	Civic Icon Adjacency	a	Guideline	Use a Streetscape and landscape design that helps to unify the new and existing structure.		
DDG	OS		4.2.4	Historic Adjacency	b	Guideline	Use a Streetscape and landscape design that helps to unify the new and old structures.		

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
HP	OS	N/A	N/A	N/A	Habitat Plan	Implement all applicable conditions under the Santa Clara Valley Habitat Plan (HP)		

C.3 Horizontal Improvement Conformance Review Checklist

The project sponsor shall apply for approval of final subdivision maps and improvement plans pursuant to the procedures described in Title 19 of the Municipal Code and any ordinances governing the design and permitting of final subdivisions and improvements applicable to projects within the PD Zoning District.

During the subsequent final subdivision mapping and improvement plan stage, the project sponsor shall demonstrate that horizontal improvements are consistent with the CSDSG, applicable standards in *Chapter 6: Mobility*, the standards and guidelines of the DDG that are applicable within the PD Zoning District, DWIS, and Infrastructure Plan Sheets. The City engineer and applicable City staff shall evaluate consistency with the CSDSG and applicable standards in *Chapter 6: Mobility* reflected this section. During the subsequent final subdivision mapping and improvement plan stage, the City may also refer to other applicable infrastructure documents referenced in Section 1.2. The subdivider for the subject phased Final Map will be required to demonstrate compliance with conditions of approval for the associated Tentative Map or Vesting Tentative Map providing for the dedication of open space to the City or establishment of public access to project sponsor-owned open space.

The Horizontal Conformance Checklist includes the standards and guidelines in *Chapter 6: Mobility*, other DWDSG standards and guidelines applicable to horizontal improvements, and the standards and guidelines of the CSDSG and DDG that are applicable within the PD Zoning District.

During the horizontal improvement, subdivision mapping, and improvement plan process, the project sponsor shall complete the Horizontal Conformance Checklist. Compliance with DWDSG standards applicable to horizontal improvements that are clear and quantitative shall be required under the Horizontal Conformance Checklist.

Compliance with applicable DWDSG guidelines or other qualitative thresholds in the PD Permit shall not be required. Project sponsors shall consider guidelines; however, it is acknowledged that consistency with guidelines is subjective and, due to external conditions, feasibility considerations, or other factors, the intent behind guidelines may be achieved through a variety of alternative strategies. Therefore, except where expressly provided in standards of this DWDSG, consistency with any particular minimum number of guidelines is not required.

The following criteria shall guide any determination for consistency with the GDP and the PD Permit, including this DWDSG, during the horizontal improvement, final mapping, and improvement plan process:

- Diagrams and figures in the GDP and DWDSG illustrate the general arrangement and relationships among future land uses, streets, and open spaces within the PD Zoning District. Blocks, lots, street alignments, and open space configurations are subject to refinement through the Conformance Review process and the subdivision process.
- Conformance with the GDP and DWDSG shall be construed liberally in light of the need for adaptive solutions to unforeseen or unique development constraints that arise over an extended build-out and the City's objectives of promoting growth within the Downtown Growth Area.

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
DWDSG	HI	06_Mobility	6.3	S6.3.1	Standard	Public right-of-way. All public right-of-way shall be open to the sky with the exception of pedestrian bridges as permitted in DDG Section 4.4.8.		
DWDSG	HI	06_Mobility	6.3	S6.3.2	Standard	Grid extensions. The Project shall create street extensions shown in Figure 6.2, which include the following locations: Cahill Street north of West Santa Clara Street to North Montgomery Street Cahill Street south of West San Fernando Street to Park Avenue West St. John Street to the Cahill Street extension West Post Street between Cahill Street and South Autumn Street North Montgomery Street north of Cinnabar Street to Lenzen Avenue		
DWDSG	HI	06_Mobility	6.3	S6.3.3	Standard	Street network reconfiguration. If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involves the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern is consistent with the General Plan and with all standards that are not affected by the property acquisition.		
DWDSG	HI	06_Mobility	6.3	S6.3.4	Standard	Relationship to DISC and rail corridor. Development of the street network and circulation pattern shall be authorized pursuant to the standards and guidelines in this DWDSG. If the DISC partner agencies approve an alignment and expansion of the existing rail right-of-way — including any elevation of rail — that impacts the street network or circulation pattern, including by changing connections across the rail corridor, this DWDSG authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards and guidelines elsewhere in this DWDSG, as reasonably necessary to address the changed conditions. In addition, if the DISC process proposes alternative street operation or function after improvement of DISC, changes to street function and operation may be permitted by the Director of PBCE without amendment to DWDSG. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE as part of Conformance Review or the horizontal improvement, subdivision mapping and improvement plan process, as applicable, without requiring amendment to the DWDSG. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern are consistent with the General Plan and with all standards that are not affected by the approved DISC alignment.		
DWDSG	HI	06_Mobility	6.3	S6.3.5	Standard	Street hierarchy. Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street. [CSDSG Standard 1 — superseded]		
DWDSG	HI	06_Mobility	6.3	S6.3.6	Standard	Active streetscape prioritization. Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.		
DWDSG	HI	06_Mobility	6.4	S6.4.1	Standard	Active streetscape width. Minimum overall active streetscape widths shall meet the sum of the minimum sidewalk width (as defined in the CSDSG “Minimum Sidewalk Zone Widths” table for “Downtown” uses) as well as bikeway and bike buffer width (as defined in the CSDSG “Detailed Pages: Types of Bikeways”). Street types for minimum sidewalk width are denoted in Figure 6.3. [CSDSG Standard 8, Guideline 10 — superseded]		

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DWDSG	HI	06_Mobility	6.4	S6.4.2	Standard	Frontage zone. Frontage zones shall be required in locations identified in Figure 6.10. Minimum dimensions of frontage zones shall correspond to the CSDSG "Minimum Sidewalk Zone Widths" table according to street type. In locations where no frontage zone is required, the frontage zone width shall be reallocated to either the through zone or furnishing zone. [CSDSG Standard 8, Standard 12, Guideline 10, Guideline 14 — superseded]		
DWDSG	HI	06_Mobility	6.4	S6.4.3	Standard	Through zone. Through zones shall be designed to be continuous in width and orientation between intersections.		
DWDSG	HI	06_Mobility	6.4	S6.4.4	Standard	Furnishing zones. When a protected bikeway is included in the active streetscape, the minimum furnishing zone width shall be permitted either between the through zone and a protected bikeway or between a protected bikeway and the curb. A minimum one-foot separation between the sidewalk through zone and a protected bikeway shall be provided. [CSDSG Standard 8, Guideline 10 — superseded]		
DWDSG	HI	06_Mobility	6.4	S6.4.5	Standard	Allowed zone width reductions. Where Emergency Vehicle Access (EVA), ADA accessible pick-up and drop-off, transit stops, or shuttle stops require roadway width, exemptions to minimum dimensions of the frontage zone and furnishing zone shall be permitted to avoid an increase in overall right-of-way. [CSDSG Standard 8, Guideline 10, Guideline 14 — superseded]		
DWDSG	HI	06_Mobility	6.4	S6.4.6	Standard	On-street primary bicycle facility sidewalks. On-street primary bicycle facility streets shown on Figure 6.3 shall meet minimum sidewalk requirements of local connector streets.		
DWDSG	HI	06_Mobility	6.4	S6.4.7	Standard	South Montgomery Street. South Montgomery Street shall be designed as a shared street and maintain a minimum sidewalk width of no less than 12 feet — including, at minimum, a two-foot frontage zone, five-foot through zone, and five-foot furnishing zone. As a curbless street, a curb zone shall not be required on South Montgomery Street. [CSDSG Standard 8, Standard 12, Guideline 10 — superseded]		
DWDSG	HI	06_Mobility	6.4	S6.4.8	Standard	Sidewalk zones. Shared street sidewalks — except South Montgomery Street as identified in S6.4.7 — shall be a minimum of 10 feet wide, with minimum width per sidewalk zone aligned to CSDSG requirements for a downtown local connector street. No minimum curb zone shall be required on shared streets (curbless). [CSDSG Standard 8, Standard 12, Guideline 10 — superseded]		
DWDSG	HI	06_Mobility	6.4	S6.4.9	Standard	Pedestrian path of travel. All shared street sidewalks shall have a continuous path of travel with a minimum width of five feet. Fixed elements shall be prohibited within clear paths of travel.		
DWDSG	HI	06_Mobility	6.4.	S6.4.10	Standard	Shared street transitions. Visual or tactile elements shall be used to indicate the transition to and from a shared street to alert drivers and pedestrians to the new street conditions. Visual elements include gateways, signs, and street narrowing. Tactile elements can include tactile warning strips, raised intersections, and changes in pavement color and texture.		
DWDSG	HI	06_Mobility	6.5	S6.5.1	Standard	Bicycle lanes. Protected bicycle lanes (Class IV), on-street bicycle lanes (Class II), and shared lanes (Class III) shall be located as identified in Figure 6.13.		
DWDSG	HI	06_Mobility	6.5	S6.5.2	Standard	Protected bicycle lane buffers. Where the bicycle lane buffer also serves as the furnishing zone, it shall meet furnishing zone requirements per the CSDSG "Minimum Sidewalk Zone Widths" table. See also Section 6.4. [CSDSG Standard 8, Guideline 10 — superseded]		
DWDSG	HI	06_Mobility	6.6	S6.6.1	Standard	Transit access. Anticipated transit access streets, as identified in Figure 6.16, shall include at least one lane in each direction with a minimum of 11 feet and a maximum of 12 feet in width. Transit access lanes shall be outer lanes for streets greater than two lanes. [CSDSG Standard 4 — superseded]		
DWDSG	HI	06_Mobility	6.6	S6.6.2	Standard	Shuttle access. Shuttles routes in Downtown West shall align to transit access streets and city-identified transit priority streets, as denoted in Figure 6.16.		
DWDSG	HI	06_Mobility	6.6	S6.6.3	Standard	Separated drop-off zones. Shuttle stops shall be clearly distinguished and separate from rideshare drop-off zones through the use of at least one of the following: Signage Curb color Street markings Dynamic lanes that may change in transportation operations to be used in support of event traffic, as shown in Figure 6.42, shall be exempt from this requirement.		

