

CHAPTER 2

Project Description

2.1 Project Overview

Google LLC, the project applicant, is proposing the Downtown West Mixed-Use Plan (proposed project) as part of the company’s expansion of its workforce and business operations in the Bay Area. To address workforce growth and create more efficient transportation linkages between the Google workplace and employees’ homes, the proposed project is located in the *Envision San José 2040 General Plan* (General Plan) Downtown Growth Area and largely within the boundaries of the City of San José’s (City’s) Diridon Station Area Plan (DSAP),¹ which envisions a new high-density job center anchored by public transportation. The proposed project would include a mix of uses generally consistent with the General Plan and DSAP, providing for a mixed-use Downtown neighborhood.

2.1.7 Summary of Project Elements

The proposed project consists of the demolition of most existing buildings on the project site and phased development of new buildings on approximately 81 acres on the west side of Downtown San José. The proposed project would require amendments to the General Plan and DSAP; Planned Development Rezoning; a Planned Development Permit, including adoption of the Downtown West Design Standards and Guidelines; Vesting Tentative Map(s)/Tentative Map(s)/Final Map(s); Historic Landmark Amendments to modify the boundaries of two Landmarks so as to eliminate non-historic portions; and other entitlements from the City, including, but not limited, to a Development Agreement and permits related to tree removal, demolition, grading, building, encroachment, solid waste, and historic preservation. For a more complete list of City approval actions required for the proposed project, refer to Section 2.15, *Uses of the EIR and Required Project Approvals*.

The proposed project would include development of the following uses:

- A maximum of 7.3 million gross square feet (gsf) of commercial office space
- A maximum of 5,900 residential units
- A maximum of 500,000 gsf of active uses (commercial retail/restaurant, arts, cultural, live entertainment, community center, institutional, childcare and education, maker spaces, non-profit, and small-format office space)²

¹ The City is currently analyzing revisions to the DSAP including a revision to the DSAP area boundary to encompass the project site; refer to Section 2.1.8, *Planning Context*.

² The active use space would include one or more indoor live entertainment venues, as described in Section 2.3.8, *Central Area of the Project Site (West Santa Clara Street to Park Avenue—Blocks D, E, and F)*.

- A maximum of 300 hotel rooms
- A maximum of 800 rooms of limited-term corporate accommodations (lodging of company workforce for not more than 60 consecutive days and not open to the public; considered a non-residential use)
- A maximum of 100,000 gsf of event and conference space
- On- and off-street public/commercial and residential parking
- A district systems approach to delivery of on-site utilities,³ including designated infrastructure zones with on-site centralized utility plants totaling up to 130,000 gsf
- One or more on-site logistics centers to serve the commercial on-site uses that would occupy a total of about 100,000 gsf
- A total of approximately 15 acres of parks, plazas, and open space, including areas for outdoor seating and commercial activity (such as retail, cafes, and restaurants), green spaces, landscaping, mid-block passages, riparian setbacks, and trails
- Various improvements to the public realm to improve transit access and pedestrian and bicycle circulation and facilitate connectivity, both within the site and to and from surrounding neighborhoods

The project would also include the adoption of the Downtown West Design Standards and Guidelines, an enforceable series of design-focused standards, along with advisory guidelines, that would govern development on the project site and would be approved as part of the Planned Development Permit and Planned Development Zoning District (refer to Section 2.12, *Downtown West Design Standards and Guidelines*, and Appendix M). Finally, the project may include further land assembly by the project applicant.⁴

2.1.8 Planning Context

Envision San José 2040 General Plan

The General Plan, adopted in 2011 and last amended in March 2020, plans for the future growth, development, and provision of municipal services for San José. The General Plan anticipates up to 382,000 new jobs and 120,000 new dwelling units, supporting a population of approximately 1.3 million people by 2040.

³ A “district” utility system essentially entails creating an on-site utility network separate from, though sometimes linked to, the citywide or regional networks. District systems are most commonly used for building space heating and cooling, but may also be employed to generate and distribute electricity, collect and treat wastewater and stormwater, and the like. A small mutual water system serving a rural area is another common example of a district utility system. District systems shift from individual building systems such as chillers and cooling towers to centralized facilities such as central utility plants serving multiple buildings to enable more efficient operations.

⁴ The project site, as defined herein, includes certain parcels not currently under the control of the applicant. That is, the project site includes parcels owned by the City of San José (parking lots adjacent to the SAP Center), as well as the Santa Clara County Valley Transportation Authority (southeast corner of West Santa Clara and Cahill Streets). These landowners have granted the applicant the authority to include their parcels in the project description and the applicant may purchase or lease one or more of these parcels in the future. This would also necessitate granting of access easements, land that would be added to the project site if the easements are granted. Refer to Section 2.2, *Project Site and Location*, for additional information.

Land use policies in the General Plan emphasize increasing the number of jobs and amount of housing in areas served by transit and improving other City services to minimize the environmental and fiscal impacts of new growth. The General Plan identifies Growth Areas to accommodate nearly all of San José’s planned housing and job growth capacity. These are areas that generally have a high degree of access to transit and/or other infrastructure and proximity to retail and other services, and that are strategically located. The Growth Areas include Downtown (including the Diridon Station Area and the project site), Specific Plan Areas, Employment Land Areas, Urban Villages, and Other Growth Areas.

The project site is within the Downtown Growth Area and primarily within the Diridon Station Area Plan.

One of the General Plan’s 12 Major Strategies is Destination Downtown, which is to “support continued growth in the Downtown as the City’s cultural center and as a unique and important employment and residential neighborhood.” Recognizing that Downtown is the city’s cultural heart and its largest and most vibrant urban area, the strategy explains that emphasizing Downtown growth supports the General Plan’s economic, fiscal, environmental, and urban design/placemaking goals. The strategy further notes that Downtown is a growing employment center, particularly with respect to software and creative services businesses whose employees generally value a downtown living environment and offer technical skills and creative talent in San José’s urban center.

The Envision San José 2040 General Plan establishes a four-year review cycle to evaluate progress in achieving key goals and undertake any necessary adjustments to the General Plan. The City is currently in its second such four-year review of the General Plan, beginning with public meetings of the Envision San José 2040 Task Force in advance of City Council consideration.

Diridon Station Area Plan

In 2014, the City of San José adopted the DSAP, which is incorporated 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 service to San José. The City initiated amendments to the DSAP in 2019 to account for the following changes in planning assumptions:

- New uses contemplated for a site, located within the boundary of the project site analyzed in this environmental impact report (EIR), that was previously identified for a proposed Major League Baseball ballpark
- The City Council direction to Planning Division staff, issued in March 2019, to develop new height limits for portions of Downtown—including the Diridon Station Area—to allow taller buildings than are currently permitted
- The City’s focus on environmental sustainability through Climate Smart San José, a sustainability and greenhouse gas (GHG) emissions reduction plan adopted in 2018
- The City’s adoption, in 2019, of the Downtown Design Guidelines, as well as the proposed development of a Downtown Transportation Plan

- The City’s participation, along with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA), in the Diridon Integrated Station Concept (DISC) Plan process. This process will evaluate how to expand and redesign Diridon Station as a world-class center of transit and public life that provides intermodal connections and integration with the surrounding neighborhoods.⁵

The proposed DSAP amendments are intended to adapt the DSAP to updated circumstances; respond to and complement other adopted plans and information currently available for ongoing plans, including the General Plan; and support and facilitate DSAP implementation relative to both private development and public investment.

The City does not expect to make major changes to the primary objectives of the DSAP. Expected changes include reallocating development capacity from other General Plan–designated Growth Areas elsewhere in San José and updating the plan’s existing sections pertaining to land use, design, transportation, and public spaces. The DSAP boundary is anticipated to be expanded eastward to the Guadalupe River between West Julian Street and to encompass Los Gatos Creek between West Santa Clara Street and north of Park Avenue. (As described in Section 2.4.11, *Other Proposed Revisions to the Diridon Station Area Plan*, the proposed project includes an amendment of the DSAP to bring the portion of the project site east of Los Gatos Creek within the DSAP boundary.)

The City will also prepare implementation plans for shared parking, infrastructure financing, and affordable housing.

With respect to the proposed project, this EIR assumes that project approvals would include Planning Commission and City Council consideration of project-specific General Plan and DSAP amendments. Accordingly, this EIR analyzes the environmental impacts of development under all project-specific General Plan and DSAP amendments.

Memorandum of Understanding

In December 2018, the project applicant, Google LLC, entered into a non-binding Memorandum of Understanding (MOU) with the City of San José with an 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.”⁶

The MOU set forth a vision for new development to transform the current area through new construction and adaptive reuse of existing facilities to a vibrant, fully functional transit-oriented neighborhood that embodies a commitment to place making, social equity, economic development, environmental sustainability and financially viable private development. Among the established goals are to balance the objectives of the City, the applicant, and the community; capitalize on transit synergy; optimize density and the mix of land uses; preserve existing housing and create new housing; create broad job opportunities; and pursue equitable development. Goals also address high-quality,

⁵ The DISC Plan is not a land use plan. Instead, the plan will include a physical layout showing how the various track and station elements will fit together and relate to the surrounding neighborhood and a governing structure to implement the vision for the station and operate the station in the long term.

⁶ *Memorandum of Understanding between the City of San Jose and Google LLC*, December 4, 2018. Available at <https://www.diridonsj.org/s/Final-MOU-98jt.pdf>.

human-scaled design; improvements to the public realm; enhanced sustainability, environmental stewardship, and innovation; improvements to existing transit access and the minimization of parking; timely implementation; assurances that private developers will fund a fair share of amenities and other improvements and pay prevailing wages to construction workers in office/research and development buildings; and public involvement in discussions regarding community benefits.

The MOU states that should the project be approved, the project applicant would enter into a Development Agreement with the City to “memorialize community benefits and secure vested development rights aligned with any proposed development masterplan.” As a non-binding document, the MOU did not commit the City to any course of action, and the City retains full discretion to impose conditions or mitigation measures, or to disapprove the proposed project.

2.2 Project Site and Location

The project area is located in the western portion of Downtown San José, mostly within the DSAP. (The DSAP boundary would be amended to include the previously entitled project area west of South Autumn Street between West Santa Clara Street and West San Fernando Street.) **Figure 2-1** shows the project site generally bounded by Lenzen Avenue and the Union Pacific Railroad (UPRR) tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail tracks to the west.⁷ Cahill Street fronts Diridon Station and runs generally parallel to the rail tracks in the project’s central area. The site is approximately 1 mile long from north to south and generally less than 800 feet wide from east to west, although the site reaches nearly 1,500 feet from east to west at its widest, just south of West Santa Clara Street.⁸ **Figure 2-2** presents an aerial photo of the project site and vicinity.⁹

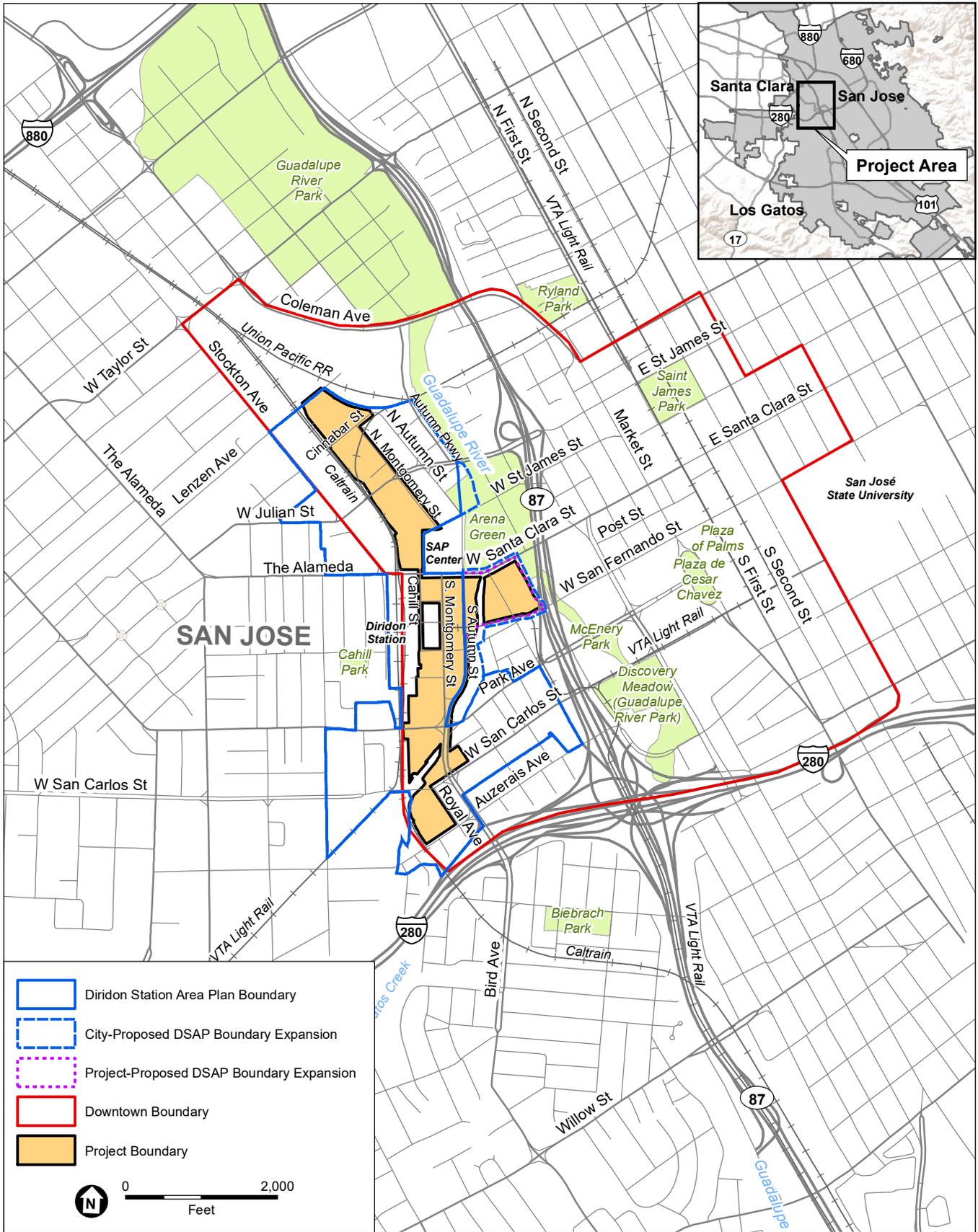
Certain parcels, currently containing Lots A, B, and C adjacent to the SAP Center to the west and northwest, are owned by the City, and the project applicant has entered into an option agreement to acquire these parcels for inclusion within the project site in the future. These parcels total approximately 11 acres (Assessor’s Parcel Numbers [APNs] 259-28-031, 259-28-041, 259-28-044, a portion of APN 259-28-043, and portions of the rights-of-way of West St. John and West Julian Streets).¹⁰ The project applicant is in discussions with the VTA regarding seven parcels owned by that agency (APNs 261-34-002 through -006, 261-34-011, and 261-34-023, totaling about 1.33 acres), located along the east side of Cahill Street south of West Santa Clara Street and currently used for surface parking. Although these parcels are not currently owned by the project

⁷ Caltrain is operated by the Peninsula Corridor Joint Powers Board, consisting of representatives from San Francisco, San Mateo, and Santa Clara Counties. From just north of Santa Clara Station to Diridon Station, Altamont Corridor Express (ACE) and Amtrak Capitol Corridor trains also operate on the Caltrain tracks.

⁸ This wider portion of the site results from an easterly extension bounded by Santa Clara Street, the Guadalupe River, West San Fernando Street/VTA light rail tracks, and South Autumn Street.

⁹ As explained in Chapter 1, *Introduction*, since publication of the Notice of Preparation (NOP) for this EIR, the project boundary has changed to eliminate approximately 3 acres owned by the Peninsula Corridor Joint Powers Board (Caltrain), thus reducing the site’s size from approximately 84 acres to approximately 81 acres. The proposed mix and amount of various land uses and the site improvements have not changed. See additional discussion in Section 2.3, *Development Program*, below.

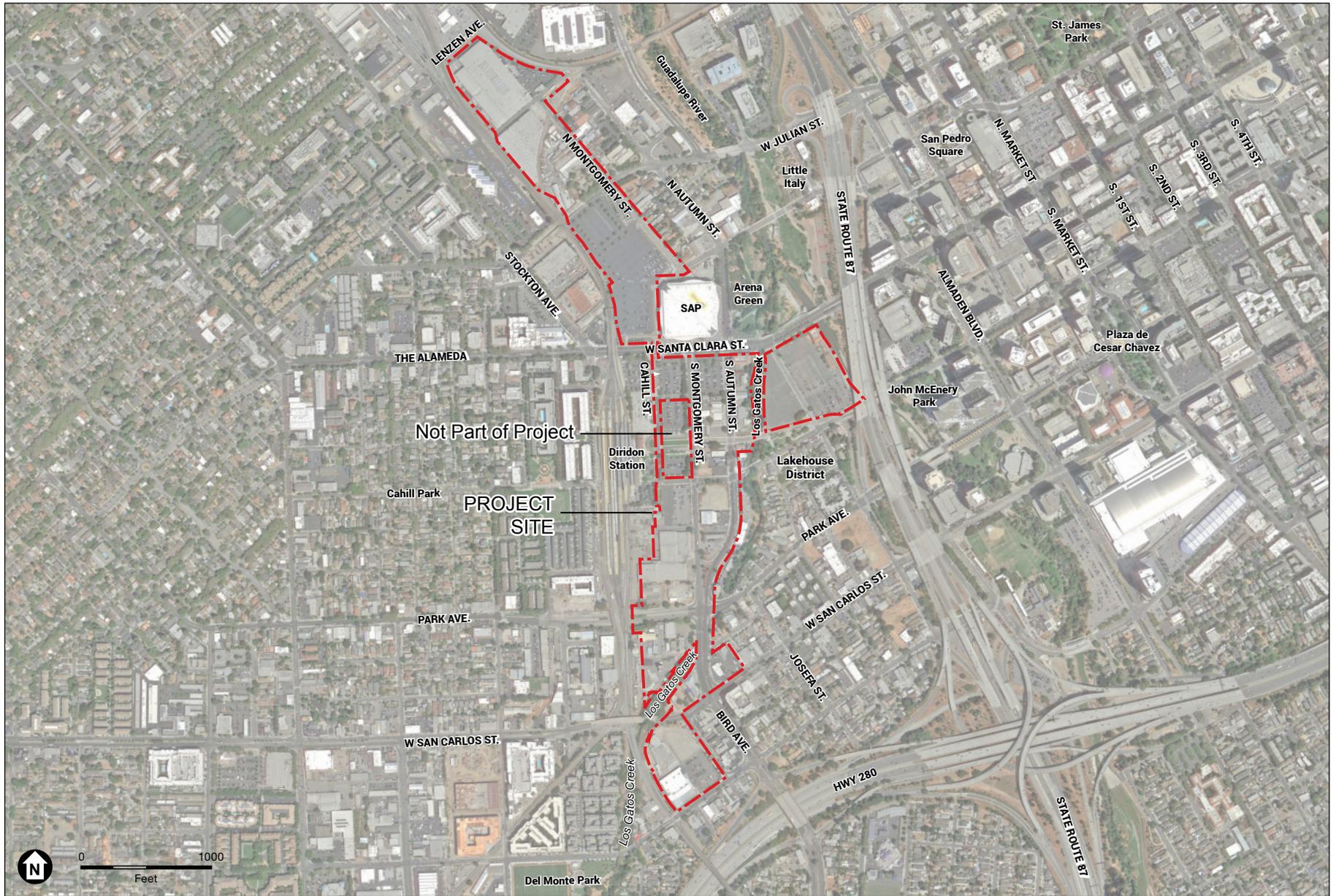
¹⁰ These parcels encompass project Blocks C1, C2, and C3, along with the intervening open space, as shown on Figure 2-3.



SOURCES: ESRI, 2019; City of San José, 2020; ESA, 2020

Downtown West Mixed-Use Plan

Figure 2-1
Project Location Map



SOURCES: Google LLC and SITELAB urban studio, 2020

Downtown West Mixed-Use Plan

Figure 2-2
Aerial Photo of Project Area

applicant, they are included in this analysis to ensure a full analysis of the anticipated maximum project buildout. VTA has granted the applicant the authority to include its parcels in the project description. (It is likely that development on these parcels would be undertaken separately in the future, at the election of VTA.)¹¹ Also included in the project site are portions of three parcels owned by other entities, over which the project would require access easements. These are:

- The northern “panhandle” reaching the south side of West San Fernando Street at Cahill Street of a parcel owned by Pacific Gas and Electric Company (PG&E) (a portion of Assessor’s Parcel Number [APN] 261-35-002 encompassing about 6,125 square feet), over which Cahill Street would be extended south from West San Fernando Street to Park Avenue.¹²
- The easternmost edge of a parcel owned by the Peninsula Corridor Joint Powers Board (Caltrain) (a portion of APN 261-35-030 consisting of about 4,035 square feet), which would also be incorporated into the western edge of the southerly extension of Cahill Street;
- A portion of Caltrans-owned property (no APN; approximately 6,365 square feet) adjacent to SR 87 on the north side of West San Fernando Street, which would provide freight loading access to the easternmost development block within the project site.

The site excludes seven parcels owned by Caltrain, located north of West San Fernando Street and immediately across Cahill Street from Diridon Station. These parcels contain two Caltrain parking lots and a pair of one-way streets, separated by landscaping and walkways, that provide vehicular access to Diridon Station.

2.2.7 Existing Land Uses

The approximately 81-acre project site currently contains approximately 100 individual parcels (the total acreage also includes some public rights-of-way between or adjacent to project parcels). Most of the land being studied as part of the project as described above is owned by the project applicant.

The project site is in an area of Downtown San José that accommodates manufacturing, light industrial, and business service land uses intermixed with limited residential and commercial uses. The built environment of the project site and vicinity is characterized by a pattern of one- and two-story buildings that cover only portions of their lots, with the remaining unbuilt lot space used as surface parking. The total floor area of the buildings currently on the project site accounts for approximately 755,000 square feet; many of the existing buildings, comprising more than one-third of total building space, are vacant.

In all, approximately 40 percent of the project site is devoted to parking lots, a portion of which includes Lots A, B, and C, adjacent to the SAP Center, which provide 1,422 stalls. The site also includes Lot D, south of West Santa Clara Street between South Montgomery and South Autumn Streets, which provides 228 spaces for use by the SAP Center and for daytime public parking; VTA-owned parking lots west of South Montgomery Street; two large parking lots south of West Santa Clara Street on both sides of Delmas Avenue; and several other smaller parking lots, some publicly available and some dedicated to specific retail, restaurant, and other uses.

¹¹ These parcels are encompassed within project Block D1 (see Figure 2-3).

¹² The southern part of the Cahill Street extension would be over property owned by the project applicant.

In the northern portion of the project site, a variety of light and heavy industrial uses are present, including a food wholesale warehouse, along with one occupied residential property. In the central portion of the project site, immediately north and south of the SAP Center, surface parking lots provide parking for surrounding uses. Adjacent to the surface parking lots south of the SAP Center are a variety of light industrial and commercial uses, a church, and food-related uses. Immediately south of West San Fernando Street is a Pacific Gas and Electric Company (PG&E) substation. South of Park Avenue, existing uses include a San José Fire Department training facility (to be relocated at lease expiration in 2022), retail, and vacant properties.

The project site contains about 480,000 gross square feet (gsf) of occupied building space. The largest occupied commercial land use is a nearly 200,000 gsf warehouse (587 Cinnabar Street) used for wholesale food distribution. The second largest occupied land use is an approximately 120,000 gsf storage facility (501 Cinnabar Street). Together, these two buildings make up about two-thirds of the occupied building space on the project site. Other occupied non-residential establishments include a mix of light industrial, service, restaurant, and retail uses; the above-noted San José Fire Department training center; and a church. Most of these uses are in relatively small buildings, with only four greater than 10,000 square feet in floor area.

Existing employment on the project site, estimated based on occupied land uses as of the date of the NOP, is approximately 650 jobs.¹³ The project site contains 11 residential units, but only one is occupied and, according to the project applicant, the occupant has made arrangements to relocate prior to commencement of construction.

2.2.8 Existing and Planned Transportation Facilities

The project site is surrounded by a network of regional transportation facilities, and is in portions of two Priority Development Areas (PDAs) identified by the City and so designated in *Plan Bay Area 2040*, the Bay Area's sustainable communities strategy prepared pursuant to Senate Bill (SB) 375.¹⁴ PDAs are areas of existing communities that city or county governments have identified as locations for future growth. These areas typically have transit access and are often located near established job centers, shopping districts, and other services.¹⁵ The project site is

¹³ Employment estimated based on existing land uses and employment densities derived from Strategic Economics, *San José Market Overview and Employment Lands Analysis*, 2016. Prepared for the City of San José Four-Year General Plan Review. Refer to Section 3.11, *Population and Housing*, for more information.

¹⁴ The northern and southern portions of the project site are within the Downtown Frame PDA; the more central area, between West Julian Street on the north and Park Avenue/West San Carlos Street on the south, is within the Greater Downtown PDA. According to the Association of Bay Area Governments, a PDA must be within an existing community, within 0.5 miles of frequent transit, and in an area planned for future housing and job growth (<https://abag.ca.gov/our-work/land-use/pda-priority-development-areas>). SB 375, enacted in 2008, requires the California Air Resources Board to establish regional GHG emissions reduction targets; links these targets to regional land use and transportation planning through preparation of sustainable communities strategies; and provides for CEQA streamlining for projects consistent with the sustainable communities strategies.

¹⁵ Metropolitan Transportation Commission, Priority Development Areas. Available at <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>. PDA map available at http://opendata.mtc.ca.gov/datasets/56ee3b41d6a242e5a5871b043ae84dc1_0. Accessed October 2019.

also in a Transit Priority Area as defined in California Environmental Quality Act (CEQA) Section 21099, meaning that the site is within 0.5 miles of a major transit stop.¹⁶

The San José Diridon Station, a central passenger rail hub just outside and west of the project boundary, is served by Caltrain, ACE, VTA light rail, and the Amtrak Capitol Corridor and Coast Starlight routes. As of spring 2020, BART service to Diridon Station is anticipated to begin in approximately 2030 as a subsurface extension of the BART line to Berryessa Station in East San José.¹⁷ The Diridon BART station would be located within the project site, underground along the south side of West Santa Clara Street between South Autumn and Cahill Streets across from the SAP Center.^{18,19}

The California High-Speed Rail Authority plans to serve Diridon Station as well. The Draft Environmental Impact Statement (EIS)/EIR for that project's San José to Merced Project Section was published in April 2020. The Draft EIS/EIR evaluated four alternatives in addition to a No Project Alternative. Three of the alternatives would entail construction of elevated tracks through the Diridon Station area and an elevated station. The California High-Speed Rail Authority's Preferred Alternative, Alternative 4, envisions at-grade tracks through the Diridon Station area and an at-grade station.²⁰ The Preferred Alternative, therefore, is inconsistent with the preferred Concept Layout that has been developed through the DISC planning process (discussed immediately below). As acknowledged in the Draft EIS/EIR, "The ongoing multi-agency Diridon Integrated Station Concept (DISC) planning process is a separate planning process and decisions about future changes to the Diridon station and the surrounding, Caltrain-owned rail infrastructure and corridor are the subject of multiple planning and agreement processes that are proceeding independently from this [High-Speed Rail] environmental process."²¹

In conjunction with planning for the BART extension and potential future high-speed rail service, the City of San José, along with the Caltrain, BART, VTA, and the California High-Speed Rail Authority, has initiated the DISC process, as noted above. The DISC planning process is evaluating how to expand and redesign Diridon Station as a world-class transit center that provides intermodal connections and integration with the surrounding neighborhoods. The DISC Plan process does not propose any land use changes, but focuses on station design, including the

¹⁶ Metropolitan Transportation Commission, Transit Priority Areas. Available at http://opendata.mtc.ca.gov/datasets/d97b4f72543a40b2b85d59ac085e01a0_0. Accessed October 2019.

