CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: PLANNING COMMISSION
FROM: Rosalynn Hughey

SUBJECT: San José Downtown Design Guidelines and Standards
DATE: March 27, 2019

COUNCIL DISTRICT: 3 and 6

Project	San José Downtown Design Guidelines and Standards
Guidelines Application	Apply generally to the General Plan Downtown Growth Area and the Diridon Station Area Plan Area
Project Description	Amend the General Plan to amend the introductory text and delete design guidelines in "Chapter 3. Final Plan Design Guidelines" of the 2014 Diridon Station Area Plan and adopt new San José Downtown Design Guidelines and Standards to replace the 2004 Downtown Design Guidelines
Planning Process Timeline	March 2018-Apirl 2019
CEQA	Determination of Consistency to the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041), the Supplemental EIR to Envision San José General Plan EIR (Resolution No. 77617), and Addenda thereto.
Project Planner	Leila Hakimizadeh, Supervising Planner, AICP

RECOMMENDATION

Planning staff recommends that the Planning Commission recommend that the City Council take all of the following actions:

1. Adopt a resolution approving a City-initiated General Plan text amendment to delete certain design guidelines relating to site planning, access and circulation, building form, and open space from "Chapter 3. Final Plan Design Guidelines" of the 2014 Diridon Station Area Plan and to amend the introductory text under "Section 3.2, Built Form, Guidelines for Site Planning" of the 2014 Diridon Station Area Plan.
2. Adopt a resolution (a) approving new "San José Downtown Design Guidelines and Standards" to replace the existing "2004 Downtown Design Guidelines" for projects generally located in the Downtown area; and (b) delegating the authority to the Director of Planning, Building, and Code Enforcement to make minor clarifications, corrections, or technical changes to the text and diagrams of the San José Downtown Design Guidelines to be published on the Planning, Building, and Code Enforcement webpage.

PROJECT BACKGROUND

Background

In August 2017, the City received a $198,984 grant from the John S. and James L. Knight Foundation to begin the process of updating the City's design guidelines. Updating the City's design guidelines was identified as Council-initiated Policy Priority No. 20 on October 27, 2017 and as Council Policy Priority No. 19 on March 5, 2019.

Phasing Strategy

The City of San José has developed various design guidelines over the years, including the Commercial Design Guidelines (1990), Industrial Design Guidelines (1992), Residential Design Guidelines (1997), Single-Family Design Guidelines (1999), Downtown Historic Design Guidelines (2003), and Downtown Design Guidelines (2004). Due to the large number of existing City guidelines to be updated, staff developed a phased approach for the guidelines update. The proposed San José Downtown Design Guidelines and Standards (Downtown Guidelines) is the first phase, followed by the citywide residential, commercial, and industrial design guidelines in the second phase. The Downtown Historic Design Guidelines and Citywide Historic Design guidelines would be addressed in a future phase pending additional resources.

The City contracted with Skidmore, Owings & Merrill LLP to assist in the preparation of the proposed San José Downtown Design Guidelines and Standards. As discussed in detail below, City staff held various community meetings and incorporated comments from various City departments and stakeholders in preparing the Downtown Guidelines.

Project Description

The proposed San José Downtown Design Guidelines and Standards would replace the 2004 Downtown Design Guidelines, and the General Plan text amendment would amend the introductory text and delete certain identified Guidelines, including site planning, site access and circulation, building frontage, and open space from "Chapter 3. Final Plan Design Guidelines" of the 2014 Diridon Station Area Plan. The guidelines that are removed from Diridon Station Area Plan are updated or integrated into the proposed San José Downtown Design Guidelines and Standards.

ANALYSIS

Document Applicability

The proposed General Plan Amendment and Downtown Design Guidelines would be effective thirty (30) days after approval by the City Council ("Effective Date"). Any Universal Planning application submitted after the Effective Date for a new permit or permit amendment would be required to comply with the new Downtown Guidelines.

Document Scope

The proposed San José Downtown Design Guidelines and Standards provide guidance for the site planning, access and design, form, and design of buildings in Downtown, their appearance in the larger cityscape, and their interface with the pedestrian level. These Downtown Guidelines define the design objectives for the elements that determine the image of the general area of Downtown, translating them into an operational document that increases predictability for various stakeholders.

The Downtown Guidelines include design guidelines for buildings adjacent to historic buildings but do not include guidelines for rehabilitation or modifications to historic buildings or adaptive reuse of historic buildings. Furthermore, the Downtown Guidelines do not update or change the 1989 Saint James Square Historic District Design Guidelines, the 2003 Downtown San José Historic District Guidelines, the 2004 Downtown Historic Design Guidelines, or any other applicable historic review guidelines and standards. These existing historic guidelines will remain in use as applicable until the City update those documents. In addition, the proposed Downtown Guidelines do not make any changes relating to zoning, land use, density, growth, height, parking requirements, open space requirements, transit, transportation, streetscape improvements, or affordable housing policies and guidelines.

Guidelines Boundary

The proposed Downtown Guidelines apply generally to the General Plan Downtown Growth Area and the Diridon Station Area Plan Area *(See Figure 1 for Guidelines Boundary).* The area is generally bounded in the south by Highway 280, on the north by Coleman Avenue, on the west by Diridon Station, and on the east by San José State University. While the San José State University (SJSU) campus is not within the boundary of the Downtown Growth Area, SJSU contributes significantly to the vitality of Downtown and is part of its larger context. Therefore, SJSU is included within the proposed Design Guidelines boundary.

Relationship to Diridon Station Area Plan

The are no proposed text changes to the General Plan itself. According to the General Plan, any changes to an approved Urban Village Plan, such as the Diridon Station Area Plan, is considered a General Plan Amendment (even though no text changes are proposed to the General Plan). The proposed General Plan Text Amendment would remove certain design guidelines from "Chapter 3. Final Plan Design Guidelines" of the Diridon Station Area Plan (2014) as summarized below. Please refer to the attached draft General Plan Resolution for the proposed redline changes.

- Block Size, pages 3-3 and 3-4 (repeated)
- Block Size paragraphs about different areas, up to but not including "Building Heights", page 3-6
- Site Access and Circulation, pages 3-8 and 3-9
- Mid-Block Connections, pages 3-9 to 3-11
- Building Form and Building Siting, pages 3-11, the top of page 3-12, and page 3-13
- Street Frontages, pages 3-13 to 3-17, up to but not including "Mix of Uses" – Except page 3-14 starting with "Central Zone – Destination Diridon" and the first paragraph of page 3-15
- Parking Structures, pages 3-18 to 3-21
- Surface Parking, pages 3-21 to 3-22, up to but not including "Street Parking"
- Bicycle Parking and Facilities, page 3-23
- Sustainable Site Planning, pages 3-24 to 3-25
- Guidelines for Buildings, pages 3-25 to 3-27
- Paragraph "Create signature north-south pedestrian paseos… to the south", page 3-30
- Paragraph "Use vegetation on roofs or other large surfaces to mitigate heat island effects", page 3-31)
- Paragraph "Signage for buildings should have a function … are highly legible", page 3-32
- North-South Urban Paseos, pages 3-38 to 3-39

The proposed Design Guidelines have replaced or integrated the abovementioned guidelines from the 2014 Diridon Station Area Plan into the new document. After the Effective Date of the Downtown Guidelines, applications for projects located within the Diridon Station Area Plan boundary shall refer to both the Diridon Station Area Plan and San José Downtown Design Guidelines and Standards. The guidelines that are removed from Chapter 3 are mostly related to site planning, site access and design, building form, street frontage, bicycle and automobile parking, and open space design.

Future projects will continue to rely on the Diridon Station Area Plan for building heights, mix of uses, and street parking, as contained in Section 3.2, Built Form, Guidelines for Site Planning; the entirety of Section 3.3, Public Open Space, except for a few guidelines and the section on north-south urban paseos; and the entirety of Section 3.4, Streetscapes.

Diridon Station Area Plan Update

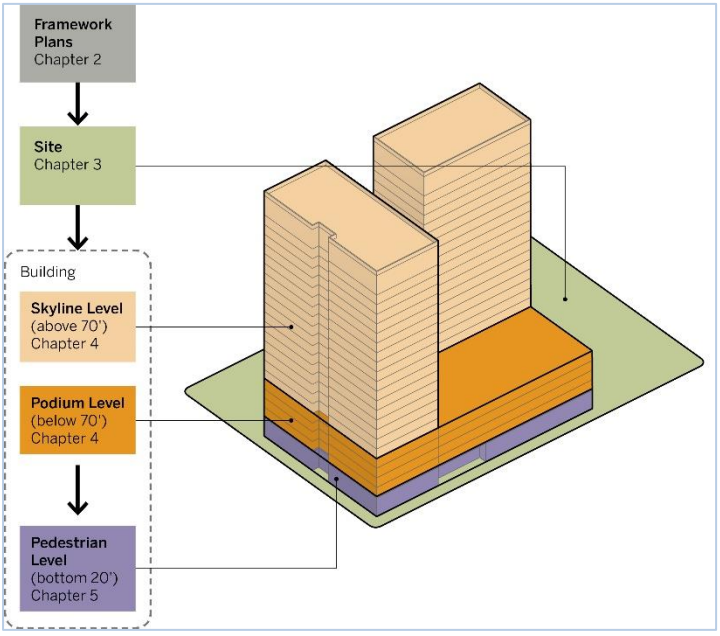
The Diridon Station Area is envisioned as a vibrant and critical component of the overall Downtown. At the time the Planning Commission and City Council are considering the proposed Design Guidelines, Planning staff is also in the beginning stage of updating the Diridon Station Area Plan. As part of this Diridon Station Area Plan update process, new design solutions could be identified and adopted in the future that may take alternate approaches to achieve common goals for the Diridon area. This may result in proposed new standards and guidelines which, if approved, could supersede the Downtown Guidelines as they apply to the Diridon Station Area.

Administrative Changes to the Downtown Guidelines after the City Council approval

The proposed Resolution approving the Design Guidelines would also delegate authority to the Director of Planning, Building, and Code Enforcement to update and/or revise the Design Guidelines to make minor clarifications, corrections, or technical changes to the text, diagrams, and images after the Effective Date. The Planning Director's approved updates would be published on the Planning, Building, and Code Enforcement webpage.

Document Structure

The Downtown Guidelines is organized into five chapters and an appendix:



- **Chapter 1 – Introduction** lays out how to use the Downtown Guidelines, includes the guidelines boundary, and has sections for Purpose, Values and Guiding Principles. The Values and Guiding Principles have guided the creation of the document. They flow from the values and principles expressed by the community and City in previous San José plans as well as from community outreach for this project.
- **Chapter 2 – Framework Plans** identifies several different characteristics of Downtown that create guidance for a development project. The Framework Plans assign characteristics to various streets, blocks, and parcels in Downtown. These characteristics affect the treatment of urban design elements in Chapters 3-5.

- **Chapter 3 – Site** discusses the arrangement of activities on the site, primarily in relation to the adjacent public space.
- **Chapter 4 – Building** discusses architecture, including issues of massing at the lower and upper levels and design of facades.
- **Chapter 5 – Pedestrian Level** discusses the building's interaction with sidewalks, paseos, or open space. Issues such as building transparency, types of access, and service are essential to this topic, appropriate in approximately the lowest 20 feet of the building.
- **Appendix** include a glossary, skyline studies, paseo precedents studies, and a resources and references section.

Guideline Structure

- **Guideline title** starts with a number and is typically limited to one subject.
- **Value** corresponds this section to one of the values in the Introduction Chapter.
- **Statement** summarizes the intent of the guidelines in one sentence.
- **Rationale** describes the design principle addressed in the guideline and the reason for its importance.
- **Guidelines** describe best practices, are typically qualitative and serve as overarching design guidance. Proposed projects located in the Downtown Guidelines' Boundary (Section 1.1) must be in substantial conformance to the intent of the guidelines contained in the document.
- **Standards** provide design guidance that is numeric and verifiable. Proposed projects located in the Downtown Guidelines Boundary must meet the minimum standards set forth in the document. Standards are binding and considered City of San José policies.
- **General Plan Reference** provides references to sections of the San José General Plan that cover related topics and requirements.



1.0 Introduction 2.0 Framework Plans 3.0 Site

4.4.2.a Windows and Glazing

DESIGN FOR SUSTAINABILITY, BE AUTHENTIC TO SAN JOSE, PROMOTE HIGH QUALITY ARCHITECTURE

Use window type and design to create a building that is more pleasant for its occupants, sustainable, and efficient.

RATIONALE

The use of directionless *facades* with no response to solar and wind conditions creates a building unsuited to its environment. Such a building is over-reliant on mechanical systems, which is environmentally wasteful and unsustainable. Sealed off spaces can be less healthy due to poor air quality and can foster lower worker productivity than spaces with fresh air. Responding to *context*, climate and orientation will create a cityscape that is interesting and sustainable.

Individual in-window and through-wall air conditioning units are less desirable than other alternatives. Units frequently become dirty and lack external maintenance. Replacement with mismatched units creates a haphazard appearance. Noise and water condensation reduce the enjoyment of balcony space and adjacent ground level *Public Space*. The energy efficiency of individual units is typically poor compared to centralized systems.

GUIDELINES

a. Design the building's window size and location and the *facade* treatment to respond to nearby buildings and interesting elements of the ground level *Public Realm*.

b. Preserve, acknowledge, and exploit long distance and near views of noteworthy structures or natural features.

c. Use operable windows to allow occupants to take advantage of San José's typically warm, sunny climate and potentially reduce the need for mechanical heating and cooling.

d. Respond to the building's orientation by varying the *fenestration* on different *facades*. Use architectural elements such as shading devices or balconies to regulate solar gain on southern and western *facades* with passive solar design. Technological solutions such as windows with variable opacity may be used as an alternative.

e. Create a balance between window and wall, especially in the *Podium Level*, to give the *facade* character and weight. Potentially combine some windows to reduce busyness in the *facade*.

f. Orient windows vertically near building corners to emphasize verticality.

g. Do not use individual through-window or through-wall air conditioning units.

STANDARDS

a. Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall.

b. When individual air conditioning units are present, shield them from view with uniform *facade* elements.

RELATED GUIDELINES

5.5.1 - Pedestrian and Bicycle Entrance Location

5.3.1.a - Active Frontages

5.5.1 - Pedestrian and Bicycle Entry Design

GENERAL PLAN REFERENCE

- Climate Smart San José
- CD-2.8, CD-1.11, MS-4.1, MS-4.2

DO - Vary *fenestration* by building *facade*, placing windows to take advantage of solar conditions and views to the nearby ground level *Public Realm*.

DO NOT - While present on some historic buildings and others, window air conditioning units do not create an attractive *facade* and should be avoided.

DO / DO NOT - Operable windows enhance livability and sustainability. Shading devices would have reduced the potential for glare.

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- **Related Guidelines** lists similar guidelines or standards within the Downtown Guidelines. For example, there are guidelines regarding the location of paseos in Chapter 3-Site and the design of paseos in Chapter 5-Pedestrian Level. The references to related guidelines make it easier for users to navigate through the document.

Exceptions to the Standards:

The proposed Design Guidelines include an exception process. A project applicant may request an exception to the design standards contained in the Downton Guidelines. The request must be made in writing as part of the Planning application for the proposed project. The application for an exception must contain detailed information on the design standard that is requested to be waived; how the physical constraints and unique situations of the project site make it infeasible to comply with the design standard; how the proposed project meets the design standard at issue to the extent feasible; and how the request meets each exception requirements. The decision-maker would need to consider the request and information provided and make certain findings to either approve or deny the request.

Conformance to the Envision San José 2040 General Plan (General Plan)
The proposed Design Guidelines conforms to General Plan policies as stated below:

UPDATE THE DESIGN GUIDELINES
Policy CD-6.10: Maintain Downtown design guidelines and policies adopted by the City to guide development and ensure a high standard of architectural and site design in its center.

Analysis: Staff is implementing this policy by preparing this new document. The analysis below shows how the Downtown Guidelines will improve upon the current 2004 Downtown Design Guidelines.

Is User-friendly, Easy to navigate, and Interactive

- *It is easier to navigate and find information. Each guideline page in Chapters 3-5 discusses one topic, which helps users directly find the information they need, instead of reading the entire document. Each guideline page has eight identical subsections. This helps the document read like a manual, with all pages having the same format. There are hyperlinks in the text to jump to a relevant guideline or page inside the document. There are navigation tabs at the top of each page to refer to another chapter or go back to the reader's previous location.*

Is Clear and Consistent

- *The document uses Guidelines and Standards, which are clearly defined, as opposed to the Considerations and Criteria used in the current guidelines. The document uses a consistent graphic layout throughout the document. The high-quality diagrams use a consistent graphic style to give the document a cohesive look.*

Is Practical and Contemporary

- *City staff compared the proposed Design Guidelines to best practices and tested them with several current development projects under review to ensure the content is feasible and practical. Implementation Planners from the City's Planning Department have reviewed the document and provided comments.*

Values Sense of Place

- *The document starts with a Purpose, Values and Guideline Principles section and a set of Framework Plans, which create a direction for how new projects should contribute to the context of Downtown and implement the community's goals and vision. It has guidelines for projects located immediately adjacent to a historic building or in a historic context, to ensure that new projects contribute to a sense of place and do not diminish the historic fabric of Downtown.*

Is Collaborative

- *City staff has incorporated many of the comments received from developers, architects, historic advocates, environmentalists, non-profit organizations, and other community members who reviewed the draft document. In addition, City staff from various departments have reviewed the draft document to ensure the guidelines do not have conflicts with other City guidelines.*

Provides a New Approach to Sustainability

- *The document has a different approach to the sustainability section. Instead of having a one-page summary of California Green Building Standards Code (CALGreen Code) or Leadership in Energy and Environmental Design (LEED), this Document has embedded the sustainability guidelines relevant to urban design inside each section and have left the rest of the sustainability criteria to be determined by the CALGreen Code and LEED, which are updated in shorter intervals that urban design guidelines.*

Includes New Topics

- *The document has new guidelines sections that were not included in the current guidelines, such as relationship to pedestrian, bike, and transit systems; Privately-Owned Public Open Space; mitigating blank walls and facades; historic and civic icon adjacency; lighting plan; etc.*

DOWNTOWN CONTEXT

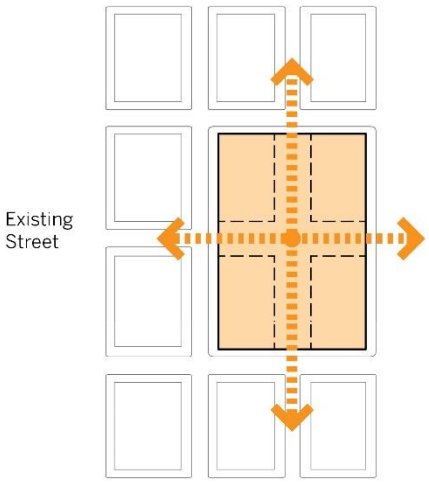
Policy CD-6.2: Design new development with a scale, quality, and character to strengthen Downtown's status as a major urban center.

Policy CD-6.6: Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown skyline.

Analysis: ***Chapter 2, the Framework Plans****, has several maps and identifies standards and guidelines that affect some individual parcels in key Downtown locations. The intent of this section is to ensure that projects located in prominent locations will contribute to the context of their surroundings and the Downtown as a whole. All projects should start with this Chapter to identify if they have specific guideline requirements in addition to the requirements for all parcels.*

SITE DESIGN AND ACCESIBILITY

Policy CD-6.3: Design publicly-accessible and welcoming areas, allow easy access and facilitate movement of pedestrians and bicyclists throughout the Downtown, and provide strong physical and visual connections across potential barriers (i.e., roadways and creeks). Promote Downtown as a focal point for community activity (e.g., festivals, parades, etc.) for the entire City.



DO - Align new streets or paseos with existing ones

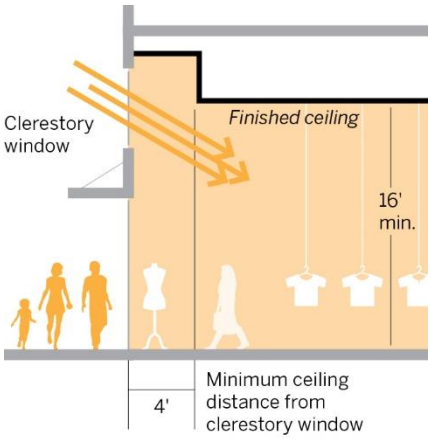
Analysis: ***Chapter 3, Site,*** *has guidelines and standards to implement various aspects of this policy, including block size, building placement, arrangement of activities, relationship to transit, connection to streets and open space, paseo/mid-block connection location, Privately-owned Public Open Space (POPOS), locating ground-floor semi-private and common open space, automobile and bicycle parking location, pedestrian and service entrance location, and parking and vehicular access location.*

Some guidelines in this Chapter relate to the project's location as discussed in Chapter 2 – Framework Plans. Other requirements apply to all sites. Appropriately-scaled blocks and a fine-grained public space set up the urban structure. Organizing the development project by placing activities in advantageous locations creates interactions and interconnections between public and private spaces. Thoughtfully-located open spaces create high-quality amenities for building occupants, neighbors, and visitors. Access through new paseos, as needed, can break down large blocks and provide essential connections to nearby amenities and transit. Well-located entries for pedestrians, bicyclists, passenger vehicles, and service vehicles can reduce use conflicts and preserve the continuity of active transportation corridors.

BUILDING DESIGN AND ARCHITECTURE

Policy CD-6.5: Promote iconic architecture and encourage and incorporate innovative, varied, and dynamic design features (e.g., appearance, function, sustainability aspects) into sites, buildings, art, streetscapes, landscapes, and signage to make Downtown visually exciting and to attract residents and visitors.

Policy CD-6.7: Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.



Frequent entries into leasable space and high floor-to-ceiling clear heights create a flexible space able to host many potential users.

*<u>Analysis</u>: **Chapter 4, Building,** has guidelines and standards to implement various aspects of these policies. The long-term vibrancy of Downtown depends on buildings that are exciting but timeless; technologically advanced and daring, but nurturing of Public Life; and inspiring from views both near and far.*
This Chapter provides guidelines to ensure that building's relationship to its context, including form, proportion, and organizing idea; massing relationship to context; civic icon and historic adjacency; and historic context are appropriate and resolved before considering building details. For example, it has guidelines for building massing at the podium (below 70 feet) and skyline level (above 70 feet) to ensure that they are proportionate, interesting and a good fit for the context. In addition, it provides guidance for various elements of a building, including façade, window and glazing, parking garages, roofs, and building entrances to ensure cohesiveness within a building and compatibility to its context.

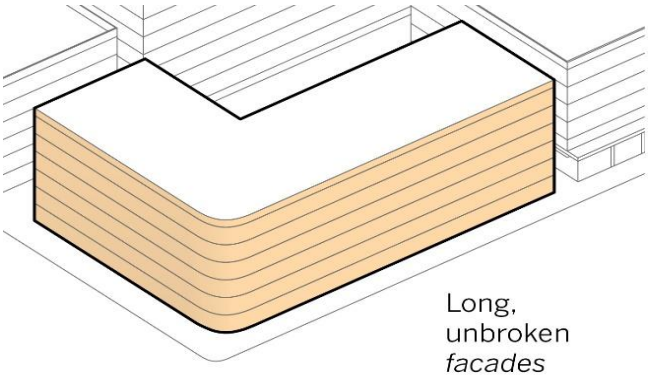
PEDESTRIAN LEVEL

Policy CD-6.8: Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level.

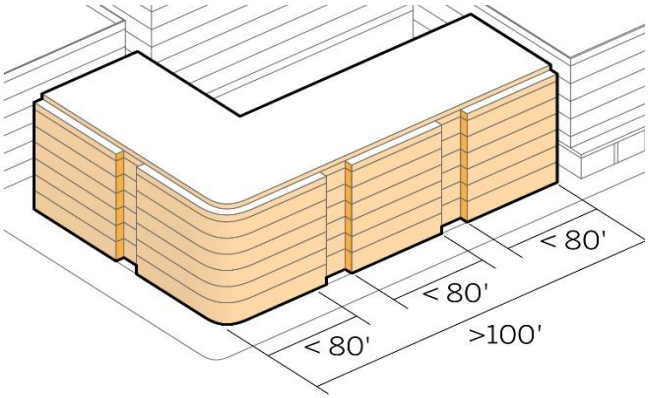
*<u>Analysis</u>: The most important portion of the building for pedestrian activity is the Pedestrian Level, the area within 20 feet above ground. The elements necessary for a successful public realm are safety, comfort, connection between building interiors and exteriors, and an interesting, human-scale environment. **Chapter 5, Pedestrian Level,** helps create these factors in Downtown. It has guidelines for street life, commerce, and the public realm; public art in private development; ground floor treatments and uses; surface parking lots; paseo design; and Privately-Owned Public Open Space design. In addition, **Chapter 3, Site,** provides guidelines for connection to transit and several standards and guidelines for creating a bike- and pedestrian-friendly environment.*

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The environmental impacts of this project were addressed in a determination of consistency with the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041), the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addenda thereto. Adoption of the proposed Downtown Guidelines does not result in new significant impacts beyond those identified in the General Plan Final and Supplemental EIRs. The adoption of the Downtown Guidelines will advance the General Plan goals and policies and is consistent with the analysis and discussion of the Destination Downtown Strategy and Downtown Urban Design Goals and Policies in the General Plan Final and Supplemental EIRs. Any further actions, such as actions to approve individual development projects within the Guidelines Boundary, will require additional environmental review at the time such actions are proposed.



DO NOT - Create a long building that breaks the *human scale* rhythm of the street.



DO - Divide a building over 100' in width with breaks in massing and architectural articulation.

The EIR, SEIR, and Addenda thereto are available for review on the Planning web site at: http://www.sanjoseca.gov/index.aspx?NID=2435.

COMMUNITY OUTREACH

Consistency with Council Policy 6-30

Staff followed Council Policy 6-30: Public Outreach Policy to inform the public of the proposed project. In preparation for the Planning Commission hearing, staff posted a notice of the Planning Commission and City Council public hearings on the City website and sent it to interested stakeholders on the project list. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

The first of two community workshops was held on April 19, 2018. Approximately 40 residents and stakeholders attended and participated in a brainstorming exercise to develop values and guiding principles for Downtown's design and public realm.

From March 2018 to January 2019, staff conducted focus group meetings to obtain additional feedback. Staff engaged Downtown residents, San Jose State University, the San Jose Downtown Association, SPUR, the Santa Clara Valley Transportation Authority, the American Institute of Architects, the Station Area Advisory Group, the SoFA Leadership Team, the Preservation Action Council of San Jose, the development and construction community, and design professionals.

The second community workshop to review the revised draft document was held on December 5, 2018. Approximately 20 residents and stakeholders attended and provided comments or asked questions on the draft Document that was published in the City's website on November 15, 2018. Some community members and design professionals provided comments after the workshop.

This project included two Planning Commission Study Sessions, held in November and December 2018. A Study Session with the Historic Landmarks Commission was held on February 6, 2019, during which commissioners asked questions and provided comments on the historic sections of the document.

Comments from community members, commissioners, non-profit organizations, architects, and other advocates were used in updating this Document. In general, public comments were about bird-safe design, relationship to historic context, Privately-owned Publicly Accessible Open Space, lack of green open space in Downtown, identity and character of Downtown, skyline design, technology and sustainability, inclusiveness and diversity, being authentic to San José, encouragement of mixed-use design, connection and accessibility, design sustainability, high-quality building design, reduction in blank walls, vibrancy of retail, affordability and reduction in homelessness.

The development community, architects, Planning Commission, and Historic Landmark Commission provided comments on the user-friendliness and applicability of the guidelines, compatibility with historic context, consistency within the Document, consideration of sustainability elements and relationship to the skyline. City staff and the consultant revised the Document to respond to those comments.

Project Manager: Leila Hakimizadeh, AICP
Approved by: , Deputy Director for Rosalynn Hughey, Planning Director

ATTACHMENTS:
Exhibit A: Determination of Consistency (CEQA)
Exhibit B: Proposed General Plan Amendment Resolution
Exhibit C: Proposed Resolution Approving San José Downtown Guidelines and Standards
Exhibit D: Public Comments

DETERMINATION OF CONSISTENCY WITH THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND SUPPLEMENTAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH# 2009072096) AND ADDENDA THERETO

Pursuant to Section 15168(c)(2) of the CEQA Guidelines, the City of San José has determined that the project described below is pursuant to or in furtherance of the Final Program Environmental Impact Report (Final EIR), Supplemental Program Environmental Impact Report (General Plan Supplemental EIR), and addenda thereto for the Envision San José 2040 General Plan, and does not involve significant new effects beyond those analyzed in the EIRs. Therefore, the City of San José may take action on the project as being within the scope of both the Final and Supplemental EIRs.

File Number and Project Name: PP19-018 San José Downtown Design Guidelines and Standards

Location: These Guidelines apply to the areas of the General Plan Downtown Growth Area, the Diridon Station Area Plan and for development proposals on the San José State University campus that are for non-educational purposes.

Council Districts: 3 and 6

The environmental impacts of this project were addressed by a Final EIR entitled "Envision San José 2040 General Plan Final Program Environmental Impact Report," adopted by City Council Resolution No. 76041 on November 1, 2011, and the Supplemental Program EIR entitled, "Envision San José 2040 General Plan Final Supplemental Environmental Impact Report," adopted by City Council Resolution No. 77617 on December 15, 2015. The Final Program EIR and Supplemental EIR were prepared for the comprehensive update and revision of all elements of the Envision San José 2040 General Plan (General Plan), including an extension of the planning timeframe to the year 2035. In 2016, the City adopted an Addendum to these EIRs for the 4-Year Review of the General Plan (File No. GPT16-009, Resolution No. 78048) that extended the timeframe of the General Plan to the year 2040. The following impacts were reviewed and found to be adequately considered by the EIRs and Addenda thereto:

☒ Transportation	☒ Land Use	☒ Noise and Vibration
☒ Air Quality	☒ Biological Resources	☒ Geology and Soils
☒ Hydrology & Water Quality	☒ Hazardous Materials and Hazards	☒ Public Facilities & Services
☒ Cultural Resources	☒ Aesthetics	☒ Energy
☒ Population and Housing	☒ Greenhouse Gas Emissions	☒ Public Facilities & Services
☒ Cumulative Impacts	☒ Growth Inducing Impacts	☒ Agriculture
☒ Mineral Resources	☒ Hazardous Materials and Hazards	☒ Public Facilities & Services

Project Description

The proposed San José Downtown Design Guidelines and Standards will replace the 2004 Downtown Design Guidelines and remove identified Guidelines from "Chapter 3. Final Plan Design Guidelines" 2014 Diridon Station Area Plan Design Guidelines. This Document applies to new private development and major exterior modifications to existing non-historic buildings.

The guidelines that are removed from Diridon Station Area Plan are updated or integrated in the proposed San José Downtown Design Guidelines and Standards. The San José Downtown Design Guidelines and

Standards provide guidance for the form and design of buildings in Downtown, and adjacent areas in the Diridon Station Area Plan and San José State University Campus, their appearance in the larger cityscape, and their interface with the
street level public realm. These Guidelines define the design objectives for the elements that determine the image of Downtown. In addition, these Guidelines refine the concepts of the identified Diridon Station Area Plan Guidelines, translating them into an operational document that increases predictability for developers and their architects for development in Downtown.

The Guidelines document does not make any changes to the area's zoning, land use, density, growth, height, parking requirements, public parks, transit, transportation, streetscape improvements, or affordable housing policies, or to any existing historic district design guidelines.

Regulatory Background
Envision San José 2040 General Plan and Environmental Impact Report

In 2011, the City adopted the Envision San José 2040 General Plan (General Plan). The General Plan has a Destination Downtown Major Strategy and Urban Design goals and policies that require maintaining Downtown design guidelines and achieving the Downtown's full potential as a regional destination through distinctive and high-quality design. The Envision San José 2040 General Plan Final Environmental Impact Report (General Plan Final EIR) and Supplemental EIR and Addenda thereto proposed several goals and policies related to Downtown including and not limited to the following policies:

Update the Design Guidelines
CD-6.10 Maintain Downtown design guidelines and policies adopted by the City to guide development and ensure a high standard of architectural and site design in its center.

Site Design
CD-6.3 Design publicly-accessible and welcoming areas, allow easy access and facilitate movement of pedestrians and bicyclists throughout the Downtown, and provide strong physical and visual connections across potential barriers (i.e., roadways and creeks). Promote Downtown as a focal point for community activity (e.g., festivals, parades, etc.) for the entire City.
CD-6.4 Design quality publicly-accessible open spaces at appropriate locations that enhance the pedestrian experience and attract people to the Downtown. Use appropriate design, scale, and edge treatment to define, and create publicly-accessible spaces that positively contribute to the character of the area and provide public access to community gathering, recreational, artistic, cultural, or natural amenities.

Architecture and Building Design
CD-6.5 Promote iconic architecture and encourage and incorporate innovative, varied, and dynamic design features (e.g., appearance, function, sustainability aspects) into sites, buildings, art, streetscapes, landscapes, and signage to make Downtown visually exciting and to attract residents and visitors.
CD-6.6 Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown skyline.
CD-6.12 Promote creative and experimental urban forms, activities, and land uses that further the economic, fiscal, environmental, and social goals of this plan and reflect San José's culture of innovation.

CD-6.7 Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.

Pedestrian Level

CD-6.8 Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level.

Project Analysis

To further the goals and policies of the General Plan, the Guidelines Document has five chapters as described below:

- **Chapter 1 – Introduction** lays out how to use the Document, includes the Guidelines boundary and has sections for Values and Guiding Principles. The Values and Guiding Principles have guided the creation of the Document. They flow from the values and principles expressed by the community and City in previous San José plans, including General Plan, as well as from community outreach.
- **Chapter 2 – Framework Plans** identifies several different characteristics of Downtown that create guidance for a devel
- opment project. The Framework Plans assign characteristics to various streets, blocks, and parcels in Downtown. These characteristics affect the treatment of urban design elements in Chapters 3-5. These characteristics are inspired by the General Plan Downtown Strategy and several goals and policies.
- **Chapter 3 – Site** discusses the arrangement of activities on the site, primarily in relation to the adjacent public space. This chapter has several guidelines and standards that implement the policies related to Site Design.
- **Chapter 4 – Building** discusses architecture, including issues of massing at the lower and upper levels and design of facades. This chapter has several guidelines and standards that implement the policies related to Architecture and Building Design.
- **Chapter 5 – Pedestrian Level** discusses the building's interaction with sidewalks, paseos, or open space. Issues such as building transparency, different types of access, and service are essential to this topic, appropriate in approximately the lowest 20 feet of the building. This chapter has several guidelines and standards that implement the policies related to Pedestrian Level.
- **Appendix** include a glossary, skyline studies, and paseo precedents studies, resources, and references section.

For the reasons discussed above, the project is within the scope of the General Plan and associated EIRs and Addenda thereto in that the Final EIR and Supplemental EIR are Program EIRs pursuant to CEQA and CEQA Guidelines Section 15168(c)(2), and adoption of the Guidelines does not result in new significant impacts beyond those identified in the General Plan Final and Supplemental EIRs. The adoption of the Guidelines will advance the General Plan goals and policies and is consistent with the analysis and discussion of the Destination Downtown Strategy and Downtown Urban Design Goals and Polices in the General Plan Final and Supplemental EIRs and Addenda thereto. Any further actions, such as actions to approve individual development projects within the Guidelines Boundary, will require additional environmental review at the time such actions are proposed.

Leila Hakimizadeh, AICP
Project Manager

Leila Hakimizadeh

Date

Rosalynn Hughey, Director
Planning, Building and Code Enforcement

Jenny Nusbaum

Deputy

RD:JVP:JMD
3/14/2019

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE DIRIDON STATION AREA PLAN TO MODIFY THE INTRODUCTORY TEXT AND DELETE CERTAIN GUIDELINES RELATING TO SITE PLANNING, ACCESS AND CIRCULATION, BUILDING FORM, AND OPEN SPACE FROM "CHAPTER 3. FINAL PLAN DESIGN GUIDELINES"

Spring 2019 General Plan Amendment Cycle (Cycle 1)

File No. GPT19-001

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042 (hereinafter the "General Plan"), which General Plan has been amended from time to time; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on March 27, 2019, the Planning Commission held a public hearing to consider the proposed text amendment to the 2014 "Diridon Station Area Plan" to delete certain guidelines from "Chapter 3. Final Plan Design Guidelines" and modify the introductory text in "Section 3.2, Built Form, Guidelines for Site Planning," File No. GPT19-001 specified in Exhibit "A" hereto ("General Plan Amendment"), at which hearing

T-1201.057\1603869.doc
Council Agenda: _____
Item No.: ___
DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

interested persons were given the opportunity to appear and present their views with respect to said proposed amendment; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the proposed General Plan Amendment; and

WHEREAS, on April 23, 2019, the City Council held a duly noticed public hearing; and

WHEREAS, a copy of the proposed General Plan Amendment is on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on April 23, 2019 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment; and

WHEREAS, prior to making its determination on the General Plan Amendment, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041), Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 77617), and Addenda thereto; and

WHEREAS, the Council of the City of San José is the decision-making body for the proposed General Plan Amendment.

DRAFT

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Council's determinations regarding General Plan Amendment File No. GPT19-001 is hereby specified and set forth in Exhibit "A," attached hereto and incorporated herein by reference.

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

ADOPTED this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

I hereby certify that the amendments to the San José General Plan specified in the attached Exhibit "A" were adopted by the City Council of the City of San José on _____, as stated in its Resolution No. _____.

Dated: _____

_____
TONI J. TABER, CMC
City Clerk

DRAFT

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

EXHIBIT "A"

~~Amendment to Chapter 3. Final Plan Design Guidelines~~

~~of the 2014 Diridon Station Area Plan~~

Chapter 3. entitled "Final Plan Design Guidelines" of the 2014 Diridon Station Area Plan is amended as set forth in the attached Exhibit A-1.

Council Districts: 3 and 6

DRAFT

PLACEHOLDER FOR EXHIBIT A-1

[REMOVE THIS PLACEHOLDER PAGE AND INSERT EXHIBIT A-1]
See Doc #1603871

DRAFT

3. FINAL PLAN DESIGN GUIDELINES

3.2 Built form

GUIDELINES FOR SITE PLANNING

Pedestrian activity and bike access is key to the development of the Diridon Station Area as a vibrant urban destination that takes advantage of the proximity to one of the most important transit hubs of the Western United States, the San José Arena , and future ballpark, as well as San José's downtown with its convention center and university campus. While the street system in the station area needs to accommodate all transportation modes in a well-balanced manner, particularly in the immediate surroundings of the station, pedestrian activity helps generate higher rates of transit ridership by encouraging the use of alternative transportation options. High levels of pedestrian activity can be achieved by good overall connectivity and an interesting and varying street environment. Wide sidewalks, safe crossings, slow traffic, street trees, street furniture, and mid-block connections all contribute to a walkable and bikable environment. Built form and uses; however, are especially important for creating a pedestrian-oriented physical environment. Attributes include: high-density, a mix of uses, small blocks, active ground floor uses, broken-up building masses and articulated façades at the ground level that respond to the pedestrian scale, as well as small integrated plazas and seating areas. ~~The guidelines for built form are intended to provide general direction for future development in accordance with the overall goals for the Diridon Station Area; further refinement and detailing of the guidelines are necessary in later stages of the planning process.~~



The station and the station area will be the place where the city welcomes visitor, employees and residents alike.



Diridon Station will become one of the major transit hubs in the region.

~~BLOCK SIZE~~

~~Small block sizes are desirable for increasing pedestrian activity, improving overall connectivity, and creating an urban environment that is dense, diverse, vibrant, and active most hours of the day. Walkability decreases with the increase of block size, and block dimensions larger than 400 feet are typically not conducive to a pedestrian-friendly environment.~~

Sections that are red crossed in "Section 3.2 Built Form" are removed from this document by a General Plan amendment approved by City Council in April 2019 and updated by San Jose Downtown Design Guidelines and Standards approved by City Council in April 2019.



To attract pedestrian activity, the block sizes need to be small and the ground floor level of buildings should respond to the pedestrian scale.

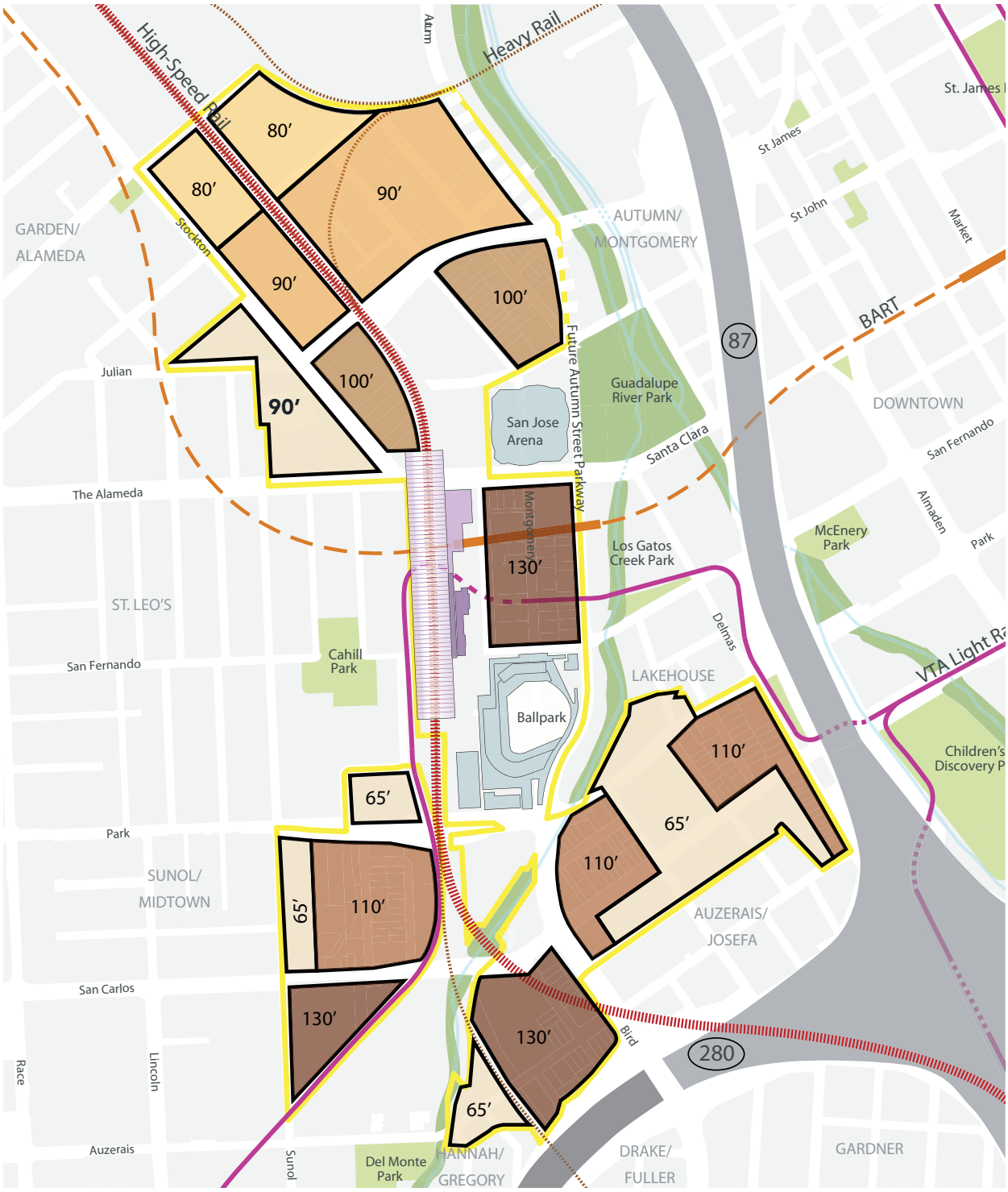
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FIGURE 3-2-1: BUILDING HEIGHTS



Dimensions are approximate.

~~*Central Zone - Destination Diridon*~~

- ~~The maximum block size, with exception of the ballpark block and the station, should not exceed 250 feet on either side to provide a high level of flexibility for different uses and site layout needs while encouraging walkability.~~

~~*Northern Zone - Innovation District*~~

- ~~The maximum block size should not exceed 350 feet on either side to provide a high level of flexibility for different commercial and office uses while encouraging walkability.~~

~~*Southern Zone - Diridon Neighborhoods*~~

- ~~In residential areas, blocks should have lengths ranging from 150 to 300 feet, defined by a street or public pedestrian pathway.~~

~~This guideline does not apply to portions of the site where connections cannot be made because of physical obstacles such as existing buildings, water bodies and wetlands, railroad and utility rights-of-way, limited access roads, parks and dedicated open space, and difficult topography.~~

BUILDING HEIGHTS

Establishment of maximum building heights is essential to ensuring that new development is integrated and compatible with the surrounding neighborhoods and with key City assets, including the San José Arena and the Guadalupe Gardens River Park. To this end, Guidelines are provided on the maximum height of buildings in the Diridon Station Area. These guidelines are consistent with the Federal Aviation Administration's (FAA) Part 77 Airport Approach Zone height limits and with the Santa Clara County Airport Land Use Commission's (ALUC) Comprehensive Land Use Plan (CLUP). The urban design height guidelines for each subarea in the Diridon Station Area Plan are discussed below and are shown on Figure 3-2-1. Limited intrusions of 10 feet above the heights shown in Figure 3-2-1 would be allowed for elevator shafts, rooftop equipment, architectural treatments to parapets, roof lines and the like. In no case shall the intrusions of 10 feet exceed the FAA Part 77 Surface heights.

Central Zone – Destination Diridon

The maximum building height in the Central Zone is 130', which is the height limit of the tallest portion of the San José Arena. Recognizing the importance of the San José Arena and its primary user, the San José Sharks, to the identity of the City of San José, the goal of this guideline is to ensure that new development in the Central Zone does not exceed the height limit of the San José Arena, thereby maintaining the visual prominence of this facility in the Diridon Station Area. The height limits are also intended to limit shadows on a potential central plaza and other public open spaces within the Central Area, spaces that are intended to be vibrant and active with pedestrian traffic and frequently used for public events.

The Northern Zone – Innovation District

The urban design height guidelines in the Northern Zone, west of the existing Union Pacific and Caltrain rail line, are intended to ensure the compatibility of new development with the existing residential neighborhood to the west and with the historic character and scale of The Alameda; however, the height limits for the areas designated Transit Employment Center on the east side of Stockton Avenue increase as one moves away from the established residential neighborhood and approaches the Diridon Station, reflecting the goal to place more intense development away from these neighborhoods but close the Diridon Station.

The height guidelines on the Northern Zone east of the Union Pacific and Caltrain railroad tracks are intended to reflect the historical pattern and scale of industrial development in this area and to ensure that new development minimizes shadow along the Guadalupe Gardens River Park and Trail to the east. Allowable heights increase moving south towards the SAP Pavilion, consistent with FAA height restrictions.

Southern Zone – Diridon Neighborhoods



Street parking creates a buffer between pedestrians and traffic, and slows traffic down.

The building height guidelines in the Southern Zone are intended to ensure the compatibility of new development with the surrounding relatively low density residential neighborhoods. The building height guidelines in this Zone, east of Autumn Parkway, reflect, and are consistent with the height guidelines in the Delmas Park Strong Neighborhoods Initiative (SNI), Neighborhood Improvement Plan. The height guidelines both in this Plan and the Delmas Park SNI Plan discourage taller buildings adjacent to areas with existing single-family homes, including the Lakehouse Historic District centered around Lakehouse Avenue; however, taller buildings are encouraged in portions of the Delmas Park SNI area that are along major roadways and set back from the established single-family areas.

The areas designated Urban Residential along the east side of Sunol Street and on both sides of Auzerais Avenue, east of Los Gatos Creak, have a height limit of 65' to ensure compatibility of new residential development with the adjacent single-family neighborhoods. The height limits in these two residentially designated areas are intended to provide transition zones between the adjacent predominately one-story homes and the residential or commercial development to the east that could potentially be built to heights of between 110' and 130', depending on location.

~~SITE ACCESS AND CIRCULATION~~

~~Circulation on each site should be connected to the public street network and provide clear and direct connections for pedestrians and bicyclists. Vehicular movement across sidewalks (curb cuts) should be minimized by locating driveways, parking courts, and parking garage entrances on the side or back of a building, or on streets with less pedestrian traffic, thus enhancing the pedestrian environment and minimizing potential conflicts between pedestrians, bicyclists, and vehicles.~~

- ~~Connect streets and pathways to the larger public street network and to the open space system;~~

- Include on-street parking;
- Dead-end streets and cul-de-sacs are not allowed except if used for service or emergency access only;
- Lay out streets as a logical extension of the public street grid;
- Discourage curved or weaving streets;
- Curb cuts should be minimized;
- Where feasible, encourage shared and consolidated site access and use new streets or driveways that resemble publicly-accessible streets;
- Locate vehicular circulation including parking, service, and loading zones, on the side, the rear, or inside of a building, away from the main building front;
- Conceal vehicular entrances by integrating them into the building façade;
- Provide as many pedestrian and bicycle access points from public streets as possible. Pedestrian and bicyclists should be able to directly access the building from the street at each building entrance;
- In larger campus settings, create a network of pedestrian and bike paths that connects to public streets and public green spaces;
- Create straight pedestrian paths that respond to real pedestrian needs rather than meandering paths that serve as decorative landscape features.





Provide mid-block pathways that connect to the larger pedestrian network and amenities such as plazas and parks.

MID-BLOCK CONNECTIONS

Small pedestrian paths provide shortcuts for pedestrians and bicyclists, increasing visibility and accessibility between different areas within the Diridon Station Area and thus increasing activity levels as well. On private sites, pedestrian paths that are separated and protected from vehicular traffic and parking can offer relief from an auto-oriented landscape. Furthermore, by connecting employees, visitors, and residents to open space, they can become



Mid-block connections can serve as public open spaces and can be lined with active ground floor uses.



Buildings should form continuous street edges with active ground floor uses.



Building entrances should be clearly articulated and easy to find. They can include small plazas and seating areas.



Buildings can be oriented perpendicular to the street to frame open spaces.

a shared asset enjoyed by all.

- Encourage publicly accessible pedestrian paths through larger, single-use developments such as office campuses or residential complexes to provide a walkable and bikable environment for residents, employees, and visitors. Access may in some cases be limited to residents and visitors but the pathways should provide convenient direct access from the site to transit and amenities;
- Align internal paths with pathways and mid-block connections on adjacent sites to allow for movement through multiple blocks;
- Ensure that access points to mid-block connections are visible from public and publicly-accessible streets;
- Cross-site connections should be planned as shared bicycle and pedestrian paths;
- The width of mid-block connections should range between 20 and 40 feet
- A designated pedestrian path should have a minimum width of 10 feet;
- Front building entrances and active ground floor uses on mid-block pathways where feasible;
- Variations in materials, street furniture and tree and plant species are encouraged if they add to the character and quality of the streetscape;
- Use high-quality and sustainable materials for pavement, street furniture, lights, and fences;
- Develop creative solutions to address security where needed while maintaining walkability; for example, provide public access during daytime hours only or limit access to tenants and residents;
- Mid-block connections should be at grade. If a grade changes are necessary, for example on top of a parking podium, the changes should not be greater than four feet to

ensure the visibility and accessibility of the path;

- Include pedestrian scale public art in mid-block connections through incorporation into amenities, building enhancements, and wayfinding, and through standalone artworks. Pedestrian thoroughfares provide important opportunities for narrative or sequential engagement.

BUILDING FORM AND BUILDING SITING

The Diridon Station Area will become an extension of downtown to the west and serve as a City and region-wide urban destination with its major transit hub and vibrant mix of entertainment, employment, residential, and recreational uses. Where buildings are placed on the site ("siting") and oriented to the street stress the importance of the public realm and create a continuous urban experience. Vehicular circulation and parking should become an integral but not dominant part in the urban environment, particularly in the core area that will have its emphasis on transit and pedestrian activity.

Central Zone - Destination Diridon

- Buildings must be oriented parallel to existing streets and along the edges of a site without setbacks from the property line. For more information, refer to 'Street Frontages';
- Blocks must have continuous frontages on all four sides to create a typical urban block;
- A perpendicular orientation should only be considered for taller portions of a building;
- Higher portions of a building should be oriented to major streets, i.e. Santa Clara Street, Autumn Street, and Cahill Street, and to the main plaza;
- Main entries should be easily identifiable and accessed from public streets;
- Walls along the street should not be blank; walls should vary in architectural detail and facade treatments to provide





Ground floor residential or small office uses should be elevated and set back from the street or path to provide a transition between the public and private realm.





Sidewalk widths should be generous enough to accommodate a curb zone with trees, a circulation zone, and a ground floor related zone that can be used for seating, displays or bike parking.



Seating areas of different kinds invite people to stay and relax.

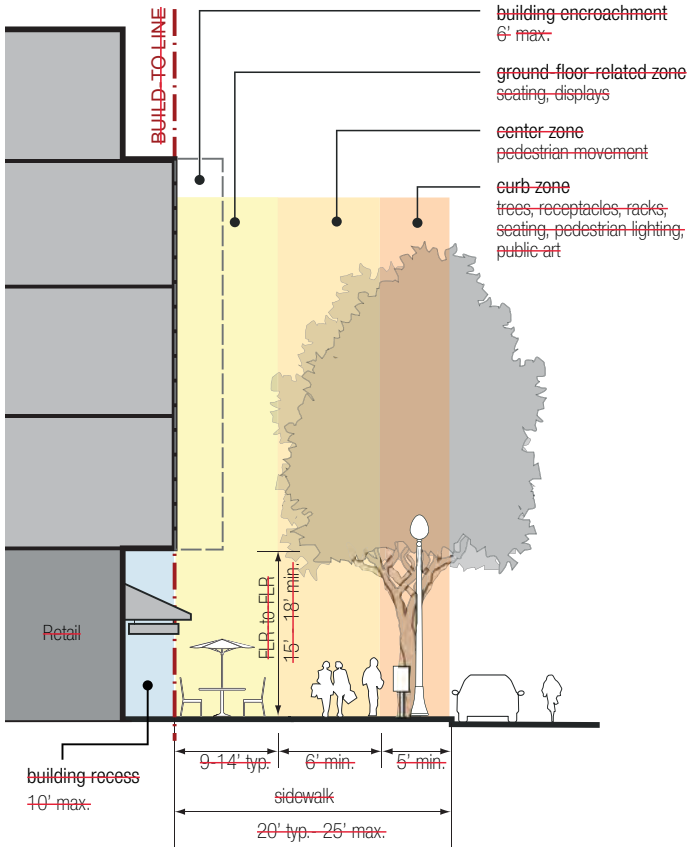
texture and interest to the pedestrian environment;

- Maximize a building's active spaces along its public street perimeter, particularly on the building sides facing Cahill Street and Montgomery Street, which can become the area's new retail street.

Northern Zone - Innovation District

- Buildings should be oriented parallel to streets or public spaces, and along the edges of a site to create a tight urban fabric;
- A perpendicular orientation should only be considered for taller buildings, or if the buildings form a street accessible park or plaza;

FIGURE 3-2-2: TYP. SIDEWALK ZONE IN THE CENTRAL DISTRICT



Dimensions are approximate.

- If taller buildings are oriented perpendicular to the street, a shorter building portion should be placed parallel to the street to form a continuous street wall;
- Avoid placing buildings at an angle to the street or with large convex forms facing the street;
- Maximize a building's active spaces along its public street perimeter by locating retail, office, or commercial uses with customer activity on the ground floor level;
- Encourage secondary entrances for buildings that face onto a secondary street, pathway, or public street;
- Walls along the street should not be blank; walls should vary in architectural detail and facade treatments to provide texture and interest to the pedestrian environment;
- Vary dimensions, height and design to avoid monolithic feel and to add variety and texture;
- Encourage innovative office building forms such as narrow floor plates and/or atrium buildings to maximize day lighting, natural ventilation, energy conservation; and visual interest.

Southern Zone - Diridon Neighborhoods

- Residential units at grade and facing a street should have an elevated ground floor level unless the building includes active ground floor uses;
- Minimize the visual impact of service areas and garage entrances by locating them behind buildings and away from public streets and pathways. Provide screening through landscaping, fences and canopies;
- Utilize shared parking strategies whenever possible;
- Buildings facing trails can have trail accessible entrances or backyards provided that the minimum setback zone is landscaped.

STREET FRONTAGES

The creation of a continuous public realm is essential to the development of the Diridon Station Area as a destination that



Articlulated building corners and recesses add interest to the façade and provide space for seating.



The first two floors should respond to the pedestrian scale with clear glazing, columns, awnings, recesses, and signage.



Office buildings in the Innovation District should have no or minimal setbacks from the street but can have plazas or courtyards facing the street or public paths.



Prominent design of ground floor retail contributes to high visibility and increases activity on the street.



Ground floor retail should have no setbacks to the street and wrap around the building corner.



Design entrances with small front plazas, seating areas or public art.

attracts transit users, visitors, employees, and residents alike. Along with building placement and orientation, consistency in the zone between the building and the street, which can range from public, semi-public, and private in its use, is important to shaping this realm. Building elements that respond to the pedestrian scale and provide transitions between public and private zones encourage pedestrian activity by creating an interesting and varying environment. Active ground-level uses and sidewalks buffered from vehicular traffic with planting strips, parking spots, and trees all contribute to a pedestrian-friendly streetscape; so do articulated entry areas, glazed façades, seating areas, small plazas, stoops, and awnings along building fronts.

Buildings should be placed parallel to the street. Vehicular access should be located on side streets to reduce curb cuts. Small parking lots for visitors may be located between the street and building entrance but large surface parking areas should be located behind the building or along the sides.

Central Zone - Destination Diridon

- The sidewalk in retail areas should be at least 20 feet wide be designed to include three different zones, as follows:
  - The zone closest to the building, typically 9-14 feet wide, can be used for ground-floor related activities such as café seating, displays, and entry areas;
  - The center zone, at least 6 feet wide, is for free pedestrian movement;
  - The curb zone, at least 5 feet wide, should accommodate street trees, lighting, and street furniture such as trash receptacles, benches, and bike racks.
- Montgomery Street, the designated retail street connecting the San José Arena to the north with the Ballpark in the south, can be designed with 20 feet wide sidewalks as

described above or alternatively, as a shared street with continuous pavement and bollards instead of curbs, effectively creating a pedestrian zone during street closures for events;

- All buildings should be built to the street edge to form a continuous, urban block without setbacks from the sidewalk;
- Building entrances should be visually prominent and front onto public streets;
- Building recesses of up to 10 feet from the main building façade are encouraged to add interest to the building's street frontage, particularly on the ground floor. Encroachments into setback areas should also be encouraged as permitted by applicable development regulations;
- The first two floors of a building should include facade treatments such as clear glazing, display windows, columns, recesses, awnings, arcades, or seating areas that respond to the pedestrian scale;
- Ground floor retail should have a minimum 18 feet floor-to-floor height;
- Ground floor retail should wrap around the corners of buildings for at least 15 feet;
- The build-to-line for residential buildings is 15 feet from the street-facing property line.
- Walls should not be blank; walls should vary in architectural detail and facade treatments to provide texture and interest to the pedestrian environment

Northern Zone - Innovation District

- Buildings should be placed parallel to the street; surface parking areas, if permitted, should be located behind or on the side of a building;
- Place buildings with more customer interaction such as offices along the street edge; place larger buildings with less customer interaction such as production facilities behind these buildings;







In the Innovation District, encourage larger retailers such as bookstores and supermarkets to be integrated in mixed use buildings to create a dense, urban neighborhood.



Integrate garage entrances in the building façade and minimize curb cuts.



Above-ground parking garages fronting on a street a public pathway should have ground floor uses such as retail of office space.

- Build buildings to the edges of public streets with no or minimal setbacks except for entrance areas and small plazas facing the street;
- Provide frequent entrances into buildings and active ground-floor uses;
- Main entries should be visually prominent and must be oriented to a public street; secondary entrances along secondary pathways or driveways are encouraged;
- Double-height and transparent entry lobbies are encouraged for office and mixed-use buildings;
- Ground floor retail should have a minimum 18 feet floor-to-floor height;
- Ground floor retail should wrap around the corners of buildings for at least 15 feet;
- Building recesses and encroachments are allowed as follows:
    - Building recesses of up to 10 feet and encroachments of up to 6 feet are allowed from the main façade line to increase building articulation;
    - Altogether, recesses and encroachments (measured by length) should not exceed 50% of the portion of the building's street-oriented façade that meets the main façade line;
    - Occasional recesses on the ground floor for entrances, lobbies, and service retail are encouraged;
    - Encroachments may occur only at a height of 15 feet or more from the street level.

Southern Zone - Diridon Neighborhoods

- Residential buildings should be set back up to 15 feet from the street-facing property line to allow for a transition zone between the public and private realm;
- Residential buildings that include ground floor retail should not have setbacks from the street-facing property line for the retail portion of the building; occasional recesses up to 10

feet are allowed;

- Ground floor retail should have a minimum 18 feet floor-to-floor height;
- Building encroachments and recesses are allowed as follows:
  - Ground floor building element encroachments and recesses of up to 10 feet, for projections such as stoops, porches, patios, and seating areas are allowed
  - Stoops or front yards are required along streets with street parking;
  - Above the ground floor, building recesses of up to 6 feet and building encroachments of up to 4 feet are allowed from the main façade line for balconies, patios, and other elements;
  - Altogether, recesses and encroachments (measured by length) should not exceed 50% of the portion of the building's street-oriented façade that meets the build-to line.
- Vary building dimensions, height and signage to avoid monolithic feel and to add variety and texture
- When possible, there should be no blank walls at the street level of buildings





Exposed parking garages should have layered façades by using building elements such as screens, panels, vegetation, glass, or photovoltaics.

MIX OF USES

A mix of uses on sites and within buildings encourages walking due to a variety of activities that span over more hours during a day. By bringing important destinations close together, a mix of uses also increases convenience for pedestrians, particularly when such sites are co-located with or near their home or office. When people can complete several functions at one location, they can reduce overall trips, and therefore reduce congestion and pollution. The Diridon Station Area includes three distinct districts that differ in their predominant use but are in close proximity to each other. Integrating vertical mixed-use in each district, primarily by adding ground floor retail, will significantly contribute to pedestrian







Parking structure façades are suitable for integrating public art and lights.

activity and reduced motorized trips.

Central Zone - Destination Diridon

- Include ground floor retail in all blocks;
- Focus larger retail uses on Montgomery Street and include smaller retail along other edges, particularly on blocks facing the station and Santa Clara Street;
- Plan for a variety of office, hotel, and retail typologies.

Northern Zone - Innovation District

- Ground floor retail should be integrated in mixed-use buildings that take advantage of maximum heights and densities.

Southern Zone - Diridon Neighborhoods

- Residential buildings are encouraged to include ground floor retail or other commercial uses where appropriate;
- Residential buildings with designated retail frontages (refer to the Land Use Plan in Chapter 2.1) must include continuous ground floor retail space.

~~PARKING STRUCTURES~~

~~The Diridon Station Area will be one of the largest statewide intermodal transit hubs that connects a great variety of transit modes within the city and the region. To make transit, biking, and walking successful the use of the private car needs to be significantly reduced throughout the area. In addition to providing incentives to use alternate modes through priority access and proximity to destinations and activities, the availability and visibility of car parking spaces have an important impact on transportation choices (also refer to Chapter 2.7 for parking supply and demand management). While cars still need to be accommodated in the area, they should not be the dominating element in the streetscape. On-street parking spaces, if designed well, can actually enhance the pedestrian environment by creating a buffer and slowing traffic down; large surface parking areas, however, lack activity and create a hostile environment for pedestrians. Due to the Station Area's urban character, large surface parking lots are~~

generally discouraged and parking should be accommodated in above-ground or underground parking structures. Above-ground parking structures can be integrated into pedestrian-oriented environments by screening them through creative architectural design and landscaping, wrapping them with habitable spaces, placing them towards the center of blocks or underground, and utilizing them as sites for public art.

General Guidelines

- Wherever feasible, provide underground parking garages with access located away from public streets or integrated in the building façade;
- Enhance above-ground garages with habitable uses on the ground floor, multi-layered architectural façades, or landscaping on any side that is visible from streets, driveways, or paths;
- Ground floor retail should have a minimum of 18 feet floor-to-floor height and a minimum depth of 45 feet. Deeper and taller dimensions such as 60-foot depths or 18-foot clear ceiling heights are encouraged;
- Leased spaces on the ground floor of a parking structure, which are not on a primary street should be at least 30 feet deep and are anticipated to be service or office space rather than primary retail space;
- Prevent any directional artificial light emission by appropriate screening measures;
- Locate garage entrances away from public streets or on streets with less activity;
- To minimize the heat island effect and water run-off, consider the use of the top of underground or podium garages for landscaping, green roofs, energy generating systems, or other uses;
- Consider the use of automated parking systems or lifts to minimize space and increase efficiency;
- Provide designated motorcycle and bicycle parking spaces



The use of pervious materials in surface parking areas increase water infiltration and decrease the heat island effect. Different pavement for street parking also visually narrows the street.



Plant a generous amount of trees in surface lots to provide shading.



Provide planting strips in and around the perimeter of surface lots to increase water infiltration and add visual interest.



Street trees or planting strips between parking spaces contribute to a pedestrian friendly environment.



Provide generous bulb-outs for street trees and pay attention to detailing for curbs, drainage, and pavement.



Attractive bike and pedestrian paths make it easier for people to get out of their cars.

closest to building entrances and street edges;

- Locate designated stalls for car share, carpool, or low emission cars closest to building entrances;
- Encourage the incorporation of public art in parking structures, particularly into building façades and wayfinding systems.
- New large commercial parking garages should accommodate large event parking and consider design features to facilitate efficient ingress and egress for such events.

Central Zone - Destination Diridon

- Above-ground parking structures should be enclosed with buildings on all four sides;
- Parking structures should not front onto public streets unless fully wrapped with active uses or retail;
- Integrate parking and loading entrances into the building façade and locate them on streets with fewer active ground floor uses;
- Loading areas must be located inside of parking garages or buildings and be invisible from the street.
- Utilize shared parking whenever possible

Northern Zone - Innovation District

- Podium garages should be enclosed with buildings on at least three sides; if freestanding garages are the only feasible option, they must be located at the center of the site and surrounded by buildings or structures that hide it from direct street views, or along inaccessible areas such as railway tracks or back sides of large industrial or commercial buildings;
- If a garage or portions of a garage must front onto a street due to site constraints, it should be fully wrapped with office or retail uses;
- Minimize access to parking areas from primary public streets by locating parking entrances on secondary streets and by consolidating driveways or garage entrances;
- Provide a high-quality, multi-layered architectural façade on any side of a parking structure that is visible from a street, driveway,

or path.

Southern Zone - Diridon Neighborhoods

- Structured parking that fronts onto streets, open spaces, or pathways should be wrapped with habitable space whenever possible;
- If not wrapped with habitable space, then at least 50% of the structured parking should be below grade, and the above-grade portion should be screened with architectural elements and/or vegetation;
- Any exposed parking structure façade that faces neighboring residential development should be screened with architectural elements and/or vegetation;
- Ensure that no artificial light is emitted at night from any above-ground portions of a parking structure that fronts onto a street.

SURFACE PARKING

The provision of large surface parking lots would undermine the creation of the vibrant, urban place envisioned for the Diridon Station Area, aside from the negative environmental impacts such as heat islands, increased storm water run-off , and the promoting of driving. Large surface parking lots are generally discouraged in the plan area. Two exceptions to this goal are: a) San José Arena lots, A,B, and C are anticipated to remain in the future; b) Other existing parking lots serving San José Arena patrons are anticipated to remain on an interim basis. If small surface parking are needed for handicap or short term parking, the negative impacts of surface parking can be reduced by planting trees throughout lots, placing lots in shaded areas of the site, providing shade structures, using permeable paving, and giving bicycles, motorcycles, and car share and carpool spaces priority over regular car parking since these use the land more efficiently. Small surface parking areas are only allowed in the Innovation District and the Diridon Neighborhoods.

- Surface parking areas should not exceed a length of 120 feet on each side;



Bike parking should be integrated in the streetscape and easily accessible like these "parklets".



Stand-alone bike parking and repair facilities can include other uses such as car share or a café.



Green roofs improve water retention and indoor climate, and make the roofscape visually attractive.





~~*Consider the integration of rain water collection systems such as bioswales and rills into the streetscape.*~~



~~*Shading devices that are integrated in the façade significantly reduce energy consumption.*~~

- ~~Consider locating surface parking lots along the side and/or rear of buildings, away from street edges; provide screening with appropriate landscaping along the perimeter.~~
- ~~Provide a generous amount of designated motorcycle and sheltered bicycle parking stalls; place these stalls closest to building entrances and street edges;~~
- ~~Include stalls for car share and carpool vehicles, and stalls specifically designed for small and compact cars; locate these stalls in preferential locations closest to building entrances;~~
- ~~Use water permeable pavers or pavement to reduce storm water runoff. Permeable pavement can also be used for parallel parking along private streets;~~
- ~~Provide shading through tree or solar panel canopies to reduce the heat island effect;~~
- ~~Encourage shared driveways or alleyways for parking access in order to reduce curb cuts and potential pedestrian/vehicle conflicts.~~

STREET PARKING

Street parking helps create a buffer between the sidewalk and traffic, reduces traffic speeds, and provides short-term vehicular access to the area. Generally streets should include parallel street parking except in drop-off, taxi, and bus stop zones.

- Use minimum dimensions for parking stalls to increase the number of parking spaces and to reduce the overall street width;
- Encourage the use of non-asphalt pavement for parking strips, preferably water-permeable pavers to reduce storm water runoff;
- Encourage the integration of generous bulb-outs for trees in between parking spaces; trees should preferably be planted at intervals of at least four parking spaces;
- Provide designated motorcycle spaces, preferably at intersections to increase visibility and safety for pedestrians;

- Encourage the integration of bicycle parking spaces on the parking strip ("parklets") to maximize sidewalk space;
- Private streets should be planned and designed to be similar to public streets including parallel parking on both sides of the street where feasible.



Double skin façades can provide natural ventilation and improve insulation in office buildings.

BICYCLE PARKING AND FACILITIES

Increased usage of alternative transportation modes such as bicycling is key to reducing reliance on the automobile. People will start bicycling more when bike usage is encouraged and supported along every step of the way, making the bicycling experience smooth, seamless, and as easy as, if not easier than, driving a car. Bike trails and routes are one part of the equation; another part is secure bicycle parking facilities, particularly at home and at work, but also at parks, retail areas, and anywhere else automobile parking is already provided. Providing accessible, secure, and protected bicycle parking is a crucial step towards making bicycling a viable transportation option.

- Provide adequate and easy access to bicycle parking in buildings, in open spaces, and along streets and shared pathways;
- Ensure that bicycle parking facilities are visible and easy to find through clear signage. Utilize public art and lighting to reinforce visibility and the relationship to its location;
- Place bicycle parking in locations closest to street edges and building entrances, especially retail and office entrances. For outdoor facilities prefer systems that include shelters and secure bike racks or lockers;
- In areas with high usage such large campuses consider centralized, enclosed, and managed bike parking facilities;
- Include shower and changing facilities as required per the City's Zoning Code;
- Provide transit center parking facilities at convenient locations.



Encourage innovative office building typologies that address changed work environments and needs, for example informal meeting places and atriums with good daylighting, ventilation and amenities.



Residential buildings should have a fine-grained articulation through porches, balconies and transition zones, particularly when fronting on a street or public pathway.



Office buildings that allow for natural light and ventilation, and include open spaces, provide a more pleasant work environment.

SUSTAINABLE SITE PLANNING

The Diridon Station Area will significantly increase overall sustainability through a mix of uses, high-density buildings, and an urban environment that promotes walking, biking, and transit. Moreover, making sustainable systems and materials visible and comprehensible throughout the Diridon Station Area can contribute to San José's vision of becoming the World Center of Clean Tech Innovation. In accordance with City's policies for green design (refer to San José's Green Vision and Green Building Ordinance), site planning should integrate sustainable practices early in the process. Considerations should expand beyond the scale of a building or a site to the larger context of the district and can include but are not limited to the following strategies:

- Respond to existing and planned context:
  - Integrate and connect to local and on-site natural assets such as streams, large trees, or topography;
  - Connect to built assets such as pedestrian paths, parks, green fingers, trails, and public buildings that are on or near the site;
  - Consider solar orientation and topography for energy and water conservation purposes when siting buildings and new streets.
- Integrate rain and storm water collection, distribution, and retention systems on site, in open spaces, or in the streetscape;
- Consider an area-wide integrated gray water system
- Consider the use of district-based co-generation plants that provide heat and electricity;
- Use pervious materials for paths and parking areas throughout the area to increase rain water infiltration;
- Develop an area-wide street tree and greening plan that uses native or drought-tolerant species to reduce need for irrigation;
- Create an area-wide waste management and reduction program;

- Use building roofs for energy generation or vegetation;
- Provide urban gardening opportunities in residential areas and community parks;
- Explore district or unbundled parking strategies to allow for flexibility in parking needs.

GUIDELINES FOR BUILDINGS

The Diridon Station Area will become a destination within the larger region of Silicon Valley and represent San José a place of technical innovation and a great place to live. Visitors and residents are welcomed by world-class entertainment venues, an abundance of open and recreational spaces, excellent shopping and work places, as well as residential areas that are less than a five-minute walk away from one of the largest transit hubs in Northern California. The new urban districts will extend Downtown San José to the west side of the Guadalupe River and Route 87 with improved east-west connections that are currently impeded by the existing north-south transportation corridors and natural streams. While the land use plan will lay the foundation for the future development envisioned for the Diridon Station Area, it falls to the quality of architecture and open spaces to create a memorable and livable place. To ensure the highest quality that supports the overall intent, more specific building guidelines will need to be developed in the subsequent planning process but the following general building design principles support the vision for the Diridon Station Area.

- Deploy the most up-to-date green design methods and sustainable systems and materials early in the development process in accordance with the City's Green Vision and Green Building Ordinance;
- Make green building methods and systems as much visible as possible by integrating them into the building envelope or in open spaces;
- Encourage a variety of building typologies and architectural

styles that underline the area's contemporary character and its identity as a place of innovation;

- Ensure high-quality architecture and design by selecting the architect and development team through a discriminating and competitive process, for example by conducting a design competition;
- Encourage new building typologies and layouts that reflect changed work environments and life styles, and allow for flexibility of use over time;
- Design all buildings with regards to its context and make them interact with the public realm;
- The main façades of buildings should generally be oriented parallel to public streets or pathways;
- Design all ground floor façades to respond to the pedestrian scale; avoid long stretches of blank walls
- Place the most active functions such as office spaces or customer areas along public streets;
- Design building volumes and façade portions to reflect their varying internal functions;
- Encourage the use of public art above the street level such as pieces that involve cladding elements and skyline delineation;
- Residential units at grade and facing a street should have an elevated ground floor level to provide a transition between the public and private realm;
- Encourage retail frontages to express a distinct personality, engaging the customer and contributing to placemaking;
- At least 60% of the ground floor retail façades should be glazed with clear, untinted glass;
- Prefer long-lasting and low-maintenance façade materials such as metals, glass, brick, engineered wood, concrete and stone. Use light colors for large façade areas;
- On the façades of large buildings, use a balanced mix of materials;

- ~~Encourage building design and technology that minimizes energy consumption and environmental impacts over the building's life cycle;~~
- ~~Encourage maximization of daylighting through skylights, atriums, light baffles, glazed northern façades, and shaded southern façades to reduce reliance on artificial lighting;~~
- ~~Encourage operable windows or double skin façades to allow for natural ventilation;~~
- ~~Use generous roof overhangs and awnings for shading;~~
- ~~In cases where roofs will be visible from above, green roofs or non-reflective materials in neutral colors should be used;~~
- ~~Minimize the visual impact of service areas and garage entrances by locating them in or behind buildings and away from public streets and pathways;~~
- ~~Utility areas and boxes should be located out of sight from public streets and pathways and should be integrated in the overall design;~~
- ~~Integrate a variety of usable open spaces in the building layout;~~
- ~~Investigate opportunities to reuse existing buildings for new development.~~
- ~~The parking garages for large commercial development should be designed to accommodate large event parking.~~

3.3 Public open space

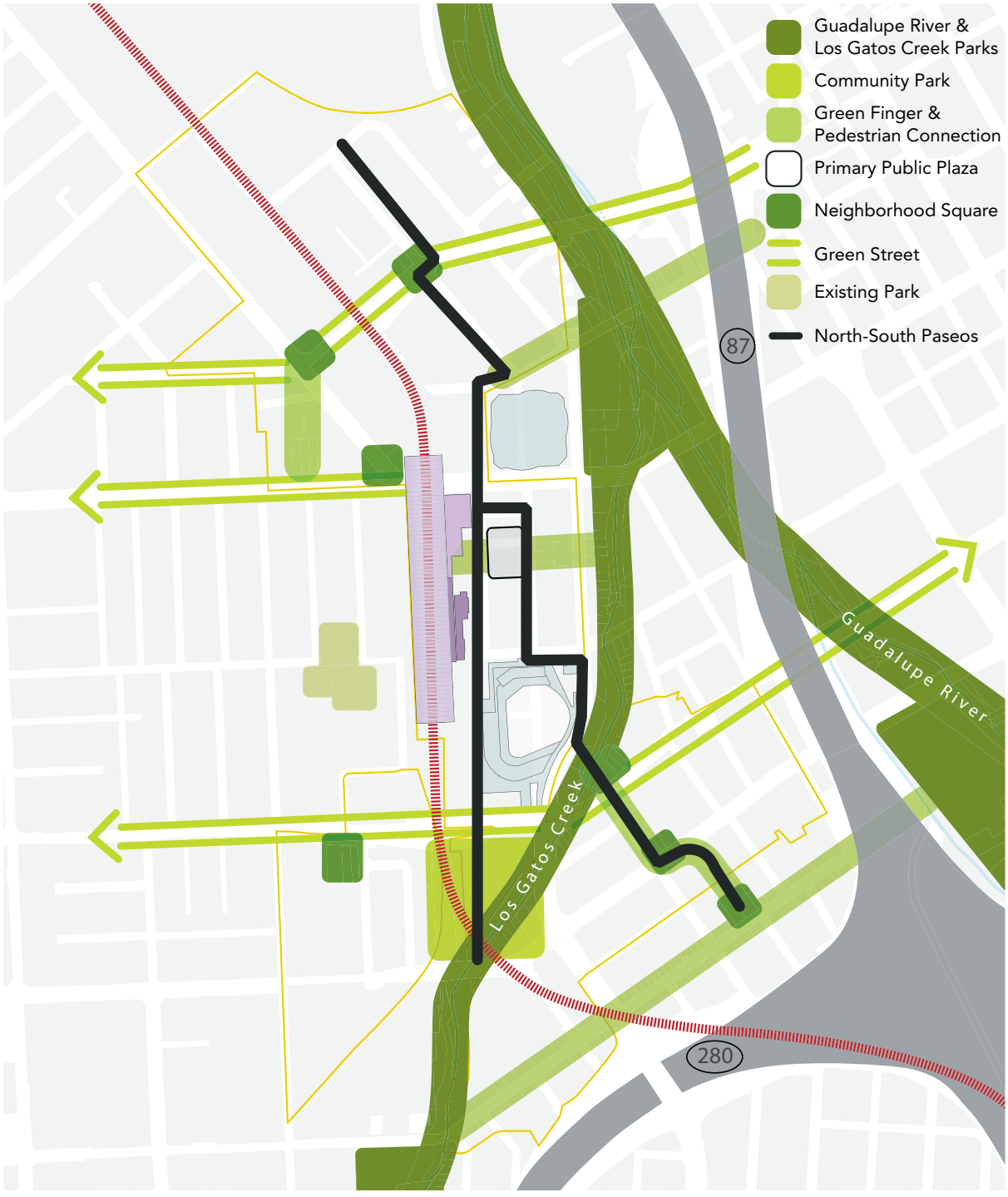
GUIDELINES FOR OPEN SPACE NETWORK

An array of easily-accessible public and private open spaces woven into a network of Green Fingers that connect to the Guadalupe River and Los Gatos Creek trail system is an essential component the Diridon Station Area plan. These spaces and connections are an essential part of a lively community and a balanced distribution of such spaces will provide recreational, educational, sporting, and cultural benefits to residents, visitors, and employees. The plazas, squares, and parks in the Diridon Station Area can both respond to the character and needs of the existing neighborhoods while also serving as the catalyst that spurs new development. By connecting parks, squares, and other open spaces to the existing and planned street network with a consistent system of wayfinding signage and public art, a coherent and highly accessible network of open spaces can be created.

Key open space goals of the Diridon Station Area Plan:

- Develop a variety of open spaces including squares and parks of different size and character that enhance and distinguish the different subareas in the Diridon Station Area including:
    - o A central "Diridon Plaza" with an iconic civic identity for the station and station area;
    - o A community park that emphasizes sporting and recreational activities in the southern residential portion of the Station Area;
    - o Smaller squares and green spaces in the Innovation District and South of Diridon Neighborhoods that reflect the unique character.
- As a transit-rich community, the Diridon Station Area will benefit from a high level of pedestrian connectivity that allows residents, employees and visitors to easily forgo their vehicles while connecting to parts within the Station Area and to Downtown San José with a short walk or bicycle trip:

FIGURE 3-3-1 : PUBLIC OPEN SPACE NETWORK



- Integrate pedestrian routes in the green network to provide connections in addition to streets;
- Give the Green Fingers different character to create a series of distinguishable green pedestrian and bicycle routes that extend into the Station Area and along/from Guadalupe River and Los Gatos Creek;
- ~~Create signature north-south pedestrian paseos that connect Diridon Station to the San José Arena and the Innovation District to the north, as well to the ballpark and the Diridon Neighborhoods to the south;~~
- Create a number of additional pedestrian focused routes that have a high degree of visibility for people traveling to and from Diridon Station and Downtown San José;
- Create a robust and safe bicycle network along station area roads.

