

Planning Commission Downtown West Mixed-Use Plan

Wednesday, April 28, 2021 | 6:30 PM

City Staff

Rosalynn Hughey – Deputy City Manager

Nanci Klein – Director of Economic Development (OED)

Jacky Morales-Ferrand – Director of Housing

Rachel VanderVeen – Deputy Director of Housing

Robert Manford – Deputy Director, Planning, Building & Code Enforcement (PBCE)

Tim Rood – Planning Division Manager, PBCE

Jose Ruano – Planner II, PBCE

David Keyon – Principal Planner, PBCE

Shannon Hill – Planner III, PBCE

John Tu – Supervising Planner, PBCE

James Han – Planner II, PBCE

Lori Severino – Diridon Program Manager, OED

Vivian Tom – Senior Transportation Specialist, Public Works

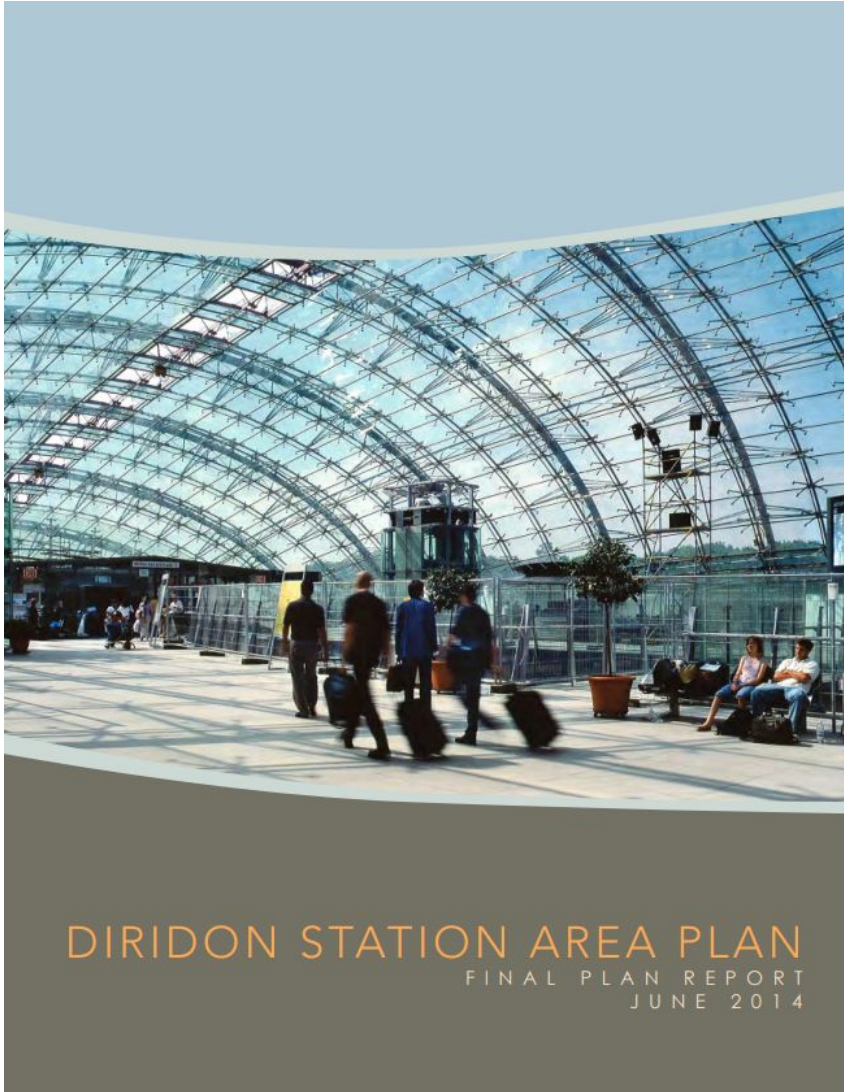
Jessica Zenk – Deputy Director, Department of Transportation

Nicolle Burnham – Deputy Director, Department of Parks, Recreation and Neighborhood Services

Zacharias Mendez – Planner III, Department of Parks, Recreation and Neighborhood Services



Creating Place for People



A place inspired by San José

We're working together to imagine this part of downtown — one that draws from San José's culturally-rich history, vibrant personality and innovative spirit.





Create a **balanced** development
 Capitalized on transit **synergy**
 Optimize density & **mix of uses**
Grow & preserve housing
 Create broad job **opportunities**
 Pursue **equitable** development
 Design for **human** scale
 Enhance & connect the **public** realm
 Pursue **excellence** in design
 Maximize use of **public transit & minimize parking**
 Pursue excellence in transit **access & operations**
Optimize sustainability
 Be open to **innovation**
 Proceed with **timely** implementation
 Participate in **fair share** development
 Pursue **progressive hiring & wage** practices
Community engagement regarding community benefits
 Support & collaborate with **local schools**

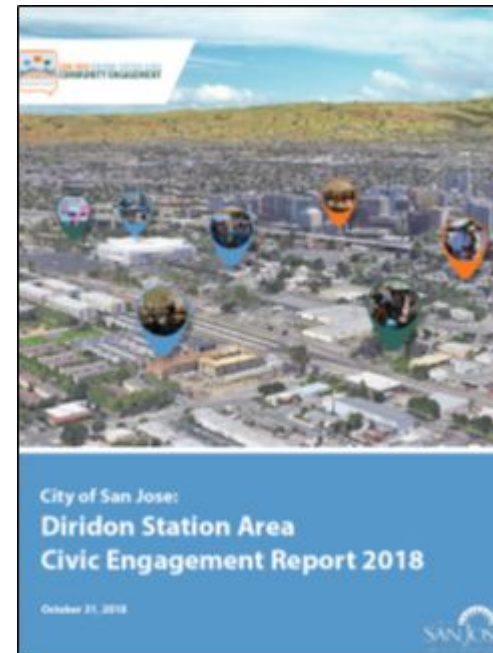
Google



- City establishes SAAG and conducts public engagement
- Desired Outcomes in 2018 Report and Memorandum of Understanding (MOU) with Google
- Pre-application input
- Google submits initial "Downtown West" application
- AB 900 certification
- Online survey, including community benefit priorities
- Updated "Downtown West" submittal, including Draft Design Standards and Guidelines
- Draft Environmental Impact Report (EIR)
- Staff-recommended Draft Development Agreement
- Final EIR
- Public hearing process

Since February 2018...