¹⁷ In April 2020, VTA staff, in a presentation to the authority's board of directors, explained that VTA would likely move forward with a "stacked" configuration, with tracks aligned one on top of the other, for the Downtown San José and Diridon stations, rather than side-by-side station tracks as had originally been analyzed. While this change could have schedule implications, no information on a potential change in operational date for the BART Downtown extension is available as of spring 2020.

¹⁸ Santa Clara Valley Transportation Authority, VTA's BART Silicon Valley Phase II Extension Project: Downtown-Diridon Community Working Group presentation, November 12, 2019. Accessed May 2020.

¹⁹ Refer to the Introduction to Chapter 3 for a discussion of cumulative projects considered in this EIR.

²⁰ The High-Speed Rail Authority in July 2020 published a Draft EIR/EIS for the San Francisco to San José Project Section of the proposed high-speed rail route. This DEIR/DEIS incorporated the Diridon Station approach analysis from the San José to Merced Project Section DEIS/DEIR and stated that the decisions regarding the Diridon Station approach would be made as part of the latter project's approval process.

²¹ California High-Speed Rail Authority, *California High-Speed Rail Project, San Jose to Merced Project Section, Draft Environmental Impact Report/Environmental Impact Statement*, April 2020. Available at https://hsr.ca.gov/programs/environmental/eis_eir/draft_san_jose_merced.aspx.

spatial configuration determining how the various track and station elements will fit together and relate to the surrounding neighborhood.

The DISC process initially identified three conceptual layouts for the future Diridon Station: an at-grade station on West San Fernando Street, an elevated station on West Santa Clara Street, and an elevated station near West Stover Street. Through a community input process and ongoing technical work with the partner agencies, a fourth alternative was identified as the preferred “Concept Layout” for the DISC Plan, a preliminary alignment for elevated heavy rail tracks through Diridon Station. In February 2020, the San José City Council and the Caltrain board endorsed the Concept Layout, and the VTA board did so in June 2020.

To maximize rail access and passenger circulation, the Concept Layout includes two concourses: a primary concourse in the north, oriented toward West Santa Clara Street, and a southern concourse, oriented toward West San Fernando Street. Each concourse would have two entrances, one on the east side and one on the west side. The design also proposes public squares directly in front of three of the four station entrances to provide a transition area between the surrounding urban area and the station area. This would include the proposed conversion of Cahill Street within the intermodal hub (between West Santa Clara and West San Fernando Streets) to a non-motorized street. The DISC Concept Layout would facilitate potential at-grade east-west connections beneath the elevated station and tracks, including pedestrian and bicycle access to and through Diridon Station. To accommodate the future growth of passenger rail, the Concept Layout anticipates widening the rail right-of-way north and south of Diridon Station.

The project applicant has been coordinating with the DISC partner agencies so that the proposed project would complement the development of Diridon Station by providing high-density mixed uses that would generate future transit ridership. However, because the DISC Concept Layout was selected after development of the project plan and release of the NOP for this EIR, the proposed project as currently envisioned is not entirely consistent with the Concept Layout.

The preferred Concept Layout is still preliminary: the plans have yet to be finalized or reconciled with the Preferred Alternative for High-Speed Rail, as described above; environmental review (which will include analysis under both CEQA and the National Environmental Policy Act) has not been initiated; no clear timeline exists for construction, although it is anticipated to occur before 2040; and no dedicated funding is currently in place to construct the improvements. In addition, the eventual development of the preferred Concept Layout would require a government agency to acquire property along the existing railroad tracks, a process that has yet to be defined or initiated. Given the early stage of the proceedings, the project description for Diridon Station is not yet stable and it is likely that the final reconfiguration will differ from the Concept Layout.

The project applicant would work with the City and the DISC partner agencies to address the final selected layout, while still meeting the objectives of the proposed project. Standards S4.9.2 (Relationship to DISC and rail corridor), 5.5.5 (Relationship to DISC and rail corridor), and S6.3.4 (Relationship to DISC) of the project’s proposed Downtown West Design Standards and Guidelines permit the project applicant to reconfigure development on the site in the event that a DISC partner agency begins proceedings to acquire land within the site boundary to expand the rail right-of-way.

In addition to Caltrain, ACE, VTA, and Amtrak, numerous bus lines serve Diridon Station: local and express VTA bus lines, Monterey-Salinas Transit, Santa Cruz Metro, Amtrak Thruway Bus, Greyhound Lines, Megabus, and private shuttles.

State Route (SR) 87 is adjacent to the easternmost portion of the project site; Interstate 280 is one block south of the southern project site boundary; and Interstate 880 is slightly less than 1 mile northwest of the site's northern boundary. Norman Y. Mineta San José International Airport (Airport) is also slightly less than 1 mile north-northwest of the northern site boundary. The SAP Center sports and entertainment venue is located on West Santa Clara Street immediately east of the project site.

2.2.9 Existing Land Use Context

In addition to the commercial uses, SAP Center, and transportation facilities as described above, the vicinity of the project site has several established residential neighborhoods:

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

2.2.10 Existing Public Facilities

The closest public elementary school to the project site is Gardner Elementary School at 502 Illinois Avenue, in the Willow Glen neighborhood just south of Interstate 280, about 0.25 miles southeast of the project site. Portions of the project site are within the attendance boundaries for Horace Mann and Grant Elementary Schools.

The closest public middle and high schools are Herbert Hoover Middle School and Abraham Lincoln High School, each about 1 mile west of the site, in the Rose Garden neighborhood. Portions of the project site are within the attendance boundaries for Muwekma Ohlone Middle School and San José High School. Santa Clara County Community School, a Santa Clara County Office of Education collaborative community day school for high-school age students, is located at 258 Sunol Street, 0.2 miles west of the project site.

The closest San José fire stations are Station 30 at 454 Auzeais Avenue, 0.25 miles east of the project site; Station 1 at 225 N. Market Street, 0.5 miles northeast of the site; and Station 7 at 800 Emory Street, 0.5 miles northwest of the site. The project site is within the San José Police Department's Central patrol division.

The City parks closest to the project site include Cahill Park, on West San Fernando Street just west of Diridon Station (about 500 feet west of the project site); Guadalupe River Park, and its Arena Green, immediately across West Santa Clara Street from the project site's easternmost extent (about 100 feet from the site); Del Monte Park, about 550 feet southwest of the project site at Auzeais Avenue and Los Gatos Creek; John P. McEnery Park, south of West San Fernando Street and immediately east of SR 87 from the site's easternmost extent (about 275 feet east of the project site); and portions of the linear Guadalupe River Park, which are as close as 100 feet

east of the site. There are also trail systems along both Los Gatos Creek and the Guadalupe River, portions of which are existing and parts of which have yet to be developed.

The closest public library to the project site is the main Dr. Martin Luther King Jr. Library at South Fourth and East San Fernando Streets, about 0.75 miles east of the site. The Rose Garden Branch Library is about 1.25 miles west of the project site.

2.3 Development Program

The proposed project would include a mix of primarily office and residential land uses across the approximately 81-acre project site. Other “active” uses, such as retail (including restaurants), arts, cultural, live entertainment, childcare/educational, institutional facilities, maker spaces, non-profit organizations, and small-format offices, would generally occupy ground or second-floor spaces in mixed-use and stand-alone buildings.²² Some office amenities such as gyms and cafes at the ground or upper floors may also be made available for limited public use. The project would also include one or more hotel uses, limited-term corporate accommodations, and event/meeting space; new parks and open spaces; and changes to the local street network and improvements to the trail system that are intended to improve circulation and access within the project site for all modes. In addition, the project applicant intends to include on-site “district” utility systems for most on-site buildings. Notably, these systems include thermal heating and cooling, power distribution via a microgrid, and district water reuse facility(s) that would treat wastewater and provide recycled water to the project, employing up to two central utility plants located in up to two infrastructure zones. The infrastructure zones would also include up to two on-site logistics centers.

Under current site planning assumptions, the project applicant anticipates that development on the project site could ultimately entail adding about 65 new buildings. About 70 percent of these buildings would be high-rise structures, as defined in the California Building Code; that is, they would have an occupied floor level greater than 75 feet above grade.²³ (Refer to Section 2.5, *Building Heights*, for a discussion of proposed height limits on the project site.)

For the proposed project, the applicant is proposing site-specific Downtown West Design Standards and Guidelines that would govern development on the project site, excluding the portion of the project site currently owned by VTA at the southeast corner of West Santa Clara and Cahill Streets (Block D1 on Figure 2-3). These enforceable standards and advisory guidelines, provided in draft form Appendix M, would be considered for approval as part of the City Council’s deliberations on the Planned Development Permit. The site-specific Downtown West Design Standards and Guidelines would specify which of the City’s existing Downtown Design Guidelines and Complete Streets Design Standards and Guidelines continue to apply to the project and which are superseded or modified by the project’s site-specific Downtown West Design Standards and Guidelines (refer to Section 2.12, *Downtown West Design Standards and Guidelines*, for additional information).

²² Childcare facilities are proposed to be located in residential buildings on Blocks H2 and H3.

²³ This is the height for a typical, non-specialized building that triggers the Building Code requirement for backup electrical power (generally, a diesel generator) for emergency operation (California Building Code Section 2702.2.11).

Table 2-1 shows the total development program for the proposed project and **Figure 2-3** presents the proposed land use plan of primary uses. (On Figure 2-3, blocks are alphanumerically identified for reference, from north to south.) As shown, the proposed project would provide up to 7.3 million gsf of office space; up to 5,900 residential units; up to 500,000 gsf of active uses; up to 300 hotel rooms; and up to 800 rooms of limited-term corporate accommodations.²⁴ In addition, up to two event and conference centers would occupy a total of approximately 100,000 gsf and would accommodate events hosted or sponsored by the project applicant, with a maximum total capacity of approximately 2,000 attendees.²⁵ The active uses would be located primarily on the ground or second floors of mixed-use or stand-alone buildings throughout the site as well as within pavilions, kiosks, and program decks located in the open spaces; these uses would include one or more indoor live entertainment venues in the central portion of the site, as described in Section 2.3.8, *Central Area of the Project Site (West Santa Clara Street to Park Avenue—Blocks D, E, and F)*.

As part of the project’s residential uses, affordable housing is planned to be delivered consistent with the MOU, which states that the project applicant and the City of San José “as a goal but not a requirement, strive for 25 percent of the housing developed in the Diridon Station Area to be affordable housing with a mix of affordability levels ...”

The on-site central utility plants would be located within the infrastructure zones, as denoted on Figure 2-3: one zone in the southwest portion of the site and the other, if needed, in the northern portion of the site. The central utility plants would occupy a total of approximately 130,000 gsf. For the purposes of construction phasing, the project may also provide temporary thermal service at blocks with a connection to the central utility plants replacing the temporary service when appropriate. The infrastructure zones would also accommodate the logistics centers for the project. There would be one logistics center in each of the northern and southern zones to service the project, occupying a total of approximately 100,000 gsf.

The project proposes to provide up to 4,800 publicly accessible commercial parking spaces in below-ground parking structures of up to three levels, as well as above grade in a limited number of the office structures. Some of the commercial parking could be provided using mechanical parking stackers, which permit the floor area of a single parking space to accommodate more than one vehicle. Up to about 2,360 unbundled parking spaces would be available for the proposed project’s residential uses, and would be provided in either below-ground or above-ground parking structures; a portion of these residential spaces could be available for shared parking by project office employees.²⁶ Provision of on-street parking is also proposed. It is currently anticipated that all parking for commercial uses would be provided on-site; however, if additional public parking becomes

²⁴ In accordance with the project’s proposed General Development Permit, limited-term corporate accommodations would provide short-term lodging for a company workforce, for no more than 60 consecutive days per individual. These accommodations, considered a non-residential use under the Municipal Code, would accommodate Google employees typically visiting the site or newly relocated to the area. These accommodations would not be open to the public. These accommodations could occur as stand-alone uses or as part of mixed-use buildings.

²⁵ The development program includes approximately 1.04 million gsf of commercial space and 325 residential units previously approved as part of the Delmas Mixed-Use Development Project on the former San Jose Water Company site south of West Santa Clara Street, east and west of Delmas Avenue.

²⁶ “Unbundled” parking refers to residential parking that is available as an option to residents, but the cost of which is not included in either the purchase price or the monthly rental fee for a residential unit.

**TABLE 2-1
PROJECT DEVELOPMENT PROGRAM**

Development Program	Proposed Project
Land Uses	
Residential ^a	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	100,000 gsf
Central Utility Plants (District Systems)	Up to 130,000 gsf
Logistics/Warehouse(s)	100,000 gsf
Parking and Loading	
Public/Commercial Parking (above and below grade) ^b	Up to 4,800 spaces
Residential Parking (above and below grade)	Up to 2,360 spaces
	Total Automobile Parking Spaces
	Up to 7,160 spaces
Bicycle Parking	3,292 spaces at a minimum
Open Space	
Open Space ^b	Approx. 15 acres

NOTES:

gsf = gross square feet

^a The percentage of affordable housing units will be determined as part of the project's Development Agreement, to be negotiated by the City and the applicant.

^b Includes a portion of the residential spaces could be available for shared use by office employees. Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future.

^b Open space includes all parks, plazas, green spaces, landscaping, mid-block passages, and riparian buffers and stormwater treatment zones.

SOURCE: Downtown West Design Standards and Guidelines, September 2020 (Appendix M of this EIR); Table 1.1

available in the vicinity of the project site in the future, the project applicant may elect to rely on such parking among its strategies to meet commercial parking demands. If such off-site parking is proposed in the future, it would be subject to separate environmental analysis as appropriate.

The proposed project would also create a total of approximately 15 acres of parks and open space in parks and plazas, including areas for outdoor seating and commercial activity (such as retail, cafes, and restaurants), green spaces, landscaping, mid-block passages, riparian setbacks, and trails. The project would provide various improvements to public areas such as sidewalk improvements, plazas, and new street trees; in total, the project applicant estimates that approximately 2,280 new trees would be planted throughout the site.²⁷ These improvements would be intended to improve pedestrian spaces and enhance connectivity to regional transit

²⁷ Proposed open space improvements on the site are discussed in Section 2.6, *Parks and Open Space*, where an open space plan is provided. For additional detail, refer to Chapter 4, *Open Space*, of the Downtown West Design Standards and Guidelines in Appendix M.

available in the immediate vicinity (Caltrain, ACE trains, planned BART service, and proposed high-speed rail); enhance local pedestrian circulation; and improve bicycling linkages to Downtown San José, adjacent neighborhoods, and regional trails for residents and visitors.

Development would occur in three phases, conservatively assumed to occur between 2021 and 2031. Refer to Section 2.13, *Project Construction and Phasing*, for additional phasing detail.

Many of the existing buildings on the project site would be demolished, with demolition to occur in phases as each portion of the project is developed. (It is therefore assumed that some existing uses on the project site could continue operations well beyond the start of the project's first phase.) The project applicant proposes to retain three buildings identified as historic architectural resources (refer to Section 3.3, *Cultural Resources and Tribal Cultural Resources*), including 374 West Santa Clara Street (historic San Jose Water Works); 40 South Montgomery Street (historic Kearney Pattern Works and Foundry); and 150 South Montgomery Street (San José Taiko/historic Hellwig Ironworks).²⁸ The applicant proposes to relocate the 40 South Montgomery Street building approximately 30 feet south of its current location to allow for the project's proposed one-block extension of Post Street (refer to Section 2.7.1, *Changes to the Street Network*). An addition to the east of this building (designated Block D5) would demolish the non-historic portions of the former Kearney Pattern Works and Foundry that front South Autumn Street and redevelop that portion of the site with new construction.

The project calls for expansion and adaptive reuse of the 150 South Montgomery Street building to accommodate new arts and cultural use. According to the project applicant, the proposed alterations would build on the characteristics of the existing building, such as its brick construction, angled roof, and orientation, and construct a contemporary addition to create an iconic new center at the heart of the project site, adjacent to a newly proposed open space, The Meander. This would be accomplished through a vertical addition above and horizontal building addition south of the structure; the latter is designated Block F6. The project's Downtown West Design Standards and Guidelines (refer to Section 2.12, *Downtown West Design Standards and Guidelines*) require that this expansion be limited in size to no more than the building's existing square footage (i.e., approximately 8,500 square feet). Any vertical addition would not exceed one additional story and any horizontal addition(s) would not be taller than one story and would be set back 30 feet from the west façade of the original structure. The Downtown West Design Standards and Guidelines would require that new development on the blocks west of 150 South Montgomery Street maintain a minimum separation of 60 feet from the west façade of the building, and that development on the block to the north must maintain a minimum separation of 20 feet from the building's north façade.²⁹

²⁸ The building at 374 West Santa Clara Street is a City Landmark and is eligible for listing in the California Register of Historical Resources and the National Register of Historic Places. Each of the other two buildings is a Candidate City Landmark; 40 South Montgomery Street is also eligible for listing in the California Register of Historical Resources and the National Register of Historic Places.

²⁹ As discussed in Section 3.3, Cultural Resources and Tribal Cultural Resources, these alterations would not be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The San Jose Water Company building (374 West Santa Clara Street), a designated City Landmark, has previously been approved for adaptive reuse and is anticipated to be renovated for commercial use as part of the project.³⁰ No physical expansion of the San Jose Water Company building is proposed. As part of the project, the applicant proposes a Historic Landmark Amendment that would alter the legal description of, and the land included in, the landmark designation to encompass only the building itself and the associated transformer house, which is a contributor to the landmark designation.^{31,32} No historical resources are located in the area that would be excluded from the revised landmark boundary.

Similarly, the project applicant proposes a Historic Landmark Amendment that would alter the legal description of, and the land included in, the City Landmark including the former Southern Pacific Depot (now Diridon Station) district, because the existing landmark boundary encompasses small portions of the project site in two locations: north of West Santa Clara Street and south of West San Fernando Street. No historical resources are located in the area that would be excluded from the revised landmark boundary.³³

The applicant also proposes to retain some existing non-historic small-scale industrial structures on South Autumn Street. Buildings would be retained, rehabilitated, renovated, or rebuilt, and ultimately reoccupied with new uses.

In addition to the primary land uses described within this section, the project applicant may use portions of the project site, including existing buildings, for interim uses pending the project's phased development. These interim uses could include surface parking, arts studios, arts production, arts programming, retail, food and beverage, maker spaces, urban agriculture, creative and small-scale offices, event spaces, community uses, recreation, and entertainment uses, many of which would be accommodated within existing structures or new temporary structures. Such uses are permitted on the project site in accordance with the San José Municipal Code and the Planned Development zoning, and would not necessarily require use-specific CEQA review; rather, they could potentially be approved on a ministerial, non-discretionary basis, subject to compliance with the Planned Development zoning and applicable provisions of the Municipal Code and Building Code. Other interim uses could potentially require discretionary approvals and would therefore be subject to subsequent environmental review. Because no such uses are currently proposed, they are not considered in the analyses in this EIR. In general, such interim uses could be undertaken by the applicant, in accordance with the proposed Planned Development Zoning standards, if the duration of such uses did not interfere with the development and final buildout of the project.

³⁰ Previously permitted non-structural interior demolition and hazardous materials abatement at this building was being undertaken as of publication of this Draft EIR.

³¹ The proposed boundary change is described in Section 3.3, Cultural Resources and Tribal Cultural Resources, and depicted on Figure 3.3-4, therein.

³² A previously approved historic preservation permit to allow demolition of non-historic structures on the San Jose Water Company site (File No. HP16-002) and relocation of the historic transformer house remains valid and the City has extended this permit to May 2021 (Case No. HPAD20-007). The applicant has also received a Historic Preservation permit adjustment to allow exterior alterations to the San Jose Water Company Building, including installation of new and replacement windows (File No. HPAD20-006).

³³ The proposed boundary change is described in Section 3.3, Cultural Resources and Tribal Cultural Resources, and depicted on Figure 3.3-5, therein.

Temporary uses are also contemplated on the site, and are considered short-term transitory uses that may occur on the property at any time (prior to, during or after construction of the proposed project). Permitted temporary uses are described in the proposed Planned Development zoning and would be subject to compliance with conditions required by the Planned Development zoning and applicable provisions of the Municipal Code and Building Code.

2.3.7 Northern Area of the Project Site (North of West Santa Clara Street—Blocks A, B, and C)

Under the proposed project, commercial office would be the primary land use in the northern portion of the site, from its boundary along Lenzen Avenue to West Santa Clara Street to the south (Blocks A1, B1, C2, and C3 on Figure 2-3). Housing would be constructed on the majority of Block C1 south of West Julian Street. Block C3 and the southeastern portion of C1 may include hotel or residential uses, and limited-term corporate accommodations could also be developed. The southern edge of Block C1 would front on an open space that would be situated northwest of the SAP Center, west of a newly extended Cahill Street and north of Block C2. (Proposed open spaces are described in detail in Section 2.6, *Parks and Open Space*.) This area of the project site would also accommodate the Northern Infrastructure Zone.

2.3.8 Central Area of the Project Site (West Santa Clara Street to Park Avenue—Blocks D, E, and F)

The central portion of the project site near Diridon Station, between West Santa Clara Street to the north and Park Avenue to the south, would contain office, residential, and active uses, along with limited-term corporate accommodations, each in various locations, intended to function as a destination and vibrant focal point for the project area. The area's development would be pedestrian-focused and anchored by South Montgomery and South Autumn Streets, which would contain a variety of active civic-oriented uses. As noted above, some of these uses would be housed in buildings retained and repurposed (on several of the Block D sites) to accommodate arts and cultural uses, educational and institutional uses, and retail and restaurant establishments among residential buildings.

In this central zone, the project proposes enhanced landscaping and improved open space amenities and access along Los Gatos Creek east of South Autumn Street and between buildings on Blocks F1, F2, F3, F4, and F6. Residential uses in this area would be developed at West Santa Clara and Cahill Streets (Block D1); south of West San Fernando Street and west of South Autumn Street (Blocks F2 and F4); and on the southern portion of the project site's easternmost area, adjacent to the Guadalupe River, north of the VTA light rail line between Los Gatos Creek and the Guadalupe River (Blocks E2 and E3).³⁴

³⁴ The site's easternmost residential development would represent a reconfiguration and modification of a previously approved mixed-use project on the former San Jose Water Company site (Blocks E1, E2, and E3 of the current project), which permitted up to 1.04 million gsf of commercial space, including approximately 994,000 gsf office and 31,000 gsf retail space, and 325 multi-family attached residences (File Nos. PDC15-051, PD15-061, PT16-012, and HP16-002). The previous project no longer is being pursued as a separate project; instead, the property is

Event centers that would be primarily for applicant use are also proposed in the central area of the site, anticipated to be located on Blocks E1 and F1. The proposed facilities would accommodate a variety of functions hosted or sponsored by the project applicant, such as product launches/announcements, corporate meetings, conferences, seminars, small conventions, and screenings year-round. The venues would include flexible spaces to accommodate varying configurations for different event types. It is anticipated that most event center activity would consist of corporate events that would occur primarily during the daytime hours, although evening events would occur occasionally, and events would occasionally be open to the public. Together, the event center uses are anticipated to be able to accommodate up to a total of 2,000 visitors or attendees.

In addition to the event centers largely reserved for applicant use, the project would include one or more publicly accessible, indoor live entertainment venues in the project's central area. The venue(s) would likely be on Blocks D4, D5, and/or D6. The venue(s), which could include live music, would operate 5 to 6 days per week, with anticipated daytime events (11 a.m.–3 p.m.) held Wednesday through Sunday and nighttime events (7–11 p.m.) held Thursday through Saturday. There could be up to about 15 events per week. The venue(s) would total, in aggregate, up to 12,000 gsf, with a maximum (aggregate) capacity of approximately 500. This 12,000 square feet of floor area would be encompassed within the project's previously described total of 500,000 gsf of active use space.

This area of the project site would also accommodate the Southern Infrastructure Zone.

2.3.9 Southern Area of the Project Site (South of Park Avenue—Blocks G and H)

The project proposes mostly residential buildings south of Park Avenue, with office use limited to Block G1. Residential development proposed south of Los Gatos Creek is envisioned as creating continuity with the existing adjacent residential neighborhoods. This area of the site could also accommodate limited-term corporate accommodations. Access along Los Gatos Creek would be enhanced in the southern zone, and open spaces in this area would be adjacent to the creek. New buildings adjacent to the riparian corridor would be set back in compliance with the City Council's Riparian Corridor Protection and Bird Safe Design Policy (Policy 6-34) as it relates to Downtown sites.³⁵

incorporated into the project site and would be developed with residential uses as part of the project. This EIR analyzes all potential impacts associated with development of the former San Jose Water Company site. However, the previously issued permit for demolition of non-historic elements of the San Jose Water Company site remains valid and has been extended to May 2021 (File No. HPAD20-07).

³⁵ In general, Policy 6-34 requires that new buildings be set back 100 feet from the dripline of riparian vegetation or top of bank, whichever is greater, but lesser setbacks may be permitted Downtown, including the project site. (Policy 6-34's bird-safe design applies only north of SR 237.) With respect to Los Gatos Creek, the project proposes 50-foot setbacks. Consistent with the previously approved project on the former San Jose Water Company site, the project proposes a 30-foot setback from the top of the channel wall along the Guadalupe River at that location. Pedestrian-only paths are permitted at the top of bank and "may enter Riparian Corridor where necessary for continuity," according to Policy 6-34. Multi-use trails (pedestrian/equestrian/bicycle trails) along natural channels are permitted within 10 feet of the riparian corridor. Interpretive nodes, paths, stream crossings are not subject to the setback requirement.

2.3.10 Parking

As described below, the project proposes reduced parking in accordance with the City of San José Municipal Code, Section 20.90.220 (Reduction in Required Off-Street Parking Spaces), Section 20.70.330 (Reduction of Requirement for Off-Street Parking in Downtown), and Section 20.120.510 (General Development Plan Requirements).

