



Google Downtown West



Airport Land Use Commission Referral for Downtown
West General Plan Amendments and Rezoning

October 7, 2020

Overview of Application (GP19-009, PDC19-039 and PD19-029)

Downtown West (“Project”) is an approximately 81 acre mixed-use plan located within the Diridon Station Area Plan (DSAP) and General Plan Downtown Growth Area in the City of San José. The Project is seeking land use approvals including amendments to the General Plan and DSAP, Planned Development Rezoning and a Planned Development Permit, including the Downtown West Design Standards and Guidelines (DWDSG) (file numbers GP19-009, PDC19-039 and PD19-029) among other related entitlements studied under the Draft Environmental Impact Report (DEIR). Two areas of the project are located within the Airport Influence Area (AIA) for the Norman Y. Mineta San Jose International Airport and subject to this referral: The portion north of West Santa Clara Street, and the portion east of South Montgomery Street and north of West San Fernando Street. The following figures provide focused information as part of the City referral for an ALUC consistency determination regarding the proposed General Plan and zoning amendments in accordance with policies of the Comprehensive Land Use Plan (CLUP).

List of Figures & Applicability

Table 1 DEIR Project Development Program reflects the proposed maximum development program for the 81 acres.

Fig. 1 Project Relationship to Airport Boundary is a vicinity map showing location of the Project in context of the Norman Y. Mineta San José International Airport, approximately 1 mile to the north of the Project.

Fig. 2 Existing General Plan Designations shows the existing land use designations under the San José General Plan 2040. The existing designations only allow residential uses on one Project block within the AIA, designated as Downtown.

Fig. 3 Proposed General Plan Designations the City and Project propose to redesignate the area to a mix of Downtown and Downtown Commercial, in order to deliver a mix of uses. Because the Downtown designation allows residential uses, the land use redesignation will increase the areas in which residential uses are permitted.

Fig. 4 Noise Contours 2027 Forecast overlays the CLUP noise contours with the proposed Project land use plan. A portion of the site is within the 65 dBA CNEL contour boundary. Mitigation Measure NO-3, proposed to be adopted as part of the Project’s Mitigation Monitoring and Reporting Program, would require preparation of a noise reduction plan to ensure that residential and hotel buildings subject to such noise levels would be designed with noise reduction measures so that interior noise levels would not exceed 45 dBA CNEL. All residential development may include outdoor balconies/patios.

Fig. 5 Safety Zone overlays the safety zones with the proposed land use plan; no developable area is located within one of the six safety zones.

Fig. 6 Existing Heights: West OEI Corridor Heights reflect the existing height contours. On March 12, 2019, the City of San José City Council accepted the completed Downtown Airspace and Development Capacity Study, selecting Scenario 4, which would affirm the City’s development policy to use FAA Terminal Instrument Procedures (TERPS) surfaces in lieu of the One-Engine Inoperative (OEI) surfaces to determine maximum building heights in the Downtown Core and Diridon Station planning areas.

Fig. 7 TERPs departure surface (NAVD 88) reflects the San José City Council adopted departure surface and shall govern maximum heights. All structures would be subject to the requirements of 14 CFR Part 77. Additionally, the Project would dedicate an aviation easement to the City of San José.

Fig. 8 Existing Ground Elevation is the approximate existing elevation of the Project site subject to change after completion of final grading. In all instances, heights will remain within the NAVD88 contours.

Fig. 9 NAVD 88 Maximum Height Above Current Ground Level utilizes Fig. 7 & 8 to depict the approximate maximum heights above ground level.

Fig. 10 - 12 NAVD88 Lowest TERPs OCS Surface are 3D visualizations of the flight path compared to the TERPs departure surface.

Excerpt from PDC19-039 describes the building height development regulations per the Planned Development Zoning for Downtown West.

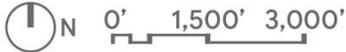
	DEVELOPMENT PROGRAM	PROPOSED PROJECT
LAND USES	Residential	Up to 5,900 dwelling units
	Active Uses (Retail, Restaurant, Arts, Cultural, Live Entertainment, Institutional, Childcare and Education, Maker Spaces, Non-profit, Small-Format Office)	Up to 500,000 gsf
	Hotel	Up to 300 rooms
	Limited-Term Corporate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

NOTE: All residential development may have outdoor spaces.



Legend

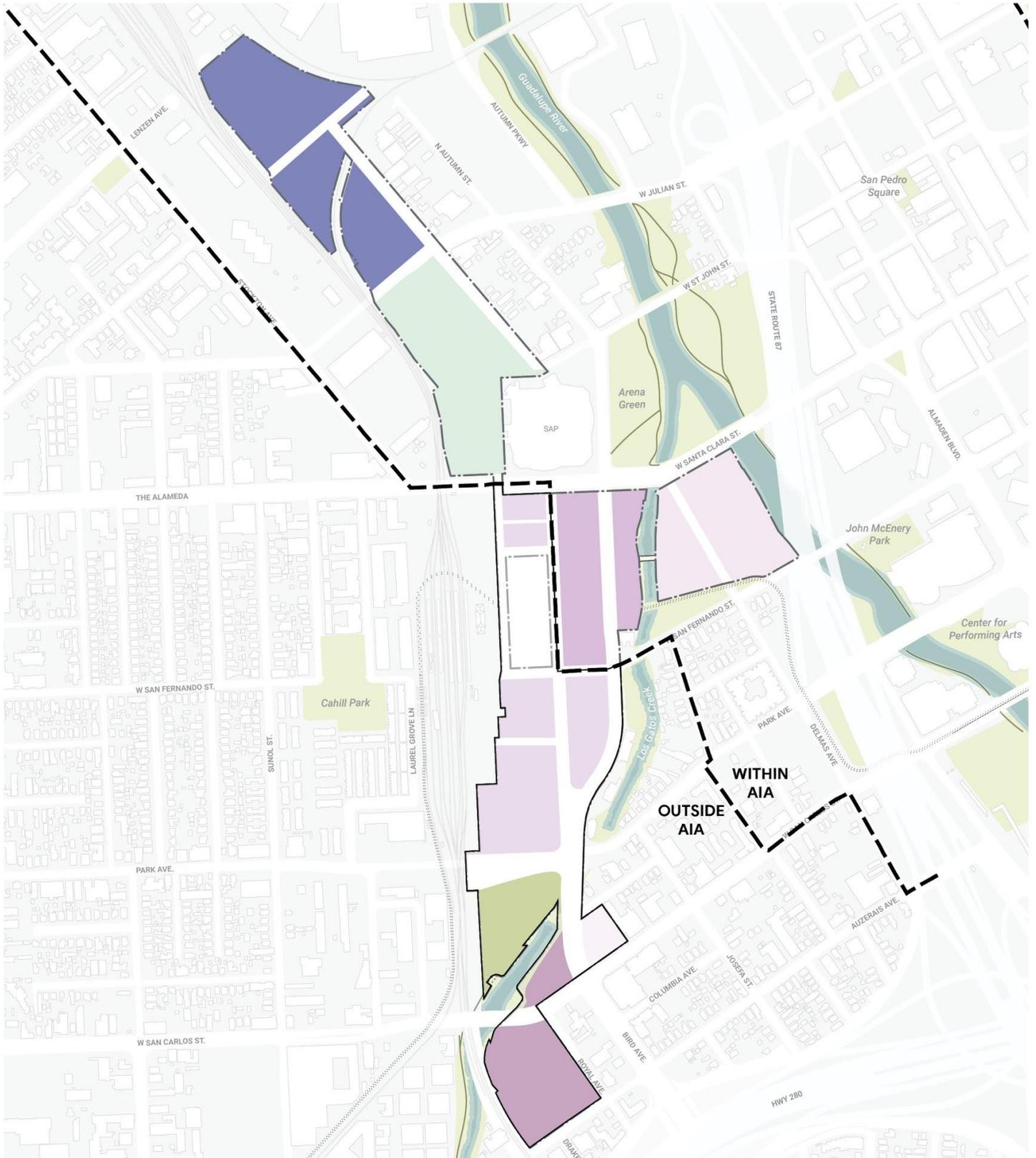
- Downtown West Mixed-Use Plan Boundary
- Airport Boundary