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DWDSG	HI	06_Mobility	6.6	S6.6.4	Standard	Shuttle stop dimension. For shuttle stops where private shuttles are shared with transit, a minimum of 240 feet of linear curb length shall be provided. For shuttle stops only servicing private shuttles, a minimum of 180 feet of linear curb shall be provided. Curb side shuttle stops shall be required on both sides of the street, except when streets create a loop, as in the case of the streets surrounding block A1.		
DWDSG	HI	06_Mobility	6.6	S6.6.5	Standard	Shuttle stop concrete pad. Concrete bus pads shall be constructed at a minimum thickness of 10 inches and extend the entire width and length of the designated shuttle loading zone.		
DWDSG	HI	06_Mobility	6.6	G6.6.1	Guideline	Shuttle stop design. Shuttle stops should provide a covered waiting area with seating for passengers. Other design features may include signage or additional furnishings, lighting, seating, and waste receptacles. See Figure 6.17 for examples.		
DWDSG	HI	06_Mobility	6.7	S6.7.1	Standard	Gutter. All streets shall have a minimum two foot wide gutter. The dimensions of travel lanes that are adjacent to the curb are exclusive of the curb and gutter. Lanes constructed as a continuous concrete surface or shared streets (Section 6.4) are exempt from this standard.		
DWDSG	HI	06_Mobility	6.7	G6.7.1	Guideline	Traffic calming treatments. Traffic calming treatments — such as raised crosswalks, curb extensions or bulb-outs, street tree boxes, and street furnishings — should be implemented wherever feasible, especially in the Core. See Figure 6.18 for examples.		
DWDSG	HI	06_Mobility	6.7	G6.7.2	Guideline	Temporary barriers. Retractable or removable bollards — or other vertical barriers — are encouraged at the entrance to public or private streets that close frequently to vehicle traffic for events or to prioritize non-vehicular uses.		
DWDSG	HI	06_Mobility	6.8	S6.8.1	Standard	Private street design. Private streets shall be subject to the CSDSG minimum sidewalk dimensions of downtown local connector streets. In locations where designated shuttle staging zones are required on private streets, furnishing zone width shall be permitted to be reallocated towards the shuttle staging zone width.		
DWDSG	HI	06_Mobility	6.8	S6.8.2	Standard	Generally-accessible private streets. Generally-accessible private streets shall be permitted in the locations identified in Figure 6.19.		
DWDSG	HI	06_Mobility	6.8	S6.8.3	Standard	Limited-access private streets. Private streets shall be permitted to be closed as needed by the project sponsor for special events and security in the locations identified in Figure 6.19. Covenants, restrictions, or easements recorded against properties subject to private streets shall include terms to ensure public access, public safety, and security of adjacent property consistent with the DWDSG and the terms of any applicable development agreement.		
DWDSG	HI	06_Mobility	6.8	S6.8.4	Standard	Covered private street. Connected buildings shall be permitted above the private street at block F1. See Section 5.20 for requirements of connected buildings.		
DWDSG	HI	06_Mobility	6.8	S6.8.5	Standard	Private street replacement. Replacement of private streets with open space shall be permitted.		
DWDSG	HI	06_Mobility	6.8	G6.8.1	Guideline	Private shared streets. Private streets may be designed as shared streets to reduce vehicle speeds and expand the active streetscape in low traffic areas. Private shared streets may also support multi-purpose space during restricted vehicular access for special events.		
DWDSG	HI	06_Mobility	6.9	S6.9.1	Standard	Pedestrian crossings. At a minimum, crosswalks shall consist of continental striping (for controlled intersections) or ladder striping (for uncontrolled locations).		
DWDSG	HI	06_Mobility	6.9	S6.9.2	Standard	Bicycle design treatments. Bicycle lanes shall not be removed on the approach to an intersection to accommodate vehicle turn lanes or other uses.		
DWDSG	HI	06_Mobility	6.9	S6.9.3	Standard	Intersection treatments. Intersections that include Class IV protected bicycle lanes or the Los Gatos Creek Multi-Use Trail shall employ one of the following treatments that reduces potential conflicts with other road users: Protected intersections Centerline hardening Corner wedges Bike boxes Traffic signal modifications Bicycle signals Approach taper		
DWDSG	HI	06_Mobility	6.9	G6.9.1	Guideline	Raised crossings. Raised crossings are encouraged within the Core, particularly along Cahill Street, South Montgomery Street, and South Autumn Street. Downtown West should include raised crossings where high volumes of people walking and biking are expected.		

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DWDSG	HI	06_Mobility	6.9	G6.9.2	Guideline	Protected intersections. Intersecting streets with protected bicycle lanes (Class IV bicycle lanes) should be designed as protected intersections where possible.		
DWDSG	HI	06_Mobility	6.9	G6.9.3	Guideline	Placemaking. Intersections should incorporate placemaking elements such as landscaping, wayfinding, art installations, street furniture, and decorative paving treatments.		
DWDSG	HI	06_Mobility	6.11	S6.11.1	Standard	Dynamic lane width. Dynamic lanes used for parking, loading, or pickup and drop-off shall be a minimum of seven feet wide, and a maximum of eight feet wide, inclusive of the gutter. If used for a transit stop or shuttle stop, dynamic lane shall be permitted to be up to 10 feet wide.		
DWDSG	HI	06_Mobility	6.11	S6.11.2	Standard	Passenger loading. Passenger loading zones shall provide a designated area for vehicles, including ride hail vehicles, to pick-up and drop-off their passengers without interfering with the flow of traffic nor the pedestrian through zone. [CSDSG Standard 8, Guideline 10 — superseded]		
DWDSG	HI	06_Mobility	6.11	S6.11.3	Standard	Permanent uses in Dynamic Lanes. Permanent uses shall be permitted within the dynamic lane, including but not limited to blub-out planting, permanent planting, parklets, and extended functional space for any of the elements of the active streetscape. At-grade permanent uses shall not be located in dynamic lanes that may be used to support transit and event traffic, as shown in Figure 6.42.		
DWDSG	HI	06_Mobility	6.11	S6.11.4	Standard	Curb extension. When at an intersection or pedestrian crossing and not being used for on-street parking, logistics, or mobility needs (protected intersection or turning lanes), dynamic lanes shall be designed as curb extensions that expand the active streetscape. Dynamic lanes designed as curb extensions shall include a minimum of one of the following components: Additional frontage zone space Stormwater infrastructure Planting Street furniture Transit stops		
DWDSG	HI	06_Mobility	6.11	G6.11.1	Guideline	Shared streets. For shared streets, the dynamic lane may be reallocated to sidewalk zones to increase landscape areas or support retail spill-out.		
DWDSG	HI	06_Mobility	6.11	G6.11.2	Guideline	Freight loading. Designated on-street freight loading zones should be included in front of commercial uses where doing so does not adversely interfere with pedestrian and bike accommodation.		
DWDSG	HI	06_Mobility	6.11	G6.11.3	Guideline	Truck turning. To accommodate truck turning movements in accessing off-street loading areas, removal of street parking should be considered before widening the street or changing the intersection.		
DWDSG	HI	06_Mobility	6.12	S6.12.1	Standard	Planting within the active streetscape. Plantings shall be located in a sidewalk furnishing zone, a protected bikeway buffer, or where a furnishing zone is combined with a protected bikeway buffer to provide additional space for plantings (see Section 6.4). In some instances, plantings may be located in a dynamic lane when it is not needed to support transit and event traffic, as shown in Figure 6.42.		
DWDSG	HI	06_Mobility	6.12	S6.12.2	Standard	Street tree spacing. Where implementing improvements to the sidewalk on public streets, all Project frontage shall be required to plant street trees at intervals of 20 to 50 linear feet apart. Street trees shall be planted no closer than one-half the mature canopy width apart. Exemptions to street tree spacing include: Within 20 linear feet from street lights, stop signs, or other traffic devices Within 10 linear feet from overhead high voltage lines Along frontages where there are existing retaining walls, as is the case along West Santa Clara Street west of Cahill Street and West Julian Street Along one of the Project frontages on Park Avenue, West Julian Street, or West San Fernando Street Along the length of a designated ADA accessible pick-up and drop-off zone, transit stop, or shuttle stop		
DWDSG	HI	06_Mobility	6.12	S6.12.3	Standard	Planting strips with street trees. Tree basins within planting strips shall be a minimum of four feet by five feet.		

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DWDSG	HI	06_Mobility	6.12	S6.12.4	Standard	Structural soil. Use of structural soils shall be permitted in constrained tree planting, at locations where surface area for open tree planters is less than six feet by six feet. At such locations, structural soils shall provide a minimum of six feet by eight feet of suitable soil area.		
DWDSG	HI	06_Mobility	6.12	S6.12.5	Standard	Contiguous tree wells. Tree wells shall be contiguous (connected) along the length of the block, curb, and / or contiguous under bike lanes where they do not interfere with street utilities or other subgrade components, geometric street design, or dynamic lanes.		
DWDSG	HI	06_Mobility	6.12	S6.12.6	Standard	Compatible native tree species. At minimum, 90 percent of street trees shall be selected from the native species identified in Figure 6.46, unless deemed reasonably infeasible. To ensure species diversity, no more than 20 percent of the new street tree species planted in the Project area shall be a single species. Consultation with the Office of the City Arborist and a letter of professional determination from a biologist shall be required to select alternative species that provide ecological benefit. [CSDSG Guideline 111 — superseded]		
DWDSG	HI	06_Mobility	6.12	S6.12.7	Standard	Compatible native understory species. Native plant species shall be selected for, at minimum, 90 percent of new understory planting, unless deemed reasonably infeasible. To ensure species diversity, no more than 20 percent of the new understory species planted in the Project area shall be a single species. Consultation with the Office of the City Arborist and a letter of professional determination from a biologist shall be required to select alternative species that provide ecological benefit. [CSDSG Guideline 111 — superseded]		
DWDSG	HI	06_Mobility	6.12	S6.12.8	Standard	Understory planting. Understory or perennial planting shall be allowed on all streets. Planting strips with low plantings shall be a minimum width of three feet.		
DWDSG	HI	06_Mobility	6.12	S6.12.9	Standard	Temporary planters. Temporary planters shall be permitted within the active streetscape, in addition to street trees.		
DWDSG	HI	06_Mobility	6.12.	S6.12.10	Standard	Invasive species. Invasive tree and understory planting species shall not be permitted.		
DWDSG	HI	06_Mobility	6.12	G6.12.1	Guideline	Preferred tree planting location. Tree planting zones should be located as far as feasible from the building facade. In locations where there is both a furnishing zone and a bicycle buffer large enough for minimal tree planting dimensions, the bicycle buffer is the preferred location for planting to increase the scale of mature canopy.		
DWDSG	HI	06_Mobility	6.12	G6.12.2	Guideline	Continuous tree canopy. Continuous tree canopy cover should be prioritized to create shaded active mobility zones and improve ecological connectivity.		
DWDSG	HI	06_Mobility	6.12	G6.12.3	Guideline	Character-defining corridors. Structural soils are encouraged to enable tree health, longevity, and canopy growth along Bird Avenue, South Autumn Street, Cahill Street north of West Santa Clara Street, and North Montgomery Street south of Cinnabar Street.		
DWDSG	HI	06_Mobility	6.13	S6.13.1	Standard	Above-grade utilities location. All above-grade utilities within the right-of-way shall be located within the furnishing zone and shall not interfere with the through zone. See Figure 6.47 for examples.		
DWDSG	HI	06_Mobility	6.13	S6.13.2	Standard	Parking meters and other street parking elements. All parking meters and other permanent street elements, including pay and display machines and multi-space meters, shall be located in the furnishing zone. Street parking elements shall be organized and consolidated where possible.		
DWDSG	HI	06_Mobility	6.13	G6.13.1	Guideline	Utility access. All utilities should be placed below grade wherever feasible or clustered around driveway curb cuts. Where feasible, utilities should be grouped and allow clear access to the through zone adjacent to any street furnishing elements.		
DWDSG	HI	06_Mobility	6.14	G6.14.1	Guideline	Seating design. Seating should be designed to allow people to sit and gather, and should be oriented to the activity or views. Seating should include different types of custom and non-custom site furnishings, such as chairs and benches, in order to accommodate all ages. Benches should be a mix of social and individual use. Large benches that safely accommodate groups of people and a variety of seating arrangements are encouraged.		
DWDSG	HI	06_Mobility	6.14	G6.14.2	Guideline	Metal benches. Metal benches should be located where there is ample opportunity for shade from structures or tree canopies.		