Municipal Code Section 20.90.220 allows the off-street parking requirement to be reduced by up to 50 percent for any project, such as the proposed Downtown West project, that meets all of the following criteria:

- Located within 2,000 feet of a proposed or an existing rail station or bus rapid transit or a growth area designated in the General Plan;
- Provides the required number of bicycle parking spaces to meet Municipal Code Section 20.90.060; and
- Provides a robust Transportation Demand Management (TDM) program that includes either transit incentives or a carpool/vanpool/carshare program and at least two additional TDM strategies from among 14 options presented in the code.

The proposed project would meet the requirements of Section 20.90.220. It would be located within 2,000 feet of an existing rail station as well as within a growth area designated in the General Plan. It would provide the Code-required number of bicycle parking spaces, at a minimum, and would be required to implement a Transportation Demand Management program. Refer to Section 2.7.4, *Transportation Demand Management*, for discussion of the TDM program.

Municipal Code Section 20.70.330 states that the Director of Planning, Building and Code Enforcement may grant a Downtown development up to a 15 percent reduction in parking requirements if the project provides a TDM program that incorporates specified strategies such as VTA's SmartPass (an employer-paid commute pass, formerly known as Eco Pass), parking cash-out, alternate work schedules, ridesharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and if the project demonstrates that it can maintain a TDM program for the life of the project. In general, the 15 percent reduction in parking requirements is in addition to the 50 percent reduction noted above. With these reductions, the proposed project would be required to provide 0.425 off-street parking spaces per residential unit, 1.06 spaces per 1,000 square feet of office space, and 0.15 spaces per hotel room.³⁶ This would total a requirement of 10,290 total off-street spaces (7,782 commercial spaces and 2,508 residential spaces).

However, Municipal Code Section 20.120.510 allows custom development standards, including standards related to required parking ratios, under the Planned Development rezoning process, so the City may approve projects in planned development zoning districts with less parking than the amounts allowed under Municipal Code Sections 20.90.220 and 20.70.330.

³⁶ James Han, Project Manager, San José Planning, Building, and Code Enforcement, letter to Alexa Arena, Google LLC, November 8, 2019. Available at <https://www.sanjoseca.gov/home/showdocument?id=44992>. Accessed May 10, 2020.

As illustrated in Table 2-1, the project proposes up to 4,800 above- and below-grade spaces for public and/or commercial use, and up to approximately 2,360 unbundled (and therefore not assigned to specific users) spaces for residential uses in either below-grade or podium structures, for a total of 7,160 spaces.³⁷ Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future. In addition, a portion of the residential parking spaces could be designated as shared spaces, meaning that they could be used by office employees when not occupied by residential users. Shared parking is based on the concept of using the same parking spaces for two or more land uses, at different times of the day. It operates on the principal that peak parking demand occurs at different times for different land uses, not unlike travel demand. For example, parking facilities serving primarily office users are typically at very low occupancy on weekends and in the evening, which is typically the period of peak demand for residential uses. These complementary patterns of parking demand can allow the same parking space to serve multiple uses, making shared parking more efficient than parking facilities dedicated to a single land use. This can reduce the total number of spaces needed to serve a combination of uses, compared to single-use parking serving the same uses. Shared parking can reduce overall parking demand of a mix of uses by 10 to 20 percent in most cases, and potentially by 50 percent or more.³⁸ The project would therefore meet a minimum of 94 percent of the residential parking requirement. However, the project would provide only about 62 percent of the non-residential parking spaces typically required by the Municipal Code.³⁹ As noted, the Planned Development Zoning may allow for a reduced parking requirement, which the applicant has requested. Electric vehicle charging stations amounting to 10 percent of the total number of parking spaces provided (increasing to 15 percent with Mitigation Measure AQ-2g incorporated) would be installed on the project site in underground or above-ground parking structures.⁴⁰

The project would provide at least 3,292 bicycle parking spaces: 1,552 for the office uses, 1,475 for the residential uses, and 265 for the remaining land uses, as required by the Municipal Code.

2.3.11 LEED Certification

The project applicant proposes that the project meet the Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND) Gold rating (refer to Section 2.13, *Project Construction and Phasing*). The project applicant has further committed to constructing all office buildings to LEED Gold standards. At a minimum, all new construction over 10,000 square feet is required to meet the City's New Construction Green Building Requirements.

³⁷ Depending on where below-grade parking structures are located relative to the Federal Emergency Management Agency (FEMA)-designated 100-year floodplain, flood-proofing of garages may be required.

³⁸ Metropolitan Transportation Commission, *Value Pricing Pivot Parking Regional Analysis: Research, Findings, and Policy Recommendations*, September 2015. Available at <https://mtc.ca.gov/sites/default/files/VPP%20Parking%20Regional%20Analysis%20Sept.%202015.pdf>; and San Diego Association of Governments, *Parking Strategies for Smart Growth: Planning Tools for the San Diego Region*, June 2010. Available at https://www.sandag.org/uploads/publicationid/publicationid_1499_11603.pdf. Accessed August 27, 2020.

³⁹ Residential parking: 2,360 spaces provided ÷ 2,508 spaces required = 94 percent; non-residential parking: 4,800 spaces provided ÷ 7,782 spaces required = 62 percent

⁴⁰ Electric vehicle charging stations were estimated as 10 percent of the total planned parking spaces (including 10 percent of commercial/public spaces and 10 percent of residential spaces) pursuant to the City of San José's Reach Code ordinances, which require a minimum of 10 percent of parking spaces be equipped for electric charging.

2.4 Land Use Designations and Zoning Districts

2.4.7 Existing General Plan and Diridon Station Area Plan Designations

The existing General Plan and DSAP land use designations are the same except for the site of a Major League Baseball ballpark contemplated in the DSAP. (The General Plan shows this site as Commercial Downtown.)

Northern Area of the Project Site (North of West Santa Clara Street)

The area extending from the site's northern boundary at Lenzen Avenue south to West Julian Street is currently designated Transit Employment Center in the General Plan's Land Use/Transportation Diagram. This General Plan designation is intended for areas planned for intensive job growth because of their importance as employment areas and the extensive availability of transit and other facilities and services. The Transit Employment Center land use designation permits commercial/office development with a floor area ratio (FAR)⁴¹ of up to 12.0, but generally does not allow residential development.

The area from West Julian Street south to West Santa Clara Street (currently parking lots adjacent to the SAP Center) currently has a General Plan designation of Public/Quasi-Public. This designation is generally applicable to public land uses, including parking, schools, colleges, corporation yards, homeless shelters, supportive housing for the homeless, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices, and airports, along with certain private entities such as hospitals that provide services to the public.⁴²

Central Area of the Project Site (West Santa Clara Street to Park Avenue)

The existing General Plan land use designation west of Los Gatos Creek is Commercial Downtown, which allows for high-intensity office, hotel, retail, service, and entertainment uses in Downtown, consistent with other Downtown uses, but indicates locations where residential uses are not appropriate. The maximum permissible FAR in the Commercial Downtown district is 15.0.

The portion of the site that extends east of Los Gatos Creek has an existing designation of Downtown, which permits high-density office, retail, service, residential, and entertainment uses (described further in Section 2.4.8, *Proposed Changes to General Plan Land Use and Diridon Station Area Plan Designations*).

⁴¹ FAR represents the ratio of a building's gross floor area to the net square footage of the lot on which the building stands. For example, a 4-story building that occupies 100 percent of its lot would have a FAR of 4.0, while a 21-story building that occupies two-thirds of its lot would have a FAR of 14.0. The calculation of FAR includes above-ground structured parking. However, for residential parcels, the FAR does not include the square footage of accessory structures, garages, attics, and basements.

⁴² There is no FAR or density limit under the Public/Quasi-Public land use designation.

Southern Area of the Project Site (South of Park Avenue)

In the southern portion of the project site, the 6.15-acre location of the San José Fire Department training center (to be relocated as described in Section 3.12, *Public Services and Recreation*), between Park Avenue and Los Gatos Creek, is designated in the General Plan as Open Space, Parklands, and Habitat. This General Plan designation is applicable to publicly or privately owned areas that are intended for low-intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves, and other permanent open space areas.⁴³ South of Los Gatos Creek, the existing land use designation is Combined Industrial/Commercial, which permits a mix of commercial and industrial uses at a FAR up to 12.0 but generally does not allow residential uses. The project area east of Bird Avenue is designated as Downtown to match the zoning of the greater Delmas Park neighborhood in the DSAP.

2.4.8 Proposed Changes to General Plan Land Use and Diridon Station Area Plan Designations

Implementing the project's proposed land use program would require that the City amend the General Plan and DSAP land use designations for parts of the project site, particularly in the northern and southern areas (north of West Santa Clara Street and south of Park Avenue, respectively). To accommodate the proposed project, changes would be made to both documents for internal consistency.⁴⁴

The project applicant proposes that the entire project site be designated in both the General Plan and the DSAP with a combination of Downtown and Commercial Downtown, with the latter in locations where the project contemplates only commercial use. The Downtown land use designation allows office, retail, service, residential, and entertainment uses, with a maximum residential density of 800 units per acre and a maximum FAR of 30.0. The Commercial Downtown land use designation allows the same uses as Downtown, with a maximum FAR of 15.0, but does not permit residential.

According to the General Plan, redevelopment should be “at very high intensities, unless incompatibility with other major policies within the Envision General Plan (such as Historic Preservation Policies) indicates otherwise.” New development should serve as a transition to adjacent lower-intensity residential areas, where present, and “all development “should enhance the ‘complete community’ in downtown, support pedestrian and bicycle circulation, and increase transit ridership.” Residential projects should generally incorporate ground-floor retail space. In

⁴³ The DSAP identifies this site as the future location of a new community park if the training center were to be relocated elsewhere in the city.

⁴⁴ In 2017, the City amended the General Plan to modify the boundary of the Midtown Specific Plan to eliminate the overlap between the Midtown Specific Plan boundary and the Diridon Station Area Plan (GP17-011/GPT17-005; approved November 28, 2017 [Resolution 78427]). The General Plan amendment shifted the eastern boundary of the Midtown Specific Plan between West San Carlos and West Santa Clara Streets westward to the Caltrain tracks such that all properties within the Diridon Station Area Plan are located within its boundary and not within the Midtown Specific Plan. Prior to the project applicant obtaining project approvals, the City anticipates processing conforming amendments to the Midtown Specific Plan to align the boundary shown in the Midtown Specific Plan with the General Plan.

addition, the Downtown Design Guidelines speak to the urban, pedestrian-oriented nature of this area. **Figure 2-4** depicts the proposed changes to the land use diagram.

Regarding the existing Open Space, Parklands, and Habitat land use designation for the San José Fire Department training center site, the project does not contemplate a community park in this location. However, a total of approximately 15 acres of parks and open space—in parks and plazas, including areas for outdoor seating and commercial activity (such as retail, cafes, and restaurants), green spaces, landscaping, mid-block passages, riparian setbacks, and trails—would be designated throughout the project site in the Planned Development zoning for the project. The MOU anticipates the re-designation of this site for a non-open space use as long as the total amount of open space identified in the amended DSAP does not decrease.

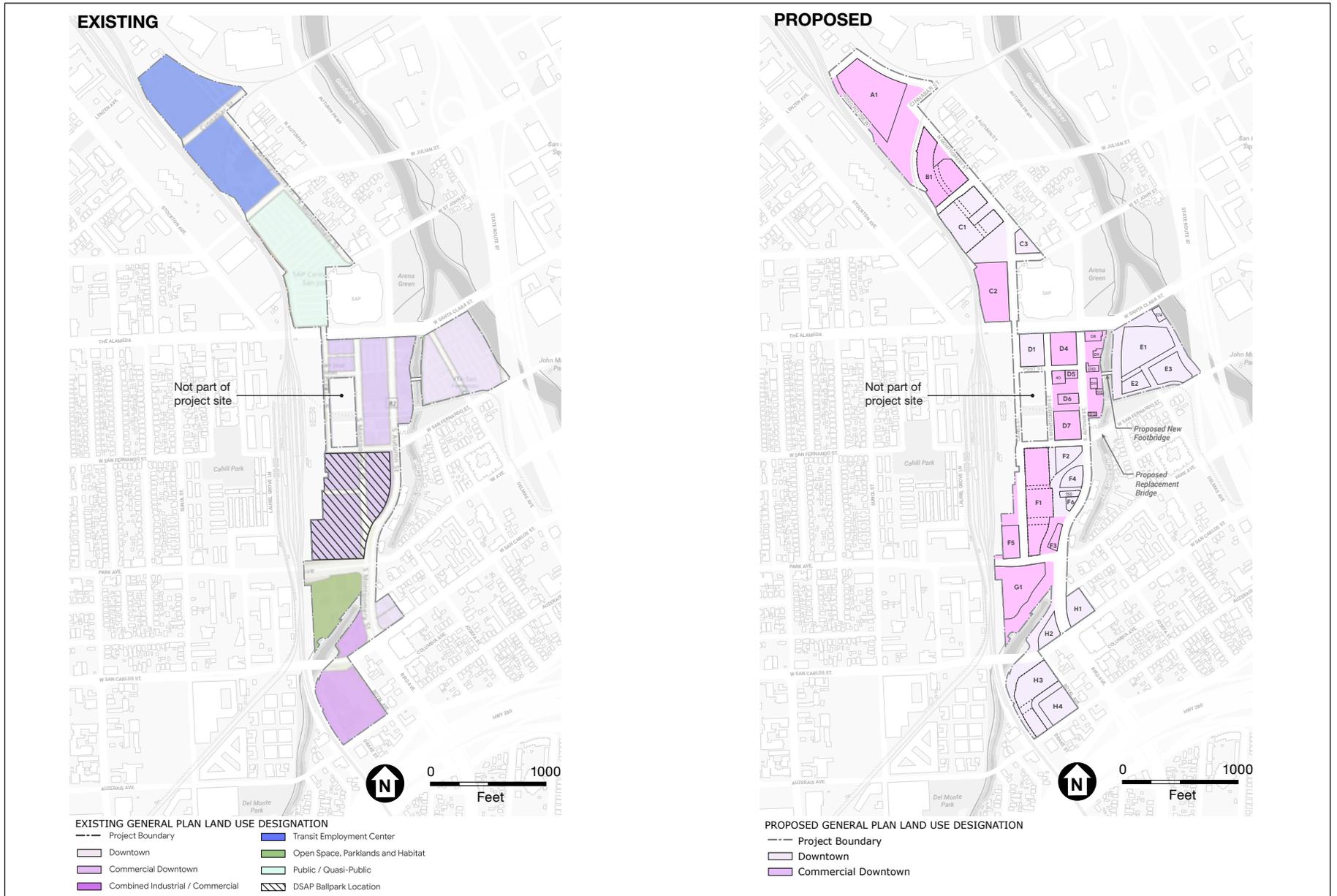
As explained in Section 2.1.8, *Planning Context*, the City is currently updating the DSAP; however, this EIR analyzes the physical effects of several project-specific amendments to the DSAP and the General Plan that the project applicant is seeking as part of the proposed project.

2.4.9 Proposed Changes to the General Plan Transportation Network Diagram

Portions of many streets in the project area are currently assigned various typologies in the General Plan Transportation Network Diagram: Grand Boulevards, On-Street Primary Bicycle Facilities, Main Streets, City Connector Streets, and Local Connector Streets (**Table 2-2**). Under the proposed project, South Montgomery Street would be re-designated from a Grand Boulevard to a Main Street from West Santa Clara Street to West San Fernando Street. The following streets would be vacated under the proposed project, necessitating removal from the General Plan Transportation Network Diagram: a portion of North Montgomery Street just north of the SAP Center; Delmas Avenue between West Santa Clara Street and West San Fernando Street; and South Montgomery Street between West San Fernando Street and Park Avenue. Table 2-2 indicates the other changes in street typologies.

2.4.10 Proposed Changes to the General Plan Growth Allocations by Area

Appendix 5 of the General Plan identifies the job and housing growth capacity planned for each General Plan–designated Growth Area. The Growth Areas consist of Downtown (including the Diridon Station Area and the project site), Specific Plan Areas, Employment Land Areas, Urban Villages, Neighborhood Villages, and Other Growth Areas. As explained in Appendix 5 of the General Plan, the Growth Areas generally “have a high degree of access to transit and/or other infrastructure, proximity to retail and other services and strategic locations which support surrounding neighborhoods.” Directing growth to such areas would support the City’s sustainability goals and thereby help to reduce GHG emissions.



SOURCE: Google LLC, 2020

Downtown West Mixed-Use Plan

Figure 2-4
Existing and Proposed Changes to
General Plan Land Use Designations

**TABLE 2-2
GENERAL PLAN TRANSPORTATION NETWORK DIAGRAM STREET TYPOLOGIES: EXISTING AND PROPOSED**

Street	Bounds ^a	Existing Typology	Proposed Typology
Lenzen Ave.	Caltrain tracks to new street east of Parcel A1	None	None ^b
Cinnabar St.	N. Montgomery St. to new street east of Parcel A1	None	None ^b
New street east of Parcel A1	Cinnabar St. to Lenzen Ave.	None	None ^b
N. Montgomery St.	New Cahill St. extension to W. St. John St.	Local Connector Street	(removal; segment to be vacated)
N. Montgomery St.	W. Julian St. to new Cahill St. extension	Local Connector Street	Local Connector Street
W. Julian St.	Caltrain tracks to N. Montgomery St.	Local Connector Street	Local Connector Street
W. St. John St.	Cahill St. north extension to N. Montgomery St.	Not extant	Local Connector Street
W. Santa Clara St.	West of Caltrain tracks to Guadalupe River	Grand Boulevard	Grand Boulevard
S. Montgomery St.	W. Santa Clara St. to W. San Fernando St.	Grand Boulevard	Main Street
S. Montgomery St.	W. San Fernando St. to Park Ave.	Grand Boulevard	(removal; segment to be vacated)
Cahill St.	N. Montgomery St. to Park Ave. (includes new additions north of W. Santa Clara St. and south of W. San Fernando St.)	None	None
Delmas Ave.	W. Santa Clara St. to W. San Fernando St.	Main Street	(removal; segment to be vacated)
W. San Carlos St.	Caltrain tracks to east of S. Montgomery St.	Grand Boulevard	Grand Boulevard
W. San Fernando St.	Cahill St. to SR 87	Primary Bike Facility ^c	Primary Bike Facility ^c
Park Ave.	West of Caltrain tracks to east of S. Autumn St.	Primary Bike Facility ^c	Primary Bike Facility ^c
S. Autumn St.	W. Santa Clara St. to W. San Carlos St.	City Connector Street	City Connector Street
Royal Ave.	W. San Carlos St. to Auzerais Ave.	None	None
Auzerais Ave.	Caltrain tracks to Royal Ave.	Local Connector Street	Local Connector Street

NOTES:

Ave. = Avenue; SR = State Route; St. = Street

^a Bounds indicated are within the project site only; designation may extend beyond the site.

^b Street is included in the DSAP street network and would function as a Local Connector Street.

^c Full name of street typology is On-Street Primary Bicycle Facility. In the proposed Downtown West Design Standards and Guidelines, for the purpose of street design, standards and guidelines applicable to Local Connector streets would apply to On-Street Primary Bikeways

SOURCE: Envision San José 2040 General Plan; Downtown West Design Standards and Guidelines, September 2020 (Appendix M of this EIR); Figure 6.3.

The General Plan amendment for the proposed project would reallocate 5,575 housing units and 6,306,000 gsf of commercial/office uses from other General Plan growth areas outside of Downtown to the Downtown. This is less than the proposed project’s overall development program because development on the former San Jose Water Company site (Blocks E1, E2, and E3 of this project) was previously entitled.⁴⁵ It is noted that the General Plan reallocation being

⁴⁵ There is also sufficient retail and hotel growth capacity in the Downtown to accommodate the proposed project, including the project’s proposed 500,000 gsf of active uses, 300-room hotel, and 800 rooms of limited-term corporate accommodations (as noted previously, these limited-term corporate accommodations are considered a non-residential use).

sought for the proposed project is a subset of a larger reallocation that the City is proposing to accommodate additional growth that would result from the updated DSAP. For more information, refer to Section 3.11, *Population and Housing*.

If the City approves its larger growth reallocation to the DSAP, the proposed project's growth reallocation would be subsumed in, and not additional to, that larger growth allocation. For more information, refer to Section 3.11, *Population and Housing*.

2.4.11 Other Proposed Revisions to the Diridon Station Area Plan

In addition to the land use changes described in Section 2.4.2, the DSAP would be amended to encompass the entire project site (as noted in Section 2.2, *Project Site and Location*, the easternmost portion of the site—Blocks E1, E2, and E3—is not currently within the DSAP area) and to re-classify the project site's height limits as discussed in Section 2.5, *Building Heights*.

For the proposed project, the applicant is proposing site-specific Downtown West Design Standards and Guidelines that would govern development on the project site. These enforceable standards, along with advisory guidelines, provided in draft form in Appendix M, would be considered by the City as part of the project entitlement, and would be separate from—and would expand upon—similar standards and guidelines developed for Downtown and the DSAP area (refer to Section 2.12, *Downtown West Design Standards and Guidelines*, for additional information).

In addition, the description of the DSAP's three Primary Zones—Northern, Central, and Southern—would be modified for consistency with the envisioned development character of the proposed project within each Primary Zone. Other DSAP amendments would clarify the applicability of certain DSAP provisions to the proposed project, including but not limited to open space, circulation, public art, and parking. Specific changes to the DSAP would address, but not necessarily be limited to the following:⁴⁶

- Revisions to Chapter 1, *Introduction*, to be consistent with the proposed project;
- Update to the land use plan (including removal of the ballpark site) in Section 2.1;
- Revisions to the discussion of open space;
- Revisions to the designated street typologies (discussed in detail above);
- Revisions to population and employment forecasts;
- Revisions to the parking discussion;
- Update to the infrastructure analysis;
- Revision of the section on affordable housing; and
- Revision of the public art discussion.

⁴⁶ As described in Section 2.1.8, *Planning Context*, the City is planning to expand the boundary of the DSAP area independently of the proposed project, to encompass additional area east of the current plan boundary.

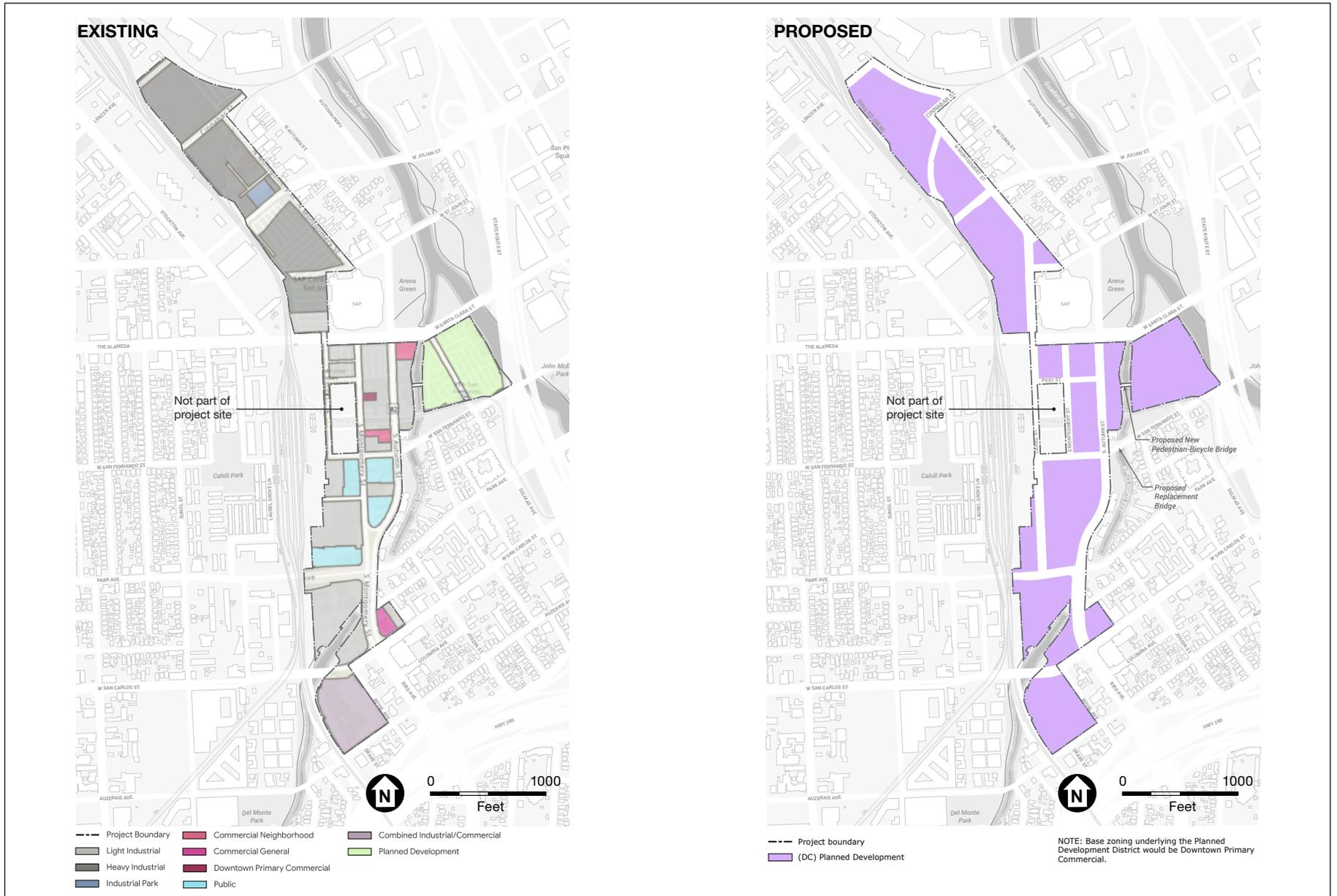
2.4.12 Zoning Districts

The project site lies within a variety of zoning districts as currently designated in the City's Zoning Ordinance (Title 20 of the San José Municipal Code):

- Heavy Industrial (most of the area north of West Santa Clara Street)
- Light Industrial (most of the remainder of the site west of Los Gatos Creek, from the north frontage of West Santa Clara Street south to Auzerais Avenue)
- Planned Development (the area east of Los Gatos Creek)
- Public/Quasi-Public (eight parcels between West San Fernando Street and Park Avenue)
- Commercial Neighborhood (four parcels between West Santa Clara and West San Fernando Street)
- Downtown Primary Commercial (one parcel between West Santa Clara and West San Fernando Street)
- Commercial General (one parcel at South Montgomery and West San Carlos Streets)
- Combined Industrial/Commercial (the former Orchard Supply Hardware site at Royal and Auzerais Avenues)

The project applicant proposes that the entire site be zoned as a Planned Development Zoning District, which would allow implementation of site-specific development as set forth in the zoning district's General Development Plan, one or more Planned Development Permits, and subsequent design conformance process. The City's Municipal Code requires that a Planned Development Zoning District be combined with an existing base zoning district. Development of property can occur only pursuant to an effective Planned Development Permit in conformity with an adopted General Development Plan, or in accordance with the requirements of the base zoning district if a Planned Development Permit has not been issued and has not become effective. The project applicant proposes that the base zoning districts identified above be amended and that the base district for the entire site be zoned Downtown Primary Commercial. **Figure 2-5** shows the existing and proposed zoning districts on the project site. The Planned Development Zoning District and General Development Plan for the proposed project consists of the entire project site. The Planned Development Permit excludes the portion of the project site currently owned by VTA at the southeast corner of West Santa Clara and Cahill Streets (Block D1 on Figure 2-3). Development of this VTA block would instead be subject to the zoning controls in the base Downtown Commercial zoning district until a valid Planned Development Permit in compliance with the site-wide General Development Plan is issued for the VTA site.