- Make squares a focal point of development in each area. Encourage retail and/or residential uses around parks to activate them;
- Visually and physically connect parks and plazas to the Green Fingers to encourage walking and biking;
- Integrate public art throughout the public open space network.



Bioswales retain rain water and reduce the impact on the storm water system. If designed well, they can improve and green the streetscape.



Permeable paving can help to reduce urban runoff while creating a distinctive look.

SUSTAINABILITY/ GREEN DESIGN

- Use of public space network to control urban storm water runoff through the use of bioswales and permeable paving;
- Implement principles of sustainable design including
  - bioswales;
  - permeable paving;
  - educational ecological design;
  - enriched pedestrian spaces and networks;

  - o generous use of trees and other plant material to provide shading and reduce water run-off;
  - o native and drought-tolerant plants.
- Protect the Guadalupe River and Los Gatos Creek watersheds;
- ~~Use vegetation on roofs or other large surfaces to mitigate heat island effects;~~
- Reduce pollution and urban storm water runoff;
- Design according to San José's 2022 Green Vision goals
- Signage should also function as public art and be attractively designed, using clean modern fonts that are highly legible

CONNECTIONS TO GUADALUPE RIVER & LOS GATOS CREEK

The Green Fingers connect the new development of the Diridon Station Area to existing key recreational and pedestrian networks, the Guadalupe River and Los Gatos Creek. They provide residents and employees with connections to these parks and recreation opportunities and help define the emerging character of the station area as a sustainable and green urban community.

The Green Fingers:

- Allow for connections to the trail system along these two waterways to the north and south well beyond the station area;
- Offer alternative pedestrian/bike routes through the station area;
- Provide through-connections that continue to downtown.





Easy-to-read signage helps orientation and contributes to the neighborhood's identity.



In addition to assist wayfinding, signage can also be used to tell the story of the Diridon Station Area.

SIGNAGE



Include a large-scale public art piece with iconic qualities that reflects San José's innovative spirit.



Integrate public art with important station area infrastructure to create a unique identity for the area.



Pedestrian underpasses can be made more pleasant by integrating art and creative lighting.

The Diridon Station Area will be one of the most visited areas in all of San José, with two major event venues and an highly active transit hub. Many of these visitors will be new to the city or only occasional visitors, which is why a clear signage system focused on the destinations within the station area will be essential.

- Signage should direct people to key pedestrian and automobile routes in the station area, and to downtown and adjacent neighborhoods;
- ~~Signage for buildings should have a function to serve as public art and be attractively designed, using modern fonts that are highly legible;~~
- Focus on major attractions in the core area of the district;
- Direct visitors to downtown and its attractions;
- Tie into San José Redevelopment Agency's Downtown Signage Master Plan;
- Implement a system of kiosks, pedestrian route signage, and automobile signage;
- Include a comprehensive signage system for transfers to taxi and shuttle services, and to car share facilities.

PUBLIC ART

The City of San José values public art as a reflection of its creative character. Public art in the Diridon Station Area can enrich the public realm, capturing the changing character of the area and contributing to its visual legibility. As detailed in "At the Crossroads: Diridon Station Area Master Plan" *(refer to Appendix B - References)*, public art will play key role in emphasizing the vision of the Diridon Station Area as a crossroads for innovation, engagement and ecology. Artworks can be commissioned to reinforce the goals of these guidelines and to create landmarks, opportunities for community interaction, and human-scaled places.

The placement of public artworks in the Diridon Station Area will be determined through an area-wide strategy that identifies the best opportunities. Public art projects funded through eligible City of San José capital construction projects will be commissioned for all elements of the station area as detailed in the master plan. Public funds will also be pooled to commission prominent public artworks of area-wide significance. Private developers will be encouraged to voluntarily integrate permanent and temporary public art into communal spaces at their retail, commercial, and residential development projects, or to contribute to public art pooled funds for the creation of significant public artworks.

- Include public art in unexpected places and unexpected ways to infuse Diridon with an element of surprise, playfulness, and whimsey;
- Locate public art to mark key paths of movement (such as trails, corridors, and connections), to highlight major entries (to both the Diridon Station Area as a whole and to specific sub-areas), and to anchor key spaces;
- Commission public artworks that act as "community hearths", stimulating interaction where people of different communities or user groups meet;
- Commission public artworks at a variety of scales
    - Large-scale "City Image" projects that create the "postcard" image that people think of when they think of the Diridon Station Area;
    - Area-scale projects that provide orientation and identity to different sub-areas in the Diridon Station Area; and
    - Neighborhood-scale projects that relate to the way that people work and live in the Diridon Station Area.
- Create "strong spots" and "hot spots" for the placement of temporary public artworks, focused on gathering spaces and pedestrian-oriented experiences, that create a sense of excitement and expectation;



Office buildings in the central zone should be urban in character, with active ground floor uses and small public spaces.



An active major plaza in the central district can help to generate a vibrant 24/7 neighborhood (example: Victory Plaza, Dallas).





Architecture and site layout in the Innovation District should reflect the innovative character of companies and their new work environments.



Higher density residential development can take advantage of the proximity to one of the largest intermodal transit hubs in the Bay Area.

- Locate public art in interstitial places, weaving together zones where different kinds of uses overlap, such as places where parks and schools, businesses and residential areas, or transit and pedestrian areas meet;
- Use public art to enhance the trail system, creating unique artworks at areas where trails meet parks or schools; also include smaller-scaled functional and interpretive art elements along the trail;
- Refer to "At the Crossroads: Diridon Station Area Master Plan" for more detailed recommendations.

DISTRICT CHARACTER

Each district in the Station Area will have a distinct feel and character to its open spaces. Through the use of materials, design and implementation the station area will emerge as three distinct neighborhoods that form a high density and highly desirable transit oriented extension of the downtown.

Central Zone - Destination Diridon

- As the central transit hub of San José and the South Bay, open spaces in the district should be distinguished by a forward thinking and modern design palette that can stand the test of time;
- Elements should be designed and specified for high density use and wear;
- As a front doorstep to the city and the region, materials and furnishings should be of the highest quality and design;
- Public art elements and other design elements should be iconic and unique to the district.

Northern Zone - Innovation District

- Emphasize green technologies and sustainable design in open spaces within this district to reflect its unique character as an incubator of technology and green design;
- Make use of high technology elements (e.g.: LED lighting,

interactive public art elements, etc.) in open spaces that are distinct to the district;

- Emphasize a modern look and feel to open space design and furnishings that also employ sustainable materials and design (sustainably harvested woods, recycled materials, low energy lighting, integrated stormwater management, etc.);
- Consider the creation of a central plaza or open space that reflects the spirit of innovation and that can become a destination in its own right, for example for temporary outdoor exhibitions or events.

Southern Zone - Diridon Neighborhoods

- Emphasize the urban character of this transit-oriented residential neighborhood through compact layout and higher density;
- Give open spaces flexibility in design to allow them to be gathering spaces for the neighborhood and to function as the neighborhoods living room;
- Open spaces in this district should be greener with a greater percentage of softscape than in the other districts;
- Appropriate street width with building heights that create a comfortable sense of enclosure, intimacy, and safety;
- Use building materials, plantings and landscaping that lend a warm urban living environment.

Guidelines for Plazas, Squares, Community Park, & Green Fingers





The primary plaza should be a highly visible and distinct public place that includes unique design features and different zones for a variety of activities (examples: Exchange Square in Manchester, UK, and Schouwburgplein in Rotterdam, NL).

DIRIDON PLAZA

A substantial, iconic plaza centrally located and anchoring the Diridon Station will create an urban living room where workers, residents, and visitors can gather and meet. The design of this central plaza should take into consideration its intended uses, its proximity to Diridon Station, and relationships to other public open spaces and amenities. Its open space, facilities, and landscaping should be able to accommodate large-scale events such as performances or temporary outdoor markets, as well as





A lush tree canopy in the Green Fingers will help mitigate the heat island effect while providing a respite to the higher densities of the new development.



Pedestrian-friendly uses including residential buildings and entrances should line the Green Fingers.



The Green Fingers should include amenities and elements for different activities.

smaller-scale activities that will occur on a more frequent basis, in order to serve as a gathering place for all.

- Provide connections from the plaza to nearby paseos, pathways, the Guadalupe River and Los Gatos Creek, and to downtown.
- Require pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground-floor of surrounding buildings;
- Require such ground floor uses to expand to the park/plaza, for example through café seating or outdoor merchandise displays;
- Provide spaces within the park/plaza that support flexible rather than fixed program elements;
- Provide larger-scaled hardscaped and softscaped areas to accommodate events like concerts, performances, parades, farmers' markets, rallies, and film screenings;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;
- Design for both daytime and evening use;
- Incorporate large-scale public art that has iconic qualities. Also create opportunities for temporary art;
- Typical urban plaza elements that could be integrated into the Diridon Plaza include:
    - Amphitheater seating with shade;
    - Interactive water feature;
    - Major public art element;
    - Special plaza lighting;
    - Display area and stage;
    - Concession stands and rest rooms.

Alternative illustrative concepts for the Diridon Plaza are included in section 2.4 of this report

GREEN FINGERS

A series of Green Fingers extending from the Guadalupe River and Los Gatos Creek into the station area form the backbone of the open space network in the Diridon Station Area and provide pleasant pedestrian and bike friendly connections to the different districts and downtown. Along the green fingers lie a number of neighborhood squares creating a series of focal points for gathering and respite. The Green Fingers are envisioned as wide linear parks of different character that, in addition to creating pedestrian links, provide sustainable design elements to abate urban pollution and run-off. Depending on their location the green fingers will be designed to have a character unique to the district for which they lie.

- Develop different context-based themes for the Green Fingers;
- Provide for generous spaces for walking and bicycling;
- If along an existing road, create an ample separation from traffic;
- Integrate permanent and temporary public art throughout;
- Design in a sustainable manner with permeable paving and water infiltration strategies;
- Use a generous plant palette of trees and other plant material to create a park like environment;
- Provide seating and other opportunities for respite;
- Provide ample pedestrian focused lighting;
- Connect and integrate with neighborhood squares;
- Encourage higher density mixed-use development along the Green Fingers;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground-floor of surrounding buildings or allow for stand-alone small buildings and kiosks in the Green Fingers for such uses;



Use distinctive paving and vegetation to help demarcate the north-south urban paseos.



Line the paseos with ground floor uses including retail, commercial units, and entrances.



Ensure that the design of neighborhood squares matches the character, density and needs of the surrounding area.



Smaller public plazas should be visible form the street and integrated in the block layout. Plenty of seating, greenery, shading, and amenities are essential.



Encourage small public plazas that connect to pedestrian paths throughout the neighborhoods and office campuses.

- Encourage such uses to 'spill out' into and engage the green fingers, for example through café seating or outdoor merchandise displays;
- Establish a distinct character for the Green Fingers based on the neighborhood they are located in;
- Provide a pedestrian focused wayfinding system along the Green Fingers.

~~NORTH-SOUTH URBAN PASEOS~~

~~In addition to the Green Fingers running east-west and along the Guadalupe River and Los Gatos Creek in the station area, two main north-south pedestrian connections between the San José Arena , the Innovation District to the north, the ballpark, and the neighborhoods to the south will be essential in handling the large number of pedestrians that will use the Station area on a daily basis and during events. These pedestrian paseos will connect visitors and residents not only to the two large event venues but to adjacent entertainment and retail opportunities, places of work, and the residential neighborhoods as well. The paseos will represent a signature urban experience in the station area. The two routes, which are shown in Figure 3-3-1 connect with a combination of existing public streets and proposed new streets. The actual route will be dependent on the eventual alignments of new streets in the Station Area.~~

- ~~Paseos should be urban in character allowing for easy and efficient travel by foot;~~
- ~~Encourage higher density mixed-use development along the paseos;~~
- ~~Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés on the ground floor of surrounding buildings;~~

- ~~Encourage such uses to extend to the paseos, for example through café seating or outdoor merchandise displays;~~
- ~~Provide ample pedestrian lighting including a necklace of lights along the length of the paseos to provide safety and identity;~~
- ~~Provide a singular tree canopy along the paseos to mark and distinguish it as passes through the station area;~~
- ~~Provide a pedestrian focused wayfinding system along the paseos.~~



Community gardens bring the community together and support local food growing; they can be located in the community park and/or in other open spaces that are part of the green network.

NEIGHBORHOOD PARKS AND SQUARES

Neighborhood parks and squares that serve as nodes for development and gathering are proposed throughout the Innovation District and the Diridon Neighborhoods. These spaces, though smaller in size than Diridon Plaza, share many of the same elements while emphasizing the distinct character of each neighborhood. A network of local spaces that meet the needs of nearby residents of all ages and offer recreational and leisure space, such as seating, tot-lots, hard- and softscapes, will encourage daytime use and community interaction. Residents who perceive their local parks and squares to be a safe, secure, usable, and well-maintained places will embrace them and use them extensively.





Provide a variety of recreation opportunities in the community park.

- Parks or squares should be connected with the pedestrian network in the Green Fingers and the neighborhoods;
- Parks or squares should be less than one acre in size;
- Encourage higher density mixed-use development along the perimeter of parks and squares;
- Encourage pedestrian-friendly, interactive uses such as retail, restaurants, and cafés for the ground-floor uses of surrounding buildings;



Include abundant seating opportunities throughout squares and parks.



Small kiosks and cafés can attract visitors and contribute to a park's liveliness.

- Encourage such uses to extend to open spaces, for example through café seating or outdoor merchandise displays;
- Parks should face onto public streets or pathways on at least two sides to clearly define them as public space;
- Programming should provide for a variety of uses including zones for children to play and informal areas that allow for various experiences and activities for people of all abilities;
- Public art should be integrated into the design to reinforce a sense of the neighborhood;
- Provide a variety of smaller-scaled seating areas and shade structures for day-to-day use;
- Design for both daytime and evening use;
- Typical park and square elements include:
    - Variety of seating opportunities;
    - A mix of hardscape and softscape elements that respond to the surrounding conditions;
    - Public art elements, ideally designed as a core element of the park or square;
    - Flexible space for gatherings and events;
    - Parks can include small scale community gardens.

COMMUNITY PARK

- A large community park will give the Diridon Station Area a place for more intense sporting and recreational activities, providing a counterpoint to the civic focus of the Diridon Plaza. The park should provide multiple sports fields and substantial community facilities, as well as areas of non-programmed green space for more informal recreational uses. Such a park can serve as a green oasis amid the more urban development in the Diridon Station Area. Since it is meant primarily to serve the Diridon Station Area residents, the community park should be placed closest to residential neighborhoods (refer to Figure 2-1-1 Land Use Plan in Chapter 2);
- Locate the park close to one of the pedestrian/bicycle routes which cross the Diridon Station Area;
- The park should face onto a public street or pathway on at least three and preferably on all four sides;
- Provide secure bicycle parking adjacent to park facilities and throughout the park;
- Street parking should be provided around the park perimeter if feasible and on-site parking should be located near activity nodes;
- Locate larger facilities such as a community center along the edges of the park, and closest to transit connections;
- Orient park facility entrances to a public street or pathway, and integrate facilities' outdoor areas into the park setting;
- Along with rest rooms, provide electrical and water hookups to support a snack bar or café, to permit and encourage longer visits to the park;
- Make the park accessible from all sides and place main entrances along public streets;

- Provide electrical hookups and other infrastructure (for example, wireless internet access) for stage areas to encourage outdoor events;
- Design a pedestrian pathway system that allows for direct connections through the park to all activity areas, and also to the public trail network;
- Include active and informal recreational areas throughout the park;
- Provide trees and shade structures, particularly in picnic areas and by play areas;
- Incorporate public art that reinforces a sense of place and enhances engagement;
- The south-west corner of the park is located below the elevated High Speed Rail tracks. The area below the tracks should be a fully integrated part of the park with uses which are of benefit to the community and compatible with their location.

3.4 Streetscapes

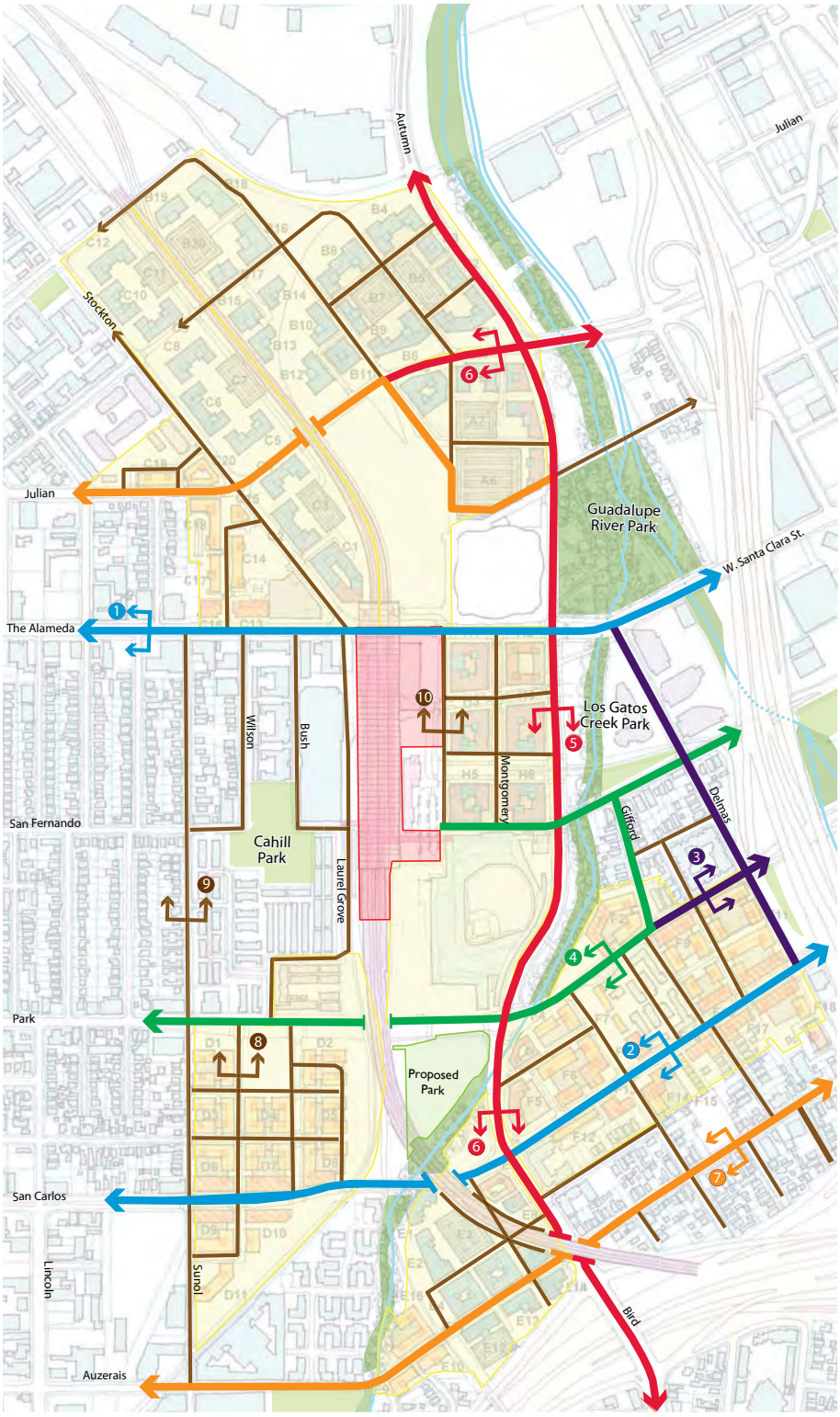
PROPOSED STREET TYPOLOGIES

To ensure a balanced, multimodal transportation network, the Preferred Alternative organizes streets and other transportation facilities according to "typologies." Street typologies are an expansion of functional classifications that consider street context and prioritize certain travel modes and certain types of streets. For example, the Preferred Alternative includes a "Grand Boulevard" street typology, consistent with the City's "Envision San José 2040 General Plan", on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway's adjacent land use, appropriate travel speeds, and the need to accommodate multiple travel modes.

The proposed typologies are intended to provide a network of "complete streets" that accommodates the various users of the streets. By addressing the needs of all uses of the transportation network, complete streets not only improve safety for all users and foster strong communities, but also address climate change, by increasing accessibility and viability of travel modes other than the automobile. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs. The complete streets concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled and seniors.

The following General Plan and Station Area street typology definitions, which incorporate the principles of complete streets, apply to the streets and other facilities that make up the Preferred Alternative circulation network, as shown on Figure 3-4-1. From these street typologies, which are consistent with the City's Envision San José 2040 General Plan, street cross-sections were developed. These cross-sections are identified and illustrated below. It should

FIGURE 3-4-1 : PROPOSED STREET TYPOLOGIES



be noted that these street typologies are somewhat independent of the "Green Fingers" overlay, as any of the street sections shown in this section could be included within a "Green Finger".

GENERAL PLAN STREET TYPOLOGIES

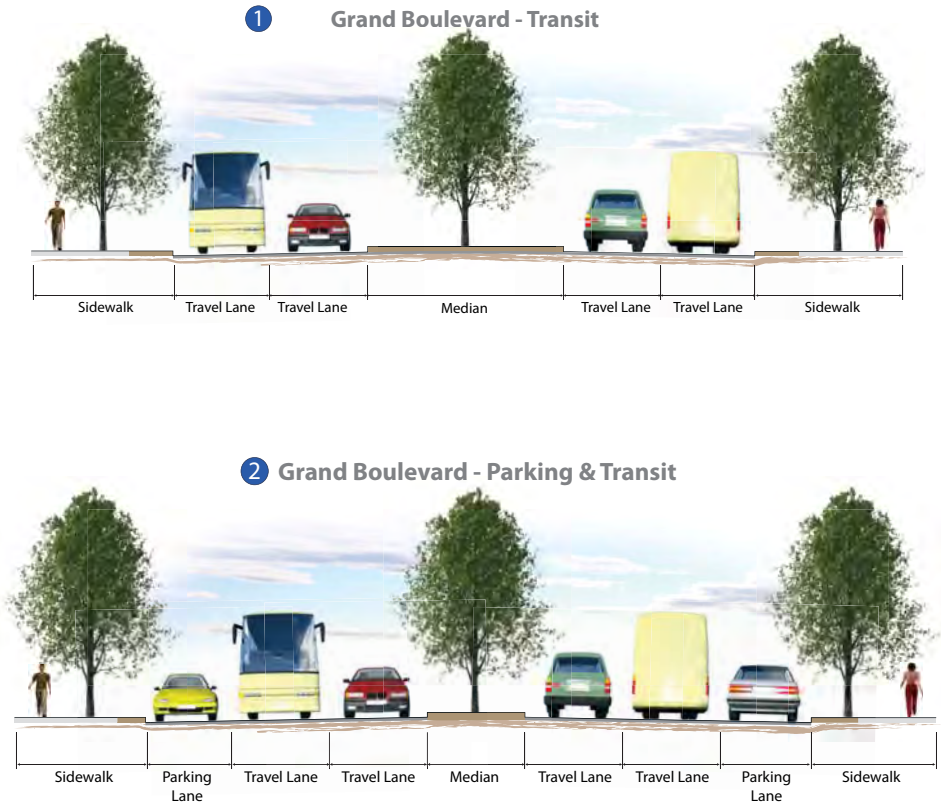
GRAND BOULEVARD

Grand Boulevards serve as major transportation corridors that connect City neighborhoods. In most cases these are primary routes for Valley Transportation Authority (VTA) light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles. Transit service is the primary mode on Grand Boulevards. Signal preemption for transit vehicles, bus stops, and, where appropriate, exclusive transit lanes, will be provided. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but if there are conflicts, transit has priority. Grand Boulevards contribute to the City's overall identity through cohesive design. Within the public right-of-way, special measures could include enhanced landscaping, attractive lighting, and identification banners. These streets can accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with ample sidewalks on both sides, and pedestrian amenities are enhanced around transit stops.

Grand Boulevard features are incorporated into the following General Plan Street Typology cross-sections as seen on the following page (Figure 3-4-2):

1) Grand Boulevard - Bicycle and Transit Street
2) Grand Boulevard - Parking and Transit Street

FIGURE 3-4-2: GRAND BOULEVARDS







Passeig-de-Gracia is one of Barcelona's great boulevards that is a combined a transportation corridor and major shopping street.

MAIN STREET

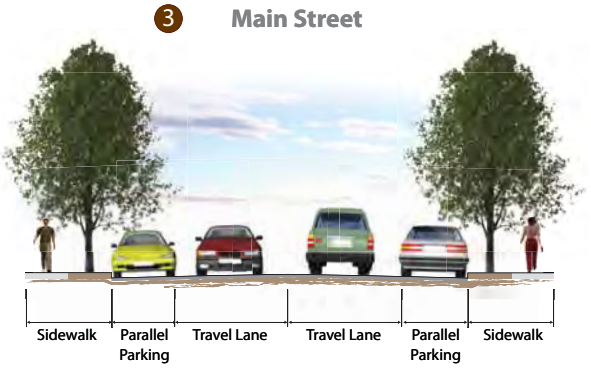
Main Streets are roadways that play an important commercial and social role for the local neighborhood area, supporting retail and service activities that serve the local neighborhood residents, and providing an urban street space for social community gathering and recreational activities.

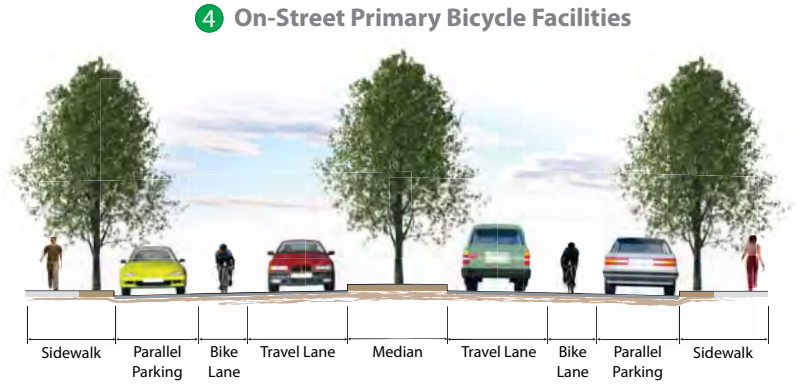
The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, enhanced street crossings, and pedestrian-oriented signage identifying trails and points of interest. Additionally, signals should be timed to minimize pedestrian delay. Pedestrian crossings should have a high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks.

ON-STREET PRIMARY BICYCLE FACILITY

On-Street Primary Bicycle Facilities are either Class II bike lanes or Class III signed bike routes, and are through routes for bicycles, providing continuous access and connections to the local and regional bicycle network. These facilities correspond to the primary bicycle network described in the San José Bike Plan 2020. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, transit and pedestrian traffic are accommodated in the roadway, but if there are conflicts, bicycles and pedestrians have priority. Reduced speed limits and neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated (also refer to the

FIGURE 3-4-3: MAIN STREET AND ON-STREET PRIMARY BICYCLE FACILITIES

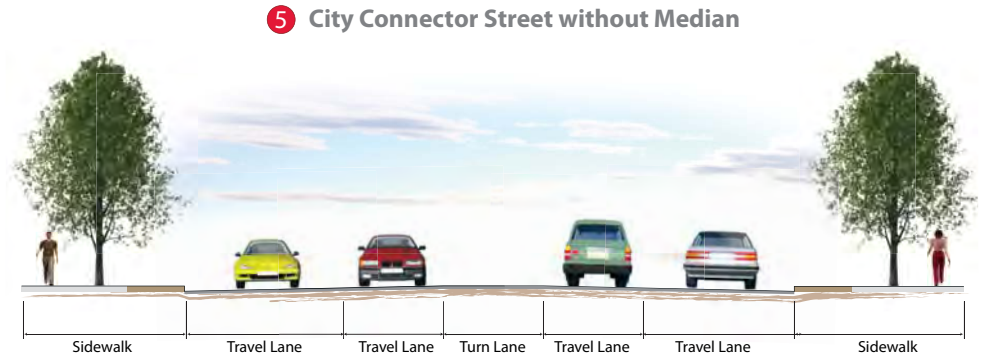




Guidelines for Streetscape Design/On-Street Bicycle Treatments section in this chapter).

Main Street and On-Street Primary Bicycle Facility features are depicted in the General Plan Street Typology cross-sections in Figure 3-4-3:

FIGURE 3-4-4: CITY CONNECTOR STREETS



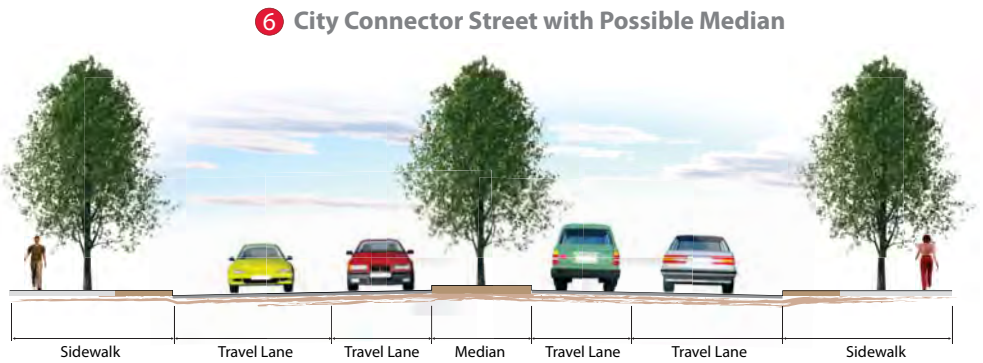
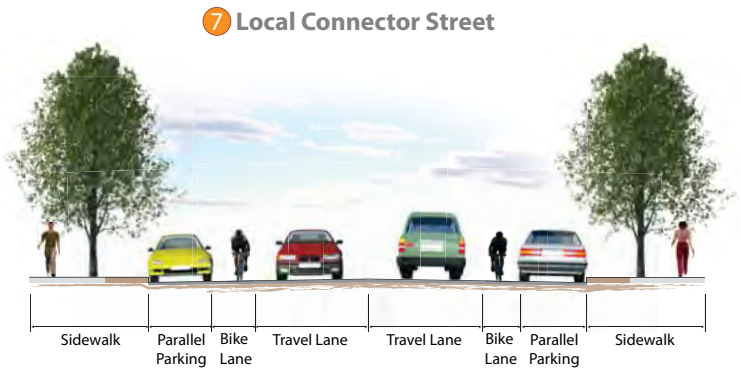


FIGURE 3-4-5: LOCAL CONNECTOR STREET





Separated and colored Class II bike lanes improve visibility and safety for cyclists
(example: New York City)



A Class III bike way is marked with a sharrow to indicate that the street is shared by cyclists and motorized traffic

CITY CONNECTOR STREET

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in this roadway type. Transit use, if any, is incidental. These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City. Pedestrians are accommodated with sidewalks.

LOCAL CONNECTOR STREET

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in the roadway. Transit use, if any, is incidental. These streets have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

City Connector and Local Connector Streets are depicted in the General Plan Street Typology cross-sections in Figures 3-4-4 and 3-4-5.

STATION AREA STREET TYPOLOGIES

The following proposed street typologies, as shown in Figure 3-4-6, are part of the Final Plan for the Diridon Station Area, but are not in the City's Envision San José 2040 General Plan.

RESIDENTIAL STREET

Automobiles, bicycles and trucks are accommodated equally in the roadway. Transit use is rare. These streets accommodate low volumes of local traffic and primarily provide access to property. Through traffic is discouraged. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are accommodated with sidewalks or paths.

BICYCLE BOULEVARD

A bicycle boulevard is a local street in which the two travel lanes are shared by bicycle and motorized vehicles. Parallel parking and sidewalks ensure pedestrian accommodation and the street has a low volume of traffic.

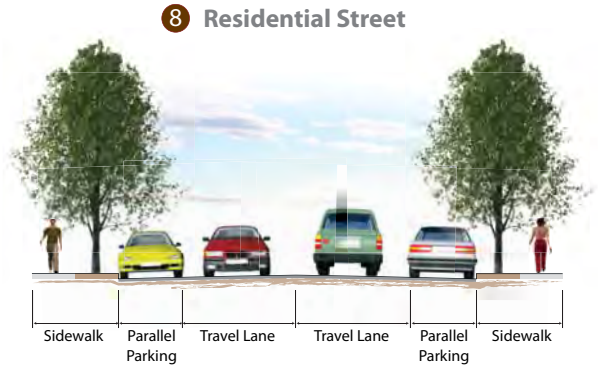
STATION TRANSIT STREET

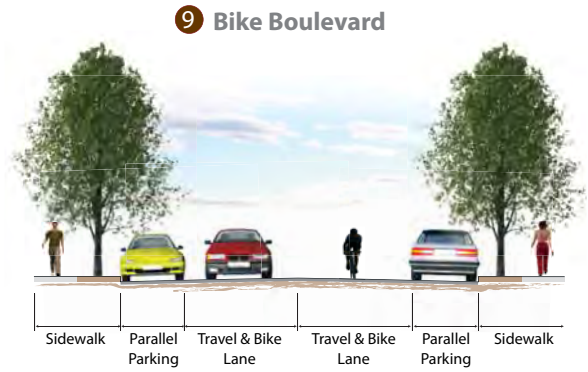
The street which fronts Diridon Station is a Station Transit Street. It is a street for all vehicles with a prioritization for taxis, transit buses and shuttles. Sidewalks are generous in width to provide for comfortable pedestrian access.

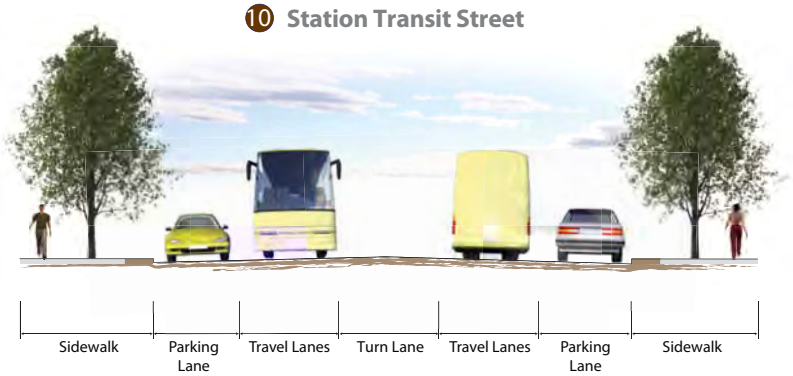
PASEOS

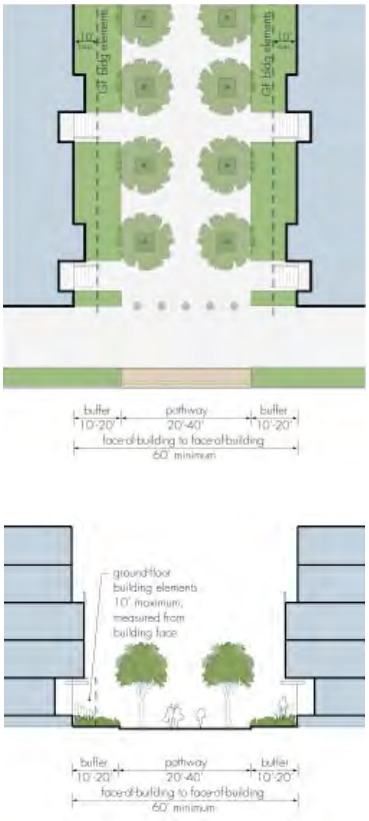
Paseos provide shortcuts that encourage walking and biking by increasing visibility and accessibility between different areas of The Diridon Station Area. In addition to the two main paseos (refer to Figure 3-3-1 and Section 3.3 Public Open Space/North-South

FIGURE 3-4-6: RESIDENTIAL STREET, BICYCLE BOULEVARD AND STATION TRANSIT STREETS









Typical layout and dimensions for paseos.

Urban Paseos), smaller paseos can implemented to increase overall bike and pedestrian connectivity. They can also provide a more shaded experience, increasing pedestrian comfort, particularly in the hot summer months.

- When streets are not feasible, provide paseos for public circulation. When provided in lieu of a new street, paseos should have the same width as a comparable street;
- Connect paseos to pedestrian pathways and public streets, plazas and open spaces; interconnect paseos to form a network;
- Paseos in residential blocks shall be open to the public, but paseos in commercial blocks may in some cases be restricted to tenants and visitors;
- Paseos should have a minimum width of 60 feet from building face to building face. Ground floor building elements that project a maximum of 10 feet from the building face are allowed except in conditions where smaller widths are necessary;
- Visibility should be maintained through each paseo from one end to the other;
- Provide a 20-foot wide clear pathway if a fire lane is required;
- Provide trees, landscaping, street furniture, and pedestrian lighting to create a street environment;
- Develop a consistent palette of street furniture and materials within a given paseo to make the paths recognizable as an interconnected network;
- Use water-permeable surfaces where appropriate. If on-site water retention is intended, encourage the integration of stormwater collection systems such as bioswales and rills;
- Integrate public art as a part of provided amenities and as unique elements to enhance the pedestrian experience. Encourage building owners to incorporate artist designed

elements into façades to create a more unique and identifiable presence.

GUIDELINES FOR STREETSCAPE DESIGN

Streetscape elements can help support and guide people on their way through the Diridon Station Area. Features such as benches, flower planters, bike racks, lighting, public art, signage, and drinking fountains enhance sidewalk areas and provide needed amenities to pedestrians while they are visiting a neighborhood. Pedestrian bulb-outs, mid-crosswalk refuges, and crosswalk pavement changes help make streets with heavy traffic feel more pedestrian-friendly, encouraging walking and transit use.



This pedestrian scramble in London uses special pavement for the crossings.

PEDESTRIAN CROSSINGS

- Use features such as bulb-outs, speed tables, and changes in pavement to improve visibility and pedestrian comfort;
- On wider streets with medians, include mid-crosswalk pedestrian refuges;
- Implement Pedestrian Scramble signal phase on Montgomery/ Santa Clara intersection and as well as other intersections as pedestrian traffic increases;
- Use high visibility stripping or special paving treatments on all major intersections.



Speed tables work to both slow down traffic as well as provide a clear pathway way for pedestrian travel. They can be adopted for both residential and urban conditions.

ON STREET BICYCLE TREATMENTS

- Use colored pavement to demarcate bicycle lanes;
- Where feasible, create a separated bicycle lane to help protect bicyclists from adjacent traffic;
- Use sharrow markings on streets too narrow for Class I or Class II bike lanes but have high bicycle traffic volumes.

Also refer to On-Street Primary Bicycle Facilities in this section.



Provide pedestrian refuges on busy streets throughout the Station Area.



Provide easily-accessible and secure bike parking facilities close to building entrances.







Underpasses can be significantly improved by public art, artificial and natural lighting.

BICYCLE PARKING

- Provide secured bicycle parking at the Diridon Station, the ballpark, and the San José Arena ;
- Ensure that new development includes secured bike parking and showering facilities;
- Provide covered bicycle parking areas in all parking garages;
- Provide for sidewalk bicycle racks throughout the Station Area.

UNDERPASSES

Throughout and directly adjacent to the station area, thirteen underpasses either exist or are proposed. These underpasses connect the station area:

- To downtown under State Route 87;
- To The Alameda and neighborhoods further west under the railroad tracks.

These underpasses are critical links in the connective tissue of the station area. To reduce the disjunction most underpasses cause between neighborhoods it is vitally important to improve both the pedestrian and aesthetic qualities of the existing underpasses and to make sure new underpasses are inviting and safe for pedestrians.

- Provide attractive and effective pedestrian scale lighting;
- Provide generous sidewalks for pedestrians;
- Use public art to improve aesthetics of underpasses
- Make underpasses as short as possible;
- Develop a management plan to clean underpasses on bi-weekly basis including pedestrian sidewalks and adjacent walls.

HIGH SPEED RAIL VIADUCT

If high speed rail is elevated, it would be up to sixty (60) feet above the roadway and create a physical barrier. The design of any viaduct should be carefully considered and meet the highest standards of

design and construction, as it would constitute a dominant element of architecture throughout the station area.

- Create a viaduct that conveys a sense of lightness, using designs that minimize the bulky look of support posts and berms;
- Ensure that the viaduct has an open design with large openings along it's length;
- In areas where the viaduct does not run over ground level tracks, reuse the space for pocket or linear parks, parking garages or lots or, where feasible, building sites. Ensure that the area below the viaduct is improved and maintained as an integral element of the adjoining land and that it is not fenced or neglected;
- Use public art as part of the design of the viaduct.

STREET FURNITURE

- Along primary streets, use a signature palette of street furniture and lighting in each of the station area's districts to help define the Diridon Station Area's identity;
- Integrate public art into planned amenities to create unique and engaging streetscapes;
- Integrate bus shelters into overall streetscape design, placing them away from the street edge when possible;
- In retail areas, utilize street furniture such as benches and planters to enhance the pedestrian realm and soften the street edge.

STREET LIGHTING

- Provide pedestrian-scale lighting on all key streets and pedestrian pathways as well as along the north-south paseos.

SIDEWALKS

- Provide enhanced sidewalk widths on key pedestrian streets;
- In residential areas or along private streets, allow sidewalk areas to have a more vegetated character - along with planting



Attention to detail and materials can enhance the elevated railway structure.



The elevated railway structure can include ground floor uses that activate the street level.

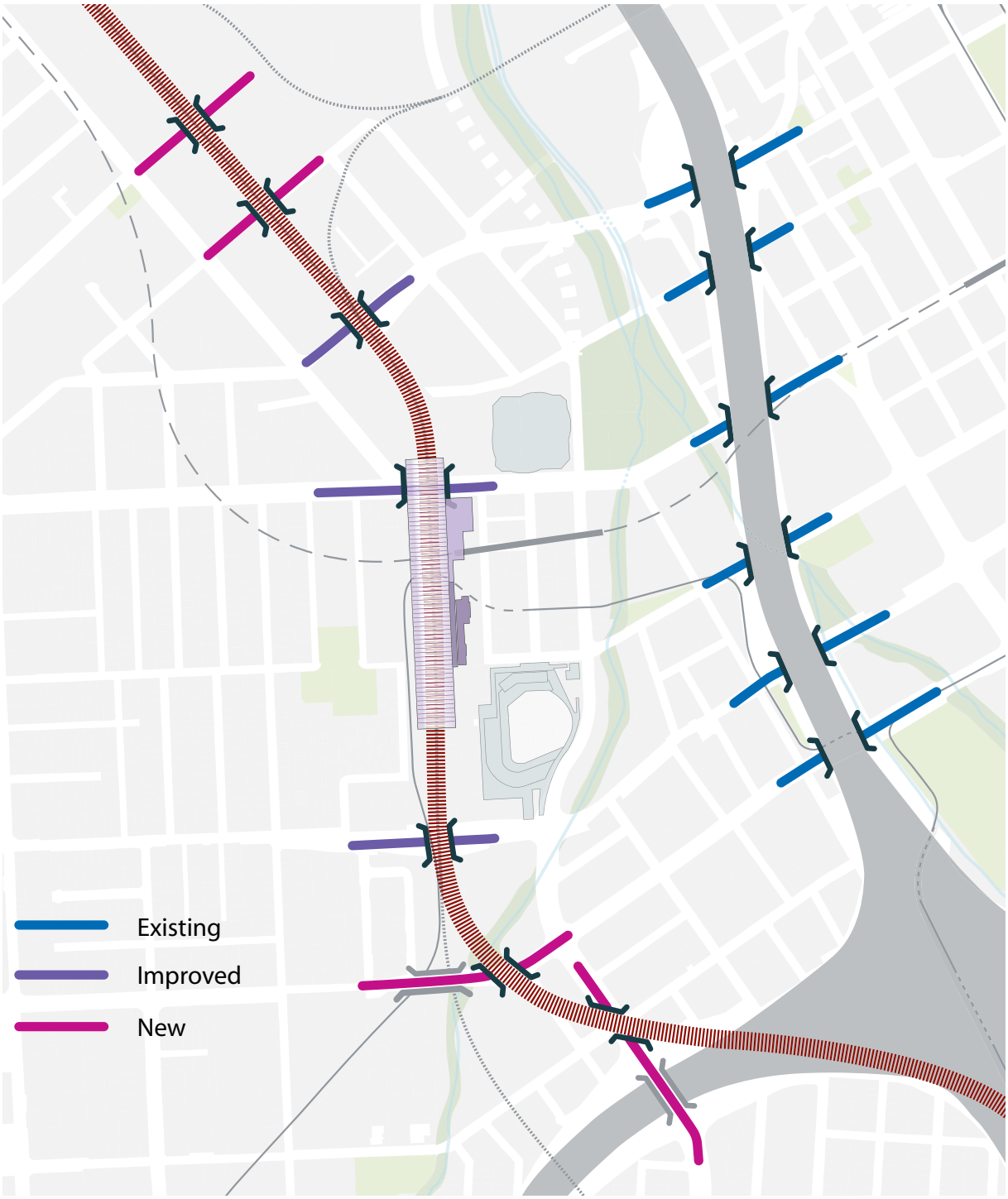


A distinctive palette of street furnishings will help give the districts a distinct identity.



Bus shelters can become distinct and recognizable elements in the streetscape

FIGURE 3-4-7: UNDERPASSES



strips, consider using bioswales for stormwater filtration;

- Consider using permeable pavers or paving on sidewalks.

STREET PARKING

- In retail districts, encourage the use of parallel on-street parking to provide parking for short-term visits (also refer to Section 3.4 Streetscapes: Street Hierarchy and Typologies);
- Consider creative paving options in parking areas; for example, mark parking spots through a change in pavement rather than through striping;
- Consider the use of permeable paving for street parking areas.

TRAFFIC CALMING

- Particularly in residential areas, encourage the implementation of traffic calming measures such as speed humps, traffic circles, and chicanes.

STREET TREES

- Use a diverse palette of climate-appropriate, and when possible, native, trees throughout the Diridon Station Area;
- Create a street tree plan that ensures an unified street tree design throughout the station area's three districts;
- Allow for a more varied palette of trees within residential areas

RAIL ROAD TRACKS AT GRADE

- Provide attractive and protective fencing along rail road tracks;
- Do not allow chain link fencing;
- Provide plantings along public side of railroad tracks.



Provide wider sidewalks with a rich tree canopy on key pedestrian streets.



Residential areas should have a green character and include planting strips and vegetated setbacks.



Permeable paving for street parking strips reduces rain water run-off.



Fences can include decorative elements or public art.

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE (1) APPROVING THE "SAN JOSE DOWNTOWN DESIGN GUIDELINES AND STANDARDS" TO REPLACE THE 2004 "DOWNTOWN DESIGN GUIDELINES" FOR PROJECTS GENERALLY LOCATED IN DOWNTOWN AND (2) DELEGATING AUTHORITY TO THE DIRECTOR OF PLANNING, BUILDING, AND CODE ENFORCEMENT TO MAKE MINOR UPDATES, CLARIFICATIONS, CORRECTIONS, OR TECHNICAL CHANGES TO THE TEXT AND DIAGRAMS OF THE "SAN JOSE DOWNTOWN DESIGN GUIDELINES AND STANDARDS"

File Nos. PP19-018 and GP19-001

WHEREAS, on June 29, 2004, by Resolution No. 72254, the Council of the City of San José, a municipal corporation ("City"), adopted design objectives for the Downtown area entitled the "Downtown Design Guidelines" (referred to as "2004 Downtown Design Guidelines"), an urban design document; and

WHEREAS, the existing 2004 Downtown Design Guidelines are used for reviewing proposed development projects in Downtown;

WHEREAS, updating the various City design guidelines was identified as Council Priority No. 20 on October 27, 2017; and

WHEREAS, City staff held several focus group meetings and two community meetings and engaged several stakeholders, including Downtown residents and business owners, developers, architects, SPUR, San José Downtown Association, Santa Clara Valley Transportation Authority, San Jose State University, and Preservation Action Council of San Jose to receive comments on the proposed updated design guidelines in May 2018 to January 2019; and

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

WHEREAS, the City of San José has prepared new design guidelines entitled "San José Downtown Design Guidelines and Standards" to replace the 2004 Downtown Design Guidelines; and

WHEREAS, many of the urban design principles and guidelines found in the 2004 Downtown Design Guidelines have been updated and incorporated into the new San José Downtown Design Guidelines and Standards; and

WHEREAS, the new San José Downtown Design Guidelines and Standards include guidelines and standards relating to site, building and pedestrian level, including site frontages, building mass, lighting, block structure, building placement, private and public open space, vehicle and bicycle parking location, skyline, street wall, façade, windows and glazing, public art in private development, and others; and

WHEREAS, the new San José Downtown Design Guidelines and Standards set forth "guidelines" describing best practices and "standards" which are minimum requirements each proposed project located in the guidelines boundary must meet; and

WHEREAS, the new San José Downtown Design Guidelines and Standards will implement the General Plan Destination Downtown Major Strategy and several goals and policies related to Downtown Design as further described in the staff memorandum; and

WHEREAS, an associated City-initiated General Plan Amendment to modify "Chapter 3. Final Plan Design Guidelines" of the 2014 Diridon Station Area Plan was required as part of the update of the design guidelines; and

WHEREAS, on November 7, 2018 and December 12, 2018, the Planning Commission

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

for the City of San Jose ("Planning Commission") held Study Sessions to review the proposed San José Downtown Design Guidelines and Standards; and

WHEREAS, on February 6, 2019 and March 6, 2019, the Historic Landmarks Commission for the City of San Jose (HLC) held Study Sessions to review the historic sections of the proposed San José Downtown Design Guidelines and Standards; and

WHEREAS, the Planning Commission conducted a hearing to review and consider the proposed San José Downtown Design Guidelines and Standards on March 27, 2019, notice of which was duly given; and

WHEREAS, at said hearing, the Planning Commission gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, the Planning Commission made a recommendation to the City Council respecting said matter based on the evidence and testimony; and

WHEREAS, this City Council conducted a hearing to review and consider the proposed San José Downtown Design Guidelines and Standards, notice of which was duly given; and

WHEREAS, at said hearing, this City Council gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, this City Council received and considered the reports and recommendations of the City's Planning Commission and City's Director of Planning, Building and Code Enforcement; and

WHEREAS, said public hearing before the City Council was conducted in all respects as

DRAFT – Contact the Office of the City Clerk at (408) 535-1260 or CityClerk@sanjoseca.gov for final document.

required by the San José Municipal Code and the rules of this City Council;

WHEREAS, prior to making its determination on this Resolution, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041), Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 77617), and Addenda thereto;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

1. The above recitals are incorporated herein as findings for approval of the new San José Downtown Design Guidelines and Standards.

2. The San José Downtown Design Guidelines and Standards, attached hereto as Exhibit "A", are hereby adopted and fully replaces the 2004 Downtown Design Guidelines. The 2004 Downtown Design Guidelines will continue to apply to all applicable projects that are not subject to the new San José Downtown Design Guidelines and Standards.

3. The Director of Planning, Building, and Code Enforcement is delegated the authority to administratively update and/or revise San José Downtown Design Guidelines and Standards provided the update and/or revisions are limited to making minor clarifications, corrections, or technical changes to the text and diagrams. All administrative updates and revisions shall be immediately published on the Planning, Building, and Code Enforcement webpage.

4. This Resolution shall become effective on the same date the associated General Plan Amendments (Amendment to modify Chapter 3 of Diridon Station Area Plan) are effective for File No. GP19-001 adopted by the City Council by separate resolution on April 23, 2019.

//

//

DRAFT

ADOPTED this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

DRAFT

Exhibit "A"
San José Downtown Design Guidelines and Standards

DRAFT

PLACEHOLDER PAGE
REMOVE THIS PAGE AND INSERT
San José Downtown Design Guidelines and Standards
Doc # _____

DRAFT

SAN JOSE DOWNTOWN

DESIGN GUIDELINES AND STANDARDS

MARCH 18, 2019 DRAFT



City of San José
Adopted by City Council: x.x.x

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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SAN JOSE DOWNTOWN

DESIGN GUIDELINES AND STANDARDS

MARCH 18, 2019 DRAFT

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1.0
INTRODUCTION

1.1 Background and Applicability
1.2 Purpose
1.3 Values and Guiding Principles
1.4 How to use the Guidelines

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1.1 Background and Applicability

San José's Downtown is the largest urban center in Silicon Valley and is a unique place to work, live, and play. Downtown is a center of business, culture, history, living, entertainment, and transportation. This area is rapidly developing and affords opportunities to develop great civic spaces and for *placemaking* that will further define San José as the capital of Silicon Valley.

Downtown's urban design constraints are also unique. These include:

- A low airport flight path that limits building height
- A high groundwater table that favors placement of parking and other basement utilities above ground.
- Nearby highways that provide access yet also limit and divide the area.

The San José Downtown Design Guidelines and Standards (referred to in the document as the Downtown Design Guidelines or the Design Guidelines) provide guidance for the form and design of buildings in Downtown, their appearance in the larger cityscape, and their interface with the street level *Public Realm*. The Design Guidelines document defines the design objectives for the elements that determine the image of Downtown and refines the concepts of other plans, translating them into an operational document that increases predictability for developers and their architects for development in Downtown.

APPLICABILITY

The proposed General Plan Amendment and Downtown Design Guidelines are effective thirty (30) days after approval by the City Council ("Effective Date"). Any Universal Planning application submitted after the Effective Date for a new permit or permit amendment is required to comply with the Downtown Design Guidelines. The San José Downtown Design Guidelines and Standards fully replace the 2004 Downtown Design Guidelines.

ADDITIONAL DOCUMENTS TO CONSULT

There are additional expectations for development in some areas of Downtown. Refer to the specific area document for more information, listed below. All of these documents can be found at www.sanjoseca.gov/planning.

- ☐ Downtown Street and Pedestrian Lighting Master Plan
- ☐ Diridon Station Area Plan
- ☐ Market Almaden Neighborhood Improvement Plan
- ☐ Downtown San José Historic District Design Guidelines
- ☐ St. James Square Historic District Design Guidelines
- ☐ Public Art NEXT! San José's New Public Art Master Plan
- ☐ Downtown Next! A Public Art Focus Plan for Downtown San José
- ☐ Draft Diridon Station Area Art Master Plan
- ☐ Cultural Connection: City of San José's Cultural Plan
- ☐ San José Complete Streets Design Standards and Guidelines
- ☐ San José Green Stormwater Infrastructure Plan (2019)
- ☐ Chapter 20.70 - Downtown Regulations of the San José Municipal Code

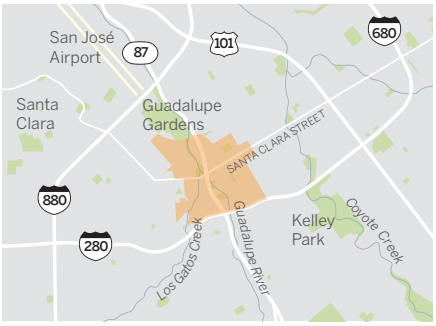
DESIGN GUIDELINES SCOPE

The San José Downtown Design Guidelines and Standards provide guidance for the site planning, access and design, form, and design of buildings in Downtown, their appearance in the larger cityscape, and their interface with the *Pedestrian Level*. The Design Guidelines define the design objectives for the elements that determine the image of the general area of Downtown, translating them into an operational document that increases predictability for various stakeholders.

The Design Guidelines document includes design guidelines for buildings adjacent to historic buildings but does not include guidelines for rehabilitation or modifications to historic buildings or adaptive reuse of historic buildings. Furthermore, the Design Guidelines do not update or change the 1989 Saint James Square Historic District Design Guidelines, the 2003 Downtown San José Historic District Guidelines, the 2004 Downtown Historic Design Guidelines, or any other applicable historic review guidelines and standards. These existing historic guidelines will remain in use as applicable until the City update those documents.

DIRIDON STATION AREA PLAN UPDATE

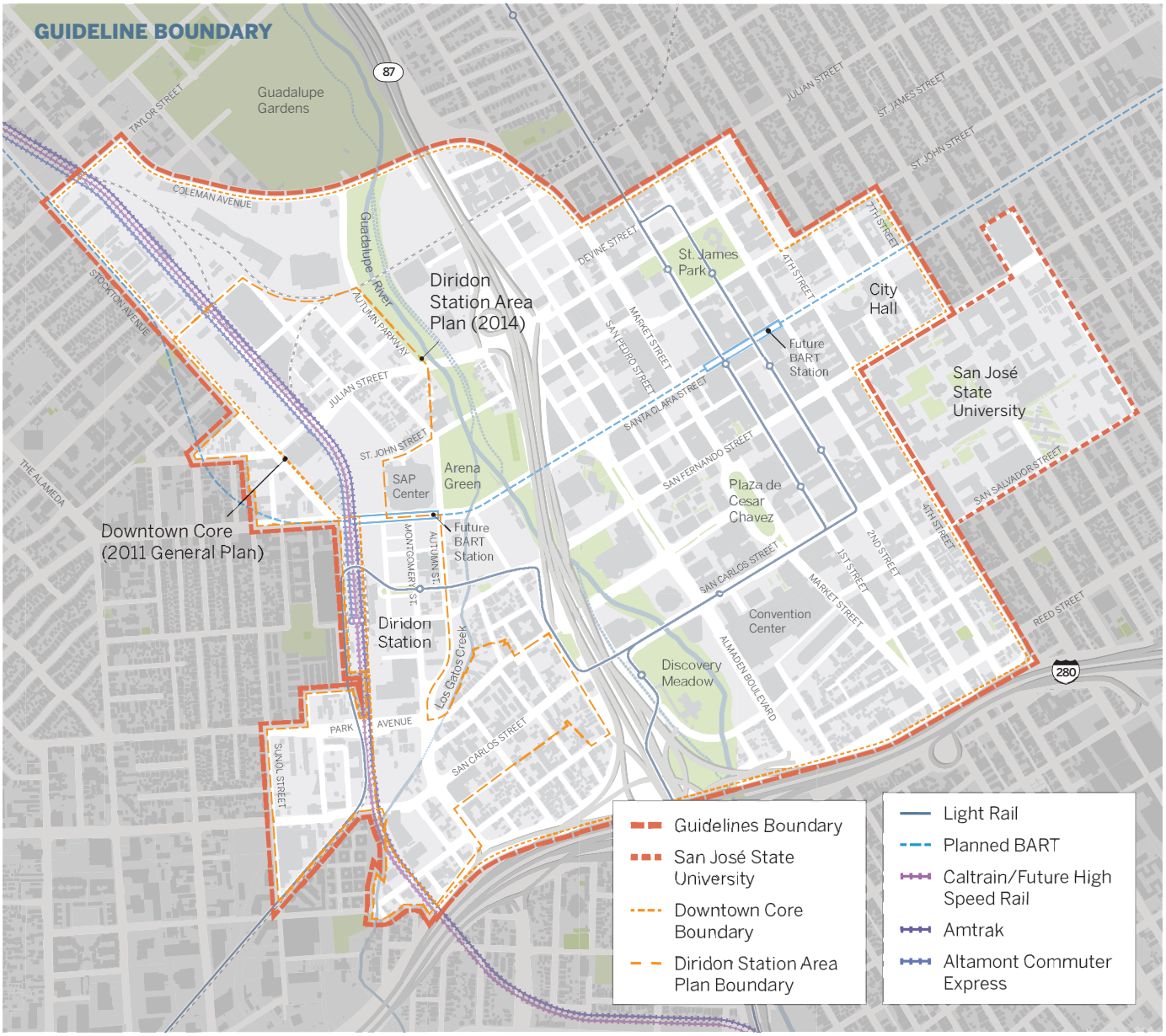
The Diridon Station Area is envisioned as a vibrant and critical component of the overall Downtown. At the time of approval by the Planning Commission and City Council of the Downtown Design Guidelines, Planning staff was also in the beginning stage of updating the Diridon Station Area Plan (DSAP). As part of this DSAP update process, new design solutions could be identified and adopted that may take alternate approaches to achieve common goals for the Diridon area. This may result in proposed new standards and guidelines which, if approved, could supersede the Downtown Design Guidelines as they apply to the Diridon Station Area.



Downtown Context

GUIDELINES BOUNDARY

The proposed Downtown Design Guidelines apply generally to the General Plan Downtown Growth Area and the Diridon Station Area Plan Area (See Figure 1 for Guidelines Boundary). The area is generally bounded in the south by Highway 280, on the north by Coleman Avenue, on the west by Diridon Station, and on the east by San José State University. While the San José State University (SJSU) campus is not within the boundary of the Downtown Growth Area, SJSU contributes significantly to the vitality of Downtown and is part of its larger context. Therefore, SJSU is included within the proposed Design Guidelines boundary.



1.2 Purpose

AN IMPLEMENTATION TOOL

The vision for the future of Downtown San José has come from a variety of plans and public involvement over multiple years. Implementing the vision will require both public and private investment and action, and the Downtown Design Guidelines document is a tool to help achieve the vision.

Many key elements of Downtown will be governed by other documents and public investments and actions. The Design Guidelines, in coordination with other plans, work toward the vision with specific requirements and clear direction for **new buildings** and **major exterior modification to existing buildings**. The Downtown Design Guidelines are intended to guide buildings toward design excellence, sustainable urbanism, and a sense of place that is unique to San José.



DESIGN EXCELLENCE

An inviting *Public Realm* forms the setting for *Public Life* - of strolling, shopping, civic celebration, and activism. Memorable buildings, pedestrian *paseos*, *Public Spaces* and the social and physical environment in which to enjoy them form the backbone of a livable community. As a regional job, entertainment, and cultural destination, Downtown San José is the South Bay region's primary and most intensive employment center, providing a distinctive work environment for large and small companies at high densities that generates business development and contributes to the City's culture of innovation. Urban areas such as this require thoughtful design, and Downtown's high design quality will support these elements of *Public Life* and economic health.

"Sensing You" by Dan Corson; photo by Adrien Le Biavant



SUSTAINABLE URBANISM

Downtown San José includes unique and growing residential neighborhoods with convenient access to urban activities and amenities, inviting families, young professionals, empty-nesters, youth, and elderly to live Downtown. Development in Downtown San José is urban, compact, and resource efficient, with historic architecture side by side with contemporary high-rise development. Sustainable transportation works well in this pedestrian-oriented environment, with facilities to support walking, bicycling, and transit use, and with vehicles carefully managed. For long trips, public transit is the mode of choice, providing an advantage in accessibility to the region, moving past vehicle dependence. These factors require good design to create a vital, resilient urban area with environmental and economic sustainability.



SENSE OF PLACE

Downtown is San Jose's largest and most vibrant urban center for living, working and entertaining and the center of the City's arts, entertainment, culinary, and professional sports activities. Downtown has a vitality that makes it "home" to all of San Jose's citizens, workers, and visitors. It is the symbolic, economic, and cultural heart of San José and the cultural center of Silicon Valley. With the South Bay's largest and most intensive concentration of civic and cultural facilities, including San José State University, the largest university library building in the western United States, and world-class performing arts institutions, Downtown contributes to the City's positive identity and establishes San José's prominent place in the region. High-quality buildings and urban spaces will knit these facilities and activities together into a unified and welcoming place for all.

1.3 Values and Guiding Principles

The Values and Guiding Principles have guided the creation of the Design Guidelines and provide the rationale for their guidance of Downtown development. They flow from the values and principles expressed by the community and City in previous San José plans as well as from community outreach. Plans consulted include (but were not limited to):

- Envision San José 2040 General Plan (2011)
- Greater Downtown Strategy for Development
- Diridon Station Area Plan (2014)
- Downtown Design Guidelines (2004)
- St. James Square Historic District Guidelines (1989)
- Downtown Streetscape Master Plan (2003)
- Guadalupe River Park & Gardens Urban Design Guidelines (2003)

The Design Guidelines are intended to help Downtown realize its greatest potential as a livable, pedestrian-oriented, sustainable City core.

PROSPERITY	ENHANCE THE LOCAL, CITY, AND REGIONAL ECONOMY.
Innovate and Support Creativity	Encourage innovation in a built environment that supports the flexibility to enable creativity and innovation, public art, and cultural engagement.
Promote High Quality Architecture	Create an attractive and functional urban environment through the positive addition of each new building or exterior modification of a non-historic building.
Focus on the Ground Floor	Promote a diverse, active, and attractive pedestrian environment at the ground level including flexible, multi-purpose spaces suitable for arts as well as commercial and residential uses.
Mix Uses and Activities	Enable positive interaction between a diverse and fine-grained mix of uses.
HEALTH	**PROMOTE HUMAN AND ENVIRONMENTAL HEALTH.**
Design for Sustainability	Use new development to make the area more environmentally and economically sustainable through building quality and multimodal connectivity.
Put People First	Promote health and activity with safe, attractive, functional, and comfortable urban spaces and buildings.
Create Connection and Accessibility	Use new development to enhance individual health through Downtown's multimodal accessibility and enhance pedestrian and bicycle connectivity.
Generate Resilience	Create a physical infrastructure that enables human, economic, environmental, and social resilience.
IDENTITY AND HISTORY	**ACCENTUATE THE AREA'S UNIQUE CHARACTER AND CULTURE.**
Create Legibility	Promote Downtown as a cohesive and unified district with citywide and regional importance while celebrating unique sub-areas and using public art as a *placemaking* method.
Create a Memorable Destination	Build on Downtown's unique strengths as the cultural, artistic, and creative center of the South Bay and support residents' active, personal participation in arts and culture.
Be Authentic to San José	Build upon the cultural, historic, and environmental characteristics of San José.
Welcome All of San José	Strengthen the area as a center for the City and the region, for people of all abilities, ages, genders, and income levels.

VALUE
Guiding Principle

1.4 How To Use the Guidelines

DESIGN GUIDELINES STRUCTURE

The Design Guidelines document is organized into five chapters and an appendix:

Chapter 1 – Introduction lays out how to use the Design Guidelines, includes the Design Guidelines boundary, and has sections for Purpose, Values and Guiding Principles. The Values and Guiding Principles have guided the creation of the document. They flow from the values and principles expressed by the community and City in previous San José plans as well as from community outreach for this project.

Chapter 2 – Framework Plans identifies several different characteristics of Downtown that create guidance for a development project. The Framework Plans assign characteristics to various streets, blocks, and parcels in Downtown. These characteristics affect the treatment of urban design elements in Chapters 3-5.

Chapter 3 – Site discusses the arrangement of activities on the site, primarily in relation to the adjacent public space.

Chapter 4 – Building discusses architecture, including issues of massing at the lower and upper levels and design of *facades*.

Framework Plan	Site Characteristic
1	Image-Defining Frontage
1	Gateway Site
2	Primary Addressing Street
2	SoFA Addressing Street
2	Secondary Addressing Street
2	Paseo
2	Urban Park/Plaza Frontage
2	Open Space Frontage
2	Transit Gateway
2	Pedestrian and Bicycle Gateway
3	Within a Historic or Landmark District
3 4	Adjacent to a Historic Building or Civic Icon building
5	Natural or Urban View Corridor
6	Lighting Gateway
6	Enhanced Lighting Corridor
7	Special Block Size Zone

Chapter 5 – Pedestrian Level discusses the building's interaction with sidewalks, *paseos*, or open space. Issues such as *transparency*, types of access, and service are essential to this topic, appropriate in approximately the lowest 20 feet of the building.

Appendix include a glossary, skyline studies, paseo precedents studies, and a resources and references section.

GUIDELINE STRUCTURE

Guideline title starts with a number and is typically limited to one subject.

Value corresponds this section to one of the values in the Introduction Chapter.

Statement summarizes the intent of the guideline in one sentence.

Rationale describes the design principle addressed in the guideline and the reason for its importance.

Guidelines describe best practices, are typically qualitative and serve as overarching design guidance. Proposed projects located in the Design Guidelines boundary (Section 1.1) must be in substantial conformance to the intent of the guidelines contained in the document.

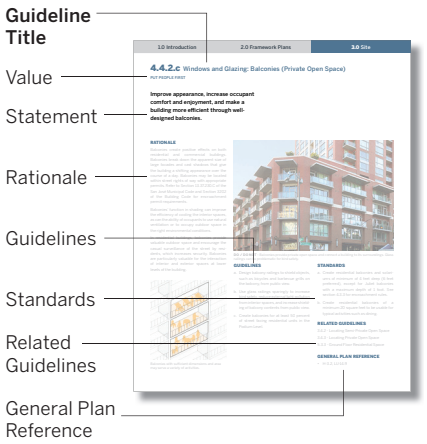
Standards provide design guidance that is numeric and verifiable. Proposed projects located in the Design Guidelines boundary must meet the minimum standards set forth in the document. ***Standards are binding and considered City of San José policies***.

General Plan Reference provides references to sections of the San José General Plan that cover related topics and requirements.

Related Guidelines lists similar guidelines or standards within the Design Guidelines. For example, there are guidelines regarding the location of *paseos* in Chapter 3 - Site and the design of *paseos* in Chapter 5 - Pedestrian Level. The references to related guidelines make it easier for users to navigate through the Design Guidelines.

EXCEPTIONS TO THE STANDARDS

The Design Guidelines include an exception process. A project applicant may request an exception to the design standards contained in the Design Guidelines. The request must be made in writing as part of the Planning application for the proposed project. The application for an exception must contain detailed information on the design standard



that is requested to be waived; how the physical constraints and unique situations of the project site make it infeasible to comply with the design standard; how the proposed project meets the design standard at issue to the extent feasible; and how the request meets each exception requirements. The decision-maker would need to consider the request and information provided and make certain findings to either approve or deny the request.

STEPS FOR USING THE GUIDELINES

Step 1. Framework Plans

First, consult the **Framework Plans** in Chapter 2 to find the location of the development parcel to determine characteristics that will affect building design. For example, if the parcel is adjacent to a View Corridor in Framework Plan 5, the rules for block sizes and pedestrian bridges (Sections 3.2.1 and 4.4.8) are different than these rules for other parcels.

Step 2. Guidelines

Next, consult **Chapters 3 - 5** to determine the guidelines and standards for the property related to the Site, *Skyline Level*, *Podium Level*, and *Pedestrian Level*.

Note: Diagrams and photos in the Design Guidelines are for illustrative purposes. Proposing a similar design would not guarantee City acceptance. Image and diagram captions are explanatory only and are not Guidelines or Standards.

Measurements are straight line distance unless otherwise noted.



2.0
FRAMEWORK PLANS

2.1 Prominent Sites and Frontages
2.2 Podium Level and Pedestrian Level
2.3 Historic Sites and Districts
2.4 Civic Icon Buildings
2.5 Street Level View Corridors
2.6 Special Lighting
2.7 Block Structure

2.1 Prominent Sites and Frontages

The Framework Plans in this chapter identify characteristics of development sites that have specific guideline requirements in addition to the requirements for all parcels.

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it:

1. Has an **Image-Defining Frontage**
2. Is a **Gateway Site**

This will affect its treatment in the **Relevant Guidelines** (see below) in chapters 3 - 5.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

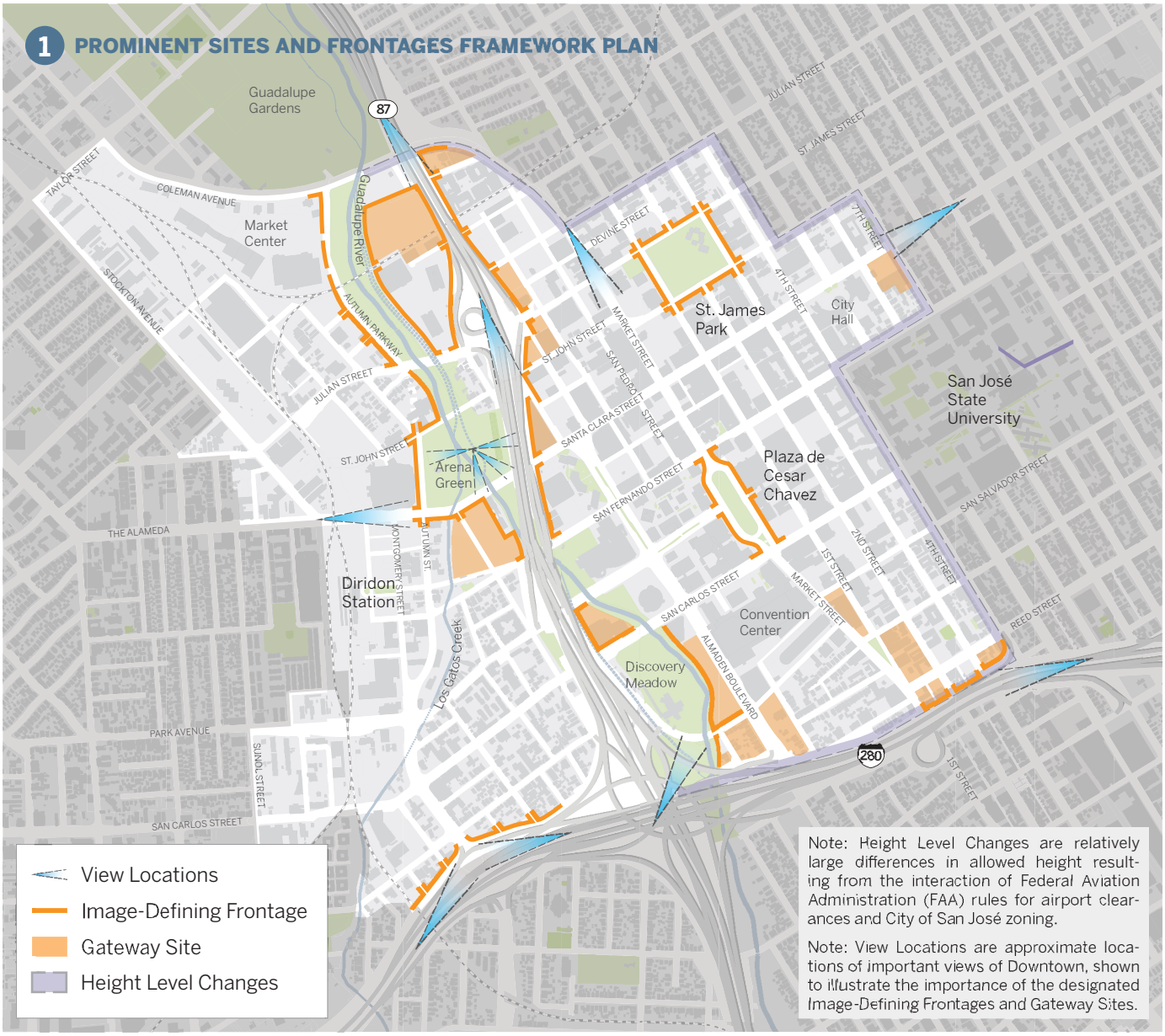
4.2.1 - Form, Proportion, and Organizing Idea

4.3.2 - Skyline Level Massing (Above 70')

4.4.1 - Facade Pattern and Articulation

4.4.3 - Materials and Colors

4.4.6 - Parking Garages





The Downtown skyline has a mesa shape due to height limits *(Photo © Google)*

RATIONALE

The skyline and highly visible building *facades* create the first impression of Downtown from other locations within San José and beyond. The skyline is also visible inside Downtown from certain vantage points.

The skyline is shaped by many factors, but one of the foremost is the limitation of building height by the Mineta-San José International Airport, located north of Downtown. This limit, in combination with zoning height standards, has created a "mesa" (table) shaped skyline, with most buildings at similar heights.

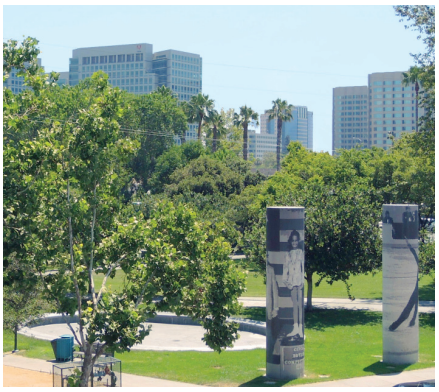
Among the most memorable skyline views are from parks such as Arena Green, from and along the highways that pass through and adjacent to the site, and from some major streets, such as the Alameda.

PROMINENT LOCATIONS

Due to the flat shape of the skyline and limited view locations, some sites have more impact on the Downtown skyline. From an analysis of this pattern (see Appendix A.2.1), the derived *Gateway Sites* and *Image-Defining Frontages* are shown in the plan at left. Buildings on these sites will have a large impact on the image of the City. For this reason, their design receives special attention in the Design Guidelines in the following chapters.







The simulation above left shows the importance of development on *Gateway Sites* and *Image-Defining Frontages* to the first impression of Downtown while entering from the north on Highway 87 *(Photo © Google)*. The simulated view at bottom left from the Highway 87 ramp looking northeast toward Downtown demonstrates the visual prominence of the *Gateway Sites (Photo © Google). Note: both images show massing simulations and do not represent actual building designs.*

Above, local open spaces like Arena Green provide views of the skyline.

2.2 Podium Level and Pedestrian Level

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it is adjacent to a:

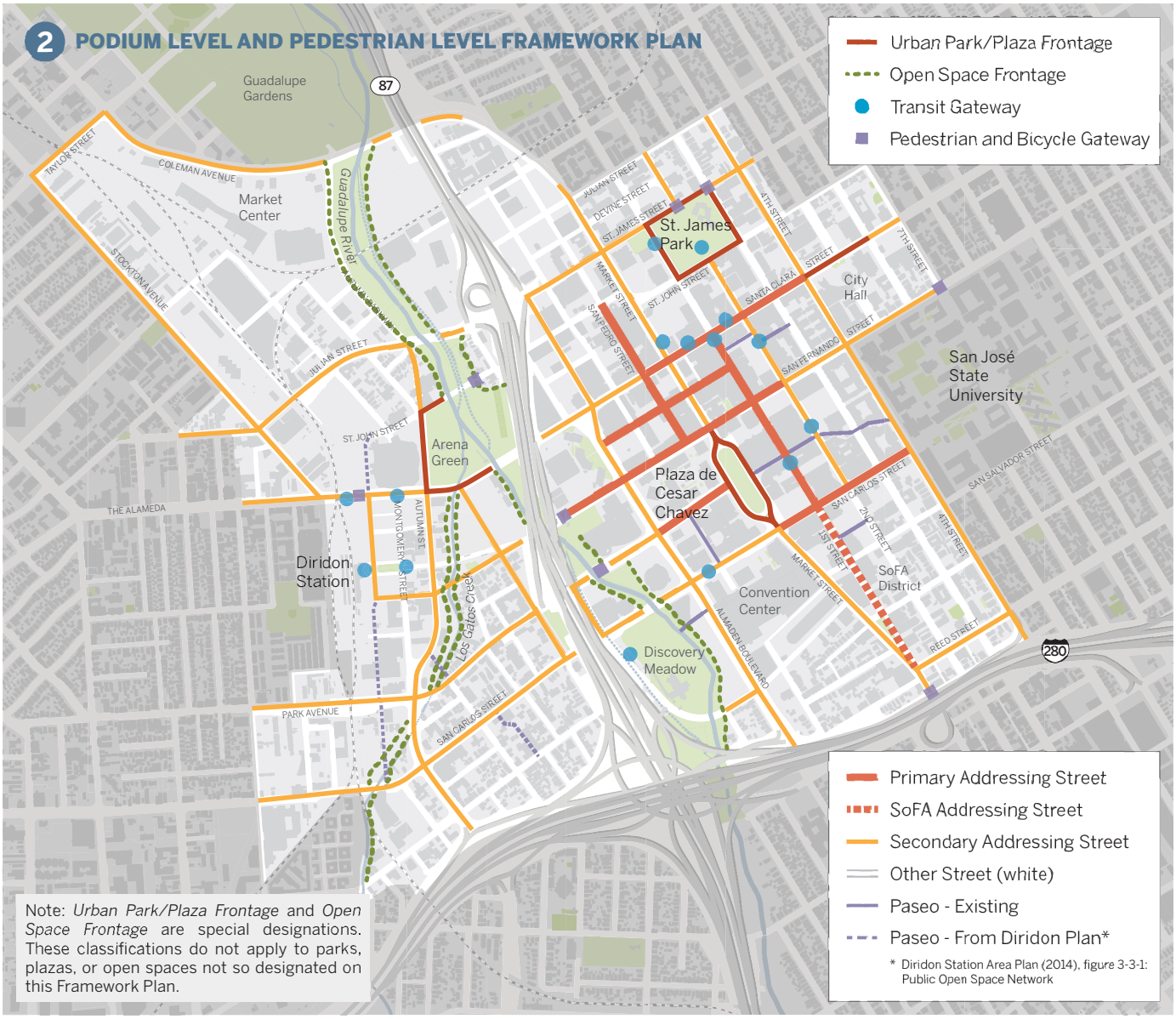
1. **Primary Addressing Street**
2. **SoFA Addressing Street**
3. **Secondary Addressing Street**
4. **Paseo**
5. **Urban Park/Plaza Frontage**
6. **Open Space Frontage**
7. **Transit Gateway**
8. **Pedestrian and Bicycle Gateway**

This will affect its treatment in the **Relevant Guidelines** (see below) in chapters 3 - 5.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

3.3.2 - Relationship to Transit
3.4.4 - Vehicle and Bicycle Parking Location
3.5.1 - Pedestrian and Bicycle Entrance Location
3.5.2 - Service Entrance Location
3.5.3 - Parking and Vehicular Access Location
4.3.1 - Podium Level Massing
4.3.3 - Streetwall
4.4.6 - Parking Garages
5.2 - Public Art in Private Development
5.3.1.a - Active Frontages
5.3.2 - Ground Floor Non-Residential Space
5.3.4 - Lighting - Pedestrian Level
5.3.5 - Signage - Podium Level and Pedestrian Level



RATIONALE

The interface with the street is the primary organizing element at the base of a building. The design should be attractive and engage pedestrians with the activities within the building.