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DWDSG	HI	06_Mobility	6.14	S6.14.1	Standard	Street paving materials. The materials used for streets shall be able to withstand extensive use, wear-and-tear, and load-bearing requirements for all intended vehicle types. Permitted paving materials shall include asphalt, concrete (aggregate or polished and textured or smooth), concrete pavers, and granite pavers (cobblestone). Any proposed paving materials not included in the 1992 San José Standard Specifications shall be noted in the Downtown West Improvement Standards. See Figure 6.48 for examples.		
DWDSG	HI	06_Mobility	6.14	S6.14.2	Standard	Dynamic lane paving materials. The materials used in dynamic lanes shall be able to withstand wear-and-tear and load-bearing requirements for vehicle parking and pick up / drop-off situations in areas where those uses are expressly permitted. Due to the flexible nature of the space, a wider variety of materials shall be considered including concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and decomposed granite (bonded or loose). See Figure 6.49 for examples.		
DWDSG	HI	06_Mobility	6.14	S6.14.3	Standard	Sidewalk paving materials. Sidewalk materials shall provide level surfaces onto which furnishing elements can be placed. Permitted sidewalk materials shall include concrete (aggregate or polished and textured or smooth), concrete pavers and bricks, granite pavers (cobblestone), and wood deck. Sidewalk material colors shall be integrated with the color palette of the Project as denoted in Section 4.25. See Figure 6.50 for examples.		
DWDSG	HI	06_Mobility	6.14	G6.14.3	Guideline	Public realm continuity. Where the sidewalk abuts open spaces, the sidewalk material should be coordinated to create contiguous public space while not hindering clear directionality and continuation of the designated sidewalk zone.		
DWDSG	HI	06_Mobility	6.14	G6.14.4	Guideline	Protected bicycle lanes. Protected bicycle lane materials in the Project should be able to withstand the extensive use, wear-and-tear, maintenance, and load-bearing demands of daily cycle activity. These materials should allow for clear demarcation through appropriate signage for safety and wayfinding. See Figure 6.51 for examples.		
DWDSG	HI	06_Mobility	6.14	G6.14.5	Guideline	Pervious paving. Certain streets may include pervious paving for stormwater management within the right-of-way. These streets include but are not limited to South Montgomery Street and West Post Street.		
DWDSG	HI	06_Mobility	6.14	G6.14.6	Guideline	Key crosswalks paving material. The paving materials at key crosswalks should use high contrast materials to prioritize and enrich the pedestrian experience. Where key crosswalks provide access to public open space, materials of crosswalks should be complementary to those of the adjoining open spaces. Materials should be stable and slip-resistant.		
DWDSG	HI	06_Mobility	6.14	G6.14.7	Guideline	Crosswalk art. Art is encouraged on crosswalk surfaces at pedestrian priority passages in priority locations. Final design should be reviewed and approved by the Department of Transportation. See Figure 6.52 for examples of crosswalk art.		
DWDSG	HI	06_Mobility	6.15	S6.15.1	Standard	Mobility hubs. Mobility Hubs shall be located on the same block as high capacity transit stops or stations where feasible, including Diridon Station and at other frequent transit and shuttle bus stops. At least three supportive amenities or elements listed below shall be required at each mobility Hub, see Figure 6.53 for examples. Supportive amenities and elements include but are not limited to: Bus stops and layover zones Transit shelters with real-time arrival information Short- and long-term bike parking Bicycle share and scooter share Designated bikeway Wayfinding Active uses with outdoor seating Parklet Car share Pickup / drop-off areas Electric vehicle charging stations Managed public on-street or off-street parking Location, elements, and sizing of mobility hubs shall be coordinated with the Departments of Transportation and Public Works.		
DWDSG	HI	06_Mobility	6.15	S6.15.2	Standard	Bicycle parking locations. Short-term bicycle parking shall be located in the furnishing zone, bicycle buffer, dynamic lanes, building setbacks, or public open spaces within 100 feet from the primary entrance of a building. The centerpoint of a bike rack shall be located no less than two feet from a pedestrian path or sidewalk through zone, bicycle lane, or vehicle travel lane.		

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DWDSG	HI	06_Mobility	6.15	G6.15.2	Guideline	Scooter corrals. The creation of designated scooter share parking areas through pavement markings is encouraged. Unlike bicycles, shared scooters do not require a rack to support them and keep them upright, therefore racks are not recommended unless to provide recharging on site.		
DWDSG	HI	06_Mobility	6.17	S6.17.1	Standard	Prohibited curb cut locations. Curb cuts shall be prohibited in the locations identified in Figure 6.55. Additionally, on-street loading and curb cuts for vehicular access to buildings shall be prohibited on open space. Temporary loading and service access for events shall be exempt from this standard. Additional curb cuts shall be permitted at the discretion of the City. [DDG Standard 3.3.2.b, 3.5.2.a, Standard 3.5.3.b, Guideline 3.3.2.f — superseded]		
DWDSG	HI	06_Mobility	6.17	S6.17.2	Standard	Parking and loading access near riparian corridors. Off-street parking and loading access shall not be located within the Los Gatos Creek Riparian Setback nor the ecological enhancement zone to reduce the potential for new light sources directed towards the riparian corridor that negatively affect wildlife.		
DWDSG	HI	06_Mobility	6.17	S6.17.4	Standard	Signalized intersection adjacency. Driveways shall be located at least 150 feet from signalized intersections except for infrastructure zones as denoted in Figure 3.3. [CSDSG Guideline 27 — superseded]		
DWDSG	HI	07_Lighting and Signage	7.6	S7.6.1	Standard	Street lighting location. All streetlight poles shall be located in the furnishing zone, which may either be located within the sidewalk or bikeway buffer, as identified in Section 6.4 and illustrated in Figure 7.8.		
DWDSG	HI	07_Lighting and Signage	7.6	S7.6.2	Standard	Electrical conduits. Electrical conduits for street lighting shall be embedded underground.		
DWDSG	HI	07_Lighting and Signage	7.6	G7.6.1	Guideline	Street lighting fixture design. On public streets, lighting fixture design should be consistent with the building and public realm context to maintain continuity beyond Downtown West.		
DWDSG	HI	07_Lighting and Signage	7.6	G7.6.2	Guideline	Street lighting levels. Lighting on private streets should be proportional to the scale of ground floor activities and bright enough to ensure security during nighttime, as illustrated in Figure 7.8.		
DWDSG	HI	07_Lighting and Signage	7.9	S7.9.2	Standard	Interpretive pavement markings. Design of interpretive pavement markings shall follow CSDSG guidelines and permit the use of icons and branding when providing a link between Los Gatos Creek Multi-Use Trail segments along Autumn Street and at trail crossings. For design of pavements see Section 6.14.		

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DWDSG	HI	06_Mobility	6.3	S6.3.1	Standard	Public right-of-way. All public right-of-way shall be open to the sky with the exception of pedestrian bridges as permitted in DDG Section 4.4.8.		
DWDSG	HI	06_Mobility	6.3	S6.3.2	Standard	Grid extensions. The Project shall create street extensions shown in Figure 6.2, which include the following locations: Cahill Street north of West Santa Clara Street to North Montgomery Street Cahill Street south of West San Fernando Street to Park Avenue West St. John Street to the Cahill Street extension West Post Street between Cahill Street and South Autumn Street North Montgomery Street north of Cinnabar Street to Lenzen Avenue		
DWDSG	HI	06_Mobility	6.3	S6.3.3	Standard	Street network reconfiguration. If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involves the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern is consistent with the General Plan and with all standards that are not affected by the property acquisition.		
DWDSG	HI	06_Mobility	6.3	S6.3.4	Standard	Relationship to DISC and rail corridor. Development of the street network and circulation pattern shall be authorized pursuant to the standards and guidelines in this DWDSG. If the DISC partner agencies approve an alignment and expansion of the existing rail right-of-way — including any elevation of rail — that impacts the street network or circulation pattern, including by changing connections across the rail corridor, this DWDSG authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards and guidelines elsewhere in this DWDSG, as reasonably necessary to address the changed conditions. In addition, if the DISC process proposes alternative street operation or function after improvement of DISC, changes to street function and operation may be permitted by the Director of PBCE without amendment to DWDSG. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE as part of Conformance Review or the horizontal improvement, subdivision mapping and improvement plan process, as applicable, without requiring amendment to the DWDSG. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern are consistent with the General Plan and with all standards that are not affected by the approved DISC alignment.		
DWDSG	HI	06_Mobility	6.3	S6.3.5	Standard	Street hierarchy. Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street. [CSDSG Standard 1 — superseded]		
DWDSG	HI	06_Mobility	6.3	S6.3.6	Standard	Active streetscape prioritization. Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.		
DWDSG	HI	06_Mobility	6.4	S6.4.1	Standard	Active streetscape width. Minimum overall active streetscape widths shall meet the sum of the minimum sidewalk width (as defined in the CSDSG “Minimum Sidewalk Zone Widths” table for “Downtown” uses) as well as bikeway and bike buffer width (as defined in the CSDSG “Detailed Pages: Types of Bikeways”). Street types for minimum sidewalk width are denoted in Figure 6.3. [CSDSG Standard 8, Guideline 10 — superseded]		

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DWDSG	HI	06_Mobility	6.3	S6.3.3	Standard	Street network reconfiguration. If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involves the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern is consistent with the General Plan and with all standards that are not affected by the property acquisition.		
DWDSG	HI	06_Mobility	6.3	S6.3.4	Standard	Relationship to DISC and rail corridor. Development of the street network and circulation pattern shall be authorized pursuant to the standards and guidelines in this DWDSG. If the DISC partner agencies approve an alignment and expansion of the existing rail right-of-way — including any elevation of rail — that impacts the street network or circulation pattern, including by changing connections across the rail corridor, this DWDSG authorizes reconfiguration of the street network, grading, and circulation pattern through deviations from standards and guidelines elsewhere in this DWDSG, as reasonably necessary to address the changed conditions. In addition, if the DISC process proposes alternative street operation or function after improvement of DISC, changes to street function and operation may be permitted by the Director of PBCE without amendment to DWDSG. Deviations to standards that the project sponsor seeks pursuant to this standard shall be reviewed by the Director of PBCE as part of Conformance Review or the horizontal improvement, subdivision mapping and improvement plan process, as applicable, without requiring amendment to the DWDSG. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured street network, grading, or circulation pattern are consistent with the General Plan and with all standards that are not affected by the approved DISC alignment.		
DWDSG	HI	06_Mobility	6.3	S6.3.5	Standard	Street hierarchy. Downtown West shall include the applicable street typologies within or immediately adjacent to the Project as denoted in Figure 6.3. Street types include those defined in the General Plan and included in the DSAP — grand boulevard, city connector street, main street, on-street primary bicycle facility, local connector street — as well as an additional typology, private street. [CSDSG Standard 1 — superseded]		
DWDSG	HI	06_Mobility	6.3	S6.3.6	Standard	Active streetscape prioritization. Residual right-of-way, after functional requirements within the curb-to-curb zone have been met, shall be allocated to elements and functions of the active streetscape, as identified in Figure 6.6.		
DWDSG	HI	06_Mobility	6.4	S6.4.1	Standard	Active streetscape width. Minimum overall active streetscape widths shall meet the sum of the minimum sidewalk width (as defined in the CSDSG “Minimum Sidewalk Zone Widths” table for “Downtown” uses) as well as bikeway and bike buffer width (as defined in the CSDSG “Detailed Pages: Types of Bikeways”). Street types for minimum sidewalk width are denoted in Figure 6.3. [CSDSG Standard 8, Guideline 10 — superseded]		

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DDG	HI		2.6	Special Lighting		Framework Plans	[Figure]		
DDG	HI		3.2.1	Block Size	b	Standard	Connect the ends of new streets or paseos with existing streets and paseos in adjacent blocks.		
DDG	HI		3.4.4	Vehicle and Bicycle Parking Location	a	Guideline	Locate bicycle parking to be part of the pedestrian network, not as part of vehicular parking.		