A Planned Development Zoning District requires any of the following: a valid Tentative Map, a valid Planned Development Permit in compliance with the Planned Development Zoning District, a building permit, or an institution of a use consistent with a duly issued permit to effectuate the zoning. A Planned Development Zoning District allows any use or combination of uses provided for in the accompanying Planned Development Permit that is approved by the City. The City's approving bodies evaluate future projects in Planned Development Zoning Districts against adopted design guidelines and standards to measure the acceptability of a project.



SOURCE: Google LLC, 2020

Downtown West Mixed-Use Plan

Figure 2-5
Existing and Proposed Zoning Districts

The San José City Council has adopted design guidelines for various land use types: Residential, Industrial, Commercial, Downtown/Historic, and Downtown. The guidelines generally seek to provide a common understanding of the minimum design standards to be applied to various land uses, development types, and sometimes specific locations. The design review process evaluates projects to determine whether they conform to City ordinances and the requirements of previous entitlements such as Planned Development zoning approvals, or concurrent processes such as subdivisions.

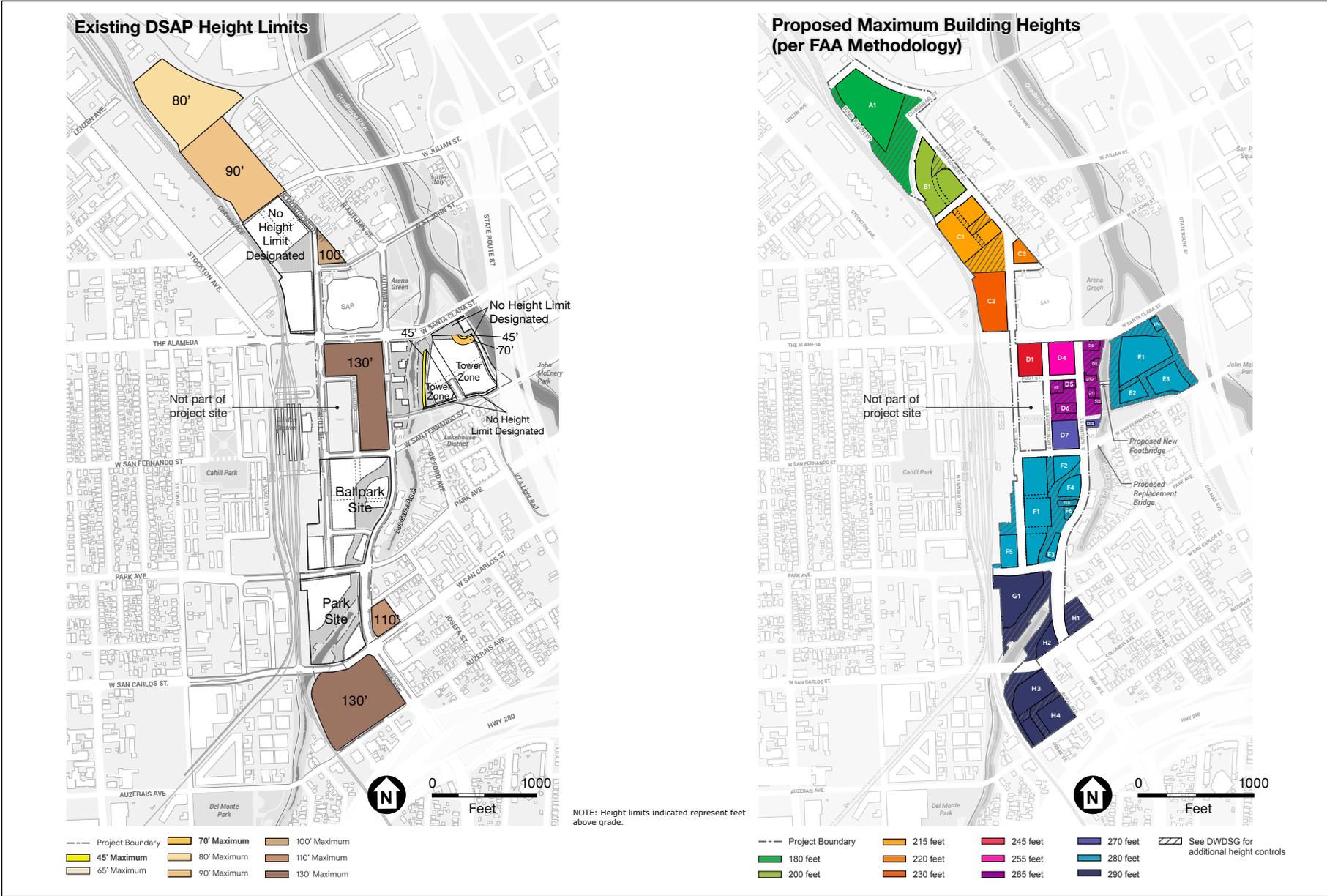
For the proposed project, the applicant is proposing site-specific Downtown West Design Standards and Guidelines that would govern development on the project site, excluding the portion of the project site currently owned by VTA at the southeast corner of West Santa Clara and Cahill Streets (Block D1 on Figure 2-3). These enforceable standards and advisory guidelines, provided in draft form in Appendix M, would be considered for approval as part of the City Council’s deliberations on the Planned Development Permit. Assuming they are approved along with the other project entitlements, the site-specific Downtown West Design Standards and Guidelines would specify which of the City’s existing Downtown Design Guidelines and Complete Streets Design Standards and Guidelines continue to apply to the project and which are superseded or modified by the project’s site-specific Downtown West Design Standards and Guidelines (refer to Section 2.12, *Downtown West Design Standards and Guidelines*, for additional information).

2.5 Building Heights

Existing height limits on the project site are 65–130 feet above grade in the southern portion of the site, 130 feet in the site’s central area, and 80–100 feet at the site’s northern blocks. In March 2019, the San José City Council directed Planning Department staff to develop new height limits for portions of Downtown based on Federal Aviation Administration (FAA) regulations for aircraft operations at the Airport. Information presented to the City Council indicated that height limits in the area west of SR 87, including the project site, could increase from the current range of 65–130 feet to a range of 160–290 feet above grade.

The project applicant proposes to increase permitted heights on the project site consistent with City Council direction that height limits in Downtown be increased in accordance with FAA regulations. Under the proposal, building height limits would range from 180 feet at the northern end of the project site, where the existing height limit is 80 feet, to 290 feet at the southern end of the site, where the existing height limit is 130 feet.

Some buildings developed pursuant to the project may not reach the proposed maximum height limit for their portion of the site. Heights for new buildings constructed as part of the proposed project would range between approximately 25 and 290 feet (to the highest point of the structure, including all building elements and appurtenant structures). As noted previously, the project applicant anticipates that approximately 70 percent of the approximately 65 total structures to be developed would be high-rise structures, as defined in the California Building Code—that is, with an occupied floor level greater than 75 feet above grade. FAA regulations would continue to govern the area’s maximum building heights, with height limits lower closest to the Airport in the north and gradually increasing to the south. **Figure 2-6** depicts existing height limits for the project site, as set forth in the DSAP. The figure illustrates maximum permissible building



SOURCE: Google LLC, 2020

Downtown West Mixed-Use Plan

Figure 2-6
Existing Height Limits and
Proposed Height Limits

heights, based on review of the City’s 2018 analysis of the heights that would be permitted under the FAA’s Terminal Instrument Procedures, which establish allowable maximum heights near airports above current ground level.

Regardless of the height limits ultimately adopted by the City, given the project site’s proximity to the Airport, each proposed building or structure—permanent or temporary—that would exceed the Federal Aviation Regulations/Part 77⁴⁷ airspace notification surface, or would otherwise stand 200 feet or more in height above ground, would be subject to FAA review. The FAA would determine whether the building or structure would be an obstruction to air navigation or navigational and communication facilities, affect the safe and efficient use of navigable airspace, or affect air navigation facilities or equipment (refer to Section 3.9, *Land Use*).

2.6 Parks and Open Space

Figure 2-7 shows the proposed project’s open space plan. Consistent with the MOU, the proposed project would develop “robust, publicly accessible amenities, including parks, open space, plazas, and trails, and create attractive, vibrant, and safe experiences for pedestrians and bicyclists [that] provides and enables multimodal access and connections to the Guadalupe River, Los Gatos Creek, and other public spaces, with an emphasis on ecological restoration and preservation.”⁴⁸

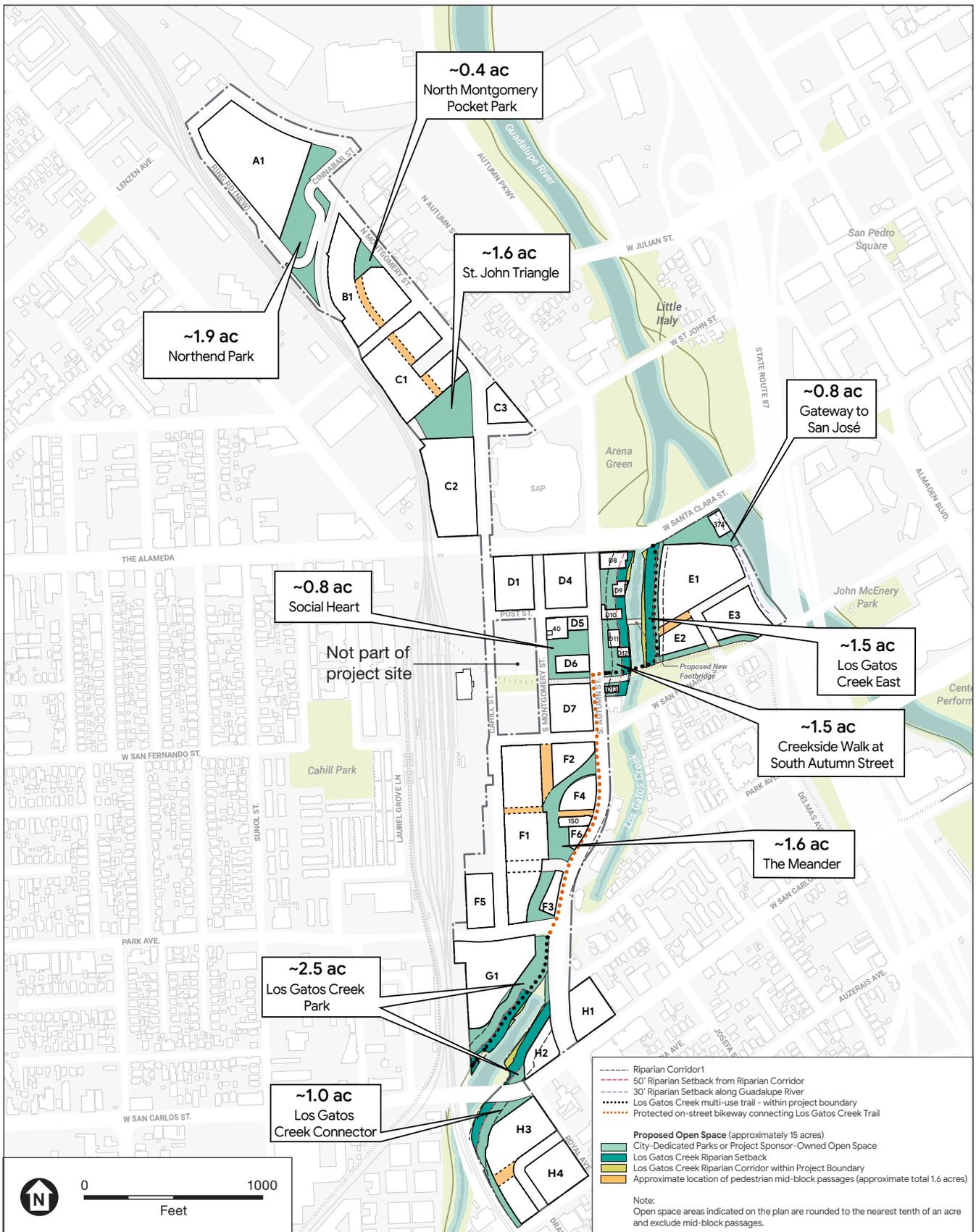
The project would include enhanced landscaping and new plantings on approximately 15 acres of new parks, plazas, open space, riparian setbacks, and mid-block passages on the project site, for use and enjoyment by area residents, employees, and visitors alike. Parks and open spaces would be located to provide open space connections both within the project area and between the project site and the rest of the city. The character and programming of the open space would vary relative to the local context and adjacent uses to provide diverse spaces that may be active with a variety of uses. Generally, the proposed project includes open spaces and park facilities that could accommodate an array of potential informal recreational uses.

The open spaces located throughout the project define the four zones—the Northend, Core, Meander, and Southend—within the project boundaries, each with its own programming and distinct character. Each open space zone is described below, followed by more-detailed discussions of each individual open space.

In the Northend area, the project’s open spaces would include flexible event and entertainment space (St. John Triangle), as well as a space for informal recreational fields and multi-use courts with outdoor maker space (Northend Park) and a small vegetated open space (North Montgomery Pocket Park).

⁴⁷ 14 Code of Federal Regulations (CFR) Part 77 et seq. The Federal Aviation Regulations/Part 77 airspace notification surface is a 100:1 slope radiating out from the nearest runway point at the Airport.

⁴⁸ *Memorandum of Understanding between the City of San Jose and Google LLC*, December 4, 2018. Available at <https://www.diridonsj.org/s/Final-MOU-98jt.pdf>.



SOURCES: Google LLC and SITELAB urban studio, 2020

Downtown West Mixed-Use Plan

Figure 2-7
Open Space Plan

In the project's Core zone, central open spaces would serve as the center for civic identity and learning, with programmable green and hardscape spaces between South Autumn and Cahill Streets. Open space would be created along each side of Los Gatos Creek: Creekside Walk at South Autumn Street and Los Gatos Creek East, located west and east, respectively, of the creek. This open space would be developed around a number of existing small-scale buildings that are proposed to be retained, rehabilitated, or renovated, and ultimately reoccupied with new uses. Los Gatos Creek East would provide creek setbacks and protect the creek bank and riparian canopy in an effort to support wildlife habitat and restore native plantings, and would enhance creek views while limiting human disturbance.⁴⁹ Separate from Los Gatos Creek East, but nearby, would be a community plaza along West Santa Clara Street (Gateway to San José), which would serve as a transition from the Los Gatos Creek–Guadalupe River confluence to urban development, creating a civic gateway from the project site to Downtown San José. Additional open spaces in the Core zone would include the Social Heart, located between South Montgomery Street and the Creekside Walk at South Autumn Street.

The Meander zone would offer a mix of urban and green spaces, with interactive art, water features, and social gathering spaces along an active, urban spine, acting as a transition between southern Los Gatos Creek open spaces and the Core zone.

The Southend open spaces (Los Gatos Creek Park and Los Gatos Creek Connector) would provide for natural play and learning initiatives, while also offering an Ecology Center and Pavilion that would provide opportunities for visitors to access and view district infrastructure and natural systems. The Ecology Center would provide a centralized location for the public to learn about and interact with local ecology through exhibits and integrated district systems technology. The pavilion would provide an indoor event space for public use and gatherings.

The proposed project also includes a new public access trail and improvements on the existing street network to strengthen the project site's north-south axis. The trail would follow Los Gatos Creek from Auzerais Avenue to Park Avenue and VTA tracks to West Santa Clara Street. Other portions will follow a Class IV protected bikeway⁵⁰ on the street right of way improved with new landscaping and would feature a publicly accessible walkway along Los Gatos Creek.

⁴⁹ As noted in Section 2.3, *Development Program*, the project applicant also proposes to retain some existing small-scale industrial structures on South Autumn Street. Some of these existing buildings encroach into the 50-foot riparian setback from the top of the Los Gatos Creek bank or from the edge of the riparian corridor, whichever is greater. If one or more of these buildings were to be replaced (which could occur if the building were unsuitable for reuse), the project's proposed Downtown West Design Standards and Guidelines would permit construction of a replacement structure within the existing footprint, or within a new building footprint that is not closer to the riparian corridor and maintains the same or lesser square footage within the riparian setback. The Downtown West Design Standards and Guidelines would, however, limit the height of any replacement structure to that of the existing structure and would also impose other restrictions on development adjacent to the riparian setback. See, in particular, Standards 5.5 and 5.6 of the Downtown West Design Standards and Guidelines (EIR Appendix M).

⁵⁰ A Class IV bikeway is an on-street bicycle lane that is protected from auto traffic by bollards, a parking lane, and/or other physical barriers. Other bicycle facilities include Class II on-street but unprotected bicycle lanes and Class III signed bicycle routes, on which bicycles and cars share a traffic lane.

Planned open spaces and their anticipated character and uses include (from north to south; approximate sizes indicated):

- **Northend Park:** A flexible, informal recreational area with amenities for physical activities, multi-use greens, courts, and maker space on an activated edge (1.9 acres)
- **North Montgomery Pocket Park:** A pocket park containing a grove of trees and seating area serving as an informal gathering space and providing habitat for local wildlife (0.4 acres)
- **St. John Triangle:** An event and entertainment space with a flexible lawn, anchor plaza, and outdoor performance space to accommodate outdoor musical presentations and other outdoor performances (1.6 acres)
- **Gateway to San José:** A flexible plaza that could host community events, public gatherings, and entertainment (0.8 acres)
- **Social Heart:** Uses may include a market hall, children’s play area, social hub, and flexible seating (0.8 acres)
- **Los Gatos Creek East:** Riparian setback, expansion of riparian vegetation and creek corridor to provide habitat for the creek ecosystem, and regional habitat with a new City-dedicated bike trail between West Santa Clara Street and the VTA tracks, set back 50 feet from the riparian corridor. This open space would also include a connection to an Americans with Disabilities Act (ADA)-accessible footbridge over Los Gatos Creek (discussed below) that would connect to the Creekside Walk at South Autumn Street on the west side of Los Gatos Creek (also discussed below) (1.5 acres)
- **Creekside Walk at South Autumn Street:** A series of “outdoor living rooms” with a range of dining options, that would be developed outside the 50-foot riparian buffer. This open space would include a creekside pedestrian boardwalk built adjacent to and within the riparian corridor, along with a multi-use trail that would be a minimum of 10 feet outside the riparian corridor.⁵¹ The boardwalk would provide continuous creekside pedestrian access from the VTA tracks north to West Santa Clara Street. To create the boardwalk, the project applicant would remove impervious, hardscape, and/or disturbed landscape surfaces behind (on the Los Gatos Creek side of) at least two of the buildings along the east side of South Autumn Street, south of West Santa Clara Street, that are adjacent to the top of the stream bank. The applicant would then revegetate the formerly hardscape/disturbed areas with riparian plant species and would install raised sections of pedestrian boardwalk along the edge of, and in some cases within, the riparian corridor. Because the boardwalk would entail removal of existing hardscape/disturbed areas and revegetation, it would reduce impervious surface and enhance vegetation along Los Gatos Creek (1.5 acres)
- **The Meander:** A mix of urban and green spaces offering immersive, interactive art, water features, plantings, and social gathering spaces along an active, urban promenade (1.6 acres)
- **Los Gatos Creek Park:** An immersive natural play area with learning initiatives, offering opportunities to make district infrastructure and natural systems accessible and visible to visitors through an Ecology Center. This open space would also include a segment of the City’s Los Gatos Creek Trail (2.5 acres)

⁵¹ As explained previously, pedestrian-only paths are permitted at the top of bank and may enter the riparian corridor to maintain continuity, while interpretive nodes, paths, stream crossings are not subject to the setback requirement. Multi-use trails (pedestrian/equestrian/bicycle trails) along natural channels are permitted within 10 feet of the riparian corridor.

- **Los Gatos Creek Connector:** A park serving surrounding residential communities for outdoor recreational needs, while also serving as an important connector for the City-dedicated multi-use trail (1.0 acres)

The parks and open spaces would include a network of mid-block passages throughout the project area that would be enhanced with new landscaping, native plant material, and park-like green environments, connecting the conventional parks throughout the project site. Mid-block passages would provide about 1.6 acres of open space in addition to the individual open spaces described above. Appropriate grading techniques would be used for construction on blocks adjacent to Los Gatos Creek, to account for existing hydrologic conditions and to protect water quality in the creek and existing habitat. As noted previously, the project would develop a new multi-use trail along the creek where the project applicant has site ownership within the project boundary. Existing fencing (generally, cyclone fences) along the top of the creek bank may be replaced with wildlife-friendly fencing, allowing animals passage to and from the creek.

The open space network would include structures in support of operations and maintenance, including serviced pavilions, un-serviced pavilions, kiosks, program decks, and maintenance structures.⁵² All of these active uses would be located outside the 50-foot riparian setback. Serviced pavilions may include commercial concessions, event support space, public restrooms, shared community meeting space, food and beverage service in connection with events, and educational/learning/exhibit space. Serviced pavilions, each up to 5,000 gsf in size, are anticipated to be located within Los Gatos Creek Park, Creekside Walk at South Autumn Street, and Northend Park. Un-serviced pavilions may include public restrooms, shared community meeting space, pre-cooked food and beverage, and educational/learning/exhibit space. Un-serviced pavilions, each up to 2,500 gsf, are anticipated in St. John Triangle and the Gateway to San José. Kiosks, no larger than 1,500 gsf each, may include commercial concessions, newsstands, food and beverage (pre-made), recreational rentals, and canopy structures, and would be located at approximately 10 locations throughout the project's open spaces. Pavilions would host live music events but would be enclosed structures. As noted above, the project would also include an outdoor performance space within the St. John Triangle open space that would also present live music.

Program decks would be outdoor places for informal gatherings, outdoor extension of retail and restaurant spaces, and social seating, and could also host temporary programming and events. Park maintenance structures may include facilities to serve park uses such as warehouse, park offices, public restrooms and maintenance functions for equipment and tool storage. A maximum of 20 percent of each open space would be used for park structures. In addition to facilities located within the open spaces, an approximately 0.3-acre site in the southern tip of Northend Park would be used as a maintenance office and outdoor yard to store maintenance supplies and equipment to service parks and open spaces.

⁵² Both serviced and un-serviced pavilions would be small enclosed structures. Refer to the Downtown West Design Standards and Guidelines (Appendix M) for further information regarding the structures that would be permitted in project open spaces.

As noted above, the project also proposes a new ADA-accessible footbridge over Los Gatos Creek south of West Santa Clara Street, connecting the Creekside Walk at South Autumn Street to Los Gatos Creek east and providing for a link from the project’s central open space—the Social Heart—to the remainder of Downtown, east of the creek. The new bridge would also provide access to future trails and open space near Los Gatos Creek.⁵³

Open space would be created in phases, in tandem with the phasing of the development program. (Refer to Section 2.13, *Project Construction and Phasing*, for a project phasing plan.)

2.7 Transportation and Circulation

The project applicant proposes a comprehensive circulation system for the project site with the goals of making the project people-centric; making transit and active mobility the easiest option for site residents and employees; connecting the site to neighborhoods, the rest of Downtown, and the region; enhancing access to nature; and adapting to emerging mobility options.

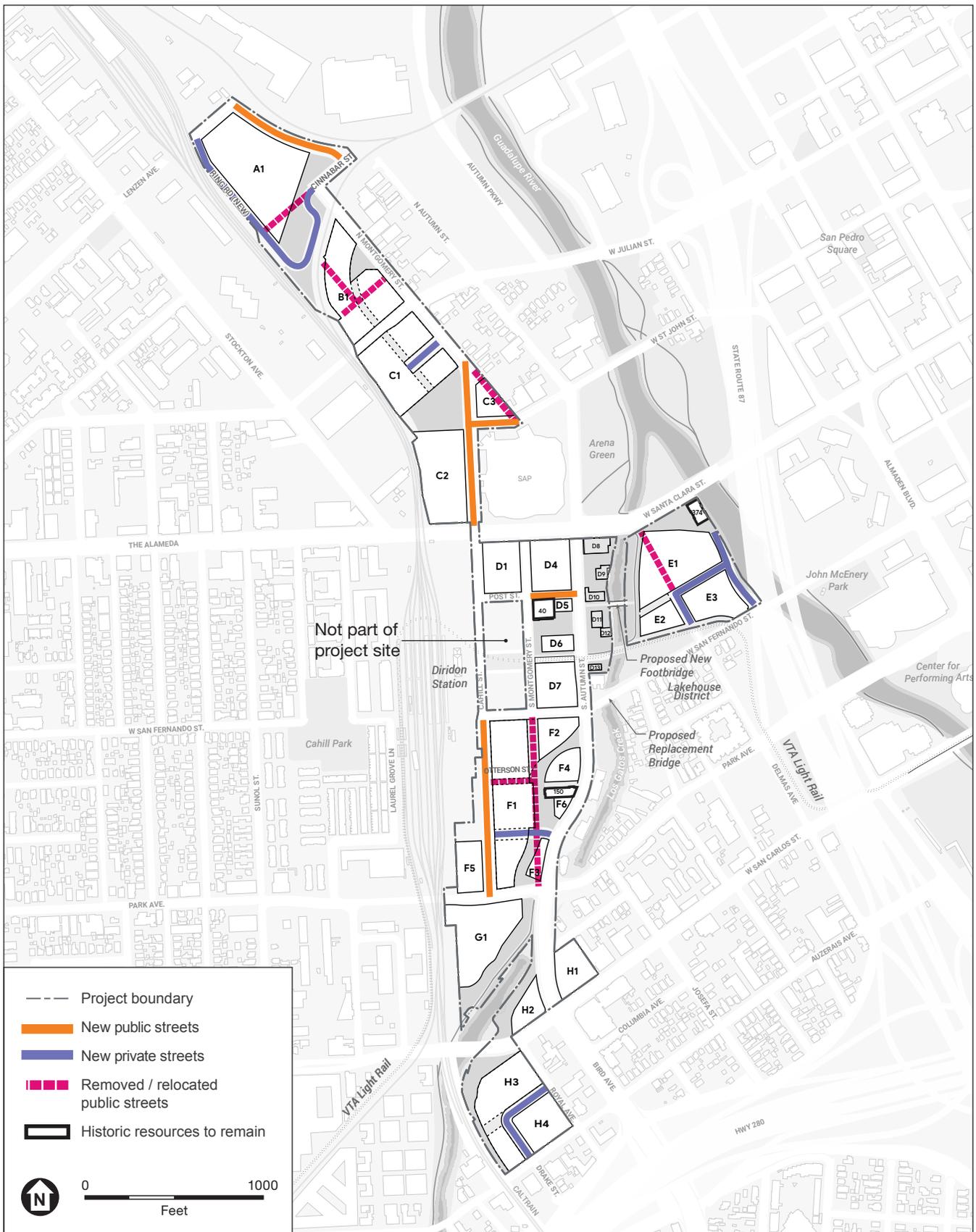
Streets throughout the project site would be designed to put people first, with wide sidewalks, off-street trails, protected bicycle lanes, and implementation of traffic calming measures to support safe movement by workers, residents, and visitors. Other improvements would enhance transit access and ridership by leveraging the project site’s proximity to Diridon Station. The project’s proposed street network is set forth in detail in the *Downtown West Design Standards and Guidelines*, which are discussed in Section 2.12, *Downtown West Design Standards and Guidelines*, and included in their entirety in Appendix M.