- **19** Station Area Advisory Group (SAAG) meetings
- **14** SAAG small group discussions
- **30+** Community Meetings and Partner Events
- **3** online surveys with **~2,260** responses
- over **200** online feedback forms submitted
- **~93,000** page views and **36,000+** unique visitors on diridonsj.org
- **9** pop-ups at community events
- **5** virtual office hours
- Many meetings with community groups

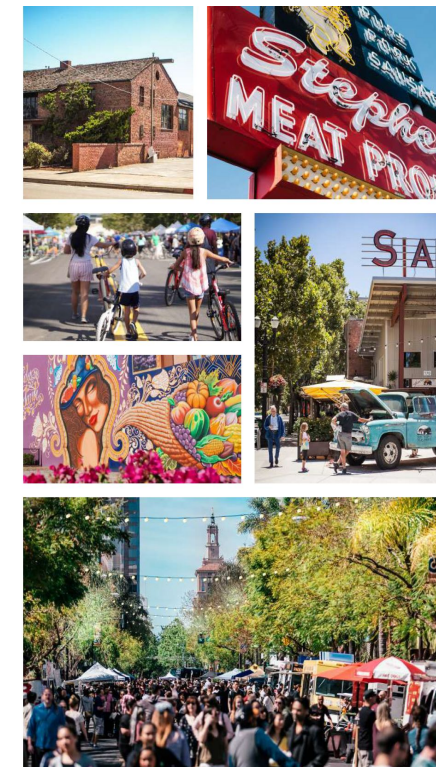


Planning Commission will provide a recommendation on the following:

1. Resolution - Downtown West Environmental Impact Report (EIR)
2. Resolution - Airport Land Use Commission (ALUC) Override
3. Resolution - Downtown West General Plan Amendment
4. Resolution - Diridon Station Area Plan (DSAP) Amendment
5. Ordinance - Title 20 Amendments
6. Ordinance - Downtown West Planned Development Rezoning
7. Resolution - Downtown West Planned Development Permit
8. Resolution - Vesting Tentative Map (VTM)
9. Ordinance - Development Agreement (DA)
10. Resolution - Master Encroachment Diagram, Encroachment Agreement, and Authorization for Approval of Associated Major Encroachment Permits
11. Resolution - Construction Impact Mitigation Plan (CIMP)
12. Resolution - Historic Preservation Permit Amendment

Downtown West

Design Standards
and Guidelines



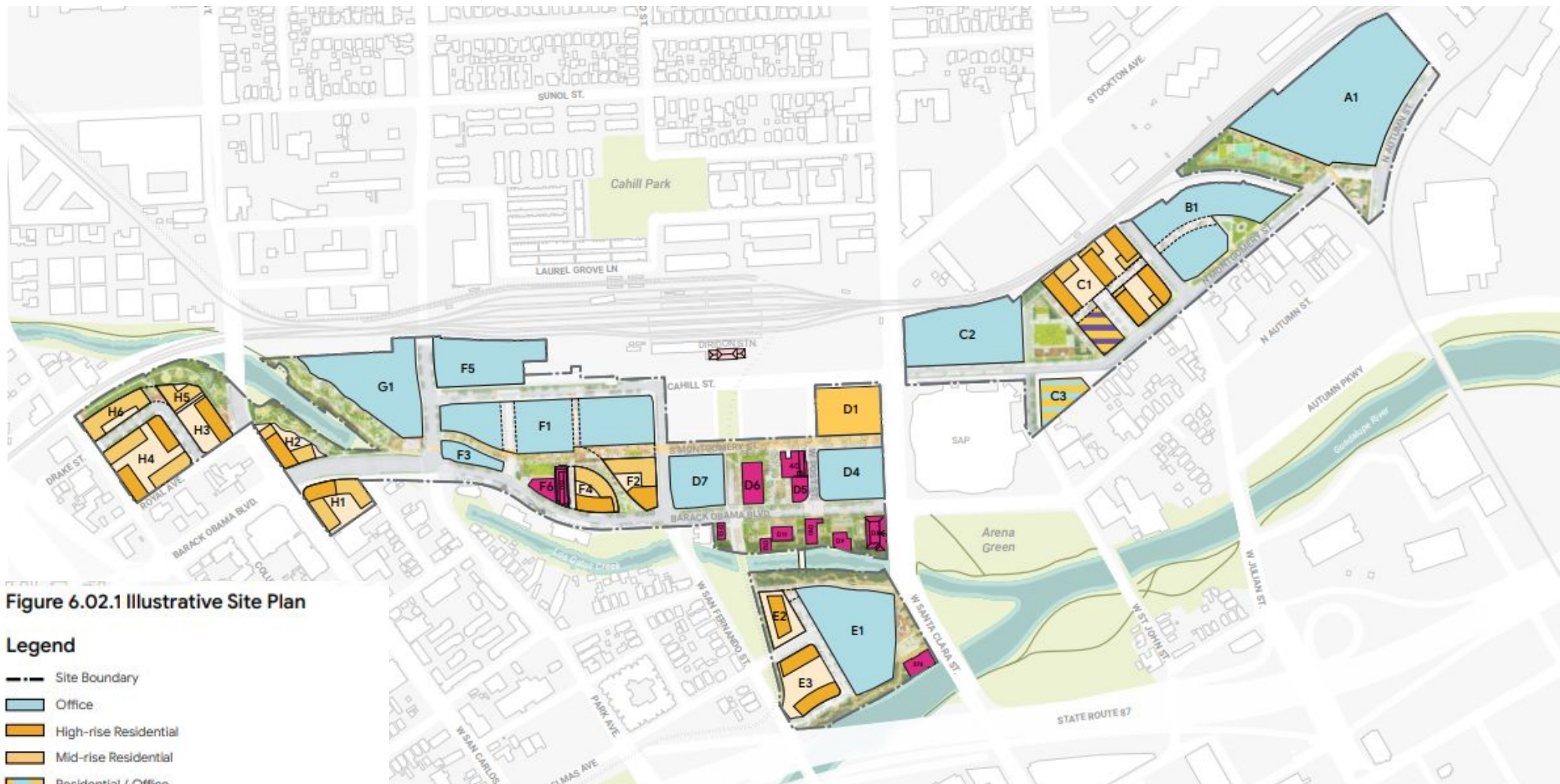


Figure 6.02.1 Illustrative Site Plan

Legend

-  Site Boundary
-  Office
-  High-rise Residential
-  Mid-rise Residential
-  Residential / Office
-  Residential / Hotel
-  Active Use