The *Public Realm* treatment of streets varies by their location, land uses, and commercial and symbolic importance within Downtown. Street design is governed by the San José Complete Streets Design Standards & Guidelines (2018).

STREET FRONTAGE CLASSIFICATION

There are no unimportant streets. However, the built form treatment along streets can vary. Street frontage classification indicates the role of the street in the Downtown urban fabric. These classifications and related requirements are in addition to the requirements of the Downtown Groundfloor Space Area (DG Overlay Area) in the Zoning Ordinance. Other City rules may also require specific locations for some retail uses.

Primary Addressing Street: This is a primary commercial street that includes retail and other active ground floor uses.

SoFA (South of First Area) Addressing Street: This is a variant of the *Primary Addressing Street* that addresses the character of the SoFA district. SoFA's 1st Street is a historic retail street consisting of mostly one or two-story buildings and a mix of cultural, commercial, and residential uses. The designation extends between San Carlos and Reed Streets.

Secondary Addressing Street: This is a street with a commercial or residential focus. While it may provide some active ground floor uses, retail is not the primary function of the street.

Paseo: *Paseos* are pedestrian connections that can have a variety of uses (see Glossary).

Alleys: Alleys have no *Streetwall* requirements. An alley should always be the location of services, if one is available.

Other Streets: Other Streets are streets within the Guidelines boundary without the designations stated above.

PARKS AND OPEN SPACES

Urban parks and natural open spaces are amenities that form part of Downtown's ecological systems and address the need for natural spaces that support mental and physical health.

Urban Park/Plaza Frontage: These *facades* form the urban framework for the existing civic spaces in Downtown. They should create a sense of enclosure for the spaces.

Open Space Frontage: These *facades* define the experience within Downtown's natural spaces and should have an urban form that provides visual permeability toward the open space.

GATEWAYS

Entry points into Downtown from transit and for pedestrians and bicyclists create special opportunities for high levels of amenity and safety at the small scale. These are different from *Gateway Sites* (see section 2.1) which relate to the visual entry experience at the larger scale and for longer views.

Transit Gateway: Rail transit stations are key permanent locations for entry into and exit from Downtown (See 3.3.2 - Relationship to Transit for information on buildings at both rail stations and bus stops on the *Frequent Network*).

Pedestrian and Bicycle Gateway: Certain pedestrian and bicycle routes take on additional importance at entry points into Downtown.

2.3 Historic Sites and Districts

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it:

1. Is **within any of the districts or areas** on the map on this page. If so, consult the appropriate design guideline as listed in the Other Guidelines table in this section. In case of a conflict between the Design Guidelines and guidelines for a site's historic district or area, the historic district or area guidelines take precedence.
2. Qualifies for *Historic Adjacency*, as defined on the next page. If so, refer to Sections 4.2.2 and 4.2.4. Note that some historic buildings are also Civic Icon Buildings, and there is additional guidance for buildings in the Affected Areas; see section 2.4.

As noted in Section 1.1, the Design Guidelines do not apply to historic buildings themselves.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

4.2.2 - Massing Relationship to Context

4.2.3 - Civic Icon Adjacency

4.2.4 - Historic Adjacency



RATIONALE

San José has many unique historic resources, and a building's design should respond to this historic context.

OTHER GUIDELINES TO CONSULT

Historic and landmark district and conservation area boundaries appear on the map at left. For projects within the **National Register Districts,** consult the applicable guidelines - "Downtown San Jose Historic District Design Guidelines" or the "Saint James Square Historic District Design Guidelines." **Other districts and areas** and their associated guidelines are listed in the Other Guidelines table below. Guidelines documents are available at www.sanjoseca.gov/planning.

DOWNTOWN DESIGN GUIDELINES GUIDANCE

In addition to the other guidelines, the Downtown Design Guidelines set rules for new buildings and external alterations to non-historic buildings being built near and adjacent to historic and other key structures within the Design Guidelines boundary.

1. **Historic Adjacency** - A site has Historic Adjacency when any of the these are true:
   a. At least 50% of buildings fully or partially within 200 feet are on the San José Historic Resources Inventory (HRI) or are eligible for HRI listing
   b. The site is within 100 feet of a Designated or Candidate City Landmark or contributor to a district or conservation area
   c. The site is adjacent to a historic building

   The building(s) within the categories above that cause a new building to have *Historic Adjacency* are the new building's *Historic Context*.

   For sites with Historic Adjacency, refer to Section 4.2.4.
4. **Massing Relationship to Context** - A new building adjacent to historic buildings may have additional guidance for massing (see Section 4.2.2).
5. **Civic Icon Buildings** - If a historic building is also a Civic Icon Building, it creates additional guidance for buildings within the Affected Area (see sections 2.4 and 4.2.3).

GENERAL NOTE ABOUT HISTORIC RESOURCES

The City's General Plan includes goals and objectives for historic preservation, including public awareness efforts coordinated with neighborhood and advocacy groups. The Planning Division maintains an inventory of both designated and surveyed historic properties. The Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code) provides the local historic designation process and the development review process for individual historic properties and historic areas.

The City Council adopted the Preservation of Historic Landmarks policy (amended in 2006; potential future amendments) about the preservation of historic resources. The local Historic Landmarks Commission and staff help to administer the City's Historic Resources Program.

Administration and planning for historic resources includes compliance with local, state, and national rules, including the California Environmental Quality Act. For projects proposing changes to historic properties and areas, the City generally reviews for compatibility and compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties as published by the National Park Service.

As of 2018, there are seven designated Historic Districts and Conservation Areas in the Downtown area and several historic properties designated at the local, State, and/or National level. Additionally, there are many properties on the City's Historic Resources Inventory (HRI) as well as potential historic districts and potentially eligible individual properties. The City is in the process of updating the HRI through survey work as of the date of the Design Guidelines, and not all areas of the Downtown and City have been surveyed.

OTHER GUIDELINES

NAME OF DISTRICT OR AREA	NAME OF APPLICABLE DESIGN GUIDELINES
Saint James Square City Landmark District/Saint James Square National Register District	Saint James Square Historic District Design Guidelines
Downtown Commercial National Register District	Downtown San Jose Historic District Design Guidelines
Hensley City Landmark District/Hensley National Register Historic District	Your Old House, Guide for Preserving San Jose Homes
City Landmark Districts: Lakehouse, River Street (Little Italy), Reed	Your Old House, Guide for Preserving San Jose Homes
Conservation Areas: Martha Gardens, Guadalupe/Washington, Market Almaden, Hanchett and Hester Park, and Naglee Park	Your Old House, Guide for Preserving San Jose Homes

2.4 Civic Icon Buildings

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it is in the **Affected Area** of a Civic Icon Building.

This will affect its treatment in the **Relevant Guidelines** (see below) in chapters 3 - 5.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

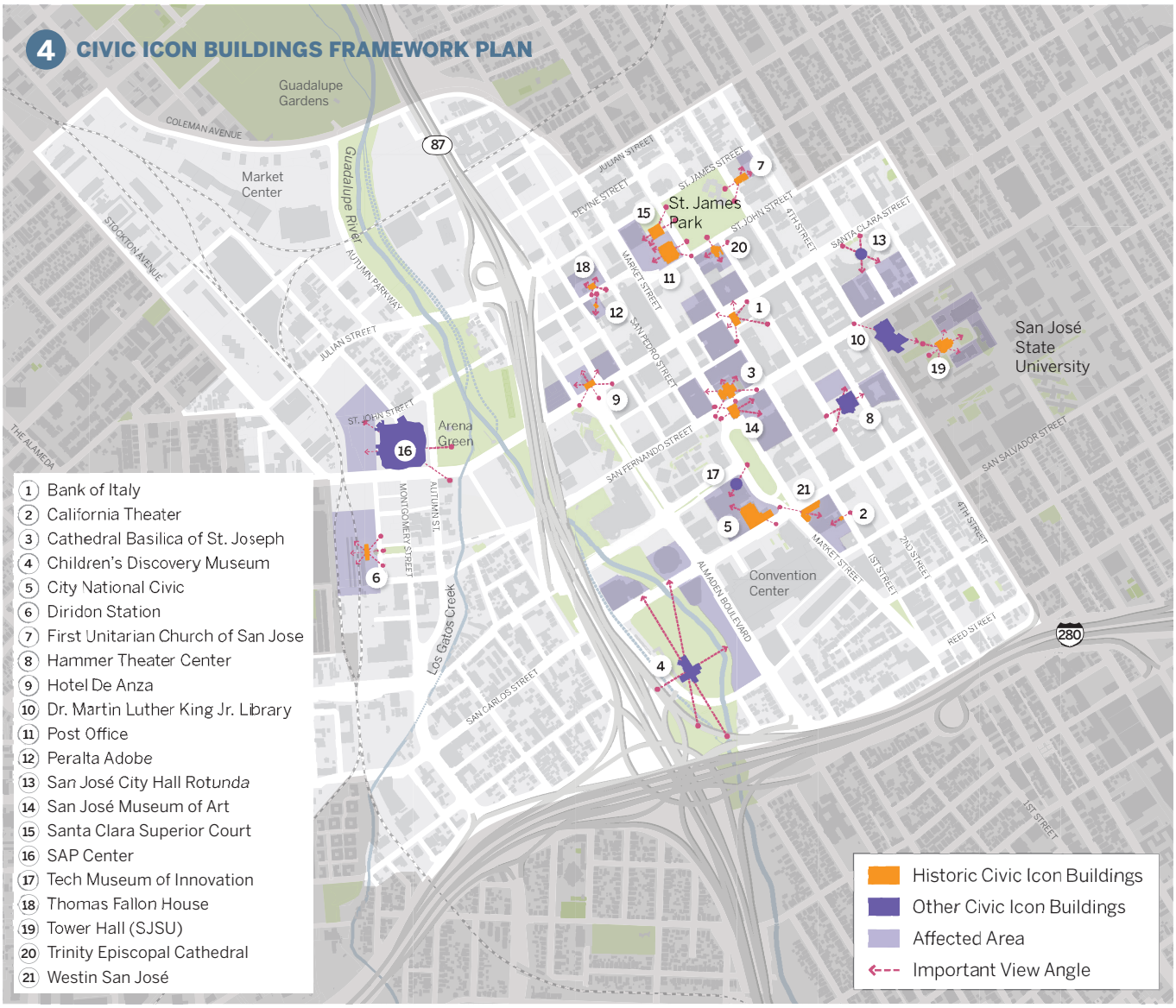
4.2.2 - Massing Relationship to Context (for Historic Civic Icon Buildings)

4.2.3 - Civic Icon Adjacency

4.2.4 - Historic Adjacency (for Historic Civic Icon Buildings)

RATIONALE

Some buildings in San José have become cultural symbols or landmarks within the City. This is typically due to their history, height, special location, or distinctive profile. Buildings built in certain locations near these Civic Icon buildings have specific requirements so that their designs complement the Icon structures.



2.5 Street Level View Corridors

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it is adjacent to a:

1. View Corridor - Natural View
2. View Corridor - Urban View

This will affect its treatment in the **Relevant Guidelines** (see below) in chapters 3 - 5.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

3.2.1 - Block Size

3.2.2 - Building Placement

4.3.1 - Podium Level Massing

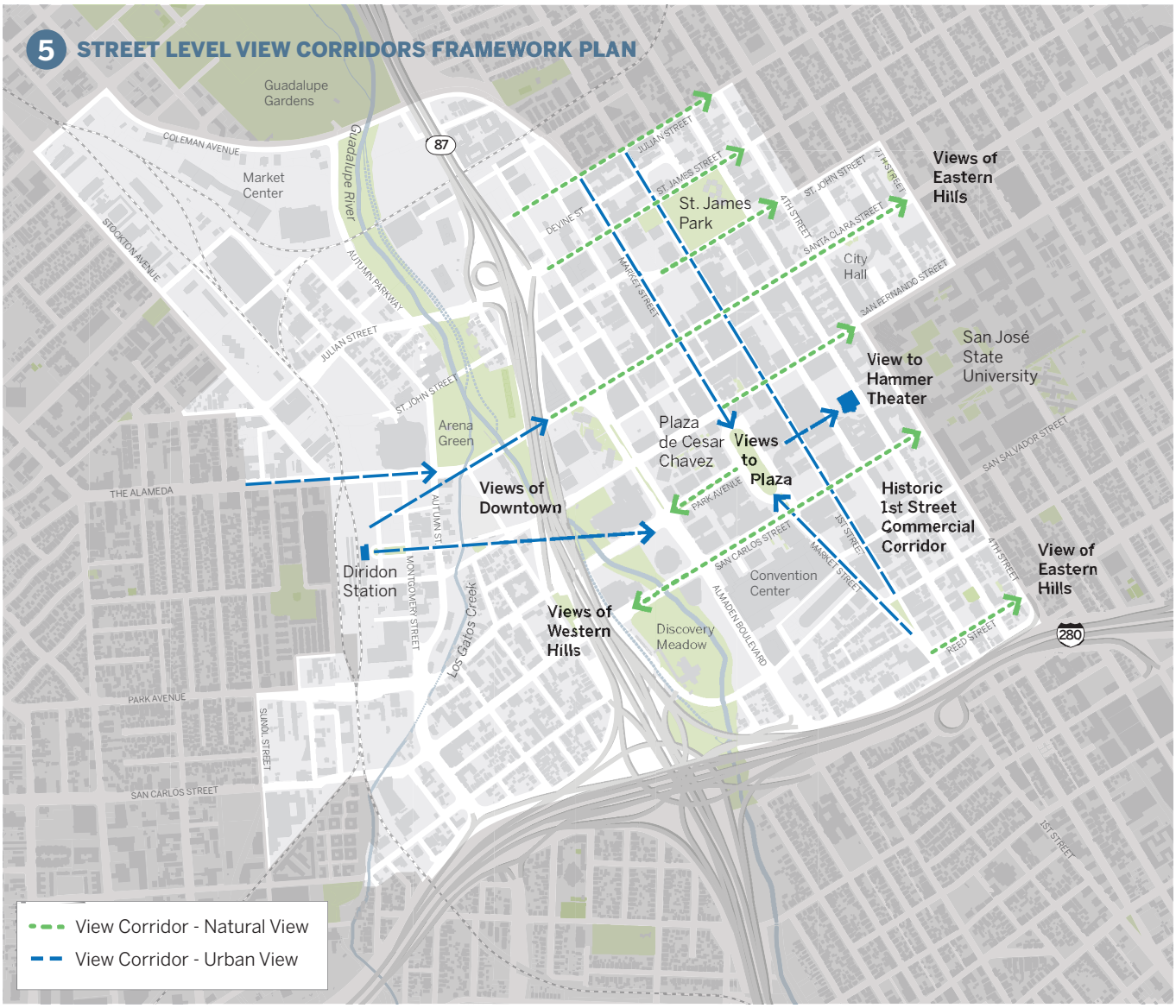
4.4.8 - Pedestrian Bridges

RATIONALE

Street level views are essential to orientation within Downtown and a way to connect to the surrounding landscape. Level topography makes these corridors crucial because there are few high public vantage points.

Within Downtown there are two types of street level view corridors to be protected:

- **Urban View** - Distinctive views to buildings and along corridors within the district
- **Natural View** - Dramatic or characteristic views from the district to the eastern and western hills



2.6 Special Lighting

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it is:

1. Adjacent to an **Enhanced Lighting Corridor**
2. Adjacent to a **Lighting Gateway**
3. Has an **Image-Defining Frontage**
4. Is a **Gateway Site**

This will affect its treatment in the **Relevant Guidelines** (see below) in chapters 3 - 5. Note that lighting guidelines apply to all locations in Downtown, but locations noted in this Framework Plan have specific guidance.

RELEVANT GUIDELINES

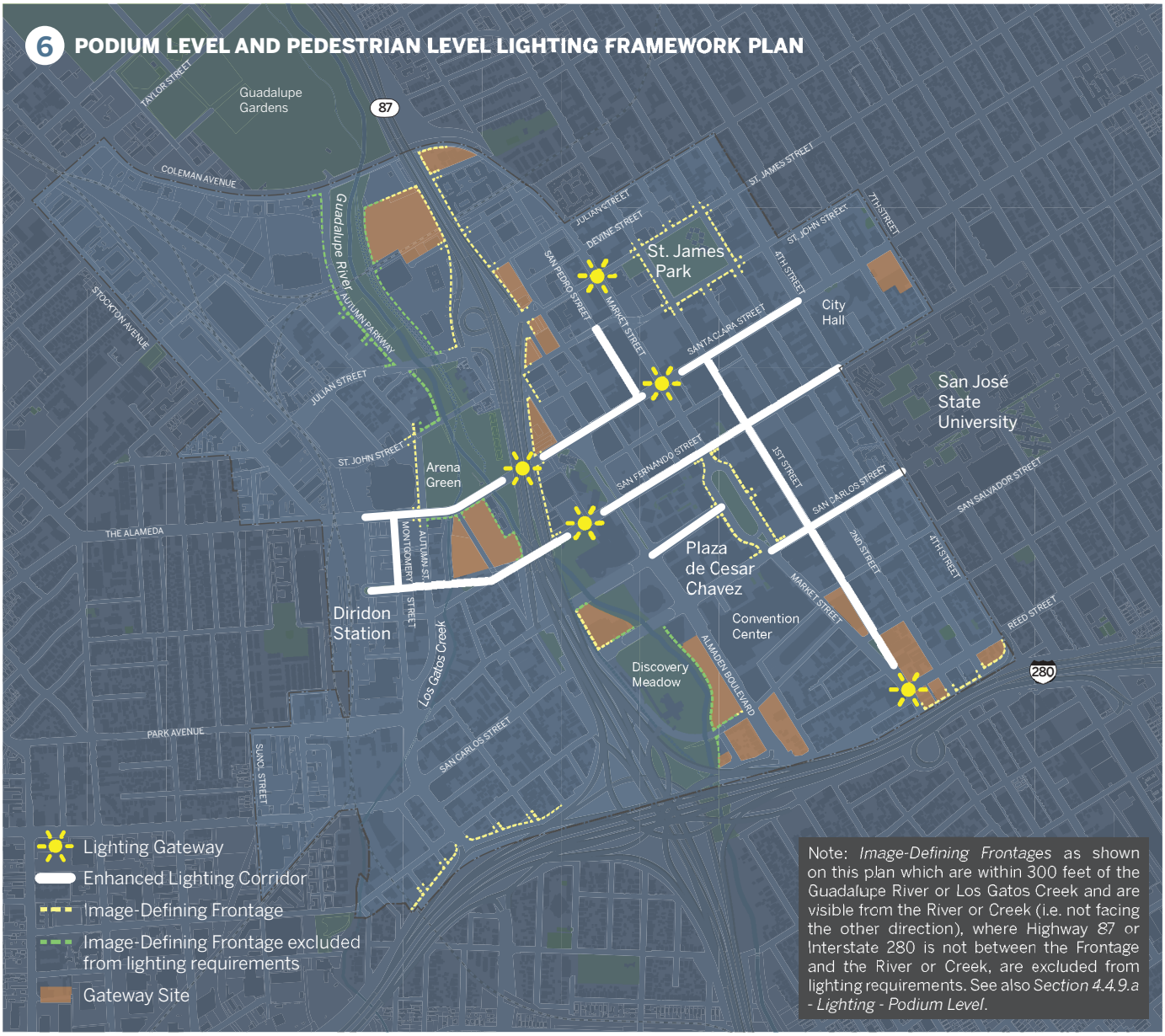
Designations in this Framework Plan affect the following guidelines:

4.4.9.a - Lighting - Podium Level

4.4.9.b - Lighting - Skyline Level

5.2 - Public Art in Private Development

5.3.4 - Lighting - Pedestrian Level



RATIONALE

Lighting at all levels of a building is a *place-making* quality that provides around-the-clock legibility to Downtown. Lighting that illuminates the pedestrian space without creating glare makes that space more comfortable and safe. Lighting on the building can emphasize interesting architectural features and create a more distinctive and memorable urban fabric.

This framework plan creates lighting to enhance the experience of pedestrians as well as Downtown's *Skyline Level* and distant image. See the Relevant Guidelines for specific information.

LIGHTING GATEWAYS

These special points aid orientation by serving as markers for specific areas and as points of transition at the ground level as people pass through and experience Downtown.

ENHANCED LIGHTING CORRIDORS

These corridors form the core commercial and active districts in Downtown. Employing distinctive lighting techniques or artistic illumination along these streets will contribute to the creation of more interesting nighttime urban spaces for pedestrians and other occupants of the spaces.

IMAGE-DEFINING FRONTAGES

These *frontages*, also noted in Framework Plan 2 in Section 2.1, offer opportunities to create interesting and dramatic *facade* lighting in prominent locations.

GATEWAY SITES

These sites are particularly prominent in long views of Downtown. As noted in the relevant guidelines, they are good locations for special lighting in buildings' *Skyline Levels*.



Lighting Gateways are prime locations for light-based artworks.
350 Mission, San Francisco, Photo © SOM | Lawrence Anderson



Gateway Sites can feature distinctive lighting.
Pan Peninsula, London, Photo © SOM | Bernard McDonagh

2.7 Block Structure

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it is within a **Special Block Size Zone**. This will affect its treatment in the **Relevant Guidelines** (see below) in chapters 3 - 5.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

3.2.1 - Block Size

3.3.3 - Paseo / Mid-Block Connection Location

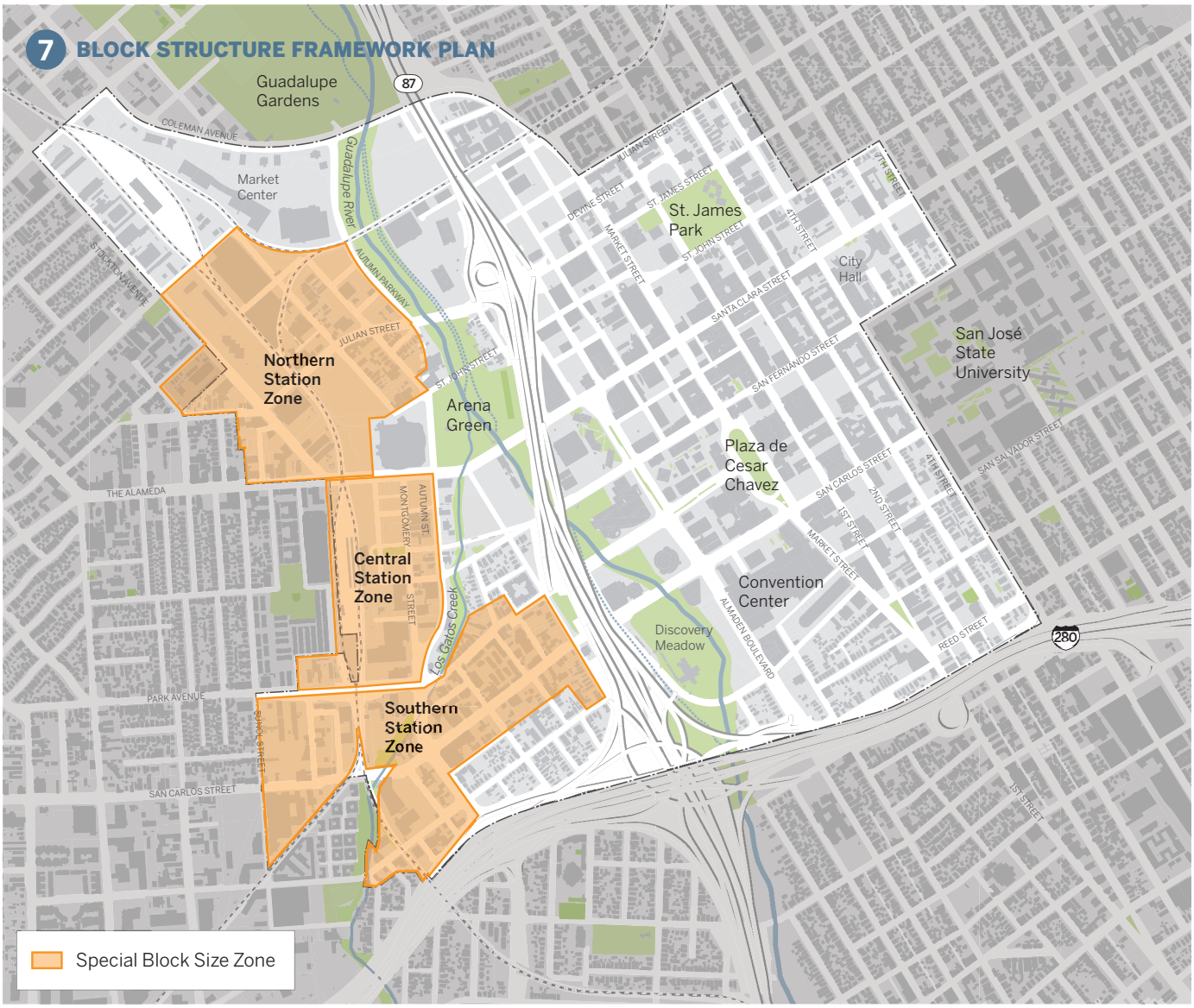
RATIONALE

Block size and orientation affects walkability, building size, views, street patterns, and circulation. Thus, block structure is a key element of the livability and efficiency of both built form and the transportation network, and helps relate new development to Downtown's historic development pattern.

The Diridon Station Area Plan (2014) created zones corresponding to the intended uses within each zone to regulate block size.

The Design Guidelines include the Diridon Station Area Plan's block size guidance in Section 3.2.1 and set block size limits for the rest of the Guidelines area.

Note: Block sizes maximums cannot be satisfied by the creation of a *paseo*. *Paseos* do not count as divisions between blocks.



3.0
SITE

3.1 Importance of the Site

3.2 Site Context
- 3.2.1 Block Size
- 3.2.2 Building Placement

3.3 Site Organization
- 3.3.1 Arrangement of Activities
- 3.3.2 Relationship to Transit
- 3.3.3 Paseo / Mid-Block Connection Location

3.4 Site Element Locations
- 3.4.1 Locating Privately-Owned Public Open Space
- 3.4.2 Locating Ground Level Semi-Private Open Space
- 3.4.3 Locating Ground Level Building Open Space
- 3.4.4 Vehicle and Bicycle Parking Location

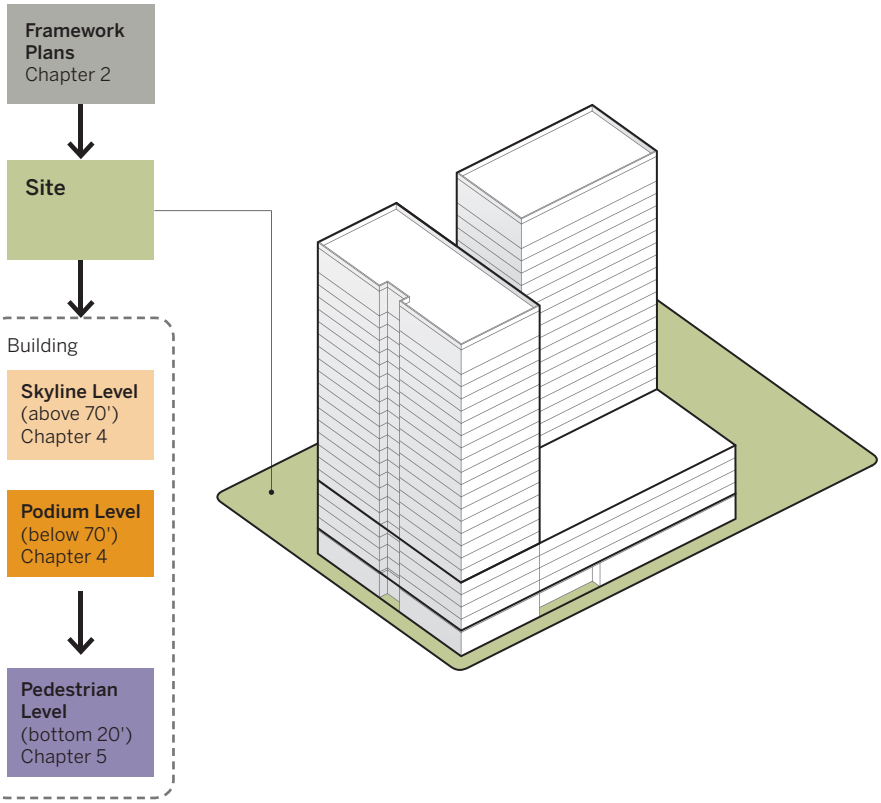
3.5 Site Access Locations
- 3.5.1 Pedestrian and Bicycle Entrance Location
- 3.5.2 Service Entrance Location
- 3.5.3 Parking and Vehicular Access Location

3.1 Importance of the Site

The design of the site and the arrangement of activities on it are critical to the quality of a building's interaction with the Downtown urban environment. Some guidelines in this chapter relate to the site's characteristics as discussed in Chapter 2 - Framework Plans. Other requirements apply to all sites.

Appropriately-scaled blocks and fine-grained *Public Spaces* that respond to their *context* create the urban structure. Organizing the development by placing activities in the best locations in relation to *Public Space* enables interactions between public and private. Well-scaled and frequent open spaces create high-quality amenities for building occupants, neighbors, and visitors.

Access through new *paseos*, as needed, can break down large blocks and provide essential connections to nearby amenities and transit. Well-located entries for pedestrians, bicyclists, passenger vehicles, and service vehicles can reduce use conflicts and preserve the continuity activity.



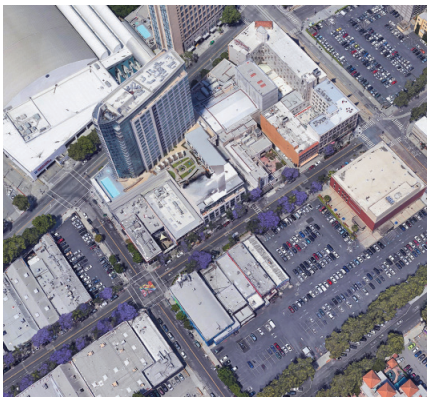


Image © Google Earth

3.2.1 Block Size

CREATE CONNECTION AND ACCESSIBILITY

Keep urban block size small to promote better architecture, increase views and wind flows, and create multiple transportation routes for pedestrians, bicycles, and vehicles.

RATIONALE

Blocks are the foundation of urban development. Small *human-scale* blocks are preferable because they improve mobility by providing shorter routes for vehicles, bicycles, and pedestrians and multiple route choices. Small blocks also promote narrower buildings which provide greater view opportunities and may increase wind flows.

Blocks are defined as the area bounded by public street right-of-ways, by publicly-owned open space, or by utility or transportation parcels (such as railroads). Downtown has a variety of block sizes and orientations, and most existing blocks are small enough to promote high-quality urban development.

GUIDELINES

- While there is a maximum allowable block size established in the Standards below, smaller block sizes are preferable. For this reason, do not join multiple existing blocks by vacating (selling or giving away) streets even if the new consolidated block(s) would be smaller than the maximum block size.



DO - A *paseo* that creates connections is more active and useful. *Photo © Sergio Ruiz for SPUR*

STANDARDS

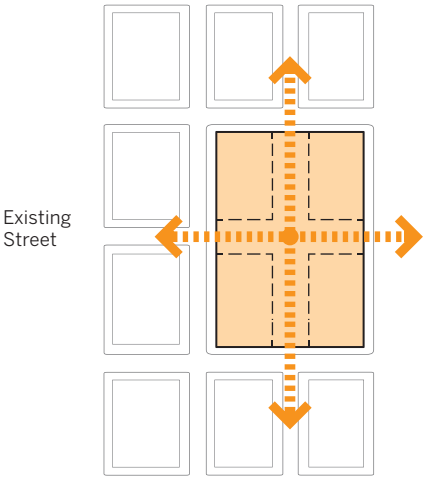
a. When developing parcels that make up more than 75% of the area of a block that exceeds the maximum sizes below, divide the block with new streets such that all resulting blocks are less than the maximum allowed size. Maximums are based on the location of the parcel or block, as defined in **Section 2.7 - Block Structure Plan**. The maximum sizes by location are:

1. **Central Station Zone** - 250 feet on a side
2. **Northern Station Zone** - 350 feet on a side
3. **Southern Station Zone** - 300 feet on a side
4. **All other areas** - 500 feet in length or 4 acres total area

Maximum lengths may be exceeded for edges of blocks adjacent to railroads and utilities, highways, and highway ramps. The maximum area may be exceeded for the portions of blocks within 150 feet of railroads and utilities, highways, and highway ramps.

b. Connect the ends of new streets or *paseos* with existing streets and *paseos* in adjacent blocks.

c. Do not vacate (sell or give away) or construct buildings upon an existing public street right-of-way that lies along a view corridor (see Section 2.5). Structures for use in outdoor recreation such as parklet seating or play structures are not covered by this Standard.



DO - Align new streets or *paseos* with existing ones

GENERAL PLAN REFERENCE

- CD-3.6, CD-2.1, TR-5.4, TR-5.5, LU-1.2, CD-2.3, CD-3.1
- Diridon Station Area Plan (2014)

3.2.2 Building Placement

CREATE LEGIBILITY

Line the edges of blocks with buildings to frame the surrounding Public Space.

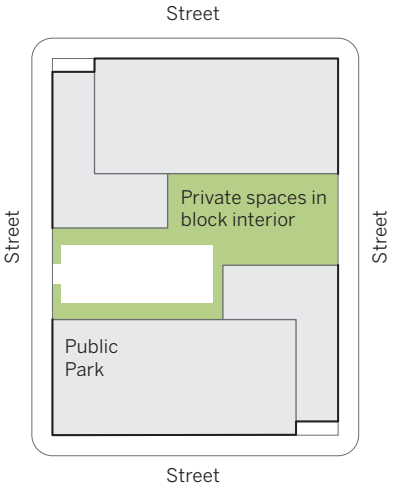
RATIONALE

The purpose of an urban environment is to enable connection between people and activities. Buildings need to be near each other, not placed at a distance behind parking or vegetation. Greater separation of buildings and more landscaping at block edges may appear "green" but are unsustainable and unhealthy because they cause people to walk less and drive more. Buildings placed at block edges also create an attractive urban space by defining the space of the street, and a public face of the building distinct from interior *facades*. A close connection between buildings and *Public Space* also creates a safer urban area through casual surveillance and *eyes on the street*.

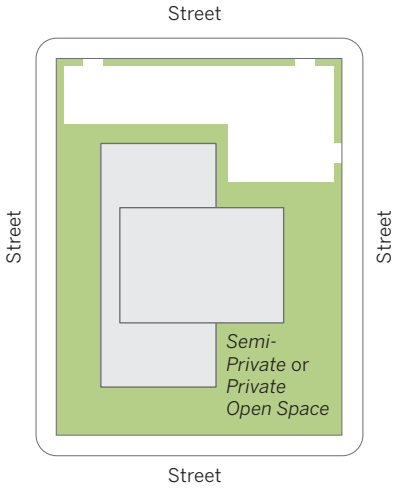
For most of Downtown, a pattern of buildings lining the edges of streets and other *Public Spaces* is already set. New buildings in these areas can fit in by following this configuration. This pattern is not as firmly set for parcels and blocks within the Diridon area, and it is critical to establish it with new development.



DO - Bring buildings to the sidewalk to frame the street.



a. **DO** - Buildings lining the streets frame the *Public Realm* and create private space in the block interior. Small gaps in the built form do not diminish the overall structure.



b. **DO NOT** - Buildings set back from adjacent streets leave undefined open spaces and have a poor visual relationship to the *Public Realm*.

GUIDELINES

a. Use buildings to create edges for streets and public parks.

b. Place buildings to preserve any designated view corridors running across the site (see Section 2.5).

STANDARDS

- Place a ground level building *facade* along 70% of each parcel's *Public-Space*-facing property lines (within 10 feet) or *setback* lines (within 3 feet). Streets for this standard do not include Highways 87 or 280, highway ramps, or railroad alignments. For a project located within a historic district or context, refer to adopted historic district guidelines and to Guideline (f) in Section 4.2.4.

RELATED GUIDELINES

3.4.1 - Locating Privately-Owned Public Open Space

3.4.2 - Locating Ground Level Semi-Private Open Space

4.3.1 - Podium Level Massing

4.3.3 - Streetwall

GENERAL PLAN REFERENCE

- MS-2.3, CD-1.9, CD-2.3, H3.2, LU-11.4, LU-13.2, CD-4.10

3.3.1 Arrangement of Activities

FOCUS ON THE GROUND FLOOR

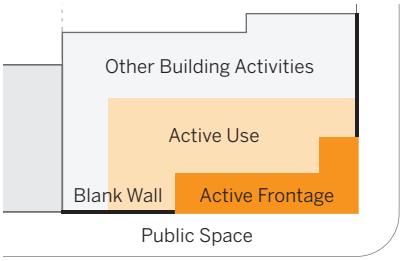
Enhance the vitality of Downtown by placing activities to support a vibrant Public Realm and by internalizing activities and uses that detract from the Public Realm.

RATIONALE

The arrangement of activities on a site should support its surroundings by responding to patterns of land use and *Public Space*. Placing the most active, least private, and least disruptive activities (*Active Uses*) such as lobbies, hallways, cafeterias, work-out areas, and meeting rooms near *Public Space* keeps the *Streetscape* visually active, even if they are not open to the public. Counter examples are utility rooms, bathrooms, and ground floor bedrooms.

Activities in the space above *Pedestrian Level* also contribute to the attractiveness and safety of *Public Space*. Upper-level uses with visible activity such as residential or office uses or vertical or horizontal circulation contribute to street safety with *eyes on the street* and make *Public Space* more interesting.

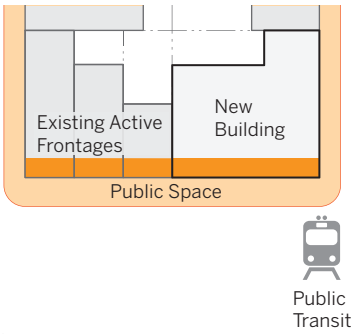
Whether a *Pedestrian Level frontage* is an *Active Frontage* or a *Blank Wall* (see the diagram below) depends on the design treatment of the frontage. See Section 5.3.1.a for guidance on *Active Frontages* and Section 5.3.1.b for rules about mitigation of *Blank Walls*.



a. *Active Uses* in the building may support the creation of *Active Frontages,* depending on building design (see Section 5.3.1.a).



DO - Arrange activities to support creation of *Active Frontages* along *Public Space*.



b. **DO** - Place *Active Uses* toward *Public Space* to respond to *context* and transit.

GUIDELINES

a. Arrange activities in new development to support existing or planned *context*. Examples are to continue an existing retail corridor, face *Active Uses* toward an existing park, or avoid the disruption of a quiet residential area with noisy activity.

b. Locate *Active Uses* to support the creation of *Active Frontages* (see Section 5.3.1.a) to respond to the pattern of surrounding streets and pathways (e.g., across from a mid-block street intersection).

c. Minimize disruption of active pedestrian areas by placing uses that are not *Active Uses,* such as loading docks and service areas, away from *Public Space*.

STANDARDS

a. Place *Active Uses* along the edges of *Public Space* at the *Pedestrian Level* and not toward internal site spaces, unless all requirements for *Active Frontages* on *Public Space* have been met (see Section 5.3.1.a).

b. Prioritize placement of *Active Uses* to support *Active Frontages* near street intersections, *paseo* intersections, parks, plazas, and transit stops.

RELATED GUIDELINES

5.3.1.a - Active Frontages
5.3.1.b - Mitigating Blank Walls
5.3.1.c. - Service and Utility Design
5.3.2 - Ground Floor Non-Residential Space
5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- CD-1.9, CD-1.18, CD-5.3, CD-2.10, IE-5.3, CD-1.6, CD-1.11, CD-2.3(4), LU-5.7, MS-10.6, LU-5.6, VN-1.6

3.3.2 Relationship to Transit

CREATE CONNECTION AND ACCESSIBILITY

Emphasize transit by orienting activities and amenities to stations.

RATIONALE

Downtown is a growing center of transit infrastructure. Existing transit at Diridon Station, multiple light rail lines, and a robust *Frequent Network* will be joined by two Bay Area Rapid Transit (BART) stations and California High Speed Rail at Diridon Station. Development near transit has a great accessibility advantage and should use this location to its fullest. Clustering density and activity near stations improves the likelihood of residents, workers, and visitors using transit. The stations will be safer and more pleasant with *Active Frontages* and amenities nearby, improving the experience of transit users as well.

GUIDELINES

a. Place the highest density of development near transit, particularly rail transit stations and stops in the *Frequent Network*, to facilitate transit use.

b. Keep transit stops and station areas active to promote safety and integrate transit into the activity of nearby development.

c. Locate commercial building lobbies near transit stops and stations.

d. Add benches and landscaping to benefit transit patrons and others near transit stops, stations, and entrances.

e. Design building facades near transit stops and stations to reinforce pedestrian orientation.

f. Do not create parking or vehicular access on streets with light rail or bus rapid transit.

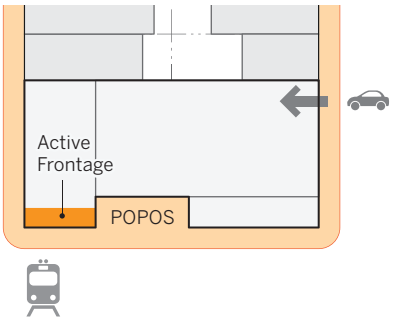
STANDARDS

a. Place a building's *Active Frontages* (particularly retail) and amenities such as *Privately-Owned Public Open Spaces* (POPOS) near rail transit stations and bus stops on the *Frequent Network*.

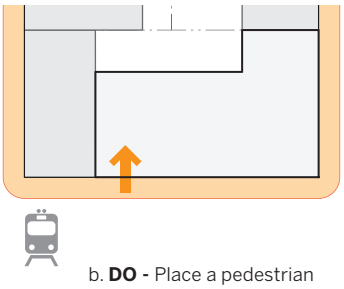
b. Locate vehicular curb cuts away from bus stops, rail stations, and light rail corridors.

GENERAL PLAN REFERENCE

- IE-1.5, CD-3.2, CD-3.4, CD-1.9, MS-10.5, MS-10.6, CD-1.3, CD-1.12, CD-2.3(7), CD-6.8, H-3.2, ES-6.5, LU-3.5, TR-3.3, TR-6.7



a. **DO -** Place Active Frontages and open space near a transit station.



b. **DO -** Place a pedestrian entrance near transit.



DO - *Active Frontages* can have beneficial adjacencies with transit stations by making both more active and visible.

3.3.3 Paseo / Mid-Block Connection Location

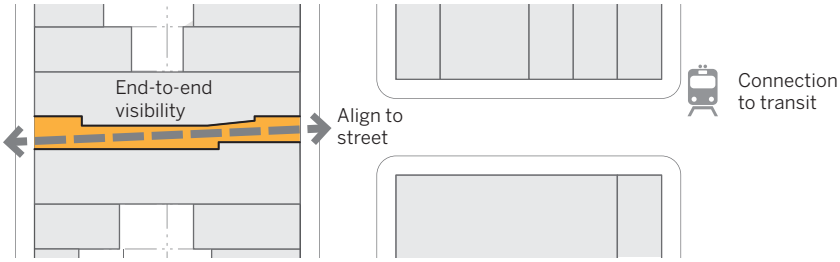
CREATE CONNECTION AND ACCESSIBILITY

Mid-block pedestrian and bicycle connections are helpful additions to the Downtown circulation network.

RATIONALE

The *paseo* network is a unique element of Downtown. These *walkways* provide shortcuts for pedestrians through a block between *Public Spaces*, increasing visibility and accessibility between different areas. *Paseos* also provide open space separated from vehicular traffic and parking.

Successful *paseos* have enough pedestrians to be safe and inviting without absorbing so much activity that they reduce the viability of retail on public sidewalks. They are safe and open 24 hours per day every day to avoid forcing pedestrians to travel circuitous routes in off hours (an issue in some cities, e.g., Melbourne laneways and Minneapolis skyways).



GUIDELINES

a. Keep *paseos* within four vertical feet of sidewalk level to ensure visibility and accessibility.

b. A *paseo* may have built space above or below the pedestrian surface as long as the *paseo* appears public and safe, and has lighting equal to the level of the connecting *Public Space*.

c. Use *paseos* to create routes to transit stations.

d. Design *paseos* with end-to-end visibility from connecting *Public Space*.

STANDARDS

a. A new *paseo* may be created only on a block that meets at least one of the following conditions:

1. The block is over 3 acres in size with over 400 feet between streets on the longest side, or
2. The *paseo* will connect to a block containing part of the Guadalupe River park system, or
3. The *paseo* will connect directly to a rail transit stop or station.

A *walkway* cannot connect two or more different Public Spaces (e.g. two different streets) unless it qualifies as a paseo.

b. Make *paseos* accessible to people with disabilities.

c. Meet requirements for floor level and width for any *paseo* to be used for building egress.

d. Align and connect the ends of *paseos* with streets, other *paseos*, or paths in *Public Open Spaces* such as the Guadalupe River Trail.

e. Preserve public access at all times in *paseos*.



DO NOT - A *paseo* above or below grade is less useful or obvious for connections.



DO - Narrow *paseos* can create intimate and unexpected spaces as well as connections.

RELATED GUIDELINE

3.2.1 - Block Size

3.5.1 - Pedestrian and Bicycle Entrance Location

4.3.4 - Sunlight

5.6 - Paseo Design

GENERAL PLAN REFERENCE

- CD-3.6, CD-2.1(2), CD-2.3(5), CD-3.2, CD-3.4, PR-7.1, TR-3.8

3.4.1 Locating Privately-Owned Public Open Space (POPOS)

PUT PEOPLE FIRST

Use Privately-Owned Public Open Spaces to provide locations for repose, relaxation, and gathering.

RATIONALE

Downtown has expansive open spaces (green or hardscaped outdoor spaces) with major urban parks and plazas. *Privately-Owned Public Open Spaces* (POPOS) fill the need for smaller spaces for repose, informal dining, people watching, and small gatherings. Private development is encouraged to provide these small ground or roof level plazas and pocket parks, ranging from a few to hundreds of square feet.

Successful POPOS promote a visually pleasing, safe, and active environment and emphasize views and solar access. Connections to adjacent *Public Spaces* increase safety and access.

Note: POPOS may be eligible for private recreation credits under the City's *Park Impact and Park Dedication Ordinances* if they are open to the public at least 360 days per year and meet certain design criteria. Consult the City's Department of Parks, Recreation and Neighborhood Services (PRNS) for the latest information.



DO - Amenities like shade and seating can make a POPOS more useful. *Photo © Sergio Ruiz for SPUR*

GUIDELINES

a. Locate a ground level POPOS to be completely visible from at least one street.

b. Locate a ground level POPOS near at least one building entry.

c. POPOS may be located within a building cluster if visually and physically connected to a pedestrian route and *Public Space*.

d. Where the public sidewalk is narrow, a building may set back up to 10 feet to create a wider sidewalk. Design this space as a part of the sidewalk, open and accessible at all times.

STANDARDS

a. Locate a ground level POPOS adjacent to at least one street, *paseo*, or public park edge.

b. Locate a ground level POPOS within four vertical feet of the sidewalk level with a clear route of entry.

c. Place a POPOS to receive direct sunlight.

d. Locate a POPOS to take advantage of views of historic structures when possible.

e. When near a transit station, locate a ground level POPOS to provide transit patrons with shade and benches.

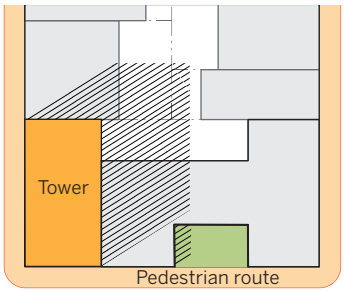
RELATED GUIDELINES

4.3.4 - Sunlight

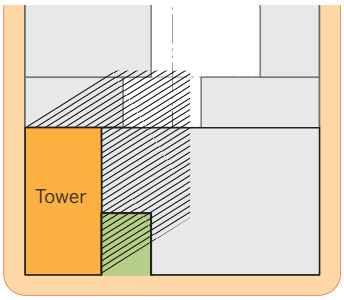
5.7 - Privately-Owned Public Open Space (POPOS) Design

GENERAL PLAN REFERENCE

- CD-5.3, CD-6.3, CD-6.4, H-3.2(6), CD-1.5, CD-2.4, CD-7.8, PR-8.2, PR1.7, CD-1.6, MS-3.4



a. **DO -** Place a POPOS where it can receive good sunlight, adjacent to an active pedestrian route



b. **DO NOT -** Place a POPOS in a location that remains shady much of the time



DO - A small POPOS can provide space for sitting, eating lunch, and enjoying the city.

3.4.2 Locating Ground Level Semi-Private Open Space

CREATE LEGIBILITY

Use small ground level Semi-Private Open Spaces to provide visual relief but do not create divisions between buildings and Public Space.

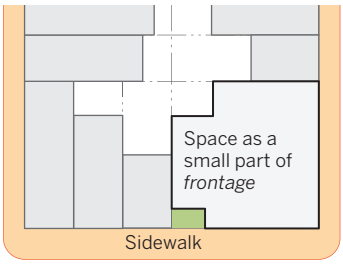
RATIONALE

A large area of semi-private vegetated open space (not meant for public access) between a building and the adjacent *Public Space* reduces the connection between the building and *Public Realm*. This green model is not appropriate in an urban district such as Downtown.

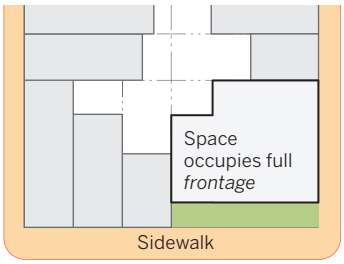
Development should line the *Public Realm*, creating enclosed urban spaces that are appropriate to an urban district and contribute to an active street environment. Small semi-private green spaces can serve to break down building massing and provide visual relief, but should not form a continuous *setback* from the street (see "DO NOT" diagram at right) except where a *setback* provides stoop entries for ground floor residential units.

GUIDELINES

a. Do not create non-residential vegetated ground level *Semi-Private Open Space* except as small areas of visual relief.



a. **DO -** Create semi-private green spaces such as small gardens near building lobbies that are less than 25% of the *Streetwall* length.



b. **DO NOT -** A continuous non-residential vegetated *setback* from the sidewalk divides the building from *Public Space*.

b. Use ground level *Semi-Private Open Space* to create a buffer and transition zone between *Public Space* and ground floor residential units.

STANDARDS

- Do not create ground level vegetated *Semi-Private Open Space* between a building and *Public Space* that occupies more than 25 percent of the *Streetwall* length except for stoop entries and front yards for ground floor residential units.

RELATED GUIDELINES

3.4.3 - Locating Ground Level Building Open Space

4.4.2.c - Balconies (Private Open Space)

5.3.1.a - Active Frontages

5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- VN-1.10, CD-6.5, H-3.2(6), VN-1.8, CD-1.2, CD-1.8, CD-2.3(1)



DO - Small vegetated open spaces for ground floor residential units provide amenity and transition space between units and the sidewalk.



DO NOT - Even if paved, *Semi-Private Open Space* can divide building and *Public Space*, reducing the potential for Active Frontages.



DO NOT - Unused green space between a building and the sidewalk reduces visibility and spreads out activities.

3.4.3 Locating Ground Level Building Open Space

CREATE LEGIBILITY

Locate ground level Building Open Space to avoid interfering with Public Space and public activities.

RATIONALE

Building Open Spaces include both *Common Open Space* for all building occupants, typically rear yards, courtyards, and *Roof Decks*, and *Private Open Space* for a single dwelling or business. Poorly located ground level *Building Open Space* can create a buffer between a building and *Public Space*, enlivening private areas but deadening public ones.

High quality, usable, and accessible *Building Open Space* for residents, workers, and visitors contributes to the livability of Downtown's dense urban environment. Placing ground level *Building Open Spaces* away from the *Public Realm* and creating direct access from the building increases the privacy and usability of the space. Allowing visual connection between the *Building Open Space* and nearby *Public Space* through a break in the building massing increases the vitality of both spaces.

GUIDELINES

a. Maintain visual connection from *Public Space* to a *Building Open Space*.

b. Locate *Building Open Space* to maximize sunlight exposure, particularly in areas for seating.

STANDARDS

a. Locate ground level *Building Open Space* internal to the site, away from *Public Space*.

b. Do not locate ground level *Building Open Space* that is accessible only from inside the building between a building and the sidewalk.

c. Create direct access for building occupants from the building to the *Building Open Space*, not requiring travel through *Public Space*.

RELATED GUIDELINES

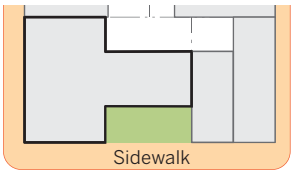
3.4.2 - Locating Ground Level Semi-Private Open Space

4.4.2.c - Balconies (Private Open Space)

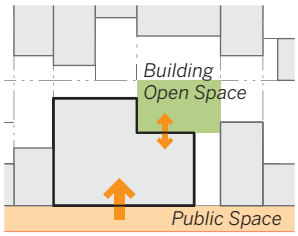
5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- H-3.2(6), CD-3.8, LU-9.6, LU-14.9



a. **DO NOT -** *Building Open Space* at the sidewalk creates a barrier between the building and the *Public Realm*.



b. **DO -** Provide entries, but not primary building entries, directly from the building into associated *Building Open Space*.



DO NOT - *Building Open Space* adjacent to the sidewalk reduces the interaction between the building and the street, creating a green (potentially) but visually sterile environment.



DO - Glimpses into *Building Open Space* create interest at the sidewalk level.

3.4.4 Vehicle and Bicycle Parking Location

PUT PEOPLE FIRST, DESIGN FOR SUSTAINABILITY

Locate vehicle parking away from Public Space while placing bicycle parking in a safe, pleasant, and convenient place.

RATIONALE

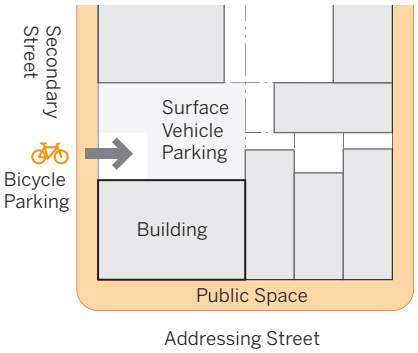
Parking lots and structured parking can deaden *Public Space* if located between the building and the sidewalk. Parking located away from *Public Space* or adjacent to a street or space of secondary importance reduces this negative effect.

Accessible, secure, and protected bicycle parking helps improve the viability of bicycle transportation. Bicycle parking should be more connected to pedestrian spaces in the building than to the vehicular network. Note: Refer to San José Municipal Code Title 20 and the San José Valley Transportation Authority Bicycle Technical Guidelines for further definitions and guidance for bicycle facilities and parking.

New transportation devices such as electric skateboards and scooters can be parked safely on the public sidewalk in most cases. If off-street parking becomes necessary for these devices, the parking areas should follow the same guidelines and standards as listed in this section relating to bicycle parking.



DO - Place a parking garage behind the main building to reduce its effect on the *Streetscape*.



DO - Place surface vehicle parking away from any Addressing street. Allow bicyclists to enter parking without crossing vehicular space.

GUIDELINES

a. Locate bicycle parking to be part of the pedestrian network, not as part of vehicular parking.

b. Route primary pedestrian access from vehicle parking into the building through the same lobby that is used for pedestrian access from the sidewalk.

c. Locate structured vehicle parking underground, inside the building, or behind the building away from any street.

d. Locate a surface vehicle parking lot at the side or rear of a building, away from the street.

STANDARDS

a. Do not place a surface vehicle parking lot adjacent to any *Addressing Street* or *Urban Park/Plaza Frontage* (see Section 2.2).

b. Place bicycle parking so that bicyclists do not have to cross vehicular parking or drive aisles to enter the building.

c. Locate bicycle parking near street edges and building entrances.

RELATED GUIDELINES

3.5.3 - Parking and Vehicular Access Location

4.4.6 - Parking Garages

5.5.2 - Vehicle and Service Entry Design

5.4 - Surface Parking Lots

GENERAL PLAN REFERENCE

- VN-1.9, LU-5.5, CD-1.17, CD-1.9, CD-1.10, CD-1.18, CD-2.5, CD-2.11, LU-5.6, LU-11.4, LU-3.5, VN-1.8, LU-5.4, TR-2.8, TR-3.8



DO NOT - A separate entry for bicycles is safer than joint entry with vehicles.

3.5.1 Pedestrian and Bicycle Entrance Location

PUT PEOPLE FIRST

Make pedestrian entries from Public Space the primary entry and identity point for the building.

RATIONALE

Building entries that are well-defined and visible from the street are easily accessible and inviting to pedestrians.

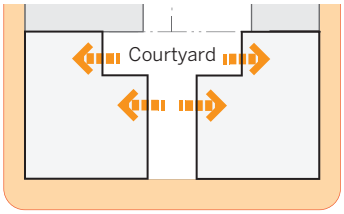
The orientation of pedestrian entries to *Public Space* creates activity on the sidewalk and easy access. Buildings where people can easily arrive and depart by vehicle without interacting with *Public Space* do not promote a vibrant urban area. Easy-to-find pedestrian entries link the building to the district and encourage activity.

GUIDELINES

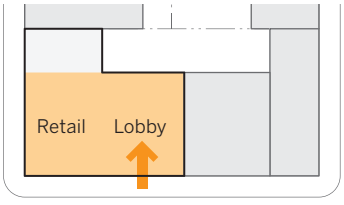
a. Orient buildings and uses to connect to the street and *Public Realm.*

b. Design entries and associated open spaces to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.

c. Do not create a main pedestrian entrance from an internal private courtyard.



a. **DO NOT** place primary entries from internal courtyards, parking lots, or parking structures.



b. **DO -** Entry to the building lobby for access to upper floors should be from mid-block, leaving the corner space for retail.

STANDARDS

a. Connect the primary pedestrian and bicycle building access directly to a public sidewalk, *Public Open Space*, or *paseo*, uninterrupted by a parking lot or vehicular circulation. See Section 5.5.2 - Vehicle and Service Entry Design for information about *Porte Cocheres* and primary pedestrian entries.

b. For buildings with multiple *frontages*, locate main pedestrian and bicycle entrances and retail entrances on *frontages* defined in Section 2.2 based on the hierarchy as follows:

1. Urban Park / Plaza Frontage
2. Primary or SoFA Addressing Street
3. Secondary Addressing Street
4. Paseo
5. Open Space Frontage
6. Other Street

A building with *Active Frontage* on 100% of higher-level *frontages* may place retail entrances the next lower level *frontage*.

c. Provide retail spaces with direct entry from a street, *Public Open Space* or *paseo*, not an interior hall (as in a mall), *walkway*, courtyard, parking lot, or parking garage.

d. In a multi-story mixed-use building with retail, place retail at the street intersection if the building is at an intersection, with the residential or commercial lobby entry toward mid-block.

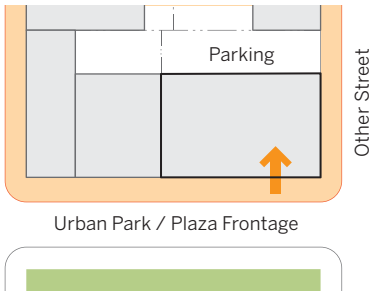
e. Ground floor street- or *paseo*-fronting residential units must have a primary "front door" access from the street or *paseo*, rather than solely entering from interior corridors, lobbies, or the garage. Accessible access may be provided from the building interior.

RELATED GUIDELINES

3.3.3 - Paseo / Mid-Block Connection Location
4.4.2.a - Windows and Glazing
5.3.1.a - Active Frontages
5.5.1 - Pedestrian and Bicycle Entry Design
5.5.2 - Vehicle and Service Entry Design

GENERAL PLAN REFERENCE

- H-3.2, CD-1.9, CD-2.3 (5), CD-2.8 , CD-1.11, CD-1.17, CD-3.3



c. **DO -** Place the main pedestrian entry on a street or *Public Open Space*.



DO NOT - Internalized shop entries pull activity away from *Public Space*.

3.5.2 Service Entrance Location

PUT PEOPLE FIRST

Locate service, utilities, and access points including curb cuts where they do not interfere with the actions of pedestrians, bicycles, and transit.

RATIONALE

Service areas and elements such as trash enclosures may impact *Public Space* for pedestrians, bicyclists, and vehicles. Services located away from building *frontages* or on secondary *frontages* avoid interfering with the potential for *Active Frontages*. Service entrances in less visible locations for pedestrians and further from adjacent buildings and *Public Open Space* are ideal.

Thoughtful location of service functions will lead to more pleasant and safe *Public Spaces*, more amenable to retail and restaurants or simply for walking, bicycling, and taking transit.

GUIDELINES

a. Locate services including loading docks, delivery, and infrastructure inside the building structure.

b. Locate trash and recycling bins within the building or in an outdoor trash enclosure.



DO NOT - A service entry can create poor conditions on the sidewalk.

STANDARDS

a. For a development with multiple *frontages*, place service entries on a separate *frontage* from the primary pedestrian and bicycle entrance.

b. Locate service entrances at least 25 feet from the primary pedestrian and bicycle entrance (see Section 3.5.3 for parking and vehicular entries).

c. For buildings with multiple *frontages*, locate service doors and entrances on the *frontages* as defined in Section 2.2 based on the hierarchy as follows:

1. Other Street
2. Open Space Frontage
3. Secondary Addressing Street
4. Urban Park / Plaza Frontage
5. Any street with at-grade light rail transit
6. Primary or SoFA Addressing Street

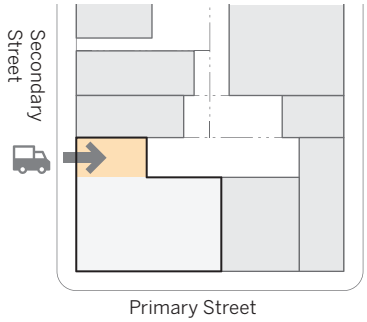
RELATED GUIDELINES

5.5.2 - Vehicle and Service Entry Design

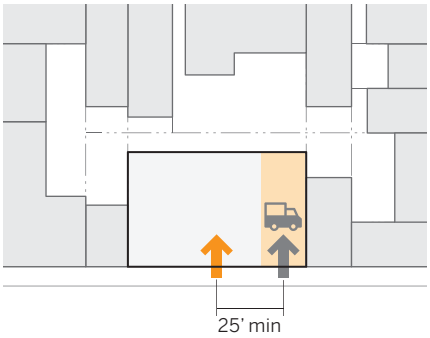
5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-1.18, CD-2.3



a. **DO -** Locate a service entry as far away as possible from the primary street.



b. **DO -** Locate a service entry away from the primary building pedestrian entry.

3.5.3 Parking and Vehicular Access Location

PUT PEOPLE FIRST

To promote Public Life, separate vehicular parking access from the pedestrian realm and other transportation modes.

RATIONALE

Vehicular entries can create large gaps in the *Streetwall*, in some cases essentially creating another street intersection. This puts pedestrians and bicyclists at risk and threatens the continuity and success of street-fronting activities such as retail.

A building with *facades* on more than one street or *Public Open Space* creates less pedestrian realm disruption if vehicle access is on the secondary street or open space. Likewise, narrow vehicular entries and ones distant from pedestrian entries minimize interruption of the pedestrian space.

GUIDELINES

a. Use shared driveways between parcels and uses to minimize curb cuts and site area dedicated to vehicles.

b. Where pedestrians and bicyclists need access to parking areas, provide clear, convenient, and safe routes from the sidewalk and street.

STANDARDS

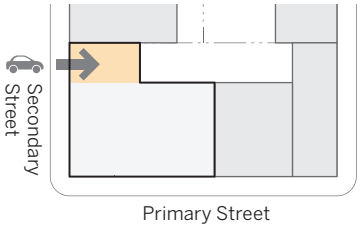
a. Locate parking and vehicle entries at least 20 feet away from primary pedestrian entries (except within *Porte Cocheres*) (see Section 3.5.2 for service entrances).

b. For buildings with multiple *frontages*, locate vehicular and parking entrances on the *frontages* as defined in Section 2.2 based on the hierarchy as follows:

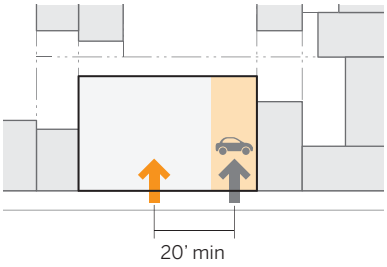
1. Other Street
2. Open Space Frontage
3. Secondary Addressing Street
4. Urban Park / Plaza Frontage
5. Any street with at-grade light rail transit lines or stops
6. Primary or SoFA Addressing Street

c. *Porte Cocheres* are not permitted on any Addressing Street.

d. A pedestrian entry into a hotel lobby from an internal vehicular drive (for instance, inside a parking garage) is allowed as long as the vehicular entry to and exit from the building meet other Standards of the Design Guidelines and the primary pedestrian access to the hotel lobby is directly from the sidewalk, not through the vehicular entry.



a. **DO -** Locate a vehicle entry away from the primary street.



b. **DO -** Locate a vehicle entry away from the primary pedestrian entry.



DO - Place vehicular entries away from intersections and on lower status streets to avoid disruption of primary *frontage*.



DO NOT - Locate vehicular entrances near pedestrian entries.

RELATED GUIDELINES

3.3.2 - Relationship to Transit

3.4.4 - Vehicle and Bicycle Parking Location

3.5.1 - Pedestrian and Bicycle Entrance Location

3.5.2 - Service Entrance Location

4.4.6 - Parking Garages

5.5.2 - Vehicle and Service Entry Design

5.4 - Surface Parking Lots

GENERAL PLAN REFERENCE

- VN-1.9, CD-1.10, CD-3.5, LU-5.5, CD-3.9

4.0
BUILDING

4.1 Buildings and the City

4.2 Context

4.2.1 Form, Proportion, and Organizing Idea
4.2.2 Massing Relationship to Context
4.2.3 Civic Icon Adjacency
4.2.4 Historic Adjacency

4.3 Massing

4.3.1 Podium Level Massing (Below 70 Feet)
4.3.2 Skyline Level Massing (Above 70 Feet)
4.3.3 Streetwall
4.3.4 Sunlight
4.3.5 Wind

4.4 Building Elements

4.4.1 Facade Pattern and Articulation
4.4.2 a. Windows and Glazing
b. Bird Safety
c. Balconies (Private Open Space)
4.4.3 Materials and Colors
4.4.4 Mitigating Blank Facades
4.4.5 Vertical Circulation
4.4.6 Parking Garages
4.4.7 Roofs
a. Rooftops and Mechanical Equipment
b. Green Roofs and Decks (Building Open Space)
4.4.8 Pedestrian Bridges
4.4.9 Lighting
a. Lighting - Podium Level
b. Lighting - Skyline Level
4.4.10 Signage - Skyline Level

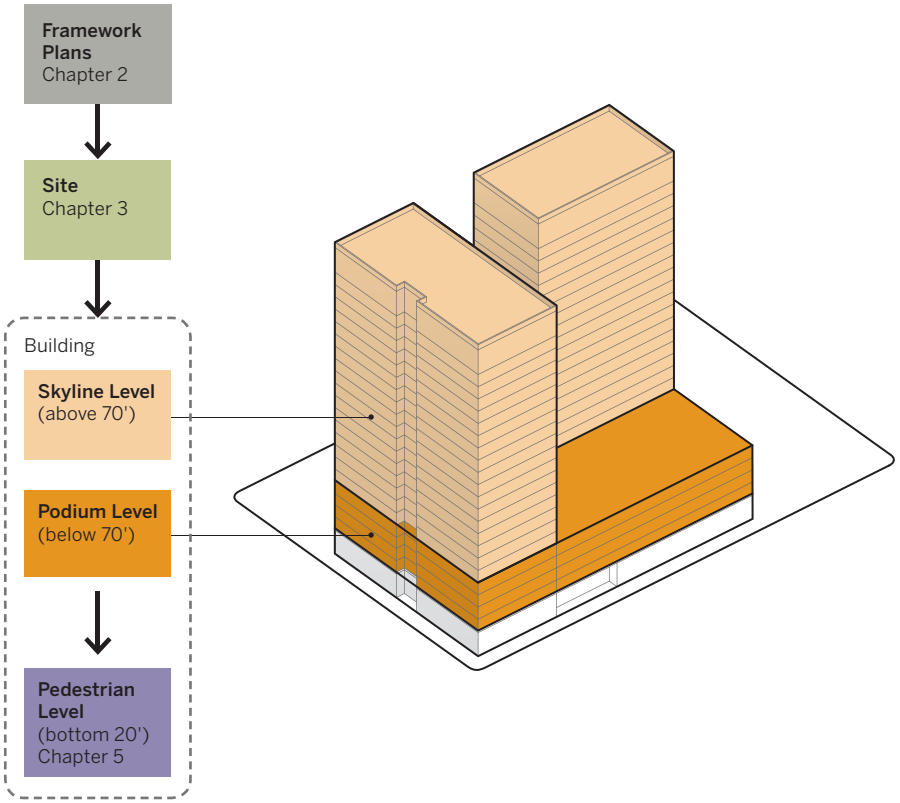
Photo credit: Arvind Balaraman / Shutterstock.com

4.1 Buildings and the City

The long-term vibrancy of Downtown depends on buildings that are exciting but timeless, technologically advanced and daring but nurturing of *Public Life*, and inspiring from views both near and far.

This chapter considers building architecture, overall massing, building exteriors, and materials and colors. It discusses relationships between buildings, to the *Public Realm*, and to historic buildings.





4.2.1 Form, Proportion, and Organizing Idea

PROMOTE HIGH QUALITY ARCHITECTURE

Make a building's architectural forms and massing clear and coherent.

RATIONALE

By responding to context buildings, nearby activities, and site conditions, and expressing a unified architectural vision, each new building can be distinctive and a good fit for Downtown. Whether visible in the skyline or experienced at the street level, buildings require both restraint and daring to form a coherent yet exciting cityscape.

GUIDELINES

Overall

a. Use a strong and harmonious architectural concept and organizing idea.

b. Accentuate vertical orientation to reduce the apparent bulk that may originate with local height limits.

c. Design a building to maintain consistency with its own rules for massing and facade organization.

Relationship of Parts

d. Differentiate the top of a building over 70 feet tall with massing and *facade* strategies to add interest to the skyline.

Relationship to Context

e. Shape building massing, architectural details, and activity locations to emphasize *Pedestrian Level frontages* and connection to the Downtown street environment.

f. Use building materials and details that respond to neighborhood context and are consistent with the architectural concept.

g. Respond to context and site conditions such as adjacencies and views to accentuate neighborhood assets, make a building unique, and add identity.

STANDARDS

a. Coordinate and link the building's *Skyline Level*, *Podium Level*, and *Pedestrian Level* with vertical elements.

b. Design *Image-Defining Frontages* (see Section 2.1) with same level of detail and quality as the primary building *frontage* (if they are not the same *frontage*).

RELATED GUIDELINES

4.2.2 - Massing Relationship to Context

4.3.1 - Podium Level Massing

4.3.2 - Skyline Level Massing

4.4.1 - Facade Pattern and Articulation

4.4.5 - Vertical Circulation

GENERAL PLAN REFERENCE

- CD-1.1, CD-1.15, LU-11.6, CD-4.5, IE-1.16



A building top can create drama in the skyline and increase verticality.



A building with presence at the Skyline Level must also have human scale at the Pedestrian Level.
111 Main, Salt Lake City, Photo © SOM | Cesar Rubio

4.2.2 Massing Relationship to Context

BE AUTHENTIC TO SAN JOSE

Create massing transitions between high-rises and lower-scale development.

RATIONALE

In some Downtown locations, tall new buildings will be adjacent to historic buildings of lower height and to properties at the edge of Downtown where the General Plan land use designation limits buildings to lower heights. In these conditions, a massing transition for the tall buildings to the lower height *context* creates compatibility between new and old.

GUIDELINES

- Use horizontal and vertical massing elements to complement existing context buildings.

STANDARDS

a. **Height Transition (see Illustration a):** If a new building 100 feet tall or more is across the street from or adjacent to either:

1. A historic building 45 feet tall or less
2. A site for residential use that is limited to a building 45 feet tall or less

The new building must step back its street-facing *facade* 5 feet minimum from the front parcel or *setback* line at an elevation between 25 and 50 feet.



DO - A lower massing element creates a transition to shorter buildings nearby.

b. **Width Transition (see Illustration b):** If a new building is across the street from or adjacent to a historic building that is both:

1. 45 feet tall or less
2. More than 30 feet narrower than the new building

The new building must create gaps in the *Podium Level* above the ground floor to divide its street-facing massing into segments no more than 30 feet wider than the widest of the applicable historic buildings. Gaps must be 5 feet minimum width and depth.

Note: There is no need to limit the massing width of a building adjacent to historic buildings that occupy their full lot width, such as historic storefronts. Thus, if a historic building's street-facing *facade* continues to within 5 feet of its parcel edges, it does not trigger the Width Transition requirement.

c. **Rear Transition (see Illustration c):** If a new building 100 feet tall or more is across a parcel line interior to a block from either:

1. A historic building 45 feet tall or less
2. A site for residential use that is limited to a building 45 feet tall or less

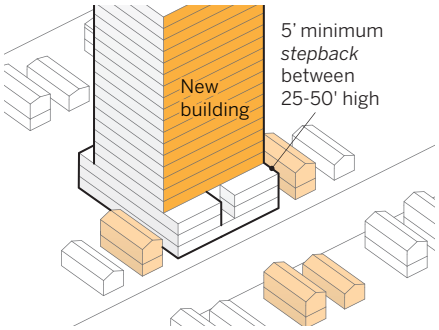
The rear portion of new building must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.

RELATED GUIDELINES

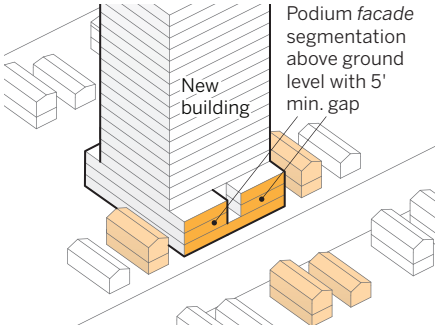
4.2.3 - Civic Icon Adjacency
4.2.4 - Historic Adjacency

GENERAL PLAN REFERENCE

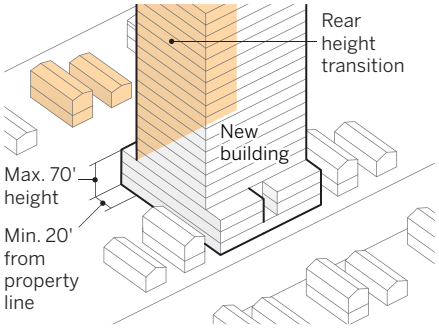
- CD-5.3, LU-9.6, LU-14.9, CD-1.14, CD-2.3, CD-4.5, CD-4.8, CD-1.12



a. **Height Transition** - Five foot *stepback* at an elevation between 25 and 50 feet high



b. **Width Transition** - *Facade* segments no more than 30' wider than historic buildings



c. **Rear Transition** - Height maximum 70' within 20' of property line

4.2.3 Civic Icon Adjacency

BE AUTHENTIC TO SAN JOSE

Design a building within the affected area of a Civic Icon to enhance the Icon's visibility and importance.

RATIONALE

Civic Icon buildings are landmarks and civic markers in Downtown. New buildings within the Affected Area, because of their locations, will have a strong effect on Civic Icons. If done well, the juxtaposition of the two structures will enhance the look of both.

Civic Icons contribute to the identity of Downtown. By enhancing the visibility and distinctiveness of Civic Icons, new development enhances Downtown's unique character.

GUIDELINES

a. Use a *Streetscape* and landscape design that helps to unify the new and existing structure.

b. Design a new building in the Civic Icon building Affected Area (see Section 2.4 for the boundaries of Affected Areas) to not dominate the icon to allow the icon to stand out.

c. Protect and enhance views to the Civic Icon building.

STANDARDS

None

RELATED GUIDELINES

2.4 - Civic Icon Buildings Framework Plan

4.2.2 - Massing Relationship to Context

4.2.4 - Historic Adjacency

GENERAL PLAN REFERENCE

- LU-2.2, LU-13.2, LU-13.3, LU-13.6, LU-13.9, LU-15.3



Civic Icons often have distinctive silhouettes.



Civic Icons are historic and contemporary buildings with distinctive features and civic importance.

4.2.4 Historic Adjacency

BE AUTHENTIC TO SAN JOSE

Incorporate essential urban and architectural characteristics of historic context.

RATIONALE

Historic buildings are a unique and irreplaceable feature of Downtown. New adjacent buildings should respect and enhance historic structures, not overwhelm them. A building with *Historic Adjacency* should respond to prominent characteristics and patterns of *Historic Context* buildings to improve the building's fit within the context.

Applicability

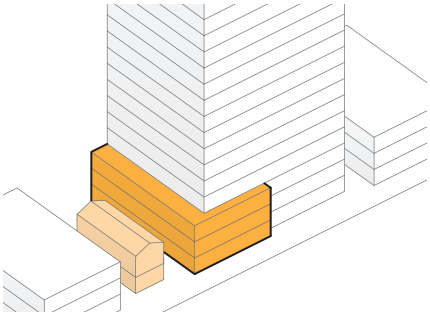
A site has *Historic Adjacency* when any of the these are true:

a. At least 50% of buildings fully or partially within 200 feet are on the San José Historic Resources Inventory (HRI) or are eligible for HRI listing

b. The site is within 100 feet of a Designated or Candidate City Landmark or contributor to a district or conservation area

c. The site is adjacent to a historic building

The building(s) within the categories above that cause a new building to have *Historic Adjacency* are the new building's *Historic Context*.



DO - Transition massing creates a relationship between buildings of different scales.

GUIDELINES

General

a. Design a building with *Historic Adjacency* to stand on the quality of its own architecture, not as a backdrop for historic buildings.

b. Use a *Streetscape* and landscape design that helps to unify the new and old structures.

Massing

c. Use a transition massing element to relate a new building to *Historic Context* buildings below 40 feet in height on the same side of the same block. This massing may be a lower building mass forming the street wall that has a similar height to *Historic Context* buildings, with a step back to the upper *Podium Level* and *Skyline Level*. See also Section 4.2.2.

Facade

d. Design the *Skyline Level* with massing and facade elements that reduce contrast to *Historic Context* structures.

e. Design new buildings to be compatible with rear facade features and circulation patterns such as loading access and alleys established by *Historic Context* buildings.

f. Use facade elements with a scale that creates visual correlation with nearby *Historic Context* building facades.

Elements

g. Use distinctive architectural features in the *Podium Level* that relate to those in nearby *Historic Context* buildings.

h. Place windows and doors in a rhythm that responds to the established rhythm of windows and doors of *Historic Context* buildings.



DO - This new building responds to *Historic Adjacency* through materials and *fenestration*.

STANDARDS

Massing

a. Relate *Podium Level* building massing to the scale of *Historic Context* buildings by breaking a large building into masses of similar scale to *Historic Context* buildings.

b. Design buildings with rectilinear rather than curved and diagonal forms where rectilinear forms are typical of the *Historic Context* buildings.

c. Use cornice articulation at the *Podium Level* at a height comparable to the heights of *Historic Context* buildings.

d. Maintain *Streetwall* continuity with *Historic Context* buildings that are on the same side of the same street by placing the street-side facade of a new building within 5 feet of the average *Historic Context* building *Streetwall* distance from the front property line.

Facade

e. Use articulation that creates facade divisions with widths similar to *Historic Context* buildings on the same side of the same block (if the new building is wider). A variety of techniques can achieve this articulation, including facade design, material variations, and color variations. For example, if the street facades of most nearby *Historic Context* buildings are vertical in proportion, taller than they are wide, then maintaining the vertical orientation of the building facade will result in a more compatible design.

f. Do not simulate historic architecture to achieve these guidelines and standards. Do not design new facades to create a false historic appearance or copy historic architectural features unless such features are integral to the design of the new construction.

g. Place windows on *facades* visible from the adjacent *Historic Context* structure even if this requires that the *facade* be set back from the property line.

Elements

h. Use some building materials that respond to *Historic Context* building materials, such as masonry, terra cotta, limestone, stucco, glass, mosaic, cast stone, concrete, metal, glass, and wood (trim, finishes and ornament only).

i. The new materials should be compatible with historic materials in scale, proportion, design, finish, texture, and durability.

Ground Floor

j. Space pedestrian entries at similar distances to *Historic Context* building entries.

k. Create a ground floor with a similar floor to ceiling height as nearby *Historic Context* buildings, provided the ground floor finish ceiling is no lower than the minimum height identified in this document.

RELATED GUIDELINES

2.3 - Historic Sites and Districts Plan

4.2.2 - Massing Relationship to Context

4.2.3 - Civic Icon Adjacency

GENERAL PLAN REFERENCE

- Chapter 6 - Historic Preservation
- LU-13.5, LU-13.15, LU-15.1, VN-1.10



DO - A new building can fit into a historic context using materials, massing, and *facade* treatments that respond to existing buildings.

4.3.1 Podium Level Massing (Below 70 Feet in Height)

PUT PEOPLE FIRST

Engage the Podium Level massing with the Public Realm and help support a human-scale Streetscape.

RATIONALE

As the tower forms of the *Skyline Level* define the city image from distant views, *Podium Level* massing defines the experience at the ground level.

Podium Level massing requires *articulation* and scaled elements. Height limits and upper level setbacks are used to create transitions in height, bulk, and scale. Extending towers to the ground (while acknowledging the lower levels) aids in creating verticality and visual lightness. *Podium Levels* with towers above, like candles on a cake, leave the skyline unanchored from the ground, reducing legibility and creating wide, stubby forms.