2.7.1 Changes to the Street Network

The project applicant proposes to extend portions of certain streets across the project site and remove sections of other streets (refer to **Figure 2-8**). Notably, the proposed project would extend Cahill Street from its current terminus at West Santa Clara Street to North Montgomery Street in the north and from West San Fernando Street to Park Avenue in the south to enhance north–south connectivity throughout the length of the project site (refer to additional discussion below).

North of the SAP Center, West St. John Street would be extended to connect with the extended Cahill Street. North of the UPRR tracks, circulation would be reconfigured with a perimeter street framing new development. The project would also create a new block-long east-west extension of Post Street between South Montgomery and South Autumn Streets. Privately owned but generally publicly accessible streets would be added in the form of a Ring Road extending west from the intersection of North Montgomery and Cinnabar Street around the rear (west) of Block A1, connecting to the former Lenzen Avenue right-of-way north of Block A1 and to a new public street along the east side of Block A1; west from North Montgomery Street within Block C1; north from West San Fernando Street along the alignment of Delmas Street between Blocks E2 and E3 and turning east to the Guadalupe River; and an L-shaped street linking Royal Avenue and Auzerais

⁵³ The new bridge is intended primarily for pedestrians. While it would permit bicycle traffic, it would not be designated as a formal bicycle route and would not be part of a Class I bikeway.



SOURCES: Google LLC and SITELAB urban studio, 2020

Downtown West Mixed-Use Plan

Figure 2-8
Proposed Street Network Changes

Street (between Blocks H3 and H4). Limited-access private streets providing primarily service and loading access would include a street that would run north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the project site and a connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1).

The proposed project would remove a number of street segments within the project site: Cinnabar Street west of North Montgomery Street, North Montgomery Street between West St. John and Cahill Streets, Delmas Avenue between West Santa Clara and West San Fernando Streets, South Montgomery Street between West San Fernando Street and Park Avenue, and Otterson Street west of South Montgomery Street. The southern portion of the segment of Delmas Avenue to be removed as a through street would be reconfigured as a private street north of West San Fernando Street, between Blocks E2 and E3, as noted above; this private street would provide parking access and egress to and from the proposed development on the E blocks.

In addition, as a flood control improvement (discussed in Section 2.11, *Flood Control Improvements*), the project applicant proposes to replace the existing Los Gatos Creek bridge along San Fernando Street with a new bridge in approximately the same location. This off-site improvement would not affect the circulation system, except temporarily during construction.

Northerly Cahill Street Extension

To extend Cahill Street north of West Santa Clara Street to North Montgomery Street, the project applicant proposes certain modifications to exterior access and egress ways for the SAP Center, along the arena's west side and at the northwestern corner of the building. The existing stairs from the SAP Center descend to the existing elevation of the facility's main parking lot (Lots A, B, and C). However, the Cahill Street extension would be at generally the same elevation as West Santa Clara Street, which is approximately 8 to 10 feet below the elevation of Lots A, B, and C. Accordingly, with the Cahill Street extension, the SAP Center egress would need to descend to the new, lower Cahill Street level.

Because of the internal layout of the SAP Center, internal modifications to add inside stairs or escalators would not likely be possible because they could result in a major disruption of the facility's Club Level. Thus, these modifications most likely could only occur on the exterior of the SAP Center. Accordingly, the project applicant proposes to demolish the existing western stairs to parking lot level, then construct two new staircases oriented at 90 degrees relative to the existing stairs (and parallel to the SAP Center's western façade). The new stairs would descend from the SAP Center's Concourse Level to the Cahill Street level both north and south of the existing stairs. In addition, at the northwest corner of the SAP Center, the applicant proposes to demolish the existing stairs and ramp, then construct a new longer staircase from the Concourse Level down to the Cahill Street level. The project would also construct an elevator to provide ADA compliance. A canopy would cover the new northwestern entry landing.

The project applicant would need to reach agreement with both the City, the owner of the SAP Center, and Sharks & Sports Entertainment, Inc. (owner of the San Jose Sharks hockey team), the SAP Center's operator, to proceed with this component of the proposed project.

Southerly Cahill Street Extension

To extend Cahill Street south of West San Fernando Street to Park Avenue, the project would require access easements from PG&E and Caltrain. The extension of Cahill Street would traverse about 6,650 square feet of a PG&E-owned parcel (APN 261-35-002) immediately south of West San Fernando Street at Cahill Street and an adjacent strip of Caltrain-owned land (about 1,680 square feet of APN 261-35-030). South of these two parcels, the Cahill Street extension would cross property owned by the project applicant. The southerly Cahill Street extension would also necessitate relocation of two high-voltage PG&E power poles that serve the existing PG&E San Jose A Substation, which occupies the remainder of APN 261-35-02.

Northern Emergency Vehicle Access

The proposed project would establish the required emergency vehicle access at the northern end of the site before occupancy of the portion of the site north of the UPRR tracks, to allow emergency vehicles to enter the site by going across or under the railroad tracks. The project applicant has evaluated a range of options for a new at-grade crossing of the tracks or new grade separation under the railroad tracks. Grade separation options considered by the project include an underpass at Lenzen Avenue or North Montgomery Street. A grade separation over the railroad is not being considered because the elevations required for rail clearance would not be feasible given current roadway geometry.

The project applicant currently proposes to modify the existing North Montgomery Street at-grade railroad crossing to provide adequate emergency vehicle access. A dedicated lane could be provided for use emergency vehicles. Also, the circulation option lost by the removal of Cinnabar Street west of North Montgomery Street would be replaced by a new private street connection between North Montgomery Street and Lenzen Avenue along the southern and western perimeter of the block, and a new north-south connection between Cinnabar Street and Lenzen Avenue along the eastern perimeter of the block. The applicant could instead, or additionally, construct a new at-grade crossing of the northern of two UPRR tracks in this area, to connect the project site with the San Jose Market Center, the retail center northeast of the site. However, it is possible that North Montgomery Street could continue to serve as the sole emergency vehicle access point, with the introduction of new technologies, such as remotely controlled bollards/gates, and integrated communications between building fire alarm systems and rail and/or mass notification systems.

The specific proposal for emergency vehicle access has not been finalized, given the need to coordinate with other efforts that affect the feasibility of certain options. The City is applying to the Federal Railroad Administration for a quiet zone on the Warm Springs corridor from North Montgomery Street to Horning Street, which may include improvements to the North Montgomery Street at-grade railroad crossing. In addition, as described in Section 2.2.8, *Existing and Planned Transportation Facilities*, the DISC partner agencies have endorsed a Concept Layout that would elevate the railroad tracks that currently limit access to the project site.⁵⁴ Elevating the tracks consistent with the Concept Layout would allow for at-grade or nearly at-

⁵⁴ As noted in Section 2.2.8, *Existing and Planned Transportation Facilities*, the Concept Plan is inconsistent with the California High-Speed Rail Authority's preferred alternative for service to Diridon Station.

grade reconnections of streets to the north end of the site. These streets could include North Autumn Street, Cinnabar Street, and/or Lenzen Avenue.

Any new emergency vehicle access proposed by the project applicant at the northern end of the site could be reconfigured, replaced, or supplemented by alternative access options at the time that the railroad is elevated as proposed by the DISC partner agencies. The new at-grade or grade-separated crossing ultimately proposed by the project would require coordination with the City, the California Public Utilities Commission and/or Federal Railroad Administration, and Caltrain and UPRR as applicable.

2.7.2 Mid-block Pedestrian Passages and Roadway Improvements

The project applicant proposes to construct publicly accessible mid-block pedestrian passages at several locations to facilitate pedestrian and bicycle access through the project site and break up the scale of larger blocks. The project would enhance sidewalks and implement removal and reconfiguration of lanes along Park Avenue, and South Montgomery Street south of Park Avenue. Implementing these changes would also entail changing South Autumn and South Montgomery Streets from one-way to two-way operation and removing vehicular access from South Montgomery Street south of San Fernando Street, and from Delmas Avenue between West Santa Clara and West San Fernando Streets.

2.7.3 Streetscape Improvements

The proposed project would enhance streetscape and intersection designs and implement new and improved pedestrian and bike facilities throughout the project area to prioritize pedestrian and bicyclist safety and expand linkages to Downtown San José and surrounding communities. Additionally, streetscapes would be enhanced with green infrastructure to treat stormwater runoff before it flows through outfalls into Los Gatos Creek and the Guadalupe River. Other improvements would be aimed at enhancing access to transit by leveraging the site's proximity to Diridon Station, which is currently served by multiple transit agencies, and where existing and new transit providers are planning new or enhanced services in the future.

2.7.4 Transportation Demand Management

The project's location is intended to leverage the multiple existing and planned transit options serving Diridon Station and the surrounding area and minimize vehicle trips for employees, residents, and visitors to the site. The proposed project includes a TDM program to reduce the use of single-occupancy vehicles to and from the project site, thereby reducing the demand for on-site commercial parking. The TDM program would exceed the 15 percent transportation efficiency requirement of Assembly Bill (AB) 900, achieve additional vehicle trip reductions and reduce criteria pollutant emissions. The program would include project features and TDM measures, a monitoring and reporting program, and a process for revisions as needed over time. The features of the proposed TDM program are summarized below. The full TDM program is included as

Mitigation Measure AQ-2h in Section 3.1, *Air Quality* (refer also to Section 2.9, *Project Features to Minimize Greenhouse Gas Emissions*).

Project features and mandatory trip reduction strategies to reduce single-occupancy vehicle (SOV) travel would include the following elements:

- Pedestrian and bicycle improvements both on- and off-site, including construction/contribution to Los Gatos Creek Trail improvements and on-street connectors;
- A limited on-site parking supply as a disincentive for site employees and visitors to drive;
- Market-rate parking pricing for non-residential uses and unbundled parking for market-rate residential uses;
- Provision of pre-tax commuter benefits for employees;
- Marketing (encouragement and incentives) to encourage transit use, carpooling, vanpooling, and non-SOV travel by employees and residents; and
- Rideshare coordination, such as implementation of the 511 Regional Rideshare Program or equivalent, as recommended by the 2017 Clean Air Plan.

Other SOV trip reduction strategies to meet specific performance standards may include:

- Transit Fare Subsidies
- Preferential Carpool and Vanpool Parking
- On-Site Bicycle Storage
- Designated Ride-Hailing Waiting Areas
- Traffic Calming
- Express Bus or Commuter Shuttle Services
- Alternative Work Schedules and Telecommuting
- First-/Last-Mile Subsidy
- On-Site Transportation Coordinators
- Technology-Based Services
- Employer- Sponsored Vanpools
- Biking Incentives and On-Site Bike Repair Facilities
- Carshare Program
- Building-Specific TDM Plans
- Transportation Management Agency Membership⁵⁵

As part of monitoring and enforcement, a City-approved transportation planning/engineering consultant would prepare an annual report describing program implementation and providing the

⁵⁵ A Transportation Management Agency (TMA) is a non-profit association that provides programs and information to employees and residents of the area covered by the TMA to facilitate commute travel by means other than single-occupancy vehicles. No TMA exists in the project area at present, but the applicant could join a TMA if one is created.

results of the annual mode split survey. Enforcement would allow the City, after two years of non-compliance with the SOV target, to impose financial penalties sufficient to fund and manage transportation improvements that would reduce vehicle trips to the targeted level.

The TDM program would evolve to respond to future mobility trends, including new and enhanced transit options, as well as the growth of transportation network companies such as Uber and Lyft, the emergence of autonomous vehicles, and the continued growth of micro-mobility services that offer dockless scooter and bike sharing.

2.7.5 Building Access and Egress

Building access and egress would be regulated by the project's Downtown West Design Standards and Guidelines, with which subsequent site and building plans must comply. The Downtown West Design Standards and Guidelines support locating vehicular access off of primary active frontages to improve safety and enhance the public realm. Accordingly, curb cuts would be prohibited along large portions of the project's building frontages facing open spaces and select street segments. As noted previously, a draft of the Downtown West Design Standards and Guidelines is included in Appendix M.

2.7.6 Off-Site Transportation Improvements

Circulation Improvements

As part of the proposed project, the project applicant would undertake a series of off-site transportation network improvements intended to enhance transit ridership and pedestrian and bicycle circulation in the project site vicinity. These improvements, which are part of the project analyzed in this EIR, are listed below.⁵⁶

- The first of these off-site transportation improvement would be the new ADA-accessible footbridge over Los Gatos Creek between West Santa Clara Street and the VTA light rail tracks, as discussed above in Section 2.6, *Parks and Open Space*.⁵⁷
- The project applicant would construct a controlled at-grade crossing (crosswalk and curb improvements) for the Los Gatos Creek Trail across West Santa Clara Street at or near Delmas Avenue. This crossing would connect the existing segment of the Los Gatos Creek Trail within Arena Green, along the west side of the creek, with a new portion of the trail to be developed as part of the project on the east side of Los Gatos Creek between the VTA tracks and West Santa Clara Street.⁵⁸

⁵⁶ These improvements are not required to address physical environmental impacts identified in the EIR. Rather, they were identified by the City as a result of the non-CEQA analysis in the project's Local Transportation Analysis. However, because these improvements could result in physical impacts on the environment, they are analyzed in this EIR.

⁵⁷ Although this footbridge would begin and end within the project site, it would cross Los Gatos Creek, which is not part of the site, and is therefore included on this list of off-site transportation improvements.

⁵⁸ The City's approved master plan for the Los Gatos Creek Trail—Reach 5, which would extend from the south side of Auzerais Avenue to the north side of West Santa Clara Street to link existing trail segments, does not contemplate a trail on the east side of the creek, as is proposed by the project applicant. In addition, the master plan, evaluated in a 2008 mitigated negative declaration, includes a grade-separated crossing of West San Carlos Street (beneath the elevated roadway and the at-grade Caltrain tracks just north of a Caltrain bridge over Los Gatos

- The project applicant would construct improved bicycle facilities on Auzerais Avenue between the existing Los Gatos Creek Trail and Bird Avenue.
- The project applicant would widen the north sidewalk of Auzerais Avenue beneath the SR 87 freeway, beginning from the existing Auzerais Avenue/Delmas Avenue intersection, and would align the curb line at the northeast corner of this intersection with the curb line at the northwest corner. A signal modification would also be made at this intersection.
- The project applicant would construct improvements at the Coleman Avenue/West Taylor Street intersection to enhance bicycle connectivity along West Taylor Street from Walnut Street to Stockton Avenue. Pedestrian walkway improvements, removal of corner islands, and widening within the existing rail undercrossing would also be included.

In addition, the applicant may provide funding, or partial funding, to the City to implement other off-site transportation improvements. Such improvements are not part of the project, and environmental review of other off-site transportation improvements beyond those set forth above would be conducted separately by the City, as required.

SAP Center Parking

In addition to the above-described improvements, this EIR provides a qualitative evaluation of changes to parking for SAP Center event attendees that have the potential to occur as an indirect effect of the proposed project. These potential changes would not be implemented by the project applicant; rather, they would be undertaken as a separate project by the City in conjunction with the update to the DSAP. For this reason, and because these potential changes would not occur on the project site, they are evaluated in this EIR at a programmatic or qualitative level.

As described in Section 2.2.7, *Existing Land Uses*, the parcels commonly known as Lots A, B, and C contain a total of 1,422 parking spaces. Although these parcels are currently owned by the City, they are leased to San Jose Arena Management, LLC, an entity affiliated with Sharks Sports and Entertainment LLC (owner of the San Jose Sharks hockey team), under an agreement commonly known as the Arena Management Agreement (AMA). The AMA is a comprehensive agreement between the City and San Jose Arena Management that addresses many of the SAP Center's operational issues, including parking and access. The AMA provides that the City must ensure a minimum number of parking spaces close to the arena throughout the term of the AMA, which ends in 2040.

The City and the project applicant entered into an Option/Negotiation Rights Agreement in December 2018, giving the applicant the right to purchase Lots A, B, and C within 5 years, or, if Google does not exercise this option, a right of first offer to purchase until 2041. However, certain conditions must be met before Google can exercise those rights and acquire Lots A, B, and C. In particular, the City and San Jose Arena Management must reach terms to amend the parking provisions of the AMA, subject to the applicant's acceptance, or the AMA must expire or terminate

Creek). The City has also expressed support for grade-separated crossings at West San Fernando and West Santa Clara Streets; these latter crossings were not included in the Master Plan. The project does not propose grade-separated crossings; if undertaken in the future, these and other improvements not evaluated herein would be considered separate projects that would be subject to their own environmental review.

on its own terms. The applicant's option agreement with the City confirms that Google has no obligation to provide any replacement spaces, unless a specific agreement to this effect is reached.

Given the AMA's current requirements, in order for the applicant to acquire Lots A, B, and C before 2040 as it intends, the option agreement provides that the parking provisions of the AMA must be amended. Although the agreement does not specify how to amend the AMA and no such decision has been reached, discussions among the parties have focused on where to relocate the parking spaces now provided in Lots A, B, and C. There are several options for providing parking near the SAP Center; one option is to retain the existing AMA until it expires in 2040, and other options for parking replacement are under consideration. At this point, given the ongoing nature of the negotiations and the variety of options available, it would be speculative to provide specific detail on potential future changes to SAP Center parking. However, because some discussions about amendment options have occurred, this section briefly addresses those options for informational purposes.

One option under discussion is City development of parking on a group of parcels known as "Lot E," which is located immediately north of and across West St. John Street from SAP Center. Portions of this site are currently owned by the City, but the City would need to acquire other parcels from third parties to proceed with this option.⁵⁹ The completion and timing of parcel assembly has not been established, and to the extent that it may require the City to exercise eminent domain, it is not guaranteed. If parcel assembly were to be completed, Lot E could be developed with a parking structure that could provide approximately 1,000 stalls. It should be noted that the development of Lot E for a parking garage could proceed with or without the project, and the City and San Jose Arena Management have long viewed this location as a potential future site for a parking garage.

Chapter 4 of the adopted DSAP contains a "test-fit" scenario to identify the maximum possible theoretical buildout. The DSAP anticipates that existing surface parking south of the SAP Center will be replaced with new development, some of which could include parking. As part of developing the "test fit," the DSAP includes an analysis of parking supply, which includes relocating existing surface parking into structured parking. That analysis includes two categories of parking supply: (1) shared use of parking that is within the development projects located within a 0.5-mile radius of the station, and (2) a new parking structure of at least 900 spaces on Lot E. The DSAP also explains that the City and San Jose Arena Management had entered into an agreement to develop a Lot E garage.

As part of its current broader effort to update the DSAP, the City is also updating the parking analysis. Lot E could be developed as a stand-alone parking garage that, assuming 1,000 stalls, would likely be four or possibly five levels (three above grade and one or two below), although it could also be incorporated into a larger development project. However, the exact configuration and location are not known at this time, particularly because the City does not own all of Lot E.

⁵⁹ Entities other than the City-owned portions of Lot E include San Jose Arena Management, LLC, Google, LLC, as well as other private property owners.

However, providing replacement parking on Lot E is only one option and it may not occur. Other options include the following:

- A collection of parcels directly east of Lot E, commonly known as the Milligan site, may provide an opportunity for approximately 300 stalls of surface parking.
- The Adobe North Tower building, now under construction on West San Fernando Street just east of SR 87, will have approximately 1,000 stalls that could be used for SAP Center purposes and is within the proximity currently allowed by the AMA.
- The Platform 16 project, also under construction, has 286 stalls that are required to be available to the public after 6:30 p.m. and on weekends.
- The three-building Santa Clara County facility just east of the Guadalupe River on West Julian Street could potentially accommodate 450 SAP Center employee spaces.
- Other potential parking sites that are available throughout the DSAP area.

The applicant is not a party to the AMA and, therefore the City, rather than the applicant, has an obligation to provide the required parking under the AMA. However, the AMA must be amended in order to for the applicant to exercise the option agreement with the City with respect to Lots A, B, and C, and the parking in those lots must be relocated to a location near the SAP Center in order for Lots A, B, and C to be part of the project prior to the 2040 expiration date of the AMA. Therefore, replacement parking in the vicinity is considered a reasonably foreseeable, if indirect, future consequence of the project.

Because the details of the relocated parking are not known, the analysis is provided at a programmatic or qualitative level, and the potential changes are considered in the context of the DSAP, which assumes a parking garage at this location, and would be undertaken by entities other than the project applicant and not on the project site. The purpose of the discussion of SAP Center replacement parking in this EIR is not to provide environmental clearance for the development of replacement parking on Lot E or the Milligan site (or at any other location), but rather to fully disclose potential future impacts based on the information known today. If the City and/or a private applicant formally proposes replacement parking in a new parking structure in the future, such as on Lot E or the Milligan site, such a project would undergo separate environmental review.

2.8 Utilities

The project site is currently served by several public and private utilities, including public utilities for wastewater and storm drainage (City of San José) and private companies that provide potable water (San Jose Water Company), natural gas (PG&E), and telecommunications (AT&T and Comcast, along with other smaller providers). Electricity is jointly provided by PG&E and the City of San José Community Energy Department. The City's Environmental Services Department manages solid waste collection and disposal of garbage, recycling, and yard waste that are provided through contracted service providers. Implementing the proposed project's building program would increase demand for resources, including water and energy to service building operations.

2.8.7 Diridon Station Area Infrastructure Analysis

In 2017, as part of the implementation of the adopted DSAP, the City of San José prepared the *Diridon Station Area Infrastructure Analysis* (Infrastructure Analysis). The report provides a detailed analysis of the utility and transportation improvements necessary to accommodate buildout of the proposed land uses in the Diridon Station Area. The Infrastructure Analysis evaluated streets, sanitary sewer, storm drain, potable water, recycled water, joint trench facilities, and parks and related facilities, to identify existing infrastructure facilities and their condition, along with existing deficiencies; recommend improvements to accommodate future, transit-oriented development in the station area; and to provide cost estimates and explore implementation phasing for the needed improvements.⁶⁰

The Infrastructure Analysis identified several “backbone” infrastructure improvements that would provide a broad benefit to the entire Diridon Station Area and recommended that they be constructed in large phases, not parcel by parcel, as would likely occur if the facilities were constructed as part of individual development projects. The report noted that some of these improvements would improve the quality and character of the Diridon Station Area and should therefore be completed in the near future, potentially with funding from a plan area funding mechanism.

On the project site, backbone improvements include street upgrades to West Julian Street, West Santa Clara Street/The Alameda, West San Fernando Street, Park Avenue, West San Carlos Street, and South Autumn Street; and sanitary sewer, storm drain, and potable water main upgrades in several streets. The Diridon Station Area Infrastructure Analysis (Infrastructure Analysis) also recommends expanding the City’s recycled water system into the DSAP area from its current nearby terminus in Autumn Parkway on the north side of the UPRR tracks. However, the Infrastructure Analysis also notes that the City does not currently have any planned improvements programmed. As part of the proposed Downtown West project, the project applicant proposes to construct several components consistent with the backbone infrastructure that are identified in the Infrastructure Analysis and that are located on the project site.

The Infrastructure Analysis acknowledged that the required improvements will have to be reevaluated in the future, once more detailed information is available regarding construction timing for the BART Downtown extension and the alignment and construction schedule for high-speed rail, and to account for evolving sustainability goals, changing state and federal requirements, and private development in the DSAP area.

2.8.8 Project District Systems Overview

The project proposes a district systems approach to handle at least some of its utilities—such as electricity, thermal (heating and cooling), wastewater, recycled water, and solid waste flows—most efficiently. Where feasible, such services would be delivered through district-wide infrastructure, rather than individual and building-specific systems. District systems would utilize centralized facilities in up to two central utility plants to enable more efficient operations. District systems, through the consolidation of systems, deliver resource efficiency, including reduced

⁶⁰ City of San José, *Diridon Station Area Infrastructure Analysis*, January 31, 2017.

energy and carbon use, and reduced potable water consumption. The central utility plants would provide thermal heating and cooling to the majority of buildings within the project site. Refer to Section 2.8.14 for additional detail regarding central utility plans and district utility systems.

The district systems would serve the project site via a new private utility corridor. Refer to Section 2.8.9 for additional detail.