Downtown West Mixed-Use Plan

Figure 1

Project Relationship to Airport Boundary



Legend

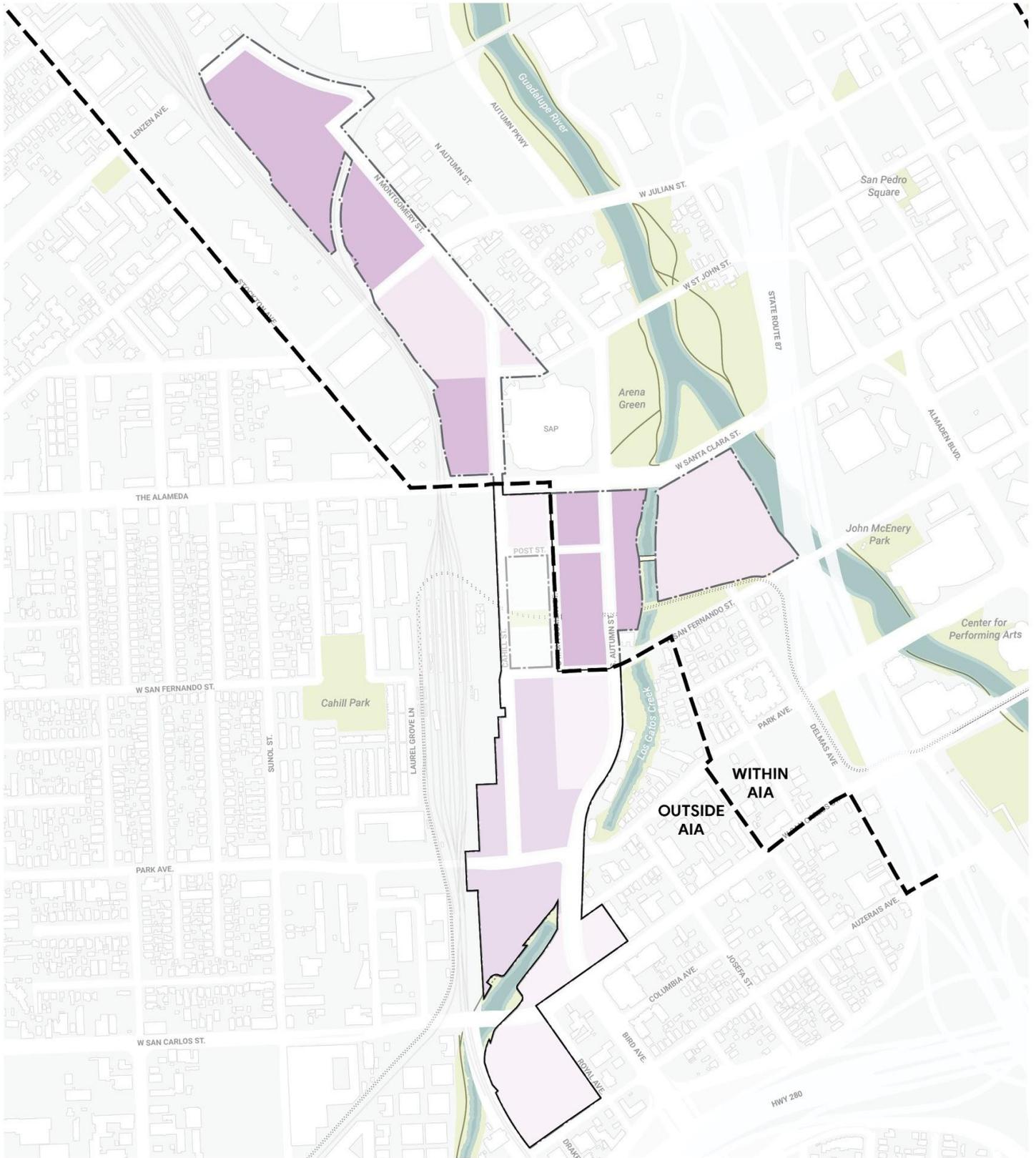
- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA

- Downtown
- Commercial Downtown
- Transit Employment Center

- Combined Industrial Commercial
- Public / Quasi-Public
- Open Space, Parklands, and Habitat

N 0' 250' 500'

Downtown West Mixed-Use Plan
Figure 2
 Existing General Plan Land Use Designations