GUIDELINES

a. Emphasize the intersection of any two addressing streets (see Section 2.2) through corner building form and detail.

b. Use *Podium Level* massing to frame on-site open spaces.

c. Use massing to enhance access to daylight and ventilation in interior spaces.

d. Shape massing to protect any view corridors running across the site (see Section 2.5).

e. Continue the *Skyline Level* massing to the ground through the *Podium Level* for at least 30 percent of the *Skyline Level's facade* length on the side of the building that contains the primary pedestrian entrance.

STANDARDS

- Divide *Podium Level* building massing that creates a *facade* wider than 100 feet into visibly articulated smaller masses no wider than 80 feet using projections and recesses, materials, shadow relief, or other architectural elements (refer to diagram).

RELATED GUIDELINES

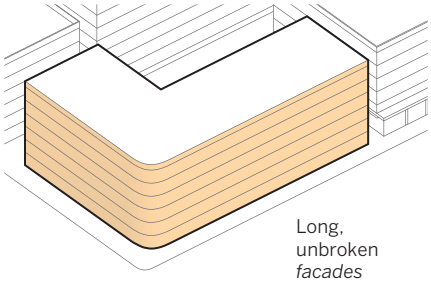
3.2.2 - Building Placement

4.3.3 - Streetwall

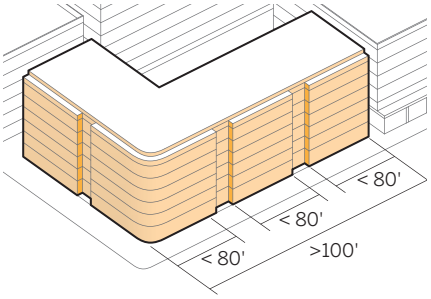
4.3.4 - Sunlight

GENERAL PLAN REFERENCE

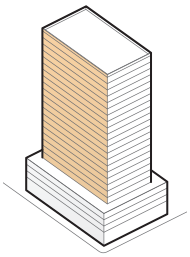
- MS-2.11, CD-4.5



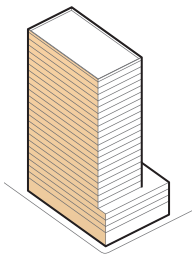
a. **DO NOT** create a long building that breaks the *human scale* rhythm of the street.



b. **DO -** Divide a building over 100' in width with breaks in massing and architectural articulation.



c. **DO NOT** leave the *Skyline Level* unanchored to the ground.



d. **DO -** Extend *Skyline Level* tower massing to ground level. See photo example in Section 4.4.6, page 55.



DO - Bring tower massing to ground level and use *Skyline Level* articulation (see Section 4.3.2) to reduce bulk and increase verticality.

4.3.2 Skyline Level Massing (Above 70 Feet in Height)

PROMOTE HIGH QUALITY ARCHITECTURE

Create interesting and compelling Skyline Level massing for a cityscape that is memorable and distinctive.

RATIONALE

Compelling skyline massing will emphasize verticality to create interest from nearby and long distance views. Slender, vertical *Skyline Level* massing also preserves access to sunlight and wind for pedestrians and occupants of other buildings. Thus, towers should both be slender to the extent possible and convey slenderness through means such as shifts of the *facade* plane, articulating tower massing, and preserving sky view corridors.

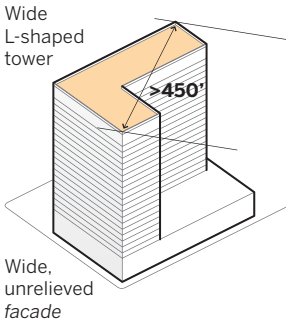
The presence of iconic buildings with unique shapes at Gateway Sites (see Section 2.1) will create distinction and orientation. This distinction can come from massing strategies such as articulated forms.

GUIDELINES

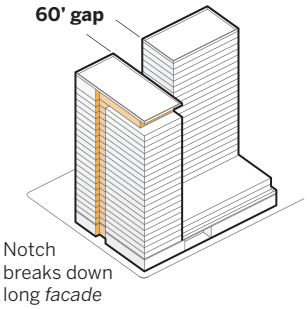
a. Increase perceived tower separation by avoiding direct face to face views (e.g. residential unit living rooms) and using non-rectangular tower shapes.



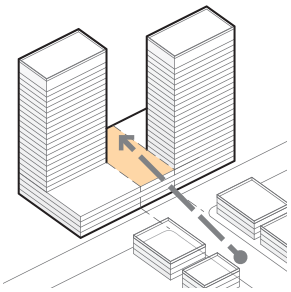
DO - Use articulation and subtraction of mass at the building top.



a. **DO NOT** create wide building masses



b. **DO -** Divide massing wider than 450' into towers and emphasize verticality



c. **DO -** Preserve a street view corridor at a "T" intersection with tower spacing

b. Place towers at the short ends of blocks and near corners to emphasize intersections, to preserve sun exposure in mid-block, and to frame views along streets.

STANDARDS

a. Design separate towers instead of very wide buildings. Use a maximum of 450 feet for any horizontal dimension, including diagonally, in *Skyline Level* massing.

b. Keep a minimum spacing of 60 feet between any portions of *Skyline Level* building masses (towers).

c. For *Skyline Level facades* over 200 feet in width, use changes in massing such as *stepbacks* or notches greater than 30 feet wide and 20 feet deep to reduce apparent building bulk.

d. If a development site is at the head of a "T" intersection, align the location of the required spacing between *Skyline Level* masses along the visual extension of the facing street centerline to preserve sky view from the street.

e. For buildings on *Gateway Sites* (section 2.1), for approximately the top 25% of the *Skyline Level* massing, use sculpted massing such as shifts in building planes, a gradual subtraction of mass toward the top, or a stepped or varied pitch roofline to lend a distinctive identity to orient people as they approach and move around Downtown. See Appendix A.2.1 for examples.

f. For buildings on sites other than defined *Gateway Sites* (section 2.1), use massing for the tower top that generally maintains the overall tower form.

RELATED GUIDELINES

4.3.4 - Sunlight

4.4.7.a - Rooftops and Mechanical Equipment

GENERAL PLAN REFERENCE

- CD-6.6

4.3.3 Streetwall

PUT PEOPLE FIRST

Use the Streetwall to define the adjacent Public Realm and create an enclosed urban space.

RATIONALE

The *Streetwall* is the building *facade* along a public street, *Public Open Space*, or *paseo* from ground level to 70 feet. Urban streets and open spaces benefit from more linear and visually defined *Streetwalls* and a more urban treatment. Natural open spaces require less urban treatments, with greater permeability between the open space and the adjacent built form. Breaks in the street wall are opportunities for mid-block pedestrian connections and *Privately-Owned Public Open Spaces* (see section 3.4.1).

Encroachments of *Occupied Space* such as balconies or bay windows over *Public Space* can create a more interesting and varied *Streetwall*. The Design Guidelines document gives guidance for encroachments, but also refer to Section 13.37 of the San José Municipal Code and Section 3202 of the Building Code, as may be amended, for encroachment permit requirements.

GUIDELINES

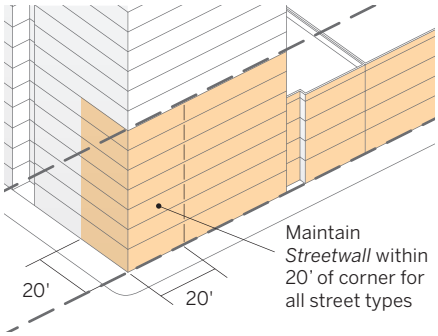
a. Orient buildings parallel to adjacent streets.

b. Enhance *Streetwall facades* with architectural details to create interest and variety for pedestrians.

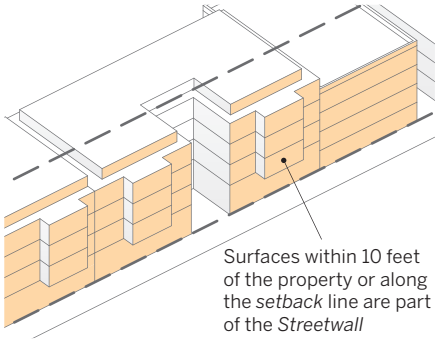
c. Use *transparency* and high quality, durable materials in *Streetwall facades*.

STANDARDS

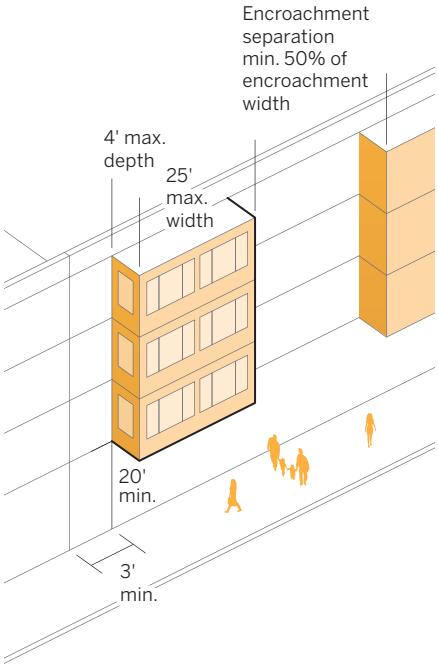
a. For a portion of the *facade* to be a *Streetwall*, it must lie within 10 feet of the property line or within 3 feet of the *setback* line for at least 60% of the distance from ground level to the top of that portion of the building, to a maximum of 70 feet.



a. *Primary Addressing Street* (minimum 70% *Streetwall*)



b. *Secondary Addressing Street* (minimum 50% *Streetwall*)



c. **DO** - Use encroachments above *Public Space* to add visual interest.

b. Create a *Streetwall* along a *Primary Addressing Street* or *SoFA Addressing Street* (see Section 2.2) along at least 70% of the property or *setback* line.

c. Create a *Streetwall* along a *Secondary Addressing Street* (see Section 2.2) along at least 50% of the property or *setback* line.

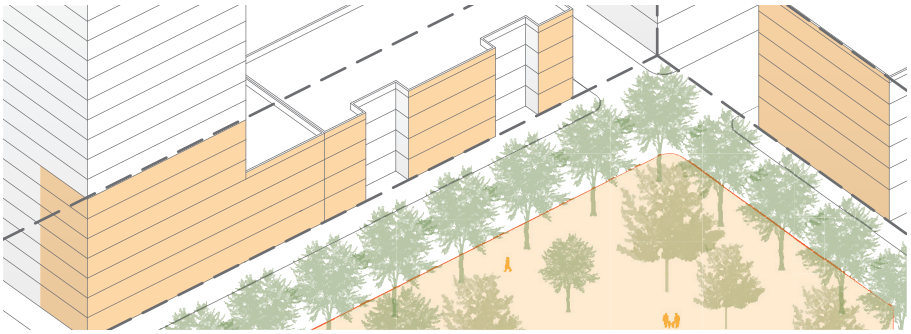
d. Create a *Streetwall* along an *Urban Park/ Plaza Frontage* (see Section 2.2) along at least 70% of the property or *setback* line.

e. Create a *Streetwall* along an *Open Space Frontage* (see Section 2.2) along ***at most*** 60% of the property or *setback* line.

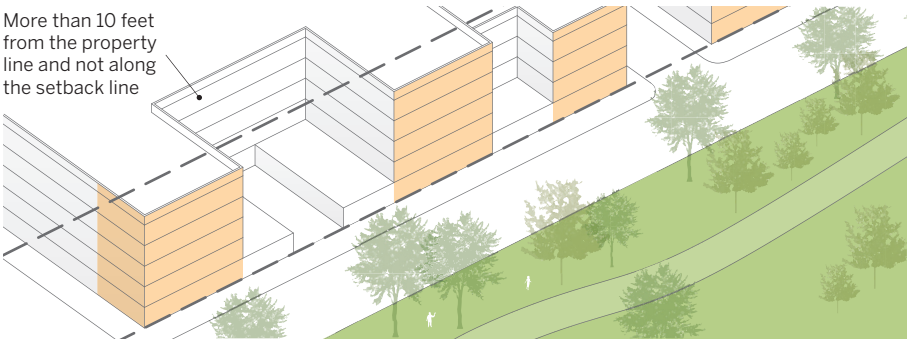
f. Create a *Streetwall* along an *Other Street* (see Section 2.2) for at least 30% of the property or *setback* line.

g. At the corner of intersecting streets, (excluding alleys), emphasize the intersection by maintaining the *Streetwall* along both streets for at least 20 feet.

h. Maintain a 20 foot minimum clearance above *Public Space* for an encroachment of *Occupied Space*.



d. *Urban Park/Plaza Frontage* (minimum 70% *Streetwall*) - St. James Park, Plaza de Cesar Chavez, Arena Green, or City Hall Plaza (see Section 2.1 for *Urban Park/Plaza Frontage* locations)



e. *Open Space Frontage* (maximum 60% *Streetwall*) - Guadalupe River or Los Gatos Creek corridor (see Section 2.1 for *Open Space Frontage* locations)

i. Limit encroachment above *Public Space* to a maximum depth of 4 feet up to 40 feet over the sidewalk. Above 40 feet over the sidewalk, encroachment depth may be up to 6 feet providing the encroachment is an open balcony or, if enclosed, is at least 50 percent transparent on all exterior walls.

j. Limit any individual encroachment to maximum 25 feet width, with spacing between encroachments no less than 50% of the width of the widest adjacent encroachment, with a minimum spacing of 5 feet (see diagram c).

k. Create an encroachment no closer than 3 feet to an adjacent property.

RELATED GUIDELINES

3.2.2 - Building Placement
4.3.1 - Podium Level Massing
4.4.2.c - Balconies
5.3.1.a - Active Frontages
5.3.1.b - Mitigating Blank Walls
5.3.2 - Ground Floor Non-Residential Space
5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- CD-2.3, CD-4.5, CD-4.8, IP-8.6



DO - An attractive *Streetwall* with ground floor *transparency* creates a welcoming outdoor *Public Realm*. *Photo © Sergio Ruiz for SPUR*



DO - Limited gaps in the *Streetwall* can provide visual relief and locations for POPOS.

4.3.4 Sunlight

PUT PEOPLE FIRST

Avoid casting building shadows on public parks and plazas during mid-day and afternoon.

RATIONALE

San José has a warm and sunny summer climate and cool weather in winter, with July high temperatures averaging in the 80s and January highs in the 50s. The presence of sunlight in *Public Open Spaces* may have a large effect on their usability. The need for sunlight is true especially in cooler periods.

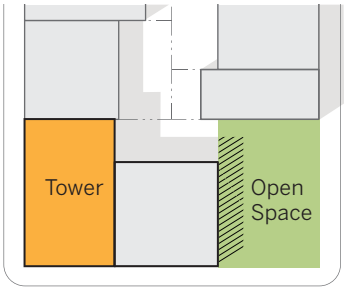
Shade provided by trees has a different and generally preferable quality than shade cast by buildings, which creates a flat, gray appearance. Building massing that balances shade, adequate sunlight access, views of the sky, and a sense of enclosure is preferable to highly-shaded parks and plazas.

GUIDELINES

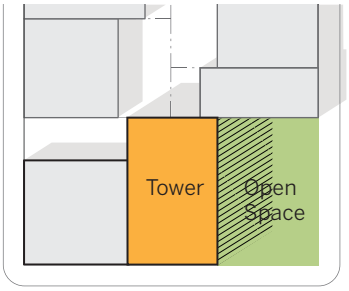
a. Maximize thermal comfort and extend the usable time for *Public Spaces* and *Privately-Owned Public Open Spaces* by providing a range of sun exposures, maintaining sunlight in *Public Open Space* during highest usage periods. Locate taller buildings selectively on one or two sides of open space to maintain sunlight exposure.

b. Use sensitive open space and plaza design to provide sufficient tree cover for shelter from the sun in periods of warmer temperatures.

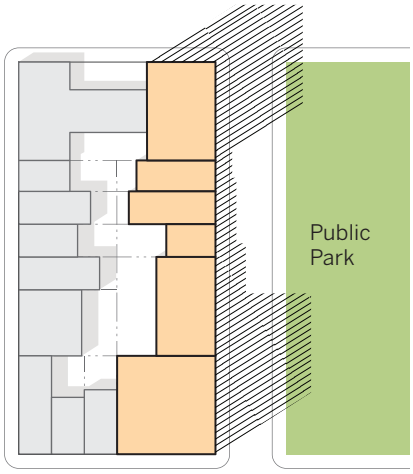
c. Use slender building forms and articulated shapes, particularly at the *Skyline Level*, to avoid wide shadows on *Public Space*, including streets, that leave areas without direct sunlight for long periods. Orient long building forms, including at the *Podium Level*, in the north-south direction to limit shadows on city streets.



a. **DO -** Place tower to minimize shade on open space



b. **DO NOT -** Place tower directly south or west of open space



c. **DO -** Locate and shape towers to minimize shadows on public parks and plazas.



DO NOT - A tower southwest of a plaza may create large areas of shade, reducing the ability of users to choose the amount of shade based on comfort.

STANDARDS

None

RELATED GUIDELINES

3.3.3 - Paseo / Mid-Block Connection Location
3.4.1 - Locating Privately-Owned Public Open Space
4.3.1 - Podium-Level Massing
4.3.2 - Skyline-Level Massing

GENERAL PLAN REFERENCE

- CD-4.5, CD-7.8, MS-2.3, CD-6.6

4.3.5 Wind

DESIGN FOR SUSTAINABILITY, GENERATE RESILIENCE

Preserve and improve wind circulation without creating areas of high wind speed.

RATIONALE

The presence of too much or little wind is bad for health, comfort, and safety. While comfortable wind speed varies by personal preference, air temperature, shade, and other factors, there is an optimum range of wind speeds in an urban environment.

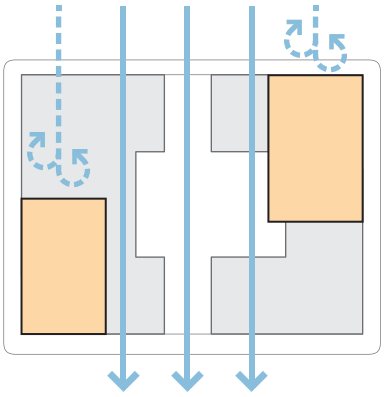
Very low wind speeds can be unpleasant, particularly in warm weather, and unhealthy because the lack of air movement allows pollution to accumulate. Wide building masses turned perpendicular to the prevailing wind direction slow the flow of air, potentially leaving it stagnant.

Groups of tall buildings with uniform heights slow wind and leave ground level air still. Staggered tall building height and location creating an irregular overall massing allows the wind to regain velocity. Breaks in block perimeter *Podium Level* massing in the prevailing wind direction allow wind to enter and circulate through the internal space of the block.

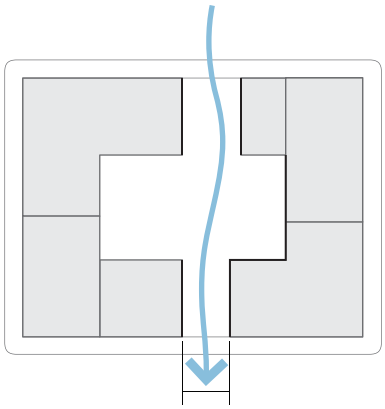
GUIDELINES

a. Stagger the heights and locations of tall buildings in and between blocks to avoid blocking wind flows.

b. Create gaps of 15-20 feet width in *Podium Level* massing in the prevailing wind direction, defined as the alignment of the runways at Norman Y. Mineta-San José International Airport, approximately 319 degrees clockwise from true north.



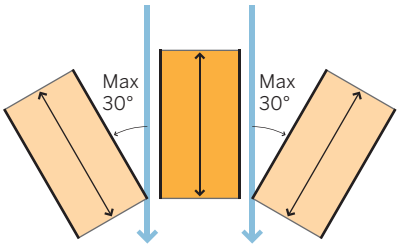
a. **DO** - Stagger towers to preserve wind flow



b. **DO** - Create 15'-20' Gaps in massing to allow wind flow



DO - Orient *Skyline Level* massing to preserve wind flow.



c. **DO** - Align the longest *Skyline Level* dimension within 30 degrees of the prevailing wind direction.

c. Orient the widest *Skyline Level* building dimension within 30 degrees of the prevailing wind direction, defined here as the alignment of the runways at Norman Y. Mineta-San José International Airport, approximately 319 degrees clockwise from true north.

STANDARDS

None

RELATED GUIDELINES

3.2.2 - Building Placement

GENERAL PLAN REFERENCE

- LU-17.4 (4)

4.4.1 Facade Pattern and Articulation

PROMOTE HIGH QUALITY ARCHITECTURE

The buildings of Downtown should rely on simple, sophisticated design using contemporary architecture to achieve timeless appeal.

RATIONALE

Using a cohesive *facade* organization, varied *human scale* horizontal and vertical elements, texture and depth, and variations to enrich individual *facades* creates a rich visual environment while also relating a building to the surrounding city. Associating scale elements and facade materials to context, particularly at the *Podium Level* and *Pedestrian Level*, creates a harmonious urban environment and helps a building fit into its surroundings.

A key element of *Podium Level* and *Pedestrian Level facades* is repeated reference to *human scale* and interior activities with architectural features, *fenestration* patterns, and material compositions.



DO - Horizontal and vertical elements add *human scale* to the *facade*.

GUIDELINES

Overall

a. Design a harmonious, internally consistent, and unified *facade* using elements such as fenestration and horizontal and vertical scale definition that relate to *human scale*.

b. Incorporate *facade* elements to create horizontal and vertical scale definition that conveys information about the building's structural framework and scale.

c. Avoid flat *facades* by using recessed or projected entryways, windows, bays, canopies, awnings, balconies, *step-backs*, and other architectural elements to create visual interest and changing effects of light and shadow.

d. Do not design long featureless expanses of *facade* that eliminate the sense of building scale.

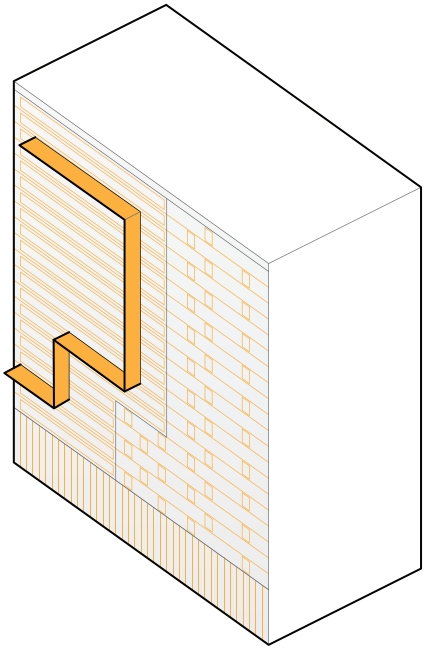
Relationship of Parts

e. Coordinate the *Podium Level* and *Skyline Level* to increase verticality, avoiding the appearance of a squat and bulky building.

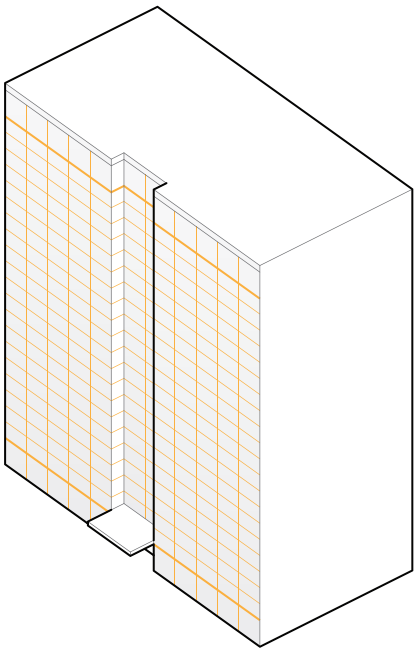
f. Do not create visually busy *facades* with decorative elements that do not relate to the building's form, structure, use, or scale.

g. Do not use multiple visual organizing systems with little relationship to the building's structure or human context, particularly at the *Skyline Level*.

h. Use wide areas of balconies on the *Skyline Level facades* of a residential building to break down the bulk and scale of the tower.



a. **DO NOT -** Do not create visually busy *facades* with elements that do not relate to the building's form, structure, use, or scale, or use multiple visual organizing systems with little relationship to the building's structure or human context. Do not include *facade* elements with no specific function. Do not leave *Podium Levels* and *Skyline Levels* uncoordinated, reducing verticality and making the building appear squat and bulky.



b. **DO -** Design a harmonious and unified concept using *human scale* elements, horizontal and vertical scale definition, *Pedestrian Level transparency*, definition of the building top, and elements to reduce the apparent building bulk and increase verticality.

Relationship to Context

i. Create *compatibility* with context by continuing essential aspects of adjacent and nearby building designs such as entrance location and design, *cornice* line, massing, *setback*, color, materials, and *fenestration*. For corner sites, this includes buildings on both intersecting streets.

j. For buildings on *Gateway Sites* (see Section 2.2), use more innovative and distinctive design, including more elaborate building tops.

k. Design for solar conditions to promote sustainability in building operations and occupant comfort, such as providing shading on *facades* exposed to strong sun.

l. Maximize the number of windows facing public streets at the *Podium Level* and create *Pedestrian Level* transparency to increase safety.

m. Include facade elements to promote indoor-outdoor working and living.



DO - Wide areas of balconies help to break down the scale of the *facade*.

STANDARDS

a. Design all buildings to include a top distinguishable from the rest of the *facade*. The building top may consist of the special *facade* treatment of one or more full floors, among other possible treatments.

b. Do not use strong expressions of horizontal or vertical elements that emphasize the *facade* more than the overall building form or structure, such as a projecting fin that does not serve a function like shading or control of the wind.

c. Reflect the scale of neighboring buildings in the *facade* at the *Podium Level* and *Pedestrian Level*.

RELATED GUIDELINES

4.2.1 - Form, Proportion, and Organizing Idea

4.2.2 - Massing Relationship to Context

4.2.3 - Civic Icon Adjacency

4.2.4 - Historic Adjacency

4.4.2.a - Windows and Glazing

4.4.3 - Materials and Colors

5.2 - Public Art in Private Development

GENERAL PLAN REFERENCE

- CD-1.11, CD-6.5, CD-1.12, CD-1.9, CD-4.8

4.4.2.a Windows and Glazing

DESIGN FOR SUSTAINABILITY, BE AUTHENTIC TO SAN JOSE, PROMOTE HIGH QUALITY ARCHITECTURE

Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.

RATIONALE

The use of *facades* with no response to solar and wind conditions creates a building unsuited to its environment. Such a building is over-reliant on mechanical systems, environmentally wasteful, and unsustainable. Sealed off spaces can be less healthy due to poor air quality. They can also foster lower worker productivity. Responding to *context*, climate and orientation will create a cityscape that is interesting and sustainable.

Individual in-window and through-wall air conditioning units are undesirable. Units frequently become dirty and lack external maintenance. Replacement with mismatched units creates a haphazard appearance. Noise and water condensation reduce the enjoyment of balcony space and adjacent ground level *Public Space*. The energy efficiency of individual units is typically poor compared to centralized systems.

GUIDELINES

a. Design the building's window size and location and the *facade* treatment to respond to nearby buildings and interesting elements of the ground level *Public Realm*.

b. Preserve, acknowledge, and exploit long distance and near views of noteworthy structures or natural features. See also Section - 4.2.3 on Civic Icon Adjacency.

c. Use operable windows to allow occupants to take advantage of San José's typically warm, sunny climate and potentially reduce the need for mechanical heating and cooling.

d. Respond to the building's orientation by varying the *fenestration* on different *facades*. Use passive solar design elements such as shading devices or balconies to regulate solar gain on southern and western *facades* or use technological solutions such as windows with variable opacity.

e. Create a balance between window and wall, especially in the *Podium Level*, to give the *facade* character and weight. Combine windows where needed to reduce busyness in the *facade*.

f. Orient windows vertically near building corners to emphasize verticality.

g. Do not use individual through-window or through-wall air conditioning units.

STANDARDS

a. Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall.

b. When individual air conditioning units are present, shield them from view with uniform *facade* elements.

RELATED GUIDELINES

3.5.1 - Pedestrian and Bicycle Entrance Location

4.2.3 - Civic Icon Adjacency

5.3.1.a - Active Frontages

5.5.1 - Pedestrian and Bicycle Entry Design

GENERAL PLAN REFERENCE

- Climate Smart San José
- CD-2.8, CD-1.11, MS-4.1, MS-4.2



DO - Vary *fenestration* by building *facade*, placing windows to take advantage of solar conditions and views to the nearby ground level *Public Realm*.



DO NOT - While present on some historic buildings and others, window air conditioning units do not create an attractive *facade* and should be avoided.



DO and DO NOT - Operable windows enhance livability and sustainability. Shading devices would have reduced the potential for glare.

4.4.2.b Windows and Glazing: Bird Safety

DESIGN FOR SUSTAINABILITY

Consider bird safety in building design and landscaping.

RATIONALE

The City of San José has design guidance in place for areas of the City where birds are most common. These requirements apply specifically to areas north of Highway 237 according to the Envision San José 2040 General Plan (Goal ER-7.1) and City Council Policy 6-34 - Riparian Corridor Protection and Bird-Safe Design.

Bird safety is a vital consideration in Downtown as well, particularly given the size and number of buildings and the presence of a riparian corridor. Bird safety may also become an issue in the environmental review process.

There are a variety of techniques to reduce bird deaths due to building collisions. These involve material choice, material patterning, and building design. The requirements of the Design Guidelines are in addition to any resulting from environmental regulations about bird safety.

GUIDELINES

a. Use exterior screens, grilles, shutters and sunshades to reduce large expanses of glass visible to birds.
b. Add a bird-safe pattern to glass in the lower 40 feet of a building, reducing the expanse of clear or highly reflective surfaces.
c. Do not use large areas of reflective glass.

STANDARDS

a. Do not use mirrored glass.
b. Do not create areas of glass in the lower 40 feet of a building through which sky or foliage is visible on the other side of parallel panes of glass less than 20 feet apart unless both parallel areas of glass are appropriately patterned. See references in the San José Voluntary Bird-Friendly Building Design Fact Sheet for patterning information.

RELATED GUIDELINES

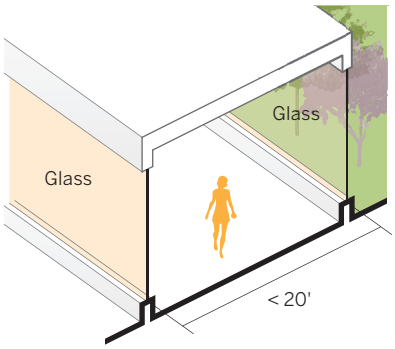
4.4.2.c - Balconies

4.4.3 - Materials and Colors

4.4.8 - Pedestrian Bridges

GENERAL PLAN REFERENCE

- ER 7.1, ER-7.6



DO - Add bird-safe patterns to parallel glass less than 20 feet apart.



DO NOT - Highly reflective glass can be dangerous for birds, which may mistake it for sky and collide with the building.

4.4.2.c Windows and Glazing: Balconies (Private Open Space)

PUT PEOPLE FIRST

Improve appearance, increase occupant comfort and enjoyment, and make a building more efficient through well-designed balconies.

RATIONALE

Balconies create positive effects for both residential and commercial buildings. Balconies break down the visual size of large *facades* and their shadows create a shifting appearance during a day. Balconies' shade can enhance the efficiency of interior cooling, improve opportunities for natural ventilation, and provide valuable outdoor space. Balconies increase security through casual surveillance of the street by occupants, particularly at a building's lower levels.

Balconies may encroach on street rights of way with appropriate permits (Refer to San José Municipal Code Section 13.37.230.C and Building Code Section 3202 for requirements). See Section 4.3.3 for *Streetwall* guidance.

GUIDELINES

a. Create balconies for at least 50 percent of street-facing residential units in the *Podium Level*.

b. Do not use aluminum mesh railings with a galvanized or anodized finish. Powder-coated finishes are allowed.

c. Integrate balconies, including the undersides, into the overall facade design including materials and colors.

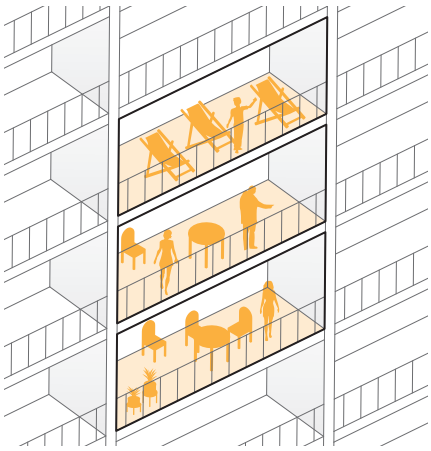
STANDARDS

a. Create residential balconies and solariums of minimum of 4 feet deep (6 feet preferred), except for Juliet balconies with a maximum depth of 1 foot. See section 4.3.3 for encroachment rules.

b. Create residential balconies of a minimum 20 square feet to be usable for typical activities such as dining.



DO and DO NOT - Balconies provide *Private Open Space* and connect a building to its surroundings. Glass railings can be problematic for bird safety.



Balconies with sufficient dimensions and area may serve a variety of activities.

c. Use bird-safe patterning on glass railings. See references in the San José Voluntary Bird-Friendly Building Design Fact Sheet for patterning information.

RELATED GUIDELINES

3.4.2 - Locating Ground Level Semi-Private Open Space

3.4.3 - Locating Ground Level Building Open Space

4.3.3 - Streetwall

5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- H-3.2, LU-14.9

4.4.3 Materials and Colors

CREATE A MEMORABLE DESTINATION

Use high quality materials on building exteriors and use materials and colors to indicate the building's role in the Downtown skyline.

RATIONALE

Building materials and colors inform Downtown's look and feel. Simple, local, quality materials are more economically and environmentally sustainable and more timeless in appearance. Distinctive, contrasting colors and materials can add to a building's prominence on the skyline.

GUIDELINES

a. Use materials that are durable, low maintenance, and resistant to wear and vandalism, selected and designed for a 50-year life span (minimum 20 years for roofs), and 20 years of deferred maintenance.

b. Do not create highly-reflective *facades* or use glass that will cause glare at the street level and for neighboring structures.

Facade Composition

c. Integrate *Skyline Level*, *Podium Level*, and *Pedestrian Level* materials to create a coordinated composition.

d. Use high-quality and interesting *facade* materials such as stone at the building base to relate to the pedestrian, energize the street, and enhance the experience of building occupants and pedestrians.

e. Create a composition of solid and transparent materials with at least 15% non-glass materials on every *facade*.

f. Create an appearance of building slenderness with changes of textures, materials, and colors.

g. Use colors and cladding materials to articulate the building's *facades* in intervals to provide a desirable scale in relation to building *context*.

Sustainability

h. Use high quality materials derived from local, renewable sources which reference the Bay Area's natural material colors and textures. Give preference to natural materials like stone, brick, terra cotta, and wood, and those manufactured within 100 miles of San José.

i. Use materials with low embodied energy and low or no chemical emissions.

j. Use materials with recycled content (both post-consumer and post-industrial).

Major and Accent Colors

k. Use two basic categories of building colors: major and accent. Major colors cover the majority of the building's opaque surfaces and accent colors are in smaller quantities in specific locations.

l. Major colors should be predominately light. Avoid dark major building colors, including black, dark red, dark gray, and dark natural stone colors. Greater variation of color from light to dark may be appropriate for major colors on buildings on Gateway Sites (see Section 2.1).



DO - As in downtown Toronto, color may differentiate and highlight important buildings.

m. Use accent colors on up to 30% of the opaque *facade* surface area. Greater freedom of color range from light to dark may be appropriate for accent colors. Less than 5% of the building's opaque *facade* surface may be have intense colors for visual interest.

n. For buildings on Gateway Sites (see Section 2.1), use colors with a higher level of contrast with surrounding buildings and use accent colors with a higher level of contrast with the major color.

STANDARDS

a. At the *Pedestrian Level*, use elements of stone, pre-cast concrete, terra cotta, masonry, or cast stone in addition to any other materials such as metal and glass.

b. Use materials that are graffiti resistant or easily repainted.

c. Do not use Exterior Insulation Finishing Systems (*EIFS* - see Glossary for definition) below the second floor.

d. Use highly-transparent glass at the ground floor. See Section 5.3.1.a about *Active Frontages*.

e. Use glass above the ground floor that is clear in color or with a subtle cool (blue, green, or gray) tint.

GENERAL PLAN REFERENCE

- LU-17.5, MS-4.1, MS-4.3, MS-2.5, MS-2.10, MS-3.3, MS-3.4

4.4.4 Mitigating Blank Facades

CREATE A MEMORABLE DESTINATION

Avoid creating Blank Facades if possible. If it is necessary to create one, use interventions to enliven the Blank Facade to make it into an asset to the look of Downtown, providing visual interest and relief.

RATIONALE

Large blank building *facades* above the *Pedestrian Level* deaden the cityscape (see Section 5.3.1.b - Mitigating Blank Walls for guidance about the *Pedestrian Level* and 4.4.6 for guidance about parking garages). Windows and balconies enable interaction between activities inside and outside the building and are preferable to the unchanging aspect of a *Blank Facade*.

GUIDELINES

a. Avoid the creation of a *Blank Facade* with the insertion of windows and balconies. When this is not possible, such as with zero-lot-line development, make the *Blank Facade* more attractive and visually interesting.

b. Break down a *Blank Facade* into smaller areas by changing building massing.

STANDARDS

a. A *Blank Facade* is a portion of a *facade* above the ground level without a window (including into parking) or balcony 15 feet in any direction (see diagram).

b. Use architectural treatments (such as trellises, screens, or changes in materials) or art to create visual interest in a *Blank Facade*. Cover at least 50 percent of the *Blank Facade* surface. Commercial advertising or building-related signage does not count as an intervention.

RELATED GUIDELINES

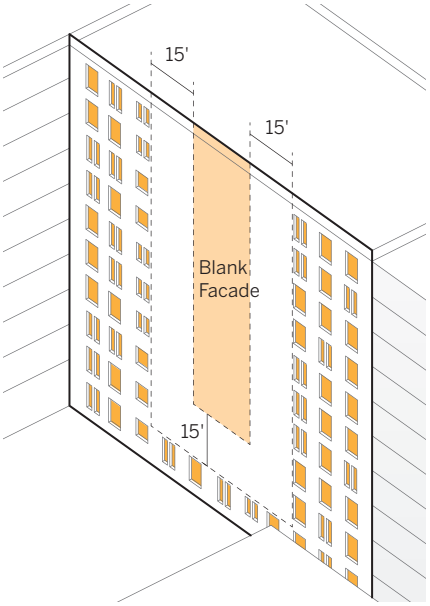
4.4.6 - Parking Garages

5.2 - Public Art in Private Development

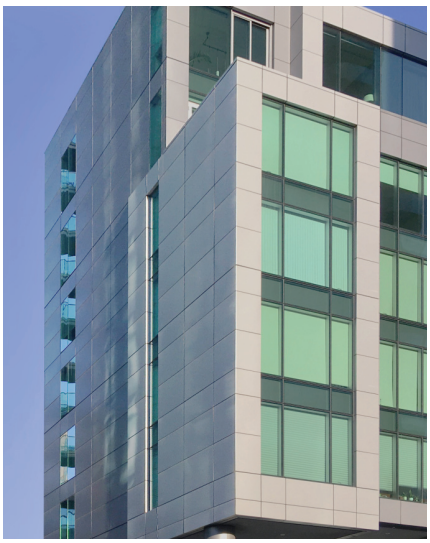
5.3.1.b - Mitigating Blank Walls

GENERAL PLAN REFERENCE

- CD-1.9, CD-1.11, CD-1.2, CD-1.8, CD-1.12



DO - Treat the portion of a *facade* without a window or balcony for 15' in any direction.



DO - Break up a *facade* with windows and balconies, even away from the primary frontage.



DO - A *Blank Facade* mitigation can become an attraction in its own right, like this wall that serves as a backdrop for selfies and other photos.

4.4.5 Vertical Circulation

GENERATE RESILIENCE

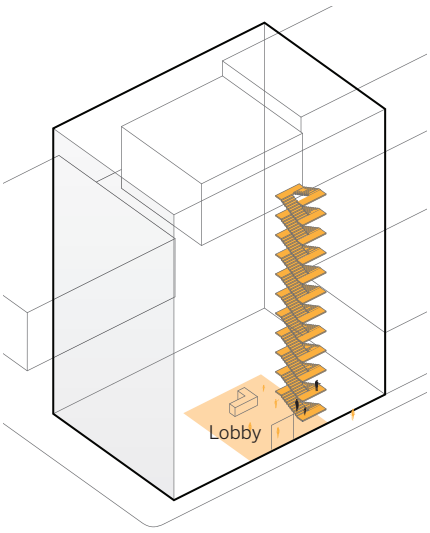
Locate and design stairs to be attractive and invite use.

RATIONALE

Inviting, convenient stairs attract frequent use and bring more physical activity into people's daily routines, improving health.

Stairs in a prominent location, accessible from primary circulation routes and visible from main building entries, are convenient to use and remind people that stairs are an available option.

Likewise, a prominent stairway at the building facade creates a safer, more pleasant experience for stair users and helps those outside the building understand where the stairway is located.



DO - Locate stairs near the lobby and visible from outside to make stair access easy and obvious.

GUIDELINES

a. Locate a primary stairway along the building exterior at the *Podium Level*. Create *transparency* from the stairs to the exterior to give stair users interesting views and to make the location of stairs apparent from outside the building.

b. Design tall buildings such that stairs are convenient to use for vertical circulation of four floors or less.

c. Place a stairway near a building corner visible to the building exterior to increase the building's appearance of verticality.

STANDARDS

a. Locate stairs to be visible and accessible to someone entering the building.

b. Design a primary stairway with materials and lighting similar in quality to the building lobby.

RELATED GUIDELINES

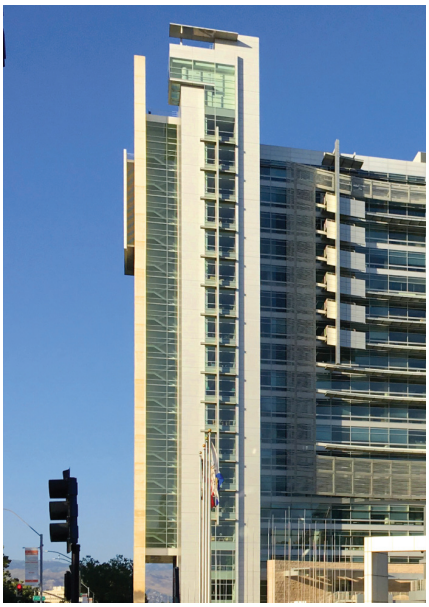
4.2.1 - Form, Proportion, and Organizing Idea

4.3.1 - Podium Level Massing

4.3.2 - Skyline Level Massing

GENERAL PLAN REFERENCE

- CD-3.3



DO - Visible stairs add movement and activity to the building *facade*.

4.4.6 Parking Garages

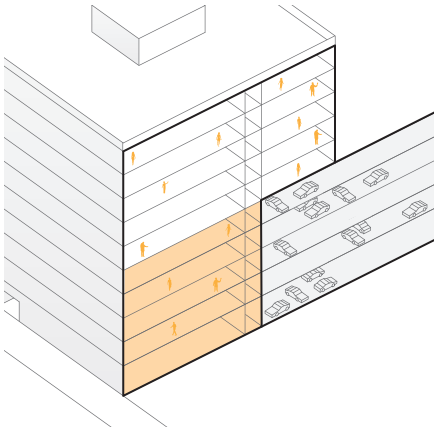
PUT PEOPLE FIRST

Minimize the negative effects of parking garages through placement, design, and screening.

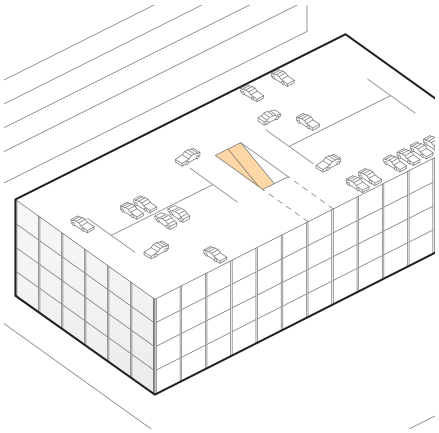
RATIONALE

Even parking garages with good architecture can create deadening effects on the surrounding urban fabric. Their size and location can separate uses and *Active Frontages*, making the city less walkable. They can also become locations for undesirable activities.

To make parking into a good neighbor, reduce the visibility of a garage and use *Occupied Space* to bridge gaps in the urban fabric. Lining parking garages with *Active Frontages* and *Occupied Space* puts the parking garage in the back and brings life to the street. Planning ahead for garage conversion into other uses may avoid the need for expensive and disruptive demolition in case parking is no longer needed due to changes in transportation technology and usage.



a. **DO -** Line a parking garage within the building mass (Section 3.4.4) with *Occupied Space* along a *Primary* or *SoFA Addressing Street* or *Urban Park/Plaza Frontage*.



b. **DO -** "Future proof" parking garages by planning for transition to other uses, such as with structurally-separate vehicle ramps, flat floors, and sufficient floor-to-ceiling heights.



c. **DO -** Future proof garages with sufficient height to accommodate other potential uses.



DO and DO NOT - This parking garage allows harsh light to intrude onto the street. However, the building also uses creative *Podium Level* lighting to create distinction (see Section 4.4.9.a).

GUIDELINES

a. Place landscaping, green roofs, decks, *Green Stormwater Infrastructure*, patios, gardens, solar power generation, or other mitigating elements on an exposed parking garage roof to reduce the heat island effect and water runoff.

b. Provide a canopy, overhang, trellis or other element to mark the top of a standalone parking garage to soften the appearance.

c. Use parking garage lighting of similar light color to that of regular building uses so that the parking garage lighting is not clearly differentiable from regular lighting to avoid an institutional appearance.

d. Place vehicle ramping on the interior of a parking garage, not near any facade.

e. Future proof parking garages to be convertible to other uses in the future. Design structured parking with:

1. Flat floors
2. Minimum 9 foot floor-to-finished-ceiling clear heights
3. Structurally separate vehicle ramps to allow for total or partial removal
4. Sufficient structural strength to allow conversion to other uses
5. Structural depth that is shallow enough to allow necessary daylight access if converted to another use (such as residential, which requires natural light in certain rooms per code), or a plan to reduce the structural depth to the necessary amount

STANDARDS

a. If a parking garage facade is within 50 feet of a *Primary Addressing Street*, *SoFA Addressing Street*, or *Urban Park/Plaza Frontage* (see Section 2.2), line the side(s) of the structure that face those street(s) with *Occupied Space* of at least the same height as the parking garage and of at least 20 feet depth.

b. Treat the *facade* of any exposed garage along an *Image-Defining Frontage* (see Section 2.1) with materials and design of at least comparable quality to the rest of the building, integrated with the building architecture.

c. Design the *facade* of any exposed or standalone parking garage that faces any *Public Space* (but not alley) with an appearance similar to the *facade* of a commercial or residential building. Use window openings or glazing modules of a similar size and shape as those of an office or residential building (typically with a vertical rather than horizontal orientation), and use *facade* materials of similar quality.

d. Screen building lighting of a parking lot or parking garage such that it does not cast direct light on *Public Space* or on nearby buildings. Note that zoning also regulates light trespass from parking lot lighting, particularly onto residential properties. See the San José Zoning Code for details.

e. Screen a parking garage so that vehicle headlights do not shine onto windows of neighboring buildings or buildings across a street or other public space, including when vehicles are traveling up or down a ramp.

f. Provide vehicles a place to stop while exiting a parking garage that gives drivers a clear view of pedestrians on the sidewalk and pedestrians a clear view of approaching vehicles.

g. Design a garage entry so that anticipated vehicle queuing does cross any *Public Space*.

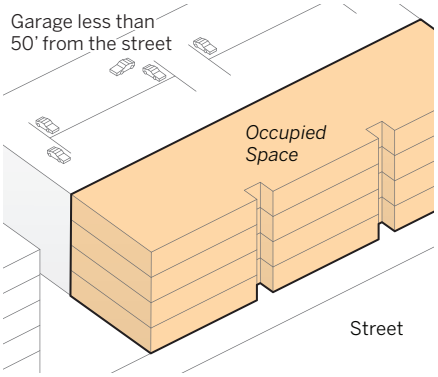
h. Exhaust garage venting to the top of the garage or if not possible above the second level and directed away from *Public Space* and neighboring structures.

RELATED GUIDELINES

3.4.4 - Vehicle and Bicycle Parking Location
3.5.3 - Parking and Vehicular Access
4.4.4 - Mitigating Blank Facades
5.3.1.b - Mitigating Blank Walls
5.4 - Surface Parking Lots
5.5.2 - Vehicle and Service Entry Design

GENERAL PLAN REFERENCE

- MS-2.6, MS-2.7, CD-4.12, CD-1.17, CD-2.11



DO - Line a parking garage within 50 feet of a *Primary Addressing Street*, *SoFA Addressing Street*, or *Urban Park/Plaza Frontage* with *Occupied Space*.



DO - Design the *facade* of a parking garage with high quality materials and architectural treatments.



DO - Treat the *facade* of an exposed parking garage with materials and design similar to the rest of the building and extend the tower facade to ground level (see Section 4.3.1).



DO NOT - Exposed parking diminishes the *Public Realm* even if the garage is decorated.

4.4.7.a Roofs: Rooftops and Mechanical Equipment

PROMOTE HIGH QUALITY ARCHITECTURE

Design roofs to provide attractive views from other buildings and minimize the negative visual impact of mechanical and window washing equipment.

RATIONALE

Although mostly invisible from the street, rooftops are prominent features of the city-scape from neighboring buildings. Items such as vents, tanks, wiring, rooftop rooms, and stored window washing equipment can create an unattractive view and give an impression of poor maintenance. High-quality materials, occupiable active space, and rooftop mechanical equipment shielded or arranged with care can make the roof a neutral or attractive part of the urban view.



DO NOT - A cluttered, disorganized-appearing rooftop diminishes views from nearby buildings.



DO - Plan for the rooftop to be visible from nearby buildings.

GUIDELINES

a. Design roofs that may be seen from higher buildings consistent with the architecture of the building.

b. Group vents, exhaust fans, and other roof penetrations so that they do not create visual clutter.

STANDARDS

a. Use non-reflective, low intensity (dull, not bright) roof colors.

b. Organize and design rooftop equipment as a component of the roofscape and not as a leftover or add-on element.

c. Screen vents, mechanical rooms and equipment, elevator houses, cooling towers, large vent projections, water tanks, or storage areas on the building elevation and rooftop from street level view with enclosures, parapets, setbacks, plant materials, or other means. Use similar means to obscure these items from neighboring buildings, if visible, or design and arrange them to present an ordered and attractive view.

d. Design enclosures or screening as a logical extension of the building, using similar materials and detailing.

e. Incorporate window washing equipment into the building design, or design it so when not in use it is fully hidden from view from horizontally and below.

RELATED GUIDELINES

4.4.6 - Parking Garages

4.4.7.b. - Green Roofs and Roof Decks

GENERAL PLAN REFERENCE

- MS-3.4, CD-4.12, CD-6.9, LU-12.2, ES-3.2, MS-2.6

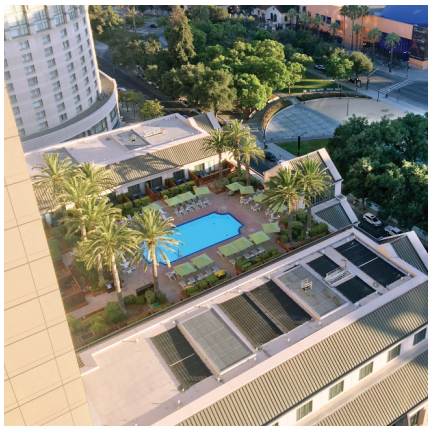
4.4.7.b Roofs: Green Roofs and Decks (Building Open Space)

DESIGN FOR SUSTAINABILITY, GENERATE RESILIENCE

Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.

RATIONALE

The benefits of green roofs include stormwater runoff reduction, energy conservation, and reducing urban heat island effects. They can also provide habitat for urban wildlife, improve views and air quality, and reduce noise pollution. *Roof decks* add life to the cityscape and create additional open space for building occupants or the public. Creating a *roof deck* in combination with a green roof allows these two elements to work together.



DO - Green roofs and *Roof Decks* provide amenity and visual relief.



DO - Green roofs (including food production) and *Roof Decks* for residents' use top the 3rd, 4th, and 5th floors of Garden Village in Berkeley.

GUIDELINES

a. Use green roofs to reduce building heat loads and manage stormwater runoff.

b. Use native plant species in green roofs to ensure longevity and to minimize maintenance requirements.

c. Provide usable space such as terraces, gardens, restaurants, pools, and decks on top of the building's *Podium Level* as an amenity for tower occupants.

d. Make rooftop gardens open to the public as an amenity.

STANDARDS

- Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.

GENERAL PLAN REFERENCE

- MS-2.6, MS-3.4, CD-4.12, LU-12.2, CD-6.9

4.4.8 Pedestrian Bridges

FOCUS ON THE GROUND FLOOR

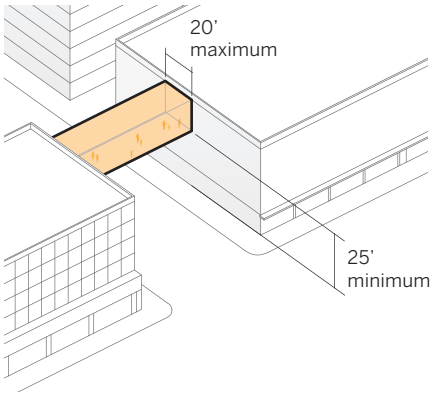
Avoid creating pedestrian bridges across public rights of way. Where unavoidable, design them to reduce their impact on the Public Realm.

RATIONALE

Pedestrian bridges de-emphasize public streets and sidewalks. Sidewalk pedestrian activity helps to create a more vibrant area, and supports retail and *Public Spaces*.

In a place with a typically warm, sunny climate like San José, pedestrian bridges are usually unnecessary. They should only be used between secured areas, such as behind security check points in an office complex or hospital.

Note: If a project demonstrates the need for a pedestrian bridge over public right-of-way (typically due to safety concerns), an encroachment permit may be required pursuant to Chapter 13.27 of the San José Municipal Code.



DO - Limit the size of a pedestrian bridge, and place it high above the street to avoid creating a dark space below.



DO NOT - Pedestrian bridges are not recommended. They keep activity within buildings that could be on the street, and can block views.

GUIDELINES

a. Do not create pedestrian bridges in Downtown. Plan for movement between buildings on the public sidewalk.

b. Design a pedestrian bridge to be as short as possible, ideally perpendicular to the street.

c. Use lighting, art, landscaping, stormwater treatments, and architectural elements to make a pedestrian bridge interesting and functional.

STANDARDS

a. Do not create pedestrian bridges across designated View Corridors (see Section 2.5 - View Corridors Plan).

b. Design a pedestrian bridge a minimum of 25 feet clear above street pavement level.

c. Design a pedestrian bridge a maximum of 20 feet in width in the greatest outside dimension.

d. Make the side elevations of a pedestrian bridge at least 50 percent transparent to provide views into and out of the bridge. Ensure bird safety through glass patterning or other techniques (see section 4.4.2.b - Bird Safety).

GENERAL PLAN REFERENCE

- TN-3.3, TR-2.3, TR-2.12

4.4.9.a Lighting - Podium Level

CREATE LEGIBILITY

Create safe, inviting Public Spaces and highlight distinctive architecture and features with building lighting at the Podium Level.

RATIONALE

Architectural lighting at the *Podium Level* can enhance public safety and enjoyment, create local identity at the street level, and accentuate the district identity of places like SoFA and San Pedro Square. Lighting helps to create a feeling of safety and enables casual surveillance of *Public Space*, or *eyes on the street*.

Buildings along Highway 87 and Interstate 280 have high visibility in Downtown, and several large parks and open spaces provide good views of surrounding buildings. Buildings in these locations have an opportunity to help define the image of the area with accentuated lighting.

GUIDELINES

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

b. Illuminate distinctive features inside the building so that they are visible from the outside.

c. For buildings in locations not covered in Standards d., e., or f., use soft and understated *Podium Level* exterior lighting.

STANDARDS

a. Provide outdoor lighting using fixtures that yield low light pollution and glare.

b. Orient exterior lighting fixtures primarily downward.

c. Shield all lighting to prevent light intrusion into private and public building uses, especially residential units.

d. For *Image-Defining Frontages*, accentuate *Podium Level* lighting, including the use of *Wall Washing*. *Image-Defining Frontages* within 300 feet of the centerline of the Guadalupe River or Los Gatos Creek that are visible from the River or Creek, where Highway 87 or Interstate 280 is not between the Frontage and the River or Creek, are excluded from requirements of this section for reasons of bird safety. See also Section 2.6.

e. For *facades* along *Lighting Corridors* (see Section 2.6) accentuate the *Podium Level* with lighting to illuminate architectural features and *Wall Washing*.

f. For *facades* at *Lighting Gateways* (see Section 2.6) accentuate *Podium Level* lighting from ground level to the top of the *Podium Level*, including the use of *Wall Washing*, lighting to accentuate architectural features, and artistic lighting or a light-based artwork that marks the location.

RELATED GUIDELINES

2.6 - Special Lighting

4.4.9.b - Lighting - Skyline Level

5.2 - Public Art in Private Development

5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-1.2, CD-1.7, CD-2.1 (2), CD-5.6, IP-15.1



DO - Use *Wall Washing* to accentuate the *Podium Level*. If lights are pointed upward, avoid spilling extra light away from the building.



DO - Even interior Podium lighting can create drama and interest in the streets.
Willis Tower, Chicago, Photo © SOM | Timothy Hursley



DO - Lighting of architectural features can create dramatic and distinctive views.

4.4.9.b Lighting - Skyline Level

CREATE A MEMORABLE DESTINATION

Use lighting to make Downtown's skyline recognizable in the wider City. Add selected landmarks to make views of the skyline into a source of orientation both within and from outside Downtown.

RATIONALE

The low mesa (table) shape and few dramatic views mean the Downtown skyline does not create identity and orientation as it could. Special architectural lighting design on a limited number of buildings could create a nighttime identity, animate the City at night, create visual excitement, and enhance the skyline. Too many iconic buildings would create visual noise, so only those located such that they have higher prominence in the skyline are needed (see Section 2.1). Elaboration of the skyline can be accomplished while respecting dark sky principles to minimize interference with astronomical research at Lick Observatory.

SKYLINE LEVEL LIGHTING TECHNIQUES

Multiple techniques exist for lighting design that can accentuate a building's *Skyline Level*. These can be used by themselves or together on buildings on appropriate sites (see Standards).

- **Beacon** - A Beacon is a small area of light or a single point that creates a punctuation of the building top.
- **Lantern** - A Lantern is an area of relatively uniform illumination, large enough in comparison to the rest of the building to seem like an independent element and not a simple light.
- **Outline** - An Outline is a series of lights that outlines all or part of a building and key building massing elements.
- **Color** - A Color technique uses lighting of unusual color to create individuality in the building's appearance.
- **Artistic** – An Artistic technique includes working with an artist or artist team to combine art and high-tech to create a unique illumination platform.

GUIDELINES

a. Use Skyline Lighting to create memorable features in the skyline while avoiding overwhelming or out of scale elements.

b. Buildings on **Gateway Sites** (see Section 2.1) should use *Skyline Level* lighting Techniques at the *Skyline Level* to mark their special locations in the area.

c. Buildings not on **Gateway Sites** (see Section 2.1) should maintain simple lighting at the *Skyline Level*, with lighting visible at night mostly coming from the building's internal lighting and activities.

STANDARDS

a. Coordinate *Skyline Level* lighting with *Podium Level* and *Pedestrian Level* lighting to create a unified composition.

b. Create *Skyline Level* lighting that is bird safe, including the potential to reduce or shield lighting visible to birds during migration season (February to May and August to November).

RELATED GUIDELINES

2.6 - Special Lighting

4.3.2 - Skyline Level Massing

4.4.9.a - Lighting - Podium Level

5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-6.9



Artistic lighting *("Voxel Cloud" by artist Brian Brush)*



DO - A lantern building top creates a memorable element on the skyline without dominating the view.

St. Regis, San Francisco, Photo © SOM



This lighting combines Color and Outlines
AIA Tower, Hong Kong, Photo © SOM

4.4.10 Signage - Skyline Level

BE AUTHENTIC TO SAN JOSE

Use signage at the Skyline Level carefully to enhance the unified image of Downtown.

RATIONALE

A sign at *Skyline Level* is not useful as direction to an individual business as much as it is a form of general advertising like a billboard. Such advertising does not further the identity of Downtown but can diminish it by allowing the creation of multiple competing messages and visual discord.

Buildings and businesses that seek a strong identity may more appropriately use high quality *Skyline Level* architecture and lighting as noted in the Design Guidelines.

GUIDELINES

a. Use lighting and building shape instead of signage to create building distinction where warranted. Examples of this technique are the Empire State Building in New York City and the Transamerica Pyramid in San Francisco.

b. Emphasize a graphic logo within a sign and de-emphasize text.

STANDARDS

- Place *Skyline Level* signs on an integral part of the building architecture rather than on an add-on shape.

RELATED GUIDELINES

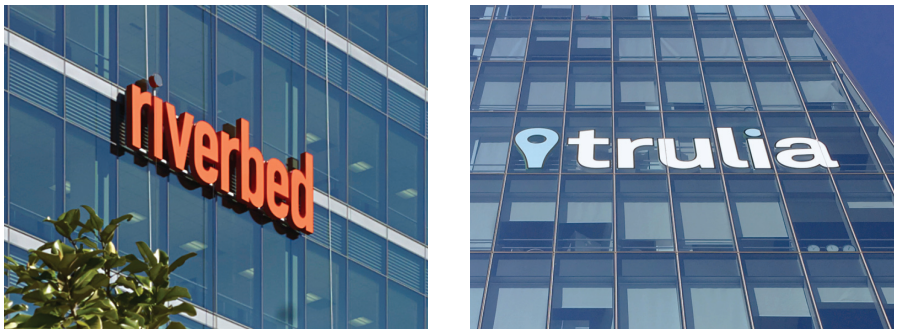
4.3.2 - Skyline Level Massing

4.4.9.b - Lighting - Skyline Level

5.3.5 - Signage - Podium Level and Pedestrian Level

GENERAL PLAN REFERENCE

- CD-6.9



DO - Install signage on the building to maintain visibility while avoiding visual disruption.

Left: 680 Folsom, San Francisco, Photo © SOM | Cesar Rubio



DO NOT - *Skyline Level* signage integrates best with Downtown when placed on a building surface integrated with the architecture, not an add-on shape.

5.0
PEDESTRIAN LEVEL

5.1 Street Life, Commerce, and the Public Realm

5.2 Public Art in Private Development

5.3 Ground Floor Treatments and Uses

- 5.3.1 a. Active Frontages
  - b. Mitigating Blank Walls
  - c. Service and Utility Design
- 5.3.2 Ground Floor Non-Residential Space
- 5.3.3 Ground Floor Residential Space
- 5.3.4 Lighting - Pedestrian Level
- 5.3.5 Signage - Podium Level and Pedestrian Level

5.4 Surface Parking Lots

5.5 Entrances

- 5.5.1 Pedestrian and Bicycle Entry Design
- 5.5.2 Vehicle and Service Entry Design

5.6 Paseo Design

5.7 Privately-Owned Public Open Space Design

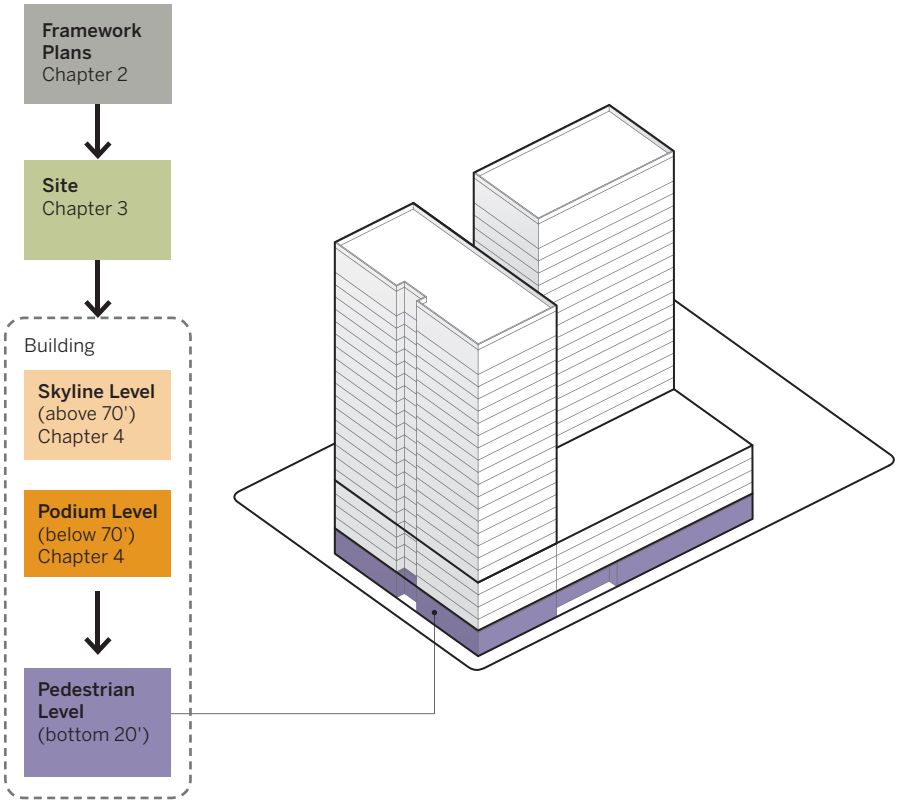
Photo credit: Sundry Photography / Shutterstock.com

5.1 Street Life, Commerce, and the Public Realm

A sidewalk bustling with people is a mark of a vibrant Downtown. Building condition, design, and the activities facing the sidewalk are the factors that draw people to the *Public Realm*.

The most important portion of the building for pedestrian activity is the *Pedestrian Level*, the area within 20 feet above ground. The elements necessary for a successful *Public Realm* are safety, comfort, and an interesting *human scale* environment. The guidelines in this section help create these factors in Downtown.





5.2 Public Art in Private Development

CREATE A MEMORABLE DESTINATION, BE AUTHENTIC TO SAN JOSE

Incorporate public art within private development to enrich Downtown and build the area's reputation as a center of innovation and culture.

RATIONALE

San José values public art as part of the City's creative character. Public art is an essential element of *placemaking* and the creation of a memorable district.

Public art ranges from monumental works to intimate *Streetscape* elements. Opportunities exist in interior and exterior spaces, plazas, storefronts, water features, entryways, temporary exhibition sites, and landscaping.

PUBLIC ART TYPOLOGIES

Art within Downtown can be categorized in three ways:

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

Elements of Continuity - These are repeated elements that create a unified character, unifying theme, or branding. If coordinated between properties, Elements of Continuity can visually unify an area. Elements with variations can take on a sequential character.

Elements of Change - These are temporary art works, potentially repeating at significant dates or seasons, or works that are changeable such as light features. Over time, a repeating element can add a feeling of continuity and memory to a location. Non-repeating works become markers of time in memory and photographs.

GUIDELINES

a. Place public art in *Public Spaces* (such as exteriors) or semi-public zones (such as lobbies) or integrate the artwork with building architecture at the building top, middle, or base.



DO - Elements of Distinction relieve *Blank Facades* and *Blank Walls* while enlivening an area. *("A Chance to Grow" by Mona Caron)*

b. Integrate permanent and temporary public art into communal and gathering spaces at commercial and residential development projects.

c. To aid in recognition and wayfinding, create artwork to mark the end points of a *paseo* where it meets *Public Space*.

d. Use Elements of Continuity to lead people through a *paseo*.

e. Integrate lighting into public art that is supportive of the *Podium Level* and *Pedestrian Level* lighting strategy (see Sections 4.4.9.a and 5.3.4).

f. Use interactive elements in public art that engage audiences actively and passively.

g. Incorporate art displaced by development (such as an existing mural) into the new building.

h. Use an Element of Distinction or Element of Change to create a focal point within a POPOS.

STANDARDS

a. For a development project at a **Transit Gateway** or **Pedestrian and Bicycle Gateway** (Section 2.2), create an Element of Distinction related to the *gateway* location, visible from the transit stop or pedestrian and bicycle route, and ideally including a reference to the site's neighborhood location in Downtown and status as a *gateway*.

b. At a **Lighting Gateway** (Section 2.6), create an Element of Distinction or Element of Change with lighting art.

RELATED GUIDELINES

4.4.4 - Mitigating Blank Facades

GENERAL PLAN REFERENCE

- Public Art NEXT! San José's New Public Art Master Plan
- Downtown Next! A Public Art Focus Plan for Downtown San José
- AC-2.1, AC-2.3, PR-4.6, CD-1.2, CD-2.1 (2), CD-2.3 (1), TN-1.4, CD-1.2, PR-4.6



DO - Elements of Change (in this case on a public plaza) add a sense of place and time. *("Ursa Mater" by Mr. and Mrs. Ferguson Art; photo by Adrien Le Biavant)*

5.3.1.a Ground Floor Treatments and Uses: Active Frontages

WELCOME ALL OF SAN JOSE

Attract people with Active Frontages facing the Public Realm.

RATIONALE

Active, vibrant street life comes from activity related to both *Public Space* and the uses in adjacent buildings. Entrances, store fronts, and other visual and physical interaction between the building and *Public Space* make the street more safe, interesting, and lively. At the *Pedestrian Level*, connection to the *Public Realm* creates *Active Frontages*. A gap in *Active Frontage* is a *Blank Wall*.

This Design Guidelines document addresses the design of a building and the locations of different uses within the building but does not govern land use.



DO - Small retail spaces such as these on the San Pedro Market Parking Garage create *Active Frontage* and reduce the length of a *Blank Wall*.



DO NOT - Opaque and translucent windows do not contribute to the vitality of the sidewalk.

GUIDELINES

a. Create visual *transparency* at corners.

b. Use glazing that does not obscure commercial activity from the sidewalk.

STANDARDS

Definition

Active Frontage is a *Pedestrian Level* building frontage that allows visual or physical access to *Active Use* within the building via windows, doors, or both. As in the sections below:

a. Active Frontage is required based on the adjacent Street Type to be a percentage of total frontage.

b. Some types of *Active Frontage* receive additional length credit.

c. General requirements set the baseline characteristics for all *Active Frontages*.

Active Frontage Requirements by Street Type

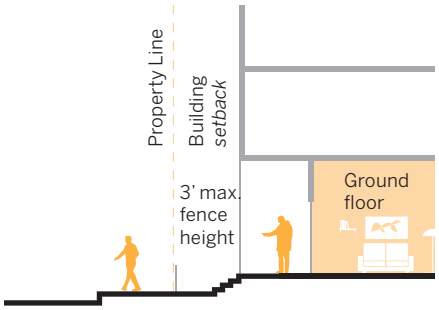
a. Place Active Frontages along at least 80% of the *Pedestrian Level Streetwall* on a *Primary Addressing Street*, *SoFA Addressing Street, Secondary Addressing Street, Urban Park / Plaza Frontage*, or *Open Space Frontage* (see Section 2.2).

b. Place *Active Frontages* along at least 40% of the *Pedestrian Level Streetwall* on a street that is not an *Addressing Street* or *Frontage* from Standards a.- d. above (including a *paseo* but not including an alley).

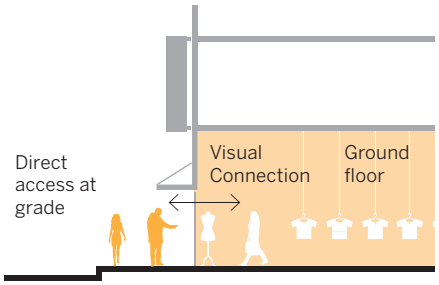
c. On an *Addressing Street* of any type, do not create a *Blank Wall* longer than 30 feet, or more than 15 feet in the 50 feet closest to a street intersection.



a. *Active Frontage* length extends to the last window or door into the applicable *Active Use*.



b. **DO -** Create a residential frontage with individual unit entry. Ground floor must be within 3 feet of ground level.



c. **DO -** Use transparent material on at least 60% of the commercial ground floor *facade* between 3 and 7 feet above ground level.

d. On a non-Addressing street (including a *paseo* but not including an alley), do not create a *Blank Wall* longer than 50 feet, or more than 25 feet in the 50 feet closest to a street intersection.

Types of Active Frontage

Different *Active Frontages* contribute more or less to the vibrancy of a street based on their level of activity. For instance, a retail shop typically creates higher levels of activity for longer periods than an individual residential unit. Thus, the more active *Active Frontages* are counted at double or triple their actual width, as below, for calculations to meet the *Active Frontage* requirements by Street Type.

Type 1 Active Frontage - counts triple the Active Frontage width:

a. Retail shop frontage
b. Frontage of an office under 5,000 square feet
c. Restaurant or cafe frontage
d. Hotel lobby frontage
e. Fitness center frontage (open to the public)
f. Other lobby of a facility open to the public such as a museum, library, or movie theater.



DO NOT - Highly-reflective glass with small panes and wide, deep mullions reduces *transparency* and the interaction between sidewalk and shop.

Type 2 Active Frontage - counts double the Active Frontage width:

a. Commercial office windows, including educational use, whether the office is entered from *Public Space* or inside the building
b. Office lobby or residential lobby frontage
c. Individual residential frontage with direct entry or stoop to the unit
d. Residential balcony with a floor height 10 feet or less above the sidewalk level (direct entry from *Public Space* not required)
e. Daycare center frontage
f. Community space frontage, such as exhibition or meeting space
g. Residential amenity frontage, whether entered from *Public Space* or inside the building. Examples: laundry, fitness center, or library
h. Commercial office amenity frontage such as a fitness center, cafeteria, daycare center, bike kitchen, clinic, etc. entered from *Public Space* or inside the building

Type 3 Active Frontage - counts the *Active Frontage* width:

a. Building entrance or exit with at least 3 square feet of transparent glass or unglazed openings.
b. Window of at least 5 square feet of transparent glass or unglazed openings.

Frontages along these building uses cannot be *Active Frontage*:

a. Structured parking
b. Driveway or garage entrance
c. Service entrance
d. Fire exit
e. Utility connections

General Requirements

Unless otherwise stated elsewhere, all *Active Frontages*:

a. Must have a floor level within three vertical feet of ground level.
b. Must be visible from *Public Space.*
c. Must have an accessible entry directly from *Public Space.*
d. If non-residential, must use transparent materials for at least 60% of ground floor between 3 and 7 feet above ground level and use panes of glass no less than 3 feet wide and 4 feet high.
e. If retail, between 3 and 10 feet above ground must use mullions no wider than 1 inch when using panes of glass less than 5 feet in width or height.
f. Must not block more than 25% of commercial window area with signage or other opaque or semi-opaque elements between 3 and 7 feet above ground level.
g. If security gates are used for *Commercial Space*, must use gates at least 50% transparent to maintain pedestrian interest during non-business hours.

RELATED GUIDELINES

3.5.1 - Pedestrian and Bicycle Entrance Location
4.4.2.a - Windows and Glazing
4.4.3 - Materials and Colors
5.3.1.b - Mitigating Blank Walls
5.5.1 - Pedestrian and Bicycle Entry Design

GENERAL PLAN REFERENCE

- VN-1.10, CD-2.8, CD-1.11, CD-2.3(3), LU-5.7

5.3.1.b Ground Floor Treatments and Uses: Mitigating Blank Walls

FOCUS ON THE GROUND FLOOR

Avoid long Blank Walls facing the Public Realm. Where a Blank Wall is unavoidable, work to mitigate its impact.

RATIONALE

A ground floor *Blank Wall* has no *Active Frontage*. This includes walls with windows to non-*Occupied Space*, such as a parking garage. Note that windows above the ground level **do count** to avoid creation of a *Blank Facade* (see Section 4.4.4).

Blank Walls deaden the street environment, make *Public Space* less safe and inviting, and reduce a retail area's potential by creating breaks between activities. They provide opportunities for undesirable activities such as graffiti.

Where a building has a *Blank Wall* for unavoidable reasons, use design treatments to increase pedestrian safety, comfort, and interest. Preference is given to treatments that reduce the length of *Blank Wall*, such as small retail spaces for food bars, newsstands, and other specialized retail tenants. Architectural treatments make the space more interesting for pedestrians but do not create the safety and usefulness that comes with an *Active Frontage*.

GUIDELINES

a. Use architectural treatments such as reveals, small setbacks, indentations, or other means to break up a *Blank Wall* along *Public Space*. Avoid creation of blind spots that may feel unsafe to pedestrians when the street is less busy. Use these treatments for *Blank Walls* along property lines as well where they are exposed without an abutting building.

b. Use different textures, colors, or materials to break up a *Blank Wall's* surface.



DO NOT - Long Blank Walls are discouraged. Architectural treatments may provide some relief but reducing the length of Blank Walls is of primary importance.



DO - Mitigate *Blank Walls* with features to add interest at the *Pedestrian Level*.



DO - Art can have local meaning as well as reduce the impact of a *Blank Wall*.

STANDARDS

- Mitigate a *Blank Wall* longer than 30 feet with one or more of the following:
  - Public (preferably interactive) art on at least 100 square feet and 10 linear feet of the wall
  - Art exhibition display window
  - Merchandising or regularly-changing public information display case or window
  - Special lighting, canopy, awning, trellis, planter, or other pedestrian-oriented feature.

RELATED GUIDELINES

4.4.4 - Mitigating Blank Facades

5.2 - Public Art in Private Development

5.3.1.a - Active Frontages

5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- TN-1.4, VN-1.7, CD-1.11, CD-2.3

5.3.1.c Ground Floor Treatments and Uses: Service and Utility Design

FOCUS ON THE GROUND FLOOR

Design service functions for efficient operations with minimal impact to Public Life and building operations.

RATIONALE

Service functions, including trash and recycling, deliveries, loading, utilities, infrastructure, and mechanical systems are essential to the operation of a building but may diminish the quality of the adjacent *Public Realm*. The size and architectural treatment of service facilities, equipment, and access can affect their impact.

GUIDELINES

a. Minimize *frontages* used for services and utilities and integrate them into the overall *articulation* and *fenestration* of the *facade* by continuing design elements across these areas or by otherwise enhancing visual interest for pedestrians.

b. Integrate services and utilities into the building envelope.

c. Place services and utilities that are not integrated into the building envelope behind the building, away from *Public Space*.

d. Integrate publicly-owned infrastructure such as communications and security equipment, electrical transformers, and meters within the building and make them as unobtrusive as possible, and not at a corner.

STANDARDS

a. In a commercial development, place horizontal, through-the-wall venting to the street above the third building story. For buildings three stories or fewer, vent to the roof.

b. In a residential development, integrate any horizontal venting with the architectural design in a pattern that will not draw attention.

c. Screen services and utilities that cannot be located within the building envelope and are located within 30 feet of and otherwise visible to *Public Space* from view from *Public Space*.

d. Use enclosures or doors to confine odors from trash and recycling and use vents to direct odors away from the sidewalk.

e. Provide internal building access to loading, trash and recycling areas, not across *Public Space*.

f. Enclose equipment for power, utilities, and waste within the building envelope.

RELATED GUIDELINES

3.5.2 - Service Entrance Location

5.3.1.b - Mitigating Blank Walls

GENERAL PLAN REFERENCE

- CD-1.18



DO NOT - Even screened, utility equipment along the sidewalk reduces active *frontage*.



DO - Internal access to trash, recycling, and loading through a narrow doorway (16' in this photo) reduces impact on the sidewalk.

5.3.2 Ground Floor Non-Residential Space

MIX USES AND ACTIVITIES

Configure non-residential ground floor space for Active Frontage, character, and human scale.

RATIONALE

Because of the importance of Active Frontages and the long life spans of most buildings, a building's *Pedestrian Level* should include a high level of flexibility to accommodate not only present but future needs for high quality *Commercial Space*.

GUIDELINES

a. Create retail bays and entries at least every 25 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.

b. Design accommodation for restaurant sewerage utilities into the building, such as grease traps and interceptors.

c. For flexibility, anticipate restaurant requirements in the design of ground floor retail space, including incorporating venting in the design, even if it is not actually installed during construction.

d. To preserve *transparency*, do not place a structural column over two feet wide within 8 feet of a street corner.

e. Design buildings along any *Addressing Street* (see Section 2.2) without structural features that would prevent the reconfiguration of the ground floor to at-grade retail use at some future time.

f. Create a distinctive architectural character with features like higher arcade height, *cornice* line height, and ceiling height at street corners.

g. Incorporate elements of nearby buildings, such as recessed doorways or distinctive fenestration patterns.

h. If used, integrate a security gate architecturally with the ground floor facade.

i. Create vertical and horizontal *human-scale* with elements such as window proportions, facade articulation, canopies, and awnings.

STANDARDS

a. Create entries every 35 feet or less along the *SoFA Addressing Street* (see Section 2.2).

b. Provide a minimum 16 feet clear height (18 feet optimal) to finished ceiling in ground floor *Commercial Space* except along the *SoFA Addressing Street* (see Section 2.2).

c. Provide a minimum 20 feet clear height to finished ceiling in ground floor *Commercial Space* along the *SoFA Addressing Street* (see Section 2.2).

d. Maintain clearance of at least 4 feet between a dropped ceiling and a clerestory window (see graphic).

e. Design at least 50 percent of a building's *Commercial Space* along a *Primary Addressing Street* or *SoFA Addressing Street* a minimum of 50 feet deep (60 feet preferred) behind the building facade. Design the remaining *Commercial Space* a minimum of 25 feet deep.

f. Do not use permanent fences between the building and *Public Realm* except to screen service functions and equipment.