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CSDSG	HI	Primary Guiding Principles	2	Standard	Streets shall be designed to promote safety and convenience for pedestrians, bicyclists, users with disabilities, and/or children. (pg. 23)		
CSDSG	HI	Primary Guiding Principles	3	Standard	Streets shall be designed according to target speeds. (pg. 20)		
CSDSG	HI	Primary Guiding Principles	5	Standard	Streets shall be designed to balance safety, delay, carrying capacity, and comfort for people who walk, bike, take transit, and/or drive. (pg. 23)		
CSDSG	HI	Primary Guiding Principles	6	Standard	Multimodal factors of person delay, reliability, safety, and comfort shall be analyzed. (pg. 23)		
CSDSG	HI	Americans with Disabilities Act (ADA)	7	Standard	All streetscape designs shall meet or exceed ADA requirements. (throughout the document)		
CSDSG	HI	Widths	9	Standard	The Director of Transportation determines if a Collector Street shall be designed to the specifications of an Arterial or Local Street. (pg. 14)		
CSDSG	HI	Widths	10	Standard	Emergency access routes shall accommodate emergency vehicle access. (pg. 37)		
CSDSG	HI	Widths	11	Standard	A 5' minimum clearance must be maintained for on-street disabled parking. (pg. 78)		
CSDSG	HI	Sidewalk and Walkway Deisgn	13	Standard	The path of travel between sidewalks and building entries, as well as paths to and from on-street parking for people with disabilities, shall be kept clear. (pg. 72)		
CSDSG	HI	Sidewalk and Walkway Deisgn	14	Standard	Street trees and tree basins shall be situated to accommodate opening doors and facilitate passenger entry and exit from parked vehicles. (pg. 77)		
CSDSG	HI	Sidewalk and Walkway Deisgn	15	Standard	Café and restaurant tables and seating shall allow for clear access and not interfere with driveways, curb ramps, or emergency access. (pg. 72)		
CSDSG	HI	Sidewalk and Walkway Deisgn	16	Standard	Marked crosswalks shall be defined through yellow (in school zones) or white pavement striping. (pg. 83)		
CSDSG	HI	Bikeways Design	17	Standard	Cycle tracks, bike lanes, and shared use paths shall have bike signal detection and/or actuation. (p. 98)		
CSDSG	HI	Bikeways Design	18	Standard	Cycle tracks shall include intersection approaches. (pg. 98, 111)		
CSDSG	HI	Complete Streets	1	Guideline	Context types should be used to design streets in San Jose. (pg. 10, 68-71)		
CSDSG	HI	Intersections	2	Guideline	Intersections should be designed first and foremost for people, be multimodal in nature, and evaluated based on metrics such as person delay, safety, reduction in VMT, transportation network capacity and efficiency, and placemaking (rather than solely level of service). (pg. 49, 50)		
CSDSG	HI	Intersections	3	Guideline	Intersections should be designed as part of an entire network. (pg. 57)		
CSDSG	HI	Intersections	4	Guideline	Placemaking features should be incorporated into intersections. (pg. 50)		
CSDSG	HI	Intersections	5	Guideline	Innovative pilot treatments should be considered. (pg. 50)		
CSDSG	HI	Intersections	6	Guideline	Retrofitting strategies should be considered when nearby land use development occurs. (pg. 58)		

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CSDSG	HI	Walkways and Sidewalks	7	Guideline	Pedestrian networks should be integrated within the larger transportation network. (pg. 66)		
CSDSG	HI	Walkways and Sidewalks	8	Guideline	Sidewalks should connect to other modes of travel and provide connectivity, ease of travel, and a comfortable environment to wait for transit. (pg. 66)		
CSDSG	HI	Walkways and Sidewalks	9	Guideline	Sidewalk width should allow for “green” design features. (pg. 66)		
CSDSG	HI	Sidewalks and Sidwalk Zones	11	Guideline	Through Zones should be wider than 4-5’, as straight as possible, continuous across driveways, and cross driveways at a level grade. (pg. 68)		
CSDSG	HI	Sidewalks and Sidwalk Zones	12	Guideline	Enhancing elements such as street trees, pedestrian lighting, awnings, street furniture, and news racks should be located in the appropriate sidewalk zone (not in the Through Zone). (pg. 30 and 73)		
CSDSG	HI	Sidewalks and Sidwalk Zones	13	Guideline	Paving materials used in the Through Zone should be slip resistant (pg. 53 and 68)		
CSDSG	HI	Sidewalks and Sidwalk Zones	15	Guideline	Fixed benches in the Frontage Zone should be at least 1’ away from the building edge. (pg. 72)		
CSDSG	HI	Sidewalks and Sidwalk Zones	16	Guideline	Street trees should be placed in the Furnishing Zone. (pg. 77)		
CSDSG	HI	Sidewalks and Sidwalk Zones	17	Guideline	Utilities should be located within the Furnishing Zone and have enough clearance around them to allow for their maintenance and use. (pg. 76)		
CSDSG	HI	Sidewalks and Sidwalk Zones	18	Guideline	Furnishing Zones in urban areas should have greater emphasis on pedestrian-oriented amenities such as seating and appropriately-scaled lighting. (pg. 69)		
CSDSG	HI	Sidewalks and Sidwalk Zones	19	Guideline	Planters should be at least 3’ wide in the Furnishing Zone. (pg. 78)		
CSDSG	HI	Sidewalks and Sidwalk Zones	20	Guideline	Bike racks should be located in the Furnishing Zone, accommodate different bike frame types and sizes, and allow for easy locking of the frame and wheel/wheels to the rack. (pg. 75)		
CSDSG	HI	Sidewalks and Sidwalk Zones	21	Guideline	Curb Zones should be wider in areas where more frequent changeover of parking is expected to avoid conflicts with landscaping and more passive activity in the Furnishing Zone (pg. 69, 78)		
CSDSG	HI	Sidewalks and Sidwalk Zones	22	Guideline	Curb Zones should always be free of vertical obstructions. (pg. 69)		
CSDSG	HI	Sidewalks and Sidwalk Zones	23	Guideline	Single and double space meters should be immediately visible to drivers and located in the Curb Zone, or within the Furnishing Zone as close as feasible to the Curb Zone, and at the front or rear end of angled and parallel parking stalls (pg. 73)		
CSDSG	HI	Truck Access	24	Guideline	Trucks and other heavy vehicles should be accommodated in areas requiring truck access where doing so would not adversely interfere with pedestrian and bike accommodation (pg 40)		
CSDSG	HI	Driveways	25	Guideline	Driveways should be minimized in areas with high pedestrian activity or enhanced bikeway facilities. (pg. 41)		
CSDSG	HI	Driveways	26	Guideline	Entrance/exit driveways should be limited to 2 per 300 hundred feet in most locations, or even fewer along corridors with high pedestrian or bicycling activity, or with designated bikeways. (pg. 41)		

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CSDSG	HI	Driveways	28	Guideline	Most driveways should not have a curb radius, or if present, should include curbs with a radius of less than 5'. (pg. 41)		
CSDSG	HI	Lane Widths	29	Guideline	Travel lanes should not be wider than 12', except where necessary to accommodate bikes in shared lanes or light rail transit. (pg. 27)		
CSDSG	HI	Bikeways	30	Guideline	Bikeways should have median refuges. (pg. 98)		
CSDSG	HI	Bikeways	31	Guideline	Cycle tracks, bike lanes, and shared use paths should have bike lanes through intersections. (pg. 98)		
CSDSG	HI	Bikeways	32	Guideline	Cycle tracks, bike lanes, shared lanes, and bike boulevards should have extended green time at signalized intersections. (pg. 98)		
CSDSG	HI	Bikeways	33	Guideline	Cycle tracks and shared use paths should have bike signal heads. (pg. 98)		
CSDSG	HI	Bikeways	34	Guideline	Cycle tracks should be installed on streets with high bike volumes and high vehicle speeds, especially on routes with heavy truck traffic or high parking turnover. (pg. 28, 91)		
CSDSG	HI	Bikeways	35	Guideline	Raised cycle tracks should be considered when extra separation from adjacent auto traffic is desired. (pg. 91)		
CSDSG	HI	Bikeways	36	Guideline	Buffered bike lanes should be used whenever there is sufficient roadway width, where right-of-way allows, and/or where comfortable bike facilities are important. (pg. 28, 92)		
CSDSG	HI	Bikeways	37	Guideline	Shared lanes should generally be used in residential areas and on low-speed streets. (pg. 92)		
CSDSG	HI	Bikeways	38	Guideline	Shared lanes should not be used on streets with speed limits greater than 30 MPH. (pg. 92)		
CSDSG	HI	Bikeways	39	Guideline	Shared lanes should only be used on roadways that are not wide enough to accommodate bike lanes but have existing bike traffic or are expected to have future bike traffic. (pg. 92)		
CSDSG	HI	Bikeways	40	Guideline	Bike boulevards should be used in residential areas with existing or latent demand for bicycling. (pg. 93)		
CSDSG	HI	Bikeways	44	Guideline	Bike route signs should be located at the beginning of bikeway facility and before major changes of direction. (pg. 95)		
CSDSG	HI	Bikeways	45	Guideline	Driveways along bikeways should be appropriately spaced from each other and signalized intersections, discourage left turns out, and not have visual barriers within 10-30 feet. (pg. 96)		
CSDSG	HI	Bikeways	46	Guideline	Separation devices should be used to make it difficult vehicles to enter bike lanes. (pg. 96)		
CSDSG	HI	Bikeways	47	Guideline	There should be a buffer between parking and a standard bike lane to limit the possibility of dooring incidents. (pg. 33)		
CSDSG	HI	Parking	49	Guideline	Parking dimensions should be based on parking type. (p. 33-34)		

DOC	APPROVALS	SECTION NAME	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
CSDSG	HI	Bus Lanes	50	Guideline	Bus lanes should be considered (pg. 31): •on Grand Boulevards or Main Streets with high levels of transit service, •at key locations where buses can bypass congestion or lengthy vehicle queues, such as queue jump lanes, and •on other select street types where it is advantageous and supportive of the City's transit mode share goals to allocate street space expressly for transit service.		
CSDSG	HI	Transit Stops	51	Guideline	Transit stops should (pg. 54): •be integrated with the local pedestrian and bike network , and •enhance the environment for pedestrians waiting to board.		
CSDSG	HI	Transit Stops	52	Guideline	Transit stop siting and design should be coordinated with VTA. (pg. 74)		
CSDSG	HI	Transit Stops	53	Guideline	Transit stop design should minimize reductions to visibility between the roadway, the Through Zone, and adjacent properties. (pg. 74)		
CSDSG	HI	Transit Stops	54	Guideline	Transit stops should incorporate universal design features, including pedestrian areas (e.g., passenger pads, waiting areas), signs and transit information, seating, shelter, shade, and lighting (pg. 74)		
CSDSG	HI	Transit Stops	55	Guideline	At transit stops, transit rider amenities should be given priority over all other amenities in the Furnishing Zone, but transit stop amenities should not interfere with mandatory elements like access routes and a minimum 5'x8' ADA landing zone clear of obstructions where passengers board and alight. (pg. 74)		
CSDSG	HI	Transit Stops	56	Guideline	Far-side bus stops are typically preferred. (pg. 32)		
CSDSG	HI	Transit Stops	57	Guideline	Mid-block bus stops should be accompanied by appropriate pedestrian crossing treatments. (pg. 32)		
CSDSG	HI	Transit Stops	58	Guideline	Bus stops should (pg. 32): • be located at least 10' from crosswalks, • be at least 40' long to accommodate standard buses, and longer if necessary to accommodate articulated buses or multiple buses at one time, • include amenities such as shelters, benches, lighting, route and schedule information, and arrival time screens, and • incorporate innovative technology.		
CSDSG	HI	Transit Stops	59	Guideline	Bus shelters should be sited in the Furnishing Zone and/or Curb Zone (pg. 75)		
CSDSG	HI	Traffic Calming	60	Guideline	Traffic calming devices should be considered where reducing travel speeds is desirable, and traffic calming devices should be consistent with the City's traffic calming policy. (pg. 35-37)		
CSDSG	HI	Intersections	61	Guideline	Intersections should be attractive places designed according to the target speed. (pg. 57)		

