Downtown West
Mixed-Use Rezoning and Development Plan

Project Team
Project Applicant
Google LLC
Development Manager
Longshore & Quinlan
Design + Consultant Team
BBG Group: Urban Design
Heatherwick Studio: Office Architecture
Polshek Partnears: Urban Design + Rail
West 8: Landscape Design
Sherwood: Civil + Infrastructure
Nelson Ng: Transportation Planner
ARUP: Transportation + Electric Systems
H+M: Planning + Associate: Ecology
San Francisco Estuary Institute (SFEI): Ecology
Schlak + Wheeler: Hydrology
Kier + Wright: Surveyors
Environmental Science Associates and DJ Powers Association: Environmental Consultants
Field & Peers: Transportation Consultants

Project Description
The Downtown Station Area Plan (DSAP) adopted by the City of San Jose in 2014 establishes a long-term goal of creating a dense mixed-use urban development district in a new intermodal transit station to support the City’s employment growth policy. While acknowledging the fundamental importance of transit investments, the DSAP emphasizes the importance of experiential qualities that would enhance both the local areas as well as broader San Jose by creating:

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

This application for the rezoning/density increase and improvements to the DSAP’s vision, while recognizing existing realities and opportunities since its original adoption.

The Downtown West Mixed-Use Project (Downtown West) proposes the construction of approximately 500,000 gross square feet (GFSF) of office space (with a maximum of 7,000,000 GSF) in the previously entitled San Jose Water Company building site west of Los Gatos Creek; approximately 3,500 to 5,000 units of housing (with a minimum of 5,000 units) approximately 100,000 to 150,000 GSF of office use, which may include retail, cultural arts spaces, approximately 100,000 GSF of retail space, hotel use and limited-term corporate accommodations; on-site utilities and approximately 10 acres of publicly-accessible open space. The application describes the location and distribution of these proposed land uses, the components and arrangement of the conceptual framework that organizes them, and the utility and mobility infrastructure that enables and serves them.

Development Program

<table>
<thead>
<tr>
<th>Uses</th>
<th>Existing¹</th>
<th>Proposed²</th>
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<tbody>
<tr>
<td>Residential Units</td>
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<td>3,000 - 5,000 (max. 5,000)</td>
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<tr>
<td>Office GSF</td>
<td>150,000</td>
<td>5,000,000 (max. 7,000,000)</td>
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<td>Accommodations (Booms)</td>
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<td>Central Utilities Post</td>
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<td>Residential Parking</td>
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<tr>
<td>Total Parking (total)</td>
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<td>up to 5,000</td>
</tr>
</tbody>
</table>

NOTES:

1. All proposed gross square feet (GSF) is rounded to the nearest 100. All existing GSF is approximate.
2. Approximately 100,000 - 200,000 GSF of Office GSF could be converted to ancillary office amenity space.
3. Active uses include a variety of uses, including but not limited to retail, restaurant, arts, culture, institutional, educational, nonprofit and small-format office uses.
4. Limited-term corporate accommodations would operate as a hotel-like property that would accommodate Google employees typically staying the site for 1 to 14 days. It would not be open to the public.
5. A small amount of employee parking is anticipated for uses such as restaurant, hotel, or parking, and similar uses.

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Legend
Project Site
Project Boundary

The project site consists of approximately 160 gross acres and is generally bounded by Jordan Avenue and the Union Pacific railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Autumn Avenue to the south and Rund Avenue and Shelton Station and the Caltrain rail tracks to the west. The project also includes the area generally bounded by Los Gatos Creek to the west, San Fernando Street to the south, the Guadalupe River to the east, and Santa Clara Street to the north. The site is approximately one mile in length from north to south and generally less than 400 feet in width from east to west — although at its widest, just south of West Santa Clara Street, the site extends nearly 1,000 feet from east to west.
2.02.1 Existing Building Footprints and Parcels

Legend
- Development Boundary
- Existing Buildings
- Existing Parcels

Existing Building Footprints and Parcels
Downtown West Mixed-Use Plan
10/10/2019
Project Foundation

Years of public outreach and City efforts to develop the Diridon Station Area culminated in the approved DSAP in 2019 and the subsequent Memorandum of Understanding between the City and Google (MOU) in 2018. Building on this foundation, the project — a subarea predetermined within the DSAP — makes the vision of a new integrated part of Downtown San José of Downtown West. The MOU between the City of San José and Google identifies several key planning objectives:

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

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

- Create jobs near transit
- Provide housing alongside jobs
- Connect people to nature and transit
- Build a place that is fun (see)

Design Standards and Guidelines

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

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

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

01 Create jobs near transit

Make the Diridon Station Area a job center
Add economic vitality to San José’s downtown
Enhance the property tax and economic base

02 We need housing alongside jobs

3,000-5,000 housing units vs. 2,888 housing units across DSAP
Optimize affordable housing through the project and public benefits
+ Affordable housing fund: Google’s $250M investment for Bay Area + $50M homelessness and anti-displacement grants

03 Create opportunity pathways

A job training and business opportunity center pre-construction
A learning and career opportunity ladder from retail, to food, to tech jobs
An ecosystem model for retail and small, women + minority owned businesses

04 Build a place that is of San José

50/50 site area of office to other uses
An extension of the City, not an office park. A place for all San Joséans

05 Create a place that connects people to nature + transit

Create a cohesive place that is people-centric, not car-centric
Connect people to nature along the creek and river
Connect surrounding neighborhoods
Climate positive

06 Better together

Partnership models for learning, local retail and the arts
Develop economically replicable solutions
Co-create a vibrant public realm

2.04.1 Objectives for the Project
Local and Regional Connections — to Transit, and Nature

Located at the transit gateway to San José as well as the natural confluence of Los Gatos Creek and the Guadalupe River, Downtown West serves as the portal for San José’s rich cultural and ecological roots. This extension of Downtown San José seeks to bring jobs near transit, combining the density and variety of an urban core with an incredibly rich natural environment, offering a work environment accessible to the region and nature. The project centers around enhanced connectivity — locally, along priority east–west streets linking neighborhoods west of Diridon to the Downtown Core — and regionally, completing a north–south ecological spine along the riparian edge that will connect neighborhoods south of I-880 to the Downtown Core along Los Gatos Creek.

Built on Context and Character

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

The land-use distribution of the project seeks to align with existing neighborhood blocks, particularly west of Los Gatos Creek, while office uses are focused on the predominantly industrial/rail edge and adjacent to the Downtown Core. Active uses including retail, cultural, educational, and small businesses are located in greatest concentration on the core of the project to strengthen the existing cultural lines from the Diridon Station to the Downtown Core.

People First — Pedestrians and Cyclists

Downtown West is a people-centric, not car-centric, in a world of evolving personal transportation modes — or “mobility” — streets throughout Downtown West are designed with generous sidewalks, reimagining off-street parking, protected bike lanes, and traffic calming which support both safe commuter and recreational movement. Priority improvements are aimed at improving the mobility gaps and realize the City’s connectivity goals envisioned in the OAVP and Better Bikeways Plan.

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

Diverse and Open

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

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

A new part of Downtown San José, Mixed Use and Connected
Three Character Zones

The foundation of this Framework builds upon San José’s rich cultural history, vibrant character, and innovative spirit. The site-plan line will utilize context to cultivate three distinct characters of place — ranging from industrial and active entertainment in the north civic, travel-oriented, and authentic district character in the core and neighborhood-oriented ecology in the south.

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

Legend

Zone Boundary

Note:

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

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

Legend

- Project Boundary
-  
-  
- Commercial Destinations
- Combined Industrial / Commercial
- Transit Employment Center
- Open Space, Parklands, and Habitat
- Public / Great Public
- OSAP Ballpark Location

Note:
1. Source: Envision San José 2040 General Plan Land Use Map, City of San José

3.01 Existing General Plan Land Use Designation
Downtown West Mixed-Use Plan
10/10/2019
Figure 3.02 identifies areas throughout the plan that require amendments to the General Plan and DSMF land use designations to accommodate the mixed-use plan land uses pursued in the Downtown West Mixed-Use Project. The appropriate General Plan land use designations will be determined during the planning and General Plan Amendment process.