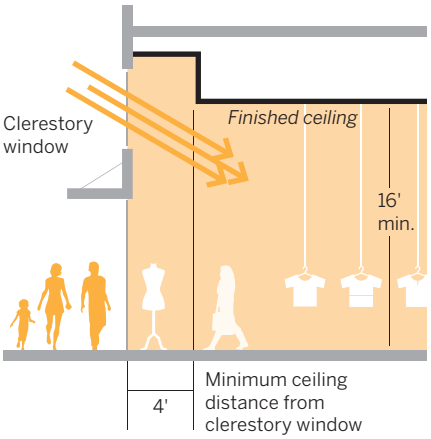
g. Fences and plantings (except those screening garbage and utilities) may not be greater than 3 feet tall.

RELATED GUIDELINES

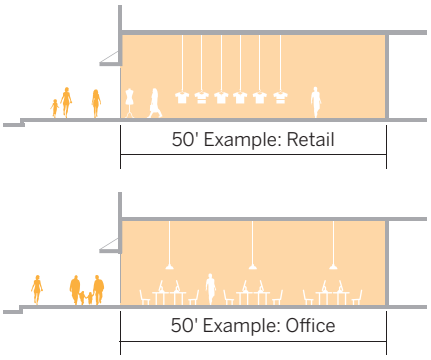
4.4.3 - Materials and Colors

GENERAL PLAN REFERENCE

- CD-2.8, CD-1.11, CD-1.12, LU-5.7



a. Frequent entries into leasable space and high floor-to-ceiling clear heights create a flexible space able to host many potential users.



b. **DO** - Use 50 foot minimum depth for 50% of Commercial Space along a *Primary Addressing Street* and *SoFA Addressing street*.



DO - Create frequent commercial entries even if the space is initially occupied by a single tenant.

5.3.3 Ground Floor Residential Space

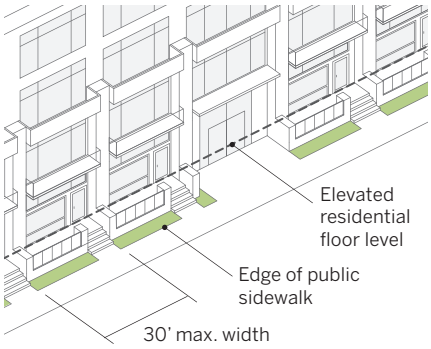
FOCUS ON THE GROUND FLOOR

Design ground floor residential space to provide privacy and access and create a 24-hour presence on the street.

RATIONALE

The presence of residential units with a close physical and visual relationship to the street keeps the street safer and more active through activities of residents and visitors. Residential windows, porches, and balconies overlooking the street create the opportunity for observation of the street and for interaction with neighbors, shopkeepers, and passerby.

As noted in Section 3.5.1, a ground floor residential unit must have its primary entry directly from the street. This ground floor residential space should create a consistent residential edge along the street or *paseo*, with the potential for small *setbacks* for stoops, porches, and front gardens.



Ground floor residential units humanize the *Streetscape* and add activity and visual connection. Narrow unit widths promote the creation of multiple unit entries.



DO - An elevated floor level creates additional privacy for ground floor residential units.

GUIDELINES

a. Incorporate residential uses and amenities that activate the street into the ground floor of a residential building fronting any *Addressing Street* (see Section 2.2). Examples are a library, fitness center, community space, exhibition space, or bike kitchen.

b. Design townhouse unit facades to highlight their individual identity.

c. Use porches (with direct entry from the street), balconies (without direct entry from the street), and windows to allow residents to view the street while protecting resident privacy.

d. For units with stoops, use *setbacks* between 6 and 10 feet to transition between the public and private realms. Include human-scaled elements that contribute to the residential and urban character of the street, such as porches, seating, and gardens.

e. Do not expose partially below-grade parking toward the street-facing side of a residential building.

STANDARDS

a. Use a maximum width of 30 feet for each ground floor residential unit.

b. Elevate a residential unit ground floor between 2 and 3 feet above grade to provide adequate separation from *Public Space* while maintaining a visual connection to the street. A unit may be elevated higher if required due to a designated flood zone or other safety or engineering requirements. Accessibility requirements may be met with unit entries from the building interior.

c. Do not use permanent fences in any space between the building and *Public Realm* except for ground floor residential *Semi-Private Open Space* (see section 3.4.2) or to screen service functions and equipment.

d. Fences and plantings (except those screening garbage and utilities) may not be greater than 3 feet tall.

RELATED GUIDELINES

3.4.2 - Locating Ground Level Semi-Private Open Space

3.4.3 - Locating Ground Level Building Open Space

3.5.1 - Pedestrian and Bicycle Entrance Location

4.4.2.c - Balconies (Private Open Space)

4.4.3 - Materials and Colors

5.5.1 - Pedestrian and Bicycle Entry Design

GENERAL PLAN REFERENCE

- CD-3.9, LU-3.1, VN-1.7

5.3.4 Lighting - Pedestrian Level

FOCUS ON THE GROUND FLOOR

Create distinctive, safe, and inviting Public Spaces with building lighting at the Pedestrian Level.

RATIONALE

While public street lighting within the City's *Public Spaces* is crucial, building lighting near the street can add additional illumination and clarity, encouraging pedestrian activity. Lighting can also create points of interest in the broader cityscape.

GUIDELINES

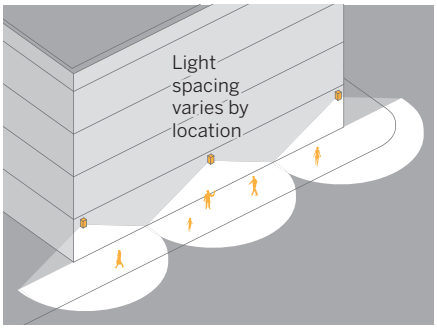
a. Use pedestrian-scaled lighting as an integral element of all building *facades*, designed and located to accentuate ground floor uses.

b. Orient outside lighting toward building surfaces or directly downward and shield exposed bulbs to minimize glare within *Public Space*.

c. Install lighting in display windows that spills onto and illuminates the sidewalk.



DO - Pleasant lighting at the *Pedestrian Level* makes stores and restaurants inviting and creates a feeling of increased safety. *Photo © Sergio Ruiz for SPUR*



DO - Place pedestrian-scale lighting at a maximum separation based on the street typology. Illuminate the adjacent sidewalk as required.



DO - Pedestrian scale lighting and *transparency* make this sidewalk inviting and interesting.

STANDARDS

a. Use lighting to accentuate pedestrian and bicycle entries.

b. For a storefront, light a minimum zone of 4 feet in front of the building and a zone of 2 feet within the building with building-mounted lighting.

c. Provide separate power switches for interior and exterior lighting of active ground floor uses so that these can remain lit after hours, including for retail tenant signage and storefront areas.

d. For a *facade* at a *Transit Gateway* or a *Pedestrian and Bicycle Gateway* (see Section 2.2), provide pedestrian-scale lighting that creates an overall illumination of the building-adjacent sidewalk, with a lighting fixture every 25 feet or less.

e. For a *facade* along an *Enhanced Lighting Corridor* (see Section 2.6), provide pedestrian-scale lighting that creates an overall illumination of the building-adjacent sidewalk regardless of the use within the building at that location, with a lighting fixture every 30 feet or less.

f. For a *facade* facing any *paseo*, provide pedestrian-scale lighting with a lighting fixture every 30 feet or less.

g. For a *facade* that is a *Blank Wall* (see Section 5.3.1.b), provide pedestrian-scale lighting with a lighting fixture every 20 feet or less.

h. Provide outdoor lighting using fixtures that yield low light pollution and glare.

i. Orient lighting fixtures primarily downward.

j. Shield all lighting to prevent light intrusion into private and public building uses, especially residential units.

k. Fully light service areas and service entries.

RELATED GUIDELINES

4.4.9.a - Lighting - Podium Level

4.4.9.b - Lighting - Skyline Level

GENERAL PLAN REFERENCE

- CD-1.2, CD-1.7, CD-2.1 (2), CD-2.3, CD-5.6, IP-15.1



DO - Provide frequent light fixtures to create additional, more pedestrian-scale lighting than that from street lamps.



DO - Lighting at the *Pedestrian Level* creates a sense of refuge and welcome around large *Public Spaces*.

5.3.5 Signage - Podium Level and Pedestrian Level

CREATE LEGIBILITY, PUT PEOPLE FIRST

Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.

RATIONALE

The best building signage strikes a balance between attracting attention and contributing to a unified *Streetscape*. Signs can be a visually unifying element and an attractor to a commercial area.

Signs at the *Podium Level* and *Pedestrian Level* should be oriented to pedestrians and other people nearby. Signs in Downtown retail corridors should be larger, more prominently located, of brighter colors, and more brightly lit than in other areas to visually activate *Public Space* and inform people of the presence of higher levels of public activity. Other areas of Downtown will have signage that is more subdued, with smaller sizes, less intense colors, and lower light levels.

Signage in San José, including historic signs, is regulated by the **San José Zoning Code, Chapter 23.04 - Sign Regulations**. Much of Downtown is covered by Part 2 - Downtown Sign Zone. The guidelines and standards in this section are in addition to the rules of the Zoning Code.



DO - Use signage perpendicular to the sidewalk. Signage parallel to the street is allowed but not required.



DO NOT - Do not use internally illuminated signs at the *Podium Level or Pedestrian Level*.

GUIDELINES

a. Use neon signs on *Primary Addressing Streets* and the *SoFA Addressing Street* (see section 2.2) to create visually vibrant *Streetscapes*.

b. Do not use internally illuminated signs at the *Podium* and *Pedestrian levels*.

c. Do not cover or obscure a building's architectural features with a sign.

d. Use materials and colors for signs that are compatible with the building's materials and colors.

e. Minimize light impacts from signs on residential windows, particularly from flashing or otherwise changing lights.

STANDARDS

a. Create signage that is perpendicular to the adjacent sidewalk, and thus more visible to pedestrians.

b. Signage oriented parallel to the street, more visible to vehicles and people on the opposite sidewalk, is allowed but not required.



DO - Neon signs are preferred in *Primary Addressing Streets*.



DO - Pedestrian-oriented signage creates an interesting *Streetscape* and facilitates wayfinding.

c. Use signage and addressing to make clear the location of the primary entrance for pedestrians, bicyclists, bicycle parking, and emergency responders.

RELATED GUIDELINES

4.4.10 - Signage - Skyline Level

GENERAL PLAN REFERENCE

- CD-1.20, CD-1.29, CD-6.5, CD-2.3 (1), LU-13.7

5.4 Surface Parking Lots

INNOVATE AND SUPPORT CREATIVITY

Avoid creating surface parking lots. Where created, ensure they are not large inactive areas that form barriers to walkability and urban vitality.

RATIONALE

Surface parking lots are inappropriate in dense urban environments like Downtown. They can become unsafe and unpleasant in the urban fabric, and reduce the amount of activity taking place by occupying land and dividing uses from each other. When a small surface parking lot is needed for accessible, short-term or other parking, reduce the negative impacts with good design.

Strategies for creating better surface parking include reducing the real and perceived size of the lot, creating visual relief from the large expanse of cars or vacant spaces, reducing the local environmental effects through landscaping, and providing *Active Frontages* at edges of parking lots that are visible to the *Public Realm*.



GUIDELINES

a. Screen at least two sides of a parking lot with buildings to reduce visibility from streets, while incorporating consideration of ingress and egress for trucks and other large vehicles.

b. Use water-permeable pavers or pavement and landscaping to reduce stormwater runoff, and use landscaping to filter surface water runoff.

STANDARDS

a. Divide any surface parking area length exceeding 240 feet into multiple zones divided by a drive aisle designed as a street, including sidewalks and parallel parking on both sides. This improves pedestrian, bicycle, and vehicular circulation in and across the site. These divisions will make it easier to redevelop portions of the parking lot at a later date.

b. Create pedestrian walks at least every 120 feet within a parking lot to provide safe pedestrian travel to either the building entrance or a public sidewalk.

c. Screen with landscaping any surface parking lot within 50 feet of and visible from a street or *paseo*. Do not create unsafe blind spots.

d. To improve comfort and environmental quality and reduce the heat island effect, plant a minimum of one shade tree per eight parking spaces or one coniferous or ornamental tree per four parking spaces. A mix of tree types at these ratios is allowed. The center of the tree must be at least 15 feet from the center of the nearest tree to count under this standard.

RELATED GUIDELINES

3.4.4 - Vehicle and Bicycle Parking Location
3.5.3 - Parking and Vehicular Access Location
4.4.6 - Parking Garages
5.5.2 - Vehicle and Service Entry Design
5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- MS-1.6, MS-3.5, VN-1.9, CD-2.11, CD-3.9



DO NOT - Large surface parking lots deaden and divide the cityscape.

5.5.1 Pedestrian and Bicycle Entry Design

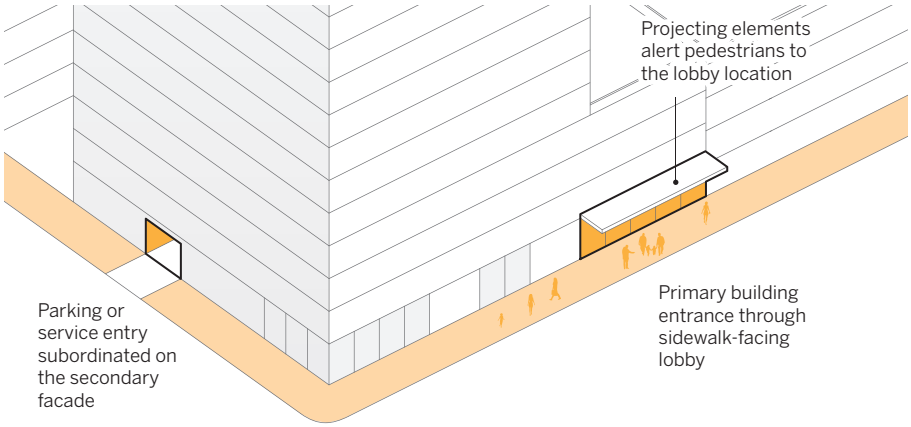
DESIGN FOR SUSTAINABILITY, WELCOME ALL OF SAN JOSE

Make walking and bicycling pleasant, convenient, and safe with pedestrian and bicycle entrances that are high quality, easy to access, and easy to find.

RATIONALE

Walking and bicycling are sustainable, healthy ways to travel to and around Downtown. Building entry design should recognize their importance.

Lobbies should be clearly identifiable and visible from the street, easily accessible, and inviting to pedestrians. Private entries to individual residential units should help create an inviting and active *Streetscape*, while providing residents with privacy and security.



a. Place a building's primary entry to activate *Public Space* and allow building occupants easy access to the *Public Realm*.



DO - Stoops and porches create outdoor open space for ground level units.



b. **DO** - Stoops create a transition between private residential unit entries and *Public Space*. See Section 3.4.2 for guidance on Ground Level Semi-Private Open Space.



c. **DO** - An alternative to stoops for ground floor residential units is an at grade entry and internal stairs to the elevated ground floor level. Note the ground floor must still be elevated per Section 5.3.3.

GUIDELINES

a. Provide a formal lobby entered directly from a street for each building.

b. Identify private residential unit entrances with recessed doorways, changes in color and materials, and alternative paving.

c. Use size, prominence on the *Streetscape*, location, and design emphasis to make the pedestrian entrance more prominent than the garage entrance.

d. Place the building street number near the main entrance and easily visible from the sidewalk.

e. Integrate *Green Stormwater Infrastructure* such as bioswales or other stormwater management into residential entry landscaping.

STANDARDS

a. Emphasize common entries for pedestrians and bicyclists with architectural features such as:

- Extra-height lobby space
- Distinctive doorway
- Distinctive entry canopy
- Projected or recessed entry bay
- Artwork integrated into the *facade* or sidewalk
- A change in paving material, texture, or color within the property line
- Distinctive landscaping, including plants, water features, and seating
- Ornamental glazing, railings, and balustrades
- Visibility from the street into the lobby

b. Clearly identify the primary building entry by a horizontal projection (such as a canopy) visible from 100 feet along the adjacent sidewalk.

c. Provide internal access between bicycle parking and the building lobby when indoor bicycle parking is provided.

d. Create transition space between ground level private residential unit entries and *Public Space* with features such as stoops, porches, and landscaping. An alternative to a stoop is an at-grade entry with an internal stair to the elevated floor level.

e. Design first floor loft or live/work units with at-grade (accessible) access to the street.

RELATED GUIDELINES

3.4.2 - Locating Ground Level Semi-Private Open Space

3.5.1 - Pedestrian and Bicycle Entrance Location

4.4.2.a - Windows and Glazing

5.3.1.a - Active Frontages

5.3.2 - Ground Floor Non-Residential Space

5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- CD-1.11, CD-1.9, CD-3.9, CD-1.12, CD-6.8, CD-2.3, CD-6.8



DO - Create visibility into the lobby to welcome pedestrians. A recessed entry and canopy provide protection from the elements when necessary.



DO - Celebrating common entries with distinctive features identifies the primary entry from along the sidewalk. *Photo © Sergio Ruiz for SPUR*

5.5.2 Vehicle and Service Entry Design

PUT PEOPLE FIRST

Design parking and vehicular entries to avoid degrading the quality of the Streetscape and creating gaps between uses that reduce walkability.

RATIONALE

Vehicular entries can create negative effects on building *facades* and *Streetscapes*. Vehicle entries create gaps in Active Frontages, intimidate pedestrians and bicyclists, degrade the sidewalk with additional slope, and create soiling through oil drips and tire marks. Minimizing these effects promotes livability and safety. Building design should limit the number of sidewalk interruptions and reduce the size and visual disruption of vehicle entries. Minimum spacing between entries avoids long visually-inactive zones and maintains space for Active Frontages.

GUIDELINES

None

STANDARDS

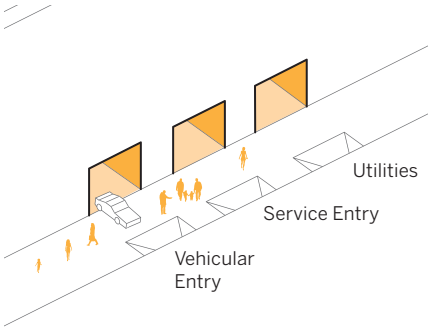
a. Provide a single access for both service and vehicles. Separate driveways may be accepted with a minimum separation of 10 feet, subject to City review.

b. Limit a vehicle or service entry width to a maximum of 26 feet, including both an entry into a building and a drive aisle to a parking garage or parking lot. Subject to City review, wider driveways may be permitted for non-residential buildings with larger vehicles, for driveways that are used by trucks, or for driveways that are signalized.

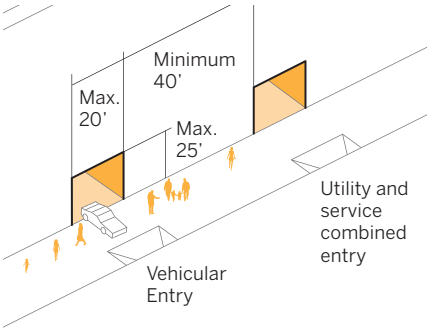
c. Limit vehicle and service building entry height to a maximum of 20 feet.

d. Locate passenger loading and unloading areas, including space for passengers awaiting rides, so these activities do not block the sidewalk.

e. Locate service loading and unloading areas, such as for garbage, so these activities do not block the sidewalk.



a. **DO NOT** - Adjacent service and vehicular doors create severe impacts on *Public Space*.



b. **DO** - Properly sized and spaced service and vehicular entries minimize impact.



DO NOT - Adjacent entry and loading doors create a long zone where pedestrians are in danger from vehicles and with no Active Frontage.

f. Do not create a *Porte Cochere* along any street except as part of a hotel or medical use.

g. A *Porte Cochere* cannot be the primary pedestrian entrance. Create a separate entrance from the sidewalk that does not require pedestrians or bicyclists to pass through the *Porte Cochere* to enter the building.

h. Do not locate a driveway where it will create a new crossing of the light rail tracks on First or Second streets.

RELATED GUIDELINES

3.3.2 - Relationship to Transit

3.5.2 - Service Entrance Location

3.5.3 - Parking and Vehicular Access Location

4.4.6 - Parking Garages

5.4 - Surface Parking Lots

5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-1.18, CD-1.17, CD-2.3 (5)

5.6 Paseo Design

CREATE CONNECTIONS AND ACCESSIBILITY

Provide interesting and active building frontages along paseos to maintain and promote pedestrian activity and safety.

RATIONALE

Paseos are typically more informal *Public Spaces* than streets, in some cases evolving from alleys or service lanes. *Paseos* create additional pedestrian routes and the locations for exciting small *Public Spaces* within an urban area.

The *articulation* and detailing of adjacent buildings help create appropriate scale and should avoid creating isolated areas. Efforts at activation such as programming and temporary and permanent art bring life to *paseos*. The character, width, and shape of a *paseo* may vary, but it must remain a safe and well-lit route throughout.

GUIDELINES

a. Incorporate pedestrian-scale public art into amenities, building enhancements, wayfinding, the *paseo* ground surface, and standalone artworks in *paseos*.

b. Include pedestrian amenities and street furniture such as benches.

c. Extend the *fenestration* and *facade* treatment of street-facing retail space around the corner into the *paseo*.

d. Create interesting *facade* treatments along the *paseo frontage*, treating the *paseo* as a building front and not a subsidiary elevation.

e. Use water-permeable paving surfaces in *paseos* and design them to collect stormwater runoff to increase natural percolation and on-site drainage.

STANDARDS

a. Shape buildings along a *paseo* to form continuous edges. No more than 20% of a parcel's boundary along a *paseo* should consist of a freestanding wall or fence.

b. A building *facade* along a *paseo* must have *Active Frontage* (see Section 5.3.1.a) along at least 60% of the building length and no more than 40 feet of *Blank Wall* between *Active Frontages*.

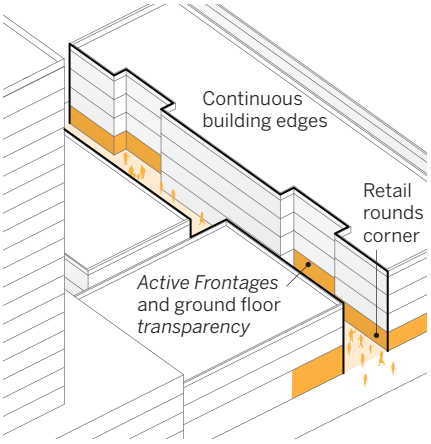
c. A *paseo* that does not serve as emergency access may be any width greater than 5 feet. A *paseo* that serves as emergency access must comply with those minimum requirements of the City's Public Works and Fire departments.

d. A *paseo's* pedestrian through zone must be at least 5 feet wide.

e. Lighting within *paseos* is important for safety. Ensure that lighting is bright enough for safe access in all parts of the *paseo*. See also Section 5.3.4.



DO - Buildings should form continuous edges along a *paseo*. *Photo © Sergio Ruiz for SPUR*



DO - A *paseo* should be active for safety and have interesting architecture and landscaping.



DO - *Paseos* can provide interesting small spaces for relaxation and can have integration into a retail or cafe experience.



DO - Graffiti Alley in Toronto has become a tourist attraction through a collection of informal art. See also the image of public art in a plaza in Section 5.2.

RELATED GUIDELINE

3.3.3 - Paseo / Mid-Block Connection Location

5.2 - Public Art in Private Development

GENERAL PLAN REFERENCE

- AC-2.1, CD-1.2, CD-2.3 (5), CD-1.7, CD-1.9, CD-1.11, CD-6.8, TR-3.8

5.7 Privately-Owned Public Open Space (POPOS) Design

WELCOME ALL OF SAN JOSE

Create Privately-Owned Public Open Spaces (POPOS) that are interesting, useful, flexible, active, safe, and durable common spaces for Downtown.

RATIONALE

A dense and interesting area requires a variety of *Public Spaces* to thrive. POPOS can provide amenity, flexibility of use, and proximity to residents, workers, and visitors in Downtown.

POPOS are for occupation and visual amenity. Smaller, better-designed, hardscaped, bright spaces are preferable to larger, green-but-uninhabited, poorly-placed ones. POPOS can feature art work, street furniture, and landscaping that invite users or enhance the building's setting.

The primary function of any Downtown open space between buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as resting, sitting, or dining, not to create a visual and physical barrier.

GUIDELINES

a. Where a commercial or mixed-use building is set back from the property line, treat the resulting space as an integral part of the *Public Realm*.

b. Design POPOS for passive and active use with a variety of elements such as water features, canopies, trees, planting, public art installations, and play facilities.

c. Avoid creating "leftover" spaces which serve only as underused buffer space and spread out urban activity.

d. Distinguish between parts of the POPOS used for through traffic (paths) and parts that are destination spaces (nodes).

e. Define sub-areas within a POPOS to enable multiple uses of the space.



DO - Mobile seating and a mix of sun and shade allows POPOS users to find a comfortable spot in a variety of weather conditions.

f. Use trees, overhangs, and umbrellas to provide shade in the warmest months. For guidance on trees, refer to the San José Tree Policy Manual and Recommended Best Management Practices (2013).

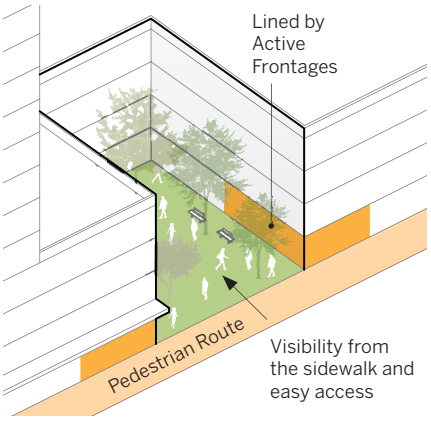
g. Provide mobile seating to allow users of the space to find a comfortable combination of sun and shade and to create flexible and multifunctional spaces.

h. Enliven a POPOS with art work, amenities such as fountains, and kiosks.

i. Create areas for vendors (in ground level POPOS) and outdoor dining, including facilities to accommodate pop-up retail such as removable bollards and power outlets.

j. In rooftop POPOS, create visual connection to the surroundings, including to the street level.

k. Incorporate attractive and artistic natural drainage designs with functions of *Green Stormwater Infrastructure* such as bioretention in POPOS to retain and filter stormwater runoff.



DO - A POPOS should be active and visible from the street.

STANDARDS

a. A ground level POPOS must be lined by an Active Frontage on at least 25% of the building *frontages* forming its perimeter.

b. Include temporary or permanent seating.

c. Design landscaping, walls, railings, and other street elements to retain visibility into and out of a ground level POPOS.

d. Make the entry to a rooftop POPOS clear and apparent from *Public Space* and make obvious that the POPOS is intended for public use.

RELATED GUIDELINES

3.4.1 - Locating Privately-Owned Public Open Space

3.4.2 - Locating Ground Level Semi-Private Open Space

GENERAL PLAN REFERENCE

- PR-1.7, CD-2.3, AC-1.9, AC-2.3, CD-2.7, MS-3.4, CD-2.4



A.0
APPENDIX

Photo credit: Sundry Photography / Shutterstock.com

A.1 Glossary

Active Frontage - A building frontage that meets the requirements of Section 5.3.1.a. Generally, these are ground level building facades that have visible activity inside and that help to create activity on the street, such as restaurants, stores, and building lobbies.

Active Use - Activities in Pedestrian Level Occupied Space that support the creation of an Active Frontage.

Addressing Street, Primary - see Primary Addressing Street

Addressing Street, Secondary - see Secondary Addressing Street

Articulation - The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.

Blank Wall - A wall at the Pedestrian Level that is not Active Frontage.

Blank Facade - A wall above the Pedestrian Level that has a large area without windows or balconies. See Section 4.4.4 for detailed size and mitigation information.

Block - The area bounded by public street right-of-ways, by publicly-owned open space, or by utility or transportation parcels (such as railroads).

Block Face - The row of front facades, facing the street, for the length of one block.

Building Open Space - Open space usable only by building residents, businesses, or customers, with secure access. Includes both Common Open Space and Private Open Space.

Clerestory Window - A window in a high section of wall, above eye level.

Commercial Space - Any Occupied Space that is not used as private or common residential space (such as a residential building hallway).

Common Open Space - Privately owned or controlled outdoor space for use by building residents, workers, or customers, accessible by secured access only. Common configurations are rear yards, courtyards, and Roof Decks.

Compatibility - The size and character of a building element relative to other elements around it. For example, the size and proportion of windows in a building facade are usually related to one another, the spaces between them, and the scale of surrounding buildings.

Context - The characteristics of the buildings, Streetscape, and landscape that supports or surrounds a given building, site, or area such as predominance of period architecture or materials, wide sidewalks, or continuous and overhead weather protection, or consistent street trees.

Cornice - A molded and projecting horizontal feature that crowns a facade.

EIFS - A generic product name standing for Exterior Insulating Finish System, which consists of an acrylic finish applied to a foam base anchored to a building facade. Brand names include Dryvit.

Eyes on the street - The concept that streets with a density of activity and people at many times of day and that are overlooked by windows of nearby buildings will naturally be safe. Popularized by Jane Jacobs, journalist and advocate, in her book "The Death and Life of Great American Cities."

Facade - Any vertical, exterior face or wall of a building.

Fenestration - The arrangement and design of windows and other openings on a building's facade.

Finished Ceiling - The lowest ceiling surface, typically hanging below the structural elements of the floor or roof above, not including light fixtures, fans, ducts, or electrical fixtures. The finished ceiling would not include small lower sections of the ceiling, to cover a beam for instance, if that section is less than 5% of the total ceiling area.

Frequent Network - The Santa Clara Valley Transportation Authority (VTA) core transit routes that provide scheduled service every 15 or fewer minutes all day on weekdays. VTA's Frequent Network includes all light rail lines, Rapid lines, and routes 22, 23, 25, 26, 57, 60, 61, 64, 66, 68, 70, 72, 73, and 77.

Frontage - The building facade facing a street or other Public Space.

Gateway - A principal or ceremonial point of entrance into a district or neighborhood.

Green Stormwater Infrastructure - Landscape elements such as bioswales that retain rainwater near where it falls rather than immediately conveying it away from the site. This creates benefits such as improved water quality due to on-site filtering, reduced flooding, and improved aesthetics.

Historic Context - The building(s) that cause a new building to have Historic Adjacency. See 4.2.4 Historic Adjacency for details.

Human Scale - either of the below:

1. *The presence of building components or other environmental elements that suggests a relationship to human size.* For instance, most doors are of similar dimensions, so the presence of a door in a building facade gives an observer a superficial understanding of the scale of the facade based on the implied relationship to the typical size of a human being.

2. *The use of materials and elements in buildings and the built environment that suggest the expectation of human presence and human interaction.* For instance, the presence of fine levels of detail and high quality in materials and building detailing (on a storefront, for example) suggest the expected presence of people in close proximity.

Image-defining Frontage - A building frontage, as defined in Section 2.1, located in a highly-visible location that helps to define the image of Downtown.

Level, Pedestrian - see Pedestrian Level

Level, Podium - see Podium Level

Level, Skyline - see Skyline Level

Massing - The three dimensional bulk of a structure: height, width, and depth.

Occupied Space - An enclosed space in a building intended for human activities, including bathrooms and circulation, but not including vehicle parking or space for supportive functions such as storage, trash storage, equipment, or computer servers.

Open Space, Building - see Building Open Space

Open Space, Common - see Common Open Space

Open Space Frontage - A building frontage, as defined in Section 2.2, that faces a natural open space.

Open Space, Private - see Private Open Space

Open Space, Privately-Owned Public - see Privately-Owned Public Open Space

Open Space, Public - see Public Open Space

Other Streets - Streets within the Design Guidelines area without the designation of Primary Addressing Street, SoFA Addressing Street, Secondary Addressing Street, Paseo, Alley, Urban Park/Plaza Frontage, or Open Space Frontage, as defined in Section 2.2. Service functions such as loading and vehicular entries are most appropriate on these streets.

Paseo - A through-block walkway designated as a Paseo on Framework Plan 2 in Section 2.2 or that meets the requirements of Standard A in Section 3.3.3.

Pedestrian Level - The 20' of a building above grade. This part is the most critical for creating a good pedestrian environment.

Placemaking - A process and philosophy that makes use of urban design principles in planning, design, and programming to create unique, community-centered, and active Public Spaces.

Podium Level - The portion of a building below the Skyline Level. This part of a building helps to create the relationship between the upper-level activities of the building and the street and forms the wall of the City's Public Space.

Porte Cochere - a covered structure at a building entrance through which a motor vehicle can pass to load or unload passengers, frequently used at hotels.

Primary Addressing Streets - Streets, as defined in Section 2.2, intended to have a high volume of pedestrian traffic and to support public activity throughout the day and evening. Buildings along these streets may include both commercial and residential uses on upper floors, with retail strongly encouraged on the ground floor.

Private Open Space - Privately owned or controlled outdoor space for use by a single unit's residents or a single business's workers or customers, accessible by secured access only. Common configurations are rear yards and balconies.

Privately-Owned Public Open Space (POPOS) - a privately-owned outdoor space that functions as a Public Space, but may have limited hours of availability, e.g., plaza, sidewalk extension.

Public Life - social life and activity that happens in the public realm.

Public Open Space - Publicly-owned parks, plazas, and other spaces meant for repose and recreation.

Public Realm - the area outside buildings accessible or visible to the public including streets and open spaces.

Public Space - All publicly-owned, publicly-accessible space, including but not limited to streets, parks, and paseos but not including Highways 87 and 280 and their associated ramps.

Roof Deck - Privately owned outdoor space not at ground level, above habitable indoor space or other built space (such as a parking garage), and accessible to the public or a defined group (such as building occupants, restaurant patrons, or occupants of a single dwelling unit).

Secondary Addressing Streets - Streets, as defined in Section 2.2, with a commercial or residential focus, primarily lined with non-retail commercial uses or with housing. Retail may also occur on these streets, and corner retail is encouraged.

Semi-Private Open Space - Privately owned or controlled outdoor space accessible from Public Space but not intended for public use, e.g., setback to ground floor residential space; landscaped setback to ground floor office space.

Semi-Public Open Space - Privately owned or controlled outdoor space accessible to limited subset of the public, e.g., cafe.

Setback - The required or actual placement of a building a specified distance away from a road, property line, or other structure.

Skyline Level - The portion of a building higher than 70' above grade. This part of a building relates less to the adjacent street and more to the overall Downtown skyline.

SoFA Addressing Street - Street, as defined in Section 2.2, within the SoFA District and intended to have a high volume of pedestrian traffic and to support public activity throughout the day and evening. Buildings along this street may include both commercial and residential uses on upper floors, with retail strongly encouraged on the ground floor.

Stepback - The required or actual placement of a building a specified distance away from a road, property line, or other structure at a level above the first floor level.

Street - The publicly-accessible space within a street right of way, including space dedicated for vehicular, bicycle, pedestrian, and any other activity.

Streetscape - The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving planting, street hardware, and miscellaneous structures.

Streetwall - The building facade(s) along a public street, Public Open Space, or a paseo from ground level to 70 feet above. For a portion of the facade to count as a Streetwall, it must lie within 10 feet of the property line or setback line, if there is one, from ground level to the top of the highest occupied floor of that portion of the building.

Transparency - A Pedestrian Level design standard that defines a requirement for visibility and permeability between the building and the adjacent sidewalk or other Public Space.

Urban Park/Plaza Frontage - A building frontage, as defined in Section 2.2, that faces a major park or other civic space, as defined in this Design Guidelines document.

Walkway - A pedestrian path on private land.

Wall Washing - Lighting that bathes a building facade in a relatively even level of light, emphasizing its materiality and massing.

A.2.1 Skyline Studies





BUILDING ROLES IN THE SKYLINE

Tall buildings play a role in a city's skyline and together with other buildings may add up to create something that is unique and memorable. Among American downtowns, few have a height limitation similar to San José, and many are on waterfronts, but a study of their different conditions provides useful lessons nonetheless.

Cities like Chicago, pictured and diagrammed above, have four overall building types. Landmarks are the most memorable buildings in the skyline, distinguished by their height, shape, or both (see examples below of building top design). Markers provide localized orientation, but stand out for some feature such as height, design, or location. Low Icons are buildings of lower heights, distinguished by their civic importance (such as a museum), design, location, or color.



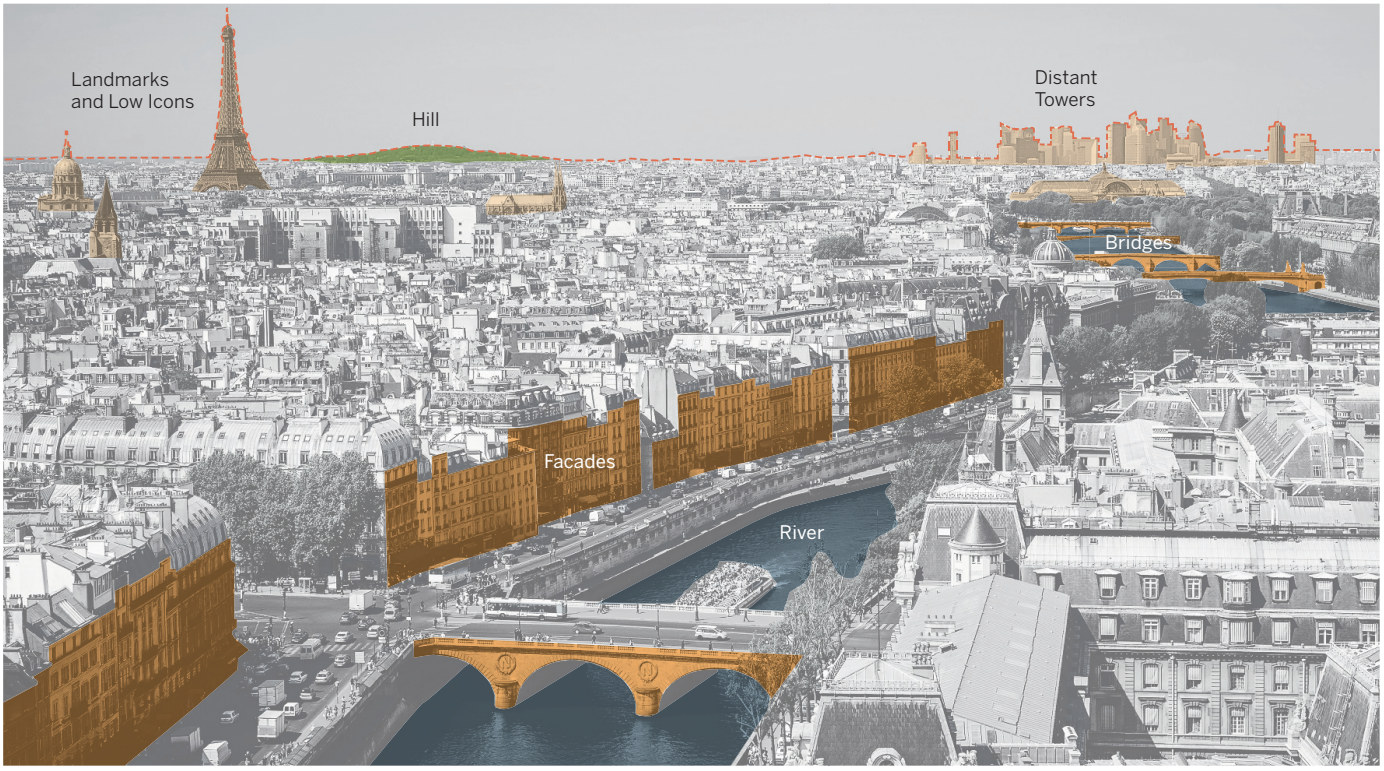
101 Second, San Francisco
Photo © SOM | Hedrich Blessing



One Canada Square (Pelli Clark Pelli), London, *Photo © SOM*



50 South 6th, Minneapolis
Photo © SOM



Unlike Chicago, San José will retain a low overall form. A few American cities such as Washington, DC provide similar examples of low heights, and many European cities have low skylines. An instructive example is Paris, pictured above. For these cities, landmarks, assemblies of building *facades* in *Public Spaces* and along transportation routes (such as rivers), and infrastructure all play a role in the image of the city.

DERIVED LESSONS

These and other studies provided many lessons and ideas for San José's Downtown Design Guidelines. Some apply to private development, and some may instruct actions of the City. Among these are:

- Use the iconic value of infrastructure (e.g., bridges, highway gateways).
- Create identity with well-designed building *facades* along urban edges (e.g., parks).
- Recognizable landmarks are extremely significant in a "flat" skyline.
- Low icons also help create a memorable skyline and retaining their visibility and emphasis is key.
- Uniform buildings can create a high quality cityscape but not, by themselves, a memorable one.

A.2.1 Skyline Studies (continued)

The design guidelines for building form and massing use the information and lessons learned from the skyline studies to create a memorable skyline for Downtown. Image pairs on the pages below model potential development scenarios for two notable views, from the north along Highway 87 and from the highway ramp entering Highway 87 from the south. In absence of an adjacent waterfront, these views will be among the most memorable ones of Downtown for many people.



Downtown from Highway 87 facing south *(Photo © Google)*



Simulation of towers on Gateway Sites (light gray) and of *Image-Defining Frontages* (dark gray) *(Photo © Google)*



Downtown San José from the highway ramp to Highway 87, facing northeast *(Photo © Google)*



Simulation of towers on Gateway Sites (light gray) and of *Image-Defining Frontages* (dark gray) *(Photo © Google)*

A.2.2 Paseo Precedents

Paseos are a unique part of Downtown San José and several city planning documents propose their expansion within Downtown and into the Diridon area. *Paseos* can help to create a fine grained pedestrian network and provide interesting alternative paths that are away from the dominating influence of vehicles.

However, it is critical that *paseos* remain safe and active. Because retail shops are suffering from competition with online shopping and are in many places declining in number, there may not be enough retail available to activate new *paseos*. *Paseos* should not take activity away from existing street *frontages*, which also need activation.

Thus, alternative methods are required to create interesting and safe *paseos*. A study of several other cities' pedestrian routes provided some instruction.



Level 1 and 2 laneways (dark and light orange) in Melbourne's Hoddle Grid (above). The system is dense in many locations, which is enabled by a highly dense downtown core (below) *Images © Google Earth*



A RATING SYSTEM - MELBOURNE, AUSTRALIA

Melbourne has a system of "laneways" in its downtown core. These are part of a network of alleys through long blocks, and have come to be a large pedestrian system over time as they have been improved and repurposed from service functions.

To understand the importance of the different laneways, the City uses four core value characteristics of laneways as pedestrian environments:

- **Connectivity** – physical connection through a city block.
- **Active frontages** – *frontages* that provide for visual and physical interaction between the *Public Space* of the lane and the ground floors of the buildings.

- **Elevational articulation** – architectural character of the buildings adjoining the lane and the degree to which this provides aesthetic and spatial interest.
- **Views** – views towards a connecting lane, street or landmark.

Using these values, the laneways may be graded into classes 1 through 3:

- **Class 1** lanes show signs of all four core value characteristics and support a high level of pedestrian activity.
- **Class 2** lanes show signs of three out of the four core value characteristics.
- **Class 3** lanes show sign of two or less of the four core value characteristics. These lanes generally provide vehicular access to the rear of buildings for loading and service requirements or access to car parking areas.

(Local Planning Policies, Melbourne Planning Scheme)

ACTIVATION WITH ART - TORONTO, CANADA

Graffiti Alley in Toronto, Canada is a short series of alleys which have an impressive collection of graffiti. While the alley still serves its service functions and has received little improvement of the *Public Realm*, it has become an attraction in its own right. Groups of people visit the alley to enjoy the graffiti and to take photos of the art and of themselves. Contrary to those of some more formal art installations, the demographic of alley visitors appears to be quite young.



Graffiti Alley in Toronto is full of graffiti art and people.

INFORMAL OPEN SPACE AND FOOD - SAN FRANCISCO

Trinity Place in San Francisco is a one block alley connection between two streets. Its function as a short cut brings some foot traffic through, as do several window food stands and cafes. Vehicular traffic is allowed, but the surface makes clear that the area is for pedestrian priority. And the presence of secondary entries to several office buildings makes the alley a good place to come outside to make a phone call or smoke.



Small interventions such as food windows can activate an alley.

A.3 Resources and References

PRIMARY SAN JOSE PLAN SOURCES

- Diridon Station Area Plan (2014)
- Downtown Design Guidelines (2004)
- Greater Downtown Strategy for Development (2000)

OTHER SAN JOSE PLANS

- Bike Plan 2020 (2009)
- Downtown Historic District Design Guidelines (2003)
- Downtown Street and Pedestrian Lighting Plan
- Downtown Streetscape Master Plan (2003)
- Draft Downtown Historic Design Guidelines (2004)
- Envision San José 2040 General Plan (2011)
- Guadalupe River Park & Gardens Urban Design Guidelines (2003)
- North San José Urban Design Guidelines (2010)
- St. James Square Historic District Design Guidelines (1989)
- Santana Row / Valley Fair Urban Village Plan
- South First Area Strategic Development Plan (2002)
- Tree Policy Manual and Recommended Best Management Practices (2013)

OTHER CITY PLANS

- Los Angeles Downtown Design Guide (2017)
- San Francisco Ground Floor Residential Design (undated)
- San Francisco Standards for Storefront Transparency (2013)
- San Francisco Urban Design Guidelines (2018)
- Seattle Design Guidelines (2013)
- Toronto Tall Building Design Guidelines (2013)
- Transbay Redevelopment Project Development Controls and Design Guidelines (2005)

REPORTS AND STUDIES

- Active Design Guidelines (New York City, 2010)
- Active Design: Shaping the Sidewalk Experience (New York City, 2013)
- Bird-Friendly Building Design (American Bird Conservancy, undated)
- Cracking the Code (SPUR, 2015)
- The Future of Downtown San Jose (SPUR, 2014)
- Getting to Great Places (SPUR, 2013)

Prepared by:

Skidmore, Owings & Merrill LLC
San Francisco, California


CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

February 12, 2019 *via email*

Leila Hakimizadeh
Supervising Urban Designer/Planner
Planning, Building and Code Enforcement
City of San Jose

RE: DRAFT SAN JOSE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

Dear Ms. Hakimizadeh,

Santa Clara Valley Audubon Society and the Sierra Club Loma Prieta Chapter are non-profit organization. Together, our organizations have over twenty thousand supporters in San Jose. We reviewed the Draft San Jose Downtown Design Guidelines and Standards and offer the following comments on Section 4.4 Building Elements, Section 4.6 Lighting, and Section 5.8 Lighting - Pedestrian Level.

1. Bird Safe Design:
We ask that any requirement of transparent glass in structures and buildings (with the exception of store fronts) should consider bird safe design. In addition:

Section 4.4 Building Elements; 4.4.3.b Windows and Glazing: Bird Safety
We suggest that San Jose adopts the same STANDARDS as the City of San Francisco (attached), which provide a benchmark for protecting birds in urban environments. If this is not feasible, then at the very least strengthen the Standards as follows:

STANDARDS

- Add: Avoid transparent see-through barriers such as atria, free-standing walls or transparent skyways.
    1. Reasoning: While all glass is hazardous, see through structures are the deadliest for birds
- Add: Patterns in the glass as well as screens, shades etc. should follow the 2x4 rule (meaning that the protective visual cues are added across the pane, spaced two inches apart horizontally, and/or four inches apart vertically).
- Remove: “Placing landscaping in front of large glass areas helps reduce views through glass” (Standards b.).
    1. Reasoning: This language is confusing because it is not specific. In fact, the type of landscaping and distance from the glass are critically important and can

decrease or increase bird collision hazards, depending on specifics of the site and the vegetation. This language can even be construed as placing vegetation inside the building near glass, which is hazardous and should be expressly avoided.

Section 4.4 Building Elements 4.4.3.d Windows and Glazing: Balconies
STANDARDS

Add: For transparent railings, apply patterns to the glass using the 2x4 rule (meaning that the protective visual cues are added across the pane, spaced two inches apart horizontally, and/or four inches apart vertically).

Section 4.4 Building Elements 4.4.9 Pedestrian Bridges

STANDARDS
Standard d. - We appreciate the attention to bird safety. Similar requirement should apply to all skyways, walkways and other see-through structures!

2. Light pollution: Section 4.6 Lighting

Artificial light is harmful to almost all biological beings and a new phenomenon for life on Earth. For millions of years, Earth's species have evolved under natural cycles of light and dark. The circadian rhythms of nearly all living things, including humans, are regulated by light. Thus, artificial light at night contributes to light pollution, and is biologically disruptive for living beings. Migratory birds are attracted to light and collide with buildings and other structures. Their migratory flight paths can be altered, and in some extreme cases, birds become trapped in beams of artificial light and die of exhaustion. Many species of mammals will avoid areas illuminated by artificial light at night.

There are many recommendations and best practices for lighting that optimizes safety and at the same time protects the night sky and the health of ecosystems and people. Core recommendations emphasize:

- Eliminate excess light
- Prohibit up lighting or spotlights;
- Plan control capabilities for LED lights
- Reduce lumen output
- Avoid high contrast
- Shield lighting to cast light down onto the area to be illuminated;
- Turn commercial building lights off at night or incorporate blinds into window treatment to use when lights are on at night; and,
- Create smaller zones in internal lighting layouts to discourage wholesale area illumination
- Set a maximum lighting temperature (measured in Kelvin) to restrict the emission of blue light, which is significantly more harmful than other color temperatures to humans and wildlife.
- Set a maximum lighting intensity (measured in Lumens) to reduce the impacts of artificial light.

- Set a maximum height allowances for specific types of structures to protect migratory birds and reduce sky glow.
- Establish a Lights Out Program, which sets “Dark Hours” from 10:00 pm, or when people are no longer present, or close of business, whichever is latest, until sunrise. During Dark hours:
    - Turn off exterior decorative lighting
    - Turn off interior lighting, or install blinds to block light emissions, especially on higher stories

Cities from around the world are creating lighting ordinances to combat the negative effects of light pollution. This provides a wealth of existing practices that San Jose can use as a model. A notable international example is France, which on January 1st 2019 enacted a country-wide Decree to Reduce Light Pollution. The French law shares a lot in common with light pollution ordinances passed in California cities, including Ojai, Malibu, and Alameda. The City of Sunnyvale is currently studying the issue of light pollution.

Sections 4.6.1 Lighting - Podium Level and 4.6.2 Lighting - Skyline Level are inconsistent with the above guidelines and defy most best practices for human and environmental health. We understand there is a desire for light in Downtown San Jose, but believe that lighting should be avoided within 300-ft of creek corridors, and must be adaptable and regulated to avoid harm to wildlife, especially migratory birds.

We appreciate sections 4.6.1 (Standards a,b,c) and section 4.6.2 (Standard d) which outline mitigation measures to reduce light pollution. However, we believe that these Standards are orthogonal to and contradicted by the corresponding Rationale and Guidelines in the same sections.

Both photographs (labeled "DO") in 4.6.1 show the use of up-lighting and the use of non-shielded lights, both of which are incompatible with the principles of dark sky and bird safe design. These photographs should not be included, as they contradict Standards (a,b,c). Any photographs used in these documents should reflect the Standards of the document.

4.6.1 Guidelines (a,b,c) all encourage the decorative illumination of outside building features at night. Dark Sky ordinances, such as those passed in Malibu, Ojai, and Alameda, include provisions that mandate turning off exterior decorative lighting at night. Many of these ordinances include a Lights-Out provision, which mandates that such exterior lighting must be turned off after 10pm, or when the building becomes unused. Guidelines (a,b,c) are in fundamental contradiction with Dark Sky and Bird Safe Design policy, and should not be encouraged, especially without a specific, enforceable, lights-out provision.

4.6.1 Rationale states, "several larger parks and open spaces within Downtown provide good views of surrounding buildings. Buildings in these locations along the highways and around major parks have an opportunity to help define the image of the area with accentuated lighting." Parks and Open Spaces are areas that need to be especially protected from light pollution, given that they often contain wildlife habitat. The "accentuated" illumination of structures near these locations encourages lighting in areas where it is most harmful.

The 4.6.2 Skyline Level Lighting Techniques are not adequately mitigated by Standard (d). The techniques of Beacon, Lantern, Outline, Color, and Artistic, all encourage an increase in artificial light at night and will therefore increase light pollution. Artificial night at light at high altitudes is even more damaging than artificial light at the ground level in terms of both contribution to sky glow and effects on migratory birds. Dark Sky ordinances (as previously referenced) mitigate skyline level lighting by completely turning off these lights when buildings are not in use, after a specific time at night, and during migration season. Standard (d) recommends "reducing" or "shielding lights", which is a step in the right direction, but is not sufficient to adequately mitigate the negative effects of artificial light, and is not consistent with the standards of existing Dark Sky ordinances.

We believe that as proposed, the design guidelines and standards are inconsistent with the following Envision San Jose General Plan policies:

- Policy ER-2.3 Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone
- Policy ER-6.3 Employ low-glare lighting in areas developed adjacent to natural areas, including riparian woodlands. Any high-intensity lighting used near natural areas will be placed as close to the ground as possible and directed downward or away from natural areas.
- Policy ER-6.4 Site public facilities such as ballparks and fields that require high-intensity night lighting at least 0.5 mile from sensitive habitats to minimize light pollution, unless it can be demonstrated that lighting systems will not substantially increase lighting within natural areas (e.g., due to screening topography or vegetation).

We thank you for providing us with the opportunity to comment on the Draft San Jose Downtown Design Guidelines and Standards. We hope a robust dark sky/lights out guidelines can be developed to protect night-flying migratory birds, people, and the night.

Thank you,

Shani Kleinhaus, Ph.D.
Environmental Advocate
Santa Clara Valley Audubon Society

Katja Irvin
Conservation Committee co-chair
Sierra Club Loma Prieta Chapter

References

France's Decree:
https://www.legifrance.gouv.fr/eli/arrete/2018/12/27/TREP1831126A/jo/texte
https://www.darksky.org/france-light-pollution-law-2018/

Malibu Dark Sky Ordinance: https://www.malibucity.org/DocumentCenter/View/22417/Dark-Sky-Ordinance-Ordinance-No-434

Ojai Ordinance:
https://docs.vcrma.org/images/pdf/planning/ordinances/Ojai_Valley_Dark_Sky_-_Public_Brochure.pdf

Alameda Ordinance:
https://alameda.legistar.com/LegislationDetail.aspx?ID=3756063&GUID=2E8203B6-7841-42FC-A8B8-552FA7D9D246&Options=&Search=

The International Dark Sky Association
https://www.darksky.org/

Carcinogenicity of shift-work involving Circadian Disruption
https://firefightercancersupport.org/wp-content/uploads/2013/06/carcinogenicity_of_shiftwork_painting_and_firefighting.pdf

Physiology of Growth Hormone Secretion During Sleep
https://www.ncbi.nlm.nih.gov/pubmed/8627466

National Audubon Lights out recommendations
https://www.audubon.org/conservation/project/lights-out

Campus Illumination: A road map to exterior lighting at the University of Washington Seattle Campus
https://www.lightingdesignlab.com/sites/default/files/pdf/Campus-Illumination-Roadmap-final.pdf

March 1, 2019

Leila Hakimizadeh, Supervising Urban Designer/Planner
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City of San Jose
200 East Santa Clara Street, 3rd Floor Tower
San José, CA 95113

Edward Saum, HLC Chair
Historic Landmarks Commission
City of San Jose
200 East Santa Clara Street
San Jose CA 95113

Dear Ms. Hakimizadeh and Mr. Saum,

Re: New San Jose Downtown Design Guidelines and Standards

It is our understanding that the new San Jose Downtown Design Guidelines and Standards (New Downtown Guidelines), with one very significant exception, will not supersede or in any way change the Draft 2004 San Jose Downtown Historic Design Guidelines (Historic Guidelines) until a comprehensive update of the historic guidelines is undertaken.

The exception to this is the guidelines for new buildings adjacent to historic buildings. It is unclear to us why the guidelines for adjacent buildings are singled out to be drastically downgraded without allowing them to be included in the comprehensive analysis that will be done for the update of the Historic Guidelines. Can you please explain this?

Our major concern with the New Downtown Guidelines is with Guideline 4.5.2 that discusses Historic Adjacency and will allow building towers immediately adjacent to historic buildings. The new guidelines totally degrade the existing guidelines in the Historic Guidelines at chapter 5, page 73 that state:

> Retain and Respect the massing of historic buildings on a street. Respect the overall heights of historic buildings, street walls, districts and areas. Add Significantly higher new buildings, where appropriate, that are carefully sited in relationship to historic structures and predominant street ''walls.'' Building masses should not dwarf immediately adjacent historic buildings. Add new infill construction that respects the massing and detailing of historic buildings on the street.

The need for protecting historic buildings has, until now, been uniform throughout the various city guidelines. One example is the language in the Commercial Design Guidelines (Commercial Guidelines), that state at chapter 1 page 3 "New development should respect existing historic or potentially historic structures in the immediate area through the use of similar materials and proportions and the avoidance of overwhelming scale and visual obstruction."

It will be disappointing if the city now strays from its previous view to protect our historic treasures that preserve and enhance the city's cultural and aesthetic heritage.

The New Downtown Guidelines state "Use a new building adjacent to a historic Commercial or Multi-Family Residential building to create a coherent context for the historic structure." The corresponding image showing an example of this is the following photo of the Town Hall building at Howard and Fremont Streets in San Francisco. It should be noted that the new building is at the back of the historic building, and although being at the back is less overwhelming than being on the side, it is only set back 25 feet. This setback is a very limited distance (as shown on the next page) and as a result, crowds the historic building.



Taken from page 64 of New Downtown Guidelines



New construction with tower structure stepped back a limited amount but not sufficient to avoid overcrowding historic building.

We are not advocating stopping new construction. We have many examples of how the existing guidelines allow compatible construction that preserves the dignity of our historic buildings. One example is the architectural rendering (shown below) of the proposed Park View Towers project on St. James Square, in which new construction flanking the historic church is lower than the central church dome. Further, the new building towers included in this development are not only behind the church, and not to the sides, but are also stepped back.

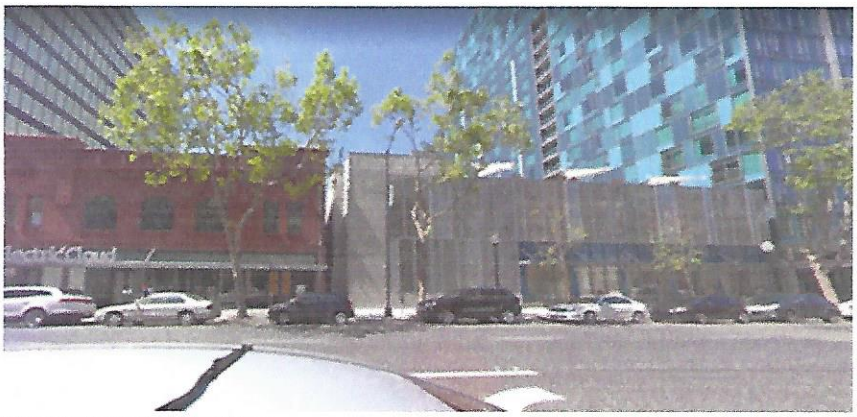


Credit: Barry Swenson Builder Architect
Park View Towers

New construction with tower structures stepped back and the adjoining structures having proportional massing and positioned lower than the historic church.

Another example of compatible construction is shown in the photo below with the placement of the One South Market Residential Tower (One South Tower) (blue building) stepped back from

the Alcantara Building/Hotel Metropole and Sunol Building (red building) and placing the One South Tower parking structure, with proportional massing, adjacent to these historic buildings.



Taken from Google Maps.
Alcantara Building/Hotel Metropole and Sunol Building (red brick building); One South Tower (blue building)
New construction with tower structure stepped back and the adjoining structure with proportional massing not higher than the historic buildings.

An example of a building that would not be compatible with the adjoining historic building is the proposed hotel adjacent to the Hotel De Anza (De Anza). This building tower is proposed to be within inches of the De Anza. It will be to the side of the De Anza, is not to be stepped back nor will it be lower than the De Anza. The neighboring Axis Towers to the northwest were stepped back and allow for balance with the De Anza. Similarly, the Opus Building to the northeast of the De Anza is across the 80 feet wide Notre Dame Avenue thus also maintaining a stepped back position.



Source: COMPREHENSIVE PRELIMINARY REVIEW by KT URBAN, REV 06.14.2018
Proposed new construction with tower structure not stepped back and not lower than the historic structure.

Please retain the existing standards from the Historic Guidelines and the Commercial Guidelines and do not adopt the new Historic Adjacency standards proposed in the New Downtown Guidelines.

Respectfully submitted,

Eugenia M. Verbeckmoes, Chair
Land Development Committee
Axis Homeowners Association

Cc: Peter Allen, Chair, Planning Commission
Shiloh Ballard, Vice Chair, Planning Commission
Michelle Yesney, Planning Commission
Namrata Vora, Planning Commission
John Leyba, Planning Commission
Melanie Griswold, Planning Commission
Juliet Arroyo, Historic Preservation Officer, Historic Landmarks Commission
Paul Boehm, Vice Chair, Historic Landmarks Commission
Harriett Arnold, Historic Landmarks Commission
Eric Hirst, Historic Landmarks Commission
Stephen Polcyn, Historic Landmarks Commission
Anthony Raynsford, Historic Landmarks Commission
Rachel Royer, Historic Landmarks Commission
Raul Peralez, Councilmember District 3
David Tran, Senior Council Assistant District 3

Downtown Design Guidelines

Barbara Goldstein <barbara@artbuildscommunity.com>

Tue 12/4/2018 2:35 PM

To: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>;

Cc: Thang Do <tdo@aedisarchitects.com>; John Pastier <Pastier@earthlink.net>; anjee@maclaarte.org <anjee@maclaarte.org>; Cathy Kimball <cathy@sjica.org>; Mike Borkenhagen <borkenhagenm@gmail.com>; Chris Neale <chris@thecorecompanies.com>; dp@metronews.com <dp@metronews.com>; bvonfaith@sjdowntown.com <bvonfaith@sjdowntown.com>; Knies, Scott <sknies@sjdowntown.com>; Brian Grayson <brian@preservation.org>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>;

Hello Leila, David and Councilman Peralez:

Thank you for sharing the draft Downtown design guidelines. I am out of town and cannot attend tomorrow evening's meeting and request that the following statement be read into the record:

The draft Downtown Design Guidelines are a thorough and thoughtful document that should be adopted and implemented to insure that San Jose's downtown is walkable, visually interesting and safe. I support these guidelines both as a public art/creative placemaking professional and as a member of the SoFA leadership team. It is particularly gratifying to see that SoFA has been called out in the guidelines as a unique district. Here are a couple of SoFA-specific suggestions that should be considered in the final iteration of the guidelines:

1. The development at First and San Carlos on the former Valley Title site is a gateway to the SoFA District. It should be treated as a gateway building that addresses both First and San Carlos with interesting façade treatment and cultural spaces. Likewise, the Garden Gateway, another entry to SoFA, should be more artfully designed at the street level and top. Its ground level should include exhibit space or public art.
2. Cultural spaces in SoFA should be considered to be active uses and be preserved and/or replaced if development occurs on their sites.
3. The SoFA District, while full of historic one-story bow-truss buildings is not a designated historic district. There are only three designated historic buildings in SoFA. Official recognition and preservation of the SoFA district's historic building forms – and its history as San Jose's original auto row should be considered.

In order for the Downtown design guidelines to be implemented effectively, there are several policy issues that City Council should consider. These go beyond the powers of the Planning Department. These are:

1. Create a SoFA-specific design review committee that is empowered to review and approve architectural design of buildings facing South First Street between San Carlos and 280.
2. Incentivize developers or create a percent for art requirement in SoFA to insure the preservation of cultural spaces.
3. For Downtown in general: if there is a goal of creating public art in private development and POPOS – as stated in the guidelines, then the City should create either a development incentive or a percent for art requirement on new development and significant renovation.

Thank you for your consideration and congratulations on developing a set of guidelines for Downtown San Jose that will help it fulfill its aspirations to be a vibrant 21st Century downtown.

Barbara

Barbara Goldstein & Associates
Creative Placemaking and Public Art Planning

RE: Downtown Design Guidelines

Thang Do <tdo@aedisarchitects.com>

Tue 12/4/2018 5:05 PM

To: Barbara Goldstein <barbara@artbuildscommunity.com>; Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>; Tran, David <david.tran@sanjoseca.gov>; Peralez, Raul <Raul.Peralez@sanjoseca.gov>;

Cc: John Pastier <Pastier@earthlink.net>; anjee@maclaarte.org <anjee@maclaarte.org>; Cathy Kimball <cathy@sjica.org>; Mike Borkenhagen <borkenhagenm@gmail.com>; Chris Neale <chris@thecorecompanies.com>; dp@metronews.com <dp@metronews.com>; bvonfaith@sjdowntown.com <bvonfaith@sjdowntown.com>; Knies, Scott <sknies@sjdowntown.com>; Brian Grayson <brian@preservation.org>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>;

Hello Leila, David and Councilman Peralez:

Thank you, Barbara, for your thoughtful comments. I'd like to echo your observation that this is a thoughtful document and represents the best urban planning practices that will benefit significantly the future development of downtown. I'd like to add a few points:

1. I don't know if it's within the purview of this study to re-examine the boundary of downtown, but I certainly think that we should. In particular, San Jose State University and several blocks beyond the campus are a prime urban environment, with potential to create vibrant streets, dense developments, active retail, etc. and should be considered downtown.
2. 4.2-Much of the language is overly general, lacking specificity and somewhat jargon-laden. For example, what does "create a coordinated and ordered façade with links between levels and with divisions between levels and with divisions reducing apparent bulk" mean? Or: "Create a clear relationship between building's Podium and Skyline Levels"? Is this a visual relationship? Through use of materials, same architectural language? Some of these can surely be clarified and further articulated.
3. Items such as 4.3.2 calls for Skyline Level Massing: I am not convinced that this is what makes a city's skyline interesting, especially when there is an airport height cap that makes many buildings having the same height. I don't know if we need every building to have a varied rooftop or roof outline. How successful a city is happens at the street level and not 70' or above.
4. It's very important that towers should have a distinctive base that is articulated to relate to pedestrians and made of quality materials.
5. 4.3.4: it should be recognized that residential neighborhoods adjacent to taller buildings, with the exception of historic districts, will be redeveloped over time. We need to consider how the city evolves over 20, 30 years, rather than fixed in time. We should not lock in strict height limits to create a transitional effect, when what we are transitioning to will likely be taller in the future.
6. 4.4.1 The word "contemporary" in the summary is over restrictive. We should be open to contemporary as well as possibly a more traditional style, as long as it is well-designed.
7. Language such as 4.4.2 "New buildings should use façade design to fit comfortably within their surroundings" is opaque. How about "buildings should be visually compatible with their surroundings"?
8. 4.4.3.a Not sure if it's appropriate to call for operable windows. This seems like it should be a project design issue and not an urban planning issue. Whether operable windows are beneficial from an energy viewpoint constantly evolves, best left to the building designer to decide.
9. 4.4.9: not sure if it's a good idea to discourage above grade pedestrian bridges. They are expensive to build, so most likely, they are done for specific reasons. They may allow larger scale developments that span multiple blocks (they need to be broken down visually to reduce massing impacts if that's the case) to occur.
10. 4.5.2 and 4.5.3 This should go further in discouraging the practice of "contrasting" a historic structure as a legitimate response to it. The contrast argument has been used (or is being used in the proposed tower adjacent to

the DeAnza Hotel) and is really a misguided notion of how we buildings should respond to a historic context. The only appropriate response is to respect it by taking cues and be sympathetic to it, while not necessarily mimicking.

I don't have time to finish my review at this time. I may add more comments later on.

Thanks so much for allowing us to weigh in on this valuable document.

From: Barbara Goldstein [mailto:barbara@artbuildscommunity.com]
Sent: Tuesday, December 4, 2018 2:36 PM
To: Hakimizadeh, Leila; Tran, David; Peralez, Raul
Cc: Thang Do; John Pastier; anjee@maclaarte.org; Cathy Kimball; Mike Borkenhagen; Chris Neale; dp@metronews.com; Bree von Faith; sknies@sjdowntown.com; Brian Grayson; Michael.Brilliot@sanjoseca.gov
Subject: Downtown Design Guidelines

Hello Leila, David and Councilman Peralez:

Thank you for sharing the draft Downtown design guidelines. I am out of town and cannot attend tomorrow evening's meeting and request that the following statement be read into the record:

The draft Downtown Design Guidelines are a thorough and thoughtful document that should be adopted and implemented to insure that San Jose's downtown is walkable, visually interesting and safe. I support these guidelines both as a public art/creative placemaking professional and as a member of the SoFA leadership team. It is particularly gratifying to see that SoFA has been called out in the guidelines as a unique district. Here are a couple of SoFA-specific suggestions that should be considered in the final iteration of the guidelines:

1. The development at First and San Carlos on the former Valley Title site is a gateway to the SoFA District. It should be treated as a gateway building that addresses both First and San Carlos with interesting façade treatment and cultural spaces. Likewise, the Garden Gateway, another entry to SoFA, should be more artfully designed at the street level and top. Its ground level should include exhibit space or public art.
2. Cultural spaces in SoFA should be considered to be active uses and be preserved and/or replaced if development occurs on their sites.
3. The SoFA District, while full of historic one-story bow-truss buildings is not a designated historic district. There are only three designated historic buildings in SoFA. Official recognition and preservation of the SoFA district's historic building forms – and its history as San Jose's original auto row should be considered.

In order for the Downtown design guidelines to be implemented effectively, there are several policy issues that City Council should consider. These go beyond the powers of the Planning Department. These are:

1. Create a SoFA-specific design review committee that is empowered to review and approve architectural design of buildings facing South First Street between San Carlos and 280.
2. Incentivize developers or create a percent for art requirement in SoFA to insure the preservation of cultural spaces.
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Thank you for your consideration and congratulations on developing a set of guidelines for Downtown San Jose that will help it fulfill its aspirations to be a vibrant 21st Century downtown.

Barbara

Barbara Goldstein & Associates
Creative Placemaking and Public Art Planning
241 S. 12th Street
San Jose, CA 95112

Draft Downtown Design Guidelines

Kevin Sauser <ksauser@c2karch.com>

Wed 12/12/2018 5:24 PM

To: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>; Rood, Timothy <timothy.rood@sanjoseca.gov>;

Cc: Nathan Miller <nmiller@c2karch.com>; Steven Ohlhaber <sohlhaber@c2karch.com>; Ned Vaivoda <nedv@c2karch.com>; Mariah Marshall <mmarshall@c2karch.com>; Mark Tersini <mtersini@aol.com>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>;

Leila and Tim,
We are preparing detailed comments on the downtown design guideline draft that we will provide to you this week however, in light of the requested deadline for comments today, I would like to offer this general comment:

The guidelines have grown from 60 pages plus appendices to 90 pages plus appendices and add more restrictive and "ideal" standards that look good in example vignettes, but may not apply to every site. The detail in some of these sections is burdensome and turns building design into an exercise in accounting versus what is visually appealing, practical and appropriate. (See Sections 4.4.4 Materials and Colors, 5.3.1 through 5.3.3 Ground Floor Treatments and Uses).

The question is, will San Jose use these detailed but potentially arbitrary or at least subjective guidelines, as almost "legal" or "code" standards to review projects? The detailed descriptions and standards could have a negative effect by allowing parties on either side to "dig in" on the letter of the guidelines versus its spirit, restrict creative design solutions, and create conflicting goals.

As a whole, the intentions of the document are good. However, the detail of the document pushes it from being Guidelines and into the realm of codifying very specific measurements that may not apply to all sites and solutions and project economics. The quality of project for the city will be a function of how the city, owners, developers, and designers can work together and treat each project as a site specific and unique project. We suggest that the city acknowledge within the document that it contains a vision, but not necessarily prescriptive answers or requirements, and that not all guidelines will apply in all circumstances.

Thank you for the opportunity to provide comment. We look forward to continuing our successful collaboration together.

Sincerely,
ks

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GENERAL COMMENTS:

The guidelines have grown from 60 pages plus appendices to 90 pages plus appendices and add more restrictive and “ideal” standards that look good in example vignettes, but may not apply to every site. The detail in some of these sections is burdensome and turns building design into an exercise in accounting versus what is visually appealing, practical and appropriate. (See Sections 4.4.4 Materials and Colors, 5.3.1 through 5.3.3 Ground Floor Treatments and Uses).

The question is, will San Jose be like other municipalities that will use detailed but somewhat arbitrary guidelines, as almost “legal” standards to hold-up projects? There is so much effort and detail put into this “DRAFT” that it is hard to believe anything will be revised or pulled back. Where the intentions are good, the detailed descriptions and standards can have a negative effect by allowing parties to “dig in” on the letter of the guidelines versus its spirit, restrict creative design solutions and create conflicting goals.

As a whole, the intentions of the document are good. However, the detail of the document pushes it from being Guidelines and into the realm of codifying very specific measurements that may not apply to all sites and solutions and project economics. The quality of project for the city will be a function of how the city, owners, developers and designers can work together and treat each project as a site specific and unique project, and acknowledge this document may contain a vision, but not necessarily all “the answers”.

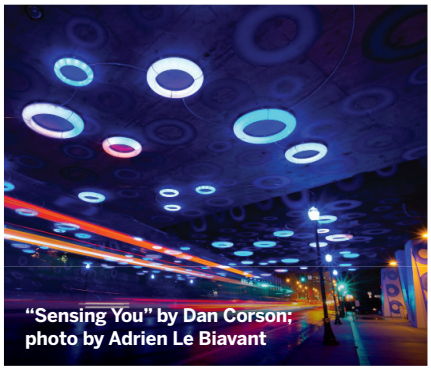
1.2 Purpose

AN IMPLEMENTATION TOOL

The vision for the future of Downtown San José has come from a variety of plans and public involvement over multiple years. Implementing the vision will require both public and private investment and action, and the Downtown Design Guidelines are one tool to help achieve this vision.

Many key elements of Downtown will be governed by other documents and public investments and actions. These guidelines, in coordination with other plans, work toward the vision with specific requirements and clear direction for **new buildings**. The Downtown Design Guidelines are intended to guide buildings toward design excellence, sustainable urbanism, and a sense of place that is unique to San José.

NEW BUILDINGS IS BOLDED. WHAT ABOUT MAJOR REMODEL?RENOVATION? CHANGE OF USE?



"Sensing You" by Dan Corson; photo by Adrien Le Biavant

DESIGN EXCELLENCE

An inviting *public realm* forms the setting for public life - of strolling, shopping, civic celebration, and activism. Memorable buildings, pedestrian paseos, public spaces and the social and physical environment in which to enjoy them form the backbone of a livable community. As a regional job, entertainment, and cultural destination, Downtown San José is the South Bay region's primary and most intensive employment center, providing a distinctive work environment for large and small companies at high densities that generates business development and contributes to the City's culture of innovation. Urban areas such as this require thoughtful design, and Downtown's high design quality will support these elements of public life and economic health.



SUSTAINABLE URBANISM

Downtown San José includes unique and growing residential neighborhoods with convenient access to urban activities and amenities, inviting families, empty-nesters, youth, and elderly to live Downtown. Development in Downtown San José is urban, compact, and resource efficient, with historic architecture side by side with contemporary high-rise development. Sustainable transportation works well in this pedestrian-oriented environment, with facilities to support walking, bicycling, and transit use, and with automobiles carefully managed. For long trips, public transit is the mode of choice, providing an advantage in accessibility to the region and beyond, moving past automobile dependence.



SENSE OF PLACE

Downtown is San Jose's largest and most vibrant urban center for living, working and entertaining and the center of the City's arts, entertainment, culinary, and professional sports activities. Downtown has a combination of weekday and weekend vitality that makes it "home" to all of San Jose's citizens, workers, and visitors. It is the symbolic, economic, and cultural heart of San José and the cultural center of Silicon Valley. With the South Bay's largest and most intensive concentration of civic and cultural facilities, including San José State University, the largest university library building in the western United States, and world-class performing arts institutions, Downtown contributes to the City's positive identity and establishes San José's prominent place in the region.

1.3 Values and Guiding Principles

The Values and Guiding Principles have guided the creation of the design guidelines and provide the rationale for their guidance of Downtown development. They flow from the values and principles expressed by the community and City in previous San José plans as well as from community outreach. Plans consulted include:

- Envision San José 2040 General Plan (2011)
- Greater Downtown Strategy for Development
- Diridon Station Area Plan (2014)
- Downtown Design Guidelines (2004)
- St. James Square Historic District Guidelines (1989)
- Downtown Streetscape Master Plan (2003)
- Guadalupe River Park & Gardens Urban Design Guidelines (2003)

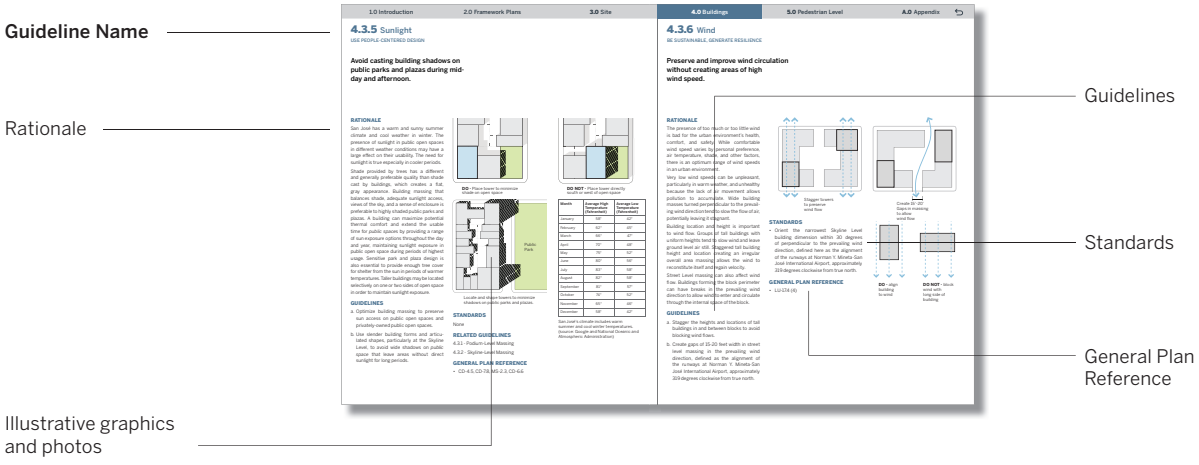
These guidelines are intended to help Downtown realize its greatest potential as a livable, pedestrian-oriented, sustainable city core.

VALUE	Guiding Principle
PROSPERITY	**ENHANCE THE LOCAL, CITY, AND REGIONAL ECONOMY.**
Innovate and Support Creativity	Encourage innovation in a built environment that supports the flexibility to enable creativity and innovation, public art, and cultural engagement.
Promote High Quality Architecture	Create an attractive and functional urban environment through the positive addition of each new building.
Focus on the Ground Floor	Promote a diverse, active, and attractive pedestrian environment at the ground level.
Mix Uses and Activities	Enable positive interaction between a diverse and fine-grained mix of uses.
HEALTH	**PROMOTE HUMAN AND ENVIRONMENTAL HEALTH.**
Design for Sustainability	Utilize new development to make the area more environmentally and economically sustainable through building quality and multimodal connectivity.
Put People First	Promote health and activity with safe, attractive, functional, and comfortable urban spaces and buildings.
Create Connection and Accessibility	Use new development to enhance individual health through Downtown's multimodal accessibility and enhance pedestrian and bicycle connectivity.
Generate Resilience	Create a physical infrastructure that enables human, economic, environmental, and social resilience.
IDENTITY AND HISTORY	**ACCENTUATE THE AREA'S UNIQUE CHARACTER AND CULTURE.**
Create Legibility	Promote Downtown as a cohesive and unified district with citywide and regional importance.
Create a Memorable Destination	Build on Downtown's unique strengths as the cultural, artistic, and creative center of the South Bay.
Be Authentic to San José	Build upon the cultural, historic, and environmental characteristics of San José.
Welcome All of San José	Strengthen the area as a center for the city and the region, for people of all abilities, ages, genders, and income levels.

WHO IS THE JUDGE?
PARAMETERS? DESIGN
COMMISION?

HOW/WHERE ARE THESE DEFINED?
PROVIDE REFERENCE TO SAN JOSE
HISTORIC GUIDELINES?

1.4 How To Use the Guidelines



DOCUMENT STRUCTURE

These guidelines mirror the design process: they move from the site's location in Downtown; to the planning of the site; to the overall building design; to the design of the building's ground floor and its interaction with *public space*.

Chapter 2 - Framework Plans covers different characteristics of Downtown that may create specific guidance for a development project. The Framework Plans assign characteristics to different blocks and parcels in Downtown. It is necessary to know whether your site has one or more of these characteristics.

- Gateway Site
- Image-Defining Frontage
- Primary Addressing Street
- Secondary Addressing Street
- Paseo
- Urban Park Frontage
- Open Space Frontage
- Transit Gateway
- Pedestrian and Bicycle Gateway
- Adjacent to a Civic Icon building or other Historic Building
- Within a Historic or Landmark District
- Natural or Urban View Corridor
- Special Zone or Neighborhood
- Lighting Corridor
- Lighting Gateway

These characteristics will affect the treatment of urban design elements in chapters 3-6.

Chapter 3 - Site has guidance for the arrangement of activities on the site, primarily in relation to the adjacent *public space*.

Chapter 4 - Building discusses architecture, including issues of massing at the lower and upper levels and design of facades.