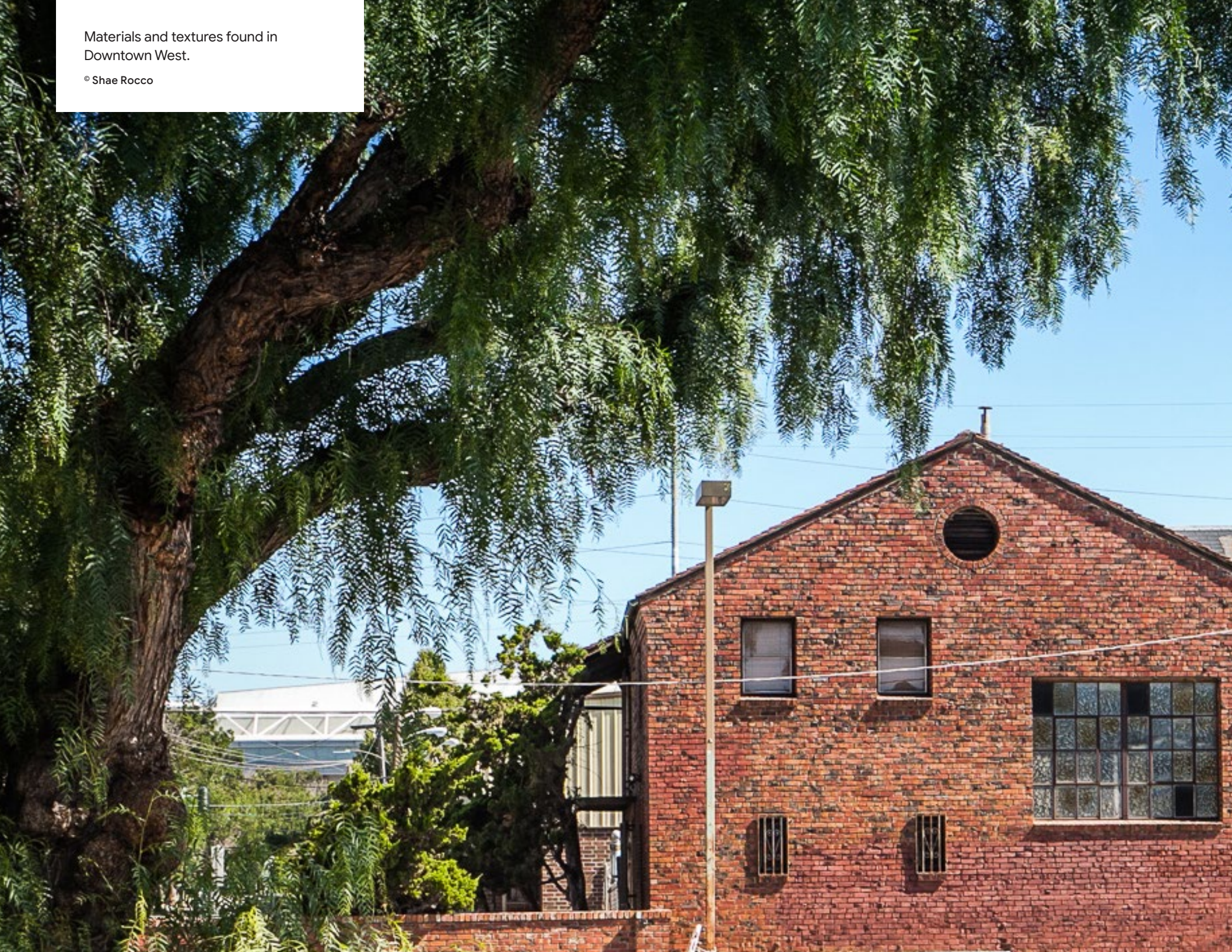
DOC	APPROVALS	SECTION NAME	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
CSDSG	HI	Intersections	62	Guideline	Curb radii of 5-15' should be used where: (pg. 52) •high pedestrian volumes are present or reasonably anticipated, •the width of the receiving intersection approach can accommodate a turning passenger vehicle without substantial encroachment into the opposing lane (some encroachment may be acceptable on moderate to low volume streets), •large vehicles constitute a very low proportion of the turning vehicles, •bike and parking lanes create additional space to accommodate the "effective" turning radius of vehicles, and/or •low turning speeds are required or desired.		
CSDSG	HI	Intersections	63	Guideline	Design vehicles should be the most frequent larger vehicle (not the largest vehicle), and vulnerable users of the space should be considered. (pg. 59)		
CSDSG	HI	Intersections	64	Guideline	Corners should be extended to reduce turning radii, vehicle speeds, pedestrian crossing distances.(pg. 60)		
CSDSG	HI	Intersections	65	Guideline	Unused or unnecessary space within intersections, such as wide lane widths and "porkchop" pedestrian islands, should be minimized. (pg. 57)		
CSDSG	HI	Intersections	66	Guideline	Corner bulb-outs or curb extensions should be employed in areas where pedestrian travel is encouraged while still balancing the needs of vehicles. (pg. 60)		
CSDSG	HI	Intersections	67	Guideline	Intersections and sidewalks approaching intersections should be designed to avoid pooling water during rain events. (pg. 53)		
CSDSG	HI	Curb Ramps	68	Guideline	Curb ramps should be present at all intersections, excluding raised crosswalks, and be designed to minimize conflicts with motor vehicles. (pg. 53)		
CSDSG	HI	Curb Ramps	69	Guideline	Curb ramps that provide a smooth transition from the sidewalk should be used at all intersections. (pg. 60)		
CSDSG	HI	Curb Ramps	70	Guideline	Curb ramps should be oriented in the direction of travel for the associated crosswalk. (pg. 60, 83)		
CSDSG	HI	Curb Ramps	71	Guideline	All places of transition from a pedestrian zone to a street crossing should be at least 4' feet wide. (pg. 60)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	72	Guideline	Crosswalks should align with pedestrian paths of travel, reduce pedestrians crossing distances, be marked, and have directional curb ramps. (pg. 60, 62)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	73	Guideline	Midblock crossings should be considered where the nearest pedestrian crossing is more than 300 feet away from other marked crosswalks. (pg. 60)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	74	Guideline	Crosswalks should be approximately double the width of the pedestrian through zone, with a minimum width of 12 feet. (pg. 60)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	75	Guideline	Separate paths of travel for pedestrian and bicyclists should be considered where high bicyclist and/or pedestrian volumes are expected. (pg. 112)		

DOC	APPROVALS	SECTION NAME	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
CSDSG	HI	Crosswalk Design, Placement, and Marking	76	Guideline	Crosswalk enhancements, such as higher visibility crosswalk markings, curb extensions, pedestrian refuge islands, and enhanced street lighting, should be considered at the following locations: (pg. 86) •Vision Zero Priority Safety Corridor crossings with high pedestrian activity, fatal and/or severe injury crashes involving pedestrians, visibility, or other roadway constraints, •Downtown crossings with high pedestrian activity, •Planned Growth Areas, such as Urban Villages and transit corridors, and/or •Free-right turns of major roads with a posted speed limit of 35 mph or higher and high pedestrian activity.		
CSDSG	HI	Crosswalk Design, Placement, and Marking	77	Guideline	At uncontrolled crossings, marked crosswalks should be considered at locations with histories of vehicle-pedestrian collisions and installed at major pedestrian generators with notable pedestrian volumes where there are inadequate gaps in traffic for pedestrians to safely cross the street.(pg. 84)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	78	Guideline	Marked crosswalks should be designed in accordance with striping guidance in the CA MUTCD. (pg. 84)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	79	Guideline	Traditional parallel line crosswalks should be used in residential areas or at signalized or stop controlled intersections with moderate to low pedestrian volumes. (pg. 84)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	80	Guideline	Ladder/zebra crosswalks should be considered at uncontrolled locations that require high-visibility markings. (pg. 84)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	81	Guideline	Yield lines w/ appropriate signage should be used: •20-50' in advance of marked, uncontrolled crosswalks on multi-lane roads (pg. 84), or •20' in advance of enhanced crosswalk striping (e.g., ladder or continental) on multi-lane streets. (pg. 60).		
CSDSG	HI	Crosswalk Design, Placement, and Marking	82	Guideline	Stop lines should be placed 5-10' in advance of continental crosswalks and controlled school crossings. (pg. 84)		
CSDSG	HI	Crosswalk Design, Placement, and Marking	83	Guideline	Pedestrian safety measures to improve visibility, such as striping, stencils, street prints, and color also be should be considered to improve street crossings in high pedestrian demand or safety priority areas. (pg. 60)		
CSDSG	HI	Median Refuges	84	Guideline	Median noses should (pg. 39): •not be tapered to accommodate large truck movements, and •be clearly marked.		
CSDSG	HI	Median Refuges	85	Guideline	Median refuge islands should include vertical curbs. (pg. 53)		
CSDSG	HI	Median Refuges	86	Guideline	A cut-through area should be provided for pedestrian access through the island, and the cut through area should be as wide as the crosswalk, where possible. (pg. 53)		
CSDSG	HI	Cycle Tracks at Intersections	87	Guideline	Cycle tracks should cross intersections at street-level. (pg. 111)		

DOC	APPROVALS	SECTION NAME	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
CSDSG	HI	Cycle Tracks at Intersections	88	Guideline	Parking and other visual barriers should not be allowed where cycle tracks approach intersections. (pg. 111)		
CSDSG	HI	Signalized Intersections	89	Guideline	Traffic signals should be proactively operated and maintained. (pg. 61)		
CSDSG	HI	Signalized Intersections	90	Guideline	Signal timing should consider unique operating characteristics of bikes, transit, and pedestrian within the corridor, as well as cross-corridor operational strategies. (pg. 61)		
CSDSG	HI	Signalized Intersections	91	Guideline	Signal timing should consider walking and biking routes and strategies to give people who walk and bike advantages. (pg. 61)		
CSDSG	HI	Signalized Intersections	92	Guideline	Slower walking rates should be considered near schools and senior centers. (pg. 61)		
CSDSG	HI	Signalized Intersections	93	Guideline	Signalized intersections should include detection for bicyclists. (pg. 61)		
CSDSG	HI	Signalized Intersections	94	Guideline	Bike boxes should be accompanied by no-right-turn-on-red restrictions. (pg. 97)		
CSDSG	HI	Signalized Intersections	95	Guideline	Extended green time should be provided at signalized intersections on movements with bike traffic. (pg. 112, 113)		
CSDSG	HI	Signalized Intersections	96	Guideline	Bike signal heads should be (pg. 98, 113): •used with traffic signals in areas with high bike volumes or high collision rates, •accompanied by a discrete bike phase separate from the vehicle phase, •placed in locations where they are clearly visible to bicyclists and motorists, and •accompanied by “Bike Signal” signs.		
CSDSG	HI	Railroad Crossings	101	Guideline	Railroad crossing designs should conform to the relevant sections of the CA MUTCD and Federal Railroad Administration guidelines. (pg. 41)		
CSDSG	HI	Railroad Crossings	102	Guideline	Where bike routes cross railroads, bike conflicts with rail tracks should be minimized. (pg. 41)		
CSDSG	HI	Street Lighting	103	Guideline	In areas where sidewalk width is limited, location of underground utilities, tree canopies, and other potential obstructions should be taken into consideration when placing pedestrian lights. (pg. 79)		
CSDSG	HI	Street Lighting	104	Guideline	Lighting design should minimize avoidable light pollution. (pg. 79)		
CSDSG	HI	Street Lighting	105	Guideline	Pedestrian scale lighting (lower than 20') should be incorporated into pedestrian spaces. (pg. 30)		
CSDSG	HI	Street Lighting	106	Guideline	Pedestrian lights should be a priority at transit stops and other locations where pedestrians may congregate at night. (pg. 79)		
CSDSG	HI	Street Lighting	107	Guideline	Dimmers or shut-off controls should be considered in locations where the energy savings can cover additional cost of equipment. If used, dimmers and shut-off controls should be programmed appropriately. (pg. 79)		
CSDSG	HI	Stormwater	108	Guideline	Green infrastructure elements should be incorporated into street design. (pg. 42)		
CSDSG	HI	Landscaping	109	Guideline	There should be adequate space and soil conditions below ground for tree roots. (pg. 77)		