3.02.1 Proposed Changes to Existing General Plan Land Use Designations

Legend
- Project Boundary
- Proposed Changes to Existing General Plan Land Use Designations:
  - New Existing Designation to Permit Office and Residential Use
  - New Existing Designation to Permit Residential Use
  - New Existing Designation to Permit Office Use

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

Proposed Changes to Existing General Plan Land Use Designations
Downtown West Mixed-Use Plan
10/10/2019
Existing Zoning Districts

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

Legend
- Project Boundary
- Light Industrial
- Heavy Industrial
- Industrial Park
- Commercial Neighborhood
- Commercial Renewal
- Downtown Primary Commercial

Note:

Source: Emekon San Jose Zoning Ordinance Map, City of San Jose
3.04.1 Proposed Zoning District

Legend
- Project Boundary
- Downtown West Mixed Use Plan Parking Development Zones

Note:
- Location, dimensions and arrangement of open space, streets and pedestrian mid-block pathways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
3.05.1 Proposed Primary Land Uses

Legend
- Project Boundary
- Approximate Location of Protective Midblock Passageways
- Office
- Residential
- Retail, Cultural, Arts, Education + Other Active Uses

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

Existing height limits on the project site range from 80 feet to 180 feet in the southern portion of the site, 150 feet in the site's central area, and 80 feet to 250 feet above ground level in the site's northwestern area. In March 2019, the San Jose City Council directed Planning Department staff to develop new height limits for portions of downtown based on Federal Aviation Administration (FAA) regulations for aircraft operations at Mineta San Jose International Airport. Information presented to the Council indicated that height limits in the area west of SR 87, including the project site, could increase from the current range of 80 feet to 200 feet to 260 feet to 300 feet. The City of San Jose would implement height limit increases on the project site, as well as within the remainder of the DSAP area and elsewhere in downtown through an amendment to the DSAP that Planning staff would facilitate independent of this project as part of the amendments to the current DSAP that Planning staff may request Council consider adopting in Fall 2020. The airport and the resulting FAA regulations would continue to govern maximum building heights. The existing pattern of lower height limits closest to the airport in the north gradually increasing in distance to the south would continue.

3.06.1 DSAP Building Heights

3.06.2 Proposed Maximum Heights Above Ground Level (AGL)

Legend
- Project Information
- 200' Max.
- 250' Max.
- 300' Max.
- 350' Max.
- 400' Max.

Legend
- 240' Max.
- 290' Max.
- 340' Max.
- 390' Max.
- Existing Buildings

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

3.06
Maximum Allowable Heights
Downtown West Mixed-Use Plan
10/10/2019
Proposed Street Grid Changes

The project proposes to extend portions of certain streets and remove parts of other streets across the project area to establish a more complete grid in Downtown West (see Figure 2.04.0). Street additions may include:

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

Street removals and relocations may include:

- Removal of North Montgomery Street between West St. John and Cahill Streets.
- Removal of South Montgomery Street between West San Fernando Street and Park Avenue, and other Street east of South Montgomery Street.
- Removal of Chancellor and Storer Streets east of the Orinda Station and increase of the existing open space at that location.

Legend

- Project Boundary
- New Streets
- Renamed / Relocated Streets
- Conceptual/Future Connections

Notes:

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

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

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

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

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

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

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

Legend:

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

Notes:

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

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Street Name</th>
<th>Figure #</th>
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<tbody>
<tr>
<td>Grand Boulevard</td>
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<td>W. San Carlos St.</td>
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<tr>
<td>City Connector</td>
<td>Bird Ave. (formerly S. Montgomery St.)</td>
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<tr>
<td></td>
<td>Calhoun St.</td>
<td>3.09.5</td>
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Notes:
1. Location, dimensions and arrangement of streets are approximate within the defined flight of way width. Minimum standards, streetscapes, character and furnishings will be defined in the Design Standards and Guidelines.
2. All streets and buildings are subject to conformance requirements of the Americans with Disabilities Act (ADA).
3. The lanes identified in sections may be used for parking, drop-off, loading, and travel lanes to support event traffic.
Typical Street Sections

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Street Name</th>
<th>Figure #</th>
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<td>S. Autumn St.</td>
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<td>S. Autumn St. (North of San Fernando St.)</td>
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<tr>
<td></td>
<td>Park Ave.</td>
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Notes:

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

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<th>Street Type</th>
<th>Street Name</th>
<th>Figure #</th>
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<tbody>
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<tr>
<td></td>
<td>N. Montgomery St. (between Julian and Cleveland)</td>
<td>3.11.3</td>
</tr>
<tr>
<td></td>
<td>W. San Fernando St.</td>
<td>3.11.4</td>
</tr>
<tr>
<td>Local Connector</td>
<td>Typical Local Connector*</td>
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<td></td>
<td>St John St.</td>
<td>3.11.6</td>
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<tr>
<td></td>
<td>Post St. (New Street)</td>
<td>3.11.7</td>
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</table>

*Typical Local Connectors include Delmar St., Laurel Grove St., Crenshaw St., Julian St., Lorton St., Royal Ave., Austin Ave., and new streets west of Royal Ave. and north of Crenshaw St.