Chapter 5 - Pedestrian Level discusses the building's interaction with sidewalks, paseos, or open space. Issues such as building transparency, different types of access, and service are essential to this topic.

GUIDELINE STRUCTURE

The typical guideline page contains three sections.

- **Rationale** describes the design principle addressed in the guideline and the reason for its importance.
- **Guidelines** give design guidance for the ideal situation. The Guidelines are qualitative, aspirational, and serve as overall design guidance.
- **Standards** give design guidance that is more specific, numeric, and verifiable. Typically the standard is the minimum expectation. Whether a design follows a standard can be determined with a simple yes or no.
- **General Plan Reference** gives sections of the San José General Plan that cover related topics and requirements.

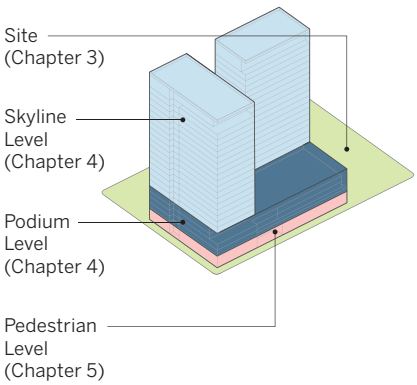
STEPS FOR USING THE GUIDELINES

1. Framework Plans

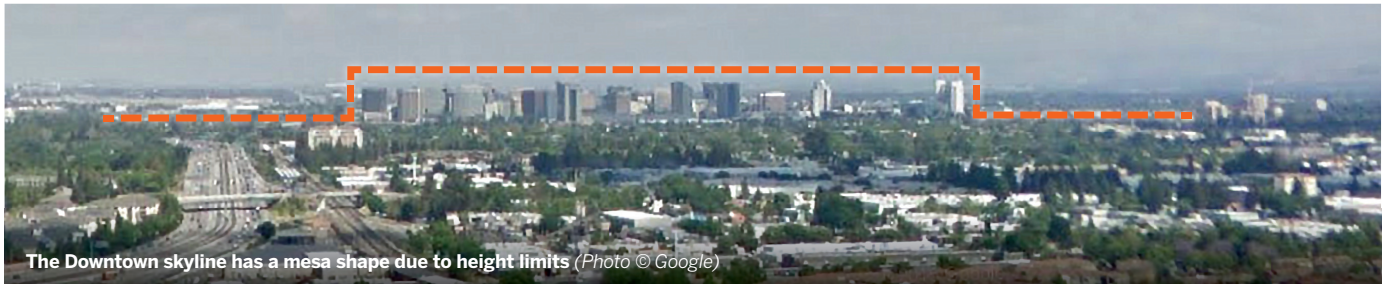
First, consult the **Framework Plans** in Chapter 2 to find the location of the development parcel to determine characteristics that will affect building design. For example, if the parcel is adjacent to an Urban Park Frontage (Section 2.2), the rules for Streetwalls (Section 4.3.3) are different.

2. Guidelines

Next, consult the **guidelines and standards in Chapters 3 - 5** to determine the Guidelines and Standards for the property related to the Site, Skyline Level, Podium Level, and Pedestrian Level.



WE HAVE OFTEN BEEN ASKED TO DEFINE HOW THE BUILDING CONTRIBUTES TO "THE SKYLINE" OF SAN JOSE. GUIDELINES FOR DEVELOPING THE BUILDING'S CROWN SHOULD BE IDENTIFIED, AS WELL AS BASE-MIDDLE-TOP.



The Downtown skyline has a mesa shape due to height limits *(Photo © Google)*

RATIONALE

The skyline and unusually visible building facades create the first impression of Downtown from other locations within San José and beyond. The skyline is also visible inside the area at certain vantage points.

The skyline is shaped by many factors but one of the foremost is the limitation of building height by the Mineta-San José International Airport, located north of downtown. This limit, in combination with zoning height standards, has created a "mesa" shaped skyline, with most buildings at similar heights.

Among the most memorable skyline views are from parks such as Arena Green, from and along the highways that pass through and adjacent to the site, and from some major streets, such as the Alameda.

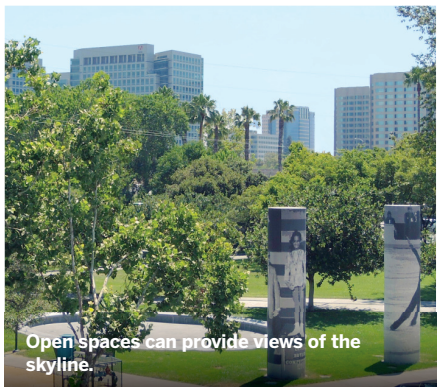
PROMINENT SITES

Due to the mesa shape of the skyline and limited view locations, some sites have more impact on the Downtown skyline. From an analysis of this pattern (see Appendix A.2.1), the Gateway Sites and Image-Defining Frontages are shown in the plan at left. Buildings on these sites will have a large impact on the image of the City. For this reason, their design receives special attention in these guidelines in the following chapters.

DIFFERENT FROM "GATEWAY SITES"?



This simulation shows the importance of development on Gateway Sites and Image-Defining Frontages (orange) to the first impression of Downtown while entering from the north on Highway 87 *(Photo © Google)*



Open spaces can provide views of the skyline.



This simulated view from the Highway 87 ramp looking northeast toward downtown demonstrates the visual prominence of the Gateway Sites. *(Photo © Google)*

RATIONALE

The interface with the street is the primary organizing element at the base of a building. The design should be attractive and engage pedestrians with the activities occurring within the building.

The public realm treatment of streets varies by their location, land uses, and commercial and symbolic importance within Downtown. Street design is governed by the San José Complete Streets Design Standards & Guidelines (2018).

STREET FRONTAGE CLASSIFICATION

There are no unimportant streets. However, the built form treatment along streets can vary. Street frontage classification indicates the role of the street in the Downtown urban fabric. These classifications and related requirements are in addition to the requirements of the Downtown Groundfloor Space Area in the Zoning Ordinance. Other city rules may also require specific locations for some retail uses.

Primary Addressing Street: This is a primary commercial street that includes retail and other active ground floor uses.

SoFA Addressing Street: This is a variant of the Primary Addressing Street that addresses the character of the SoFA district. SoFA's 1st Street is a historic retail street consisting of mostly one or two-story buildings and a mix of cultural, commercial, and residential uses. The designation extends between San Carlos and Reed Streets.

Secondary Addressing Street: This is a street with a commercial or residential focus. While it may provide some active ground floor uses, retail is not the primary function of the street.

Paseo: Paseos are pedestrian connections that can have a variety of uses.

Alleys: Alleys have no streetwall requirements. An alley should always be the location of services, if one is available.

PARKS AND OPEN SPACES

Urban parks and natural open spaces are amenities that form part of Downtown's ecological systems.

Urban Park/Plaza Frontage: These facades form the urban framework for the civic spaces in Downtown. They should create a sense of enclosure for the spaces.

Open Space Frontage: These facades define the experience within Downtown's natural spaces and should have an urban form that provides visual permeability toward the open space.

BY DEFINITION, THESE ARE OR REQUIRE A DIFFERENT DESIGN RESPONSE.

GATEWAYS

Transit Gateway: Rail transit stops are key locations for entry into and exit from Downtown.

Pedestrian and Bicycle Gateway: Certain pedestrian and bicycle routes take on additional importance due to their high level of use.

NO AUTO GATEWAY?

2.5 View Corridors Plan

WHAT TO DO IN THIS SECTION

Locate the proposed development site to determine if it is adjacent to a:

1. View Corridor - Natural View
2. View Corridor - Urban View

If so, this will affect its treatment in the **Relevant Guidelines** (see the list below) in chapters 3 - 5.

RELEVANT GUIDELINES

Designations in this Framework Plan affect the following guidelines:

3.2.1 - Block Size

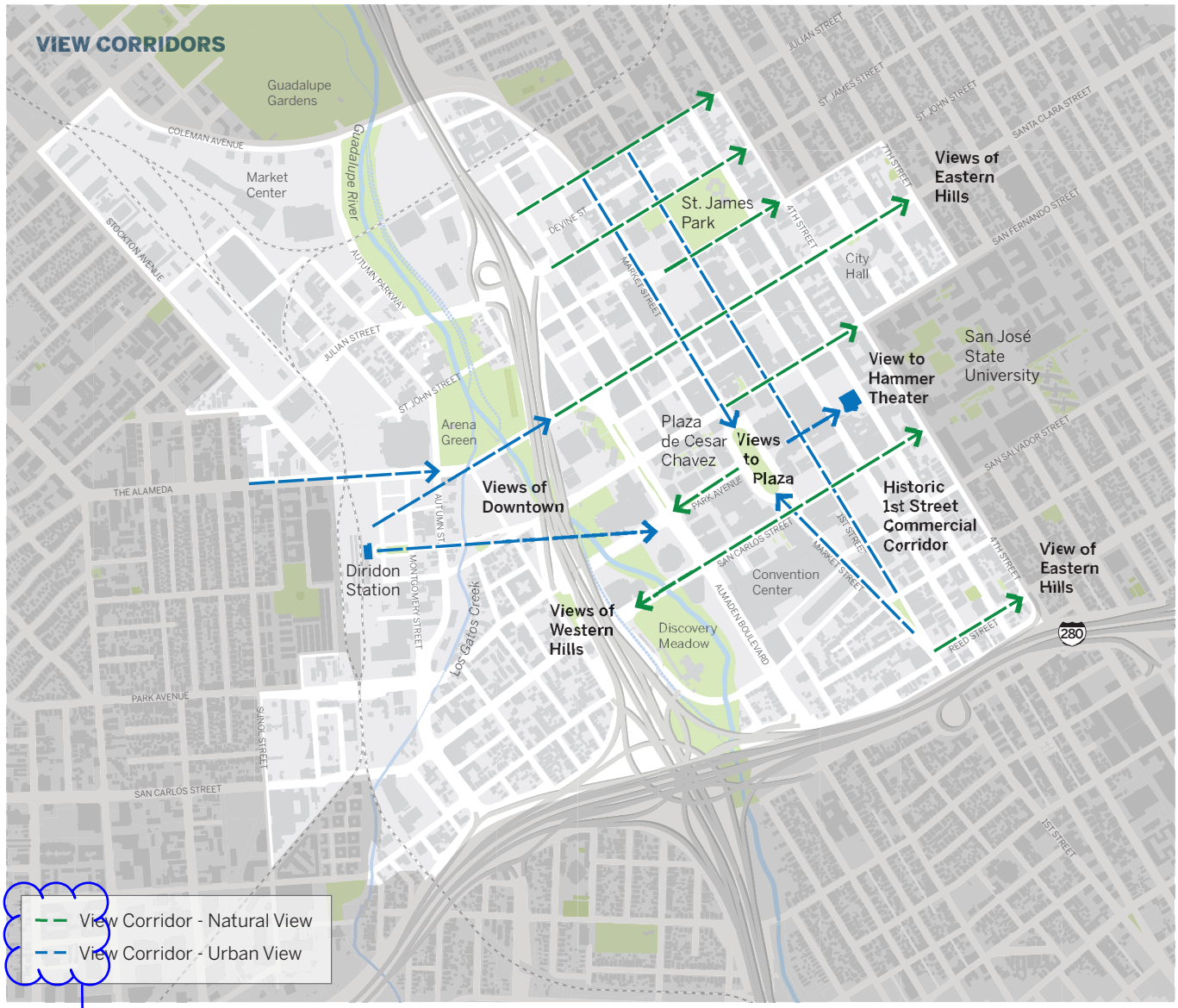
4.4.9 - Pedestrian Bridges

RATIONALE

Views are essential to orientation within Downtown and a way to connect to the surrounding landscape and with local buildings and spaces. The level topography of Downtown makes these corridors even more crucial because there are few high vantage points except within buildings.

Within Downtown there are two types of view corridors to be protected:

- Distinctive views to buildings and along corridors within the district
- Dramatic or characteristic views from the district to the eastern and western hills



KEY UNCLEAR, USE MORE CONTRASTING COLORS OR LINETYPES

3.2.1 Block Size

CREATE CONNECTION AND ACCESSIBILITY

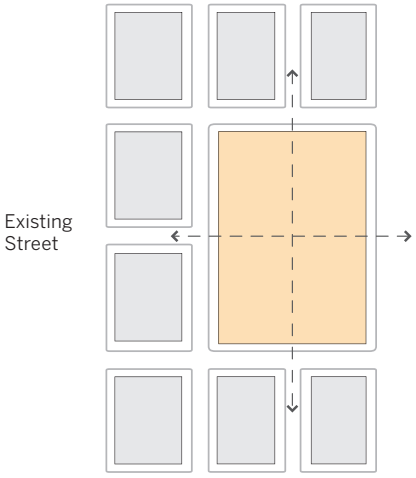
WHERE'S THIS CONNECTION?
NO "SUPERBLOCKS"?

Keep urban block size small to promote better architecture, increase views and wind flows, and create multiple transportation routes for pedestrians, bicycles and vehicles.

RATIONALE

Blocks are the foundation of urban development. Small "human scale" blocks are preferable because they improve mobility by providing shorter routes for vehicles, bicycles, and pedestrians and multiple route choices. Small blocks also promote narrower buildings which provide greater view opportunities and may increase wind flows.

Blocks are defined as the area bounded by public street right-of-ways, by publicly-owned open space, or by utility or transportation parcels (such as railroads). Downtown has a variety of block sizes and orientations, and most existing blocks are small enough to promote high-quality urban development.



DO - Align new streets or paseos with existing ones



DO - A paseo that creates connections can be interesting and active. *Photo © SPUR*

GUIDELINES

- While there is a maximum allowable block size established in the Standards below, smaller block sizes are preferable. For this reason, do not consolidate existing blocks even if the new consolidated block would be less than the maximum size.

If the city wants to create new paseos / streets to sub-divide blocks they see as being too large, they should do so in a public process and not as a sub-process of a planning approval or as a design guideline. The city should be upfront with their plan and show exactly where they want new streets and paseos, so property owners will know in advance of what street dedication the city will require and how this may/may not burden or change the value of their property.

STANDARDS

a. When developing more than 75% of the area of a block that exceeds the maximum sizes below, divide the block with new streets or paseos such that all resulting blocks are less than the maximum allowed size. Maximums are based on the location of the parcel or block, as defined in **Section 2.7 - Block Structure Plan**. The maximum sizes by location are:

1. **Diridon Central Zone** - 250 feet on a side
2. **Diridon Northern Zone** - 350 feet on a side
3. **Diridon Southern Zone** - 300 feet on a side
4. **All other areas** - 500 feet in length or 4 acres total area

Maximum lengths may be exceeded for edges of blocks adjacent to railroads and utilities, highways, and highway ramps. The maximum area may be exceeded for the portions of blocks within 150 feet of these parcels.

b. Align new streets or paseos with existing streets and paseos in adjacent blocks.

c. If changing a street alignment, create a new alignment with the same or more connection value than the existing street right of way.

d. Do not vacate an existing public right-of-way that lies along a view corridor (see Section 2.5).

GENERAL PLAN REFERENCE

- CD-3.6, CD-2.1, TR-5.4, TR-5.5, LU-1.2, CD-2.3, CD-3.1
- Diridon Station Area Plan (2014)

3.2.2 Building Placement

CREATE LEGIBILITY

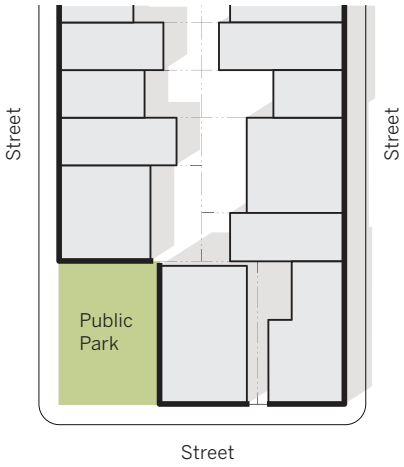
Line the edges of blocks with buildings to frame the surrounding *public space*.

THIS RATIONALE IS NOT SUPPORTED BY DIAGRAM BELOW

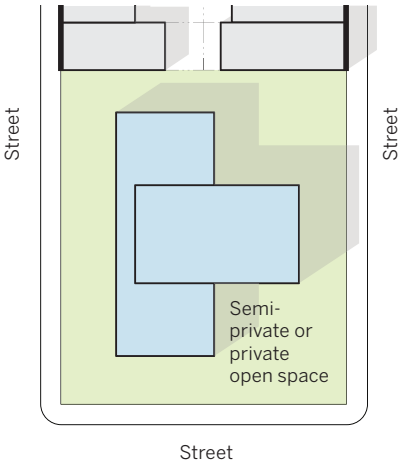
RATIONALE

The purpose of an urban environment is to enable connection between people and activities. Buildings need to be near each other, not placed at a distance behind expanses of parking or vegetation. Greater separation of buildings and more landscaping at block edges may appear "green" but are actually unsustainable and unhealthy because they cause people to walk less and drive more. Buildings placed at block edges also create an attractive urban space by defining the space of the street, and create a public face of the building distinct from the private or semi-private facade facing the block interior. A close connection between buildings and public space also creates a safer urban area through casual surveillance and "eyes on the street."

For most of Downtown, a pattern of buildings lining the edges of blocks is already firmly set. New buildings in these areas can fit in by strengthening this configuration. In contrast, for parcels and blocks to be redeveloped within the Diridon area, it is critical to establish an urban framework of buildings lining the edges of streets and other public spaces.



DO - Buildings lining the streets frame the public realm and create private space in the block interior. Small gaps in the built form do not diminish the overall structure.



DO NOT - Buildings set back from adjacent streets leave undefined open spaces and have a poor visual relationship to the public realm.

CIVIC BLOCKS MAY WANT TO DO THIS.

GUIDELINES

- Use buildings to create edges for streets and public parks.

STANDARDS

- Line at least 70 percent of each parcel's street-facing and public park-facing edges with buildings by placing a ground level building facade within 10 feet of street right-of-ways and public park parcel lines. Streets for this standard do not include Highways 87 or 280, a highway ramp, or a railroad alignment.

RELATED GUIDELINES

4.3.1 - Podium Level Massing

4.3.3 - Streetwall

GENERAL PLAN REFERENCE

- MS-2.3, CD-1.9, CD-2.3, H3.2, LU-11.4, LU-13.2, CD-4.10

3.3.1 Arrangement of Activities

FOCUS ON THE GROUND FLOOR

Enhance the vitality of Downtown by placing Active Uses near to and visible from surrounding *public space* and internalizing activities and uses that detract from *public space*.

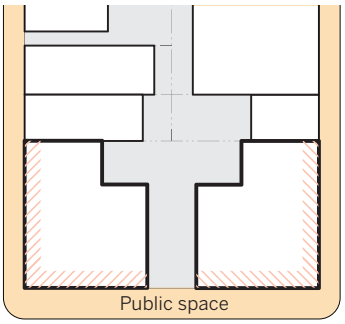
RATIONALE

The arrangement of activities on a site should support its surroundings by responding to the contextual patterns of land uses and *public space*. Placing the most active, least private, and least disruptive activities near the street, such as lobbies, hallways, company cafeterias, work-out areas, and meeting rooms, keeps the streetscape visually active, regardless of whether these activities are open to the public. Examples of rooms which are not appropriate for adjacency to *public space* are utility rooms, bathrooms, and ground floor bedrooms.

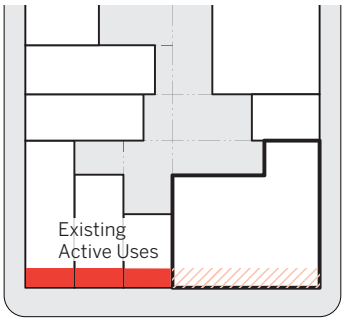
Building uses above ground level may also contribute to the attractiveness and safety of public spaces. Upper-level uses with visible activity such as residential, office, or vertical or horizontal circulation contribute to street safety with eyes-on-the-street and make *public space* more interesting.



DO - Active Uses keep the streetscape more interesting and safe.



DO - Place the most active uses toward *public space*.



DO - Place Active Uses to respond to context and transit.

Public Transit

GUIDELINES

a. Arrange activities in new development to support existing or planned context, such as to continue an existing retail corridor, face an Active Use toward an existing park, or avoid the disruption of a quiet residential area with noisy activity.

b. Locate Active Uses to respond to the pattern of surrounding streets and pathways (e.g., across from a mid-block street intersection) and to be near transit stops.

c. Minimize disruption of active pedestrian areas by placing loading docks, service, and vehicle entries in less active locations.

d. Internalize service areas, vehicular activities, and uses which do not add vitality to the streetscape.

STANDARDS

a. Place Active Uses along the edges of adjacent *public space* at the Pedestrian Level and not toward internal site spaces, unless all requirements for Active Uses on *public space* have been met (see Section 5.2.1 for definitions and requirements).

b. Arrange uses to place the most active uses on a site near the street intersections, paseo intersections, parks, plazas, and transit stops.

RELATED GUIDELINES

5.3.1 - Active Uses

GENERAL PLAN REFERENCE

- CD-1.9, CD-1.18, CD-5.3, CD-2.10, IE-5.3, CD-1.6, CD-1.11, CD-2.3(4), LU-5.7, MS-10.6, LU-5.6, VN-1.6

AGREE, BUT DEVELOPERS CANNOT ALWAYS PREDICT THE TENANT TYPE.

3.3.2 Connection to Streets and Open Space

PUT PEOPLE FIRST

Connect buildings to public spaces with primary pedestrian entrances, bicycle entrances, and facades oriented to streets, parks, or paseos.

RATIONALE

Streets lined with building entrances are more interesting, vibrant, and safe than those without. Such street presence provides identity to individual buildings and makes navigation easier for visitors and deliveries. Resident and worker activities and views from buildings onto the street improve the area's safety and pedestrian comfort.

In particular, it is crucial for large developments and deep parcels to maintain an orientation to the street for all buildings. This helps maintain pedestrian and bicycle access and enables each building to contribute to the *public life* of the area.

GUIDELINES

- Orient buildings and uses to connect to the street and public realm.

STANDARDS

a. Make all primary building entrances clearly visible from *public space*.

b. Connect the primary building access directly to a public sidewalk, public open space, or paseo, uninterrupted by a parking lot or vehicular circulation area. In the event the building is located on both a street and a paseo, place the primary entrance on the street with any entry from the paseo secondary to that entry. See **Section 5.4.2 - Vehicle and Service Entry Design** for information about *porte cocheres* and primary pedestrian entries.

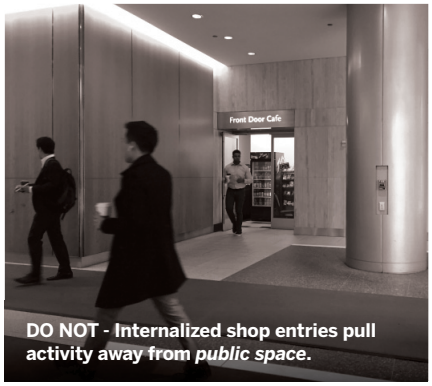
c. Provide retail spaces with direct entry from a street, public open space or paseo, not an interior hall (as in a mall), walkway, courtyard, parking lot, or parking structure.

GENERAL PLAN REFERENCE

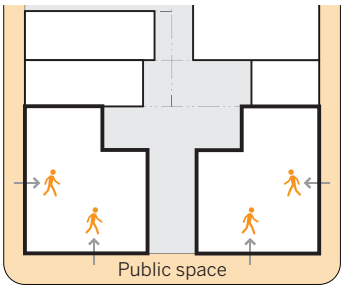
- CD-2.3(5), CD-1.9, CD-1.17, CD-2.8, CD-3.3, CD-1.11



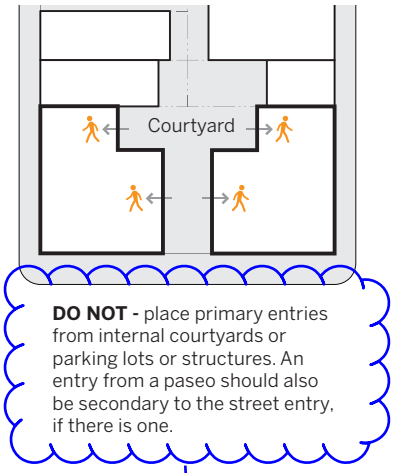
DO - Store entries activate the sidewalk.



DO NOT - Internalized shop entries pull activity away from *public space*.



DO - place primary entries along *public space*



3.3.7 Locating Private Open space

CREATE LEGIBILITY

TYPICALLY OCCURS AS BALCONIES IN UPPER FLOORS. ON GROUND LEVEL OR AMENITY DECK IT SHOULD BE COMMON OPEN SPACE SO AS NOT TO CREATE PHYSICAL BOUNDARIES.

Locate private open space to avoid interfering with *public space* and public activities.

RATIONALE

Private open spaces such as fenced greens or patios may enliven private areas but may deaden public ones. Poorly sited open space can create a buffer, frequently a literal wall, between a building and public space.

High quality, usable, and accessible private open space for residents, workers, and visitors contributes to the livability of Downtown's dense urban environment. Placing private open spaces away from the public realm and creating direct access from the building increases the privacy and usability of the space. Allowing visual connection between the private open space and nearby *public space* through a break in the building massing increases the vitality of both spaces.

GUIDELINES

a. Maintain visual connections from *public space* to private open spaces.

b. Site private open space to maximize sunlight exposure, particularly in areas for seating.

STANDARDS

a. Site ground level private open space internal to the site, away from *public space*.

b. Do not site ground level private open space that is accessible only from inside the building between a building and the sidewalk.

c. Create direct access for building occupants from the building to the private open space, not requiring travel through *public space*.

RELATED GUIDELINES

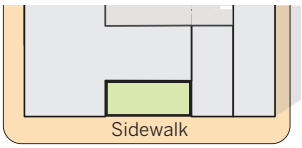
3.3.6 - Locating Semi-Private Open Space

4.4.3.d - Balconies

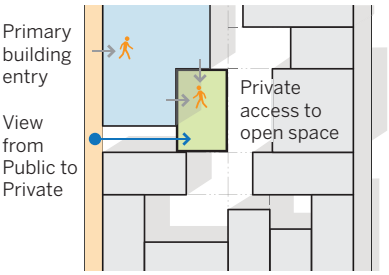
5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- H-3.2(6), CD-3.8, LU-9.6, LU-14.9



DO NOT - Private open space at the sidewalk creates a barrier between the building and the public realm.



DO - Provide entries, but not primary building entries, directly from the building into associated private open space.



DO NOT - Private open space adjacent to the sidewalk reduces the interaction between the building and the street, creating a green (potentially) but visually sterile environment.



DO - Glimpses into private open space create interest at the sidewalk level.

3.3.9 Bicycle Parking Location

DESIGN FOR SUSTAINABILITY

Locate bicycle parking in a safe and convenient place suited to human presence.

IN LARGER CITY BLOCKS WHERE THE PROJECT TAKES UP THE MAJORITY OF A BLOCK, THIS CAN BE MORE DIFFICULT TO ACHIEVE PARTICULARLY WHERE RETAIL/COMMERCIAL FRONTAGE TAKES PRIORITY.

RATIONALE

Accessible secure, and protected bicycle parking is a crucial step toward making bicycling a more popular transportation mode. Safe entry that does not require mixing with vehicles creates a more seamless connection. Bicycle parking near the same door that vehicle drivers enter a building also serves to alert those drivers of the presence of bicycle parking and thus the viability of bicycling as a transportation option to this location.

Increased usage of alternative transportation modes like bicycling is key to reducing reliance on the automobile. People bicycle more when it is as easy as driving a car. One way to achieve this is providing secure bicycle parking facilities everywhere.

New transportation devices such as electric skateboards and scooters can be parked safely within the "furnishing zone" of most streets where parking meters, hydrants, and utility infrastructure are located. Should off-street parking areas become necessary for these devices, they should follow the same Guidelines and Standards as listed in this section.

Note: Refer to the San José Valley Transportation Authority Bicycle Technical Guidelines for further definitions and guidance for bicycle facilities and parking.

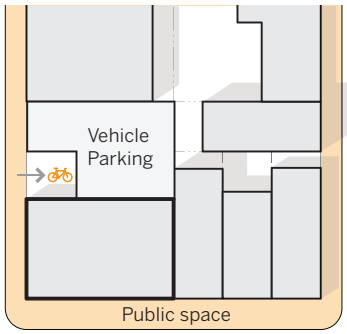
GUIDELINES

- Locate bicycle parking to be part of the pedestrian network, not as an appendage to vehicular parking.

STANDARDS

a. Place bicycle parking so that bicyclists do not have to cross vehicular parking or drive aisles to enter the building.

b. Locate bicycle parking near street edges and building entrances, especially retail and office entrances.



DO - Bicyclists may enter the parking area without crossing vehicular space.

RELATED GUIDELINES

3.3.8 - Parking Location

3.4.3 - Parking and Vehicular Access Location

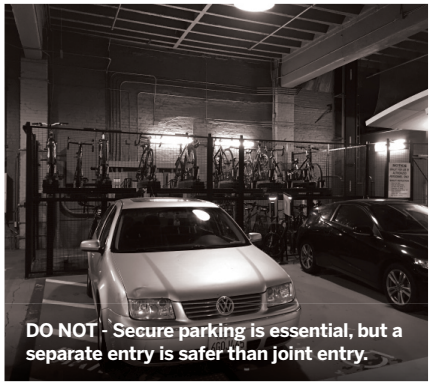
4.4.7 - Parking Garages

5.4.2 - Vehicle and Service Entry Design

5.5 - Surface Parking Lots

GENERAL PLAN REFERENCE

- LU-3.5, VN-1.8, CD-1.9, LU-5.4, TR-2.8, TR-3.8



DO NOT - Secure parking is essential, but a separate entry is safer than joint entry.

3.4.1 Pedestrian Entrance Location

PUT PEOPLE FIRST

Make pedestrian entries from *public space* the primary entry and identity point for the building.

WILL CITY ALLOW DEVELOPMENT TO UTILIZE REAL ESTATE IN THE PUBLIC OPEN SPACE TO ACCESS PRIVATE DEVELOPMENT?

RATIONALE

Building entries that are well-defined and visible from the street are easily accessible and inviting to pedestrians.

The orientation of pedestrian entries to *public space* creates activity on the sidewalk and easy access. Buildings where people can easily arrive and depart by vehicle without interacting with *public space* do not promote a vibrant urban area. Easy to find pedestrian entries link the building to the district and encourage activity.

GUIDELINES

a. Design entries and associated open spaces to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.

b. Avoid creation of a main pedestrian entrance from an internal private courtyard.

STANDARDS

a. Locate main pedestrian entrances of all buildings to be accessible from *public space* and not from parking areas.

b. For buildings with multiple frontages, locate main pedestrian entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows:

1. Urban Park / Plaza Frontage
2. Primary or SoFA Addressing Street
3. Secondary Addressing Street
4. Paseo
5. Open Space Frontage
6. Other Street

c. In multi-story, mixed-use buildings with retail, place retail at the street intersection if the building is at one, and the residential or commercial lobby entry located toward the mid-block.

d. Ground floor residential units must have a primary "front door" access from the street or paseo, rather than solely entering from interior corridors, lobbies, or the garage. This includes rowhouse-type units along the ground floor of multifamily buildings. Accessible access should be provided from inside the building.

RELATED GUIDELINES

4.4.3.a - Windows and Glazing

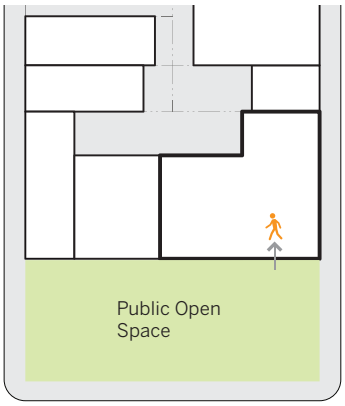
5.3.1.b - Transparency

5.4.1 - Pedestrian and Bicycle Entry Design

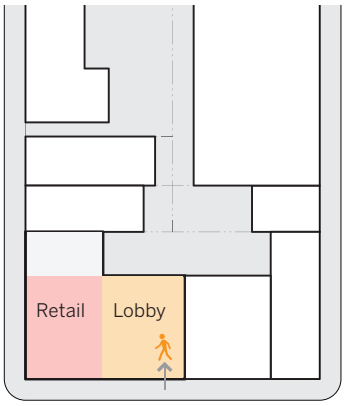
5.4.2 - Vehicle and Service Entry Design

GENERAL PLAN REFERENCE

- H-3.2, CD-1.9, CD-2.3 (5), CD-2.8 , CD-1.11, CD-1.17



DO - The main pedestrian entry may be from a street or public open space.



DO - Entry to the building lobby for access to upper floors should be from mid-block, leaving the corner space for retail.

3.4.2 Service Entrance Location

PUT PEOPLE FIRST

Locate service, utilities, and access points including curb cuts where they do not interfere with the actions of pedestrians, bicycles, and transit.

GOOD IDEA BUT MAY NOT ALWAYS BE POSSIBLE ESPECIALLY ON SMALLER SITES

RATIONALE

Service areas and elements such as trash enclosures may adversely impact *public space* and create hazards for pedestrians, bicyclists, and autos. Services located away from building frontages or on secondary frontages avoid interfering with the potential for Active Uses. Service entrances in less visible locations for pedestrians and further from adjacent buildings and public open space are ideal.

Sensitive location of service functions will lead to more pleasant and safe public spaces that will be more amenable to retail and restaurants or simply for walking, bicycling, and taking transit.

GUIDELINES

- Locate trash and recycling bins within the building.

STANDARDS

a. Locate services including loading docks, delivery, trash, and infrastructure inside the building structure and at least 25 feet behind Active Use facades.

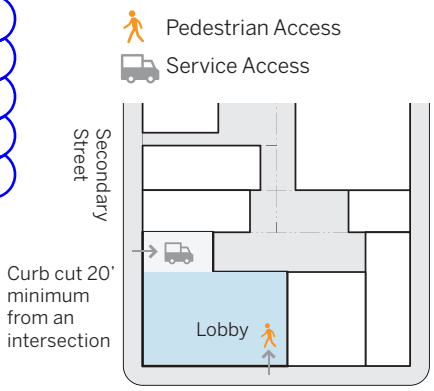
b. Locate service entries and curb cuts at least 20 feet from street intersections.

c. For a development with multiple frontages, place service entries on a separate frontage from the primary pedestrian and bicycle entrance.

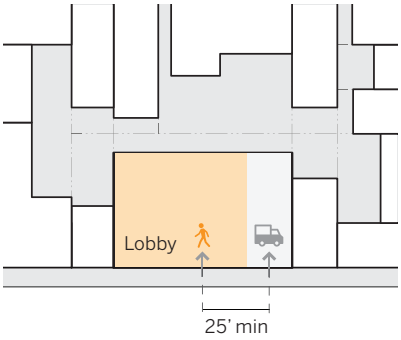
d. Locate service entrances at least 25 feet from the primary pedestrian and bicycle entrance (see Section 3.4.3 for parking and vehicular entries).

e. For buildings with multiple frontages, locate service doors and entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows:

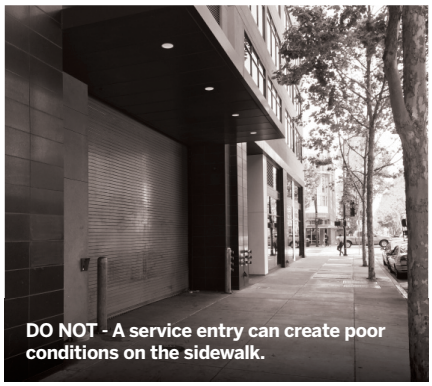
1. Other street
2. Open Space Frontage
3. Secondary Addressing Street
4. Urban Park / Plaza Frontage
5. Any street with at-grade light rail transit
6. Primary or SoFA Addressing Street



DO - Locate a service entry away from the primary street.



DO - Locate a service entry away from the primary building entry.



DO NOT - A service entry can create poor conditions on the sidewalk.

RELATED GUIDELINES

5.4.2 - Vehicle and Service Entry Design

5.8 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-1.18, CD-2.3

SOMETIMES STANDARD WILL CONFLICT. WHAT IS PROCESS FOR RESOLUTION?

4.2 Form, Proportion, and Organizing Idea

PROMOTE HIGH QUALITY ARCHITECTURE

Make a building's architectural forms and massing clear and coherent.

WHERE DOES DOCUMENT TALK ABOUT THE RESPONSE/INTEGRATION STRATEGIES FOR BUILIDNGS ADJACENT TO HISTORIC LANDMARK SITES?

RATIONALE

Each building in Downtown should have a unified design, with clear relationships between the base, middle, and top. FAA height limits may lead to bulky proportions; reduce bulk with vertically-oriented massing.

Whether in the skyline or as visible from the street level, buildings require a level of moderation and order to form a coherent cityscape. While some buildings such as civic landmarks, religious buildings, and museums are meant to draw attention, the presence of too many other buildings which have a "look at me" design creates a confusing and unattractive urban experience.

GUIDELINES

a. Use a strong and harmonious architectural concept and organizing idea.

b. Create a coordinated and ordered facade with links between levels and with divisions reducing apparent bulk.

c. Create proportion and scale that connect with the human scale of the Downtown environment.

d. Create a clear relationship between building's Podium and Skyline Levels.

e. Maintain a relationship between form and function.

f. Emphasize street frontages and minimize parking presence.

g. Differentiate the building top.

h. Make the base pedestrian friendly.

i. Create vertical facade divisions more significant than window mullions at horizontal intervals no greater than 50 feet to reduce apparent bulk.

STANDARDS

a. Coordinate and link the building's Skyline Level, Podium Level, and Pedestrian Level with vertical elements.

b. Design **Image-Defining Frontages** (see Section 2.1) with same level of detail and quality as the primary building frontage (if they are not the same frontage).

GENERAL PLAN REFERENCE

- CD-1.1, CD-1.15, LU-11.6, CD-4.5, IE-1.16

Note: diagrams and photos in the guidelines are for illustrative purposes and do not represent actual building designs. Nor would a similar design guarantee acceptance by the City.



DO - Human scale elements and vertical proportions within a simple organizing idea may create a building that enhances the skyline.
680 Folsom, San Francisco, Photo © SOM | Cesar Rubio

CIVIC LANDMARKS ARE INFREQUENT BLDG TYPES. COMMERCIAL DEVELOPMENT IS MUCH MORE COMMON. DOES A "DARING" BUILDING IMAGE ONLY BELONG TO CIVIC BUILDINGS?

4.3.1 Podium Level Massing (Below 70 Feet in Height)

PUT PEOPLE FIRST

Engage the Podium Level massing with the public realm and help support a human scale streetscape.

WHAT IS MIN/MAX RETAIL HEIGHT? HORIZONTAL AND VERTICAL BREAKS ARE KEY TO ENLIVENING THE PEDESTRIAN EXPERIENCE.

RATIONALE

As the tower forms of the Skyline Level define the city image from distant views, Podium Level massing defines the experience at the ground level.

Podium Level massing requires attention to articulation and scaled elements. Height limits and upper level setbacks are used to create transitions in height, bulk, and scale. Extending towers to the ground (while acknowledging the lower levels) aids in creating verticality and visual lightness. Podium levels with towers above, like candles on a cake, leave the skyline unanchored from the ground, reducing legibility and creating wide, stubby forms.

GUIDELINES

a. Emphasize the intersection of any two addressing streets (see Section 2.2) through corner building form and detail.

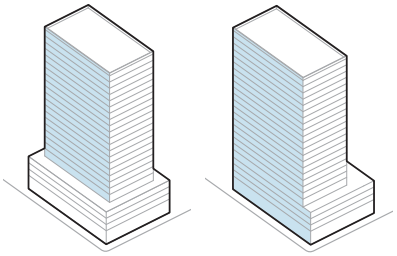
b. Use Podium Level massing to frame on-site open spaces.

c. Limit the height of Podium Level massing near public open space but retain a 1:2 height to width ratio (only up to the limit of the Podium Level) in order to frame the public open space.

d. Use massing to enhance access to daylight and ventilation in interior spaces.

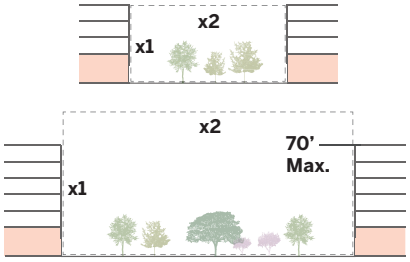
STANDARDS

a. Continue the Skyline Level massing to the ground through the Podium Level for at least 30 percent of the Skyline Level's primary facade length.

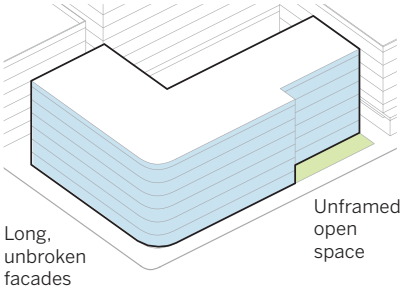


DO NOT - leave Skyline Level unanchored to ground.

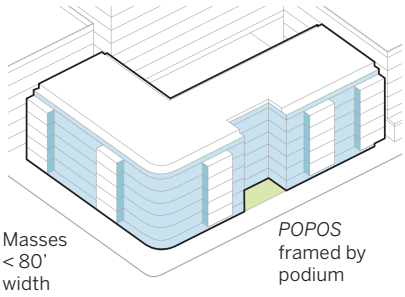
DO - extend Skyline Level tower massing to ground level.



DO - use a height of 1/2 the distance between buildings to frame public open space, but only to the top of the Podium Level (70').



DO NOT - create a long building that breaks the human scale rhythm of the street.



DO - divide a building over 100' in width with breaks in massing and architectural articulation.

b. Divide Podium Level building massing that creates a facade wider than 100 feet into visibly articulated smaller masses no wider than 80 feet using projections and recesses, materials, shadow relief, or other architectural elements (refer to diagram).

RELATED GUIDELINES

3.2.2 - Building Placement

4.3.3 - Streetwall

GENERAL PLAN REFERENCE

- MS-2.11, CD-4.5

4.3.2 Skyline Level Massing (Above 70 Feet in Height)

PROMOTE HIGH QUALITY ARCHITECTURE

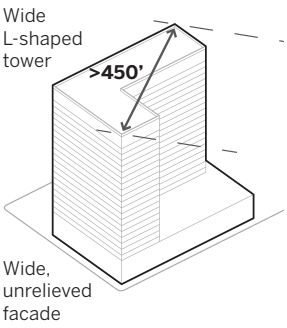
Create interesting and compelling Skyline Level massing for a cityscape that is memorable and distinctive.

WE HAVE OFTEN BEEN ASKED TO INCREASE SIDEWALK WIDTH, USUALLY TO 15 FEET USING A 5 FOOT SIDEWALK EASEMENT. WILL THIS BE A DESIGN STANDARD? IT TYPICALLY AFFECTS THE LEVEL 1 LAYOUT AS WELL AS LEVEL B1 PARKING LEVELS.

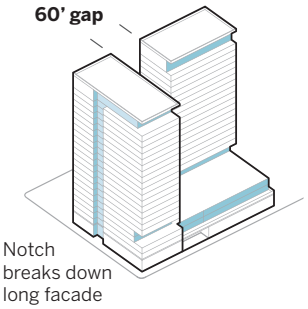
RATIONALE

While height limits in Downtown have resulted in many buildings of similar height and thicker proportions, compelling skyline massing will emphasize verticality to create interest from nearby and long distance views. Slender, vertical Skyline Level massing also preserves access to sunlight and wind for pedestrians and occupants of other buildings. Thus, towers should both be slender to the extent possible and convey slenderness through means like shifts of the facade plane, articulating and offsetting tower massing, and preserving sky view corridors.

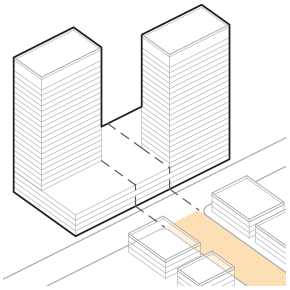
The presence of iconic buildings with unique shapes at key sites will create distinction and orientation. This distinction can come from massing strategies like articulated forms.



DO NOT - create wide building masses



DO - divide massing wider than 450' into towers and emphasize verticality



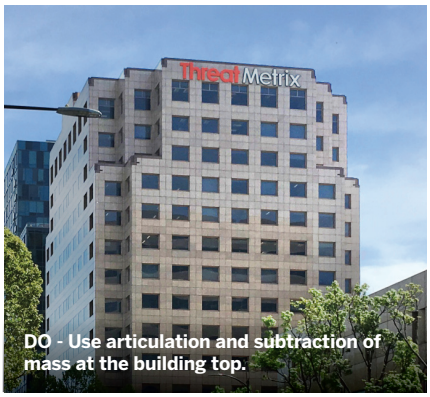
DO - Preserve a street view corridor at a "T" intersection with tower spacing

GUIDELINES

a. Use Skyline Level massing strategies such as offsetting towers (avoiding direct face to face views) and using non-rectangular shapes to increase perceived tower separation both from towers and from other locations.

b. Place towers at the short ends of blocks and near corners to emphasize intersections, to preserve sun exposure in mid-block, and to frame views along streets.

c. Use articulation and a gradual subtraction of mass toward the top of Skyline Level massing to reduce the overall bulk and produce a more interesting form.



DO - Use articulation and subtraction of mass at the building top.

STANDARDS

a. Design separate towers instead of very wide buildings. Use a maximum of 450 feet for any horizontal dimension, including diagonally, in Skyline Level massing.

b. Keep a minimum spacing of 60 feet between any portions of Skyline Level building masses (towers).

c. For Skyline Level facades over 200 feet in width, use changes in massing such as stepbacks or notches greater than 30 feet wide and 20 feet deep to reduce apparent building bulk.

d. If a development site is at the head of a "T" intersection, align the location of the required spacing between Skyline Level masses along the visual extension of the facing street centerline to preserve sky view from the street.

e. For buildings on sites other than defined **Gateway Sites** (section 2.1), use massing for the tower top that maintains the overall tower form and has a generally flat roofline.

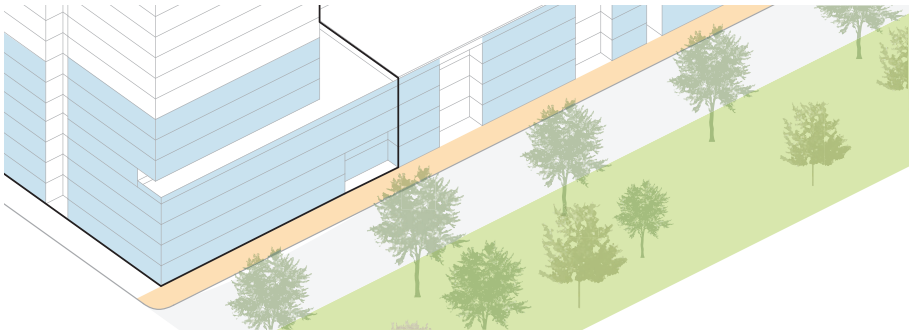
f. For buildings on **Gateway Sites** (section 2.1), for approximately the top 1/4 of the building use sculpted massing such as shifts in building planes or a stepped or varied pitch roofline to lend a distinctive identity to orient people as they approach and move around Downtown. See Appendix A.2.1 for examples.

UPPER FLOORS COMMAND HIGHER RENTS. IS THERE A BETTER JUSTIFICATION TO REDUCE APPARENT BUILDING BULK?? SUNLIGHT ACCESS?

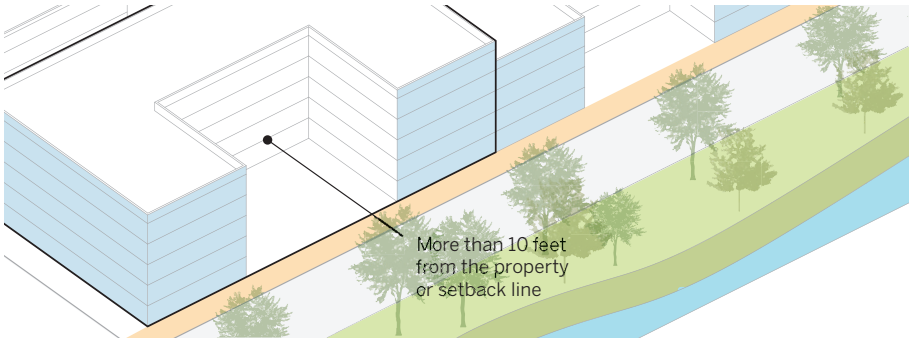
GENERAL PLAN REFERENCE

- CD-6.6

THIS IS GOOD, BUT DOES IT MEET THE RESTRICTIONS OF THE BUILDING CODE?



Urban Park/Plaza Frontage (minimum 70% streetwall)



Open Space Frontage (maximum 60% streetwall)

g. Maintain a 20 foot minimum clearance above *public space* for an encroachment of habitable space.

h. Limit encroachment to a maximum depth of 4 feet up to 40 feet over the sidewalk. Above 40 feet over the sidewalk, encroachment depth may be up to 6 feet providing the encroachment is an open balcony or, if enclosed, is at least 50 percent transparent on all exterior walls.

i. Limit any individual encroachment width to maximum 25 feet, with spacing between encroachments no less than 50% of the width of the widest adjacent encroachment, with a minimum spacing of 5 feet.

j. Create an encroachment over *public space* no closer than 3 feet to an adjacent property.

RELATED GUIDELINES

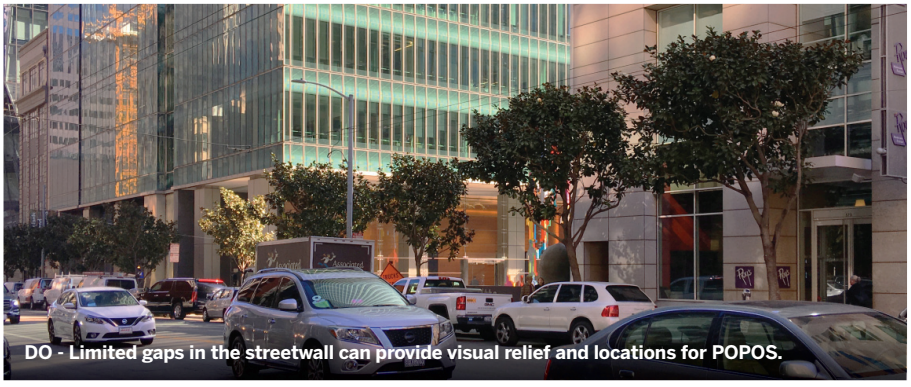
3.2.2 - Building Placement
4.3.1 - Podium Level Massing

GENERAL PLAN REFERENCE

- CD-2.3, CD-4.5, CD-4.8, IP-8.6



DO - An attractive streetwall with ground floor transparency creates a welcoming outdoor public realm. *Photo © SPUR*



DO - Limited gaps in the streetwall can provide visual relief and locations for POPOS.

4.3.4 Massing Relationship to Context

BE AUTHENTIC TO SAN JOSE

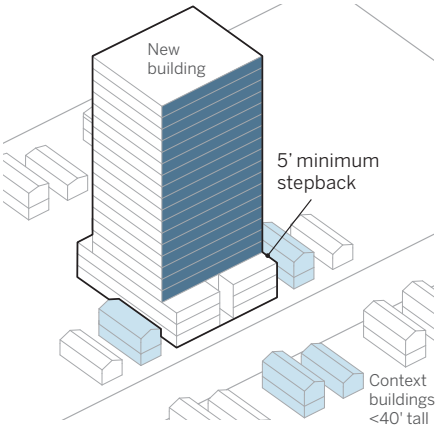
Create massing transitions to existing lower-scale residential development.

The stepping back requirement of taller buildings in a transitional area doesn't make sense as the city is an active and continuously changing environment. If the area is transitioning and zoned for taller buildings, and they are being built, won't the stepping and segmenting be an artificial and not needed design element once the neighborhood has fully transitioned to bigger buildings?

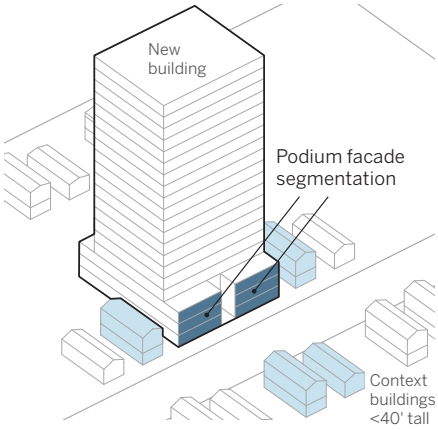
RATIONALE

Downtown has been an urban center for many years. With the coming of high speed rail and BART and the need for new housing and employment in accessible locations, the area is becoming more urban and dense. Tall buildings are appropriate here, as supported by zoning and the San José General Plan. The context areas surrounding Downtown are also zoned for tall buildings, 120 feet tall in most locations.

However, much existing small scale development remains within and adjacent to Downtown. Transitions between new dense development that matches existing plans and zoning and existing development built when Downtown was the center of a small city should be designed to moderate the visual differences between buildings. This strategy will ease the transition of the Downtown area to higher density.



a. Height Transition - Five foot Stepback at an elevation within 5 vertical feet of existing context building heights



b. Width Transition - New building Podium Level facade segmented into parts within of the widths of existing context buildings

GUIDELINES

- Use horizontal and vertical massing elements to complement existing context buildings.

STANDARDS

a. Height Transition (see Illustration a): A new building across the street from or adjacent to existing building(s) containing residential units, any of which are:

1. less than 40 feet tall, and
2. more than 40 feet shorter than the new building

must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation within 5 vertical feet of the height of the lowest existing building.

b. Width Transition (see Illustration b): A new building across the street from or adjacent to existing building(s) containing residential units, any of which are:

1. less than 40 feet tall, and
2. more than 40 feet narrower than the new building, unless any of the existing building's facades continue to within 5 feet of its parcel edges (e.g., a storefront)

must create gaps of 5 feet minimum width and depth to segment its street-facing Podium Level massing into segments within 30 horizontal feet of the width of the widest of the applicable existing buildings containing residential units.

THIS IS A SOUND IDEA, HOWEVER IT MUST BE ENFORCED JUDICIOUSLY WITH AN EYE TO THE FUTURE. IF THE LOWER SCALED BLDG HAS LITTLE REMAINING LIFESPAN AND THE FUTURE LIKELY IS FOR A TALL BUILDING NEIGHBOR THIS MAKES LITTLE SENSE.

4.3.5 Sunlight

PUT PEOPLE FIRST

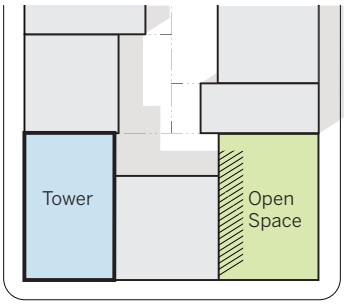
Avoid casting building shadows on public parks and plazas during mid-day and afternoon.

SUN/SHADING STUDIES INCLUDED DURING ENTITLEMENTS CAN PROVOIDE AN EARLY ANALYSIS.

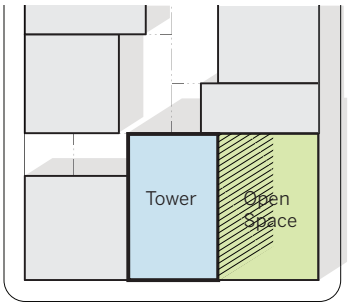
RATIONALE

San José has a warm and sunny summer climate and cool weather in winter, with July and January high temperatures averaging in the 80s and 50s, respectively. The presence of sunlight in public open spaces in different weather conditions may have a large effect on their usability. The need for sunlight is true especially in cooler periods.

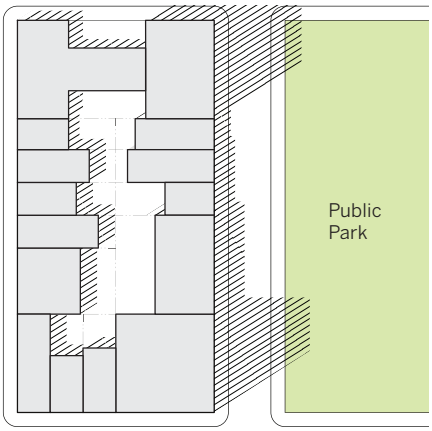
Shade provided by trees has a different and generally preferable quality than shade cast by buildings, which creates a flat, gray appearance. Building massing that balances shade, adequate sunlight access, views of the sky, and a sense of enclosure is preferable to highly shaded public parks and plazas.



DO - Place tower to minimize shade on open space



DO NOT - Place tower directly south or west of open space



DO - Locate and shape towers to minimize shadows on public parks and plazas.

GUIDELINES

a. Maximize potential thermal comfort and extend the usable time for public spaces by providing a range of sun exposure options throughout the day and year, maintaining sunlight exposure in public open space during periods of highest usage.

b. Use sensitive open space and plaza design to provide sufficient tree cover for shelter from the sun in periods of warmer temperatures.

c. Optimize building massing to preserve sun access on public open spaces and privately-owned public open spaces. Locate taller buildings selectively on one or two sides of open space to maintain sunlight exposure.

d. Use slender building forms and articulated shapes, particularly at the Skyline Level, to avoid wide shadows on *public space*, including streets, that leave areas without direct sunlight for long periods. Orient long building forms, including at the Podium Level, in the north-south direction to limit shadows on city streets.

STANDARDS

None

RELATED GUIDELINES

4.3.1 - Podium-Level Massing

4.3.2 - Skyline-Level Massing

GENERAL PLAN REFERENCE

- CD-4.5, CD-7.8, MS-2.3, CD-6.6

4.4.1 Facade Pattern and Articulation

PROMOTE HIGH QUALITY ARCHITECTURE

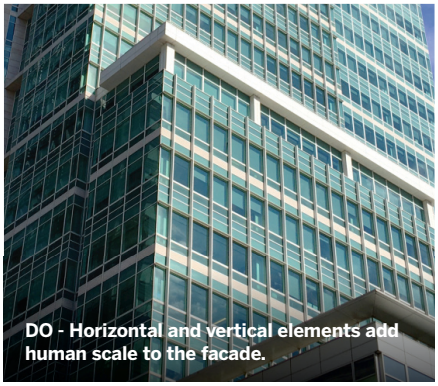
The buildings of Downtown should rely on simple, sophisticated design using contemporary architecture to achieve timeless appeal.

RATIONALE

Urban skylines composed of wildly varying forms and shapes quickly become dated and can create a visually discordant, unpleasant cityscape. Simple and contemporary building facades remain attractive and can become landmarks in a beautiful, timeless cityscape.

Elegant building designs use an overall concept of facade organization, simple patterns of varying horizontal and vertical elements, and variations to enrich the expression of individual facades. Thy avoid design using short-term trends and gimmicks and overt "look-at-me" qualities.

A key element of Podium and Pedestrian Level facades is continued reference to the human scale throughout the building with its architectural features, fenestration patterns, and material compositions. Buildings with facades scaled to reflect the activities performed within and composed of elements scaled to promote comfort, safety, orientation, and visual interest create a more interesting and active urban environment.



DO - Horizontal and vertical elements add human scale to the facade.

GUIDELINES

a. For buildings on **Gateway Sites** (see Section 2.2), utilize more innovative and eye catching design, including more elaborate building tops.

b. Incorporate horizontal and vertical scale definition of the facade.

c. Eliminate decorative elements with no specific function.

d. Create zones with and without balconies of 1/5 to 1/2 the facade width on residential buildings to break down the bulk and scale of towers.

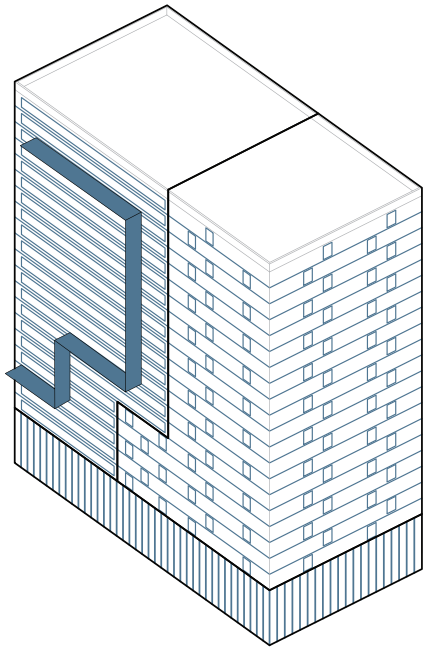
e. Create varied architecture and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings, balconies, stepbacks, and other architectural elements.

f. Maximize the number of windows facing public streets to increase safety.

g. Design for solar conditions to promote sustainability in building operations and occupant comfort, such as providing shading on facades exposed to strong sun.

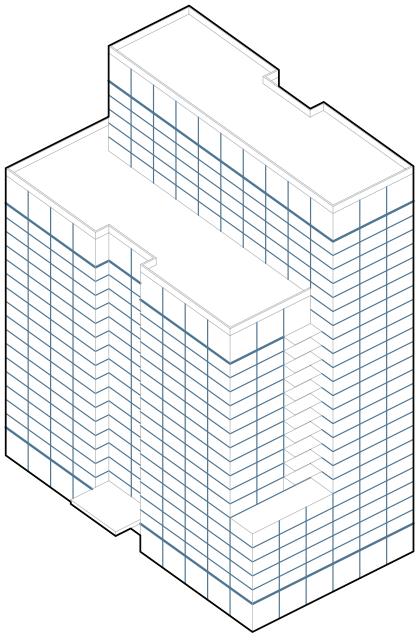
h. Include elements to promote indoor/outdoor living and work, and use plant materials on the building exterior.

i. Relate elements of the facade to the building's structural framework.



DO NOT - Use multiple visual organizing systems with little relationship to the building's structure or human context and super graphic facade elements with no specific function. Long expanses of facade create the impression that the building is over-scaled. Uncoordinated Podium and Skyline Levels reduce verticality, making the building appear squat and bulky.

BAD IDEA. PLANTS REQUIRE WATER. WATER IS SOMETIMES LIMITED IN CALIFORNIA.



DO - Design a simple and unified concept using human scale elements, horizontal and vertical scale definition, Pedestrian Level transparency, definition of bottom and top, and elements to reduce the apparent building bulk and increase verticality.

STANDARDS

a. Avoid super graphics - overly strong expressions of horizontal and/or vertical elements that emphasize the facade more than the overall building form.

b. Use deep reveals to create shadow lines, taking advantage of strong sun conditions.

c. Compose buildings over 70 feet tall of base, body, and top, including the uppermost floors of the Skyline Level as a building top, distinguishable from the building base and middle.

d. Reflect the scale of neighboring buildings in the facade at the Podium Level and Pedestrian Level.

RELATED GUIDELINES

4.4.3 - Windows and Glazing

4.4.4 - Materials and Colors

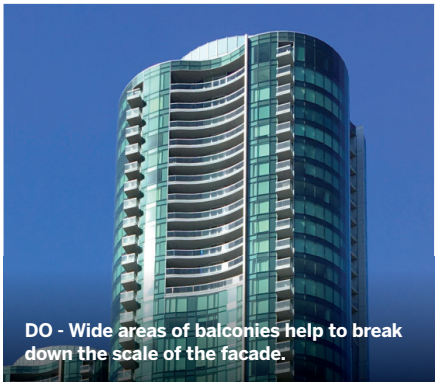
4.5.1 - Civic Icon Adjacency

4.5.2 - Historic Adjacency

4.5.3 - Historic Context

GENERAL PLAN REFERENCE

- CD-1.11, CD-6.5, CD-1.12, CD-1.9, CD-4.8

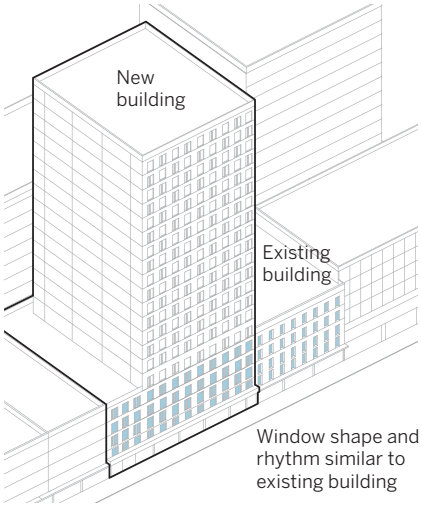


DO - Wide areas of balconies help to break down the scale of the facade.



DO NOT - Narrow balconies create facade divisions but do not reduce the impression of scale.

NARROW OUTBOARD BALCONIES CAN PROVIDE A SECONDARY LEVEL OF SCALE/TEXTURE TO A BUILDING MASS WHILE MAINTAINING SALEABLE AREA IN THE UNITS, WHICH IS A DRIVING FACTOR FOR OWNERS/DEVELOPERS.



DO - Refer to elements of nearby building facades in new building design.

GUIDELINES

a. Refer to key elements of nearby buildings in new building design, including entrance, cornice, massing, and fenestration. For corner sites, this includes buildings on both intersecting streets.

b. Preserve, acknowledge, and exploit views to and from the site of noteworthy structures or natural features.

STANDARDS

- A new building adjacent to an existing building less than 70 feet tall that contains residential units must not have windows within the facade facing the existing building except at elevations greater than 20 feet above the top of the highest window of the existing building, unless:
  1. the existing building does not have residential windows facing the new building, or
  2. the facade of the new building will be more than 40 feet distant from the existing building.

  Any resulting blank facade may require mitigation per Section 4.4.4. Provide emergency escape and rescue openings on facades which are not subject to this requirement.

WHAT IS JUSTIFICATION FOR THIS STANDARD?

RELATED GUIDELINES

4.3.4 - Massing Relationship to Context

4.5.1 - Civic Icon Adjacency

4.5.2 - Historic Adjacency

GENERAL PLAN REFERENCE

- CD-1.11, CD-4.8

4.4.3.b Windows and Glazing: Bird Safety

DESIGN FOR SUSTAINABILITY

Consider bird safety in building design and landscaping.

RATIONALE

The City of San José has design guidance in place for areas of the city where birds are most common. These requirements apply specifically to areas north of Highway 237 according to the Envision San José 2040 General Plan (Goal ER-7.1) and the San José Voluntary Bird-Friendly Building Design Fact Sheet.

Bird safety is a vital consideration in Downtown as well, particularly given the size and number of buildings and the presence of a riparian corridor. Bird safety may also become an issue in the environmental review process.

There are a variety of techniques to reduce bird deaths due to building collisions. These involve material choice, material patterning, and building design. The requirements of these guidelines are in addition to any resulting from environmental regulations about bird safety.

GUIDELINES

a. Use exterior screens, grilles, shutters and sunshades to reduce large expanses of glass visible to birds.

b. Add a bird-safe pattern to the glass, reducing the expanse of clear or highly reflective surfaces.

most glass is reflective and "large areas" is too subjective.

STANDARDS

a. Do not use mirrored glass and avoid large areas of reflective glass.

b. Avoid glass through which sky or foliage is visible on the other side or place landscaping in front of large glass areas to reduce views through glass.

GENERAL PLAN REFERENCE

- ER-7.6

The Guidelines discourage glass railings in favor of solid railing. However in residences, glass railing help conserve views to the exterior and allow more light into units. Very few tower buildings allow barbeques or bikes on balconies. It is odd to see a guideline restrict a building element that improves residential units in the name of shielding patio objects from the public view. Again, this is a case where there is too much detail is in the standards that doesn't reflect real conditions and offers a very narrow view of what is acceptable design.



DO - Highly reflective glass can be dangerous for birds, which may mistake it for sky and collide with the building.

CONFUSING. REVISE WORDING. DO OR DO NOT USE HIGHLY REFLECTIVE GLASS?

4.4.4 Materials and Colors

CREATE A MEMORABLE DESTINATION

Use high quality materials on building exteriors and use materials and colors to indicate the building's role in the Downtown skyline.

RATIONALE

Building materials are crucial to the look and feel of an urban area. Particularly when used at the ground level, high quality materials create a perception of permanence and civic pride. They also can be more economically and environmentally sustainable in the long term due to reduced maintenance, repair, and replacement costs. Materials have sustainability implications from their sourcing as well, including distance transported and the amount of processing required.

Facade and glass colors and the proportion of glass can help create a distinctive building. The interaction of colors between nearby buildings, particularly of tall buildings which will be seen with other buildings at a distance, may create distinction or harmony. Building materials and colors should generally match their context. Buildings that will play a more prominent role in the skyline (see **Guidelines s. and t.**) can use more eye catching color schemes.

The use of dark tint in window glass reduces interaction between the inside and outside of the building. Issues of heat gain can be addressed in other ways, such as by shading the window from outside or inside, which also make a building's facade more interesting, or smart glass.



DO - In this scene in Toronto, color is a prime method for highlighting landmarks.

This section limits accent colors on buildings up to 15% of the buildings opaque surface and only areas of 5% or less can have intense color for visual interest. How are these percentages arrived at and why isn't the design reviewed as a whole versus pre-applied percentages? These percentages aren't specified as to whether they relate to the building as a whole or the particular elevation. How are percentages measured on a three dimensional surface? Omit this section as this subject is too subjective to have in the guidelines and should be reviewed per project.

ARBITRARY

GUIDELINES

a. Use harmonious colors and materials.

b. Avoid highly-reflective glass facades and other reflective materials. Avoid glass that will cause glare at the street level and from the view of neighboring structures.

c. Use at least 15% non-glass materials on every facade.

d. Use materials that are durable, low maintenance, and resistant to wear and vandalism.

FACADE COMPOSITION

e. Use colors and cladding materials that create texture and scale that relate to the pedestrian realm.

f. Integrate Skyline Level, Podium Level, and Pedestrian Level materials to create a coordinated composition.

g. Create a composition of solid and transparent materials.

h. Create an appearance of building slenderness with changes of textures, materials, and colors.

i. Use colors and cladding materials to articulate the building's facades in intervals to provide a desirable scale in relation to building context.

SUSTAINABILITY

j. Use materials derived from local, renewable sources which reference the Bay Area's naturally-occurring material colors and textures.

k. Use materials with low embodied energy and low or no chemical emissions.

l. Use materials with recycled content (both post-consumer and post-industrial).

WHAT ARE THEY? LIST?

m. Use durable materials with low maintenance requirements, selected and designed for a 50-year life span (minimum 20 years for roofs), and 20 years of deferred maintenance.

n. Use reused materials to lend character to the development.

PUBLIC SPACE LEVEL MATERIALS

o. Use high quality and interesting facade materials such as stone at the building base to relate to the pedestrian, energize the street, and enhance the experience of building occupants and pedestrians.

MAJOR AND ACCENT COLORS

p. Use two basic categories of building colors: **major and accent**. Use major colors to cover the majority of the building's opaque surfaces and accent colors in smaller quantities in specific locations.

q. Major colors can be in the color ranges of whites, light grays, and buff or sand colors to minimize solar heat gain, coordinate with the regional style, and reference natural building material colors. The exterior surfaces of Skyline Level massing should be predominately light in color. Do not use dark major building colors, including black, dark red, dark gray, and dark natural stone colors.

r. Accent colors may occupy up to 15% of the building's opaque facade surface area. Greater freedom of color range from light to dark is allowed for accent colors, though the colors should not be excessively intense. Areas of less than 5% of the building's opaque facade surface may be have intense colors for visual interest.

BUILDINGS ON GATEWAY SITES

(See Section 2.1 for Gateway Sites)

s. Use colors with a higher level of contrast with surrounding buildings.

t. Use accent colors with a higher level of contrast with the major color.

BUILDINGS ON SITES OTHER THAN GATEWAY SITES

u. Use light colors.

v. Avoid high contrasts in materials and colors.

STANDARDS

a. At the Pedestrian Level, use elements of stone, pre-cast concrete, terra cotta, masonry, or cast stone in addition to any other materials such as metal and glass.

b. Use materials that are graffiti resistant or easily repainted.

c. Do not use Exterior Insulation Finishing Systems (EIFS - see Glossary for definition) below the second floor.

d. Use highly-transparent glass at the ground floor. Note: See Section 5.3.1.b for requirements for ground level transparency.

e. Use glass above the ground floor with a maximum reflectivity of 8%, clear in color or with a subtle cool (blue, green, or gray) tint.

GENERAL PLAN REFERENCE

- LU-17.5, MS-4.1, MS-4.3, MS-2.5, MS-2.10, MS-3.3, MS-3.4

COULD LIMIT GLASS PERFORMANCE

4.4.6 Vertical Circulation

GENERATE RESILIENCE

Locate and design stairs to be attractive and invite use.

RATIONALE

By making stairs inviting, people can be attracted to incorporate more activity into their routines, improving health.

Placing stairs in a prominent location, accessible from primary circulation routes and ideally visible from main building entries, makes their use convenient and reminds people that stairs are an available option.

Likewise, placing a prominent stairway at the building edge creates a safer, more pleasant experience for stair users and helps those outside the building understand where the stairway is located.

GUIDELINES

a. Design stairs to be pleasant user friendly environments.

b. Locate a primary stairway along the building exterior at the Podium Level.

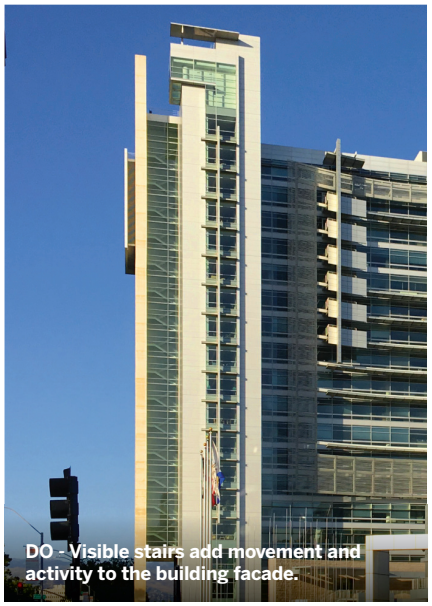
c. Create transparency from stairs to the exterior to give stair users interesting views and to make the location of stairs apparent to those outside the building.

d. Design tall buildings such that stairs are convenient to use for vertical circulation of four floors or less.

STANDARDS

a. Locate stairs to be convenient to the primary building entry.

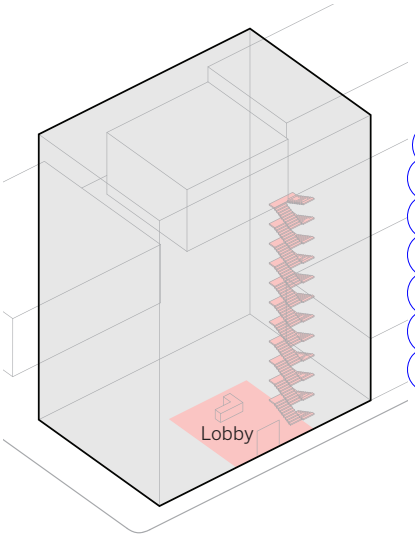
b. Use stair location to make stairs a convenient and obvious choice.



DO - Visible stairs add movement and activity to the building facade.

GENERAL PLAN REFERENCE

- CD-3.3



Attractive and convenient stairs can entice more people to walk between floors.

The guidelines promote locating stairs at building edges. Although the intention is good, this is rarely practical in planning buildings where exterior window space is prioritized for residences, offices or retail and not circulation. Why is the city Planning guideline commenting on internal building planning? How is this in their scope of review? Omit this section.

4.4.8.a Roofs: Rooftops and Mechanical Equipment

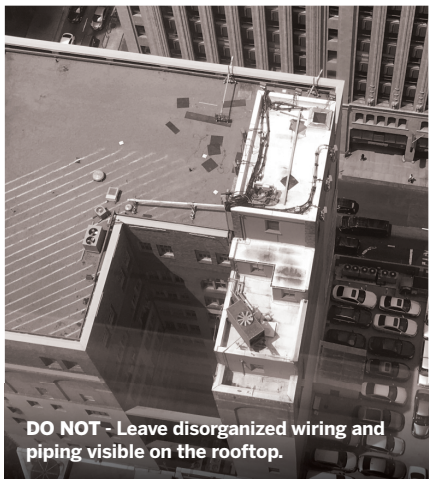
PROMOTE HIGH QUALITY ARCHITECTURE

illustration is of cellular service added after the building complete... not under control of building designer..

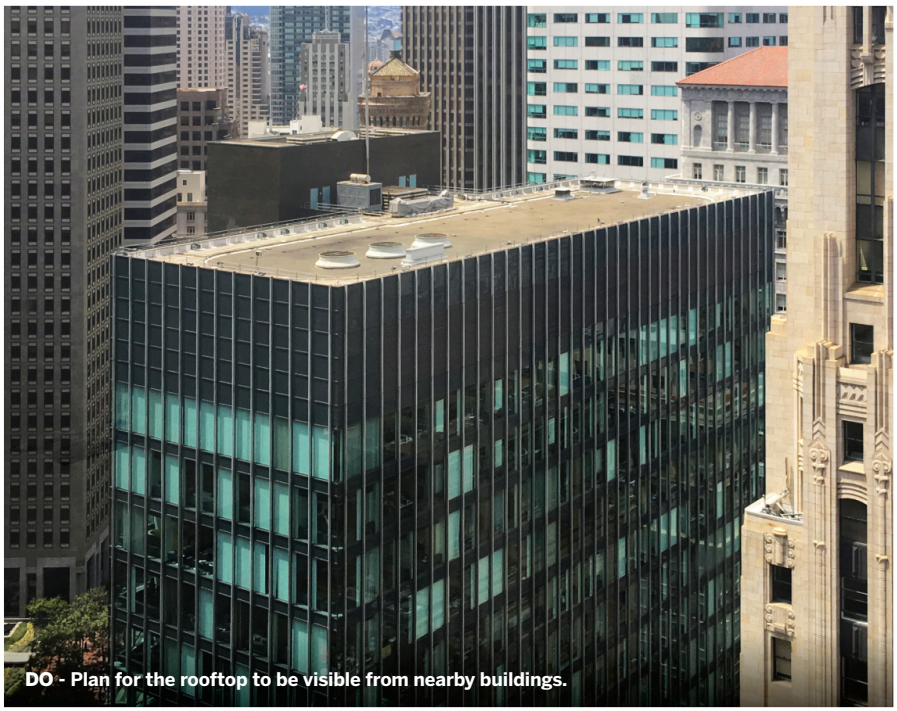
Design roofs to provide attractive views from other buildings and minimize the negative visual impact of mechanical and window washing equipment.

RATIONALE

Although mostly invisible from the street, rooftops are prominent features of the city-scape from neighboring buildings. Items such as vents, tanks, wiring, rooftop rooms, and stored window washing equipment, particularly on lower buildings, can create an unattractive view and give an impression of poor maintenance. High quality materials, occupiable active space, and rooftop mechanical equipment shielded or arranged with care can make the roof a neutral or even attractive part of the urban view.



DO NOT - Leave disorganized wiring and piping visible on the rooftop.



DO - Plan for the rooftop to be visible from nearby buildings.

GUIDELINES

a. Design roofs that may be seen from higher buildings consistent with the architecture of the building.

b. Organize and design rooftop equipment as a component of the roofscape and not as a leftover or add-on element.

STANDARDS

a. Use non-reflective, low intensity (dull, not bright) roof colors.

b. Screen vents, mechanical rooms and equipment, elevator houses, cooling towers, large vent projections, water tanks, or storage areas on the building elevation and rooftop from street level view with enclosures, parapets, setbacks, plant materials, or other means. Use similar means to obscure these items from neighboring buildings, if visible, or design and arrange them to present an ordered and attractive view.

c. Design enclosure or screening as a logical extension of the building, using similar materials and detailing.

d. Group vents, exhaust fans, and other roof penetrations to avoid visual clutter.

e. Design window washing equipment so it is incorporated into the building design, or so when not in use it is fully hidden from view from horizontally and below.

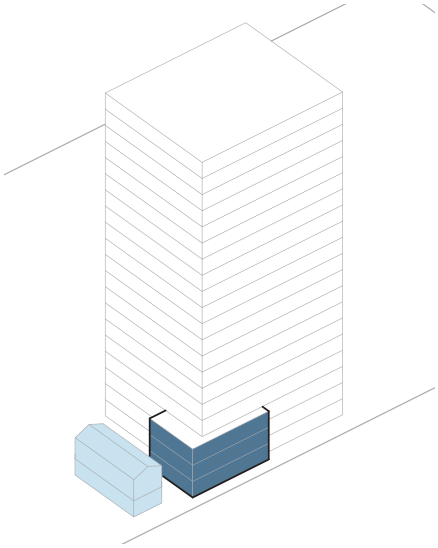
RELATED GUIDELINES

4.4.7 - Parking Garages

GENERAL PLAN REFERENCE

- MS-3.4, CD-4.12, CD-6.9, LU-12.2, ES-3.2, MS-2.6

these locations are dictated by locations inside building below. suggest making this a guideline, not a standard so we don't have a tail wagging the dog situation.



DO - Transition massing creates a relationship between buildings of different scales.

GUIDELINES

- Use a streetscape and landscape design that helps to unify the new and old structure.

STANDARDS

a. Design a new building adjacent to a historic **Public** building with a facade facing the icon and a street facing facade that contrast with but do not dominate the historic structure.

- Use simple massing to provide a backdrop for the historic structure.
- Create contrast with the historic structure in color and materials to make the historic structure visible. For instance, use lighter materials and a plainer facade to contrast with a building with a heavier materials and a high level of detail.

b. Use a new building adjacent to a historic **Commercial or Multi-Family Residential** building to create a coherent context for the historic structure.

- Continue characteristics of the historic structure such as the building setback (if within current guideline limits), cornice line, fenestration pattern, materials, and colors. Do not create a new facade that simulates a historic facade or roof form.

c. Design a new building adjacent to a historic **Single-Family Residential** structure with transitional elements to reduce the contrast between the old and new structures.