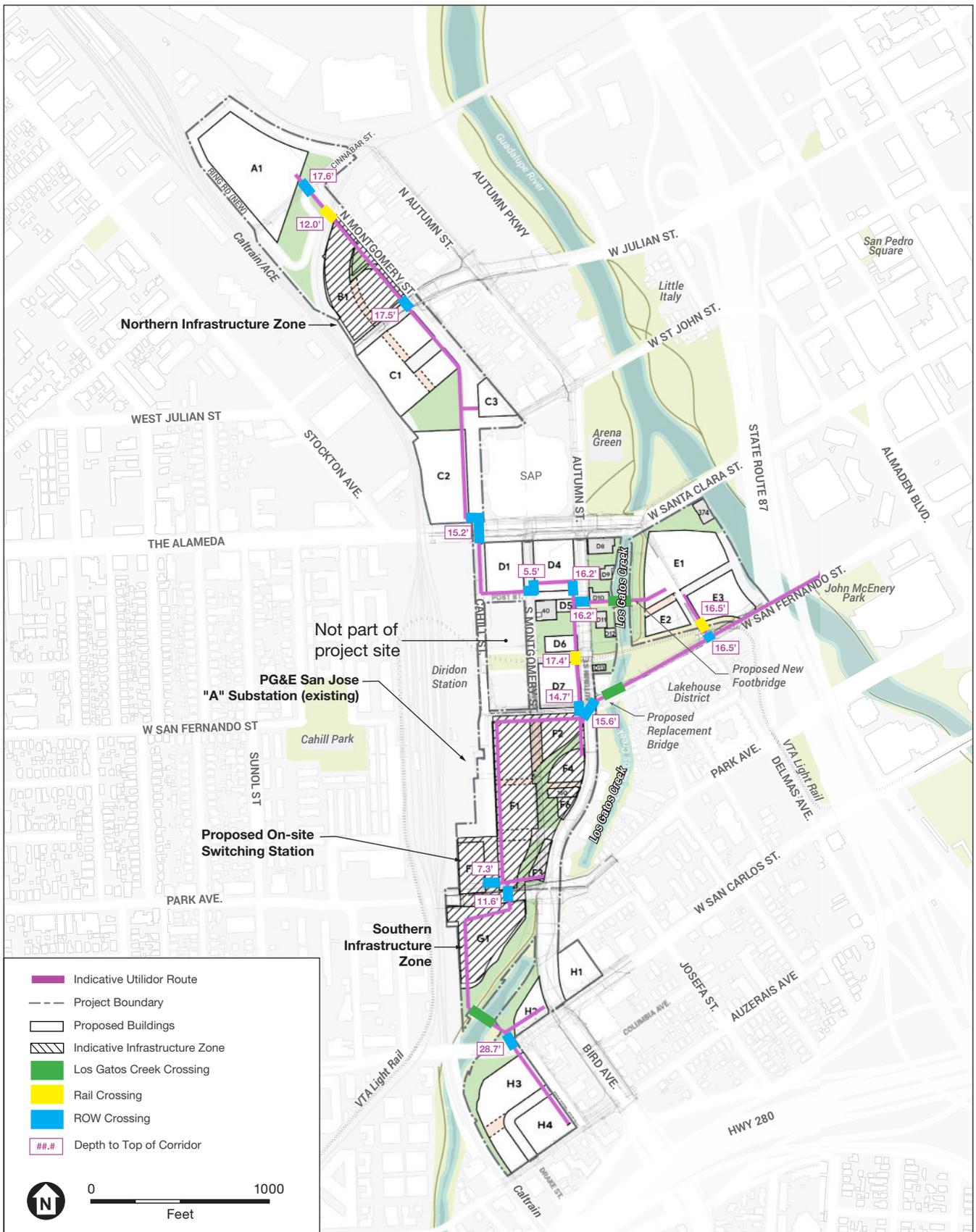
2.8.9 Utility Corridor

The proposed project would include a new utility corridor (referred to herein as a “utilidor”) for conveying privately owned utilities (piping and cables; described in detail below) to and from project buildings. These private utilities could include sanitary wastewater collection, recycled water, thermal water (chilled and hot water), electrical distribution, communications, and solid waste collection and distribution.

The utilidor would be constructed as a combination of direct-bury utility trenches, utilities in basement parking garages, and underground tunnel structures. The utilidor is intended to be constructed on private property to the maximum extent feasible, but may need to cross or be constructed within public rights-of-way to service the project. Where it would cross existing streets, the proposed utilidor could be constructed using a jack-and-bore method to pass beneath existing utilities in the street, thus avoiding physical disturbance of existing utilities and street closures. Should the utilidor be constructed within existing roads, existing public and private utilities may need to be relocated or consolidated.

To link Blocks E1, E2, and E3 (the portion of the site between Los Gatos Creek and the Guadalupe River and between West Santa Clara Street and the VTA tracks) with the rest of the site, the utilidor would cross Los Gatos Creek by one or more of the three following options: on the proposed replacement West San Fernando Street bridge (described in Section 2.11, *Flood Control Improvements*), on the new footbridge that would be built across Los Gatos Creek as part of the project, using jack-and-bore construction beneath the creek, or a combination of these options. If jack-and-bore construction is used, jacking and receiving pits would be placed outside of the riparian corridor. On the southern end of the project site, to link Blocks H1–H4 with the rest of the site, an additional crossing of Los Gatos Creek would be made north of West San Carlos Street, using jack-and-bore construction beneath the creek. Jacking and receiving pits required in this crossing option would be placed outside of the riparian corridor. Jack-and-bore construction would also be used beneath the UPRR tracks in the northern portion of the site to allow the utilidor to reach the most northerly project block, Block A1.

Figure 2-9 illustrates the proposed utilidor alignment options.



SOURCE: Google LLC, 2020

Downtown West Mixed-Use Plan

Figure 2-9
Proposed Utilidor Layout

2.8.10 Potable Water

The project site is served by San Jose Water Company, an investor-owned public utility that serves most of San José. The water supply for this area of the city is sourced primarily from the Santa Clara groundwater basin. Existing water mains in adjacent streets vary from 4 inches to 21.25 inches in diameter. The proposed buildings would connect to the San Jose Water Company's potable water system for both domestic water supply and fire protection.

The proposed project would require new water lines where most of the new street segments are proposed, as well as north-south through the Block E sites, and would upgrade existing water lines along existing streets, including South Montgomery and West San Fernando Streets within the project site and off-site segments of West San Fernando Street (500 feet in length, connecting with the new water main through the Block E sites) and West San Carlos Street from Bird Avenue to Josefa Street (500 feet). The project would also require removing segments of existing water mains from portions of both South Montgomery and North Montgomery Streets that would be removed (described in Section 2.7, *Transportation and Circulation*), from the San José Fire Department training facility site, from the northern portion of Delmas Avenue, and from a public utility easement east of Diridon Station between Cahill and South Montgomery Streets. The project applicant would coordinate with San Jose Water Company for the necessary upgrades and other changes to the potable water distribution network, including removal and relocation of existing water lines. Work would be phased to ensure that existing water service would not be interrupted.

2.8.11 Wastewater

The project area is currently served by the City's existing sanitary sewer network, which flows north to the San José–Santa Clara Regional Wastewater Facility in the Alviso neighborhood of north San José. Under the proposed project, a private sewage collection network would collect wastewater from the project buildings and transport it to one or two on-site district water reuse facilities (wastewater treatment plants). In this scenario, the project would connect to the existing City sewer network to accommodate potential seasonal discharge during periods of low demand for recycled water, to receive wastewater if the district system were offline for any reason, and potentially, for disposal to the City sewer system of residual solids (sludge), as described below. Alternatively, if no water reuse facilities were included in the project, the project site would be connected to the City's existing sanitary sewer system, with all project-generated wastewater transported via existing collection facilities to the San José–Santa Clara Regional Wastewater Facility. The project applicant has coordinated with the City of San José to model the potential effects of both scenarios on the existing sanitary sewer system to determine deficiencies and required upgrades. Because of proposed right-of-way vacations (discussed in Section 2.7, *Transportation and Circulation*), some existing sanitary sewer infrastructure would need to be relocated or removed, including from North Montgomery and South Montgomery Streets, Cinnabar Street, and potentially from the San José Fire Department training facility site. The project applicant would coordinate with the City to determine acceptable relocations.

District treatment of wastewater would require new construction of a private sewage collection network and construction of a water reuse facility on the project site. If an on-site district water reuse facility is pursued, up to two on-site water reuse facilities would treat project-generated wastewater for reuse to meet demands for non-potable water, such as for toilet and urinal flushing, irrigation, and cooling.

The district water reuse facility(s) would have the capacity to treat project-generated wastewater to disinfected tertiary (unrestricted use) recycled water standards as described under Title 22 of the California Code of Regulations. Per those regulations, the wastewater will be oxidized, filtered, and disinfected. The wastewater treatment process and supporting treatment equipment would be co-located with the thermal plant in up to two proposed central utility plants (described in Section 2.8.14, *Central Utility Plants and District Utilities*).

To increase the performance of district thermal systems, the project may incorporate heat exchange from the private wastewater treatment. Wastewater heat exchange allows for the heating and cooling co-located with the water reuse facility or facilities within the central utility plant(s) to capture heat present in the wastewater flows or extract heat from stored water after tertiary treatment. In addition, the wastewater treatment process tanks could benefit from the rejection of excess heat from the thermal facilities. The integration of wastewater heat recovery or rejection would improve the project's overall energy efficiency. Wastewater heat exchange could also be implemented in individual buildings, especially residential buildings, to benefit from higher temperature wastewater flows before heat dissipation through wastewater collection networks.

In the private sewage collection network scenario, wastewater would be collected via pump station(s) and pumped into a low-pressure force main within the proposed utilidor. A pressurized wastewater collection system allows sewage to be conveyed in a physically smaller layout than a conventional gravity-flow system, which requires a dedicated trench with larger pipes to achieve adequate slope.

Wastewater treatment residual solids ("sludge") could be discharged into the City's sanitary sewer system or managed on-site and periodically hauled off for beneficial reuse. The on-site treatment of these residuals may be achieved via anaerobic digestion, generating biogas that could be used in fuel cells to generate electricity and dewatered biosolids that could be reused beneficially as a land-applied fertilizer. Alternatively, these solids could be discharged into the City's sanitary sewer network where adequate flow exists to carry these solids to the San José–Santa Clara Regional Wastewater Facility.

2.8.12 Recycled Water

Recycled water is not currently provided to the project site. The nearest South Bay Water Recycling Program recycled-water main extends south from Coleman Avenue along Autumn Parkway, but ends on the north side of the UPRR tracks, about 0.1 mile west of the project site's northern portion. The proposed project would include an option for on-site wastewater treatment and use of the resulting recycled water. Under the proposed project, recycled water—whether generated by the on-site water reuse facilities or obtained from the City's recycled water system—would be used for

toilet flushing irrigation, and as a make-up supply for the use of evaporative cooling towers for building air conditioning systems.⁶¹ Recycled water could also be used during maintenance activities (e.g., street cleaning and washdown of photovoltaic [PV] solar panels).

Recycled water treated on-site would be distributed throughout the project site by a private distribution system routed through the utilidor.

Should recycled water not be produced at a district water reuse facility, the project would construct a recycled-water pipeline from the existing recycled-water system so that the project would use the same volume of recycled water as assumed to be available from project generated recycled water.⁶²

Potable water supplied by San Jose Water Company would be used as a backup supply to the recycled water system in the event of a temporary failure of the on-site recycled water system. Due to the phasing of the project, potable water would also be used as a supply for non-potable uses until the water reuse facility(s) are constructed and brought online.

2.8.13 Stormwater

The project area is currently serviced by the City's storm drain network, which, in the project vicinity, includes stormwater outlets into both Los Gatos Creek and the Guadalupe River. There is an existing above-grade stormwater pump station on the project site. This pump station is currently located on the San José Fire Department training facility site, south of Park Avenue near South Montgomery Street.

With project implementation, stormwater would be managed in accordance with the City's Municipal Regional Stormwater National Pollutant Discharge Elimination System permit. Stormwater management would be consistent with the City's Green Stormwater Infrastructure Plan and the Santa Clara Valley Urban Runoff Pollution Prevention Program. The project would meet these requirements by implementing green infrastructure strategies that may include bioretention, flow-through planters, pervious paving, green roofs, and possibly rainwater harvesting or infiltration facilities.

The existing site is approximately 97 percent impervious. The existing land use includes industrial and commercial development with many large asphalt parking lots and minimal existing landscaped areas. The existing developments do not treat stormwater runoff before discharge to the City's collection network.

⁶¹ As with the thermal heating and cooling system, some project buildings, such as the first structures developed, certain residential buildings, and/or existing buildings, may not be served by the project's recycled water network. However, at least some such buildings could potentially be linked to the City's recycled water system if that network is extended to the site. The potential extension of recycled water infrastructure to serve the project site would be installed primarily in existing roadways and utility rights-of-way.

⁶² According to the *Google Downtown West Infrastructure Plan* (October 7, 2020), options for connecting to the existing system include connecting at Coleman Avenue, Autumn Parkway, and/or West Hedding Street. In addition to these connection(s) to the north of the project site, a loop system could also be considered between the Downtown pipeline terminating at South Fourth Street and East San Fernando Street, and the north connection point to improve reliability.

The project would connect into the existing storm drain mains in the public rights-of-way. New storm drain mains would be installed in proposed streets to serve new development, new streets, or streets with new stormwater treatment. In addition, new laterals would be added to connect project blocks to the storm drain system. New pipes would be designed for 10-year storm capacity in accordance with City of San José requirements.

Based on improvements identified in the City’s ongoing storm drain master planning project, the applicant proposes to upgrade two storm drain trunk mains to serve the project site and the upstream watershed. The project would construct new larger storm drainage pipes in Cinnabar Street and North Montgomery Street in the northern portion of the site, to connect with a new storm drain installed in North Autumn Street in connection with the under-construction Platform 16 project.⁶³ These new storm drainage pipes would connect to an existing outfall east of the former Howard Street—to be increased in size by the City as part of its ongoing Capital Improvement Program—that drains into the Guadalupe River. In West Santa Clara Street, the project would replace an existing storm drain pipe with a larger pipe between Cahill Street and Los Gatos Creek; this new storm drain would discharge via a 33-inch outfall to Los Gatos Creek, replacing an existing 18-inch outfall. The new outfall would include a larger flap gate. The outfall and flap gate would be constructed according to San Francisco Bay Regional Water Quality Control Board and Santa Clara Valley Water District (Valley Water) requirements, as well as those of any other applicable agencies such as the U.S. Army Corps of Engineers and California Department of Fish and Wildlife.⁶⁴

The proposed right-of-way vacations (discussed in Section 2.7, *Transportation and Circulation*) would necessitate the relocation or removal of some existing storm drain infrastructure, including an existing storm drain in South Montgomery Street. The existing pump station at the fire department training facility would need to be relocated to avoid conflicts with the proposed building design. This pump station may be relocated within the same parcel, or within the existing street right-of-way if space is available. The potential relocation site(s) would be evaluated further when building designs for this block reach a sufficient level of detail (e.g., actual building footprints) to allow consideration of more specific plans for the existing pump station. The project applicant would coordinate with the City of San José to determine acceptable approaches to and sites for such relocations.

Along with treating all runoff from impervious areas, the proposed project would slightly increase the quantity of pervious surfaces relative to existing conditions.⁶⁵ Proposed natural landscape areas would be planted with a wide variety of native species, with a focus on habitat creation and stormwater treatment functions.

⁶³ In late April 2020, the Platform 16 developer announced that it would suspend construction pending further economic developments related to the COVID-19 pandemic.

⁶⁴ In connection with the DSAP program, the City has identified three additional outfalls that must be upsized to 24 inches in diameter—from South Autumn Street and West San Carlos Street into Los Gatos Creek, and from West San Fernando Street into the Guadalupe River. These are separate from the proposed project.

⁶⁵ As designed, the project proposes an approximately 9 percent net reduction in impervious surfaces on the site, compared to existing conditions.

2.8.14 Central Utility Plants and District Utilities

Fundamental to the concept of district-wide utility systems⁶⁶ would be the designation of two infrastructure zones and the construction and operation of two central utility plant areas within these zones. Two infrastructure zones are proposed: a Southern Infrastructure Zone in the southwest portion of the site (Blocks F1–F5 and G1) and a Northern Infrastructure Zone in the northern portion of the site (Block B1). In total, the central utility plants would occupy about 130,000 gsf. To provide for a conservative analysis, this EIR assumes that the proposed project would include central utility plants in both infrastructure zones, as denoted on **Figure 2-9**.

The infrastructure zones would house mechanical, thermal, and power equipment; a district water reuse facility or facilities (if included in the project); supporting equipment to service the project site; and potentially a solid waste collection terminal. Depending on the precise nature of development on the blocks in the infrastructure zones, one or both central utility plants could be developed as a stand-alone facility or in a building that would also contain other uses, such as office space. With the central utility plants and infrastructure zones, on-site utilities and services could be consolidated in central locations to enable local management of resource demands on the project site, thereby reducing burdens on existing municipal systems while increasing project resiliency. Consolidating utility services in the central plants would also increase spatial efficiency by eliminating areas for individual buildings that otherwise would have been dedicated to facilities and services.

Managing thermal, power, water, and waste services across the site at a district-wide scale is also anticipated to yield operational benefits over time. For example, consolidating the collection of solid waste through automated waste collection at two terminals would reduce the area required in each building for waste collection and storage. Furthermore, the terminals would reduce truck traffic on local streets to collect waste, compared to conventional systems in which waste collection trucks travel to each building.

A limited number of new buildings, particularly those at locations most distant from the central utility plant(s) and/or those built first, could have “business as usual” heating, ventilation, and air conditioning (HVAC) and other utility systems installed in place of connection to district systems to accommodate the opening of certain buildings before completion of the first central utility plants, and/or because some new on-site residential buildings would be built by different developers. For example, an affordable housing developer may elect to forgo the added cost and complexity of linking to district utility systems. Should such individual building systems be installed, they would be electrically powered, not fueled by natural gas or other fossil fuels. Existing buildings adaptively reused may also employ conventional heating and cooling systems; these buildings are considerably smaller than the proposed new construction.

⁶⁶ If included in the project, on-site wastewater treatment and generation of non-potable (recycled) water for reuse would also be considered a district utility. However, the project may also be served by the San José–Santa Clara Regional Wastewater Facility for both purposes. Sanitary sewer and recycled water are discussed in Section 2.8.11 and Section 2.8.12, respectively.

Hot/Chilled Water Network

The proposed project would develop a district-wide network of hot and chilled water mains for building heating and cooling, instead of using individual boilers and chillers with cooling towers in most of the buildings. Thermal energy would be provided by the central utility plants, which would deliver hot water and chilled water via thermal mains across the district to heat exchangers and/or in-building pumps that would distribute directly to the building. Where appropriate, temporary thermal service may be located at blocks with a connection to the central utility plants replacing the temporary service when appropriate. The central utility plant(s) would provide thermal heating and cooling to most of the buildings within the project site; however, as noted, business-as-usual systems may be installed in a limited number of buildings. Where business-as-usual systems are installed for heating and cooling, they would include water-cooled or refrigerant-based HVAC systems for cooling, and air-source heat pumps or refrigerant-based systems within the specific buildings for heating.

The district-wide thermal network, thermal equipment at the central utility plants, and business-as-usual systems would be consistent with the City's Climate Smart plan and Reach Code,⁶⁷ enabling the project to be combustion-free by providing heating and cooling only through electric equipment. Equipment would be selected to comply with California Energy Code requirements and would support achievement of a LEED ND Gold rating for the project.

The primary system serving heating and cooling at the central utility plants would consist of a heat recovery chiller and water-source heat pumps to provide base-load heating and cooling. These would be connected to a horizontal ground loop and energy piles installed within the mat foundation and structural bores of the subterranean parking structures. To avoid potential cross-contamination of aquifers, piles would be specially designed and installed with casings to prevent communication between the penetrated aquifers. Peak heating would be provided by air-source heat pumps located on the roofs of the central utility plants. Centrifugal chillers and cooling towers would provide peak cooling. Cooling in residential buildings may be supplemented by small localized heat pumps or chiller units to maximize the efficiency of the overall system.

The project applicant would own and manage the central utility plants and distribution of heating hot water and chilled water. Pipes to distribute hot and chilled water would be either located in the proposed utilidor or direct buried. The ground-source heating and cooling network may also require a condenser water pipe between buildings connecting ground loops or piles.

Electrical Distribution/On-Site Generation

Electricity at distribution voltage and sub-distribution voltage (12.47 kilovolts [kV] and 4.16 kV) is currently provided to the project area by two substations: San Jose A and San Jose B. The San Jose A substation is located adjacent to Diridon Station within the project boundary, while

⁶⁷ The San José Reach Code, adopted in 2019, encourages building electrification and energy efficiency, requires that non-residential buildings be solar-ready, and requires electric vehicle (EV) readiness and installation of EV equipment. The City has also prohibited natural gas in certain new buildings; however, the ban does not apply to residential buildings taller than three stories or to hotels or commercial buildings, and therefore would likely not apply to buildings constructed as part of the proposed project.

San Jose B is located approximately one-quarter mile northeast of the project site, at Coleman Avenue between the Guadalupe River and SR 87.

In addition to serving customers in the project area, the San Jose A substation provides distribution service through the project area to customers outside the proposed development boundary. At a transmission level, San Jose A receives high-voltage (115 kV) transmission power from PG&E substation San Jose B and the utility's El Patio substation, located in Campbell near the SR 17/Hamilton Avenue interchange. Existing 115 kV lines that serve San José are present within the project site; in particular, high-voltage lines that link substations San Jose A and B follow the Guadalupe River and Los Gatos Creek and cut through the project site along West San Fernando Street.

Electrical delivery for the proposed project is expected to be served by PG&E at transmission voltage (115 kV) from a new PG&E-owned switching station in the project's Southern Infrastructure Zone to a new enclosed customer substation within the project site. The project applicant would provide land for the switching station consistent with PG&E's requirements, estimated at 15,000 gsf. The switching station and customer substation may be separate buildings or built as a single 40-foot-tall building of up to about 12,000 gsf.

Alternatively, the switching station may be located within the San Jose A substation, allowing for direct PG&E distribution service from San Jose A. In this option, the project would not require a new on-site substation and switching station, and would be served with 12 kV supplies directly from San Jose A. San Jose A would be upgraded to accommodate direct distribution needs for the project.

The project applicant has requested that PG&E underground approximately 1,300 feet of the El Patio-Station A 115 kV line, beginning just north of West San Carlos Street along the project site's western edge and into Station A. A "loop" line providing power to the switching station would also be located underground. To accommodate this, PG&E would install a steel transition pole north of West San Carlos Street and transition the circuit underground. The circuit would be routed north for about 1,000 feet in the same alignment as the overhead line and across Park Avenue and turn east and into the new switching station. The other part of the loop would exit the switching station and travel west to Station A. The project would construct new electrical distribution lines on the project site, which may be placed underground within the utilidor. Existing PG&E transmission and distribution lines that cross the project site may also be placed underground. Under the scenario in which the San Jose A substation is upgraded for direct 12 kV distribution to the project site, PG&E would construct up to four underground circuits between Station A and the site. Each circuit would be approximately 500 to 1,000 feet long.

The project applicant is also proposing the option of providing localized electric distribution lines from a dedicated transmission substation to connect some or all buildings in a microgrid. The microgrid option would include controls to share power between buildings across the microgrid distribution network, and controls to operate any sub-transmission generation and storage within the microgrid area disconnected from the grid in the event of an outage. In another scenario, the

City of San José could own and operate the on-site electrical distribution system under a municipal power authority; this option may not include the switching station.

The project applicant is considering various technologies for renewable power generation, including solar PV arrays that may be located on building rooftops and façades. The project applicant anticipates at least 7.8 megawatts (MW) of on-site solar PV panels. In addition, storage technologies such as batteries may be installed to provide power to key site facilities in the event of a utility-wide grid outage, and to allow renewable energy to be shared between buildings connected to the microgrid. The project applicant proposes to install approximately 10 MW of batteries with 2 hours of storage. On-site energy generation and storage would allow the realization of project benefits such as providing power to key project area loads in the event of a utility-wide grid outage, allowing renewable energy to be shared between buildings, and allowing the generation and storage technologies to provide grid services.

The project would include emergency power diesel-fired electrical generators as required by the California Fire Code. For purposes of this analysis, this is assumed to include no more than 47 generators (one per building proposed to have a finished floor more than 75 feet above grade), with an average size of 650 kilowatts per generator. The emergency generators are assumed to operate only during standard monthly testing and in the event of an outage, and all generators are assumed to be vented at roof level.⁶⁸

Natural Gas

The project would primarily use electricity throughout the site. For purposes of this analysis, it is assumed that natural gas would be available only to approximately 20,000 square feet of restaurant kitchen space. Water heating would be provided via heat pump or electric resistance water heaters. Cooking loads in office and residential spaces would be via electrical or induction cooking. Space heating and cooling would be by electricity.

Telecommunications

The telecommunications serving the project area consist of above-ground and buried telecommunications circuits from several providers, primarily AT&T and Comcast. There is a combination of coaxial cables and strand-mounted active equipment for Comcast service. Medium-count copper cables provide voice services to businesses and residents in the area; fiber-optic cables provide high-speed data service; and train signaling cables are present in the project area.

The proposed improvements for communications and data infrastructure include:

- Single-mode fiber-optic cabling to each new building with diverse routing to provide resiliency; based on previous campus projects, this could take the form of multiple self-healing rings based on geographic zones;
- Undergrounding or removal of existing telecommunications fiber and copper in the project area;

⁶⁸ The Bay Area Air Quality Management District typically limits diesel generator testing to no more than 50 hours per year.

- Infrastructure to provide communications connectivity to residential areas of the project, including data connectivity and connectivity for cable television and voice services. Connections to residences would likely be provided by fiber-optic cable, regardless of who provides the service. In the residences, this may transition to coaxial cable or remain on fiber; and
- Future installation of 5G cellular service. The trajectory of 5G service is being developed and will remain under study, but the timing of this project and the rollout of 5G services nationwide would indicate a substantial 5G infrastructure, including fiber backhaul.

City fiber in the project area would be protected or rerouted based on site conditions.

The project applicant intends to work with the City to develop an appropriate intelligent transportation system infrastructure, including fiber-optic connections to traffic signals to assist with improved traffic and pedestrian flow in the project area.

2.8.15 Solid Waste Collection and Transport

The project would include a centralized solid waste collection system, including on-site collection and sorting of solid waste, recyclables, and other discarded material before off-hauling. The applicant is considering strategies to manage solid waste, including an automated waste collection system, which is assumed to be part of the project analyzed in this EIR to ensure that potential impacts are addressed. Such an automated system would consist of a pressurized below-grade pneumatic pipe, primarily within the proposed utilidor.

As with other utilities, individual buildings would be connected to pressurized pipe via below-grade laterals, and waste inlets that could be selected for the deposit of various waste streams would be distributed in buildings and at some exterior locations. A pneumatic vacuum would pull the waste to the central terminal(s) within the central utility plants, where each waste stream would be deposited into the appropriate container. Trucks would collect the waste from the central terminal(s). Select materials unsuitable for the pneumatic system, such as grease and cardboard, would be required to be conveyed via traditional means.

2.8.16 Project Site Security

In addition to improvements to physical utilities, the project would include an on-site security plan to minimize potential additional demand for service calls by San José police. The security operations program for a campus-like development is generally determined by factors such as the overall size of the development, nearby land uses, the number of on-site employees, and the presence of company executives.

Based on the project's anticipated number of office employees and the scale of the proposed project, the security program would likely include the following full-time employees:

- One Cluster Security Manager (manages large single campuses or multiple smaller campuses within a subregion or zone);
- Two to three Campus Security Managers (manage single campuses or zones within a large single campus); and

- Two to three Campus Security Supervisors (coordinate field security operations at the guard level and work with stakeholders across cross functional groups at their assigned campuses or zones).