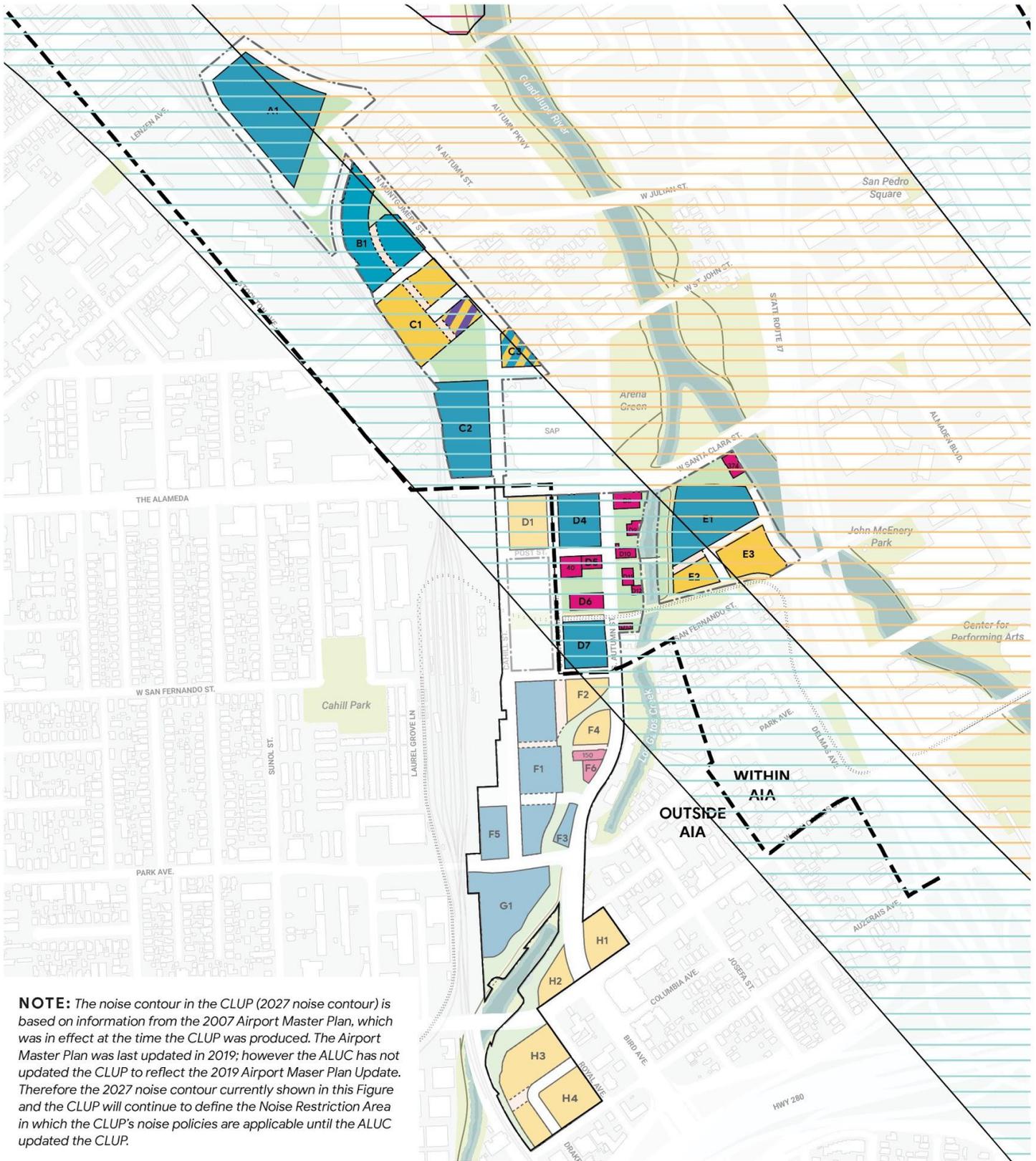


Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA
- Downtown¹
- Commercial Downtown²



[1]: Maximum residential density is 800 du/ac.
 [2]: Residential is not permitted on Commercial Downtown.



NOTE: The noise contour in the CLUP (2027 noise contour) is based on information from the 2007 Airport Master Plan, which was in effect at the time the CLUP was produced. The Airport Master Plan was last updated in 2019; however the ALUC has not updated the CLUP to reflect the 2019 Airport Maser Plan Update. Therefore the 2027 noise contour currently shown in this Figure and the CLUP will continue to define the Noise Restriction Area in which the CLUP's noise policies are applicable until the ALUC updated the CLUP.

Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- 60 dBA CNEL
- 65 dBA CNEL

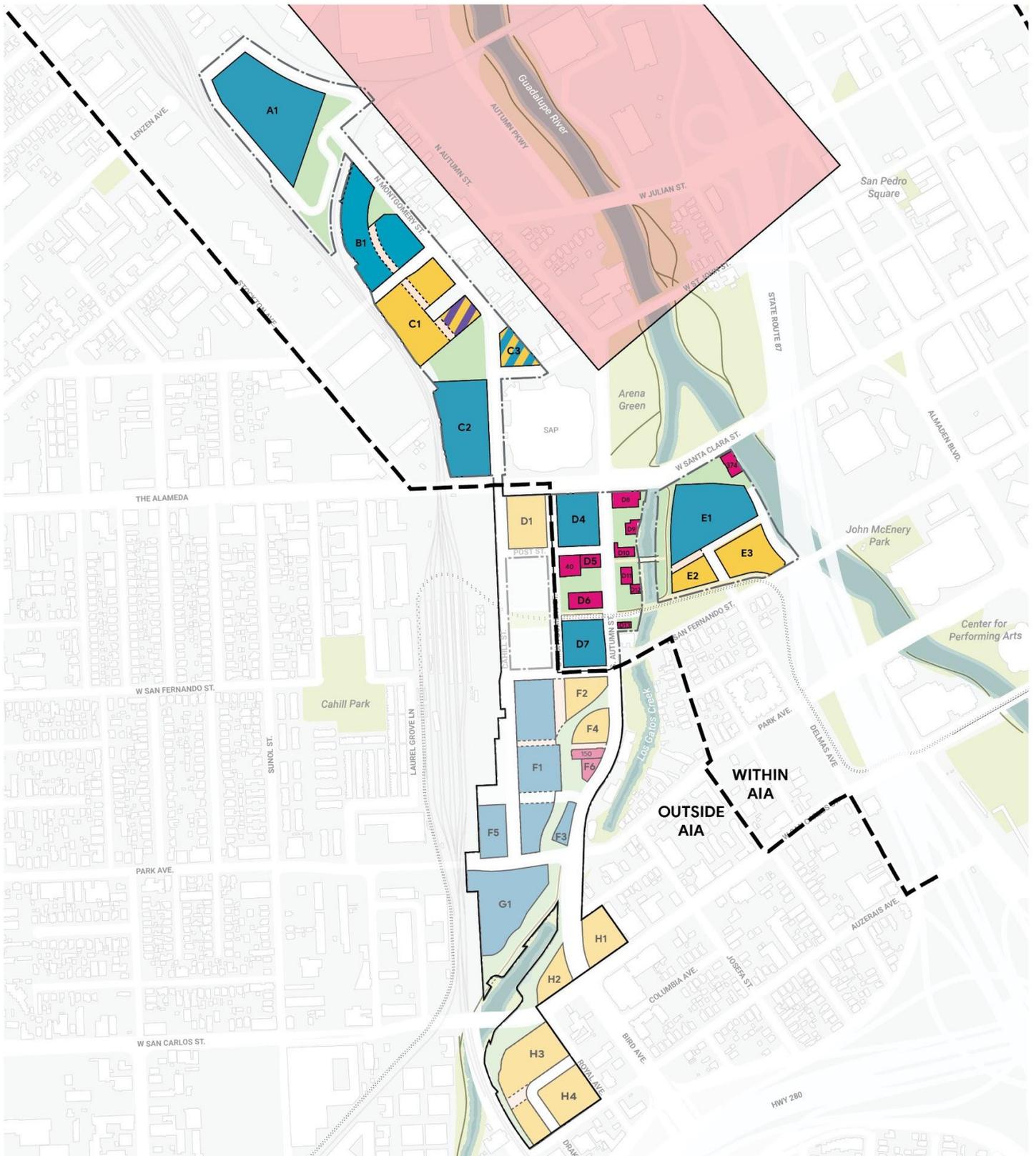
N

 70 dBA CNEL

NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

Downtown West Mixed-Use Plan

Figure 4
Noise Contours 2027 Forecast (dBA CNEL)