- Create **transition massing** relating to the historic building, typically in the form of a structure of similar scale as the historic structure projecting from the main new building structure.
- Use simple and quiet architecture and facade treatments to avoid overpowering the historic structure.
- Use light materials and light colors to create a simple, visually light neighbor to the historic structure.

RELATED GUIDELINES

2.3 - Historic Sites and Districts Plan

4.3.4 - Massing Relationship to Context

4.4.2 - Facade Relationship to Context

4.5.1 - Civic Icon Adjacency

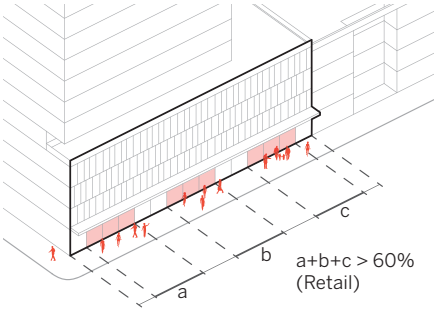
4.5.3 - Historic Context

GENERAL PLAN REFERENCE

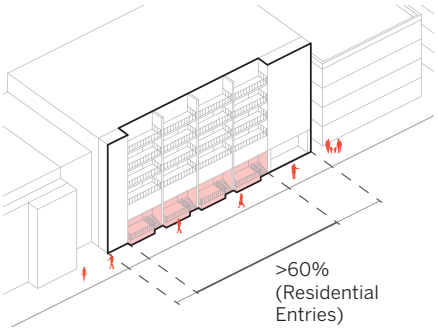
- Chapter 6 - Historic Preservation
- LU-13.5, LU-13.15, LU-15.1, VN-1.10

4.5.2 and 4.5.3 Historic Context
The guidelines only support one type of approach in siting and designing new buildings next to historic buildings. An alternate approach is to contrast with the historic property so the new and old structures can be seen on their own. One example is the Citigroup Tower in New York that is on the same site as the historic St. Peter's Church. The design pushes the tower above the church and creates space around the church and doesn't reference any datum or design element on the church. It uses contrast and void to relate to the historic property. The Pompidou Center in Paris uses contrast in its modern vocabulary and color to separate it to the historic buildings around it. The pyramid entrance to the Louvre does the same. The Contemporary Jewish Museum in San Francisco is a local example of a modern contrasting and sculptural addition to a historic power plant works well for both buildings. The recently completed Beekman Hotel and Residences in New York is an example of a tower addition contrasting with its historic counterpart. This section should allow more breadth to the solutions available.

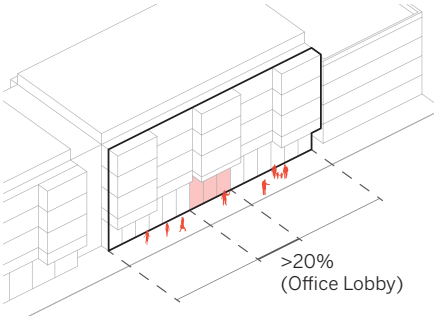
Omit percentages of street wall required for uses at the ground plane. The ground plane should be active, but determined by the site and its economics. Other municipalities have employed this style of guideline and imposed it on projects where the economics of the site can't support the specified percentage. The result is vacant retail or office space, which is the same as an inactive ground plane.



Primary Addressing Street (minimum 60% Level 1 Active Uses)



Secondary Addressing Street (minimum 60% Level 1 or 2 Active Uses)



Not an Addressing Street (minimum 20% Level 1 or 2 Active Uses)

GUIDELINES

- Locate new retail uses along street frontages with existing storefronts to reinforce existing concentrations of retail.

STANDARDS

These standards refer to Active Uses, and some of these are present in every building. If a building does not have enough of Level 1 Active Uses to fulfill a requirement, Level 2 Active Uses may be used instead.

a. Place Level 1 Active Uses along at least 60% of the width of the streetwall of a building facade on a **Primary Addressing Street** or **SoFA Addressing Street** (see Section 2.2). A publicly-accessible fitness center or residential lobby may count as no more than 50% of the total facade Active Use length.

b. Place Level 1 or 2 Active Uses along at least 60% of the width of the streetwall of a building facade on a **Secondary Addressing Street** (see Section 2.2).

c. Place Level 1 Active Uses along at least 60% of the width of the streetwall of a building along an **Urban Park/Plaza Frontage** (see Section 2.2). A publicly-accessible fitness center or residential lobby may count as no more than half of the total facade Active Use length.

d. Place Level 1 or 2 Active Uses along at least 60% of the width of the streetwall of a building along an **Open Space Frontage** (see Section 2.2).

e. Place Level 1 or 2 Active Uses along at least 20% of the width of the streetwall of a building facade along a street not an **Addressing Street** or **Frontage** from Standards a.- d. above (including a paseo but not including an alley).

f. On an Addressing Street of any type, do not continue a Pedestrian Level facade without an Active Use longer than 30 feet, or more than 15 feet in the 50 feet closest to a street intersection.

g. On a non-Addressing street (including a paseo but not including an alley), do not continue a Pedestrian Level facade without an Active Use longer than 50 feet, or more than 25 feet in the 50 feet closest to a street intersection.

GENERAL PLAN REFERENCE

- CD-2.8, CD-1.11, CD-2.3(3), LU-5.7

5.3.1.c Ground Floor Treatments and Uses: Mitigating Blank Walls

FOCUS ON THE GROUND FLOOR

Avoid long blank walls facing the public realm. Where a blank wall is unavoidable, work to mitigate its impact.

RATIONALE

A ground floor blank wall has no Active Uses. This includes walls with windows to a non-active use, such as a parking garage. Blank walls deaden the street environment, make *public space* less safe and inviting, and reduce a retail area's potential by creating a break between activities. They provide opportunities for defacement with graffiti and other undesirable activities.

Where a building has a blank wall for unavoidable programmatic reasons, use design treatments to increase pedestrian safety, comfort, and interest. Preference is given to treatments that reduce the length of blank wall, such as small retail spaces for food bars, newsstands, and other specialized retail tenants. Architectural treatments may make the space more interesting for pedestrians but do not create the safety and usefulness that comes with an Active Use.

GUIDELINES

a. Use architectural treatments like reveals, small setbacks, indentations, or other architectural means to break up a blank wall surface along *public space*, but use care to avoid creation of blind spots that may feel unsafe to pedestrians when the street is less busy. Use these treatments for blank walls along property lines as well where they exposed without an abutting building.

b. Use different textures, colors, or materials to break up a blank wall's surface.



DO NOT - Long blank walls are discouraged. Architectural treatments may provide some relief but reducing the length of blank walls is of primary importance.



DO - Small retail spaces such as these on the San Pedro Market Parking Garage reduce the length of a blank facade.



DO NOT - An unmaintained merchandising display window does little to mitigate a blank wall.

STANDARDS

- Where a Pedestrian Level facade is not an Active Use for more than 30 feet, mitigate with one or more of the following:
  - Public (preferably interactive) art on at least 100 square feet and 10 linear feet of the wall
  - Art exhibition display window
  - Merchandising display window or regularly-changing public information display case
  - Special lighting, canopy, awning, horizontal trellis, or other pedestrian-oriented feature as appropriate to building function.

RELATED GUIDELINES

4.4.5 - Mitigating Blank Facades

GENERAL PLAN REFERENCE

- TN-1.4, VN-1.7, CD-1.11, CD-2.3

CONFLICT?

5.3.2 Ground Floor Non-Residential Space

MIX USES AND ACTIVITIES

Configure non-residential ground floor space for Active Uses.

RATIONALE

Because of the importance of Active Uses and the long life spans of most buildings, buildings' Pedestrian Levels should include a high level of flexibility to accommodate not only present but future needs for high quality active space.

Retail and Active Use locations are prescribed by the Downtown Ground Floor Space Overlay Area zoning. These guidelines guide the locations of such retail and other Active Uses within buildings based on street classifications (see Section 2.2 for classifications).

GUIDELINES

a. Create retail bays and entries every 25 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.

b. For flexibility, anticipate restaurant requirements in the design of ground floor retail space, including incorporating venting to the roof in the design, even if it is not actually installed during construction.

c. Design accommodation for restaurant sewerage utilities into the building, such as grease traps and interceptors.

d. To preserve transparency, avoid placing a structural column over two feet wide directly on a street corner.

e. Design buildings along any **Addressing Street** (see Section 2.2) without structural features that would prevent the reconfiguration of the ground floor to at-grade retail use at some future time.

f. Create a distinctive architectural character with higher arcade height, cornice line height, and/or ceiling height at street corners.

STANDARDS

a. Create entries every 35 feet or less along the **SoFA Addressing Street** (see Section 2.2).

b. Provide a minimum 16 feet clear height (18 feet optimal) to finished ceiling in ground floors with Active Uses except along the **SoFA Addressing Street** (see Section 2.2). Where fire issues would require additional emergency water storage for 16 foot ceilings, 14 feet may be used.

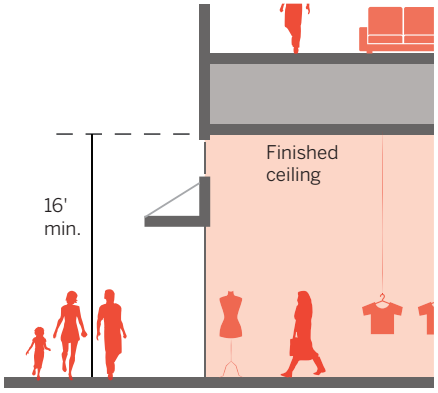
c. Provide a minimum 20 feet clear height to finished ceiling in ground floors with Active Uses along the **SoFA Addressing Street** (see Section 2.2).

d. Design at least 50 percent of a building's Level 1 Active Use space (see Section 5.3.1.a) a minimum of 50 feet deep (60 feet optimal) behind the building facade. Design the remaining Level 1 Active Use space a minimum of 25 feet deep.

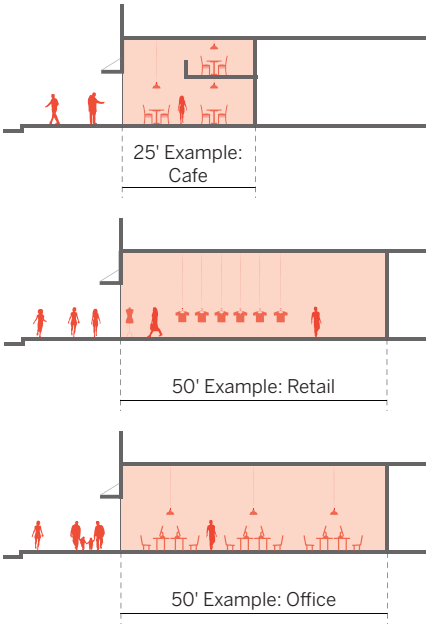
GENERAL PLAN REFERENCE

- CD-2.8, CD-1.11, CD-1.12, LU-5.7

UNNECESSARY COST IMPLICATIONS



Frequent entries into leasable space and high floor-to-ceiling clear heights create a flexible space able to accommodate multiple potential users.



Use 50 foot minimum depth for 50% of space for Level 1 Active Use.

SEEMS STRANGE TO SPECIFY SPACING AND NOT LIGHT LEVEL.

STANDARDS

a. Use lighting to accentuate pedestrian and bicycle entries.

b. For facades at a **Transit Gateway or a Pedestrian and Bicycle Gateway** (see Section 2.2), provide pedestrian-scale lighting that creates an overall illumination of the street level public realm, with a lighting fixture every 25 feet or less.

c. For facades along a **Lighting Corridor** (see Section 2.6), provide pedestrian-scale lighting that creates an overall illumination of the street level public realm regardless of the use within the building at that location, with a lighting fixture every 30 feet or less.

d. For facades facing any paseo, provide pedestrian-scale lighting, with a lighting fixture every 40 feet or less.

e. Use lighting at the Pedestrian Level to promote safety and pedestrian comfort.

f. Provide outdoor lighting using fixtures that yield low light pollution and glare.

g. Orient lighting fixtures primarily downward.

h. Shield all lighting to prevent light intrusion into private and public building uses, especially residential units.

i. Fully light service areas and service entries.

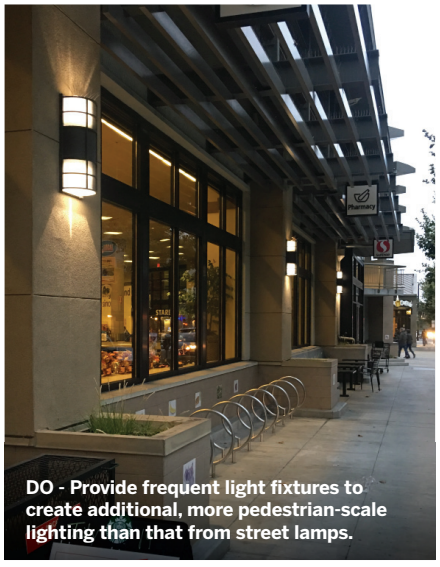
RELATED GUIDELINES

4.6.1 - Lighting - Podium Level

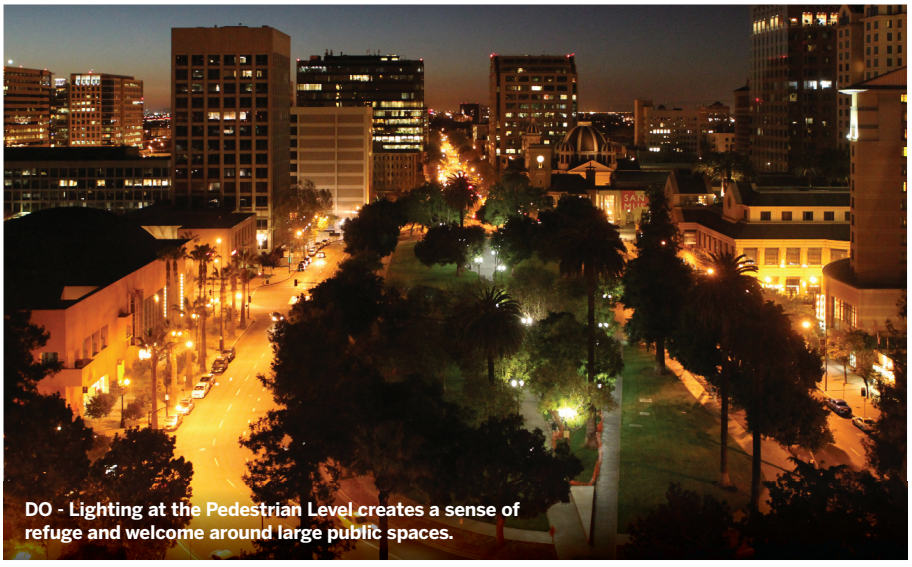
4.6.2 - Lighting - Skyline Level

GENERAL PLAN REFERENCE

CD-1.2, CD-1.7, CD-2.1 (2), CD-2.3, CD-5.6, IP-15.1



DO - Provide frequent light fixtures to create additional, more pedestrian-scale lighting than that from street lamps.



DO - Lighting at the Pedestrian Level creates a sense of refuge and welcome around large public spaces.

A.1 Glossary

BETWEEN 20' AND 70'?

BUILDING PARTS

Pedestrian Level - The 20' of a building above grade. This part is the most critical for creating a good pedestrian environment.

Podium Level - The portion of a building below the Skyline Level. This part of a building helps to create the relationship between the upper-level activities of the building and the street and forms the wall of the city's public space.

Skyline Level - The portion of a building higher than 70' above grade. This part of a building relates less to the adjacent street and more to the overall Downtown skyline.

TYPES OF PRIVATE AND PUBLIC SPACE

Private Open Space - Privately owned or controlled outdoor space for use by building residents, workers or customers, accessible by secured access only.

Privately-Owned Public Open Space (POPOS) - a privately-owned outdoor space that functions as a public space, but may have limited hours of availability, e.g., plaza, sidewalk extension. For purposes of this document, a POPOS is defined as a space at ground level.

Public Open Space - Publicly-owned parks, plazas, and other spaces meant for repose and recreation.

Public Space - All publicly-owned, publicly-accessible space, including but not limited to streets, parks, and paseos but not including Highways 87 and 280 and their associated ramps.

Roof Deck - Privately owned outdoor space not at ground level, above habitable indoor space or other built space (such as a parking garage), and accessible to the public or a defined group (such as building occupants, restaurant patrons, or occupants of a single dwelling unit).

Semi-Private Space - Privately owned or controlled outdoor space accessible from public space but not intended for public use, e.g., setback to ground floor residential space; landscaped setback to ground floor office space.

Semi-Public Space - Privately owned or controlled outdoor space accessible to limited subset of the public, e.g., cafe.

Street - The publicly-accessible space within a street right of way, including space dedicated for vehicular, bicycle, pedestrian, and any other activity.

STREET CLASSIFICATIONS

Primary Addressing Streets - Buildings along these streets may include both commercial and residential uses on upper floors, with retail strongly encouraged on the ground floor. These blocks are intended to have a high volume of pedestrian traffic and to support public activity throughout the day and evening.

Secondary Addressing Streets - These streets are primarily lined with non-retail commercial uses or with housing. Retail may also occur on these streets, and corner retail is encouraged.

Other Streets (not Addressing streets) - These streets are lined with non-retail commercial uses or with housing. Service functions such as loading and vehicular entries are most appropriate on these streets.

FRONTAGE TYPES

Image-defining Frontage - A building frontage located in a highly-visible location that helps to define the image of Downtown, as defined in **2.1 - Prominent Sites and Frontages**.

Open Space Frontage - A building frontage that faces a natural open space, as defined in these guidelines.

Urban Park/Plaza Frontage - A building frontage that faces a major park or other civic space, as defined in these guidelines.

December 3, 2018

Ms. Mirjam Link
Boston Properties
Four Embarcadero Center
San Francisco, CA 94111

Re: San Jose Downtown Design Guidelines and Standards dated November 15, 2018

Dear Mirjam,

KPF

The KPF Almaden team reviewed the latest released draft of the San Jose Downtown Design Guidelines and Standards dated November 15, 2018 (formerly known as the San Jose Downtown/Diridon Design Guidelines). The Guidelines and Standards are well intended to see San Jose as the hub for innovation. While we appreciate the latest revision which has reflected some of the concerns we have with our site as one of the Gateway Sites, there are still guidelines and standards that are too restrictive to create a programmatically appropriate building that address the city planning objectives vis-à-vis an interesting skyline with human scaled ground plane. The majority of the concerns remain to be in Section 4, Building, which is overtly prescriptive even as guidelines. To continue fostering such cutting edge advances, it is logical that the planning design guidelines and standards prioritizes flexibility and innovation to promote great architectural design that takes in equal consideration for the pedestrian experience.

There are 3 major concerns:

- Tripartite - Gateway Sites, in our opinion, should be reviewed separately from smaller less significant sites from an architecture design standpoint. While we are in agreement with the document's intent to create timeless architecture, the way the Rationale, Guidelines, and Standards are written will inadvertently create stylized architecture with base, body and top.
- Breaking up massing - The restrictive nature of the Guidelines and Standards limit designers to only slender buildings and the use of vertical elements to break up massing. This Standard, which is enforceable, unlike the Guideline, in our opinion will create sameness and not the "coherent cityscape" in keeping the public's interest of what a vibrant city should be.
- Program – The Guidelines and Standards document should also take the diverse program, land use and size of retail tenants into account. Superficial breaks enforced in the standards in commercial buildings prohibits flexibility for most the tenants found in San Jose and will drive away opportunities these tenant will find in city. Deep retail with prescribed depths welcomes retail chains and drives away small businesses.

Guidelines and Standards when adopted last for years to come and take years to amend. We recommend such guidelines and standards to be flexible, forward-looking and appropriate for a city of innovation like San Jose.

Moving forward, we highly recommend the city to include a test fit process by inviting architects to test the guidelines and standards before formally adopting the document. Great architects will create great architecture regardless of standards and guidelines. In our opinion, the city of San Jose should be discerning in developers' and architects' selection in order to promote timeless architecture appropriate for the scale, climate and culture of San Jose.

Attached please find our comments in red. We can review and go over these with you this week. Meanwhile, feel free to call with any comments or questions.

Sincerely,

Angela Wu
Kohn Pedersen Fox Associates PC

3.2.1 Block Size

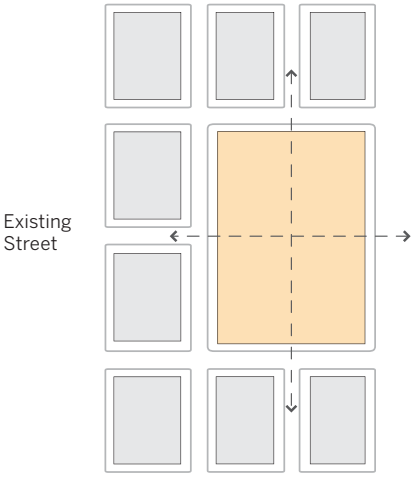
CREATE CONNECTION AND ACCESSIBILITY

Keep urban block size small to promote better architecture, increase views and wind flows, and create multiple transportation routes for pedestrians, bicycles and vehicles.

RATIONALE

Blocks are the foundation of urban development. Small "human scale" blocks are preferable because they improve mobility by providing shorter routes for vehicles, bicycles, and pedestrians and multiple route choices. Small blocks also promote narrower buildings which provide greater view opportunities and may increase wind flows.

Blocks are defined as the area bounded by public street right-of-ways, by publicly-owned open space, or by utility or transportation parcels (such as railroads). Downtown has a variety of block sizes and orientations, and most existing blocks are small enough to promote high-quality urban development.



DO - Align new streets or paseos with existing ones



DO - A paseo that creates connections can be interesting and active. *Photo © SPUR*

GUIDELINES

- While there is a maximum allowable block size established in the Standards below, smaller block sizes are preferable. For this reason, do not consolidate existing blocks even if the new consolidated block would be less than the maximum size.

Include Guadalupe River as it is not a throughway.

This should not apply to streets that are more than 4 lanes wide with no crosswalks available

STANDARDS

a. When developing more than 75% of the area of a block that exceeds the maximum sizes below, divide the block with new streets or paseos such that all resulting blocks are less than the maximum allowed size. Maximums are based on the location of the parcel or block, as defined in **Section 2.7 - Block Structure Plan**. The maximum sizes by location are:

1. **Diridon Central Zone** - 250 feet on a side
2. **Diridon Northern Zone** - 350 feet on a side
3. **Diridon Southern Zone** - 300 feet on a side
4. **All other areas** - 500 feet in length or 4 acres total area

Maximum lengths may be exceeded for edges of blocks adjacent to railroads and utilities, highways, and highway ramps. The maximum area may be exceeded for the portions of blocks within 150 feet of these parcels.

b. Align new streets or paseos with existing streets and paseos in adjacent blocks.

c. If changing a street alignment, create a new alignment with the same or more connection value than the existing street right of way.

d. Do not vacate an existing public right-of-way that lies along a view corridor (see Section 2.5).

GENERAL PLAN REFERENCE

- CD-3.6, CD-2.1, TR-5.4, TR-5.5, LU-1.2, CD-2.3, CD-3.1
- Diridon Station Area Plan (2014)

3.2.2 Building Placement

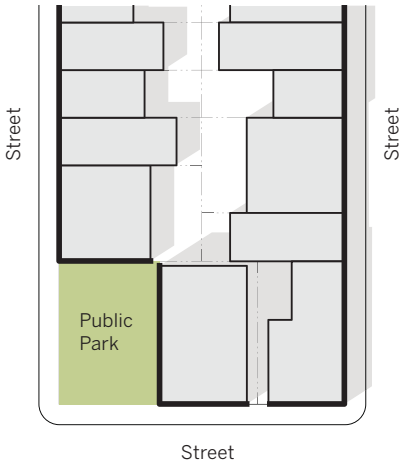
CREATE LEGIBILITY

Line the edges of blocks with buildings to frame the surrounding *public space*.

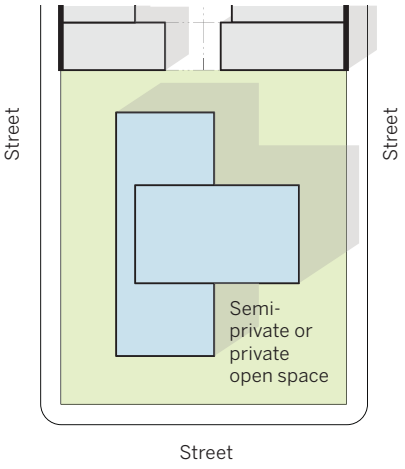
RATIONALE

The purpose of an urban environment is to enable connection between people and activities. Buildings need to be near each other, not placed at a distance behind expanses of parking or vegetation. Greater separation of buildings and more landscaping at block edges may appear "green" but are actually unsustainable and unhealthy because they cause people to walk less and drive more. Buildings placed at block edges also create an attractive urban space by defining the space of the street, and create a public face of the building distinct from the private or semi-private facade facing the block interior. A close connection between buildings and public space also creates a safer urban area through casual surveillance and "eyes on the street."

For most of Downtown, a pattern of buildings lining the edges of blocks is already firmly set. New buildings in these areas can fit in by strengthening this configuration. In contrast, for parcels and blocks to be redeveloped within the Diridon area, it is critical to establish an urban framework of buildings lining the edges of streets and other public spaces.



DO - Buildings lining the streets frame the public realm and create private space in the block interior. Small gaps in the built form do not diminish the overall structure.



DO NOT - Buildings set back from adjacent streets leave undefined open spaces and have a poor visual relationship to the public realm.

GUIDELINES

- Use buildings to create edges for streets and public parks.

STANDARDS

- Line at least 70 percent of each parcel's street-facing and public park-facing edges with buildings by placing a ground level building facade within 10 feet of street right-of-ways and public park parcel lines. Streets for this standard do not include Highways 87 or 280, a highway ramp, or a railroad alignment.

Add "and along Guadalupe River."

RELATED GUIDELINES

4.3.1 - Podium Level Massing

4.3.3 - Streetwall

GENERAL PLAN REFERENCE

- MS-2.3, CD-1.9, CD-2.3, H3.2, LU-11.4, LU-13.2, CD-4.10

3.3.1 Arrangement of Activities

FOCUS ON THE GROUND FLOOR

Enhance the vitality of Downtown by placing Active Uses near to and visible from surrounding *public space* and internalizing activities and uses that detract from *public space*.

5.3.1 ???

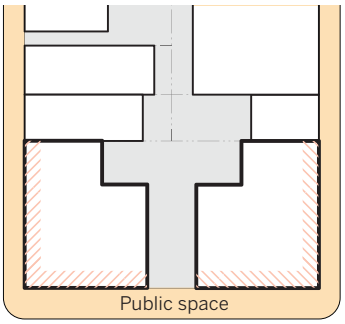
RATIONALE

The arrangement of activities on a site should support its surroundings by responding to the contextual patterns of land uses and *public space*. Placing the most active, least private, and least disruptive activities near the street, such as lobbies, hallways, company cafeterias, work-out areas, and meeting rooms, keeps the streetscape visually active, regardless of whether these activities are open to the public. Examples of rooms which are not appropriate for adjacency to *public space* are utility rooms, bathrooms, and ground floor bedrooms.

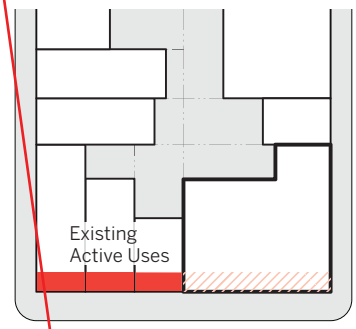
Building uses above ground level may also contribute to the attractiveness and safety of public spaces. Upper-level uses with visible activity such as residential, office, or vertical or horizontal circulation contribute to street safety with eyes-on-the-street and make *public space* more interesting.



DO - Active Uses keep the streetscape more interesting and safe.



DO - Place the most active uses toward *public space*.



DO - Place Active Uses to respond to context and transit.

Public Transit

GUIDELINES

a. Arrange activities in new development to support existing or planned context, such as to continue an existing retail corridor, face an Active Use toward an existing park, or avoid the disruption of a quiet residential area with noisy activity.

b. Locate Active Uses to respond to the pattern of surrounding streets and pathways (e.g., across from a mid-block street intersection) and to be near transit stops.

c. Minimize disruption of active pedestrian areas by placing loading docks, service, and vehicle entries in less active locations.

d. Internalize service areas, vehicular activities, and uses which do not add vitality to the streetscape.

STANDARDS

a. Place Active Uses along the edges of adjacent *public space* at the Pedestrian Level and not toward internal site spaces, unless all requirements for Active Uses on *public space* have been met (see Section 5.2.1 for definitions and requirements).

b. Arrange uses to place the most active uses on a site near the street intersections, paseo intersections, parks, plazas, and transit stops.

RELATED GUIDELINES

5.3.1 - Active Uses

GENERAL PLAN REFERENCE

- CD-1.9, CD-1.18, CD-5.3, CD-2.10, IE-5.3, CD-1.6, CD-1.11, CD-2.3(4), LU-5.7, MS-10.6, LU-5.6, VN-1.6

Consider making an exception fronting the Guadalupe River. The river trail use is and should be much differrnt than a street active use.

3.3.2 Connection to Streets and Open Space

PUT PEOPLE FIRST

Connect buildings to public spaces with primary pedestrian entrances, bicycle entrances, and facades oriented to streets, parks, or paseos.

RATIONALE

Streets lined with building entrances are more interesting, vibrant, and safe than those without. Such street presence provides identity to individual buildings and makes navigation easier for visitors and deliveries. Resident and worker activities and views from buildings onto the street improve the area's safety and pedestrian comfort.

In particular, it is crucial for large developments and deep parcels to maintain an orientation to the street for all buildings. This helps maintain pedestrian and bicycle access and enables each building to contribute to the *public life* of the area.

GUIDELINES

- Orient buildings and uses to connect to the street and public realm.

STANDARDS

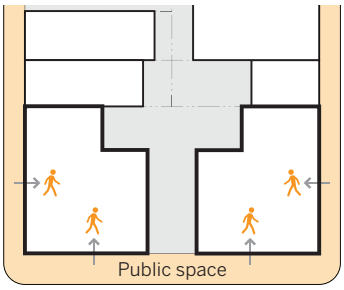
a. Make all primary building entrances clearly visible from *public space*.

b. Connect the primary building access directly to a public sidewalk, public open space, or paseo, uninterrupted by a parking lot or vehicular circulation area. In the event the building is located on both a street and a paseo, place the primary entrance on the street with any entry from the paseo secondary to that entry. See **Section 5.4.2 - Vehicle and Service Entry Design** for information about *porte cocheres* and primary pedestrian entries.

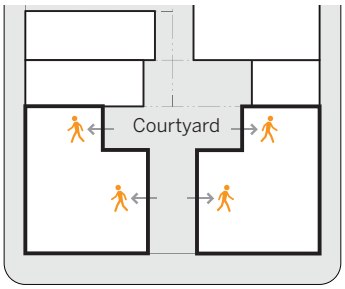
c. Provide retail spaces with direct entry from a street, public open space or paseo, not an interior hall (as in a mall), walkway, courtyard, parking lot, or parking structure.

GENERAL PLAN REFERENCE

- CD-2.3(5), CD-1.9, CD-1.17, CD-2.8, CD-3.3, CD-1.11



DO - place primary entries along *public space*



DO NOT - place primary entries from internal courtyards or parking lots or structures. An entry from a paseo should also be secondary to the street entry, if there is one.

Does this include ALL interior retail? This is very restrictive.



DO - Store entries activate the sidewalk.



DO NOT - Internalized shop entries pull activity away from *public space*.

3.3.4 Paseo / Mid-Block Connection Location

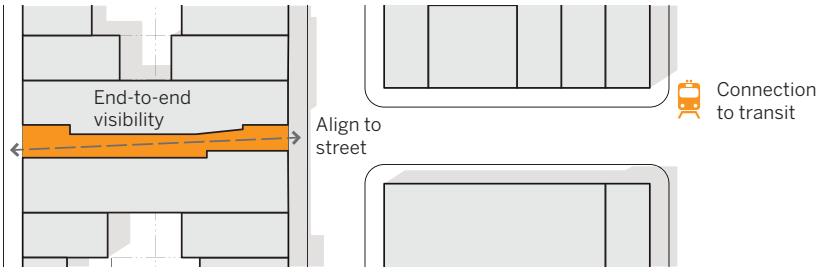
CREATE CONNECTION AND ACCESSIBILITY

Mid-block pedestrian and bicycle connections are helpful additions to the Downtown circulation network.

RATIONALE

The paseo network is unique element of Downtown. These paths provide shortcuts for pedestrians and bicyclists through a block between public spaces, increasing visibility and accessibility between different areas. Paseos also provide open space separated from vehicular traffic and parking.

Successful paseos receive enough use to be safe and inviting without absorbing so much pedestrian activity that they reduce the viability of retail on the public sidewalk network. They are safe and open 24 hours per day every day to avoid forcing pedestrians to travel circuitous routes in off hours (an issue in some cities, e.g., Melbourne laneways and Minneapolis skyways).



GUIDELINES

a. Keep paseos within four feet of sidewalk level to ensure visibility and accessibility.

b. A paseo may have built space above and/or below the pedestrian surface as long as the paseo appears public and safe, and has lighting equal to the level of the connecting *public space*.

c. Use paseos to create routes to transit stations.

d. Design paseos with end-to-end visibility from connecting *public space*.

STANDARDS

a. A new paseo may be created only on a block that meets at least one of the following conditions:

1. The block is over 3 acres in size with over 400 feet between streets on the longest side, or
2. The paseo will connect to a block containing part of the Guadalupe River park system, or
3. The paseo will connect directly to a rail transit stop or station.

b. Make paseos accessible to people with disabilities.

c. Meet requirements for floor level and width for any paseo to be used for building egress.

d. Align and connect the ends of paseos with streets, other paseos, or paths in public open spaces.

e. Unless it is to serve as emergency vehicle access, a paseo may be any width greater than 5 feet. A paseo's pedestrian through zone must be at least 5 feet wide.

f. Preserve public access at all times in paseos.


DO NOT - A paseo above or below grade is less useful or obvious for connections.


DO - Narrow paseos can create intimate and unexpected spaces as well as connections.

RELATED GUIDELINE

5.6 - Paseo Design

GENERAL PLAN REFERENCE

- CD-3.6, CD-2.1(2), CD-2.3(5), CD-3.2, CD-3.4, PR-7.1, TR-3.8

3.3.8 Parking Location

PUT PEOPLE FIRST

Locate parking away from *public space*.

What about future use of parking spaces as other uses when daylight is needed?

RATIONALE

Despite the activity of moving cars, parking is largely a space for storage. Thus, it is an inactive use and unsuited to be located between Active Uses and *public space*.

Parking lots and parking structures can create a deadening effect on *public space* if located between the primary building activity and the sidewalk. Locate parking away from *public space*, or at least adjacent to a street or space of secondary importance.

GUIDELINES

a. Minimize the site area dedicated to parking by using shared driveways between parcels and uses when possible.

b. Enclose vehicle ramping so that it is not visible from outside the building.

c. Route primary pedestrian access from parking into the building through the same lobby that is used for pedestrian access from the sidewalk.



DO - Place parking structures behind to reduce their effect on the streetscape.

d. Locate structured parking inside the primary building mass away from any Addressing Street or Urban Park / Plaza Frontage (see Section 2.2), behind the building away from these frontages, or underground.

STANDARDS

a. Locate a surface parking lot at the side or rear of a building, away from the street.

b. Avoid the placement of a surface parking lot with a frontage along any Addressing Street (see Section 2.2).

RELATED GUIDELINES

3.3.9 - Bicycle Parking Location

3.4.3 - Parking and Vehicular Access Location

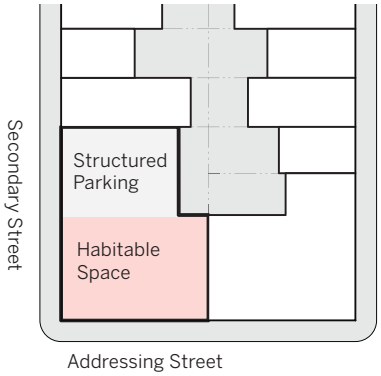
4.4.7 - Parking Garages

5.4.2 - Vehicle and Service Entry Design

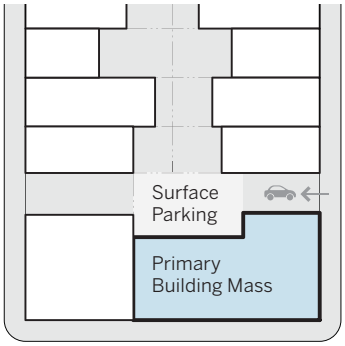
5.5 - Surface Parking Lots

GENERAL PLAN REFERENCE

- VN-1.9, LU-5.5, CD-1.17, CD-1.9, CD-1.10, CD-1.18, CD-2.5, CD-2.11, LU-5.6, LU-11.4



DO - Locate structured parking inside a building along a secondary street.



DO - Place surface parking behind structures and away from *public space*.

3.4.2 Service Entrance Location

PUT PEOPLE FIRST

Locate service, utilities, and access points including curb cuts where they do not interfere with the actions of pedestrians, bicycles, and transit.

RATIONALE

Service areas and elements such as trash enclosures may adversely impact *public space* and create hazards for pedestrians, bicyclists, and autos. Services located away from building frontages or on secondary frontages avoid interfering with the potential for Active Uses. Service entrances in less visible locations for pedestrians and further from adjacent buildings and public open space are ideal.

Sensitive location of service functions will lead to more pleasant and safe public spaces that will be more amenable to retail and restaurants or simply for walking, bicycling, and taking transit.

GUIDELINES

- Locate trash and recycling bins within the building.



DO NOT - A service entry can create poor conditions on the sidewalk.

STANDARDS

a. Locate services including loading docks, delivery, trash, and infrastructure inside the building structure and at least 25 feet behind Active Use facades.

b. Locate service entries and curb cuts at least 20 feet from street intersections.

c. For a development with multiple frontages, place service entries on a separate frontage from the primary pedestrian and bicycle entrance.

d. Locate service entrances at least 25 feet from the primary pedestrian and bicycle entrance (see Section 3.4.3 for parking and vehicular entries).

e. For buildings with multiple frontages, locate service doors and entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows:

1. Other street
2. Open Space Frontage
3. Secondary Addressing Street
4. Urban Park / Plaza Frontage
5. Any street with at-grade light rail transit
6. Primary or SoFA Addressing Street

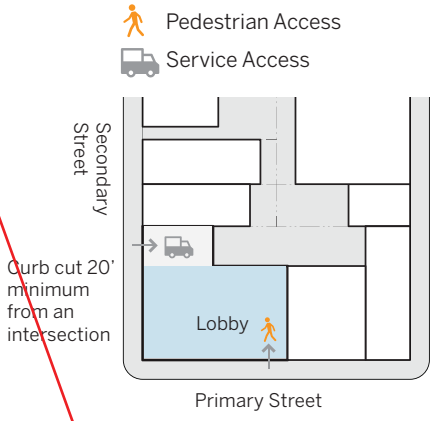
RELATED GUIDELINES

5.4.2 - Vehicle and Service Entry Design

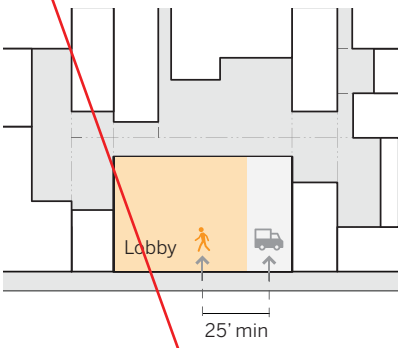
5.8 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-1.18, CD-2.3



DO - Locate a service entry away from the primary street.



DO - Locate a service entry away from the primary building entry.

This doesn't seem possible/practical. Loading must have a large frontage to the street to function. Some infrastructure rooms are required to be at the building perimeter (electrical transformer rooms, etc.)

3.4.3 Parking and Vehicular Access Location

PUT PEOPLE FIRST

To promote public life, separate vehicular parking access from the pedestrian realm and other transportation modes.

RATIONALE

Vehicular entries can create large gaps in the streetwall, in some cases essentially creating another street intersection. This puts pedestrians and bicyclists at risk and threatens the continuity and success of street-fronting activities such as retail.

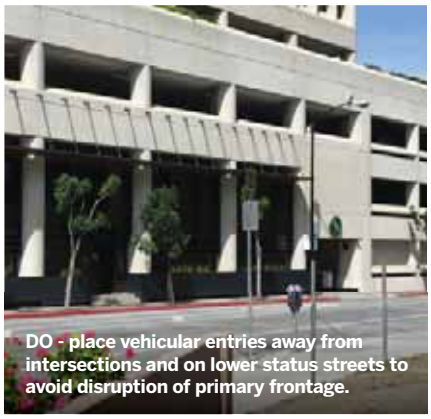
A building with facades on more than one street or public open space creates less pedestrian realm disruption if vehicle access is on the secondary street or open space. Likewise, narrow vehicular entries and ones distant from pedestrian entries minimize interruption of the pedestrian space.

GUIDELINES

a. Avoid parking or vehicular access on streets with light rail or bus rapid transit.

b. Use shared driveways to minimize curb cuts.

c. Where pedestrians and bicyclists need access to parking areas, provide clear, convenient, and safe routes from the sidewalk and street.



DO - place vehicular entries away from intersections and on lower status streets to avoid disruption of primary frontage.

STANDARDS

a. Locate parking and vehicle entries at least 20 feet away from public or publicly-accessible open space, street intersections, and pedestrian entries (except within *porte cocheres*) (see Section 3.4.2 for service entrances).

b. For buildings with multiple frontages, locate vehicular and parking entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows:

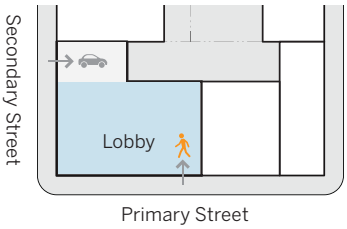
1. Other street
2. Open Space Frontage
3. Secondary Addressing Street
4. Urban Park / Plaza Frontage
5. Any street with at-grade light rail transit
6. Primary or SoFA Addressing Street

c. *Porte cocheres* are not permitted on any Addressing Street.

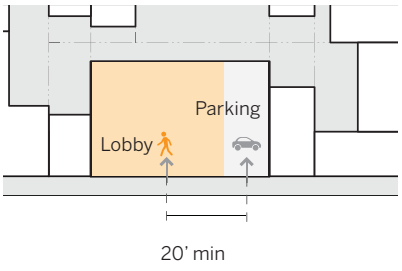
d. A pedestrian entry into a hotel lobby from an internal vehicular drive (for instance, inside a parking structure) is allowed as long as the vehicular entry to and exit from the building meet other Standards of this document and the primary pedestrian access to the hotel lobby is directly from the sidewalk, not through the vehicular entry.



DO NOT - locate vehicular entrances near pedestrian entries.



DO - Locate a vehicle entry away from the primary street.



DO - Locate a vehicle entry away from the primary building entry.

RELATED GUIDELINES

3.3.8 - Parking Location
3.3.9 - Bicycle Parking Location
4.4.7 - Parking Garages
5.4.2 - Vehicle and Service Entry Design
5.5 - Surface Parking Lots

GENERAL PLAN REFERENCE

- VN-1.9, CD-1.10, CD-3.5, LU-5.5, CD-3.9

Include: Except for hotels and hospitals (as listed in other parts of the documents)

4.2 Form, Proportion, and Organizing Idea

PROMOTE HIGH QUALITY ARCHITECTURE

Make a building's architectural forms and massing clear and coherent.

Too restrictive to limit the reduction of mass with only vertical elements

RATIONALE

Each building in Downtown should have a unified design, with clear relationships between the base, middle, and top. FAA height limits may lead to bulky proportions; reduce bulk with vertically-oriented massing.

Whether in the skyline or as visible from the street level, buildings require a level of moderation and order to form a coherent cityscape. While some buildings such as civic landmarks, religious buildings, and museums are meant to draw attention, the presence of too many other buildings which have a "look at me" design creates a confusing and unattractive urban experience.

Conflict with previous point "d" of "creat(ing) a clear relationship between building's Podium and Skyline Levels." It also conflicts with the desire not to have a "look-at-me" building objective in the skyline.

GUIDELINES

a. Use a strong and harmonious architectural concept and organizing idea.

b. Create a coordinated and ordered facade with links between levels and with divisions reducing apparent bulk.

c. Create proportion and scale that connect with the human scale of the Downtown environment.

d. Create a clear relationship between building's Podium and Skyline Levels.

e. Maintain a relationship between form and function.

f. Emphasize street frontages and minimize parking presence.

g. Differentiate the building top.

h. Make the base pedestrian friendly.

i. Create vertical facade divisions more significant than window mullions at horizontal intervals no greater than 50 feet to reduce apparent bulk.

STANDARDS

a. Coordinate and link the building's Skyline Level, Podium Level, and Pedestrian Level with vertical elements.

b. Design **Image-Defining Frontages** (see Section 2.1) with same level of detail and quality as the primary building frontage (if they are not the same frontage).

GENERAL PLAN REFERENCE

- CD-1.1, CD-1.15, LU-11.6, CD-4.5, IE-1.16

Note: diagrams and photos in the guidelines are for illustrative purposes and do not represent actual building designs. Nor would a similar design guarantee acceptance by the City.



DO - Human scale elements and vertical proportions within a simple organizing idea may create a building that enhances the skyline.
680 Folsom, San Francisco, Photo © SOM | Cesar Rubio

Too restrictive and this guideline may lead to creating a superficial break in the building that may not relate to the bldg function and form, which is stated as an important guideline in item "e." This guideline will also inadvertently create buildings with vertical appliqué/decorations without necessarily reducing the appearance of bulk. We believe that the 50 foot break might be more appropriate for residential buildings but not commercial buildings. Item b should suffice the spirit of the guideline to create appropriately scaled building design.

4.3.1 Podium Level Massing (Below 70 Feet in Height)

PUT PEOPLE FIRST

Engage the Podium Level massing with the public realm and help support a human scale streetscape.

RATIONALE

As the tower forms of the Skyline Level define the city image from distant views, Podium Level massing defines the experience at the ground level.

Podium Level massing requires attention to articulation and scaled elements. Height limits and upper level setbacks are used to create transitions in height, bulk, and scale. Extending towers to the ground (while acknowledging the lower levels) aids in creating verticality and visual lightness. Podium levels with towers above, like candles on a cake, leave the skyline unanchored from the ground, reducing legibility and creating wide, stubby forms.

GUIDELINES

a. Emphasize the intersection of any two addressing streets (see Section 2.2) through corner building form and detail.

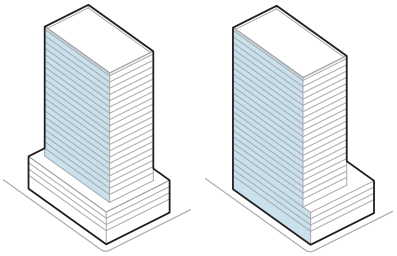
b. Use Podium Level massing to frame on-site open spaces.

c. Limit the height of Podium Level massing near public open space but retain a 1:2 height to width ratio (only up to the limit of the Podium Level) in order to frame the public open space.

d. Use massing to enhance access to daylight and ventilation in interior spaces.

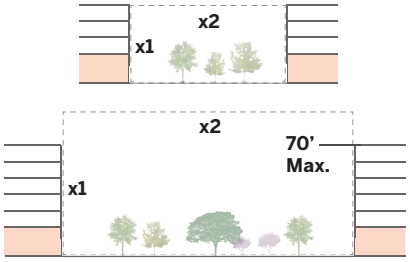
STANDARDS

a. Continue the Skyline Level massing to the ground through the Podium Level for at least 30 percent of the Skyline Level's primary facade length.

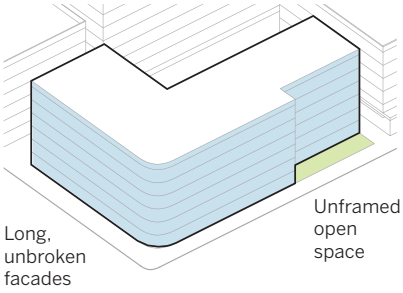


DO NOT - leave Skyline Level unanchored to ground.

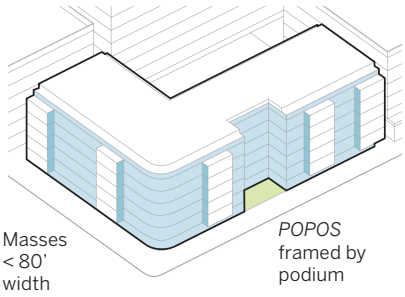
DO - extend Skyline Level tower massing to ground level.



DO - use a height of 1/2 the distance between buildings to frame public open space, but only to the top of the Podium Level (70').



DO NOT - create a long building that breaks the human scale rhythm of the street.



DO - divide a building over 100' in width with breaks in massing and architectural articulation.

b. Divide Podium Level building massing that creates a facade wider than 100 feet into visibly articulated smaller masses no wider than 80 feet using projections and recesses, materials, shadow relief, or other architectural elements (refer to diagram).

RELATED GUIDELINES

3.2.2 - Building Placement

4.3.3 - Streetwall

GENERAL PLAN REFERENCE

- MS-2.11, CD-4.5

The breaking of the podium massing will create 80'/20' breaks which may be appropriate for residential but not for commercial use. The massing break will force an irrelevant exterior form vs interior functional use which conflicts with the previous section stating that the form should relate to the function. (see previous comments dated Sept 7, 2018)

4.3.2 Skyline Level Massing (Above 70 Feet in Height)

PROMOTE HIGH QUALITY ARCHITECTURE

Create interesting and compelling Skyline Level massing for a cityscape that is memorable and distinctive.

Too restrictive and creates design that are dated and/or will be dated. Recommend putting this in the guidelines section to create distinctive building top to contribute to the overall SJ skyline. Requiring top 1/4 of the building to be sculpted create massing that does not relate to function. The result will also inadvertently become stubby massing which is not in line with the goal of the SJ Downtown Guidelines and Standards.

RATIONALE

While height limits in Downtown have resulted in many buildings of similar height and thicker proportions, compelling skyline massing will emphasize verticality to create interest from nearby and long distance views. Slender, vertical Skyline Level massing also preserves access to sunlight and wind for pedestrians and occupants of other buildings. Thus, towers should both be slender to the extent possible and convey slenderness through means like shifts of the facade plane, articulating and offsetting tower massing, and preserving sky view corridors.

The presence of iconic buildings with unique shapes at key sites will create distinction and orientation. This distinction can come from massing strategies like articulated forms.

GUIDELINES

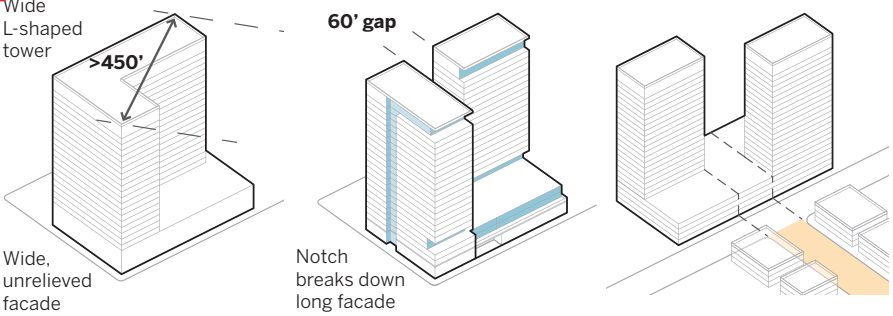
a. Use Skyline Level massing strategies such as offsetting towers (avoiding direct face to face views) and using non-rectangular shapes to increase perceived tower separation both from towers and from other locations.

b. Place towers at the short ends of blocks and near corners to emphasize intersections, to preserve sun exposure in mid-block, and to frame views along streets.

c. Use articulation and a gradual subtraction of mass toward the top of Skyline Level massing to reduce the overall bulk and produce a more interesting form.



DO - Use articulation and subtraction of mass at the building top.



DO NOT - create wide building masses

DO - divide massing wider than 450' into towers and emphasize verticality

DO - Preserve a street view corridor at a "T" intersection with tower spacing

Recommend this section to be for only sites that are not Gateway Sites. Superficial building breaks will not contribute to great architecture or form following function.

STANDARDS

a. Design separate towers instead of very wide buildings. Use a maximum of 450 feet for any horizontal dimension, including diagonally, in Skyline Level massing.

b. Keep a minimum spacing of 60 feet between any portions of Skyline Level building masses (towers).

c. For Skyline Level facades over 200 feet in width, use changes in massing such as stepbacks or notches greater than 30 feet wide and 20 feet deep to reduce apparent building bulk.

d. If a development site is at the head of a "T" intersection, align the location of the required spacing between Skyline Level masses along the visual extension of the facing street centerline to preserve sky view from the street.

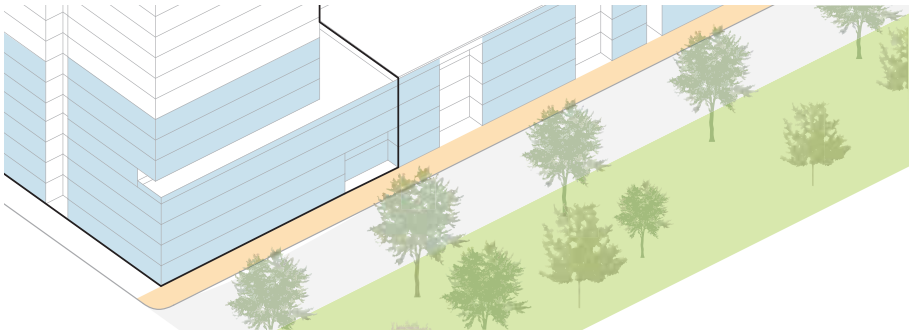
e. For buildings on sites other than defined **Gateway Sites** (section 2.1), use massing for the tower top that maintains the overall tower form and has a generally flat roofline.

f. For buildings on **Gateway Sites** (section 2.1) for approximately the top 1/4 of the building use sculpted massing such as shifts in building planes or a stepped or varied pitch roofline to lend a distinctive identity to orient people as they approach and move around Downtown. See Appendix A.2.1 for examples.

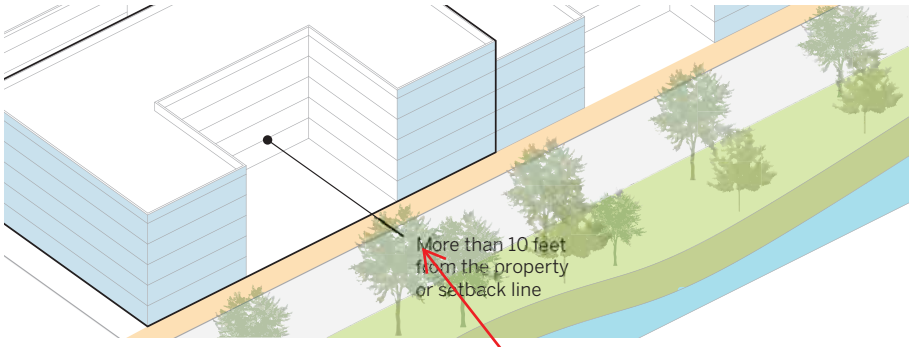
GENERAL PLAN REFERENCE

- CD-6.6

The example is a very dated and creates a superficial massing change. San Jose should be a forward looking innovative design hub that promotes meaningful design. Methodolgy to create mass breakdown should be open to creativity and not prescriptive. (see previous comments dated Sept 7, 2018)



Urban Park/Plaza Frontage (minimum 70% streetwall)



Open Space Frontage (maximum 60% streetwall)

g. Maintain a 20 foot minimum clearance above *public space* for an encroachment of habitable space.

h. Limit encroachment to a maximum depth of 4 feet up to 40 feet over the sidewalk. Above 40 feet over the sidewalk, encroachment depth may be up to 6 feet providing the encroachment is an open balcony or, if enclosed, is at least 50 percent transparent on all exterior walls.

i. Limit any individual encroachment width to maximum 25 feet, with spacing between encroachments no less than 50% of the width of the widest adjacent encroachment, with a minimum spacing of 5 feet.

j. Create an encroachment over *public space* no closer than 3 feet to an adjacent property.

RELATED GUIDELINES

3.2.2 - Building Placement
4.3.1 - Podium Level Massing

GENERAL PLAN REFERENCE

- CD-2.3, CD-4.5, CD-4.8, IP-8.6

Severely comprises the flexibility of the floorplates (previous comments dated Sept 7, 2018)



DO - An attractive streetwall with ground floor transparency creates a welcoming outdoor public realm. *Photo © SPUR*



DO - Limited gaps in the streetwall can provide visual relief and locations for POPOS.

4.3.4 Massing Relationship to Context

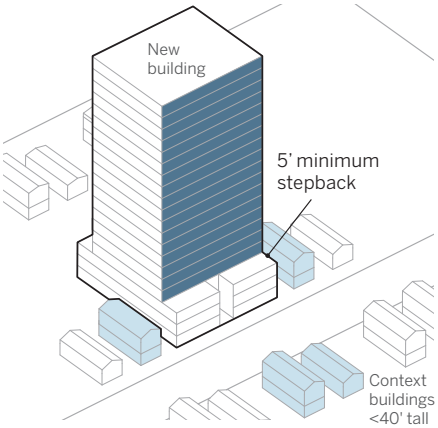
BE AUTHENTIC TO SAN JOSE

Create massing transitions to existing lower-scale residential development.

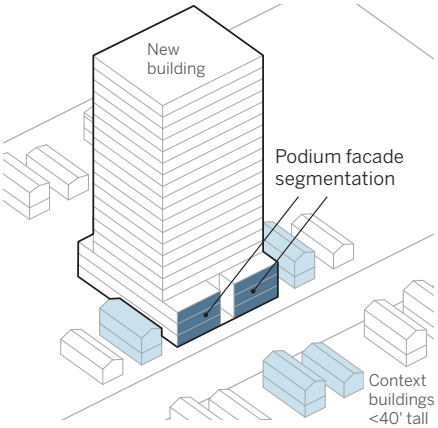
RATIONALE

Downtown has been an urban center for many years. With the coming of high speed rail and BART and the need for new housing and employment in accessible locations, the area is becoming more urban and dense. Tall buildings are appropriate here, as supported by zoning and the San José General Plan. The context areas surrounding Downtown are also zoned for tall buildings, 120 feet tall in most locations.

However, much existing small scale development remains within and adjacent to Downtown. Transitions between new dense development that matches existing plans and zoning and existing development built when Downtown was the center of a small city should be designed to moderate the visual differences between buildings. This strategy will ease the transition of the Downtown area to higher density.



a. Height Transition - Five foot Stepback at an elevation within 5 vertical feet of existing context building heights



b. Width Transition - New building Podium Level facade segmented into parts within ... of the widths of existing context buildings

Street widths should be taken into consideration in addition to building program. Streets that are more than 2 lanes wide should not be included in this standard.

GUIDELINES

- Use horizontal and vertical massing elements to complement existing context buildings.

STANDARDS

a. Height Transition (see Illustration a): A new building across the street from or adjacent to existing building(s) containing residential units, any of which are:

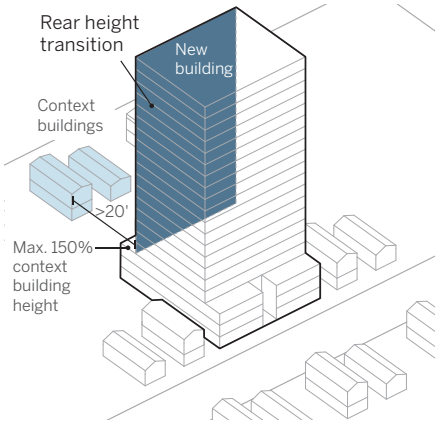
1. less than 40 feet tall, and
2. more than 40 feet shorter than the new building

must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation within 5 vertical feet of the height of the lowest existing building.

b. Width Transition (see Illustration b): A new building across the street from or adjacent to existing building(s) containing residential units, any of which are:

1. less than 40 feet tall, and
2. more than 40 feet narrower than the new building, unless any of the existing building's facades continue to within 5 feet of its parcel edges (e.g., a storefront)

must create gaps of 5 feet minimum width and depth to segment its street-facing Podium Level massing into segments within 30 horizontal feet of the width of the widest of the applicable existing buildings containing residential units.



c. Rear Transition - New building creates rear height transition at 150% of context building heights within 20' of existing building(s)



DO - A lower massing element creates a transition to shorter buildings nearby.

c. Rear Transition (see Illustration c): A new building across a rear parcel line interior to a block from existing building(s) containing residential units must maintain a height less than 150% of the height of the tallest applicable existing building containing residential to a minimum distance of 20 horizontal feet from the existing building.

RELATED GUIDELINES

4.4.2 - Facade Relationship to Context

4.5.1 - Civic Icon Adjacency

4.5.2 - Historic Adjacency

GENERAL PLAN REFERENCE

- CD-5.3, LU-9.6, LU-14.9, CD-1.14, CD-2.3, CD-4.5, CD-4.8, CD-1.12

see comments from previous page

4.3.5 Sunlight

PUT PEOPLE FIRST

Avoid casting building shadows on public parks and plazas during mid-day and afternoon.

RATIONALE

San José has a warm and sunny summer climate and cool weather in winter, with July and January high temperatures averaging in the 80s and 50s, respectively. The presence of sunlight in public open spaces in different weather conditions may have a large effect on their usability. The need for sunlight is true especially in cooler periods.

Shade provided by trees has a different and generally preferable quality than shade cast by buildings, which creates a flat, gray appearance. Building massing that balances shade, adequate sunlight access, views of the sky, and a sense of enclosure is preferable to highly shaded public parks and plazas.

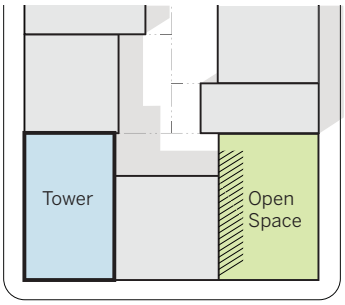
GUIDELINES

a. Maximize potential thermal comfort and extend the usable time for public spaces by providing a range of sun exposure options throughout the day and year, maintaining sunlight exposure in public open space during periods of highest usage.

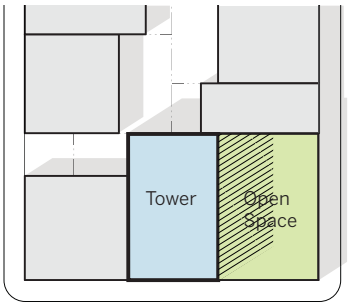
b. Use sensitive open space and plaza design to provide sufficient tree cover for shelter from the sun in periods of warmer temperatures.

c. Optimize building massing to preserve sun access on public open spaces and privately-owned public open spaces. Locate taller buildings selectively on one or two sides of open space to maintain sunlight exposure.

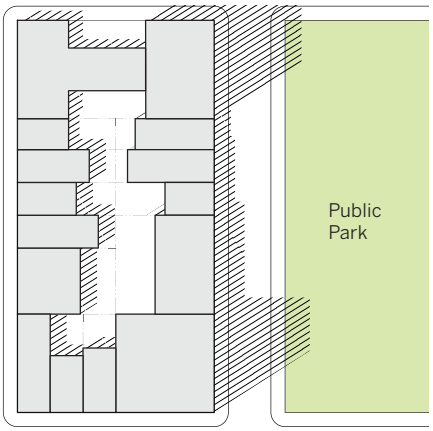
d. Use slender building forms and articulated shapes, particularly at the Skyline Level, to avoid wide shadows on *public space*, including streets, that leave areas without direct sunlight for long periods. Orient long building forms, including at the Podium Level, in the north-south direction to limit shadows on city streets.



DO - Place tower to minimize shade on open space



DO NOT - Place tower directly south or west of open space



DO - Locate and shape towers to minimize shadows on public parks and plazas.

ok with this section as long as this section stays as guidelines and not enforced standards. In general, we recommend these to be performance based and not prescriptive.

STANDARDS

None

RELATED GUIDELINES

4.3.1 - Podium-Level Massing

4.3.2 - Skyline-Level Massing

GENERAL PLAN REFERENCE

- CD-4.5, CD-7.8, MS-2.3, CD-6.6

4.3.6 Wind

DESIGN FOR SUSTAINABILITY, GENERATE RESILIENCE

Preserve and improve wind circulation without creating areas of high wind speed.

RATIONALE

The presence of too much or too little wind is bad for health, comfort, and safety. While comfortable wind speed varies by personal preference, air temperature, shade, and other factors, there is an optimum range of wind speeds in an urban environment.

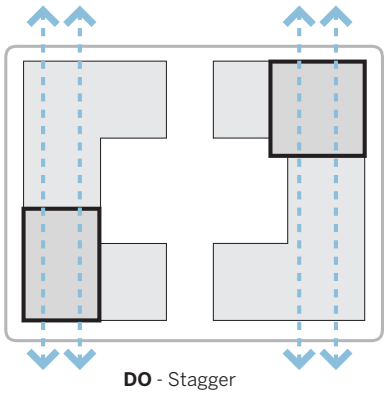
Very low wind speeds can be unpleasant, particularly in warm weather, and unhealthy because the lack of air movement allows pollution to accumulate. Wide building masses turned perpendicular to the prevailing wind direction tend to slow the flow of air, potentially leaving it stagnant.

Groups of tall buildings with uniform heights tend to slow wind and leave ground level air still. Staggered tall building height and location creating an irregular overall area massing allows the wind to reconstitute itself and regain velocity. Breaks in the prevailing wind direction in block perimeter Podium Level massing allow wind to enter and circulate through the internal space of the block.

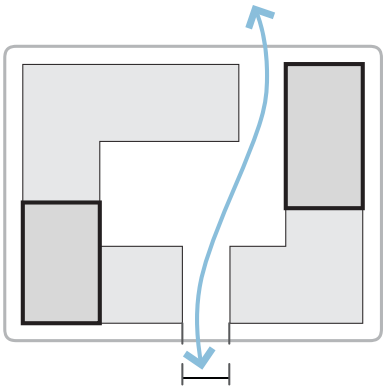
GUIDELINES

a. Stagger the heights and locations of tall buildings in and between blocks to avoid blocking wind flows.

b. Create gaps of 15-20 feet width in street level massing in the prevailing wind direction, defined as the alignment of the runways at Norman Y. Mineta-San José International Airport, approximately 319 degrees clockwise from true north.

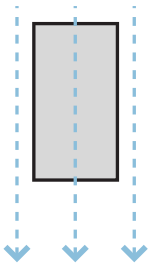


DO - Stagger towers to preserve wind flow

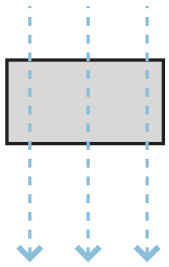


DO - Create 15'-20' Gaps in massing to allow wind flow

c. Orient the narrowest Skyline Level building dimension within 30 degrees of perpendicular to the prevailing wind direction, defined here as the alignment of the runways at Norman Y. Mineta-San José International Airport, approximately 319 degrees clockwise from true north.



DO - align building to wind



DO NOT - block wind with long side of building

STANDARDS

- None

GENERAL PLAN REFERENCE

- LU-17.4 (4)

This does not take into account street grid orientation and requirement to align with street edge (from previous Sept 7, 2018 comments)

ok with this section as long as this section stays as guidelines and not enforced standards. In general, we recommend these to be performance based and not prescriptive.

4.4.1 Facade Pattern and Articulation

PROMOTE HIGH QUALITY ARCHITECTURE

The buildings of Downtown should rely on simple, sophisticated design using contemporary architecture to achieve timeless appeal.

add "but not limited to"

RATIONALE

Urban skylines composed of wildly varying forms and shapes quickly become dated and can create a visually discordant, unpleasant cityscape. Simple and contemporary building facades remain attractive and can become landmarks in a beautiful, timeless cityscape.

???

Elegant building designs use an overall concept of facade organization, simple patterns of varying horizontal and vertical elements, and variations to enrich the expression of individual facades. ~~Thy~~ avoid design using short-term trends and gimmicks and overt "look-at-me" qualities.

A key element of Podium and Pedestrian Level facades is continued reference to the human scale throughout the building with its architectural features, fenestration patterns, and material compositions. Buildings with facades scaled to reflect the activities performed within and composed of elements scaled to promote comfort, safety, orientation, and visual interest create a more interesting and active urban environment.



DO - Horizontal and vertical elements add human scale to the facade.

GUIDELINES

2.1

a. For buildings on **Gateway Sites** (see Section 2.2), utilize more innovative and eye catching design, including more elaborate building tops.

b. Incorporate horizontal and vertical scale definition of the facade.

c. Eliminate decorative elements with no specific function.

d. Create zones with and without balconies of 1/5 to 1/2 the facade width on residential buildings to break down the bulk and scale of towers.

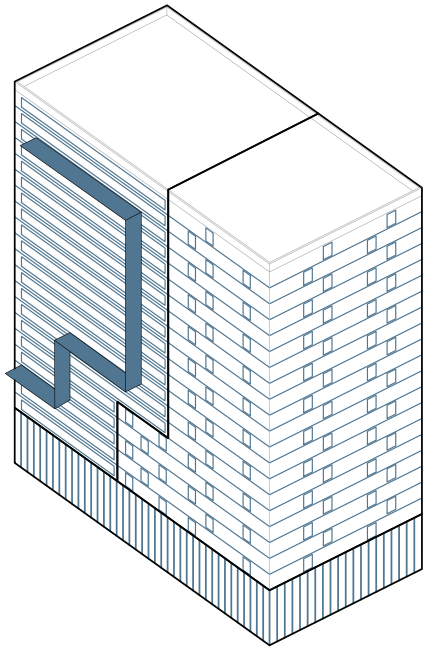
e. Create varied architecture and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings, balconies, stepbacks, and other architectural elements.

f. Maximize the number of windows facing public streets to increase safety.

g. Design for solar conditions to promote sustainability in building operations and occupant comfort, such as providing shading on facades exposed to strong sun.

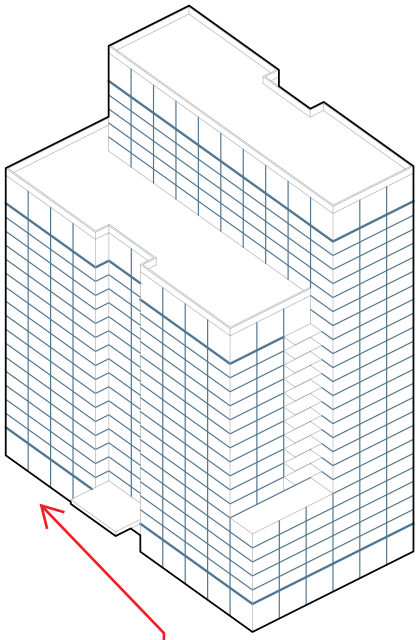
h. Include elements to promote indoor/outdoor living and work, and use plant materials on the building exterior.

i. Relate elements of the facade to the building's structural framework.



DO NOT - Use multiple visual organizing systems with little relationship to the building's structure or human context and super graphic facade elements with no specific function. Long expanses of facade create the impression that the building is over-scaled. Uncoordinated Podium and Skyline Levels reduce verticality, making the building appear squat and bulky.

"a" and "b" are conflicting and non-measurable as a standard. we recommend these to be in the guidelines.



DO - Design a simple and unified concept using human scale elements, horizontal and vertical scale definition, Pedestrian Level transparency, definition of bottom and top, and elements to reduce the apparent building bulk and increase verticality.

STANDARDS

a. Avoid super graphics - overly strong expressions of horizontal and/or vertical elements that emphasize the facade more than the overall building form.

b. Use deep reveals to create shadow lines, taking advantage of strong sun conditions.

c. Compose buildings over 70 feet tall of base, body, and top, including the uppermost floors of the Skyline Level as a building top, distinguishable from the building base and middle.

d. Reflect the scale of neighboring buildings in the facade at the Podium Level and Pedestrian Level.

RELATED GUIDELINES

4.4.3 - Windows and Glazing

4.4.4 - Materials and Colors

4.5.1 - Civic Icon Adjacency

4.5.2 - Historic Adjacency

4.5.3 - Historic Context

GENERAL PLAN REFERENCE

- CD-1.11, CD-6.5, CD-1.12, CD-1.9, CD-4.8

By chopping up a building into Top, Body and Base, it conflicts with increasing the verticality. Timeless buildings should not conform to the traditional neoclassical architecture based on the three part of a classic column. These are also non-measureable and should belong to the guidelines section.

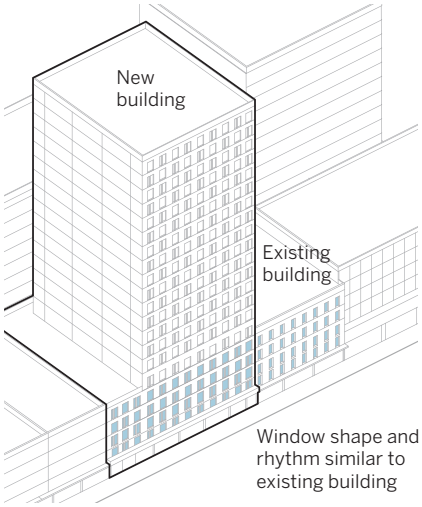
Only emphasizing verticality in buildings is limiting the architecture design and creativity especially if the entire downtown is designed the same way. The infinity tower on the right as shown does not have a stepping top nor does it emphasize verticality. Emphasis should be put in articulation and materials on the facade to create a well crafted and innovative city instead of enforcing stepped massing. The example massing on the top graphic actually emphasizes horizontality more so than verticality. Buildings that emphasizes verticality do not step inboard. We highly recommend a reconsideration of this emphasis to allow for a diversity in order to create a vibrant city.



DO - Wide areas of balconies help to break down the scale of the facade.



DO NOT - Narrow balconies create facade divisions but do not reduce the impression of scale.



DO - Refer to elements of nearby building facades in new building design.

GUIDELINES

a. Refer to key elements of nearby buildings in new building design, including entrance, cornice, massing, and fenestration. For corner sites, this includes buildings on both intersecting streets.

b. Preserve, acknowledge, and exploit views to and from the site of noteworthy structures or natural features.

STANDARDS

- A new building adjacent to an existing building less than 70 feet tall that contains residential units must not have windows within the facade facing the existing building except at elevations greater than 20 feet above the top of the highest window of the existing building, unless:

  1. the existing building does not have residential windows facing the new building, or
  2. the facade of the new building will be more than 40 feet distant from the existing building.

  Any resulting blank facade may require mitigation per Section 4.4.4. Provide emergency escape and rescue openings on facades which are not subject to this requirement.

RELATED GUIDELINES

4.3.4 - Massing Relationship to Context

4.5.1 - Civic Icon Adjacency

4.5.2 - Historic Adjacency

GENERAL PLAN REFERENCE

- CD-1.11, CD-4.8

Building code will usually take care of this issue due to adjacencies to property line. Consider replace "a new building adjacent to" with "A new building facade facing..."

4.4.3.a Windows and Glazing

DESIGN FOR SUSTAINABILITY, BE AUTHENTIC TO SAN JOSE

Use window type and design to create a building that is more pleasant for its occupants, sustainable, and efficient.

Completely in agreement. However this concept conflicts with the emphasis of verticality. Some building orientation will result in horizontal fins being more useful in solar shading than vertical. The previous section limits an overall more sustainable design strategy.

RATIONALE

The use of directionless facades with no response to solar and wind conditions creates a building unsuited to its environment. Such a building is over-reliant on mechanical systems, which is environmentally wasteful and unsustainable. Sealed off spaces can be less healthy due to poor air quality and can foster lower worker productivity than spaces with fresh air.

Responding to context, climate and orientation will create a cityscape that is interesting and sustainable.

GUIDELINES

a. Design the building's window size and location and the facade treatment to respond to the building's local environment such as long distance and local views, nearby buildings, and interesting elements of the ground level public realm.

b. Use operable windows in office space to allow occupants to take advantage of San José's typically warm, sunny climate and potentially reduce the need for mechanical heating and cooling.

c. Respond to the building's orientation by varying the fenestration on different facades. Use architectural elements such as shading devices or balconies to regulate solar gain on southern and western facades with passive solar design. Technological solutions such as windows with variable opacity may be used as an alternative.

STANDARDS

- Use operable windows in residential units to allow occupants to take advantage of San José's typically warm, sunny climate and potentially reduce the need for mechanical heating and cooling.

RELATED GUIDELINES

3.4.1 - Pedestrian Entrance Location

5.3.1.b - Transparency

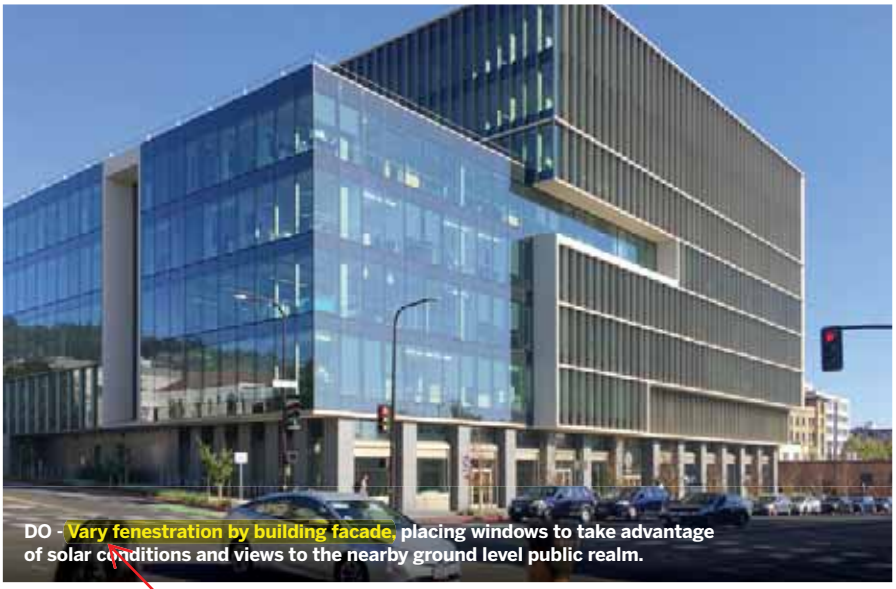
5.4.1 - Pedestrian and Bicycle Entry Design

GENERAL PLAN REFERENCE

- Climate Smart San José
- CD-2.8, CD-1.11



DO / DO NOT - Operable windows enhance livability and sustainability. Shading devices may reduce the potential for glare.



DO - Vary fenestration by building facade, placing windows to take advantage of solar conditions and views to the nearby ground level public realm.

conflicts with earlier statement reading "design a simple and unified concept" (from previous comments dated Sept 7, 2018)

4.4.3.b Windows and Glazing: Bird Safety

DESIGN FOR SUSTAINABILITY

Consider bird safety in building design and landscaping.

RATIONALE

The City of San José has design guidance in place for areas of the city where birds are most common. These requirements apply specifically to areas north of Highway 237 according to the Envision San José 2040 General Plan (Goal ER-7.1) and the San José Voluntary Bird-Friendly Building Design Fact Sheet.

Bird safety is a vital consideration in Downtown as well, particularly given the size and number of buildings and the presence of a riparian corridor. Bird safety may also become an issue in the environmental review process.

There are a variety of techniques to reduce bird deaths due to building collisions. These involve material choice, material patterning, and building design. The requirements of these guidelines are in addition to any resulting from environmental regulations about bird safety.

GUIDELINES

a. Use exterior screens, grilles, shutters and sunshades to reduce large expanses of glass visible to birds.

b. Add a bird-safe pattern to the glass, reducing the expanse of clear or highly reflective surfaces.

STANDARDS

a. Do not use mirrored glass and avoid large areas of reflective glass.

b. Avoid glass through which sky or foliage is visible on the other side or place landscaping in front of large glass areas to reduce views through glass.

GENERAL PLAN REFERENCE

- ER-7.6

Need landscape or Ecologist to comment if these are appropriate methods for bird safety



DO - Highly reflective glass can be dangerous for birds, which may mistake it for sky and collide with the building.

4.4.3.d Windows and Glazing: Balconies

PUT PEOPLE FIRST

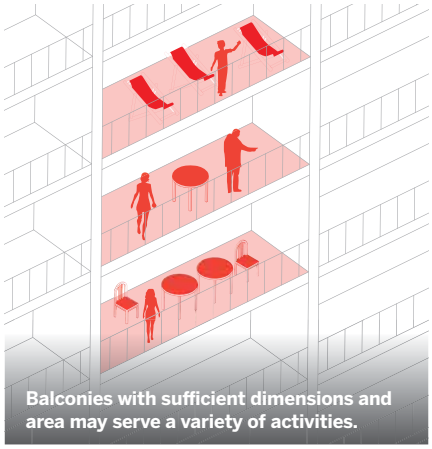
Improve appearance, increase occupant comfort and enjoyment, and make a building more efficient through well-designed balconies.