These employees would oversee and manage an officer security program that would consist of 24/7 coverage of the campus with three daily shifts. The security operations program would provide the following services:

- Security patrols on foot and by vehicle
- Alarm response
- Incident response
- Escort request response
- Support for access control as needed
- First aid/automatic external defibrillator emergency response

2.9 Project Features to Minimize Greenhouse Gas Emissions

The proposed project is proceeding under the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900, as amended by SB 743 and SB 734, and AB 246), and the Governor of California has certified that the project would not result in any net additional GHG emissions. Therefore, the project applicant has committed to include a number of GHG reduction measures in the proposed project. These measures include but are not necessarily limited to the following:

- Providing a minimum of 10 percent of the parking spaces for EV charging (this commitment would increase to 15 percent with the mitigation measures included in Section 3.1, *Air Quality*, of this EIR);
- Using all-electric heating systems;
- Meeting or exceeding the standards of the 2019 American Society of Heating, Refrigeration and Air Conditioning Engineers with respect to energy use by building equipment;
- Installing a 7.8 MW solar PV system, using both building-integrated PV and rooftop arrays;
- Obtaining LEED ND Gold certification for the project as a whole and LEED Gold certification for all individual office buildings;
- Implementing a transportation demand management program (refer to Section 2.7.4, *Transportation Demand Management*);
- Using recycled water for all non-potable demands identified by the project, including toilet and urinal flushing, irrigation, and cooling;
- Using Tier 4 Final (or equivalent) and electric construction equipment (Mitigation Measure AQ-2a in Section 3.1, *Air Quality*, would provide for monitoring and enforcement);
- Implementing all applicable regulatory requirements, such as the 2019 Title 24 Building Standards and the San José Reach Code;

- Employing proven solid waste reduction techniques already in use at other Google campuses, which are projected to result in the diversion of approximately 84 percent of solid waste from landfills through recycling and composting;
- Purchasing carbon offsets to bring remaining GHG emissions to zero after implementation of all project measures;
- Potentially incorporating additional efficiency improvements including:
 - Improving the insulation of building envelopes;
 - Reducing the plug load in buildings;
 - Using occupancy-controlled light-emitting diode (LED) lighting fixtures; and
 - Installing heat recovery chillers and thermal storage;
- Potentially developing an on-site district wastewater collection system and water reuse facility;
- Potentially developing a private, low-pressure sanitary sewer collection network integrated into the proposed utilidor alignment; and
- Potentially including small-scale anaerobic digestion and/or wastewater recovery systems.

Mitigation Measure GR-1 in Section 3.6, *Greenhouse Gas Emissions*, would provide for monitoring and enforcement of measures required to comply with AB 900.

2.10 On-Site Logistics

To improve the efficiency of the supply chain compared to a typical grouping of unaffiliated office buildings, the proposed project would include on-site logistics operations (receiving, warehouse, and distribution) to serve the commercial uses and potentially other project uses. Under this concept, the project applicant would construct on-site logistics hubs; two hubs are anticipated, each approximately 50,000 square feet in floor area. At these logistics hubs, inbound materials and supply deliveries directed to the site's commercial office buildings and other commercial uses could be received from off-site locations, inventoried, and stored before being distributed to on-site offices in small-scale natural gas- or electric-powered trucks. The logistics hubs are anticipated to be located within the Northern Infrastructure Zone (north of West Julian Street) and the Southern Infrastructure Zone (between West San Fernando Street and West San Carlos Streets).

2.11 Flood Control Improvements

Based on best available modeling from Valley Water, portions of the project site are within the 100-year floodplain of Los Gatos Creek, while other areas are subject to a lesser risk of flooding from both Los Gatos Creek and the Guadalupe River.

The currently preferred option is for the project applicant, as an off-site improvement proposed as part of the project, to replace the existing West San Fernando Street bridge over Los Gatos Creek with a new bridge in approximately the same location. The existing bridge is supported by

abutments founded on the creek banks and columns in the creek itself. The improvements would modify or replace the existing bridge with a clear-span bridge that would allow greater flood flows to pass beneath the bridge, thereby avoiding potentially hazardous flooding on the project site and east of the creek, outside of the project site.

The new bridge would cross Los Gatos Creek with an 85-foot-long clear span without any piers in the creek. The proposed bridge structure would be supported on an abutment on each side of the creek. The abutments themselves would be supported on piles. In addition to carrying vehicle and pedestrian traffic, the box girder structure would be used to support the utilidor to serve project sites on either side of Los Gatos Creek with district systems. The bridge would also be designed to accommodate the existing utilities that would be relocated to the new structure.

A vertical profile would be incorporated into the bridge superstructure so that the bridge soffit would be no lower than the 100-year flood elevation. To satisfy ADA access requirements, a maximum slope of 5 percent would be used at the bridge approaches.

Removal of the existing bridge and construction of the replacement bridge would require diverting vehicular and pedestrian/bicycle traffic from West San Fernando Street to alternate east-west routes, such as to West Santa Clara Street to the north or Park Avenue to the south. The West San Fernando Street bridge replacement would also require temporarily relocating existing utilities attached to the bridge to avoid a disruption of service. Utilities would then be re-installed across the new bridge.

In addition to the West San Fernando Street bridge replacement, the applicant proposes a creek restoration project with ongoing maintenance within Los Gatos Creek to remove the debris, logjams, invasive species, and dead trees in the channel to improve floodwater conveyance. Engineered log structures or other equivalent bioengineered features would be installed in the waterway for fish habitat enhancement to improve ecological function.⁶⁹ Ongoing periodic stream maintenance activities would also occur as part of the proposed project, in conjunction with Valley Water, to maintain the creek's capacity for conveying floodwaters. These improvements would require collaboration with and approval by other landowners and regulatory agencies.

Alternatively, if a new bridge is not constructed and/or creek restoration and maintenance is not undertaken as under the project's preferred option, the project applicant could raise the ground elevation of portions of the project site by as much as 2.8 feet so that the ground floors of buildings would be located above the modeled flood level, or flood gates may be used to prevent floodwaters from entering ground-floor levels or subsurface parking in accordance with FEMA guidelines for dry flood-proofing. (Even if the bridge replacement and creek restoration were to proceed, some structures on the project site would remain in Zone A of the 100-year floodplain, and floodproofing would be required for those blocks.)⁷⁰ Excavation is proposed to allow subsurface parking on the

⁶⁹ Engineered fish habitat enhancement log structures are human-made structures introduced into a waterway to mimic the function of logs and logjams that provide refuge for migrating steelhead. Unlike logs and logjams, these structures can be maintained over time to ensure continuing habitat provision while avoiding increased flood risk.

⁷⁰ The City of San José does not permit dry flood-proofing for residential units at grade or for subgrade parking in 100 percent residential buildings; however, the project's Hydrology and Flood Control analysis (Schaaf & Wheeler, August 2020) indicates that none of the project's proposed fully residential buildings would be subject to flooding.

project site (refer to Section 2.13.8, *Demolition, Grading, and Site Preparation*). Thus, excavation spoils would potentially be available for on-site fill to raise the existing ground elevation, assuming that any known and potential contamination could be resolved.

2.12 Downtown West Design Standards and Guidelines

As part of the proposed project, the project applicant is proposing the adoption of detailed design standards and guidelines that would apply to development on the project site. These enforceable Downtown West Design Standards and Guidelines, a draft of which is provided in Appendix M, would be approved as part of the Planned Development Permit. In addition to the project-specific Downtown West Design Standards and Guidelines, the Downtown Design Guidelines and the Complete Streets Standards and Guidelines would continue to apply to development of the project unless a standard or guideline under the Downtown Design Guidelines or the Complete Streets Standards and Guidelines is expressly superseded by the Downtown West Design Standards and Guidelines. The site-specific Downtown West Design Standards and Guidelines would specify which of the existing standards and guidelines in the Downtown Design Guidelines and Complete Streets Design Standards and Guidelines continue to apply to the project and which are superseded by the Downtown West Design Standards and Guidelines. Because they would be adopted as part of permit approval, the Downtown West Design Standards and Guidelines would impose mandatory standards—enforceable by the City—on the project’s design and implementation with respect to land use, open space, building design, public rights-of-way, sustainability, and lighting and signage.⁷¹ In this way, the Downtown West Design Standards and Guidelines would ensure compliance with the City-adopted program for the project site. In addition to the mandatory standards, the Downtown West Design Standards and Guidelines would contain subjective guidelines that would encourage or discourage certain design treatments and approaches but would not be mandatory.

Each of the project’s subsequent improvements (buildings and their uses, and open spaces) on the site would be evaluated by the City Planning, Building, and Code Enforcement Department for conformity with the new standards in the Downtown West Design Standards and Guidelines, which would address land uses, building design, building heights, setbacks, open space program and character, the public realm (including rights-of-way, lighting, and signage), as well as other aspects of development within the project site.⁷² As shown in Appendix M, specific topics include:

- Priority active use frontage locations;
- Allowed land uses by block;
- Block size and structure, with streets, mid-block passages, and open spaces between built areas;

⁷¹ The parcels owned by VTA at the southeast corner of West Santa Clara and Cahill Streets (comprising Block D1) are not included in the Downtown West Design Standards and Guidelines. A subsequent planned development permit would be required to implement the Planned Development Zoning District in relation to the VTA parcels. Any subsequent planned development permit for the VTA parcels must conform with this project’s General Development Plan and the specific development standards for Block D1.

⁷² So-called horizontal improvements, including but not limited to streets, utilities, and grading, would be approved by the Director of Public Works or the Director’s designee.

- Massing and architecture relationships to sensitive location-specific edge conditions, including existing neighborhoods, the creek, open spaces, and historical resources;
- Treatment of historical resources to be retained as part of the project;
- A toolkit of measurable design strategies for massing and architecture for buildings longer than 350 feet, with attention to bulk and articulation controls;
- Human-scale design strategies for the pedestrian and podium level of buildings, particularly along active frontage;
- Transparency requirements of the ground floor along active uses and office space;
- Residential design, including ground-floor units and balconies;
- Preferred building material palette;
- Contextual considerations for building and public realm design that reflect immediate adjacencies and the character of San José;
- Skyline-level building separation and massing reduction requirements;
- District systems (inclusive of Central Utility Plants), logistics, and parking design requirements;
- Bird-safe design;
- Open-space quantity, location, and uses;
- Scale, character, planting palette, materials, and furnishings of open spaces and streetscape;
- Performance/dimensions for trails, bicycle facilities, and pedestrian facilities;
- Parking and loading design and access;
- Sustainability performance requirements and building design strategies; and
- Lighting and signage design requirements.

The Downtown West Design Standards and Guidelines (refer to Appendix M) includes an introductory chapter that also contains a users' guide to the document. Additional chapters cover Land Use, Open Space, Buildings, Mobility, Sustainability, and Lighting and Signage:

- The *Land Use* chapter builds upon the General Plan and zoning guidance and presents the land use diagram (which appears in this project description as Figure 2-3). This chapter also presents direction and guidance for allowed uses by block required frontages for active use, and guidance for applicable design standards and guidelines for interim uses.
- The *Open Space* chapter sets forth a planning context and enumerates open space goals and a design vision. This chapter presents the Project-Wide Requirements (standards and guidelines for design of publicly accessible open space, mid-block passages, and public art) and Location-Specific Requirements (standards and guidelines for relationships to riparian edges, trails, and the adjacent Caltrain and VTA tracks). In addition, the Open Space chapter presents the project's proposed open space network (shown on Figure 2-7 of this EIR chapter) and sets forth standards and guidelines for each of 10 discrete open spaces proposed as part of the project; and presents standards and guidelines for vegetation, stormwater management, materials, and site furnishings.

- The *Buildings* chapter opens with the project’s design intent, including context, approach, and design themes. The chapter presents design standards and guidelines with respect to four general categories:
 - Building Envelope (buildable zones and building heights).
 - Project-wide standards and guidelines (with respect to Streetwall, Building Variety and Materials, Pedestrian-Level Design, Podium Design, Skyline Design, Long Façade Design, Residential Design, Sustainability Strategies, District Systems, District Infrastructure, and Logistics and Parking).
 - Location-specific standards and guidelines (Adaptive Reuse, Historical Resources, Non-Historic Height Reference, and Open Space Façades). This section of the chapter includes site-wide standards and guidelines for new construction adjacent to historical resources and specific standards for the buildings at 374 West Santa Clara Street (San Jose Water Company), 40 South Montgomery Street (Kearney Pattern Works and Foundry), and 150 South Montgomery Street (Hellwig Iron Works), as well as standards for the adjacent Lakehouse Historic District, Southern Pacific Depot District Historic Landmark, and 160 North Montgomery Street residence). Refer to Section 3.3, *Cultural Resources and Tribal Cultural Resources*, for additional information.
- The *Mobility* chapter provides a hierarchy of project site streets and their character; sets forth the project’s proposed street, trail, pedestrian, and bicycle/scooter, transit, and vehicular networks; describes proposed private shuttle service; and describes intersections, network adaptability, accessibility, streetscape, and street plantings. The chapter also provides an overview of on-street stormwater management and utilities; discusses paving materials and street furniture; examines parking, loading, and ride-sharing; and presents direction and guidance with respect to all of the above.
- The *Sustainability* chapter focuses on overall environmental sustainability, features for the project, followed by references to the sustainability-related commitments made by the applicant.
- The *Lighting and Signage* chapter describes the context for the project’s lighting plan and provides direction and guidance for site-wide lighting, lighting of open spaces, building lighting, and street lighting, as well as building signage and signs for wayfinding and interpretive signs (such as for historical and ecological features).

The final, adopted development standards would be mandatory, with measurable prescriptive or performative design performance criteria. The guidelines would set forth the design intent, design expectations, and encouraged or discouraged features, which would be more qualitative and subjective. The City would evaluate subsequent building, open space, and other project implementation plans for consistency with the standards and guidelines, which also establish the process for such review and approval of individual project components.

2.12.7 Renderings of the Proposed Project

To provide illustrative examples of the scale of the proposed development, the project applicant has prepared a series of before-and-after renderings of the proposed project, some at a sketch level and some photography-based, that provide examples of how the project form and massing

could be realized.⁷³ These images are presented as **Figures 2-11 through 2-17** at the end of this chapter, following page 2-8180. These figures are intended to illustrate the general scale of development, but not to depict actual proposed building forms. Individual building designs would be consistent with the Downtown West Design Standards and Guidelines and would be presented for review and approval by the City before the issuance of building permits. At that time, building-specific renderings would be available for review by City staff and the public, providing greater detail regarding the appearance and materials of each proposed structure.

2.13 Project Construction and Phasing

2.13.7 Construction Phases

If approved, construction of the project's proposed buildings, street network changes, and infrastructure would occur in three primary phases.⁷⁴ Construction is anticipated to begin in 2021 and is conservatively assumed to continue through 2031. This assumption provides for a conservative analysis, because it compresses construction activities that might otherwise occur sequentially, and because near-term construction activities would not benefit from changes in technology and/or lower emissions standards that will reduce emissions over time. The duration of each phase of construction would vary, with the end of one phase and the start of the subsequent phase sometimes overlapping one another.⁷⁵ Actual phased implementation could be constrained by external factors such as market forces and construction staging for the BART Downtown extension, and thus could extend over a longer period. The timing of construction of buildings and other project components within each phase may shift due to market conditions or other external factors without exceeding the program assumptions per year. The specific type of construction work would also vary by phase, but would generally consist of the following sequence for each of the three phases:

1. Demolition and site clearance
2. Excavation and soils removal (and remediation, as needed)
3. Foundation and/or basement level/garage work; utilities and subsurface infrastructure
4. Vertical construction
5. Surface street/right-of-way work
6. Streetscape and open space improvements

Table 2-3 illustrates the proposed project's program by phase, and **Figure 2-10** illustrates the proposed phasing.

⁷³ Consistent with standard practice, a project under construction is considered part of a proposed project's existing condition in evaluation of visual changes and the like, because the under-construction building would be present in at least substantially completed form before the proposed project begins substantial construction activities. Accordingly, on Figure 2-12, the existing view from West Julian Street includes a rendering of one portion of the under-construction Platform 16 project at 440 West Julian Street and Autumn Parkway.

⁷⁴ Phase 2 is analyzed with respect to air quality purposes as having two distinct subphases because of the spatial orientation of development within that phase (four non-contiguous areas of the site), as shown on Figure 2-10.

⁷⁵ The phasing assumed in this EIR takes into account reasonable (but slightly conservative) assumptions for development, including practical constraints posed by other projects, such as BART station construction.

Phase 1 (2021 through 2027)

Phase 1 generally consists of the project area south of West Santa Clara Street, except for some blocks on the south side of West Santa Clara Street (Blocks D1 and D4) and some blocks south of Los Gatos Creek (Blocks H2, H4, and a portion of Block H3). Refer to **Figure 2-10** for the approximate boundaries of Phase 1.

**TABLE 2-3
PROJECT PHASING**

Development Program ^a	Phase 1	Phase 2	Phase 3	Total
Land Uses				
Residential (dwelling units)	3,130	1,410	1,360	5,900
Active Uses (e.g., retail) (gsf)	370,000	107,000	23,000	500,000
Hotel (rooms)	0	0	300	300
Limited-Term Corporate Accommodation (rooms)	530	190	80	800
Office (gsf)	4,170,000	2,465,000	665,000	7,300,000
Event/Conference Center (gsf)	100,000	0	0	100,000
Central Utility Plants	87,000	43,000	0	130,000
Logistics/Warehouse	50,000	50,000	0	100,000
Parking and Loading				
Public/Commercial Parking ^b	2,800	1,600	400	4,800
Residential Parking	1,575	685	100	2,360
Total Automobile Parking Spaces	4,375	2,285	500	7,160
Bicycle Parking	3,292 spaces at a minimum (total)			
Open Space				
Open Space	10 acres	3 acres	2 acres	15 acres

NOTES:

gsf = gross square feet

^a Represents maximum development program.

^b Includes a portion of the residential spaces could be available for shared use by office employees. Some commercial parking could also be provided at off-site location(s), should such off-site parking be developed separately from the project in the future.

SOURCE: Downtown West Design Standards and Guidelines (Appendix M of this EIR); Development by phase provided by Google LLC in 2020.

Phase 1 would begin in 2021, and would extend through much of 2027. Initial work during the first phase would include preparing a site near Park Avenue and Cahill Street for construction of utility plant areas that would accommodate an electrical substation, switching station, thermal heating and cooling, power, and potentially a district water reuse facility and/or automated solid waste collection facilities.

Phase 1 would include approximately 4.17 million gsf of office and 3,130 residential units, all in multiple buildings, many of which could also include ground or second-floor active uses. New construction would include foundation work and/or excavation for basements and vertical construction. Within this same time frame, approximately 370,000 gsf of active uses are anticipated to be developed on the site in ground-floor or second floor spaces in mixed-use building or freestanding buildings and in pavilions and kiosks located within the project open

spaces, along with the project's 100,000 gsf of event/conference space. Phase 1 would also include 87,000 gsf of utilities (central utility plant) in the Southern Infrastructure Zone, and 50,000 gsf of logistics/warehouse space. In addition, Phase 1 would include development of 530 rooms of limited-term corporate accommodations.

Up to 103,000 gsf of building space in existing structures along South Montgomery and Autumn Streets would be retained, rehabilitated, renovated, or rebuilt, and ultimately reoccupied with new uses as part of the proposed project (the floor area is included in the active use square footages given in the paragraph above). Construction work is anticipated to be more limited at such adaptive reuse sites than at sites where demolition and new construction is proposed. Specific activities would vary based on site-specific program details, but are anticipated to include construction work to expand or modify existing building envelopes and to upgrade building interiors and finishes.

Work to remove and replace the San Fernando Street bridge would also occur during Phase 1. This would likely require detouring vehicular traffic from San Fernando Street to alternate east-west routes, such as to West Santa Clara Street immediately to the north or Park Avenue to the south. Alternatively, the feasibility of constructing the bridge in two halves to facilitate keeping one lane open at a time is being considered. Work on the replacement West San Fernando Street bridge would require temporarily relocating existing utilities currently attached to the bridge to ensure that electrical, water, and sanitary sewer service to communities east of Los Gatos Creek would not be disrupted. Utilities would be re-installed across the new bridge, also in Phase 1.

Open space adjacent to office and residential buildings is anticipated to be constructed in conjunction with or after the completion of adjacent building construction. As indicated in Table 2-3, two-thirds of the on-site open space—some 10 acres—would be developed in Phase 1.

Certain modifications to the street network would also be completed during the first phase of project construction. These changes would include:

- Converting Autumn Street between West Santa Clara Street and Park Avenue from one-way to two-way operation;
- Closing South Montgomery Street between West San Fernando Street and Park Avenue;
- Closing Otterson Street west of South Montgomery Street;
- Closing Delmas Avenue to through traffic and converting a portion to a private street providing access and egress to and from parking on that portion of the site; and
- Constructing a one-block extension of Post Street (between West Santa Clara and West San Fernando Streets) from South Montgomery Street to South Autumn Street. In addition, as noted above, Phase 1 would include the temporary closure and diversion of traffic from San Fernando Street to accommodate the proposed removal and new construction of the West San Fernando Street bridge.

Construction staging would occur throughout the Phase 1 development area, likely adjacent to or near each structure being built.

Potential interim uses, as described previously, could also occur during Phase 1.

Phase 2 (2025 through 2031)

Phase 2 development would occur in four discrete areas of the project site:

- North of West Julian Street up to the northernmost site boundary (Blocks A1 and B1);
- Along the south side of West Santa Clara Street between the Caltrain right-of-way and South Autumn Street (Blocks D1 and D4);
- On Block H2 at the northwest corner of West San Carlos and South Autumn Streets; and
- On the southernmost Block H4 and part of Block H3 on the north side of Auzerais Avenue and on Block H2 at the northwest corner of West San Carlos Street and Bird Avenue.

Phase 2 work is anticipated to begin in 2025 and would extend through 2031. Because this phase would include work in disparate areas of the project site, and because of the anticipated BART extension that would be constructed through the center of the site, Phase 2 would be developed in subphases. The anticipated initial portion of this phase would involve the northern and southern blocks (Blocks A1, B1, H2, H3, and H4) to avoid the construction staging area for the Diridon BART station (Blocks D1 and D4). The project applicant anticipates that above-ground construction work would be completed on the Diridon BART station around 2029, allowing project construction to begin on Blocks D1 and D4. The second of the project's two logistics facilities would also be constructed in Phase 2, adding an additional 50,000 gsf of logistics/warehouse space.

Approximately 2.47 million gsf of office space would be developed in this phase. Most of this office development would be clustered in the site's northern area, north of Julian Street. Roughly 107,000 gsf of active uses, which would include commercial retail and other publicly accessible uses, would be completed during the project's second phase, in ground-floor or second floor spaces in mixed-use buildings or freestanding buildings and in pavilions and kiosks located within the project open spaces. In addition, Phase 2 would include development of 190 rooms of limited-term corporate accommodations. Open space and streetscape improvements would be made once the vertical construction was substantially complete, including an additional 3 acres of open space. If final design includes two Central Utilities Plants, then approximately 43,000 gsf of program will be added in this phase.

Approximately 1,410 housing units are anticipated to be completed in multi-family, mixed-use buildings during the project's second phase.

Changes to the street network during this period would include closure of street segments in the northern portion of the project site. This would affect Cinnabar Street at its intersection with North Montgomery Street.

Construction staging would occur near building sites throughout the Phase 2 development area.

Phase 3 (2029 through 2031)

Phase 3 is generally bounded by West Santa Clara Street to the south, the SAP Arena and North Montgomery Street to the east, West Julian Street to the north, and the rail right-of-way to the west.

The third phase of the proposed project would overlap with the latter portion of Phase 2. This phase would entail construction of the remaining office, residential, and active program (Blocks C1, C2, and C3) and a hotel (southeast corner of Block C1). This phase would consist of up to 1,360 dwelling units in multiple buildings that could also include ground- or second-floor active uses and about 665,000 gsf of office space.

A triangular open space/plaza would be developed between the office and residential buildings once the uses surrounding the plaza are completed and operational. In this area, the project applicant would also construct a 300-room hotel and the remaining 23,000 gsf of space to accommodate active uses, which are anticipated to be delivered within the ground or second levels of the residential and hotel buildings. Phase 3 would also include 80 rooms of limited-term corporate accommodations and the project's final 2 acres of open space.

Construction staging for Phase 3 is anticipated to occur in a central location within the Phase 3 development area.

2.13.8 Demolition, Grading, and Site Preparation

Demolition of existing buildings, except those to be retained (described in Section 2.3, *Development Program*), would also occur in phases. Demolition (and site remediation where necessary) would occur at specific locations shortly before new construction at the same locations.

The site is generally flat, with an average downward slope from south to north of 0.5 percent. Existing elevations range from approximately 79 to 103 feet. Proposed grading would provide ADA-accessible pathways throughout and adjacent to the blocks. The pathways would be designed on a block-by-block basis and would meet California and San José Building Code accessibility standards. New occupied building space would be designed to be above, or flood-proofed to the elevation of, the existing 100-year floodplain, as designated by FEMA in the 2009 Flood Insurance Rate Map and a Letter of Map Revision Document dated March 7, 2019, and the 100-year Los Gatos Creek floodplain model from Valley Water. Refer to Section 2.11, *Flood Control Improvements*, for additional detail.

The project applicant would be responsible for the design and construction of all proposed site grading. Proposed grading designs would generally match the existing south-to-north drainage pattern. Activities would be limited to the development blocks and would conform to existing grades at the edge conditions along the block boundaries and rights-of-way. Although the streetscapes would undergo improvements, the project applicant intends to minimize elevation changes within the existing street rights-of-way. The applicant would complete grading in phases as needed to enable development of each individual building site. Interim grading may occur and be maintained as necessary to maintain access to existing facilities.

Excavation for subgrade parking, building foundations, utilities (including the utilidor and central utility plants), and streets and open space would involve removing about 1.6 million cubic yards of soil. As described previously (refer to Section 2.11, *Flood Control Improvements*), the potential exists to use some of the excavation spoils as on-site fill to raise the existing ground

elevation, assuming that any known and potential soil contamination issues can be resolved. (Soil and groundwater contamination is discussed in Section 3.7, *Hazards and Hazardous Materials*.)

Other site preparation activities would involve removing vegetation, which is conservatively assumed to include all existing trees. (There are no City-designated Heritage Trees on the project site, although removal of ordinance-size trees as defined in Chapter 13.32 of the San José Municipal Code, *Tree Removal Controls*, would require that tree removal be included in the Planned Development permit.⁷⁶) Site preparation activities would also involve grading and, where necessary, site remediation. (Refer to Section 3.7, *Hazards and Hazardous Materials*.) Based on the proposed project's preliminary Stormwater Management Plan included in the *Google Downtown West Infrastructure Plan*, development of the proposed project would reduce the percentage of the site that consists of impervious areas from approximately 97 percent at present to about 88 percent (refer to Section 3.8, *Hydrology and Water Quality*).⁷⁷

Construction techniques could involve the use of steel-frame, poured-in-place reinforced concrete, and wood-frame construction. High-rise structures would likely be supported on concrete mat foundations, supported as necessary by deeper foundation systems such as drilled, driven, or poured concrete. Smaller structures could be built on other types of foundations such as grade beams or spread footings.