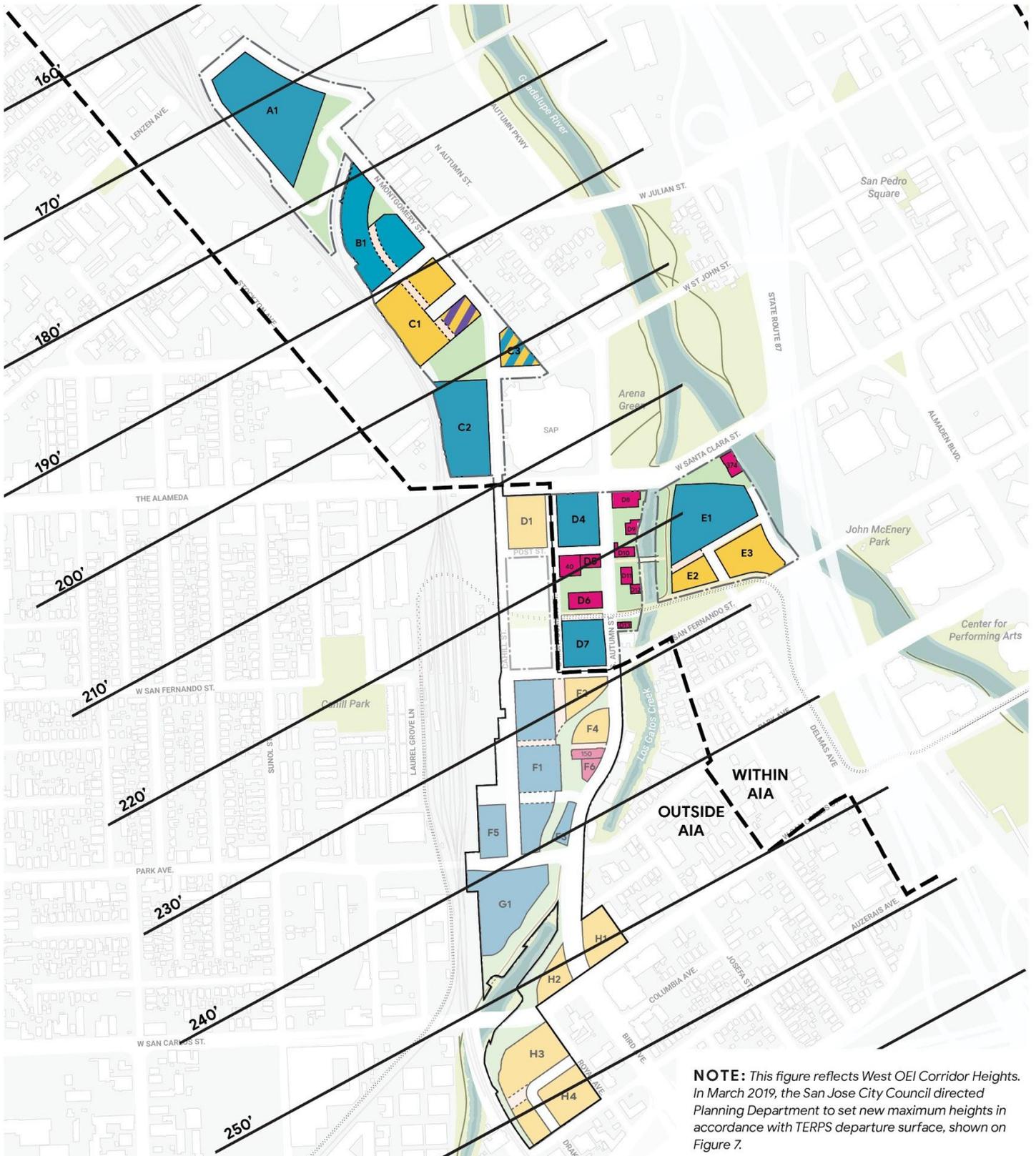
Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Office
- Residential
- Residential / office
- Residential / hotel
- Active use
- Open space
- Mid-block passage
- Outer Safety Zone



NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

Downtown West Mixed-Use Plan
Figure 5
 Safety Zone



NOTE: This figure reflects West OEI Corridor Heights. In March 2019, the San Jose City Council directed Planning Department to set new maximum heights in accordance with TERPS departure surface, shown on Figure 7.

Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA
- Office
- Residential
- Residential / office
- Residential / hotel
- Active use
- Open space
- Mid-block passage
- X' West OEI Height Contours (AMSL)*

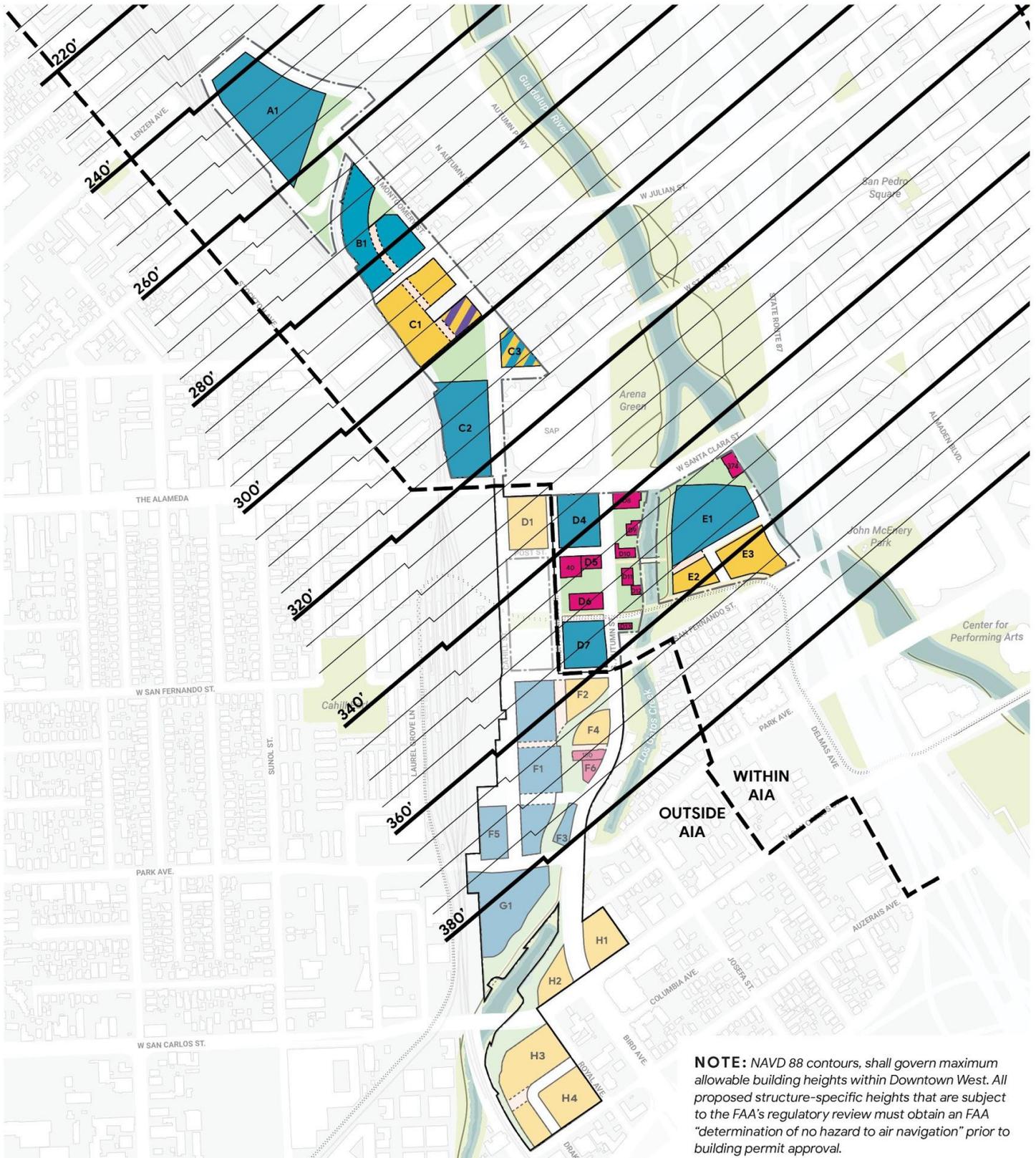
N 0' 250' 500'

NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

SOURCE: Landrum & Brown, Consultant to City of San Jose Aviation Department, Project CAKE, 2019

Downtown West Mixed-Use Plan

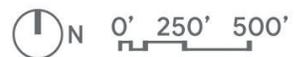
Figure 6
Existing Heights: West OEI Corridor Heights



NOTE: NAVD 88 contours, shall govern maximum allowable building heights within Downtown West. All proposed structure-specific heights that are subject to the FAA's regulatory review must obtain an FAA "determination of no hazard to air navigation" prior to building permit approval.

Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA
- Office
- Residential
- Residential / office
- Residential / hotel
- Active use
- Open space
- Mid-block passage
- X' NAVD 88 height contours

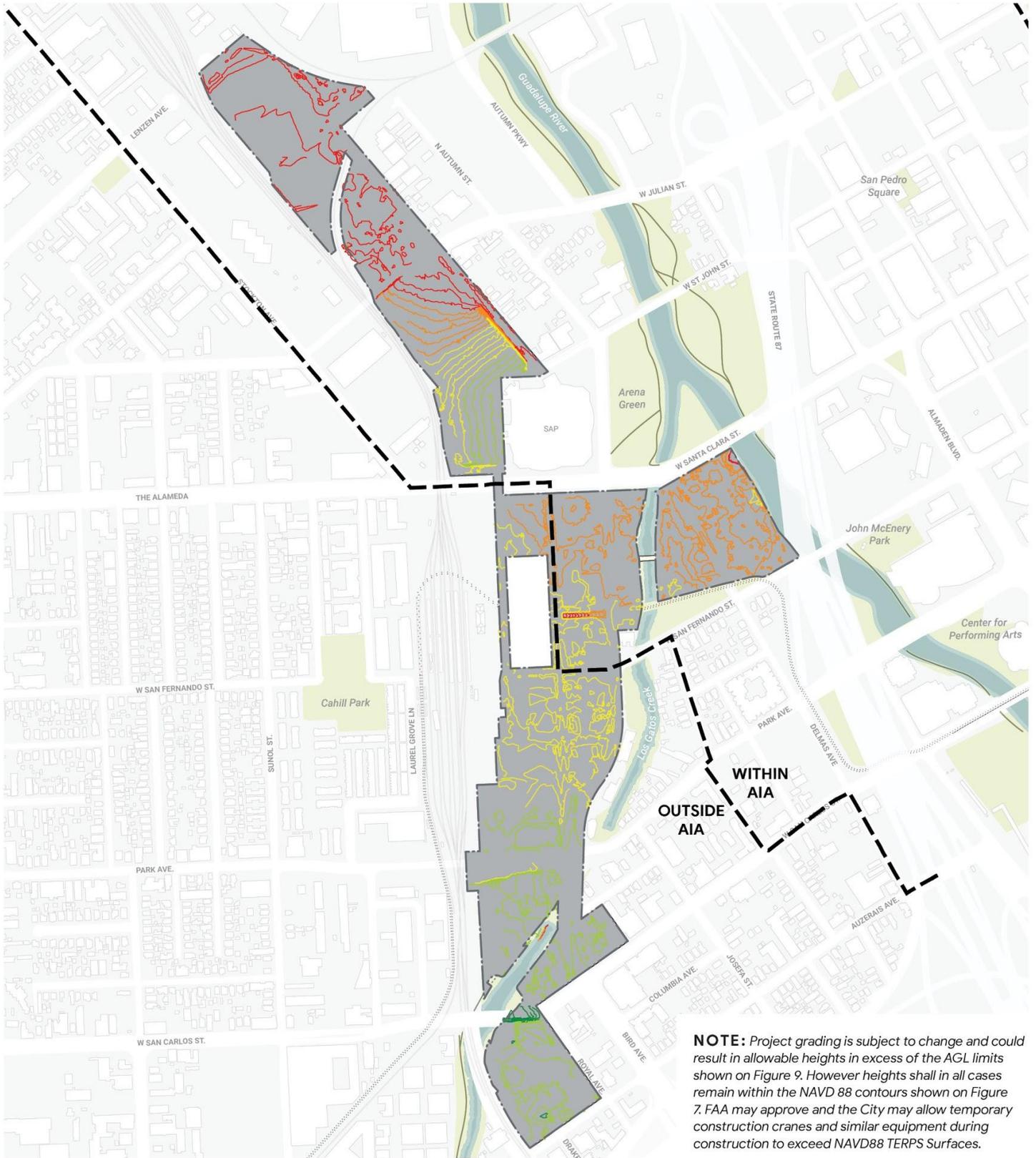


NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

SOURCE: Landrum & Brown, Consultant to City of San Jose Aviation Department, Project CAKE, 2019

Downtown West Mixed-Use Plan

Figure 7
TERPs departure surface (NAVD 88)