DOC	APPROVALS	SECTION NAME	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
CSDSG	HI	Landscaping	110	Guideline	Trees should be placed and selected in ways that don't endanger underground utilities, basements, and other elements that could be damaged by tree roots. (pg. 77)		
CSDSG	HI	Landscaping	112	Guideline	Trees near intersections and midblock crosswalks should maintain sight lines, especially for pedestrian visibility (pg. 77)		
CSDSG	HI	Landscaping	113	Guideline	Tree branches should not be below 7' in pedestrian areas and 14' in parking or travel lanes (pg. 77)		
CSDSG	HI	Signage, Wayfinding, Placemaking	118	Guideline	Public art should not impede access in the Through Zone or to parked vehicles in the Curb Zone. (pg. 76)		
CSDSG	HI	Signage, Wayfinding, Placemaking	119	Guideline	Care should be taken to prevent signage from becoming visual clutter. (pg. 80)		
CSDSG	HI	Signage, Wayfinding, Placemaking	120	Guideline	Related signs should have a consistent design and feel, and incorporate a hierarchy of sizes for ease of interpretation. (pg. 80)		
CSDSG	HI	Signage, Wayfinding, Placemaking	121	Guideline	Signs that convey information should be sized, designed, and placed appropriately for the intended users. (pg. 80)		
CSDSG	HI	Signage, Wayfinding, Placemaking	122	Guideline	Signs should maintain a 7' vertical clear area. (pg. 80)		
CSDSG	HI	Signage, Wayfinding, Placemaking	123	Guideline	Pedestrian wayfinding signs should include intuitive, widely-understood symbology. (pg. 81)		
CSDSG	HI	Signage, Wayfinding, Placemaking	124	Guideline	Pedestrian wayfinding signs should accommodate wheelchair users and to those who may be visually-impaired (e.g., locational and directional information in Braille). (pg. 81)		
CSDSG	HI	Signage, Wayfinding, Placemaking	125	Guideline	Wayfinding signs at transit stops should show street layout, popular destinations, and connecting transportation networks. (pg. 80)		
CSDSG	HI	Public Seating	128	Guideline	Seating should be designed with all users in mind and include a mix of seating with and without armrests. (pg. 72)		
CSDSG	HI	News Racks	129	Guideline	News racks should be consolidated into a single multi-compartment cabinet that minimizes visual clutter and maintains visibility between drivers and pedestrians and access to other street furnishings, building entries/exits, transit stops, parking, etc. (pg. 73)		

DOC	APPROVALS	CHAPTER	SECTION	S/G #	S/G	S/G SUMMARY	COMPLIANT (Y/N/NA)	COMPLIANCE SUMMARY
HP	HI	N/A	N/A	N/A	Habitat Plan	Implement all applicable conditions under the Santa Clara Valley Habitat Plan (HP)		



Materials and textures found in Downtown West.

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Summary of DDG Standards and Guidelines That Do Not Apply to Downtown West

D

Appendix D lists the DDG standards and guidelines that were made inapplicable to Downtown West through this document and concurrent DDG amendments. The following standards and guidelines of the Downtown Design Guidelines (DDG) shall not apply to development that is subject to this DWDSG. On _____ by Resolution No. _____, the City Council made conforming amendments to the DDG specifying that the standards and guidelines listed here shall not apply to Downtown West.

DDG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST					SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION	SECTION NAME	S/G	S/G #	S/G SUMMARY		
2.2	Podium Level and Pedestrian Level	Framework Plans		[Figure]	Figure 5.17 Amended DDG street frontage classification	Frontages have been calibrated to the updated program and framework for Downtown West.
2.3	Historic Sites and Districts	Framework Plans		[Figure]	S5.15.1 Historic resource architectural height reference Figure 5.42 Historic resources identified by the Project's CEQA analysis	DWDSG Figure 5.42 amends the DDG Section 2.3 framework plan to identify the historic resources within the Project and adjacent.
2.5	Street Level View Corridors	Framework Plans		[Figure]	Figure 5.9: Block plan	The Project retains the view corridor from Diridon Station to Downtown San José in alignment with standard 3.2.1.c of the DDG. The view corridor crossing diagonally from Diridon Station to W. Santa Clara Street through the Core is removed to allow more standardized block configuration. The framework figure has been updated to reflect the Downtown West framework plan.
2.7	Block Structure	Framework Plans		[Figure]	Figure 5.9: Block plan	The framework figure has been updated to reflect the Downtown West framework plan.
3.2.1	Block Size	Standard	a	When developing an area larger than the relevant maximum block size below, divide the area with new streets such that all resulting blocks are less than the maximum allowed size. Maximums are based on the location of the parcel or block as defined in Section 2.7 - Block structure plan. The maximum sizes by location are: Central Station Zone - 250 feet on a side Northern Station Zone - 350 feet on a side Southern Station Zone - 300 feet on a side All other areas - 500 feet in length or 4 acres total area Maximum lengths may be exceeded for edges of blocks adjacent to railroads and utilities, highways, and highway ramps in the direction parallel to the railroad, utility, highway, or highway ramp. The maximum area may exceed for the portion of blocks within 150 feet of railroads and utilities, highways, and highway ramps.	S5.5.3 Block length	Pedestrian accessible throughways, open spaces and mid-block passages create public, walkable connections within blocks that qualify them as block divisions. DWDSG S5.5.3 establishes that the maximum length of new blocks shall be no greater than 300 feet. This allows for configuration of blocks and streets within Downtown West to align with blocks and streets outside of the Project boundary.
3.2.1	Block Size	Standard	c	Do not vacate (sell or give away) or construct buildings upon an existing public street right-of-way that lies along a view corridor. Structures for use in outdoor recreation such as parklet seating or play structures are not covered by this Standard.	S5.5.1 New development blocks	The Project retains the view corridor from Diridon Station to Downtown San José in alignment with standard 3.2.1.c of the DDG. The view corridor crossing diagonally from Diridon Station to W. Santa Clara Street through the Core is removed to allow more standardized block configuration. New development within the core are encouraged to carve massing based on various performace and experience considerations
3.2.1	Block Size	Guideline	a	While there is a maximum allowable block size established in the Standards below, smaller block sizes are preferable. For this reason, do not join multiple existing blocks by vacating (selling or giving away) streets even if the new consolidated block(s) would be smaller than the maximum block size.	S6.3.2 Grid extensions	Overall the Project has increased conntectivity through grid extensions, public open space, and mid-block passages. Traffic analysis was conducted on location-specific street removal.
3.2.2	Building Placement	Standard	a	Place a ground level building façade along 70% of each parcel's Public-Space facing property lines (within 10 feet) or setback lines (within 3 feet). Streets for this standard do not include Highways 87 or 280, highway ramps, or railroad alignments. For a project located within a historic district or context, refer to adopted historic district guidelines.	S5.8.2 Linear streetwall percentage	New development shall comply with the streetwall requirements for ground level building facades in Section 5.7. DWDSG S5.7.2 establishes required streewall percentages for new development based on frontage classification. Urban frontages have a higher streetwall percentage to promote clear sightlines and urban edges. Open space frontages have a lower streetwall percentage to encourage a continuation of landscape and planting where possible.
3.2.2	Building Placement	Guideline	b	Place buildings to preserve any designated view corridors crossing the site.	S5.5.1 New development blocks	The Project retains the view corridor from Diridon Station to Downtown San José in alignment with standard 3.2.1.c of the DDG. The view corridor crossing diagonally from Diridon Station to W. Santa Clara Street through the Core is removed to allow more standardized block configuration. The framework figure has been updated to reflect the Downtown West framework plan. Additional view corridors should consider building performance, visibility, and development potential.
3.3.2	Relationship to transit	Standard	b	Locate vehicular curb cuts away from bus stops, rail stations, and light rail corridors.	S6.17.1 Prohibited curb cut locations	Curb cut locations have been specifically identified in Figure 6.55 as allowed or prohibited to protect priority building and street frontages and to avoid conflicts between transit, pedestrians, micro-mobility users, and vehicles.
3.3.2	Relationship to transit	Guideline	f	Do not create parking or vehicular access on streets with light rail or bus rapid transit.	S6.17.1 Prohibited curb cut locations	Curb cut locations have been specifically identified in Figure 6.55 as allowed or prohibited to protect priority building and street frontages and to avoid conflicts between transit, pedestrians, micro-mobility users, and vehicles.
3.4.3	Locating Ground Level Building Open Space	Guideline	a	Maintain visual connection from Public Space to a Building Open Space.		Building open spaces per Standard 3.4.3.a. should be located away from public space, which make visibility difficult and a potential security issue depending on location. Waiving the application of DDG 3.4.3.a is required to maintain safety and security on the site. Waiver of DDG 3.4.3.a will not impair the integrity and character of Downtown West or create a safety hazard. To the extent feasible, the project sponsor will meet other design standards under DDG 3.4.3.
3.5.1	Pedestrian and Bicycle Entrance Location	Standard	a	Connect the primary pedestrian and bicycle building access directly to a public sidewalk, Public Open Space, or paseo, uninterrupted by a parking lot or vehicular circulation.	S5.12.5 Building access G5.12.1 Bicycle building access	Pedestrian access should align with passenger drop-off locations but avoid conflict with delivery locations. Bicycle building access can be accessed from private outdoor areas within the building.
3.5.1	Pedestrian and Bicycle Entrance Location	Standard	d	In a multi-story mixed use building with retail, place retail at the street intersection if the building is at an intersection with the residential or commercial lobby entry toward mid-block	S5.12.4 Lobby placement	Retail conditions may be better suited along more intimate mid-block conditions with active frontage or along open spaces and plazas. Lobbies may be better served at intersections of certain streets for greater visibility and wayfinding.

DDG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST					SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION	SECTION NAME	S/G	S/G #	S/G SUMMARY		
3.5.2	Parking and Vehicular Access Locations	Standard	a	For a development with multiple frontages, place service entries on a separate frontage from the primary pedestrian and bicycle entrance	S6.17.1 Prohibited curb cut locations S6.17.3 Parking and laoding access in open space	Bicycle and pedestrian entrances should be prioritize locations that best connect to the pedestrian and bike networks, while service access should be limited to preferred off-street loading locations per section 6.20. In specific intstances (such as West San Fernando Street), bike lanes and service access overlap.
3.5.2	Service Entrance Location	Standard	c	For buildings with multiple frontages, locate service doors and entrances on the frontages based on the hierarchy as follows: 1. Other street 2. Open space frontage (if the frontage has vehicle access) 3. Secondary Addressing street 4. Urban park / Plaza frontage 5. Any street with at-grade light rail transit lines or stops 6. Primary or SoFA addressing street	S6.17.3 Parking and loading access in open space	For buildings with multiple frontages within the project site, parking and loading access is permitted on project sponsored open space subject to requirement that driveway entrances shall not exceed 200 feet in light from the curb cut on the nearest street. DWDSG S.6.17.3 provides flexibility for the project to allow below-grade parking and loading access on project-sponsored owned open space while the driveway restrictions limit gaps in primary active frontage and reduce interruption to the active streetscape.
3.5.3		Standard	b	For buildings with multiple frontages, locate vehicular and parking entrances on the frontages based on the hierarchy as follows: 1. Other street 2. Open space frontage 3. Secondary Addressing street 4. Urban park / Plaza frontage 5. Any street with at-grade light rail transit lines or stops 6. Primary or SoFA addressing street	S617.1 Prohibited curb cut locations S6.17.3 Parking and loading access in open space	Vehicular and parking entrances shall be arranged in a way best suited for the overall circulation network to limit curb cuts and conflicts between service vehicles and pedestrians or cyclists.
3.5.3	Parking and Vehicular Access Locations	Standard	c	Porte Cocheres are not permitted on any Addressing Street	S6.17.5 Porte cocheres	Porte cocheres shall be permitted on secondary addressing streets, which are not otherwise served by a Dynamic Lane on an adjacent street.
4.2.2	Massing Relationship to Context	Standard	a	Height Transition: If a new building 100 feet tall or more is across the street from or adjacent to either: 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less The new building must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation between 25 and 50 feet.	S5.15.1 Historic resource architectural height reference S5.16.1 Architectural height reference for single-family residential	Controls are crafted to address each historic resource specifically. The architectural height reference allows new development to address historic and low-rise context where and how most appropriate along the facade. This shall have a dimensional quality, such as a visible projection or recess from the facade casting a shadow line.
4.2.2	Massing Relationship to Context	Standard	b	Width Transition: If a new building is across the street from or adjacent to a historic building that is both: 1. 45 feet tall or less 2. More than 30 feet narrower than the new building The new building must create gaps in the Podium Level above the ground floor to divide its street-facing massing into segments no more than 30 feet wider than the widest of the applicable historic buildings. Gaps must be 5 feet minimum width and depth. Note: There is no need to limit the massing width of a building adjacent to historic buildings that occupy their full lot width, such as historic storefronts. Thus, if a historic building's street-facing facade continues to within 5 feet of its parcel edges, it does not trigger the Width Transition requirement.	S5.15.1 Historic resource architectural he S5.16.1 Architectural height reference for	Controls are crafted to address each historic resource specifically. The architectural height reference allows new development to address historic and low-rise context where and how most appropriate along the facade. This shall have a dimensional quality, such as a visible projection or recess from the facade casting a shadow line.
4.2.2	Massing Relationship to Context	Standard	c	Rear Transition: If a new building 100 feet tall or more is across a parcel line interior to a block from either: 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less The rear portion of new building must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.	S5.15.1 Historic resource architectural he S5.16.1 Architectural height reference for	Controls are crafted to address each historic resource specifically. The architectural height reference allows new development to address historic and low-rise context where and how most appropriate along the facade. This shall have a dimensional quality, such as a visible projection or recess from the facade casting a shadow line.
4.2.4	Historic Adjacency	Standard	a	Relate Podium Level building massing to the scale of Historic Context buildings by breaking a large building into masses of similar scale to Historic Context buildings.	S5.15.1 Historic resource architectural he	Controls are crafted to address each historic resource specifically. The architectural height reference allows new development to address historic and low-rise context where and how most appropriate along the facade. This shall have a dimensional quality, such as a visible projection or recess from the facade casting a shadow line.
4.2.4	Historic Adjacency	Standard	b	Design buildings with rectilinear rather than curved and diagonal forms where rectilinear forms are typical of the Historic Context buildings.	S5.15.1 Historic resource architectural he	The form of new develoment shall respond in resource-specific strategies
4.2.4	Historic Adjacency	Standard	c	Use cornice articulation at the Podium Level at a height comparable to the heights of Historic Context buildings.	S5.15.1 Historic resource architectural he	Cornice articulation is one strategy to create an architetcural height reference. Other strategies are encouraged so long that there is a relatipnship to the resource.
4.2.4	Historic Adjacency	Standard	d	Maintain Streetwall continuity with Historic Context buildings that are on the same side of the same street by placing the street-side facade of a new building within 5 feet of the average Historic Context building Streetwall distance from the front property line.	S5.15.1 Historic resource architectural height reference	Setbacks on the ground floor are encouraged if they create a stronger visual connection to resource.
4.2.4	Historic Adjacency	Guideline	c	Use a transition massing element to relate a new building to Historic Context buildings below 40 feet in height on the same side of the same block. This massing may be a lower building mass forming the street wall that has a similar height to Historic Context buildings, with a step back to the upper Podium Level and Skyline Level	S5.15.1 Historic resource architectural height reference	Architectural height references are designed to respond to the specific historic resource. Vertical variation for new development shall happen in increments no greater than 35 feet in width per DWDSG S5.8.4.
4.3.1	Podium Level Massing	Guideline	d	Shape massing to protect any view corridors running across the site.	S5.5.1 New development blocks	Massing in the core shall respond not only to view corridor, but environmental performance and pedestrian experience as well