The proposed project would entail 24-hour (overnight) construction activities for, at a minimum, continuous pouring of concrete foundations for certain buildings, and potentially for other structures and horizontal infrastructure. Other construction activities are proposed to comply with work-hour limitations specified in the City of San José's noise ordinance. Work outside the City's standard permitted construction hours of 7 a.m. to 7 p.m., Monday through Friday, would require City approval and may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

Because it is anticipated that certain construction activities (such as continuous pours of concrete foundations) may require work outside normally permitted construction hours, the project's Planned Development Permit would allow for such construction activities, subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.

2.13.9 Construction Equipment

As part of the proposed project, the project applicant has committed to the use of heavy diesel-powered construction equipment with engines certified as Tier 4 final by the California Air Resources Board and U.S. Environmental Protection Agency. Compared to emissions from equipment with less stringent controls, using this equipment would reduce construction-generated emissions of diesel particulate matter (a toxic air contaminant) and of criteria air pollutants,

⁷⁶ Although some existing trees might be retained, this EIR assumes a worst-case scenario in which all existing trees on the project site would be removed as part of the proposed project.

⁷⁷ Arup, Lendlease & Sherwood Design Engineers, *Google Downtown West Infrastructure Plan*, October 7, 2020.

including oxides of nitrogen. In addition, some construction equipment, including tower cranes and aerial lifts, and certain other equipment such as compressors would be electrically powered and thus would generate no localized emissions. For more details regarding construction equipment proposed for use during project development, refer to Section 3.1, *Air Quality*.

2.14 Project Objectives

2.14.7 Project Applicant Objectives

Building on a decade of engagement and planning that the City of San José initiated with the Strong Neighborhoods Initiative in 2009 and development of the DSAP adopted in 2014, the project applicant began its community engagement program in spring 2018 to further identify and prioritize community interests to inform the project objectives. The applicant participated in 10 neighborhood walks with member representatives of the Diridon Station Area Advisory Group (SAAG) and in more than three dozen meetings with the SAAG group and individual members in 2018, which helped to lay the groundwork for engagement with the greater community.

Throughout 2019, the project applicant conducted a robust community engagement program. Ongoing stakeholder meetings and outreach were conducted at 14 neighborhood parks and at citywide events throughout summer 2019, and two open houses were held in fall 2019. The project applicant also held dozens of meetings with neighborhood associations and a noticed community meeting co-hosted with the City of San José. Community input continued to inform the development of the project objectives and framework plan.

From December 2019 to February 2020, the project applicant hosted seven design engagement workshops. In March 2020, the applicant began preparing for online engagements that began in May 2020, to ensure that engagement would continue during the period covered by shelter-in-place and social distancing orders related to COVID-19.

In total, the project applicant has so far gathered more than 10,000 data points and engaged with more than 3,000 people in more than 120 meetings and engagement sessions since 2018. According to the applicant, this outreach effort assisted it in developing its project objectives.

By undertaking the proposed project, the project applicant, Google LLC, seeks to achieve the objectives listed below.

Overarching Objectives

- The project applicant's key objective is to provide sufficient high-quality office space to accommodate the long-term expansion of its workforce and business operations in a Bay Area location that is anchored by public transportation.
- Deliver community benefits consistent with the terms of the MOU.
- Provide this new office space in a vibrant mixed-use neighborhood centered around Diridon Station that includes not only new workplaces, but also housing and active commercial and open spaces with the amenities and services necessary to support a diverse, thriving community of residents and workers.

Establish Diridon Station as a New Regional Job Center

- Deliver a critical mass of new office space consistent with the goals and objectives of the Diridon Station Area Plan.
- Encourage a significant shift to public transportation by leveraging existing and planned local, regional, and statewide transportation facilities at the site by developing a high-density mix of office and residential uses.
- Create a dense commercial center that is designed to anticipate and adapt to changing business needs and growth over several decades, with floorplates large enough to provide horizontally connected workplaces.
- Group office uses contiguously while creating a mixed-use environment in order to take advantage of operational efficiencies, such as the ability to share amenity spaces.

Develop Housing, Including Affordable Housing, Alongside Jobs

- Deliver thousands of units of new, high-quality housing.
- Construct housing with sufficient density to maintain day and evening, weekday and weekend activities in Downtown West.
- Offer a mix of unit types, sizes, and levels of affordability to accommodate a range of potential residents.
- Deliver affordable housing consistent with the goals set forth in the MOU.

Create Opportunity Pathways

- Develop commercial retail spaces on the project site that would attract diverse tenants, adapt to future needs, integrate local small businesses, stimulate local economic activity, serve the neighborhood, and complement adjacent public spaces.
- Promote learning and career opportunities from retail, to food service, to professional and tech jobs.

Build a Place that is of San José

- Incorporate high-quality urban design, architecture, and open spaces with varied form, scale, and design character to enliven San José's downtown.
- Preserve and adapt landmark historic resources and assets where feasible to foster a place authentic to San José, and foster contemporary relations to San José's history.
- Develop key public spaces at the core of the project site as an extension to Downtown.
- Build upon the project's location at the convergence of a significant regional and statewide transportation hub and the city's Downtown to create a world-class, architecturally iconic civic/cultural center for the City of San José, particularly through the combination and juxtaposition of historic and contemporary design elements.
- Optimize environmental performance and comfort within buildings and adjacent public spaces through orientation, massing, and building technology.
- Create a place that fosters arts and cultural uses, especially through the provision of dedicated spaces for the arts, and as part of a larger suite of community benefits.

Connect People to Nature and Transit

- Connect people with nature along Los Gatos Creek and the Guadalupe River.
- Create myriad opportunities for passive recreation in new public open spaces, while improving access to active recreation by significantly augmenting a multi-use trail.
- Improve pedestrian, bicycle, and transit connectivity within the project area, as well as between the project area and existing adjacent neighborhoods, in order to create a highly active and lively pedestrian and bicycle friendly environment.
- Consistent with the MOU, develop a project with minimal parking and robust Transportation Demand Management measures in order to encourage active transportation and public transit use, and to support implementation of the City's Climate Smart plan.
- Provide a model of 21st century sustainable urban development by implementing shared infrastructure and logistics systems across the Project, significantly reducing energy and water demand, vehicle miles traveled, and greenhouse gas emissions.

Vibrant Public Realm

- Create a network of connected plazas, green spaces, streetscapes, and trails to link office and residential uses with retail, cultural, hotel, and other active uses and provide a range of publicly accessible amenities that create attractive, vibrant and safe experiences.

2.14.8 City Objectives

The City of San José seeks to achieve the following objectives by approving the proposed project:

- Ensure development of the project site consistent with policies in the General Plan, Downtown Strategy 2040, and Diridon Station Area Plan, that encourages ambitious job creation, promotes development of Downtown as a regional job center and a world-class urban destination, and supports transit ridership.
- Align the Diridon Station Area Plan with the Downtown Strategy 2040, specifically with regard to the increase in office development capacity.
- Ensure that development advances the City's progress toward the following goals and policies, as reflected in and implemented through the Downtown Strategy 2040 and Diridon Station Area Plan:
 - Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. To attain fiscal sustainability for the City, strive to achieve a minimum ratio of 1.1 jobs per employed resident by 2040. In the near term, strive to achieve a minimum ratio of 1 job per employed resident by 2025. (General Plan Policy IE-1.4)
 - Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park, and Edenvale. (General Plan Policy IE-1.5)
 - Advance the Diridon Station Area as a world-class transit hub and key transportation center for Northern California. (General Plan Policy IE-1.7)

- Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City’s jobs-to-employed resident ratio while recognizing the importance of housing a resident workforce. (General Plan Policy LU-1.1)
- Provide maximum flexibility in mixing uses throughout the Downtown area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, denser forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the *Envision General Plan*. (General Plan Policy LU-3.1)

2.14.9 Objectives of the City and Google Memorandum of Understanding

- Implement the vision statement in the MOU dated December 4, 2018, by (1) creating a vibrant, welcoming, and accessible urban destination on the project site consisting of land uses that are well-integrated with the intermodal transit station, adjacent neighborhoods, and Downtown; (2) demonstrating a commitment to place making, social equity, economic development, environmental sustainability, and financially viable private development; and (3) collaborating with the project applicant to innovate in the development of an urban destination that will bring opportunity to the local community and create new models for urban and workplace design and development.
- Deliver community benefits including, but not limited to, achieving the following goals in the MOU:
 - Grow and preserve housing, including affordable housing.
 - Create broad job opportunities for San José residents of all skill and educational levels.
 - Enhance and connect the public realm.
 - Pay construction workers a prevailing hourly wage and benefit rate for Office and Research and Development building construction.
 - Increase access to quality education, enrichment opportunities, internships, and pathways to careers in science, technology, engineering, and mathematics (STEM) fields.
 - Support the timely delivery of substantial jobs and housing in the area surrounding Diridon Station to maximize integration with planned transit projects and successful implementation of the Diridon Station Area Plan.
- Support San José’s economic growth by adding economic vitality to downtown and enhancing the property tax base.

2.15 Uses of the EIR and Required Project Approvals

2.15.7 City of San José

The City of San José is the lead agency under CEQA for preparation of the project’s environmental analysis. This EIR is intended to provide the City, other public agencies, and the general public with the relevant environmental information needed to consider the proposed project. The City

anticipates that the project addressed in this EIR will require discretionary and non-discretionary City approvals that will include but not be limited to the following:

- Certification of the EIR
- Development Agreement, including community benefits package, and a parkland agreement between the project applicant and the City to meet Municipal Code requirements (San Jose Municipal Code Chapters 14.25 and 19.38)
- Approval of the *Downtown West District Infrastructure Plan* (as part of the Development Agreement)
- General Plan amendments and General Plan text amendments, including changes to the Land Use Diagram, Transportation Network Diagram, growth reallocation (Appendix 5, *Growth Areas Planned Capacity by Horizon*) and policy clarifications
- DSAP amendments, including amendments to text and figures to expand the DSAP boundary; changes to land use designations; and revisions to provisions for open space, circulation, public art, and parking
- Midtown Specific Plan amendment to adjust the specific plan boundary to conform with the General Plan and DSAP⁷⁸
- Municipal Code amendments
- Planned Development rezoning, including a General Development Plan that includes, as applicable:
 - Maps delineating permitted land uses; landscape and open space areas; public and private streets and driveways, both on and adjacent to the site; and public and private easements for parking, access, utilities, and pedestrian use
 - Zoning regulations that specify permitted, conditional, and special use allowances; development standards (in this case, the Downtown West Design Standards and Guidelines; refer to the discussion of Planned Development permit[s], below) setting forth required setbacks, maximum building heights, parking, and lot sizes; landscaping concepts; descriptions of any required off-site work to accommodate the project; noise attenuation requirements, if any; environmental mitigation pursuant to CEQA; and any other appropriate conditions of approval
 - Additional applicable maps depicting adjacent buildings; existing structures to be retained; important existing natural features, including trees, waterways, and other such features; the location and required height of sound walls; topography; and proposed grading, if greater than 18 inches
 - Illustrative depictions of the project
- Planned Development permit(s), which would include:
 - Approval of Downtown West Design Standards and Guidelines
 - Downtown West Improvement Standards (horizontal infrastructure improvements, such as utilities, streets, streetscapes, and the like)
 - Infrastructure Plan Sheets (anticipated floodplains, grading, utility layout and stormwater improvements within the public realm)

⁷⁸ This amendment would be required only if the City does not process conforming amendments to the Midtown Specific Plan prior to consideration of the proposed project.

- Approval for construction outside the City’s standard permitted construction hours of 7 a.m. to 7 p.m., Monday through Friday
- Approval of tree removal and replacement
- Findings for demolition permit(s)
- Approval of reduction in base riparian setbacks
- Approval of all conditions of approval as may be imposed by the City Council
- Subsequent design conformance review for consistency with the Downtown West Design Standards and Guidelines
- Vesting Tentative Maps/Tentative Maps/Final Maps, pursuant to Title 19 of the Municipal Code and ordinances governing subdivisions and improvements
- Design review of horizontal infrastructure (streets, utilities)
- Demolition permits
- Historic Preservation permits
- City Historic Landmark Amendments
- Storm water pollution prevention plans
- An Obstruction Evaluation/Airport Airspace Analysis
- Building permits
- Grading permits
- Vacation and dedication of public right-of-way
- Major Encroachment Agreement(s) for utilities crossing public rights-of-way, including for the project’s proposed utilidor
- Encroachment permits and other Department of Public Works clearances, including for work in the public right-of-way
- Solid waste facility permit
- Special event and entertainment permits, as may be required

Under the project’s proposed Planned Development Zoning District controls, all public and private activities or undertakings pursuant to or furthering the proposed project would constitute a single project, to the extent that they conform with the adopted Downtown West Design Standards and Guidelines.

Subsequent Review by the City of San José of Project Components

Relationship to Relevant Planning Documents

The Planned Development Zoning and accompanying General Development Permit would constitute the zoning for the project site. The Planned Development Permit, including the Downtown West Design Standards and Guidelines, would serve to implement the zoning, along with non-conflicting provisions of the existing DSAP design standards, Downtown Design Guidelines, and the City’s Complete Streets Design Standards and Guidelines.

Downtown West PD Zoning/Design Conformance Review

The General Development Plan would establish a Downtown West PD Zoning/Design Conformance Review (Conformance Review) process to ensure that development within the project site substantially conforms with the requirements of the Plan, the Downtown West Design Standards and Guidelines, applicable provisions of the Municipal Code, and the other applicable standards and guidelines noted above.

The project applicant would be required to submit a Conformance Review application to the City's Department of Planning, Building and Code Enforcement for vertical improvements and open space. The application would have to include information specified in the General Development Plan, including, as applicable:

- Proposed land uses and allocation of square footage for each;
- Building heights; and
- Requests for minor modifications to and other authorized relief from the Planned Development Permit, if sought.

The Director of Planning, Building and Code Enforcement or the Director's designee would evaluate the Conformance Review application on the basis of a Conformance Checklist to be submitted by the applicant and/or developer of a particular building, structure, or physical improvement (refer to Appendix M for the Conformance Checklist). The Conformance Checklist would describe the criteria established in the General Development Plan and the Downtown West Design Standards and Guidelines against which a determination of conformity can be made by the Director. Compliance with clear and quantitative mandatory standards in the Planned Development Permit and Downtown West Design Standards and Guidelines would be required; however, compliance with non-mandatory guidelines, while encouraged, would not be required.

Horizontal Improvements

Plans for so-called horizontal improvements, including but not limited to streets, utilities, and grading, would be reviewed and approved by the Director of Public Works or the Director's designee.

2.15.8 Other State, Regional, and Local Entities

Other public agencies and private service providers may act as responsible, trustee, or consulting agencies under CEQA, and their review and approval could be required for certain aspects of the proposed project. Those agencies and service providers include but are not necessarily limited to the following entities, listed here along with their roles:

- **California Department of Fish and Wildlife:** Streambed Alteration Agreement for work in Los Gatos Creek, and specifically for creek enhancement/rehabilitation activities, replacement of the West San Fernando Street bridge and, potentially, the new footbridge across Los Gatos Creek and/or horizontal drilling/jack-and-bore activities; in addition, a California Department of Fish and Wildlife permit could be required if any trails or pathways were to be developed within the riparian habitat of Los Gatos Creek.

- **California Department of Toxic Substances Control:** Amendment of land use covenant(s) prohibiting residential development and site-disturbance activities on Lots A, B, and C, and potentially other approvals.
- **California Department of Transportation (Caltrans):** Granting of access easement(s) for construction of an access road on a portion of Caltrans property at the southeastern portion of Block E3.
- **California Public Utilities Commission:** Approval of one or more at-grade rail crossings of the UPRR tracks adjacent to the northern portion of the project site, if applicable, and approval(s) to the extent required for the potential new substation and microgrid electric distribution network.
- **Bay Area Air Quality Management District:** Permit to construct and authority to operate backup diesel generators, district water reuse facilities, and any other stationary sources of emissions proposed as part of the project.
- **County of Santa Clara Department of Environmental Health:** Removal of deed restriction(s) prohibiting certain uses on one or more parcels on the project site.
- **County of Santa Clara Airport Land Use Commission:** Consistency determination with respect to the *Comprehensive Land Use Plan for Norman Y. Mineta San José International Airport*.
- **Peninsula Corridor Joint Powers Board (Caltrain):** Granting of an access easement for construction of a portion of the southerly extension of Cahill Street on Caltrain property.
- **Pacific Gas & Electric Co.:** Granting of an access easement for construction of a portion of the southerly extension of Cahill Street on PG&E property.
- **San Jose Water Company:** Will-serve authorization to provide potable water.
- **VTA:** Potential approval of a ground lease or sale to the project applicant of VTA-owned properties near Diridon Station, and potential approvals related to development on VTA-owned properties.
- **Valley Water:** Encroachment permit for any work on Valley Water lands, including along Los Gatos Creek; any approvals for new stormwater outfalls; review and approval of construction of work in Los Gatos Creek, including the proposed new footbridge, the West San Fernando Street bridge replacement, any work on other bridges, and creek enhancement/rehabilitation work. Potential permit and review of any wells for a ground-based heating system (horizontal ground loop and energy piles).
- **San Francisco Bay Regional Water Quality Control Board:** Clean Water Act Section 401 certification for work in Los Gatos Creek, including the proposed new footbridge, the West San Fernando Street bridge replacement, any work on other bridges, and potentially permit approval if any trails or pathways were to be developed within the riparian habitat of Los Gatos Creek. The district water reuse facility or facilities would require approval from the San Francisco Bay Regional Water Quality Control Board under current regulations for on-site treatment and use of non-potable water.
- **State Water Resource Control Board:** Review of the engineering report by the Division of Drinking Water, with technical comments provided on tertiary filtration and disinfection unit processes as part of the operational permit of the water reuse facility.
- **Santa Clara County Department of Public Health:** Potential advisory role for obtaining the operational permit for the water reuse facility.

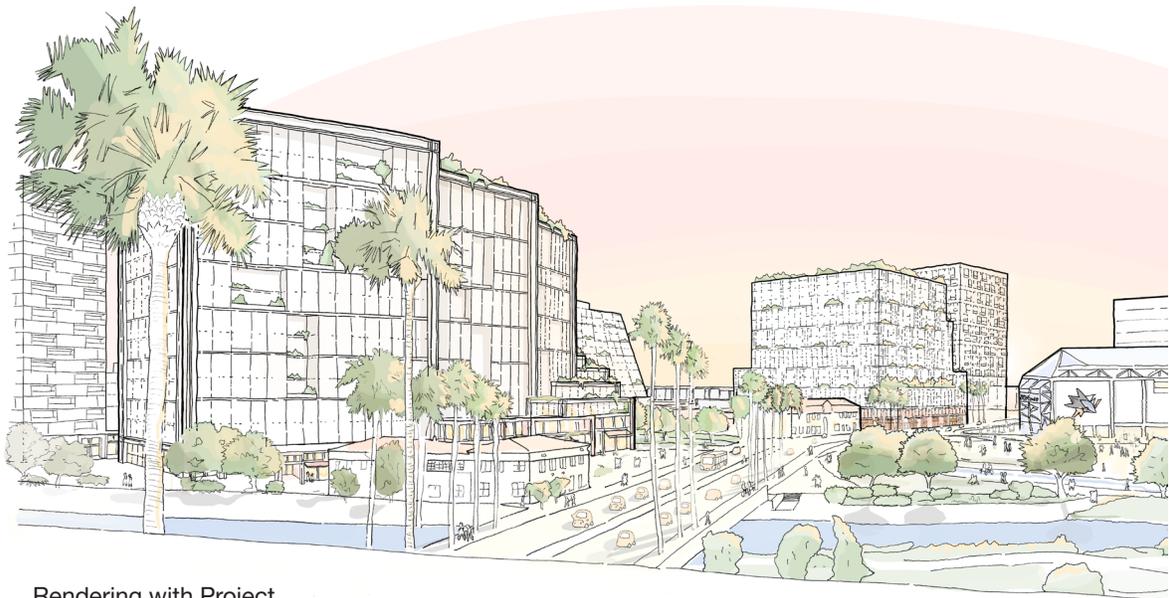
2.15.9 Federal Agencies

In addition, approval by the following federal agencies could be required for certain aspects of the proposed project, although they are not responsible agencies under CEQA. Those agencies include but are not necessarily limited to the following entities, listed here along with their roles:

- **Federal Aviation Administration:** Airspace safety review determination for each proposed building or structure that would exceed the Federal Aviation Regulations/Part 77 notification surface for Norman Y. Mineta San José International Airport, or that would otherwise stand 200 or more feet in height above ground.
- **Federal Energy Regulatory Commission:** Potential approval of elements of proposed microgrid distribution network and on-site generation and storage facilities.
- **Federal Railroad Administration:** Potential approval of new at-grade rail crossings, if applicable.
- **National Marine Fisheries Service:** Potential review of any work in Los Gatos Creek, including informal or formal consultation under Section 7(c) of the Federal Endangered Species Act.
- **U.S. Fish and Wildlife Service:** Potential review of any work that may affect federally listed species, or in waters under the jurisdiction of the U.S. Army Corps of Engineers.
- **U.S. Army Corps of Engineers:** Potential Clean Water Act Section 404 permitting for work in Los Gatos Creek.



Existing



Rendering with Project

Figure 2-11
Illustrative Rendering of Proposed Project from State Route 87
Looking Southwest Illustrating Proposed Building Form and Massing



Existing



Rendering with Project

Note: 'Existing' view above includes approximate location and scale of foreseeable projects in the surrounding area.

Figure 2-12
Illustrative Rendering of Proposed Project from West Julian Street
Looking Southwest Illustrating Proposed Building Form and Massing



Existing

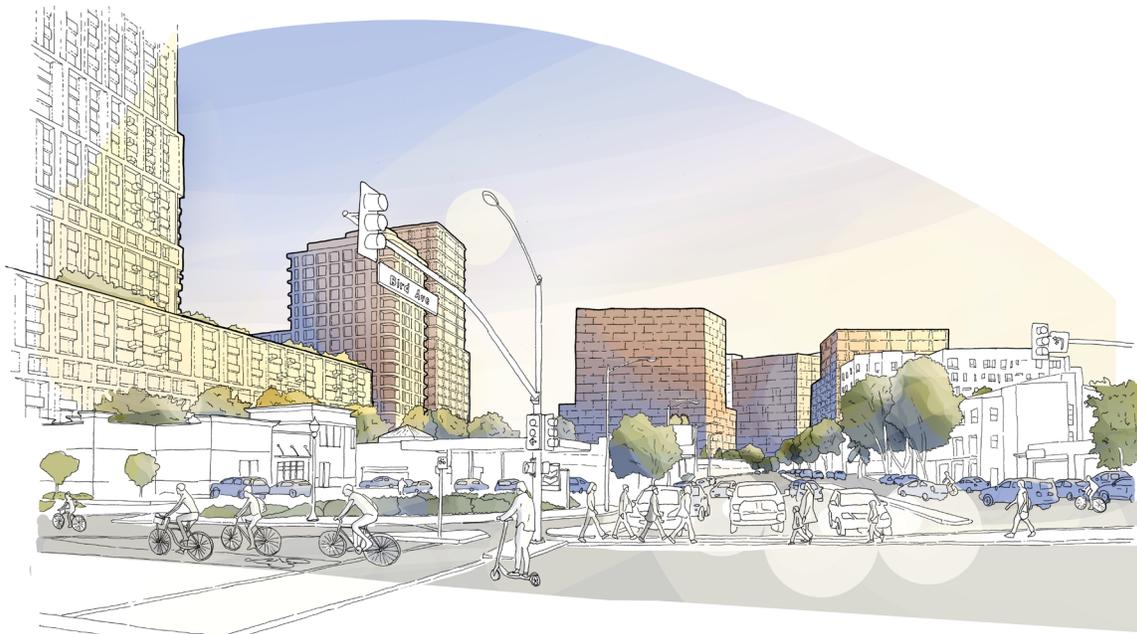


Rendering with Project

Figure 2-13
Illustrative Rendering of Proposed Project from Bird Avenue at I-280
Looking Northwest Illustrating Proposed Building Form and Massing



Existing



Rendering with Project

Figure 2-14
Illustrative Rendering of Proposed Project from Bird Avenue at Auzerais Avenue
Looking North-Northwest Illustrating Proposed Building Form and Massing



Existing



Rendering with Project

Figure 2-15
Illustrative Rendering of Proposed Project from Cahill Park
Looking East Illustrating Proposed Building Form and Massing



Existing



Rendering with Project

Figure 2-16
Illustrative Rendering of Proposed Project from Proposed
Creekside Walk at South Autumn Street Looking West Towards Diridon
Station Illustrating Proposed Building Form and Massing

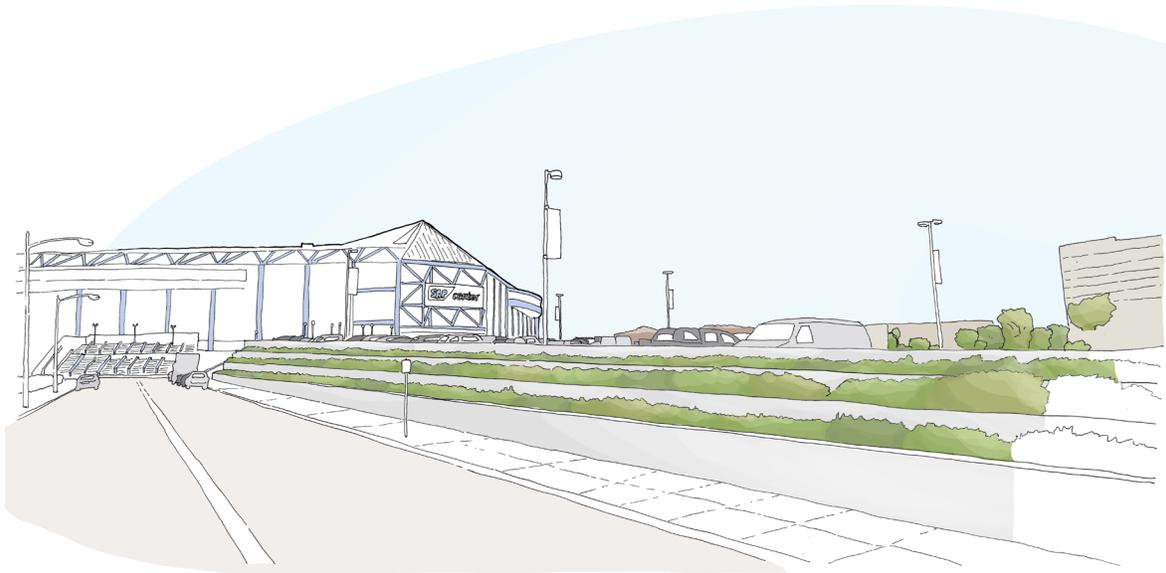


Existing



Rendering with Project

Figure 2-17
Illustrative Rendering of Proposed Project from the Proposed Meander
Looking North Illustrating Proposed Building Form and Massing



Existing



Rendering with Project

Figure 2-18
Illustrative Rendering of Proposed Project from North Montgomery Street
Looking South Illustrating Proposed Building Form and Massing

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