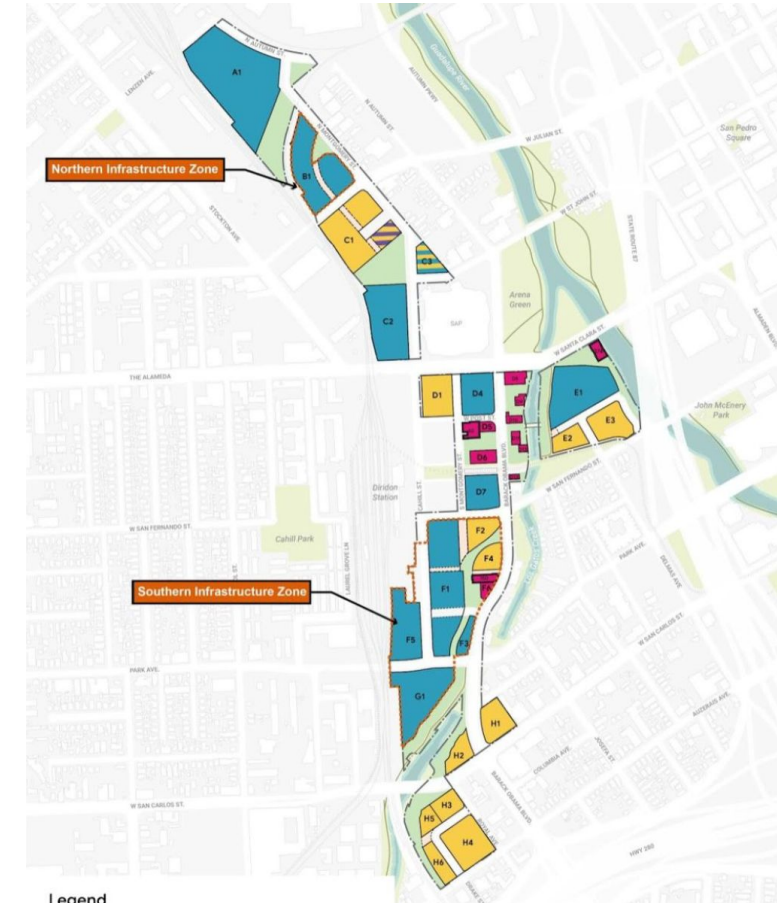
Final

DOWNTOWN WEST MIXED-USE PLAN First Amendment to the Draft EIR

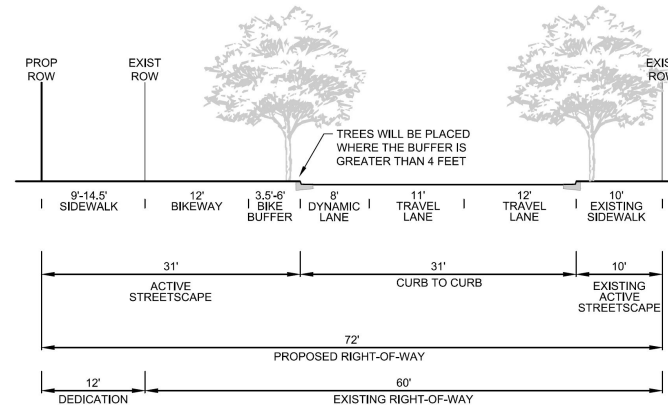
(File Nos.: GP19-009, PDC19-039, and PD19-029)
SCH #2019080493

Prepared for
City of San José

April 2021



Legend



C NORTH MONTGOMERY STREET - ALT 1
SCALE: 1" = 10'

Purpose of the Environmental Impact Report (EIR)

- An EIR is an Informational Document to disclose the potential environmental effects of a project
- An EIR doesn't promote or offer opinions on merits of the project
- As a Project EIR, it analyzes the proposed project in sufficient detail to allow the City to adequately rely on the EIR for decision-making on project actions

Public Review and Response to Comments

- City circulated the Draft EIR for public review from **October 7, 2020** to **December 8, 2020** (62 days, 17 days more than the required 45 days)
 - 34 comment letters received
- The First Amendment to the Draft EIR, containing responses to all comments and minor revisions to the Draft EIR text and figures, was published on **April 16, 2021**.

Minor Changes to Project Since Circulation of Draft EIR

- Project site reduced in size from 81 acres to 80 acres
- Increased Riparian Setback from Los Gatos Creek & Guadalupe River
- Fewer historical resources and Structures of Merit to be demolished
 - 3 residences on W. Julian and 1 residence at 35 Barak Obama Blvd. to be moved
 - Funding for moving one structure (Poor House Bistro) to Little Italy
 - Salvage part of Sunlite Bakery building façade and retention of Kearney Pattern Works hopper tower
- Minor project reconfigurations
 - Parking: Minimum of 2,850 public/commercial spaces (no change to maximum)
 - Childcare facilities: Minimum of 500 feet from I-280
 - Entertainment facilities: Additional locations
 - Amplified sound: special permit required when exceeds 60 dB (hourly average)

Significant and Unavoidable Impacts

- **Air Quality:** Criteria Air Pollutants; Health Risk; Cumulative Criteria Air Pollutants & Health Risk
- **Cultural:** Historical Resources Demolition; Hellwig Iron Works Modification; Cumulative Effects
- **Land Use:** Conflict with SJC Comprehensive Airport Land Use Plan (also Cumulative)
- **Noise:** Traffic Noise; Construction Noise; Conflict with Comprehensive Airport Land Use Plan; Cumulative Traffic & Construction Noise & Conflict w/Airport Land Use Plan
- **Population & Housing:** Cumulative Jobs/Housing Imbalance

Significant and unavoidable impacts will require City Council to adopt a Statement of Overriding Considerations

Significant Impacts Reduced to Less than Significant with Mitigation

- **Air Quality** - construction, odors
- **Biology** - special status species, riparian habitat, migratory birds
- **Cultural Resources** - archaeological, vibration
- **Geology** - seismic hazards, paleontological resources
- **Greenhouse Gas Emissions** – conformance with reduction plans
- **Hazards** – soil and groundwater contamination
- **Hydrology** – water quality, flooding, conformance with water quality and groundwater management plans
- **Noise** – building/facility noise, construction vibration
- **Public Services** – recreation
- **Transportation** – transit corridor speeds
- **Utilities** – water, wastewater, stormwater, electric power/gas/telecom facilities