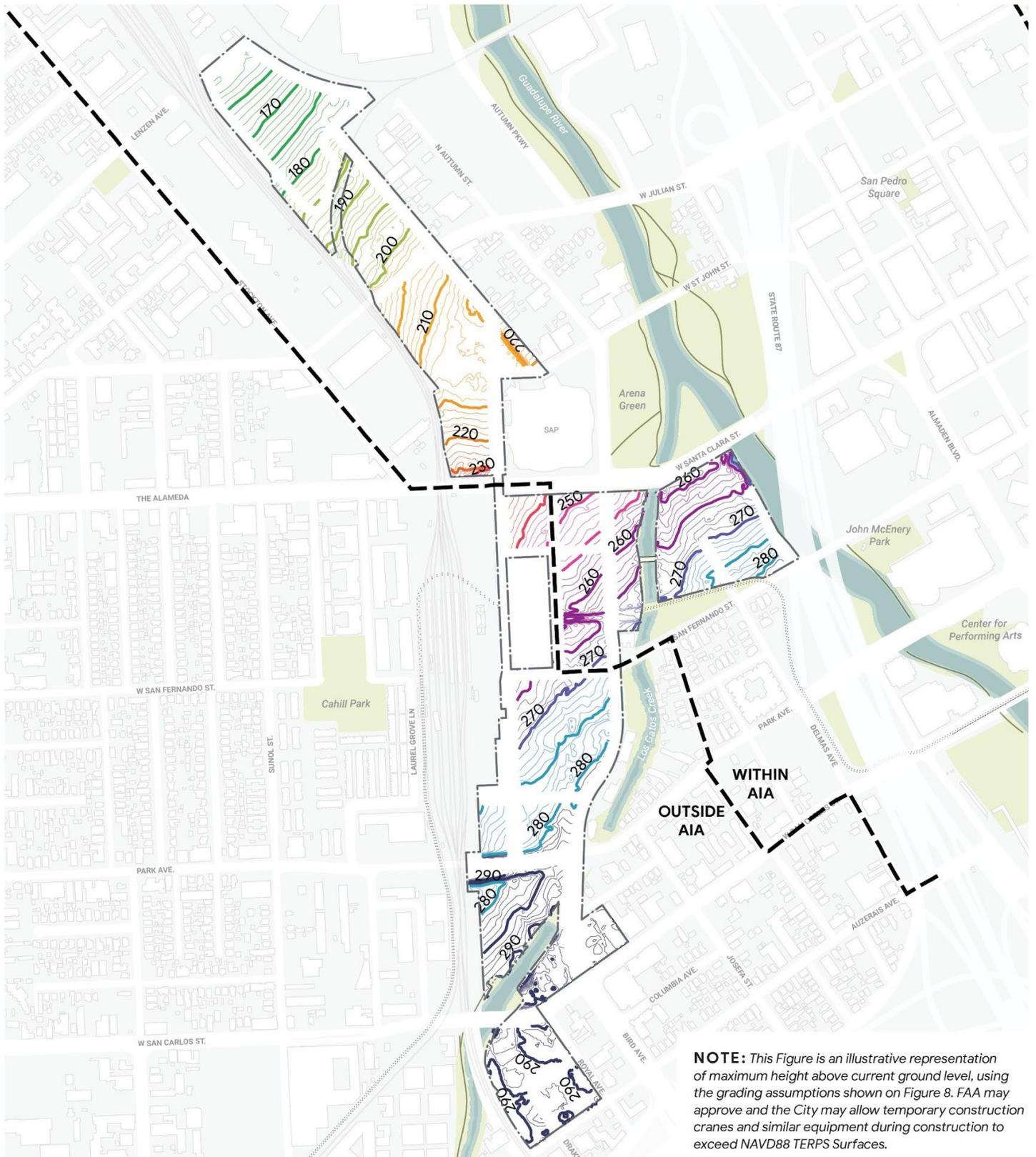
NOTE: Project grading is subject to change and could result in allowable heights in excess of the AGL limits shown on Figure 9. However heights shall in all cases remain within the NAVD 88 contours shown on Figure 7. FAA may approve and the City may allow temporary construction cranes and similar equipment during construction to exceed NAVD88 TERPS Surfaces.

Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- 77-84 ft
- 85-89 ft
- 90-95 ft
- 96-102 ft
- 103-112 ft



Downtown West Mixed-Use Plan
Figure 8
 Existing Ground Elevation



NOTE: This Figure is an illustrative representation of maximum height above current ground level, using the grading assumptions shown on Figure 8. FAA may approve and the City may allow temporary construction cranes and similar equipment during construction to exceed NAVD88 TERPS Surfaces.

Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- 160 - 180 feet
- 181 - 200 feet

- 201 - 215 feet
- 216 - 220 feet
- 221 - 230 feet
- 231 - 245 feet
- 246 - 255 feet
- 256 - 265 feet
- 266 - 270 feet
- 271 - 280 feet