DDG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST					SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION	SECTION NAME	S/G	S/G #	S/G SUMMARY		
4.3.2	Skyline Level Massing	Standard	a	Design separate Skyline Level masses (towers) instead of very wide buildings. Use a maximum of 450 feet for any horizontal dimension, including diagonally, in Skyline Level massing. Measure connected towers separately if: 1. The connection is a bridge (not connected at the base of the Skyline Level),and 2. The total vertical connection(s) between any two towers occupy less than 25 percent of the Skyline Level height of the shortest tower, and 3. The connection's facade is set at least 20 feet behind the towers' parallelfacades at the same height.	S5.11.2 Skyline level built area	Within Downtown West, building are permitted to exceed 450 horizontal feet to create further juxtaposition between long facades and small-scale development. A revised set on standards for long facades are established for Downtown West to allow for continuous workplace and well-functioning office development. Within Downtown West, buildings that exceed 350 feet in length in the skyline level have a defined set of rules. Long facades shall be required to reduce the overall volume of built massing as well as satisfy the long-facade toolkit requirements.
4.3.2	Skyline Level Massing	Standard	b	Keep a minimum spacing of 60' between any portions of Skyline Level building masses (towers)	S5.10.4 Skyline level separation between the same use S5.10.5 Skyline level separation between different uses	Throughout Downtown West, adjacent new development shall maintain a 60-foot separation between skyline level facades in compliance with the DDG standard 4.3.2.b. Additional language in Downtown West has been added to exempt adjacent new development that is the same use within the same block to allow for greater connectivity of workplace or residential development. Exempting development within the same block also encourages further breaking down of massing within a block. Residential mid-rise are typically developed up to 90' in height, this pushes mid-rise into skyline level standards, therefore residential use below 90-feet in height is exempt to allow this typology to be treated as podium level.
4.3.2	Skyline Level Massing	Standard	c	For Skyline Level facades over 200' in width, use changes in massing such as stepbacks or notches greater than 30' wide and 20' deep to reduce apparent building bulk	S5.10.1 Skyline level change in plane	Facades over 200 feet in width shall have a change in place for 33% of the facade to allow for massing moves to address environmental or experiential performance
4.3.3	Streetwall	Standard	a	For a portion of the facade to be a Streetwall, it must lie within 10' of the property line or within 3' of the setback line for at least 60% of the distance from ground level to the top of that portion of the building, to a maximum of 70'	S5.8.1 Measuring streetwall	Streetwall linear percentage shall only be measured within the ground floor
4.3.3	Streetwall	Standard	b	Create a Streetwall along a Primary Addressing Street or SoFA Addressing Street along at least 70% of the property or setback line	S5.8.2 Linear streetwall percentage	Regulations of this standard have been maintained but reinstated in the DWDSG for clarity. Refer to S5.7.2.
4.3.3	Streetwall	Standard	c	Create a Streetwall along a Secondary Addressing Street along at least 50% of the property or setback line	S5.8.2 Linear streetwall percentage	Regulations of this standard have been maintained but reinstated in the DWDSG for clarity. Refer to S5.7.2.
4.3.3	Streetwall	Standard	d	Create a Streetwall along an Urban Park/Plaza Frontage along at least 70% of the property or setback line	S5.8.2 Linear streetwall percentage	Regulations of this standard have been maintained but reinstated in the DWDSG for clarity. Refer to S5.7.2.
4.3.3	Streetwall	Standard	e	Create a Streetwall along an Open Space Frontage along at most 60% of the property or setback line	S5.8.2 Linear streetwall percentage	Streetwalls along open spaces shall respond to the programming, design, and site conditions of the facing open space — requiring a minimum of 30% streetwall.
4.3.3	Streetwall	Standard	f	Create a Streetwall along an Other Street for at least 30% of the property or setback line	S5.8.2 Linear streetwall percentage	Regulations of this standard have been maintained but reinstated in the DWDSG for clarity. Refer to S5.7.2.
4.3.5	Wind	Guideline	b	Create gaps of 15-20 feet width in Podium Level massing in the prevailing wind direction, defined as the alignment of the runways at Norman Y. Mineta-San José International Airport, approximately 319 degrees clockwise from true north.	G5.13.3 Ground level wind comfort	Various strategies are encouraged to increase wind comfort at the pedestrian level, including increased distance between buildings, stepback of podium and skyline massing, limiting continuous large facades, and staggering facades
4.3.5	Wind	Guideline	c	Orient the widest Skyline Level building dimension within 30 degrees of the prevailing wind direction, defined here as the alignment of the runways at Norman Y. Mineta-San José International Airport, approximately 319 degrees clockwise from true north.	G5.13.3 Ground level wind comfort	Various strategies are encouraged to increase wind comfort at the pedestrian level, including increased distance between buildings, stepback of podium and skyline massing, limiting continuous large facades, and staggering facades
4.4.1	Facade Pattern and Articulation	Guideline	h	Use wide areas of balconies on the Skyline Level facades of a residential building to break down the bulk and scale of the tower.	G5.12.2 Residential balcony design	Balcony proportion, location, and design should respond to building orientation to optimize building performance
4.4.2.c	Balconies (Private Open Space)	Guideline	a	Create balconies for at least 50 percent of street-facing residential units in the Podium Level.	G5.12.2 Residential balcony design	Balcony proportion, location, and design should respond to building orientation to optimize building performance
4.4.5	Vertical Circulation	Standard	a	Locate stairs to be visible and accessibleto someone entering the building.		Visible and accessible stairways may be in conflict with Project sponsor security requirements of the primary building function as separate from public access. Waiving the application of standard DDG 4.4.5.a is required to maintain safety and security on the site. Waiver of DDG 4.4.5.a will not impair the integrity and character of Downtown West or create a safety hazard, but will enhance security to buildings on site.
4.4.5	Vertical Circulation	Guideline	a	Locate a primary stairway along the building exterior at the Podium Level. Create transparency from the stairs to the exterior to give stair users interesting views and to make the location of stairs apparent from outside the building.		Transparent and active program, operable windows, and balconies, should be prioritized above primary stairway circulation on building facades to prioritize visible activity and increase building efficiency. Waiving the application of guideline DDG 4.4.5.a is required to maintain safety and security on the site. Waiver of DDG 4.4.5.a will not impair the integrity and character of Downtown West or create a safety hazard, but will enhance security to buildings on site.
4.4.5	Vertical Circulation	Guideline	c	Place a stairway near a building corner visible to the building exterior to increase the building's appearance of verticality.		Transparent and active program, operable windows, and balconies, should be prioritized above primary stairway circulation on building facades to prioritize visible activity and increase building efficiency. Waiving the application of guideline DDG 4.4.5.c is required to maintain safety and security on the site. Waiver of DDG 4.4.5.c will not impair the integrity and character of Downtown West or create a safety hazard, but will enhance security to buildings on site.
4.4.7.b	Green Roofs and Decks (Building Open Space)	Standard	a	Cover at least 20% of the area of a roofthat is less than 150 feet above groundand that is larger than 2,500 square feetin area with a green roof, solar panels, ora combination of these.	S5.13.1 Office use renewable energy S5.13.2 Residential use renewable energy	Clarification added that vertical and horizontal applications throughout the new development (above and below 150') as well as vertical applications shall contribute toward the 20% requirement. Additionally, FAA glare study may not permit solar panels in desired applications.