Alternatives Evaluated in the EIR

- **No Project/DSAP Development Alternative:** Buildout at anticipated development in 2014 DSAP for project site (4.9 million sq ft office, 419 hotel rooms, 625 dwelling units, and 380,000 sq ft retail)
- **Historic Preservation Alternative:** Avoid impacts to all 9 historical resources identified on project site
- **Historic Preservation/CLUP Noise Compliance Alternative:** Avoid impacts to 8 of 9 historic resources on project site, avoid most residential development within 65 CNEL noise contour
- **150 South Montgomery Street Preservation Alternative:** Same as project but no changes/alterations to 150 S. Montgomery Street
- **Reduced Office Alternative:** Reduction in project to 3 million sq ft office, smaller reductions to other uses
- **Reduced Intensity Alternative:** Total development reduced by 55%

Supports 25% Affordable Housing Goal	\$154.8M for Equity-driven Programs	Leadership in Sustainability, Resilience, and Ecology	Substantial Investment
<ul style="list-style-type: none"> • Exceeds City's baseline Inclusionary Housing requirement • Includes land dedication, fees, and affordable units integrated on-site • Supports production of ~1,000 units in the DSAP affordable to a range of incomes¹ • Early delivery of land to accelerate affordable housing 	<ul style="list-style-type: none"> • \$154.8M for new Community Stabilization and Opportunity Pathways Fund • Unique community-led fund governance model • Early payment of \$7.5M for job readiness and community stabilization to support existing City strategies 	<ul style="list-style-type: none"> • 15 acres of parks and open space • Innovative District Systems approach to utilities • Zero net new greenhouse gas emissions, advancing climate action and sustainability • \$30M for transportation, plus shared parking and DISC coordination • Ecological enhancements and historic preservation 	<ul style="list-style-type: none"> • \$200M for Community Benefits focused on equity and community needs • \$1 billion in voluntary project features

(1) Includes the Autumn Street site. The City is considering changing the land use designations and zoning of the Autumn Street site (located outside of the Downtown West project site but within the Diridon Station Area) to allow for residential uses and approximately 200 affordable housing units, subject to subsequent clearances and discretionary approvals.

Composition of the Community Advisory Committee for the new Community Stabilization and Opportunity Fund:

- Balanced mix of perspectives, experiences, and subject area expertise with 13 voting members (5 with lived experience and 8 with technical expertise), all of whom must either:
 - live in or own a business in San José
 - have a history of conducting work in San José in relevant areas
 - or otherwise have a meaningful connection to San José
- All need to demonstrate commitment to furthering City's goals (i.e., anti-displacement, workforce development, racial equity, education)
- The Committee must collectively reflect the racial/ethnic, economic, generational, and other diversity of the City of San José
- Will include non-voting members: 3 City representatives, 1 Google, and potentially representatives from other major funders

- The Development Agreement is legally binding and enforceable
- Requires an annual review of the performance and compliance by the Planning Director and a report to the Planning Commission
- The City cannot force Google to build, but the Development Agreement includes requirements for performance to maintain Development Agreement rights
 - Milestones at 10 or 20 years, which respectively require completion of 2 and 4 million GSF of office or payment of Community Benefits on the equivalent amount of office
- In addition, Google is limited to transferring office development rights/land to no more than 40% of constructed office square footage to ensure growth of jobs and tax base

District system, providing private utilities across the entire development

- Underground "Utilidor" to deliver Wastewater, Recycled Water, Energy and Solid Waste Collection
- Located mostly on private sites. Public crossings to be covered by Encroachment Agreement

Infrastructure Improvements

- Upsizing of surrounding storm and sanitary sewer systems
- Other major improvements such as reconstruction of West San Fernando Street bridge and Los Gatos Creek channel improvements

Sidewalk designed for people, Protected bikeways with planted buffers, Mobility hubs with improved public transit, Built-in flexibility, Shared Streets for all modes, Roadway Network, Transportation Improvements, Shared Parking