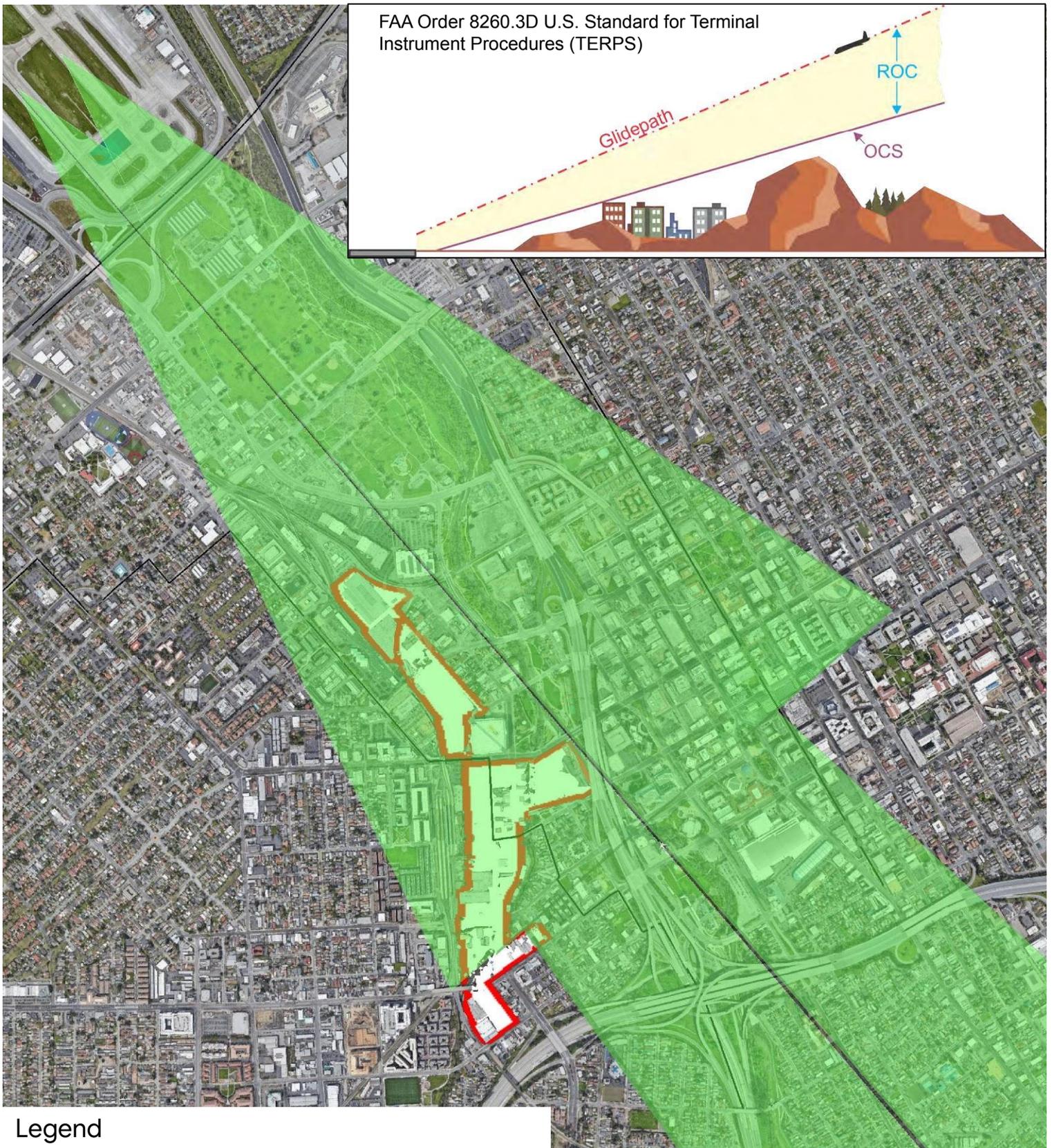


Downtown West Mixed-Use Plan

Figure 9

NAVD 88 Maximum Height Above Current Ground Level

FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)



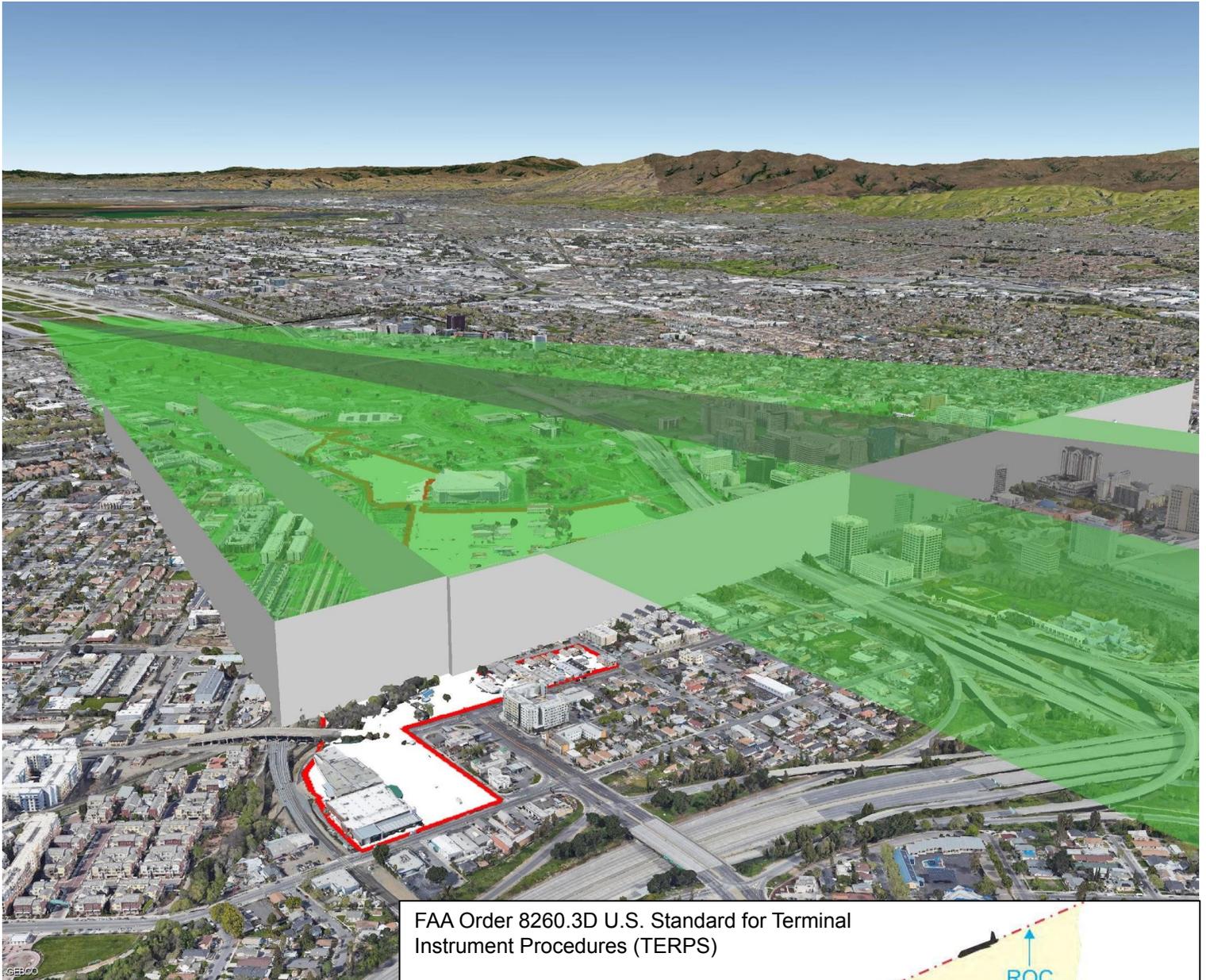
Legend

-  NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
-  Downtown West Mixed-Use Plan Boundary