DDG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST					SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION	SECTION NAME	S/G	S/G #	S/G SUMMARY		
5.2	Public Art in Private Development	Standard	a	For a development project at a Transit Gateway or Pedestrian and Bicycle Gateway, create an Element of Distinction related to the gateway location, visible from the transit stop or pedestrian and bicycle route, and ideally including a reference to the site's neighborhood location in downtown and status as a gateway	S4.7.1 Transit gateway locations. The location of an element of distinction shall be permitted within the Social Heart. [DDG Figure 2 – superseded]	The designated location as shown in Figure 2 of the DDG shall be approximate. Relocation of an Element of Distinction shall be permitted within the Social Heart to best relate to the Project's open space, streets, and surrounding buildings.
5.3.1.a	Active Frontages	Standard	a	Place Active Frontages along at least 80% of the pedestrian level streetwall on a primary addressing street, secondary addressing street, SoFA addressing street, urban park/plaza frontage or open space frontage	S3.3.1 Active use frontage and S3. 3.2 Building entry	The DWDSG Land Use chapter provides standards on minimum required "active use" locations and minumum "active use frontage", separate from DDG's definition of "active frontage".
5.3.1.a	Active Frontages	Standard	b	Place active frontages along at least 40% of the pedestrian level streetwall on a street that is not an addressing street or frontage (including a paseo but not including an alley)	S3.3.1 Active use frontage and S3. 3.2 Building entry	The DWDSG Land Use chapter provides standards on minimum required "active use" locations and minumum "active use frontage", separate from DDG's definition of "active frontage".
5.3.1.a	Active Frontages	Standard	h	Unless otherwise stated elsewhere, all Active Frontages, If non-residential, must use transparent materials for at least 60% of ground floor between 3 and 7 feet above ground level and use panes of glass no less than 3 feet wide and 4 feet high.	S.5.8.7 Active use transparency S.5.8.8 Office use transparency	
5.3.3	Ground Floor Residential Space	Standard	a	Use a maximum width of 30 feet for each ground floor residential unit	S5.12.1 Ground floor unit width	Allowing for an average width to not exceed 30' allows for a diverse product of housing types.
5.3.3	Ground Floor Residential Space	Standard	b	Elevate a residential unit ground floor between 2 and 3 feet above grade to provide adequate separation from public space while maintaining a visual connection to the street. A unit may be elevated higher if required due to a designated flood zone or other safety or engineering requirements. Accessibility requirements may be met with unit entries from the building interior	5.12.3 Elevated ground floor units	To address the varying conditions across the Project, elevated units shall have flexibilty in height so long as the access does not exceed 5 feet.
5.3.3	Ground Floor Residential Space	Guideline	d	For units with stoops, use setbacks between 6 and 10 feet to transition between the public and private realms. Include human-scaled elements that contribute to the residential and urban character of the street, such as porches, seating, and gardens.	S5.12.6 Ground floor units with stoops	Area where stoop transition may occur in the Project vary significantly. By setting minimum width and depth dimensions, the design can respond specifically to its context.
5.5.1	Pedestrian and Bicycle Entry Design	Standard	d	Create transition space between ground level private residential unit entries and public space with features such as stoops, porches, and landscaping. An alternative to a stoop is an at-grade entry with an internal stair to the elevated floor level	S5.12.2 Direct at-grade unit access	To enable ADA accessibility, at-grade residential units with direct access to open space shall be permitted without the requirement of stairs internal or external to the unit
5.5.2	Vehicle and Service Entry Design	Standard	f	Do not create a Porte Cochere along any street except as part of a hotel or medical use	6.17.5 Porte cochères	Providing flexibility for hotel, limited-term corporate accommodations, and and residential uses to include a porte cochere in locations where development is not directly adjacent to Dynamic Lanes

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Community input and feedback in San José.

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Summary of CSDSG Standards and Guidelines That Do Not Apply to Downtown West

E

Appendix E lists the CSDSG standards and guidelines that were made inapplicable to Downtown West through this document and concurrent CSDSG amendments. The following standards and guidelines of the Complete Streets Design Standards and Guidelines (CSDSG) shall not apply to development that is subject to this DWDSG. On _____ by Resolution No. _____, the City Council made conforming amendments to the CSDSG specifying that the standards and guidelines listed here shall not apply to Downtown West.

CSDSG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST				SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION NAME	S/G	S/G #	S/G SUMMARY		
Primary Guiding Principles	Standard	1	Street typologies established in the Envision San José 2040 General Plan shall be used to design streets in San José. (pg. 7, 10)	S.6.3.5 Street hierarchy	The Downtown West street network shall include the applicable street typologies as defined in the General Plan and included in the DSAP as well as an additional typology, Private Street. Private Streets will help to ensure internal block circulation as well as service and loading access. Standards and guidelines for private streets extend the public realm while retaining flexibility through vehicle access controls such as bollards. CSDSG Standard 1 is superseded to the extent any standards and guidelines in the CSDSG govern the design and development of private streets in a manner that is inconsistent with DWDSG standards and guidelines for private street design.
Primary Guiding Principles	Standard	4	Streetscapes shall be designed to support transit operations. (pg. 54)	S.6.6.1 Transit Access	Transit access has been identified along specific streets throughout Downtown West to ensure curb-to-curb width are accommodated along transit routes, which allow for flexibility for changes in operations in the future. Streets that are not shown as transit access streets in Figure 6.16 shall not be required to provide streetscape designed to support transit operations.
Widths	Standard	8	When a street is developed or redeveloped, the new street shall comply with this document, including widths of right-of-way (pg. 13) and minimum widths of travel lanes (pg. 14, 27, 31), sidewalk zones (pg. 70-71), and bikeways (pg. 99-106).	S.6.4.1 Active streetscape width S6.4.2 Frontage zone S.6.4.4 Furnishing zones S.6.4.5 Allowed zone width reductions S6.4.8 Sidewalk zones S.6.5.2 Protected bicycle lane buffers S6.11.2 Passenger loading	The CSDSG does not consider inclusion of a protected bikeway and bikeway buffer as part of the active streetscape or furnishing zone. In the DWDSG, a furnishing zone could be located on either or both sides of a protected bikeway. A minimum of a 1-foot minimum buffer will be maintained between the through zone and the protected bikeway. Landscaping, street furniture, street utilities, transit stops, and wayfinding signs are allowed in both zones. A raised bikeway buffer would provide for a safer biking experience. The CSDSG only provides for limited separation between street trees and building fronts. Flexibility in furnishing zone placement would allow for a larger tree canopy and expanded distance from building fronts. This would increase space for loading and unloading needs and micro-mobility parking, as well as provide a greater buffer from vehicles. The CSDSG currently does not allow for flexibility in the design for curbless streets. The DWDSG proposes to reduce the sidewalk width requirement from 15' to 10', with a 5' minimum pedestrian through zone, for shared streets and a 12' minimum width requirement in a site-specific location on S. Montgomery Street, between W. Santa Clara Street and W. Fernando Street. This street would become designated as a shared street designed for slow vehicle speeds. Shared curbless streets prioritize pedestrian activity by using speed limit reductions, traffic calming design elements, and street furniture to discourage through vehicles. The increased pedestrian activity would provide a public safety benefit. Further, the surrounding retail land uses would benefit from the resulting high volumes of pedestrians and built-in place-making features. Dynamic lanes provide an extra 16' of flexibility, as this area could be used for a variety of needs including public life, PuDo, or parking. The purpose of the frontage zone as described by the CSDSG is to serve adjacent land uses by accommodating pedestrian-oriented activities, such as cafe seating, outdoor retail displays, and street furniture. However, some land uses, such as open space or plazas, do not necessitate the need for a frontage zone. Therefore, reallocating the frontage zone would increase flexibility in street design. Currently, the furnishing zones and bikeway widths required by the CSDSG may need to be reduced in order to accommodate ADA pick-up and drop-off. The DWDSG allows flexibility in the design of protected bikeways and sidewalk zones throughout the project in order to comply with ADA requirements for accessible pick-up and drop-off areas.

CSDSG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST				SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION NAME	**S/G**	**S/G #**	**S/G SUMMARY**		
Sidewalk and Walkway Deisgn	Standard	12	Sidewalks shall be people-oriented and comprised of the following zones: Frontage Zone, Through Zone, Furnishing Zone, and Curb Zone. (pg. 66-67)	S.6.4.2 Frontage zone S6.4.8 Sidewalk zones	The CSDSG currently does not allow for flexibility in the design for curbless streets. The DWDSG proposes to reduce the sidewalk width requirement from 15' to 10', with a 5' minimum pedestrian through zone, for shared streets and a 12' minimum width requirement in a site-specific location on S. Montgomery Street, between W. Santa Clara Street and W. Fernando Street. This street would become designated as a shared street designed for slow vehicle speeds. Shared curbless streets prioritize pedestrian activity by using speed limit reductions, traffic calming design elements, and street furniture to discourage through vehicles. The increased pedestrian activity would provide a public safety benefit. Further, the surrounding retail land uses would benefit from the resulting high volumes of pedestrians and built-in place-making features. Dynamic lanes provide an extra 16' of flexibility, as this area could be used for a variety of needs including public life, PuDo, or parking. The purpose of the frontage zone as described by the CSDSG is to serve adjacent land uses by accommodating pedestrian-oriented activities, such as cafe seating, outdoor retail displays, and street furniture. However, some land uses, such as open space or plazas, do not necessitate the need for a frontage zone. Therefore, reallocating the frontage zone would increase flexibility in street design.
Sidewalks and Sidwalk Zones	Guideline	10	Sidewalks and sidewalk zones (i.e., Through Zone, Frontage Zone, Furnishing Zone, and Curb Zone), should comply with minimum widths. (pg.	S.6.4.1 Active streetscape width S6.4.2 Frontage zone S6.4.4 Furnishing zones S.6.4.5 Allowed zone width reductions S6.4.8 Sidewalk zones S6.5.2 Protected bicycle lane buffers S6.11.2 Passenger loading	The CSDSG does not consider inclusion of a protected bikeway and bikeway buffer as part of the public realm or furnishing zone. In the DWDSG, a furnishing zone could be located on either or both sides of a raised bikeway. A minimum of a 1-foot minimum buffer will be maintained between the through zone and the protected bikeway. Landscaping, street furniture, street utilities, transit stops, and wayfinding signs are allowed in both zones. A raised bikeway buffer would provide for a safer biking experience. The CSDSG only provides for limited separation between street trees and building fronts. Flexibility in furnishing zone placement would allow for a larger tree canopy and expanded distance from building fronts. This would increase space for loading and unloading needs and micro-mobility parking, as well as provide a greater buffer from vehicles. The CSDSG currently does not allow for flexibility in the design for curbless streets. The DWDSG proposes to reduce the sidewalk width requirement from 15' to 10', with a 5' minimum pedestrian through zone, for shared streets and a 12' minimum width requirement in a site-specific location on S. Montgomery Street, between W. Santa Clara Street and W. Fernando Street. This street would become designated as a shared street designed for slow vehicle speeds. Shared curbless streets prioritize pedestrian activity by using speed limit reductions, traffic calming design elements, and street furniture to discourage through vehicles. The increased pedestrian activity would provide a public safety benefit. Further, the surrounding retail land uses would benefit from the resulting high volumes of pedestrians and built-in place-making features. Dynamic lanes provide an extra 16' of flexibility, as this area could be used for a variety of needs including public life, PuDo, or parking. The purpose of the frontage zone as described by the CSDSG is to serve adjacent land uses by accommodating pedestrian-oriented activities, such as cafe seating, outdoor retail displays, and street furniture. However, some land uses, such as open space or plazas, do not necessitate the need for a frontage zone.Therefore, reallocating the frontage zone would increase flexibility in street design. Currently, the furnishing zones and bikeway widths required by the CSDSG may need to be reduced in order to accommodate ADA pick-up and drop-off. The DWDSG allows flexibility in the design of protected bikeways and sidewalk zones throughout the project in order to comply with ADA requirements for accessible pick-up and drop-off areas.

CSDSG STANDARD OR GUIDELINE THAT SHALL NOT APPLY TO DOWNTOWN WEST				SUPERSEDING DWDSG STANDARD/GUIDELINE	RATIONALE
SECTION NAME	S/G	S/G #	S/G SUMMARY		
Sidewalks and Sidwalk Zones	Guideline	14	Frontage Zones in urban areas should be larger to provide space for elements like street furniture, and café and restaurant seating. (pg. 68)	S6.4.2 Frontage zone S.6.4.5 Allowed zone width reductions	Frontage zones are not requried along open space frontage, which are locations where spill-out of retail activity could be accomodated within semi-public space. Additionally, dynamic lanes and furnishing zones may be used as seating area and extensions of active uses.
Driveways	Guideline	27	Driveways should be located at least 150' from signalized intersections or roundabouts. (pg. 41)	S6.17.4 Signalized intersection adjacency	Access driveways to buildings incorporating district systems/ logistics uses may be closer to intersection aproaches in order to maximize the logistics footprint. District systems and logistics uses reduce the overall impact on Downtown West. Locations are subject to City of San José approval.
Landscaping	Guideline	111	Plant and tree palettes should be selected from the City's Plant List, and trees be should be carefully placed so as not to interfere with other elements (pg. 77)	S6.12.6 Compatible native tree species S6.12.7 Compatible native understory species	The Project is proposing native tree and plant species. The City does have recommended tree species lists per street and a suggested tree species by shape, but neither of which include the Downtown West native palettes. Essentially, the City does not have a specified or ordinance tree list so it would be up to the City Arborist to approve. Therefore, the DW native species are for the most part a modification.