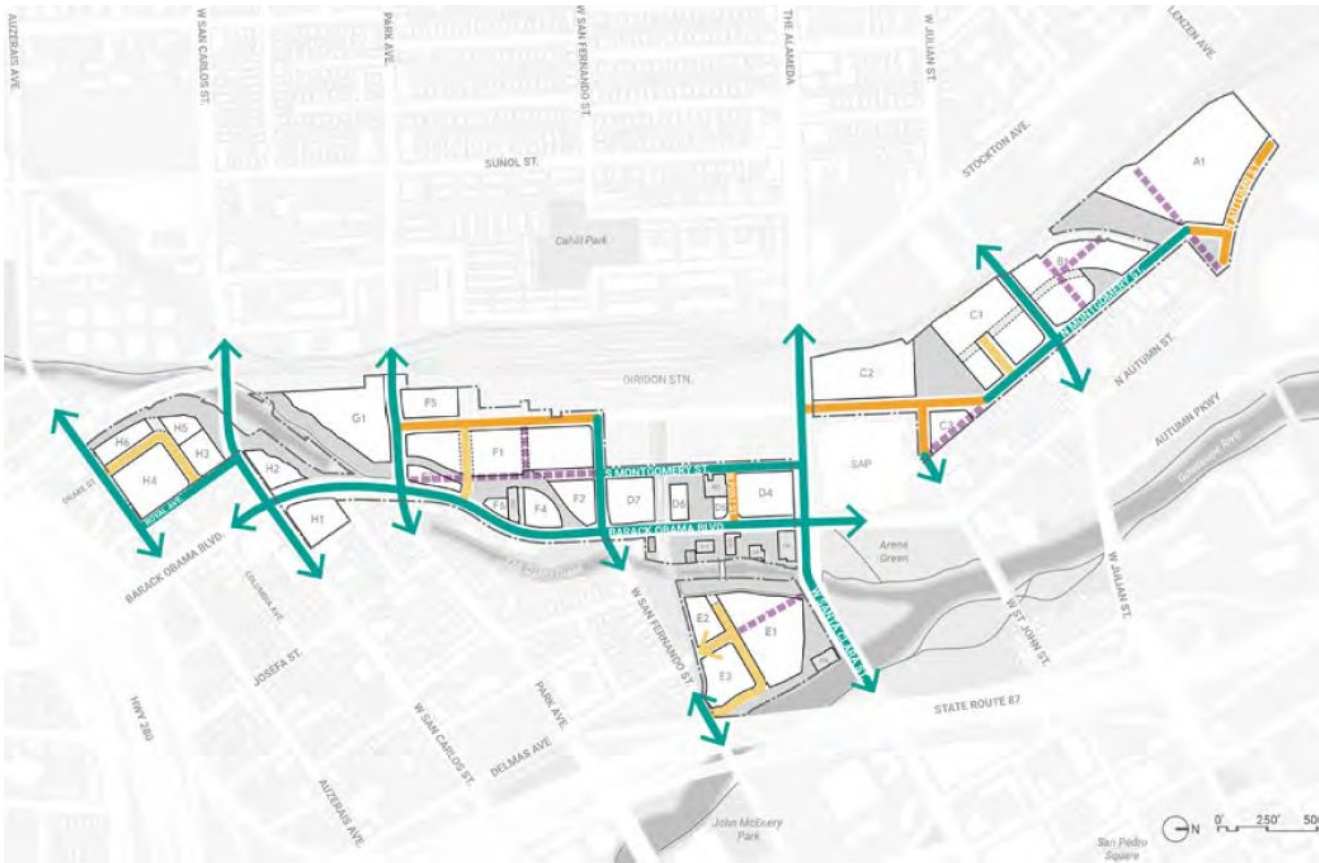


FIGURE 6.2: Street network

- █ Existing public street network
- █ New public streets
- █ Removed / relocated public streets
- █ New private streets

***NOTE:** On January 6, 2021, City Council approved a proposal to rename portions of North Autumn Street, South Autumn Street, and South Montgomery Street to Barack Obama Boulevard.



BUS STOPS AND LAYOVER ZONES



BICYCLE AND SCOOTER SHARE



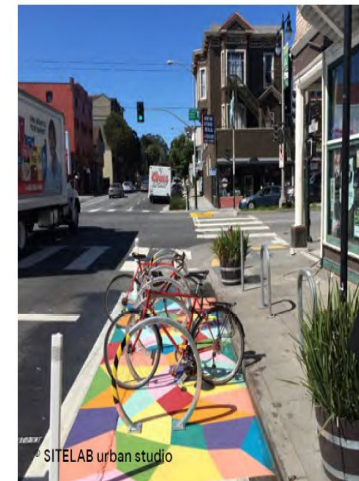
ACTIVE USES WITH OUTDOOR SEATING



PARKLET

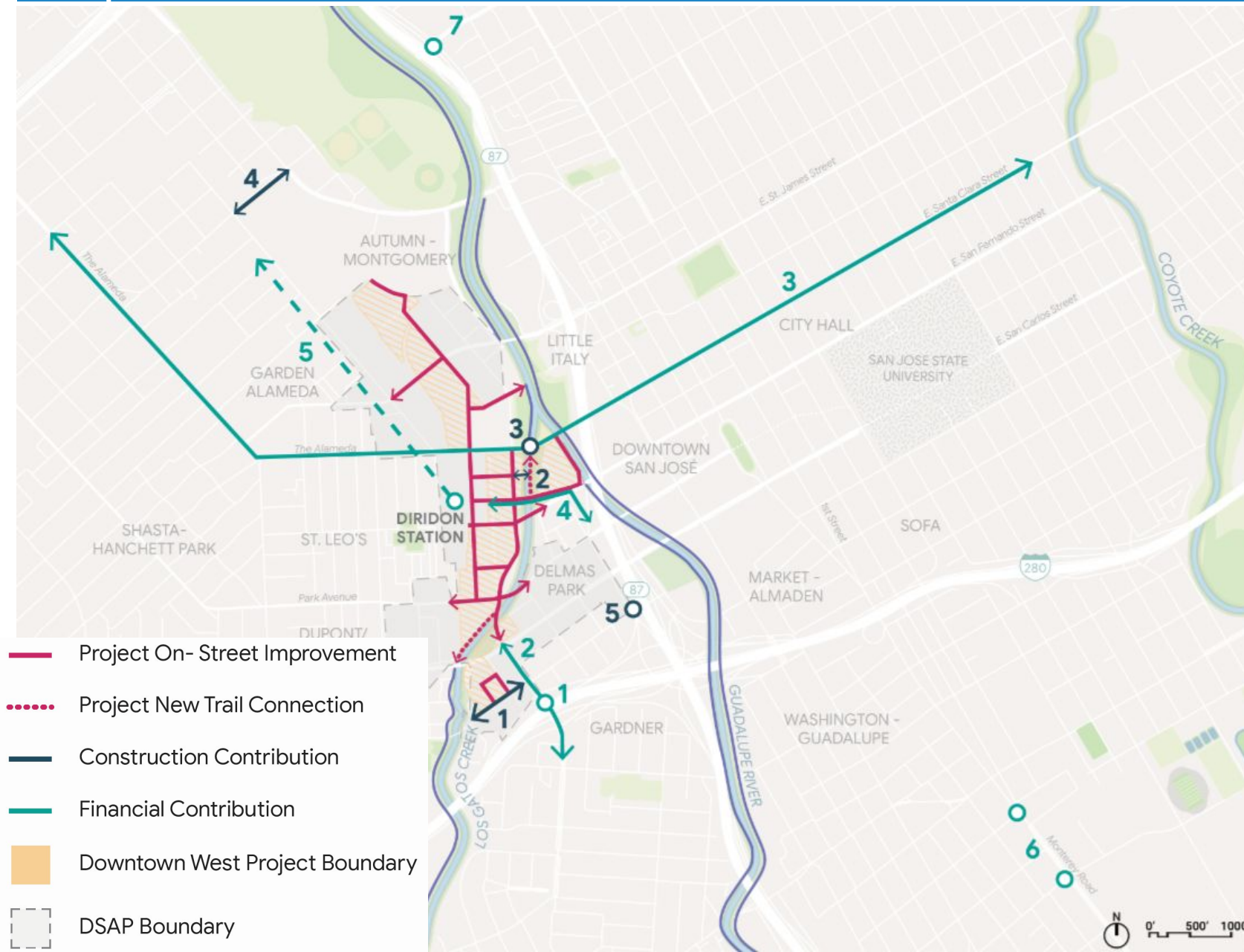


CLASS IV PROTECTED BIKEWAY



SHORT-TERM BIKE PARKING

FIGURE 6.52: Examples of mobility hub supportive amenities and elements



LTA Construction

- 1** Auzerais Ave
Protected Bikeway
- 2** Footbridge over Los Gatos Creek
- 3** W Santa Clara St
Controlled At-Grade Crossing Connecting the LGC Trail
- 4** Coleman/Taylor
Multimodal Gap Closure
- 5** Auzerais Ave / Delmas
Sidewalk Extension
- 6** Multimodal and Neighborhood Transportation Management Improvements and Transit Studies at the Discretion of the City