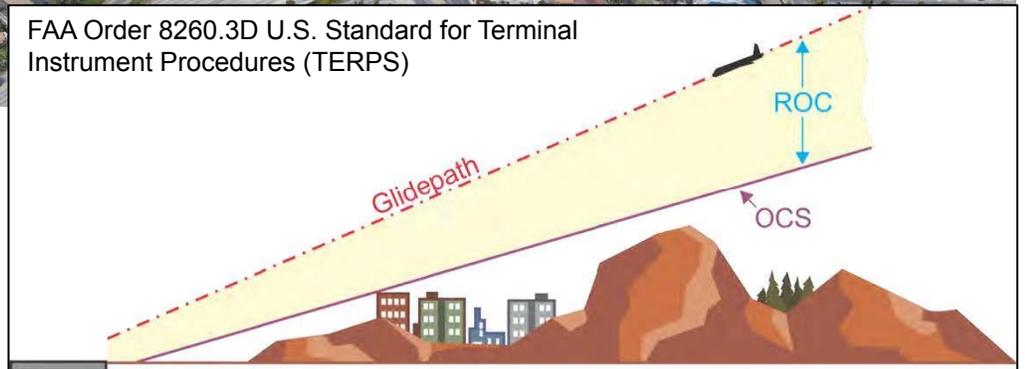
Downtown West Mixed-Use Plan

Figure 10

NAVD88 Lowest TERPS OCS Surface – Overview

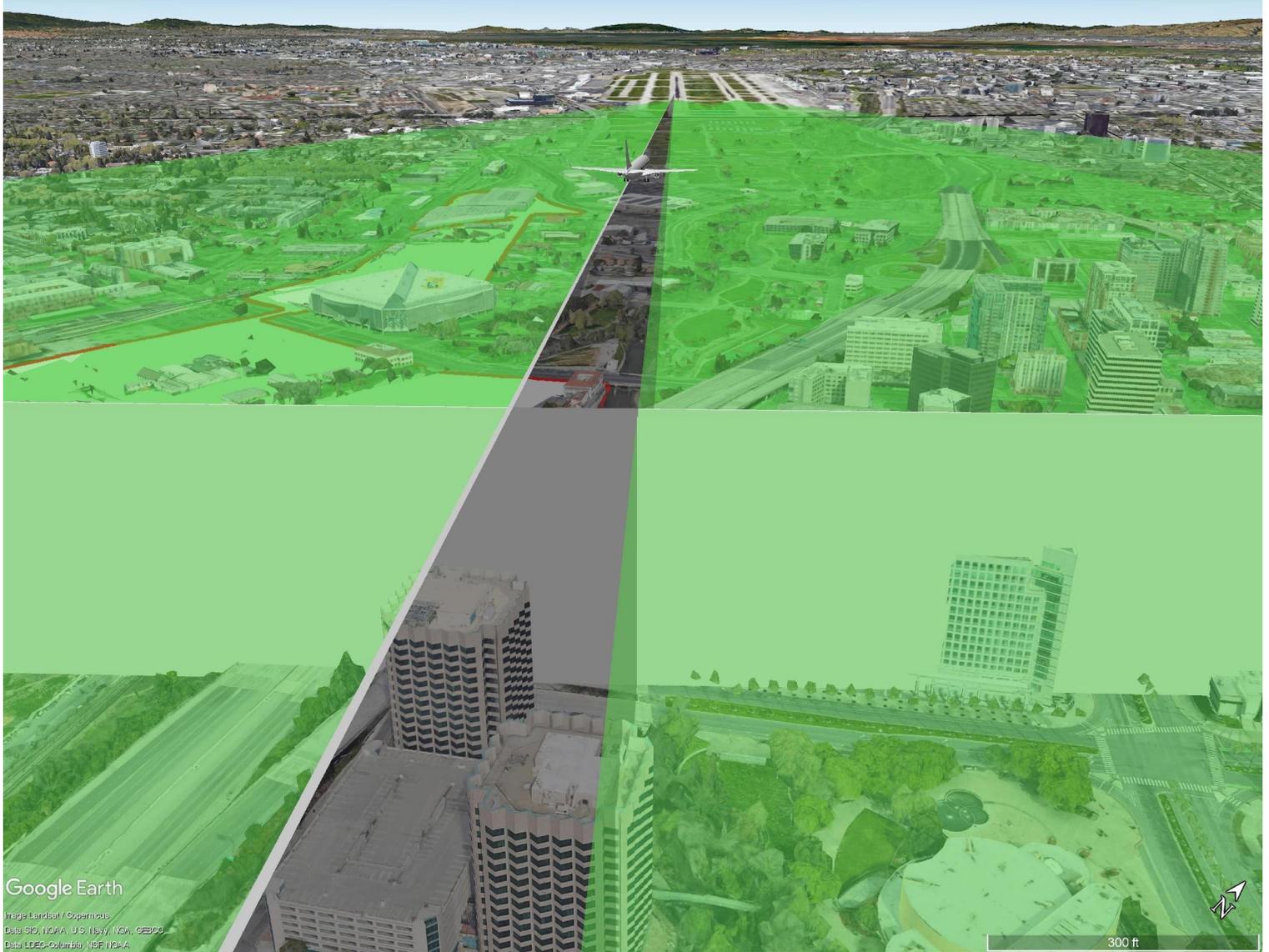


FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)

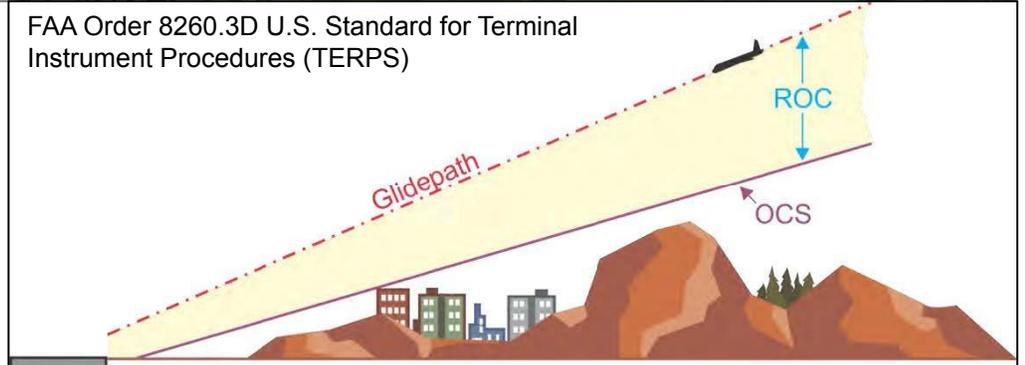


Legend

- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary



FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)



Legend

- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

Downtown West Mixed-Use Plan

Figure 12

NAVD88 Lowest TERPS OCS Surface – Landing Perspective

Excerpt from:

Planned Development Zoning (PDC19-039)

Building Heights

Maximum allowable heights shall be those established by FAA regulations as shown in Table 3.02.2, and for Sub-Area 1, shown in Figure 5.12 of the DWDSG, which are translated into above ground level (AGL) limits in Section 5.6 of the DWDSG. Project grading could result in allowable heights in excess of the AGL limits referenced in the DWDSG, but heights for Sub-Areas 1 and 2 shall in all cases remain within FAA limits and subject to final FAA Notice of Determination established through completion of 7460 Part 1.

Maximum building heights for individual buildings in the Downtown West PD Zoning District may be increased without amendment to this General Development Plan provided that: (a) such increase correlates to an increase in maximum allowable height authorized by the FAA and approved by City Council following Santa Clara County Airport Land Use Commission review, if applicable; and (b) the Planning Director conducts environmental review of the building's proposed height increase to determine compliance under CEQA. Documentation of any height increase pursuant to this section shall be through the Zoning / Design Conformance Review process described on Sheet 8.01.

Table 3.02.2 Permissible Building Heights by Sub-Area

Sub-Area Maximum Building Height	Maximum Building Height (Above Ground Level)
Sub-Area 1	See Section 5.6 of the DWDSG
Sub-Area 2	Up to 245 feet (Above Ground Level)