Notes:
1. Location, dimensions and arrangement of streets are approximate within the defined flight of way width. Minimum standards, stormwater character and furnishings will be defined in the Design Standards and Guidelines.
2. All streets and buildings are subject to performance requirements of the Americans with Disabilities Act (ADA).
3. The lanes identified in sections may be used for parking, drop-off loading, and travel lanes to support event traffic. Flex lanes in typical streets can change to bicycle lanes. Examples: Julian St. and Austin Ave.
Bicycle Network

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

Improvements include:

- Protected bike facilities along Park Avenue, W. San Fernando Street, W. W. John Street, S. Autumn Street, and Calle 8 Street including extensions from Park Avenue to Julia Street.
- Off-street path connections along Los Gatos Creek within the project boundary and along Creek/Meadow open space where project does not (directly) connect to the Los Gatos Creek.
- Strengthen existing links north of the Santa Clara Valley Transit Authority (SVC) alignment from San Bernardo Street as a multi-use path as a key connection between the Station and Downtown.
- Buffered on-street bike lanes are provided to create minor connections on streets with constrained dimensions, including Julian Street and San Carlos Street.
- All other streets are envisioned to be traffic-calmed, shared local connector streets that promote slow-speed.

3.12 Bicycle Network

Legend

- Project Standby
- Proposed bike lanes and trails
- Buffered bike lanes
- Shared streets
- Additional City Bike routes outside Project Boundary
- Existing Protected Bike lanes and trails
- Existing Buffered Bike lanes
- Existing Shared Streets

Notes:

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

Legend

- Existing Los Gatos Creek top of bank or riparian corridor (whichever is greater)
- Approximation of 10' and VOD setback from Los Gatos Creek top of bank
- City Proposed Trail
- Proposed Publicly Accessible Open Space
- Open Space (including parks, plazas, and wetlands)
- RD Riparian setback
- Approximation Location of Pedestrian Midblock Crosswalks

Notes:

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

Legend

- Existing Streets
- Proposed Street Drainage
- Existing Drainage
- Development Boundary
- Conceptual Design Existing Storm Drain
- Proposed Storm Drainages
- Open Space

Notes:

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

Anticipated existing storm drain pipe upgrades based on modeling previously prepared for the DAPA. Final modeling required to confirm.

3.14
Grading & Drainage
Conceptual Infrastructure Plan
10/10/2019
3.17 Conceptual Infrastructure Plan

3.17.1 Proposed Electrical Layout

Notes:

1. The Northern Zone for District Infrastructure may be deleted in the future depending on design progression and detailed planning. Locations and network requirements are preliminary.
2. Distribution Circuits: Direct bury, utility tunnels, and within below-grade Google-owned structures.
3. Utility layouts are conceptual and may be revised to reflect final development requirements.
4. Location, dimensions, and arrangement of open space, streets, and pedestrian mid-block passageways are approximate and may change as vertical buildings are developed. Minimum standards will be defined in the Design Standards and Guidelines.
5. Refer to Infrastructure Narrative Section 3.17.2 – Proposed Electrical System.
3.20.1 Existing and Proposed Water Plan

Legend
- Proposed Water
- Existing Water
- Development Boundary
- Random Water Lines Overly by S.M.C
- Proposed Buildings
- Open Space

Notes:
1. Existing utility locations are approximate and shown for reference only. Additional utility surveys are required to determine exact pipe structure locations.
2. All new water mains will be constructed by the San Jose Water Company.
3. New fire hydrants will be located per San Jose Fire Department requirements.
4. Utility layouts are conceptual and may be revised to reflect final development requirements.
5. Refer to Infrastructure Framework Sections II - Portable Water System for further information.
3.22 Proposed Recycled Water Plan

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

Notes:
1. Shaded utility locations are approximate and shown for reference only. Additional utility surveys are required to determine actual pipe structure locations.
2. On-site production of recycled water at the water reuse facility is proposed. Extension of the South Arm Water Recycling pipeline is also under review.
3. Utility layouts are conceptual and may be revised to reflect final development requirements.
4. Refer to Infrastructure Framework Section 10 - Non-Potable Water System for further information.
5. The Northern Zone for District Infrastructure may be deferred in the future depending on design progression and detailed planning.