LTA Financial Contribution

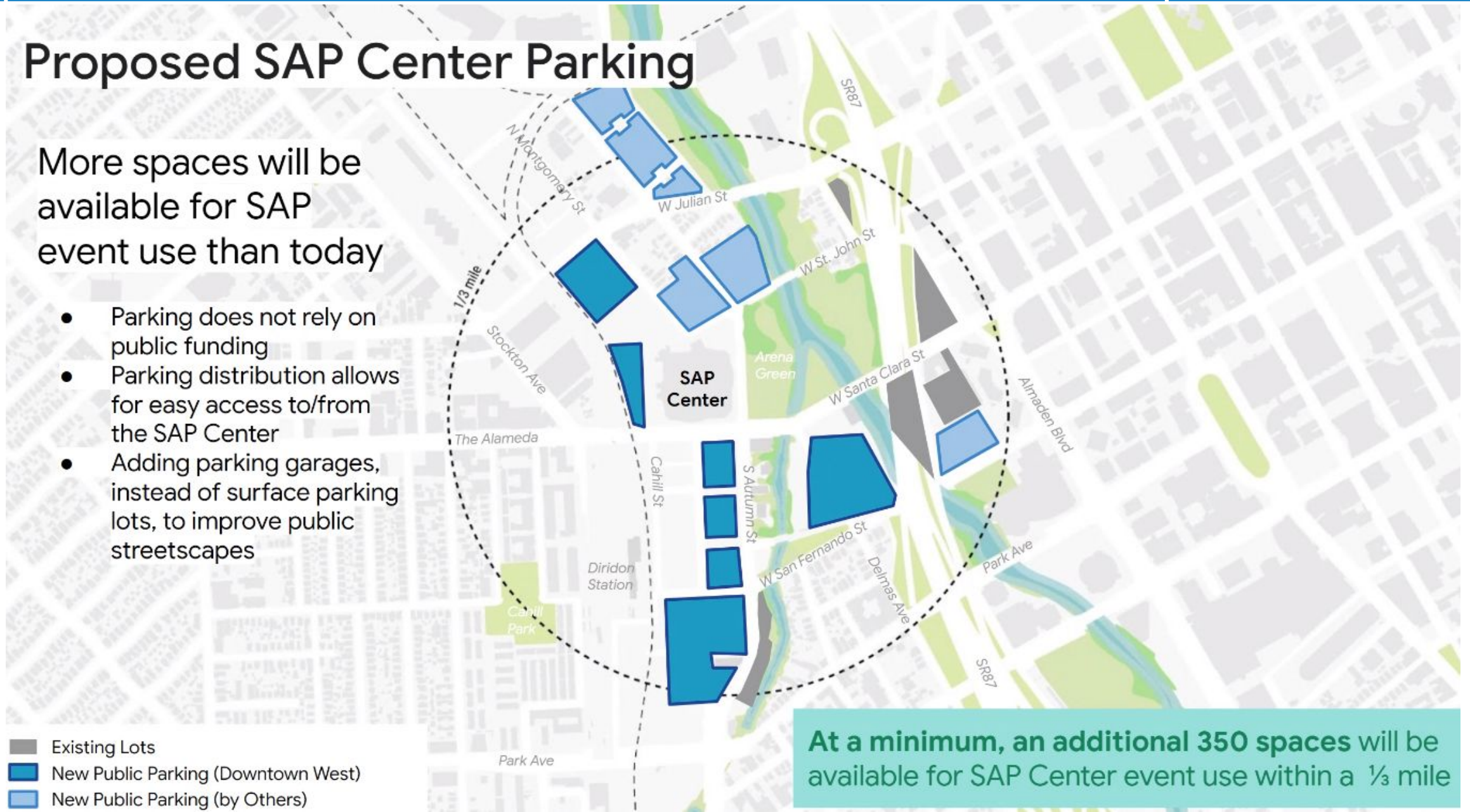
- 1** Barack Obama Boulevard / I-280
Multimodal Improvements
- 2** Barack Obama Boulevard
Protected Bikeway
- 3** Santa Clara (I-880 to 17th)
Public Service Lanes Study
- 4** Light Rail
Transit Improvement Study
- 5** Airport / Diridon / Stevens Creek
Connector Study
- 6** First Ave & Alma Ave / Goodyear St
Multimodal Improvements
- 7** Taylor / SR 87
Interchange Improvements

- Shared, publicly-accessible parking in conjunction with commercial development (At least 4,000 spaces and up to 4,800 at full build-out)
- At any given time during Downtown West construction, at least 2,850 parking spaces must remain available to SAP Center patrons
- Residential parking will be rented or sold separately to lower housing costs for those who choose to live without a car
- Neighborhood Parking and Traffic Monitoring Plan to identify and address parking spillover and/or neighborhood traffic issues

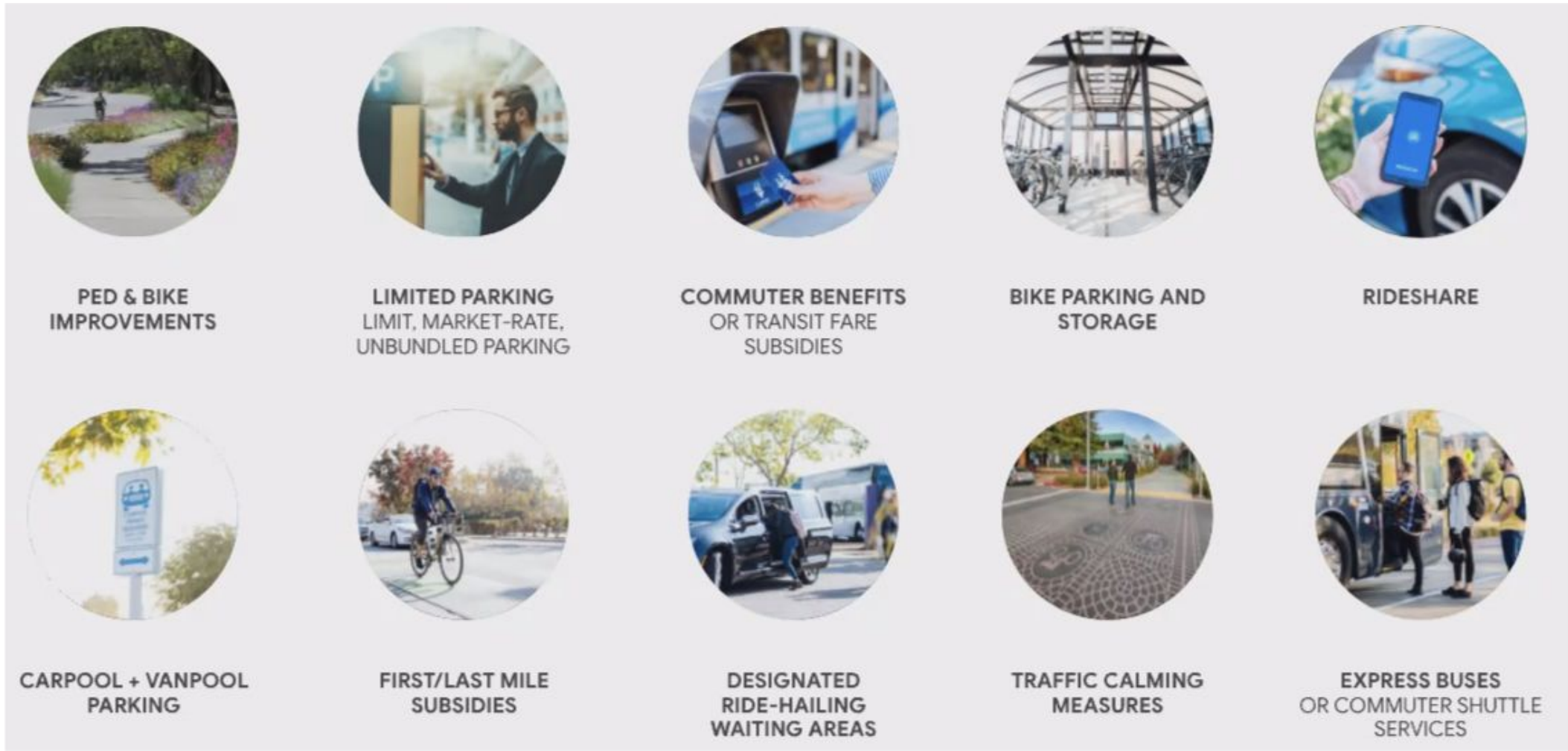
Proposed SAP Center Parking

More spaces will be available for SAP event use than today

- Parking does not rely on public funding
- Parking distribution allows for easy access to/from the SAP Center
- Adding parking garages, instead of surface parking lots, to improve public streetscapes



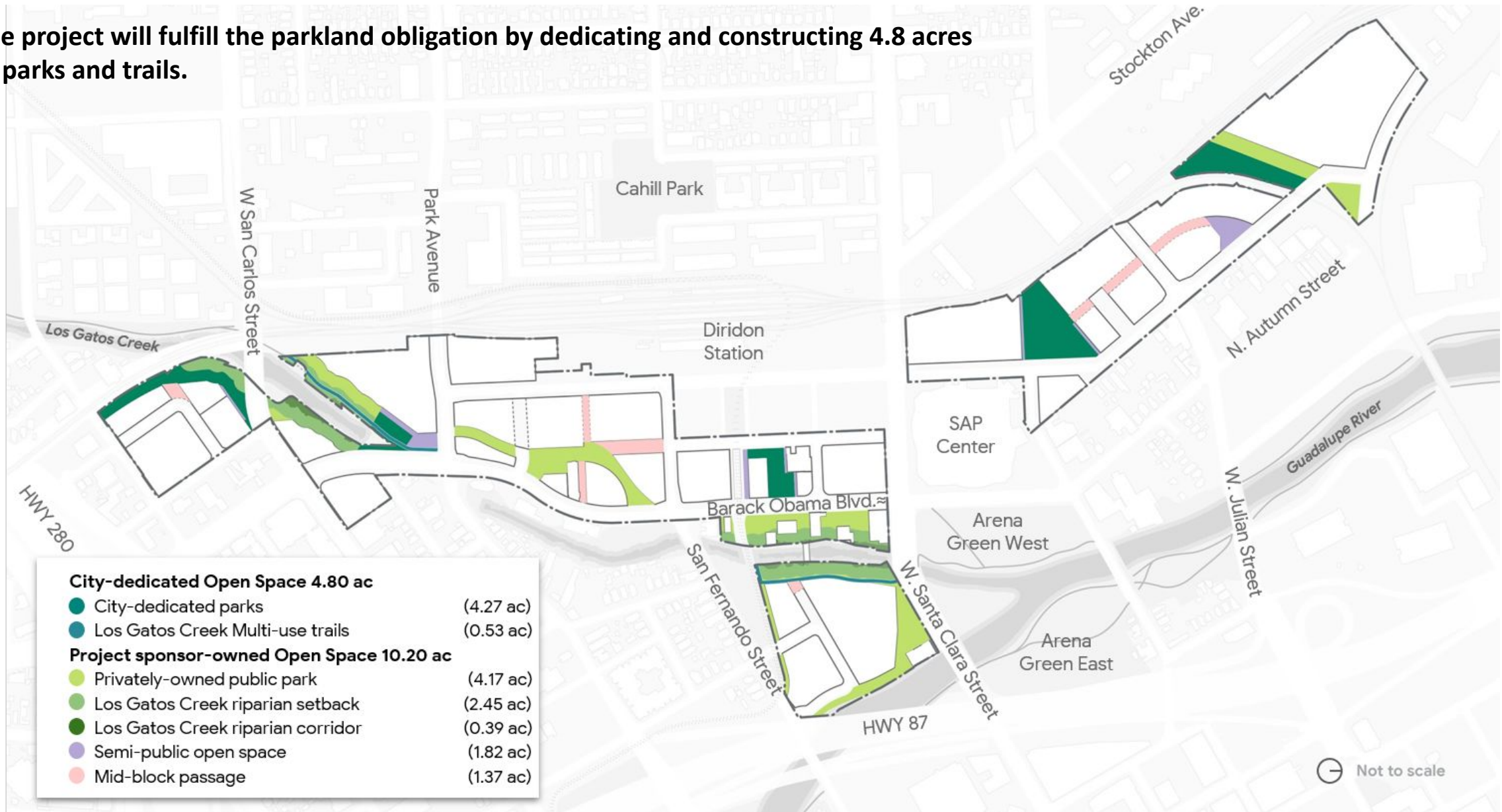
- Transportation Demand Management (TDM) plan to manage traffic and emissions, ultimately limiting solo occupancy vehicle trips to a maximum of 35%, with penalties up to \$5M/year for non-compliance



- City and Google value SSE and the SAP Center –
 - City and/or Google have met with SSE roughly 75 times since early 2019
 - The City wants to bring many more people close to the SAP Center to increase its vibrancy and success
- To support the SAP Center, multiple consultants have conducted extensive supplementary event-related analysis (egress, ingress)
 - More than 4,000 parking spaces can exit within 30 minutes
 - Vehicles traveling to the SAP Center will only experience zero to seven minutes of additional travel time on event days, as compared to non-event days

- Numerous changes to Downtown West and Amended DSAP in response to SSE feedback and requests – for example:
 - Maintaining highway access from NB 87 to Santa Clara Street and improving highway access at 87/Julian as part of the Amended Diridon Station Area Plan.
 - Including option for Autumn Extension (St. John to Julian Street) in the Amended Diridon Station Area Plan.
 - Increased the width of Barack Obama Boulevard between Santa Clara and San Fernando Streets (from two-lane roadway with flexible curb to three drivable lanes).
 - Driveways into underground parking along Santa Clara Street to facilitate egress.
 - Required restriping Delmas between San Fernando and Park to two southbound lanes.
 - An increase in planned publicly-accessible parking spaces (up to 4,800) and *at least* 350 more spaces than are required under the AMA.
- Comprehensive construction management plan under development

The project will fulfill the parkland obligation by dedicating and constructing 4.8 acres of parks and trails.



Affordable Housing and Anti-Displacement:

- Strategies support the "3Ps" approach

• *Production*

- 25% of housing in the DSAP at buildout will be affordable to residents at a range of income levels, from extremely low-income to moderate-income
 - At least 30% of the affordable homes will be for extremely low-income residents

• *Preservation*

- Ensure the affordability of existing housing extends beyond 2040
- Acquire and rehabilitate housing to ensure long-term affordability

• *Protection*

- Maintain the number of existing low-income residents in the DSAP
- Decrease the percentage of severely cost-burdened renters in the Neighborhood Stabilization Area surrounding the DSAP

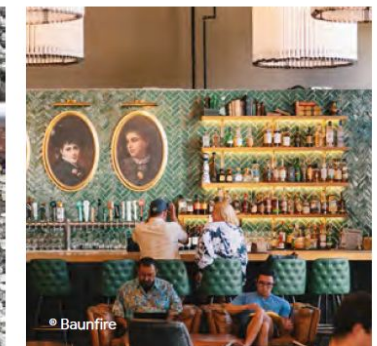
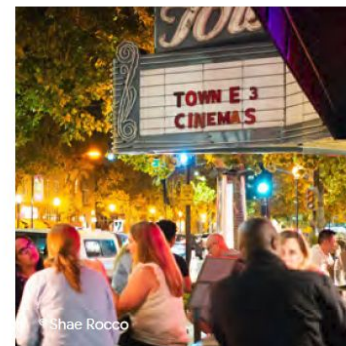
Affordable Housing Requirements	Community Benefits
Land dedication of 3 sites for a range of incomes (600 units extremely low-, very low-, and low-income)	Land dedication of an additional site that could potentially support 200 units (extremely low-, very low-, and low-income) ¹
Moderate-income (170 units at 100% of area median income (AMI)) integrated with market-rate housing	Additional 30 units at 100% AMI, integrated with market-rate housing
Payment of Commercial Linkage Fees	

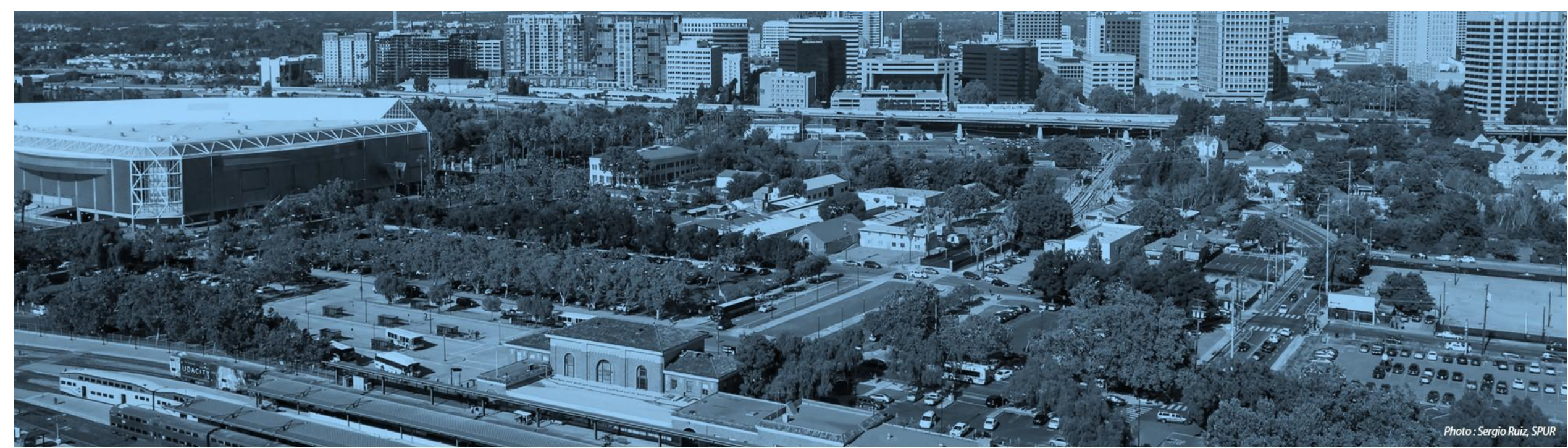
(1) The City is considering changing the land use designations and zoning of the Autumn Street site (located outside of the Downtown West project site but within the Diridon Station Area) to allow residential uses and approximately 200 affordable housing units, subject to subsequent clearances and discretionary approvals.



(1) The City is considering changing the land use designations and zoning of the Autumn Street site (located outside of the Downtown West project site but within the Diridon Station Area) to allow for residential uses and approximately 200 affordable housing units, subject to subsequent clearances and discretionary approvals.

Staff's recommendations is for the Planning Commission to recommend Approval to City Council





Planning Commission Downtown West Mixed-use Plan

Wednesday, April 28, 2021 | 6:30 PM