RATIONALE

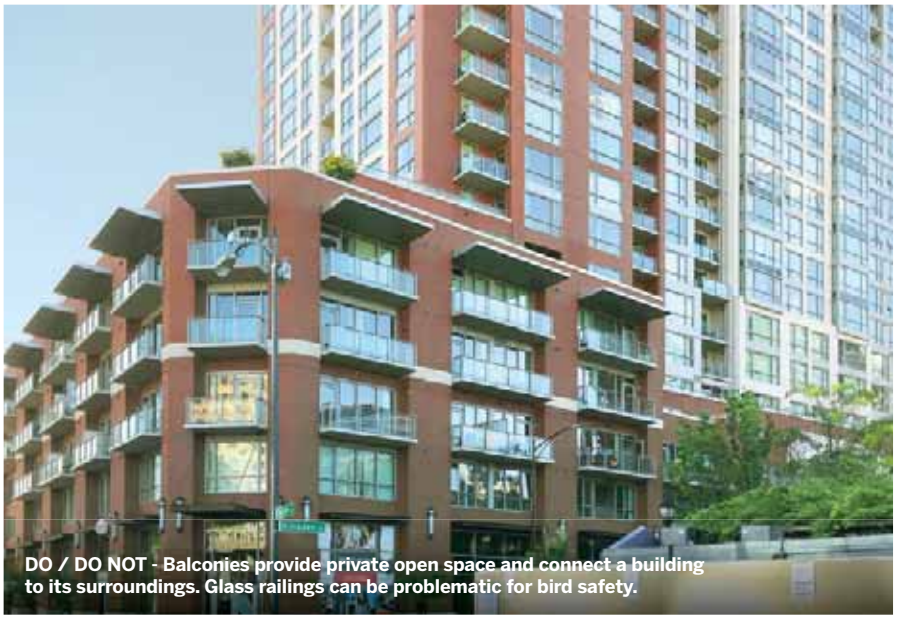
Balconies create positive effects on both residential and commercial buildings. Balconies break down the apparent size of large facades and cast shadows that give the building a shifting appearance over the course of a day. Balconies may be located within street rights of way with appropriate permits. Refer to Section 13.37.230.C of the San José Municipal Code and Section 3202 of the Building Code for encroachment permit requirements.

Balconies' function in shading can improve the efficiency of cooling the interior spaces, as can the ability of occupants to use natural ventilation or to occupy outdoor space in the right environmental conditions.

In residential buildings, balconies provide valuable outdoor space and encourage the casual surveillance of the street by residents, which increases security. Balconies are particularly valuable for the interaction of interior and exterior spaces at lower levels of the building.



Balconies with sufficient dimensions and area may serve a variety of activities.



DO / DO NOT - Balconies provide private open space and connect a building to its surroundings. Glass railings can be problematic for bird safety.

GUIDELINES

a. Design balcony railings to shield objects, such as bicycles and barbecue grills on the balcony, from public view.

b. Use glass railings sparingly to increase bird safety, reduce external light pollution from interior spaces, and increase shielding of balcony contents from public view.

c. Create balconies for at least 50 percent of street facing residential units in the Podium Level.

This guideline conflicts with idea of "eye on the street."

STANDARDS

a. Create residential balconies and solariums of minimum of 4 feet deep (6 feet preferred), except for Juliet balconies with a maximum depth of 1 foot.

b. Create residential balconies of a minimum 20 square feet to be usable for typical activities such as dining.

RELATED GUIDELINES

3.3.6 - Locating Semi-Private Open Space

3.3.7 - Locating Private Open Space

5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- H-3.2, LU-14.9

While, in general, we agree buildings should not look bulky, forcing only one method to accentuate slenderness in a tower in a district governed by FAA and OEI regulations will create vertically striped buildings with bay windows and vertical notches which will adversely affect the overall sense of scale and proportions of the buildings. One of the Guiding Principles described the objective is to create an San Jose's identity by accentuate the area's uniqueness and character. We recommend allowing designers flexibility to create such identity without prescribing that the building must appear slender.

If major colors are to be limited to light color, per Major and Accent Colors, and surrounding buildings are of the same tonality, how do Gateway Sites create higher contrast? Recommend Gateway sites to not be subject to the limited color palette per Major and Accent Color. Does not recommend forcing a major and accent colors on any buildings especially if glass is not considered in the color palette.

This lends itself well for single small sites but not for larger sites

GUIDELINES

a. Use harmonious colors and materials.

b. Avoid highly-reflective glass facades and other reflective materials. Avoid glass that will cause glare at the street level and from the view of neighboring structures.

c. Use at least 15% non-glass materials on every facade.

d. Use materials that are durable, low maintenance, and resistant to wear and vandalism.

FACADE COMPOSITION

e. Use colors and cladding materials that create texture and scale that relate to the pedestrian realm.

f. Integrate Skyline Level, Podium Level, and Pedestrian Level materials to create a coordinated composition.

g. Create a composition of solid and transparent materials.

h. Create an appearance of building slenderness with changes of textures, materials, and colors.

i. Use colors and cladding materials to articulate the building's facades in intervals to provide a desirable scale in relation to building context.

SUSTAINABILITY

j. Use materials derived from local, renewable sources which reference the Bay Area's naturally-occurring material colors and textures.

k. Use materials with low embodied energy and low or no chemical emissions.

l. Use materials with recycled content (both post-consumer and post-industrial).

m. Use durable materials with low maintenance requirements, selected and designed for a 50-year life span (minimum 20 years for roofs), and 20 years of deferred maintenance.

n. Use reused materials to lend character to the development.

PUBLIC SPACE LEVEL MATERIALS

o. Use high quality and interesting facade materials such as stone at the building base to relate to the pedestrian, energize the street, and enhance the experience of building occupants and pedestrians.

MAJOR AND ACCENT COLORS

p. Use two basic categories of building colors: **major and accent**. Use major colors to cover the majority of the building's opaque surfaces and accent colors in smaller quantities in specific locations.

q. Major colors can be in the color ranges of whites, light grays, and buff or sand colors to minimize solar heat gain, coordinate with the regional style, and reference natural building material colors. The exterior surfaces of Skyline Level massing should be predominately light in color. Do not use dark major building colors, including black, dark red, dark gray, and dark natural stone colors.

r. Accent colors may occupy up to 15% of the building's opaque facade surface area. Greater freedom of color range from light to dark is allowed for accent colors, though the colors should not be excessively intense. Areas of less than 5% of the building's opaque facade surface may be have intense colors for visual interest.

how to quantify major surfaces. Does this include glass?

BUILDINGS ON GATEWAY SITES

(See Section 2.1 for Gateway Sites)

s. Use colors with a higher level of contrast with surrounding buildings.

t. Use accent colors with a higher level of contrast with the major color.

BUILDINGS ON SITES OTHER THAN GATEWAY SITES

u. Use light colors.

v. Avoid high contrasts in materials and colors.

STANDARDS

a. At the Pedestrian Level, use elements of stone, pre-cast concrete, terra cotta, masonry, or cast stone in addition to any other materials such as metal and glass.

b. Use materials that are graffiti resistant or easily repainted.

c. Do not use Exterior Insulation Finishing Systems (EIFS - see Glossary for definition) below the second floor.

d. Use highly-transparent glass at the ground floor. Note: See Section 5.3.1.b for requirements for ground level transparency.

e. Use glass above the ground floor with a maximum reflectivity of 8%, clear in color or with a subtle cool (blue, green, or gray) tint.

GENERAL PLAN REFERENCE

- LU-17.5, MS-4.1, MS-4.3, MS-2.5, MS-2.10, MS-3.3, MS-3.4

Very restrictive and is better for residential than commercial buildings (from comments dated Sept 7, 2018

Too restrictive for reasons previously stated

GUIDELINES

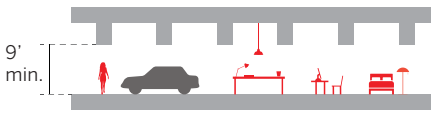
a. Place landscaping, green roofs, decks, patios, gardens, solar power generation or other mitigating element on an exposed parking garage roof to reduce heat generation and water runoff.

b. Provide a canopy, overhang, trellis or other element to mark the top of a standalone parking structure to avoid a stark, brutal appearance.

c. Use parking garage lighting of similar light color to that of regular building uses so that the parking garage lighting is not clearly differentiable from regular lighting to avoid an institutional, industrial appearance.

d. Future proof parking structures to be convertible to other uses in the future. Design structured parking with:

1. Flat floors
2. Minimum 9 foot clear floor-to-finished ceiling heights
3. Structurally separate vehicle ramps to allow for total or partial removal
4. Sufficient structural strength to allow conversion to other uses
5. Structural depth that is shallow enough to allow necessary daylight access if converted to another use (such as residential, which requires natural light in certain rooms per code), or a plan to reduce the structural depth to the necessary amount



Future proof garages have sufficient height to accommodate other potential uses

STANDARDS

a. If a parking structure is within 50 feet of a **Primary Addressing Street, SoFA Addressing Street,** or **Urban Park/Plaza Frontage** (see Section 2.2), line the structure with habitable space of at least the same height as the parking structure and of at least 20 feet depth.

b. Treat the facade of any exposed garage along an **Image-Defining Frontage** (see Section 2.1) with materials and design of at least comparable quality to the rest of the building, integrated with the building architecture.

c. Design the facade of any exposed or standalone parking garage that faces any street or paseo (but not alley) with an appearance similar to the facade of a commercial or residential building. Use window openings of a similar size and shape as those of an office or residential building (typically with a vertical rather than horizontal orientation), and use facade materials of similar quality.

d. Screen lighting of a parking lot or parking garage such that it does not cast direct light on *public space* or on nearby buildings. Note that zoning also regulates light trespass from parking lot lighting, particularly onto residential properties. See the San José Zoning Code for details.

e. Exhaust garage venting to the top of the garage, and if not possible then at least above the second level and directed away from *public space* and neighboring structures.

f. Provide vehicles a place to stop while exiting a parking garage that gives drivers a clear view of pedestrians on the sidewalk.

Design a garage to avoid entry queuing across any *public space*.

RELATED GUIDELINES

3.3.8 - Parking Location

3.3.9 - Bicycle Parking

3.4.3 - Parking and Vehicular Access

5.3.3 - Parking and Vehicle Entries

5.6 - Surface Parking Lots

GENERAL PLAN REFERENCE

- MS-2.6, MS-2.7, CD-4.12, CD-1.17, CD-2.11

missing "g"

Finished Ceiling is difficult to define when there is currently no ceiling nor is there an HVAC system in place to determine ceiling height. Recommend removing the exact height.

4.4.8.b Roofs: Green Roofs and Roof Decks

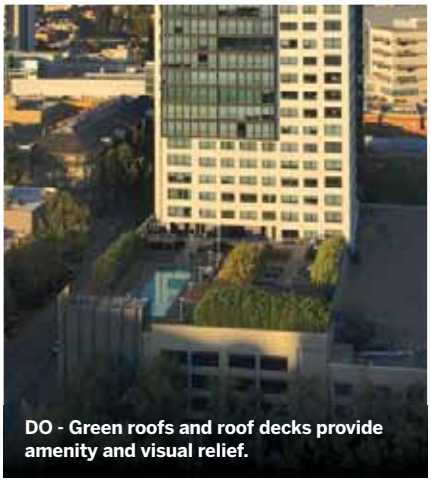
DESIGN FOR SUSTAINABILITY, GENERATE RESILIENCE

Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.

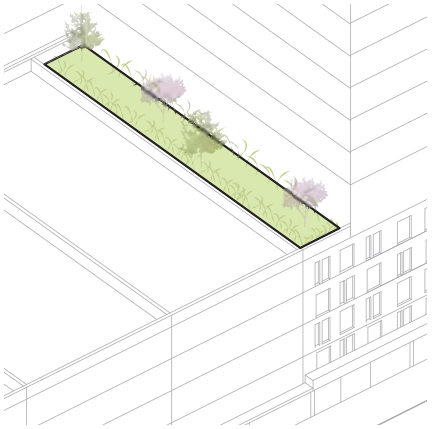
Need clarification. Is a rooftop garden a requirement? Is it correct to assume that if there is no rooftop garden, then there is no need for it to be open to the public? If not, a rooftop garden open to the public poses security issues and additional vertical circulation (stairs and escalators). The will force the building to be less efficient and hence less attractive to developers. Recommend to add the language "when possible, make rooftop gardens...."

RATIONALE

The benefits of green roofs include storm-water runoff reduction, energy conservation, and reducing urban heat island effects. They can also provide habitat for urban wildlife, improve views and air quality, and reduce noise pollution. Roof decks add life to the cityscape and create additional open space for building occupants or the public. Creating a roof deck in combination with a green roof allows these two elements to work together.



DO - Green roofs and roof decks provide amenity and visual relief.



DO - Provide green roofs on lower rooftops and podiums to create visual breaks in the cityscape.



DO - Green roofs (including food production) and roof decks for residents' use top the 3rd, 4th, and 5th floors of Garden Village in Berkeley.

GUIDELINES

a. Use green roofs to reduce building heat loads as well as provide amenity for tower occupants. Use native plant species to ensure longevity and to minimize maintenance requirements.

b. Provide usable space such as terraces, gardens, restaurants, pools, and decks on top of the building's Podium Level.

c. Make rooftop gardens open to the public as an amenity.

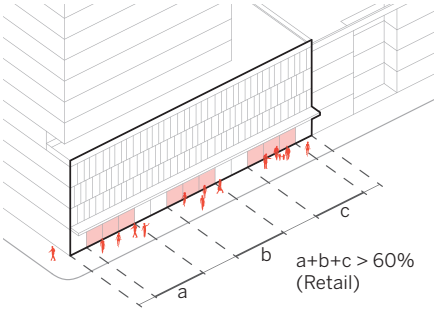
STANDARDS

- Design a roof less than 150 feet above ground that is more than 2,500 square feet to include at least 20% coverage by a green roof, solar panels, or a combination of these.

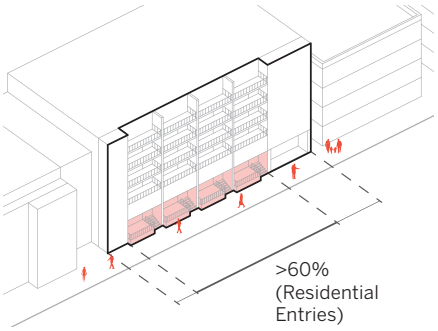
GENERAL PLAN REFERENCE

- MS-2.6, MS-3.4, CD-4.12, LU-12.2, CD-6.9

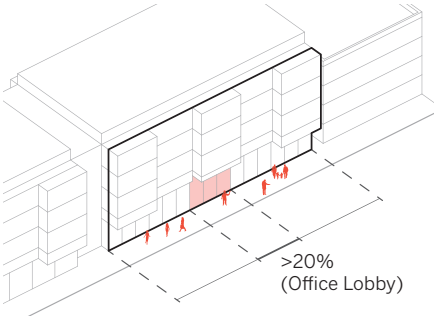
If roof is defined as non-covered outdoor space on top of habitable space or parking garage, this will force a setback in the building. Is this the intent of this standard? If required, can there be multiple terraces above podium that will add up to 2500 sf? Please clarify.



Primary Addressing Street (minimum 60% Level 1 Active Uses)



Secondary Addressing Street (minimum 60% Level 1 or 2 Active Uses)



Not an Addressing Street (minimum 20% Level 1 or 2 Active Uses)

GUIDELINES

- Locate new retail uses along street frontages with existing storefronts to reinforce existing concentrations of retail.

STANDARDS

These standards refer to Active Uses, and some of these are present in every building. If a building does not have enough of Level 1 Active Uses to fulfill a requirement, Level 2 Active Uses may be used instead.

a. Place Level 1 Active Uses along at least 60% of the width of the streetwall of a building facade on a **Primary Addressing Street** or **SoFA Addressing Street** (see Section 2.2). A publicly-accessible fitness center or residential lobby may count as no more than 50% of the total facade Active Use length.

b. Place Level 1 or 2 Active Uses along at least 60% of the width of the streetwall of a building facade on a **Secondary Addressing Street** (see Section 2.2).

c. Place Level 1 Active Uses along at least 60% of the width of the streetwall of a building along an **Urban Park/Plaza Frontage** (see Section 2.2). A publicly-accessible fitness center or residential lobby may count as no more than half of the total facade Active Use length.

d. Place Level 1 or 2 Active Uses along at least 60% of the width of the streetwall of a building along an **Open Space Frontage** (see Section 2.2).

e. Place Level 1 or 2 Active Uses along at least 20% of the width of the streetwall of a building facade along a street not an **Addressing Street** or **Frontage** from Standards a.- d. above (including a paseo but not including an alley).

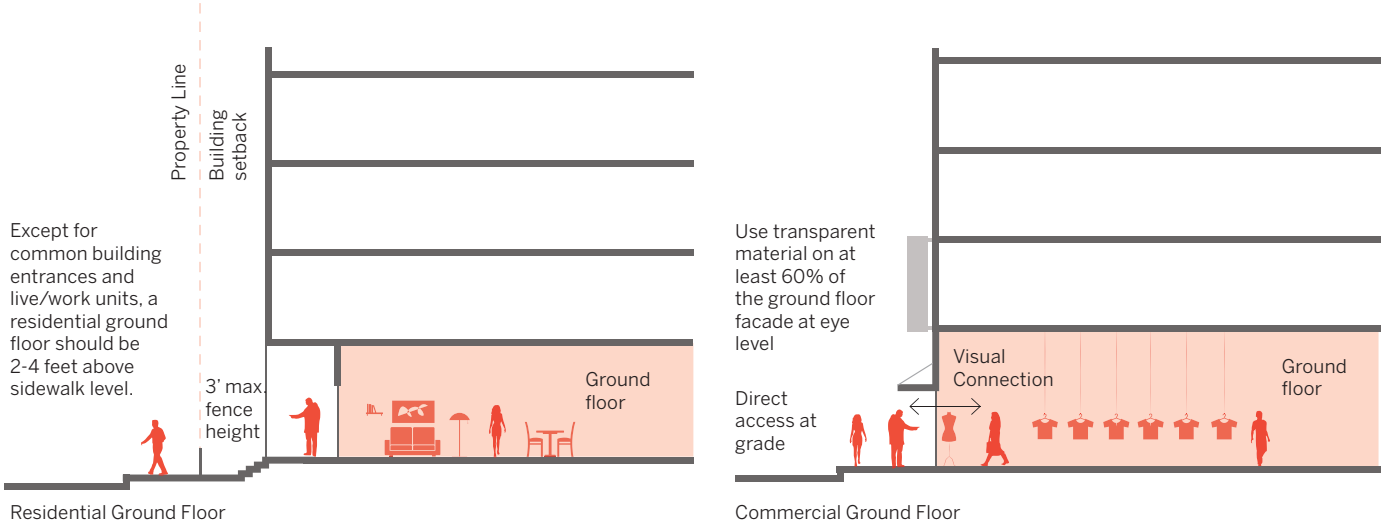
f. On an Addressing Street of any type, do not continue a Pedestrian Level facade without an Active Use longer than 30 feet, or more than 15 feet in the 50 feet closest to a street intersection.

g. On a non-Addressing street (including a paseo but not including an alley), do not continue a Pedestrian Level facade without an Active Use longer than 50 feet, or more than 25 feet in the 50 feet closest to a street intersection.

GENERAL PLAN REFERENCE

- CD-2.8, CD-1.11, CD-2.3(3), LU-5.7

Generally okay except for sites surrounded all sides by Addressing streets and Open Space Frontage which do not allow for needed back of house and garage entrances. Recommend to reduce to 40% or create exceptions.



STANDARDS

a. Use transparent materials for at least 60% of ground floor commercial facades between 3 and 7 feet above ground level.

b. Do not use permanent fences in any space between the building and public realm except for ground floor residential **Semi-Private Open Space** (see section 3.3.6) and to screen service functions and equipment.

c. Fences and plantings (except those screening garbage and utilities) may not be greater than 3 feet tall.

d. Do not block more than 25% of commercial window area with signage or other opaque or semi-opaque elements between 3 and 7 feet above ground level.

e. Maintain at least 4 feet between a dropped ceiling and a clerestory window (see graphic).

f. If security gates are used, they must be at least 50% transparent to allow a view into storefront windows to maintain pedestrian interest during non-business hours.

g. For ground floor retail space at the level between 3 and 10 feet above ground, when using panes of glass less than 5 feet in width or height use mullions no wider than 1 inch to maintain transparency.

h. Use panes of glass no less than 3 feet wide and 4 feet high in the area between 3 and 7 feet above ground level.

RELATED GUIDELINES

3.4.1 - Pedestrian Entrance Location

4.4.3 - Windows and Glazing

5.4.1 - Pedestrian and Bicycle Entry Design

GENERAL PLAN REFERENCE

- VN-1.10, CD-1.11

does this only apply where there are clerestory?

Too restrictive. Commercial buildings usually have a 5' module and because this dictates glass pane sizes to be min. 5' wide, the center line of mullion to center line of mullion will be forced to be larger than 5' regardless of height of glass. This also does not take into account partition between retail stores or columns in a building. A 5' module works for metal panel sizes etc and it's an optimized manufacturing, shipping, structural, space planning module. Recommend adjust or eliminate standard.

5.3.1.b Ground Floor Treatments and Uses: Transparency

MIX USES AND ACTIVITIES

Maintain building transparency between *public space* and building uses to enable the creation of the positive effects of Active Uses on the urban environment.

RATIONALE

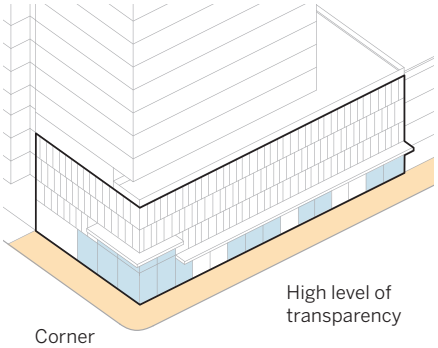
Transparency includes both visibility into the building and ease of access and creates an interesting and interactive urbanity. Sensitive design can mediate the interaction between private and public space, such as ground floor residential facades with the dual functions of protecting occupant privacy and activating the street. A level of transparency is part of every building's contribution to the vibrancy and safety of the urban environment.

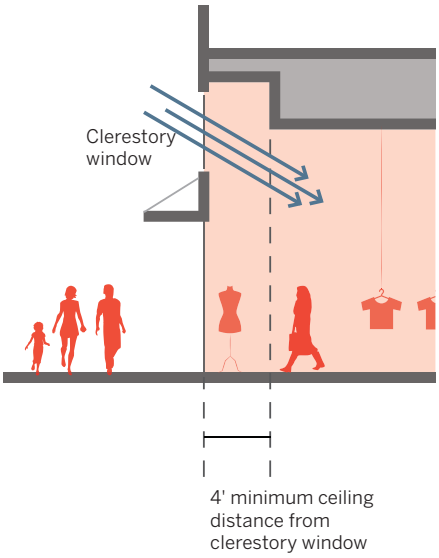
GUIDELINES

a. Avoid opaque facades at corners to offer visual transparency.

b. Use glazing that does not obscure commercial activity from the sidewalk.

c. In the transition area between the public sidewalk and ground floor residential, include human-scaled elements that contribute to the residential and urban character of the street, such as porches, stoops, seating, and gardens.






DO NOT - Opaque and translucent windows do not contribute to the vitality of the sidewalk.

5.3.2 Ground Floor Non-Residential Space

MIX USES AND ACTIVITIES

Configure non-residential ground floor space for Active Uses.

RATIONALE

Because of the importance of Active Uses and the long life spans of most buildings, buildings' Pedestrian Levels should include a high level of flexibility to accommodate not only present but future needs for high quality active space.

Retail and Active Use locations are prescribed by the Downtown Ground Floor Space Overlay Area zoning. These guidelines guide the locations of such retail and other Active Uses within buildings based on street classifications (see Section 2.2 for classifications).

GUIDELINES

a. Create retail bays and entries every 25 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.

b. For flexibility, anticipate restaurant requirements in the design of ground floor retail space, including incorporating venting to the roof in the design, even if it is not actually installed during construction.

c. Design accommodation for restaurant sewerage utilities into the building, such as grease traps and interceptors.

d. To preserve transparency, avoid placing a structural column over two feet wide directly on a street corner.

e. Design buildings along any **Addressing Street** (see Section 2.2) without structural features that would prevent the reconfiguration of the ground floor to at-grade retail use at some future time.

f. Create a distinctive architectural character with higher arcade height, cornice line height, and/or ceiling height at street corners.

STANDARDS

a. Create entries every 35 feet or less along the **SoFA Addressing Street** (see Section 2.2).

b. Provide a minimum 16 feet clear height (18 feet optimal) to finished ceiling in ground floors with Active Uses except along the **SoFA Addressing Street** (see Section 2.2). Where fire issues would require additional emergency water storage for 16 foot ceilings, 14 feet may be used.

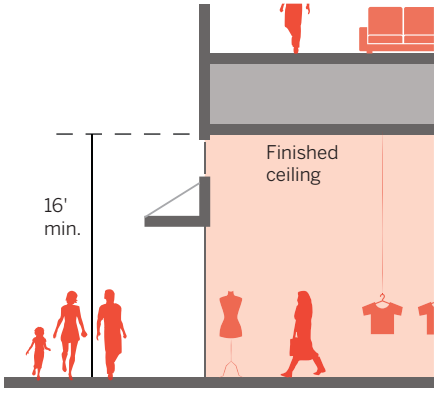
c. Provide a minimum 20 feet clear height to finished ceiling in ground floors with Active Uses along the **SoFA Addressing Street** (see Section 2.2).

d. Design at least 50 percent of a building's Level 1 Active Use space (see Section 5.3.1.a) a minimum of 50 feet deep (60 feet optimal) behind the building facade. Design the remaining Level 1 Active Use space a minimum of 25 feet deep.

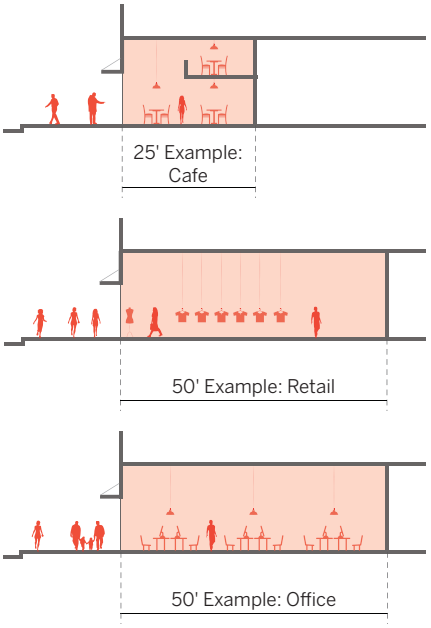
GENERAL PLAN REFERENCE

- CD-2.8, CD-1.11, CD-1.12, LU-5.7

Too restrictive and does not allow for mom and pop shops.



Frequent entries into leasable space and high floor-to-ceiling clear heights create a flexible space able to accommodate multiple potential users.



Use 50 foot minimum depth for 50% of space for Level 1 Active Use.

GUIDELINES

a. Provide a formal lobby entered directly from the street for each building.

b. Identify private residential unit entrances with recessed doorways, changes in color and materials, and alternative paving.

c. Use size, prominence on the streetscape, location, and design emphasis to make the pedestrian entrance more prominent than the garage entrance.

STANDARDS

a. Emphasize common entries for pedestrians and bicyclists with architectural features such as:

- extra-height lobby space
- distinctive doorway
- distinctive entry canopy
- projected or recessed entry bay
- artwork integrated into the facade or sidewalk
- a change in paving material, texture, or color within the property line
- distinctive landscaping, including plants, water features, and seating
- ornamental glazing, railings, and balustrades
- visibility from the street into the lobby

b. Clearly identify the primary building entry by a horizontal projection (such as a canopy) visible from 100 feet along the adjacent sidewalk.

c. Provide internal access from bicycle parking to the building lobby.

d. Create transition space between ground level private residential unit entries and *public space* with features such as stoops, porches, and landscaping. An alternative is an at-grade entry with an internal stair to the elevated floor level.

e. Design first floor loft or live/work units with at-grade (accessible) access to the street.

RELATED GUIDELINES

3.4.1 - Pedestrian Entrance Location

4.4.3 - Windows and Glazing

5.3.1.b - Transparency

5.3.2 - Ground Floor Non-Residential Space

5.3.3 - Ground Floor Residential Space

GENERAL PLAN REFERENCE

- CD-1.11, CD-1.9, CD-3.9, CD-1.12, CD-6.8, CD-2.3, CD-6.8

Too restrictive and only allow one method to create visiblity



DO - Celebrating common entries with distinctive features identifies the primary entry from along the sidewalk. *(Photo © SPUR)*

5.4.2 Vehicle and Service Entry Design

PUT PEOPLE FIRST

Design parking and vehicular entries to avoid degrading the quality of the streetscape and creating gaps between uses that reduce walkability.

RATIONALE

Vehicular entries can create negative effects on building facades and streetscapes. Entries create gaps in Active Uses, intimidate pedestrians and bicyclists with vehicle crossings, degrade the sidewalk with additional slope, and create soiling through oil drips and tire marks. Minimizing these effects promotes livability and safety. Building design should limit the number of sidewalk interruptions and reduce the size and visual disruption of vehicle entries. Minimum spacing between entries avoids long visually-inactive zones and maintains space for Active Uses.

GUIDELINES

a. Combine service and vehicular entries to avoid impacting long sections of sidewalk, or separate service and vehicular entries by at least 40 feet.

b. Limit a vehicle or service access width to a maximum of 20 feet, including both an entry into a building and a drive aisle to a parking structure or parking lot.

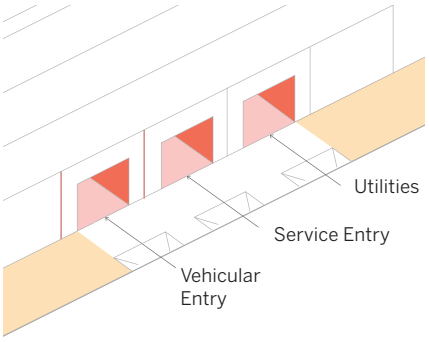
c. Limit vehicle and service building entry height to a maximum of 25 feet.

STANDARDS

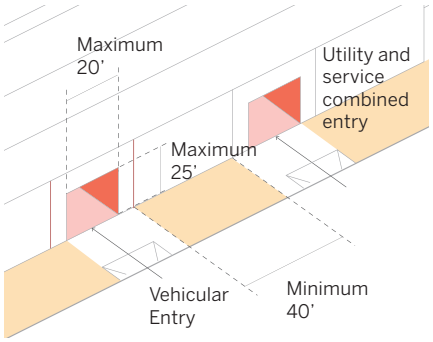
a. Locate passenger loading and unloading areas, including space for passengers awaiting rides, to avoid blocking the sidewalk.

b. Do not create a *porte cochere* along any street except as part of a hotel or medical use.

c. A *porte cochere* cannot be the primary pedestrian entrance. Create a separate entrance from the sidewalk that does not require pedestrians or bicyclists to pass through the *porte cochere* to enter the building.



DO NOT - Adjacent service and vehicular doors create severe impacts on *public space*.



DO - Properly sized and spaced service and vehicular entries minimize impact.



DO NOT - Adjacent entry and loading doors create a long zone where pedestrians are in danger from vehicles and with no Active Use.

RELATED GUIDELINES

3.4.2 - Service Entrance Location

3.4.3 - Parking and Vehicular Access Location

4.4.7 - Parking Garages

5.5 - Surface Parking Lots

GENERAL PLAN REFERENCE

- CD-1.18, CD-1.17, CD-2.3 (5)

Drive aisles are 24' wide and are generally 26' wide including curbs on the side. If the objective is to bundle vehicular and service entries, there should be an exception for entries to be wider if service vehicles and vehicular entrances are combined. Unlike San Francisco, most trucks in San Jose are larger due to the wider streets.

STANDARDS

a. Use lighting to accentuate pedestrian and bicycle entries.

b. For facades at a **Transit Gateway or a Pedestrian and Bicycle Gateway** (see Section 2.2), provide pedestrian-scale lighting that creates an overall illumination of the street level public realm, with a lighting fixture every 25 feet or less.

c. For facades along a **Lighting Corridor** (see Section 2.6), provide pedestrian-scale lighting that creates an overall illumination of the street level public realm regardless of the use within the building at that location, with a lighting fixture every 30 feet or less.

d. For facades facing any paseo, provide pedestrian-scale lighting, with a lighting fixture every 40 feet or less.

e. Use lighting at the Pedestrian Level to promote safety and pedestrian comfort.

f. Provide outdoor lighting using fixtures that yield low light pollution and glare.

g. Orient lighting fixtures primarily downward.

h. Shield all lighting to prevent light intrusion into private and public building uses, especially residential units.

i. ~~Fully~~ light service areas and service entries.

Clarify.

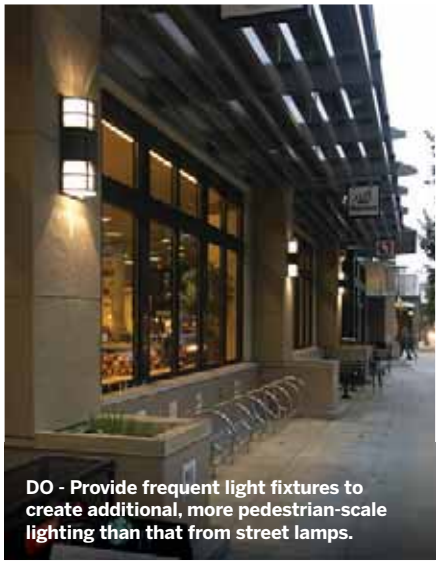
RELATED GUIDELINES

4.6.1 - Lighting - Podium Level

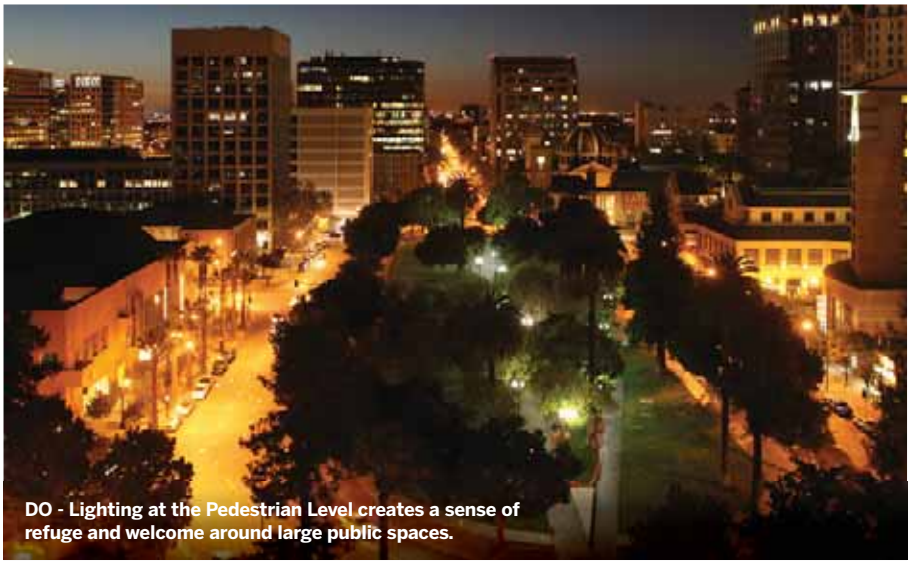
4.6.2 - Lighting - Skyline Level

GENERAL PLAN REFERENCE

- CD-1.2, CD-1.7, CD-2.1 (2), CD-2.3, CD-5.6, IP-15.1



DO - Provide frequent light fixtures to create additional, more pedestrian-scale lighting than that from street lamps.



DO - Lighting at the Pedestrian Level creates a sense of refuge and welcome around large public spaces.

5.9 Signage - Podium Level and Pedestrian Level

CREATE LEGIBILITY, PUT PEOPLE FIRST

Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.

Most neon signs are not very tasteful. Most cities avoid allowing neon light use. Pls reconsider.

Pls clarify

RATIONALE

Signage is an essential component of a commercial area. At its best, building signage strikes a balance between attracting attention to the businesses it serves and contributing to a unified streetscape. The size and variety of signs can itself be a unifying element of commercial areas and can as a whole become an attractor and an element of neighborhood character.

Design signage to be appropriate for the scale and character of the project and immediate neighborhood. Signs at the Podium Level and Pedestrian Level should be oriented to pedestrians and persons in vehicles on streets within the immediate neighborhood.

Signage in Downtown retail corridors should be larger, more prominently located, of brighter colors, and more brightly lit than in other areas. Signs in these corridors can help to visually activate *public space* and can inform people of the presence of higher levels of public activity. Other areas of Downtown will also have signage but it should be more subdued, with smaller sizes, less intense colors, and lower light levels.

Signage in San José, including historic signs, is regulated by the **San José Zoning Code, Chapter 23.04 - Sign Regulations**. Much of Downtown is covered by Part 2 - Downtown Sign Zone. The Guidelines and Standards in this section are in addition to the rules of the zoning code.



DO NOT / DO - Avoid internally illuminated signs at the podium level. Neon signs are preferred in Primary Addressing Streets.

GUIDELINES

a. Use neon signs on **Primary Addressing Streets** and the **SoFA Addressing Street** (see section 2.2) to create visually vibrant streetscapes.

b. Avoid internally illuminated signs at the Podium and Pedestrian levels.

c. Do not cover or obscure a building's architectural features with a sign.

d. Use materials and colors for signs that are compatible with the building's materials and colors.

e. Minimize light impacts on residential windows from signs, particularly from flashing or otherwise changing lights.

STANDARDS

a. Create signage that is perpendicular to the adjacent sidewalk, and thus more visible to pedestrians.

b. Signage oriented parallel to the street, more visible to vehicles and people on the opposite sidewalk, is allowed but not required.



DO - Pedestrian-oriented signage creates an interesting streetscape and facilitates wayfinding.

c. Use signage to make clear the location of the primary entrance for bicyclists and of bicycle parking.

RELATED GUIDELINES

4.7 - Signage - Skyline Level

GENERAL PLAN REFERENCE

- CD-1.20, CD-1.29, CD-6.5, CD-2.3 (1), LU-13.7

DTDG's
Comm. mtg
12/5/18

Questions –

- "will it all be modern?"

- we should require solar power
- how do you ensure high quality?
- considerations for transit? (yes - TOD
- will some buildings have no parking? (not in scope)
- what will Google do? (seperate process)
- do guidelines only apply to building designs, or post-occupancy requirements? (bldg designs only)
- how is this meeting different from previous comm mtg? (we have a draft)
- lighting plan - (Raquel) - ... ?
  something about retail...
- church bldg @ Park View towers
  not shown as civic icon (historic)
- will POPOS be required
- Raquel - "rooftops" 4.4.8.b -
  zoning doesn't allow parapets to double as guardrails - (?)
  Firestone & Museum Place -
  need better process for exceptions -
- documentation of "life cycle" of projects

Q – we've always had guidelines – but shopping center @ Grocery Outlet is ugly
– how did it get approved? (don't know)

Q – POPOS – are they required? (not by guidelines)
are they controlled by private owner? (like Santana Row) – private security

Q – small blocks – density – what about new streets? (Downtown transp. study)

Q – don't see emergency preparedness in document?
eg – earthquakes – (building code).

– project info signs are good (developments) but architecture is bland.
& we don't have an architectural review committee (staff + consultants + City Design team review).

– director's hearings don't change designs – or (reject designs) – (20 years)

– What role did Jane Jacobs play in these guidelines? Principles
– public life / people-centered; eyes on street
– how people get involved in process

more Jane Jacobs.
big blocks - (we have block size stds)
height limits -

Q. - smart cities concept? in guidelines?
no specific examples...
A. (sustainability) - Climate Smart, -
eg driveways
see intro / purpose / (p. 4) -
p. 5 - values - be sustainable, create resiliency

Q. Skyline. - did anyone think about moving airport? A. (no, but OET).
cf Hong Kong - light show (Kowloon)

Q. flat skyline looks bad. - can we do anything about it? A. (OEI, council - directed building height limits)

C - doc. title should be "Architectural" design Guidelines for clarity.

C - call it "style" guidelines? (~ look & feel)
cf. Rotterdam.
expand document?

20 story rectangles are boring.

- can we encourage iconic buildings like Transamerica?
- historic signs? as determined by HLC.
- Smart city missing the population ... "lay person friendly" vs. developers/architects we need public involvement -
- parking garages - "future proofing"
- noise? (no - CEQA process) - Fairmont, SJSU, Mechanical equipment -
- Jan/Feb HLC meetings - public notification (is DRC public? think so) - 1/16 (pm - 2/6 - 6:30

Re: Reminder: Community Meeting_Downtown Design Guidelines, Wed Dec 5 at 6 pm, MLK Library, Room 225

Paul F <paulfog@yahoo.com>

Thu 12/6/2018 9:13 PM

To: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>;

Hi Leila,

Good to see you again. Thanks for hosting the meeting last night. I can see how these meetings can be challenging sometimes. I don't have specifics for the new guidelines other than the general ideas I brought up during the meeting.

If you are interested, here are some links showing the famous Hong Kong light show I was talking about. It's very impressive to see in person. Can you also forward the links to your manager? I'm not suggesting we do this or that we even can do this in San Jose, however it could inspire new ideas and it's good to see what other world class cities are doing with their skyline:

A Symphony of Lights - Hong Kong | New Version 2018

A Symphony of Lights - Hong Kong | New Version 2018

Video of the full "A Symphony of Lights" show in Hong Kong recorded by 10 different camera angles (8 ground & 2 ...

A Symphony of Lights | Hong Kong Tourism Board

PUBLIC SPACES; WHAT CONTROLS IT

- REQ IS IN ZONING
- DG FOR ITS DESIGN
- QEG: SANTANDER

- DENSER DEVELOPMENTS E.G. DIRIDOD AREA
  COHESIVENESS OF THESE N. H.

- EMERGENCY PREPAREDNESS
  HOW DESIGNERS PLAN FOR (E.P.)

- BILLBOARDS OF NEW DEVELOPMENTS
  SHOWING BLEND & DESIGN

- DOES CITY HAS A PROCESS TO HAVE BETTER
  DESIGN.?

PUBLIC WOULD LIKE TO HAVE AN INPUT
IN REVIEWING. WHATS THE PROCESS?
LENGTH OF REVIEW?

MORE LIKE ROTTERDAM. INNOVATIVE, COOL. LESS LIKE BRUSSEL

- LIKE SOMETHING MORE ICONIC LIKE SOME BUILDING IN CHINA
- WHAT HAPPEN TO HISTORIC SIGNS ON EXIG BLDGS THAT WILL BE REDEVELOPED? E.G ~~FIGRES?~~ MOTEL SIGN
- D.G. LANGUAGE ~~TO BE~~ FOR THE COMMUNITY, IT NOT JUST FOR DEVELOPERS. PUBLIC FRIENDLY
- PARKING SHOULD BE CONVERTIBLE TO OTHER USE IN FUTURE WHEN ADRIVERLESS CAR REDUCE NEED FOR PARKING
- NOICE, IS THERE ANYTHING IN D.G.? BACK OF FAIRMONT H. SJSU FROM MECHANICAL EQUIP,

- IN WHAT WAY DOES JANE JACOBS BOOK (2) AFFECT THIS GUIDELINE?
  - BLOCKS ARE TOO BIG? . SJ. BLOCKS ARE TOO BIG. OVERSIZE.
-
- HOW WILL SMART CITY CONCEPT BE INCORPORATED IN THE D.G.
- SKY LINE LIMITED BY AIRPORT. ANY DISCUSSION ABOUT MOVING IT?
  - ~~HKG~~ HONGKONG LIKE LIGHT SHOW FOR OUR DOWNTOWN
- IS THERE ANY WAY CITY CAN MANDATE HIGH VARIATION WITHIN A BLOCK?
- TITLE: ADD "ARCHITECTURE", IT'S NOT ABOUT OPEN SPACE DESIGN
- EXPAND ON "STYLE", WHAT THE STYLE OF DOWNTOWN SHOULD BE? THE LOOK & FEEL

WRITE SOMETHING ABOUT
"ARCHITECTURAL ASPIRATIONS"
FOR S.J.

The following items were received after packets were distributed.

Re: FW: Public Hearings for San José Downtown Design Guidelines and Standards

Michele M <michelem1029@gmail.com>

Thu 3/21/2019 8:26 AM

To:Tran, David <david.tran@sanjoseca.gov>;

Cc:Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>;

Hello David and Leila,

This plan fails to incorporate principles of Universal Design and access for all, including people with disabilities (PWD). I'm attaching a few screenshots from the text to point out the most glaring issues.

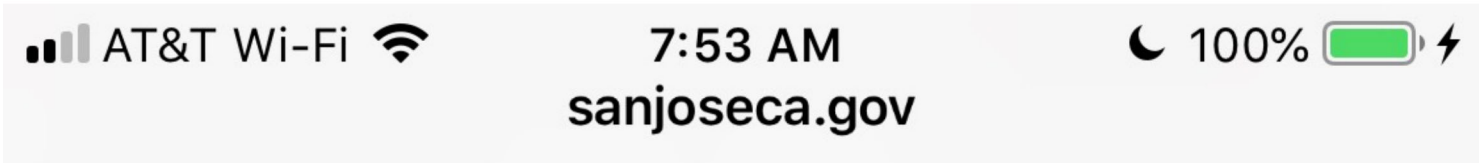
I invite either of you to go visit the new shops in San Pedro Square parking that you are recommending so highly and think about how a person in a wheelchair would see the overall use of space. The only way these shops are accessible is if they cut their stock and merchandise in half. Not to mention the difficulties in finding the access points to start with from the street side. Personally, I don't like entering places from inside a parking garage either and the street access points are not accessible.

You get points for including PWD in one location in this document but those are lost when you ONLY talk UD in relationship to health.

I'm still scratching my head over the one screenshot stating the need to keep curb cuts out of the path of pedestrians. If curb cuts are done thoughtfully to service entries and such, they will not create a hazard but to state the concept is a hazard, tells a lot about the perception of disability from your offices and this city.

The use of stoops is a sure fire way to say PWD are not welcome here. I really want to pay rent on a space with one entry fully inaccessible. Again, I will mention the concept of Visitability (https://visitability.org/) and while this concept applies to mostly single family homes, I challenge you to find ways to incorporate this into the downtown plan. I do not think it is a stretch.

Thanks,
Michele Mashburn



3.5.2 Service Entrance Location

PUT PEOPLE FIRST

Locate service, utilities, and access points including curb cuts where they do not

interfere with the actions of pedestrians, bicycles, and transit.

RATIONALE

Service areas and elements such as trash enclosures may impact *Public Space* for pedestrians, bicyclists, and vehicles. Services located away from building *frontages* or on secondary *frontages* avoid interfering with the potential for *Active Frontages*. Service entrances in less visible locations for pedestrians and further from adjacent buildings and *Public Open Space* are ideal.

Thoughtful location of service functions will lead to more pleasant and safe *Public Spaces*, more amenable to retail and restaurants or simply for walking, bicycling, and taking transit.

GUIDELINES

a. Locate services including loading docks, delivery, and infrastructure inside the building structure.

b. Locate trash and recycling bins within the building or in an outdoor trash enclosure.



DO NOT - A service entry can create poor conditions on the sidewalk.

STANDARDS

a. For a development with multiple *frontages*, place service entries on a separate *frontage* from the primary pedestrian and bicycle entrance.

b. Locate service entrances at least 25 feet from the primary pedestrian and bicycle entrance (see Section 3.5.3 for parking and vehicular entries).

c. For buildings with multiple *frontages*, locate service doors and entrances on the *frontages* as defined in Section 2.2 based on the hierarchy as follows:

1. Other Street
2. Open Space Frontage
3. Secondary Addressing Street
4. Urban Park / Plaza Frontage
5. Any street with at-grade light rail transit
6. Primary or SoFA Addressing Street

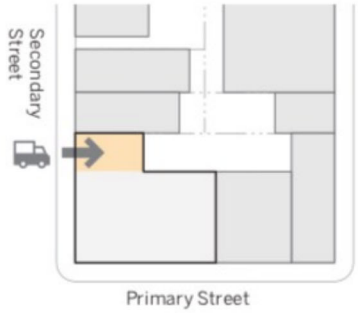
RELATED GUIDELINES

5.5.2 - Vehicle and Service Entry Design

5.3.4 - Lighting - Pedestrian Level

GENERAL PLAN REFERENCE

- CD-1.18, CD-2.3



a. **DO -** Locate a service entry as far away as possible from the primary street.



b. **DO -** Locate a service entry away from the primary building pedestrian entry.

3.5.3 Parking and Vehicular Access Location

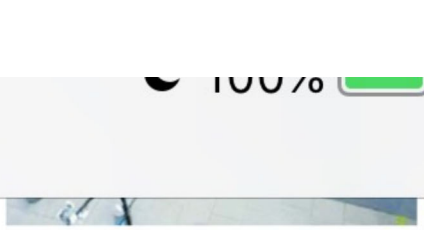
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AT&T WI-FI 8:01 AM 100%
sanjoseca.gov

GUIDELINES

a. Place public art in *Public Spaces* (such as exteriors) or semi-public zones (such as lobbies) or integrate the artwork with

h. Use an Element of Distinction or Element of Change to create a focal point within a POPOS.



DO - Elements of Change (in this case on a public plaza) add a sense of place and time. *("Ursa Mater" by Mr. and Mrs. Ferguson Art; photo by Adrien Le Biavant)*

5.3.1.a Ground Floor Treatments and Uses: Active Frontages

WELCOME ALL OF SAN JOSE

Attract people with Active Frontages facing the Public Realm.

RATIONALE

Active, vibrant street life comes from activity related to both *Public Space* and the uses in adjacent buildings. Entrances, store fronts, and other visual and physical interaction between the building and *Public Space* make the street more safe, interesting, and lively. At the *Pedestrian Level*, connection to the *Public Realm* creates *Active Frontages*. A gap in *Active Frontage* is a *Blank Wall*.

This Design Guidelines document addresses the design of a building and the locations of different uses within the building but does not govern land use.



DO - Small retail spaces such as these on the San Pedro Market Parking Garage create *Active Frontage* and reduce the length of a *Blank Wall*.



GUIDELINES

a. Create visual *transparency* at corners.

b. Use glazing that does not obscure commercial activity from the sidewalk.

STANDARDS

Definition

Active Frontage is a *Pedestrian Level* building frontage that allows visual or physical access to *Active Use* within the building via windows, doors, or both. As in the sections below:

a. Active Frontage is required based on the adjacent Street Type to be a percentage of total frontage.

b. Some types of *Active Frontage* receive additional length credit.

c. General requirements set the baseline characteristics for all *Active Frontages*.

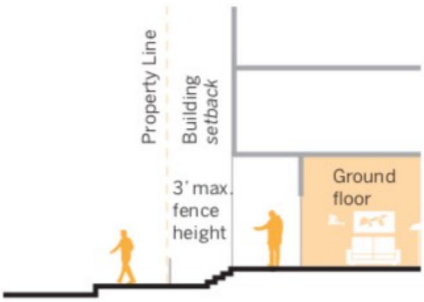
Active Frontage Requirements by Street Type

a. Place Active Frontages along at least 80% of the *Pedestrian Level Streetwall* on a *Primary Addressing Street, SoFA Addressing Street, Secondary Addressing Street, Urban Park / Plaza Frontage*, or *Open Space Frontage* (see Section 2.2).

b. Place *Active Frontages* along at least 40%



a. *Active Frontage* length extends to the last window or door into the applicable *Active Use*.



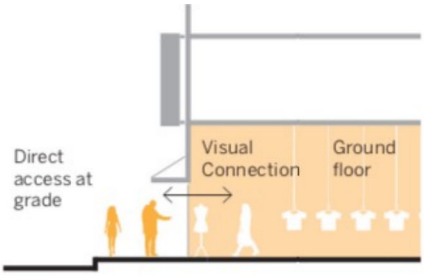
b. **DO -** Create a residential frontage with individual unit entry. Ground floor must be within 3 feet of ground level.



DO NOT - Opaque and translucent windows do not contribute to the vitality of the sidewalk.

of the *Pedestrian Level Streetwall* on a street that is not an *Addressing Street* or *Frontage* from Standards a.- d. above (including a *paseo* but not including an alley).

c. On an *Addressing Street* of any type, do not create a *Blank Wall* longer than 30 feet, or more than 15 feet in the 50 feet closest to a street intersection.



c. **DO -** Use transparent material on at least 60% of the commercial ground floor *facade* between 3 and 7 feet above ground level.

AT&T Wi-Fi 8:05 AM 100%

sanjoseca.gov

DO NOT - Large surface parking lots deaden and divide the cityscape.

5.5.1 Pedestrian and Bicycle Entry Design

DESIGN FOR SUSTAINABILITY, WELCOME ALL OF SAN JOSE

Make walking and bicycling pleasant, convenient, and safe with pedestrian and bicycle entrances that are high quality, easy to access, and easy to find.

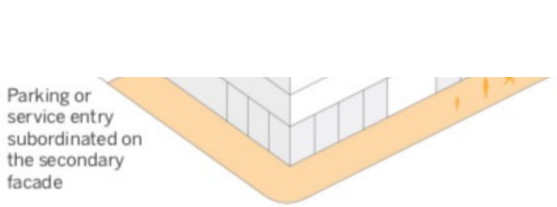
RATIONALE

Walking and bicycling are sustainable, healthy ways to travel to and around Downtown. Building entry design should recognize their importance.

Lobbies should be clearly identifiable and visible from the street, easily accessible, and inviting to pedestrians. Private entries to individual residential units should help create an



inviting and active *Streetscape*, while providing residents with privacy and security.



a. Place a building's primary entry to activate *Public Space* and allow building occupants easy access to the *Public Realm*.



DO - Stoops and porches create outdoor open space for ground level units.



b. **DO** - Stoops create a transition between private residential unit entries and *Public Space*. See Section 3.4.2 for guidance on Ground Level Semi-Private Open Space.



c. **DO** - An alternative to stoops for ground floor residential units is an at grade entry and internal stairs to the elevated ground floor level. Note the ground floor must still be elevated per Section 5.3.3.

On Tue, Mar 19, 2019 at 9:52 AM Tran, David <david.tran@sanjoseca.gov> wrote:

> ****YOU ARE RECEIVING THIS EMAIL BECAUSE YOU ARE ON THE DISTRICT 3 DOWNTOWN CORE EMAILING LIST****
>
> Please advised of the Public Hearing Dates for the SJ Downtown Design Guidelines below!
>
> Sincerely,
>
> **David Hai Tran** | Senior Council Assistant
> Office of Councilmember Raul Peralez
> City of San José | District 3

200 E. Santa Clara St. 18th Floor | San José, CA 95113
(408) 535-4932 | david.tran@sanjoseca.gov | www.sjd3.com

From: Hakimizadeh, Leila
Sent: Tuesday, March 19, 2019 9:51 AM
To: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>
Subject: Public Hearings for San José Downtown Design Guidelines and Standards

Dear Stakeholder,

Public Hearings on proposed "San José Downtown Design Guidelines and Standards" and city-initiated General Plan text amendment to modify "Chapter 3. Final Plan Design Guidelines" of the Diridon Station Area Plan are as follows:

Planning Commission: March 27, 2019 - 6:30 p.m.

San José City Hall, Council Chambers

Agendas are posted a week prior at: http://www.sanjoseca.gov/index.aspx?NID=1764

City Council: April 23, 2019 – 6:00 p.m.

San José City Hall, Council Chambers

Agendas are posted 10 days prior at: http://sanjoseca.gov/index.aspx?NID=5897

Links to Draft Downtown Design Guidelines and Standards:

For Web View:

http://www.sanjoseca.gov/DocumentCenter/View/83337

For Print:

http://www.sanjoseca.gov/DocumentCenter/View/83336

Downtown Design Guidelines and Standards web page with background information:

http://www.sanjoseca.gov/index.aspx?NID=6226

Please let me know if you have any questions or comments.

Thank you,

Leila Hakimizadeh, Project Manager

Leila Hakimizadeh, AICP, LEED AP ND

Planner IV - Supervising Urban Designer/Planner

Planning, Building and Code Enforcement

City of San Jose, 200 E Santa Clara Street, Tower, 3rd Floor

Phone: (408) 535-7818 | Email: leila.hakimizadeh@sanjoseca.gov

--
Sent from Space

Re: New Downtown Design Guidelines and Standards

jeanie verbeckmoes <jeanieverbeckmoes@msn.com>

Tue 3/26/2019 6:02 AM

To:Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>;

Hi Leila, your department revised the Downtown Design Guidelines as of March 18, 2019. I have a couple of questions about those revisions as follows:

1) Section 4.2.4 talks about using a transition massing element to relate a new building to Historic Context buildings below 40 feet in height. If the historic building is above 40 feet in height, is transition massing required?

2) Section 4.2.2 talks about a height transition for new buildings next to historic buildings 45 feet tall or less. If the historic building is more than 45 feet tall, is the height transition required?

3) Section 4.2.2 requires a step back at the front of a new building and at the rear of a new building but does not address the side of a new building. However, Section 4.2.4 has a picture that seems to show a step back at the side of a new building. What is the required step back at the side of a new building?

4) Can the side of a new building be within inches of a historic building?

Again I thank you for your continued help in answering my questions.

Please call me if it is easier than emailing. Thank you. Jeanie

Jeanie Verbeckmoes
38 N Almaden Blvd Unit 1100
San Jose CA 95110
650-520-3965

From: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>
Sent: Monday, March 18, 2019 9:58 AM
To: jeanie verbeckmoes
Subject: Re: New Downtown Design Guidelines and Standards

Hi Jeanie,

Thanks for your comments for Downtown Design Guidelines. The guidelines apply to both commercial and residential buildings; we do not differentiate them based on their commercial or residential type. With Downtown Design Guidelines, we do not control the overall height of the buildings. Downtown heights are controlled by FAA, Zoning and General Plan and Downtown. Design Guidelines do not have the authority to ask for lower heights. Design Guidelines provide guidelines on how to break down the scale of tall buildings so that they are compatible with immediate historic buildings.

Thanks,

Leila Hakimizadeh, AICP, LEED AP ND
Planner IV - Supervising Urban Designer/Planner
Planning, Building and Code Enforcement
City of San Jose, 200 E Santa Clara Street, Tower, 3rd Floor
Phone: (408) 535-7818 | Email: leila.hakimizadeh@sanjoseca.gov

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From: jeanie verbeckmoes <jeanieverbeckmoes@msn.com>
Sent: Wednesday, March 13, 2019 10:02:52 AM
To: Hakimizadeh, Leila
Subject: Re: New Downtown Design Guidelines and Standards

Hello Leila, at the Historic Landmarks Commission (HLC) meeting on March 6, 2019 they discussed the new San Jose Downtown Design Guidelines and Standards (Guidelines) and had a handout with some proposed new language to the Guidelines.

The handout (attached and highlighted) talks about "a transition massing element to relate a new building to a Historic Context buildings below 40 feet in height..." **(1)** Is this intended to apply to residential buildings only?

The handout further talks about massing by saying to "Relate Podium Level building massing to the scale of Historic Context buildings by breaking a large building into masses of similar scale to Historic Context buildings." **(2)** Is this intended to apply to commercial buildings? **(3)** Does similar scale mean that in most cases the new building should not be taller than the historic building if the new building is immediately adjacent to an historic building?

(4) If the Guidelines are applied as you intend, will the proposed 19 story hotel be allowed immediately adjacent to the De Anza hotel or will the proposed hotel need to be lower than the De Anza?

Please call me if it is easier than emailing. Thank you Jeanie

Jeanie Verbeckmoes
38 N Almaden Blvd Unit 1100

San Jose CA 95110
650-520-3965

From: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>
Sent: Thursday, February 28, 2019 8:44 AM
To: jeanie verbeckmoes
Subject: Re: New Downtown Design Guidelines and Standards

Yes. It is correct.

From: jeanie verbeckmoes <jeanieverbeckmoes@msn.com>
Sent: Thursday, February 28, 2019 8:14:44 AM

To: Hakimizadeh, Leila
Subject: Re: New Downtown Design Guidelines and Standards

Hi Leila, at the last Historic Landmarks Commission meeting I thought you or someone else said that the new San Jose Downtown Design Guidelines and Standards will not supersede or in any way change the Draft 2004 San Jose Downtown Historic Design Guidelines except for the historic adjacency standards. Is that correct? Jeanie

---

From: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>
Sent: Tuesday, February 12, 2019 8:01 AM
To: jeanie verbeckmoes
Subject: Re: New Downtown Design Guidelines and Standards

Hi Jeanie,

That will not be a Planning Commission Study Session but a public hearing. We already had our study sessions two times in November and December last year. I still don't have a date; it will be March 13 or

Get Outlook for iOS

From: jeanie verbeckmoes <jeanieverbeckmoes@msn.com>
Sent: Monday, February 11, 2019 11:51 PM
To: Hakimizadeh, Leila
Subject: New Downtown Design Guidelines and Standards

Hi Leila, I attended the Historic Landmarks Commission meeting on February 6, 2019 and believe you mentioned that there will be another Planning Commission meeting that will discuss the Downtown Design Guidelines? If so, can you please tell me when that will be or when the agendas are posted so I can check the agendas online. Thank you. Jeanie

Jeanie Verbeckmoes
38 N Almaden Blvd Unit 1100

San Jose CA 95110
650-520-3965

For file

John S. Leyba, Planning Commissioner, City of San Jose
phone: 408-926-5646 -- email: PlanningCom1@sanjoseca.gov

From: shani kleinhaus <shanibirds@gmail.com>
Sent: Wednesday, March 27, 2019 11:50
To: Planning Commission 1 <PlanningCom1@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 6 <PlanningCom6@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>
Cc: Hakimizadeh, Leila <Leila.Hakimizadeh@sanjoseca.gov>; James Eggers <james.eggers@sierraclub.org>; Lauren M <sundustmoth@gmail.com>; Gita Dev <gd@devarchitects.com>; Katja Irvin <katja.irvin@sbcglobal.net>; Dashiell Leeds <dashiell.leeds@gmail.com>
Subject: Addresses Corrected: Agenda item Vb on March 27 Agenda: San José Downtown Design Guidelines and Standards

Dear Chair Allen and San Jose Planning Commissioners,

Santa Clara Valley Audubon Society and the Sierra Club Loma Prieta Chapter submitted comments to City staff regarding the San José Downtown Design Guidelines and Standards.
Our comments focused on Bird Safe Design and on Lighting. While we understand the aspirations of growth downtown San Jose, we believe that the plans must provide clear direction in respect to the protection of birds and nature, especially along a band of 300-ft on each side of the Guadalupe / Los Gatos waterways. As tall, glass buildings are increasingly lining these waterways, the protection of the creeks and their aquatic and riparian ecosystem is critical.

Staff has responded to some of our concerns, but we remain disappointed with the encouragement of up-lighting and lighting near parks, and the inadequate provisions for bird safety which allow hazardous elements with no requirement for visual cues to reduce the hazard to birds. In addition, a light out program (that would turn off non-security lighting at 11PM) should be required.

This is an opportunity to provide strong guidance and allow the City of San Jose to grow and thrive and at the same time, protect birds and nature. Please do not let this opportunity go by. Please direct stuff to provide strong design guidlines

We attach:
1) Our comments
2) A list of resources that show what other cities are doing, and can help provide guidance
3) The recent Portland, OR ordinance
4) The San Francisco ordinance
5) The San Jose VOLUNTARY Bird-Friendly Building Design Fact Sheet (scroll down to actual fact sheet)

Thank you,

Shani

Shani Kleinhaus, Ph.D.
Environmental Advocate
Santa Clara Valley Audubon Society
(650) 868 2114

>
>

February 12, 2019 *via email*

Leila Hakimizadeh
Supervising Urban Designer/Planner
Planning, Building and Code Enforcement
City of San Jose

RE: DRAFT SAN JOSE DOWNTOWN DESIGN GUIDELINES AND STANDARDS

Dear Ms. Hakimizadeh,

Santa Clara Valley Audubon Society and the Sierra Club Loma Prieta Chapter are non-profit organization. Together, our organizations have over twenty thousand supporters in San Jose. We reviewed the Draft San Jose Downtown Design Guidelines and Standards and offer the following comments on Section 4.4 Building Elements, Section 4.6 Lighting, and Section 5.8 Lighting - Pedestrian Level.

1. Bird Safe Design:
We ask that any requirement of transparent glass in structures and buildings (with the exception of store fronts) should consider bird safe design. In addition:

Section 4.4 Building Elements; 4.4.3.b Windows and Glazing: Bird Safety
We suggest that San Jose adopts the same STANDARDS as the City of San Francisco (attached), which provide a benchmark for protecting birds in urban environments. If this is not feasible, then at the very least strengthen the Standards as follows:

STANDARDS

- Add: Avoid transparent see-through barriers such as atria, free-standing walls or transparent skyways.
    1. Reasoning: While all glass is hazardous, see through structures are the deadliest for birds
- Add: Patterns in the glass as well as screens, shades etc. should follow the 2x4 rule (meaning that the protective visual cues are added across the pane, spaced two inches apart horizontally, and/or four inches apart vertically).
- Remove: “Placing landscaping in front of large glass areas helps reduce views through glass” (Standards b.).
    1. Reasoning: This language is confusing because it is not specific. In fact, the type of landscaping and distance from the glass are critically important and can

decrease or increase bird collision hazards, depending on specifics of the site and the vegetation. This language can even be construed as placing vegetation inside the building near glass, which is hazardous and should be expressly avoided.

Section 4.4 Building Elements 4.4.3.d Windows and Glazing: Balconies
STANDARDS

Add: For transparent railings, apply patterns to the glass using the 2x4 rule (meaning that the protective visual cues are added across the pane, spaced two inches apart horizontally, and/or four inches apart vertically).

Section 4.4 Building Elements 4.4.9 Pedestrian Bridges

STANDARDS
Standard d. - We appreciate the attention to bird safety. Similar requirement should apply to all skyways, walkways and other see-through structures!

2. Light pollution: Section 4.6 Lighting

Artificial light is harmful to almost all biological beings and a new phenomenon for life on Earth. For millions of years, Earth's species have evolved under natural cycles of light and dark. The circadian rhythms of nearly all living things, including humans, are regulated by light. Thus, artificial light at night contributes to light pollution, and is biologically disruptive for living beings. Migratory birds are attracted to light and collide with buildings and other structures. Their migratory flight paths can be altered, and in some extreme cases, birds become trapped in beams of artificial light and die of exhaustion. Many species of mammals will avoid areas illuminated by artificial light at night.

There are many recommendations and best practices for lighting that optimizes safety and at the same time protects the night sky and the health of ecosystems and people. Core recommendations emphasize:

- Eliminate excess light
- Prohibit up lighting or spotlights;
- Plan control capabilities for LED lights
- Reduce lumen output
- Avoid high contrast
- Shield lighting to cast light down onto the area to be illuminated;
- Turn commercial building lights off at night or incorporate blinds into window treatment to use when lights are on at night; and,
- Create smaller zones in internal lighting layouts to discourage wholesale area illumination
- Set a maximum lighting temperature (measured in Kelvin) to restrict the emission of blue light, which is significantly more harmful than other color temperatures to humans and wildlife.
- Set a maximum lighting intensity (measured in Lumens) to reduce the impacts of artificial light.

- Set a maximum height allowances for specific types of structures to protect migratory birds and reduce sky glow.
- Establish a Lights Out Program, which sets “Dark Hours” from 10:00 pm, or when people are no longer present, or close of business, whichever is latest, until sunrise. During Dark hours:
    - Turn off exterior decorative lighting
    - Turn off interior lighting, or install blinds to block light emissions, especially on higher stories

Cities from around the world are creating lighting ordinances to combat the negative effects of light pollution. This provides a wealth of existing practices that San Jose can use as a model. A notable international example is France, which on January 1st 2019 enacted a country-wide Decree to Reduce Light Pollution. The French law shares a lot in common with light pollution ordinances passed in California cities, including Ojai, Malibu, and Alameda. The City of Sunnyvale is currently studying the issue of light pollution.

Sections 4.6.1 Lighting - Podium Level and 4.6.2 Lighting - Skyline Level are inconsistent with the above guidelines and defy most best practices for human and environmental health. We understand there is a desire for light in Downtown San Jose, but believe that lighting should be avoided within 300-ft of creek corridors, and must be adaptable and regulated to avoid harm to wildlife, especially migratory birds.

We appreciate sections 4.6.1 (Standards a,b,c) and section 4.6.2 (Standard d) which outline mitigation measures to reduce light pollution. However, we believe that these Standards are orthogonal to and contradicted by the corresponding Rationale and Guidelines in the same sections.

Both photographs (labeled "DO") in 4.6.1 show the use of up-lighting and the use of non-shielded lights, both of which are incompatible with the principles of dark sky and bird safe design. These photographs should not be included, as they contradict Standards (a,b,c). Any photographs used in these documents should reflect the Standards of the document.

4.6.1 Guidelines (a,b,c) all encourage the decorative illumination of outside building features at night. Dark Sky ordinances, such as those passed in Malibu, Ojai, and Alameda, include provisions that mandate turning off exterior decorative lighting at night. Many of these ordinances include a Lights-Out provision, which mandates that such exterior lighting must be turned off after 10pm, or when the building becomes unused. Guidelines (a,b,c) are in fundamental contradiction with Dark Sky and Bird Safe Design policy, and should not be encouraged, especially without a specific, enforceable, lights-out provision.

4.6.1 Rationale states, "several larger parks and open spaces within Downtown provide good views of surrounding buildings. Buildings in these locations along the highways and around major parks have an opportunity to help define the image of the area with accentuated lighting." Parks and Open Spaces are areas that need to be especially protected from light pollution, given that they often contain wildlife habitat. The "accentuated" illumination of structures near these locations encourages lighting in areas where it is most harmful.

The 4.6.2 Skyline Level Lighting Techniques are not adequately mitigated by Standard (d). The techniques of Beacon, Lantern, Outline, Color, and Artistic, all encourage an increase in artificial light at night and will therefore increase light pollution. Artificial night at light at high altitudes is even more damaging than artificial light at the ground level in terms of both contribution to sky glow and effects on migratory birds. Dark Sky ordinances (as previously referenced) mitigate skyline level lighting by completely turning off these lights when buildings are not in use, after a specific time at night, and during migration season. Standard (d) recommends "reducing" or "shielding lights", which is a step in the right direction, but is not sufficient to adequately mitigate the negative effects of artificial light, and is not consistent with the standards of existing Dark Sky ordinances.

We believe that as proposed, the design guidelines and standards are inconsistent with the following Envision San Jose General Plan policies:

- Policy ER-2.3 Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone
- Policy ER-6.3 Employ low-glare lighting in areas developed adjacent to natural areas, including riparian woodlands. Any high-intensity lighting used near natural areas will be placed as close to the ground as possible and directed downward or away from natural areas.
- Policy ER-6.4 Site public facilities such as ballparks and fields that require high-intensity night lighting at least 0.5 mile from sensitive habitats to minimize light pollution, unless it can be demonstrated that lighting systems will not substantially increase lighting within natural areas (e.g., due to screening topography or vegetation).

We thank you for providing us with the opportunity to comment on the Draft San Jose Downtown Design Guidelines and Standards. We hope a robust dark sky/lights out guidelines can be developed to protect night-flying migratory birds, people, and the night.

Thank you,

Shani Kleinhaus, Ph.D.
Environmental Advocate
Santa Clara Valley Audubon Society

Katja Irvin
Conservation Committee co-chair
Sierra Club Loma Prieta Chapter

References

France's Decree:
https://www.legifrance.gouv.fr/eli/arrete/2018/12/27/TREP1831126A/jo/texte
https://www.darksky.org/france-light-pollution-law-2018/

Malibu Dark Sky Ordinance: https://www.malibucity.org/DocumentCenter/View/22417/Dark-Sky-Ordinance-Ordinance-No-434

Ojai Ordinance:
https://docs.vcrma.org/images/pdf/planning/ordinances/Ojai_Valley_Dark_Sky_-_Public_Brochure.pdf

Alameda Ordinance:
https://alameda.legistar.com/LegislationDetail.aspx?ID=3756063&GUID=2E8203B6-7841-42FC-A8B8-552FA7D9D246&Options=&Search=

The International Dark Sky Association
https://www.darksky.org/

Carcinogenicity of shift-work involving Circadian Disruption
https://firefightercancersupport.org/wp-content/uploads/2013/06/carcinogenicity_of_shiftwork_painting_and_firefighting.pdf

Physiology of Growth Hormone Secretion During Sleep
https://www.ncbi.nlm.nih.gov/pubmed/8627466

National Audubon Lights out recommendations
https://www.audubon.org/conservation/project/lights-out

Campus Illumination: A road map to exterior lighting at the University of Washington Seattle Campus
https://www.lightingdesignlab.com/sites/default/files/pdf/Campus-Illumination-Roadmap-final.pdf

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Ordinance No. 189000
Effective Date: July 9, 2018

ADMINISTRATIVE RULE

Bird-Safe Window List

SUMMARY: The *Bird-Safe Windows List* specifies the window glazing treatments that must be used when implementing Portland Zoning Code section 33.510.223. Bird-Safe Exterior Glazing. The intent of the rule is to minimize the risk of bird strikes within the Central City.

AUTHORITY: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents. (Ordinance No. 189000)

Susan Anderson

7.5.18

Susan Anderson, Director
Bureau of Planning and Sustainability

Date

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1.0 INTRODUCTION, PURPOSE AND BACKGROUND

1.A Purpose

The purpose of the *Bird-Safe Windows List* is to specify the window glazing treatments that will reduce the instances of bird strikes. This rule will be updated periodically to include new technologies.

Portland is on the Pacific Flyway, a major north-south flyway for migratory birds in America. The Portland region hosts 209 species of birds, some are year-round residents and some are just passing through as they migrate northward or southward. The Great Blue Heron, the Rufous Hummingbird, and the Red-tailed Hawk are some of the birds that reside in Portland or migrate through and may stop, rest or feed on the way.

It is estimated that up to 1 billion birds die each year from collisions with buildings in the U.S. Birds do not see or perceive clear glass as a barrier. They see the reflection of trees and sky as places where they can fly. Bird strikes can occur anywhere there is exterior clear glass; particularly near water or vegetation, including street trees or ecoroofs. Portland is growing and becoming denser. In the Central City, buildings are getting taller and using extensive exterior glazing. Portland is also dedicated to increasing urban tree canopy and using vegetation to manage stormwater and reduce heat island impacts. All of this means that bird strikes in the Central City are likely to increase.

In 2003, Portland became a pilot bird city as part of the US Fish and Wildlife Service Urban Migratory Bird Conservation Treaty. In 2013, City Council passed Resolution 37034 (Oct. 2, 2013) directing City bureaus to seek opportunities to incorporate bird-friendly building design into City plans and projects, including the 2035 Comprehensive Plan, Central City 2035, and the City's Green Building Policy.

1.B How to use this document

Portland Zoning Code, 33.510.223, Bird-Safe Exterior Glazing standard, requires new buildings and major remodels of existing buildings to comply with the glazing standards. Applicants who propose buildings that trigger the requirements must choose the glazing treatment patterns and application techniques from this document.

When the standard is triggered in the zoning code, the applicant must choose from the following (see Figure 1):

A. **Glazing on the ground floor** – The applicant may use any of the approved materials listed in subsection 2.A.1 and must choose from the pattern spacing and dimension requirements listed in subsection 2.A.2.

B. **Glazing on upper floors** – The applicant may use any of the approved materials listed in subsection 2.B.1 and must choose from the pattern spacing and dimension requirements listed in subsection 2.B.2.

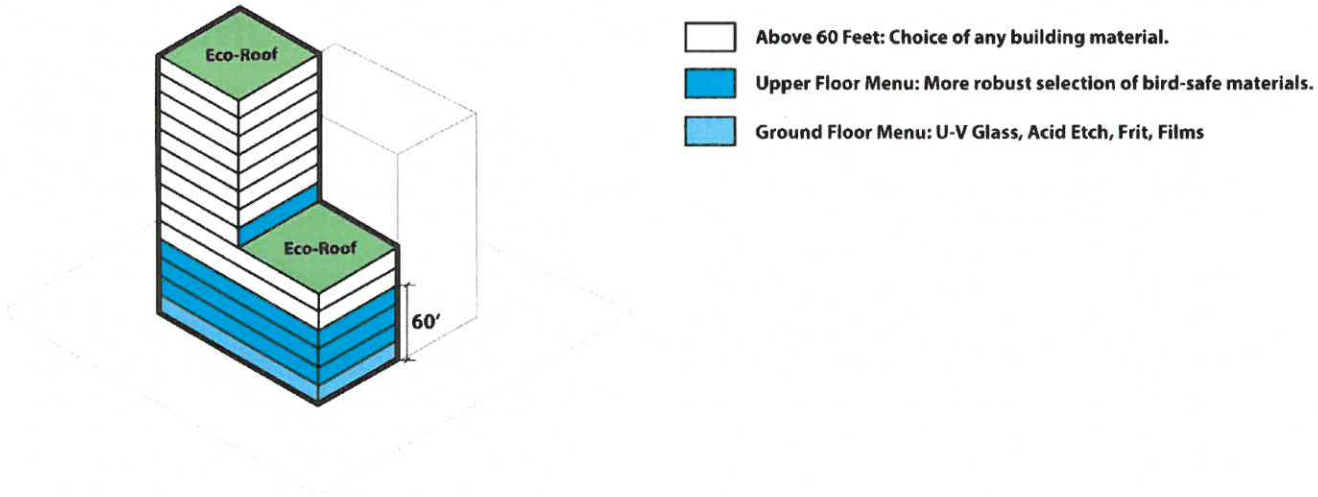


Figure 1 – Where the Glazing Standard Applies

1.C Summary of Bird-Safe Exterior Glazing Standard – 33.510.223

Glazing Percentage Threshold

More than 50 percent of documented bird strikes occur on the lower floors of buildings (under 11 stores). Based on review of current literature, local studies of bird window strikes, and consultation with local and national experts, glazing in excess of 30 percent on a building is associated with higher collision risk. The highest risk occurs within the first 60 feet above the ground, where birds are foraging, nesting and roosting in trees and vegetation. Therefore, the first 60 feet is prioritized for treatment to reduce bird collisions (see Figure 2).

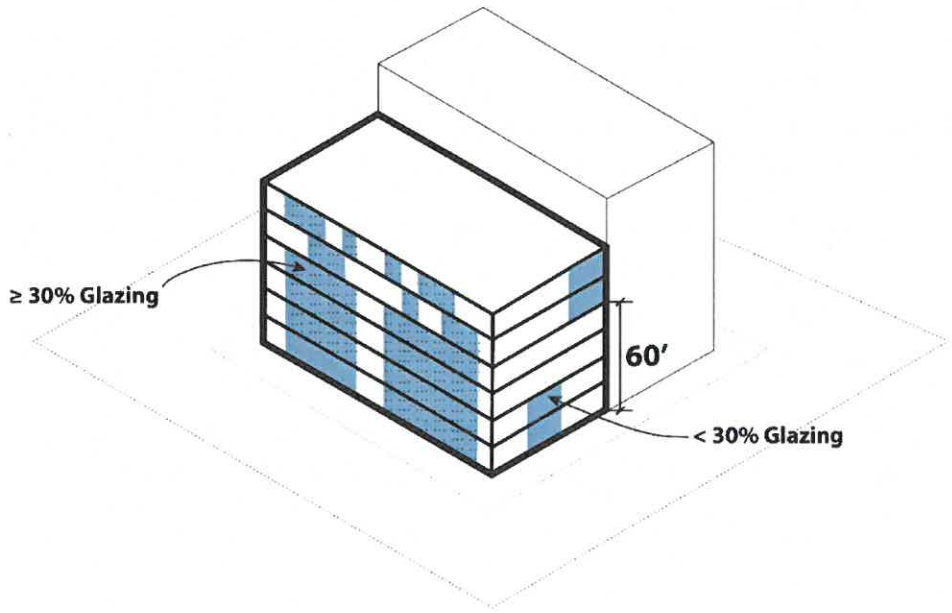


Figure 2 – Standard applies to facades with 30% or more glazing on the first 60 feet.

Allowance for Untreated Glass

The zoning code standard allows up to 10 percent of the glass on the facade to be untreated (see Figure 3). This is to allow flexibility to address other objectives, including transparency on the ground floor between the inside and outside of buildings, location of landscaping around the building, and the types of uses inside the building.

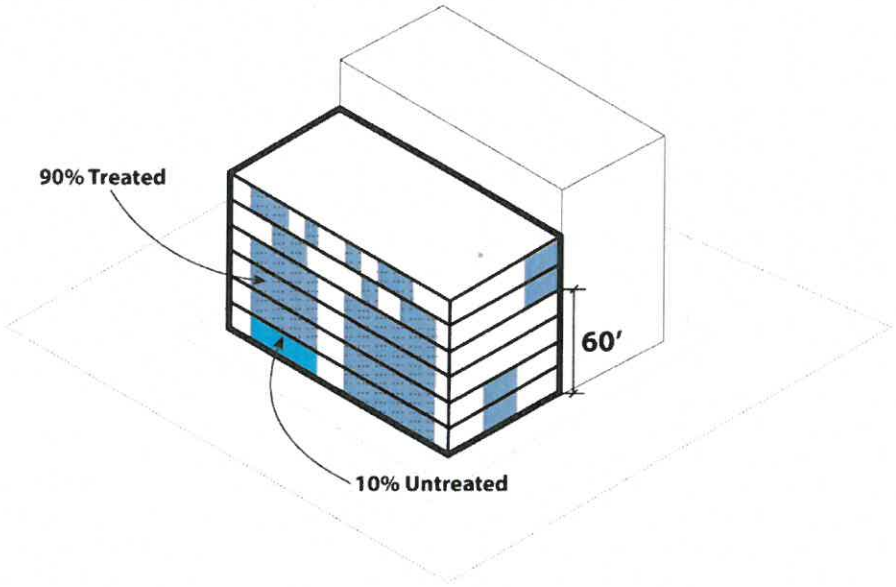


Figure 3 – Allowance for 10% Untreated Glazing

Relationship to Ecoroofs

The highest incidence of bird-strikes occurs from the ground floor up to 60 feet and on glazed facades adjacent to ecoroofs. In the Central City, new buildings are required to construct an ecoroof over a portion of the rooftop area. If an ecoroof is on a podium, the glazing directly adjacent to the ecoroof must be treated with bird safe materials (see Figure 4).

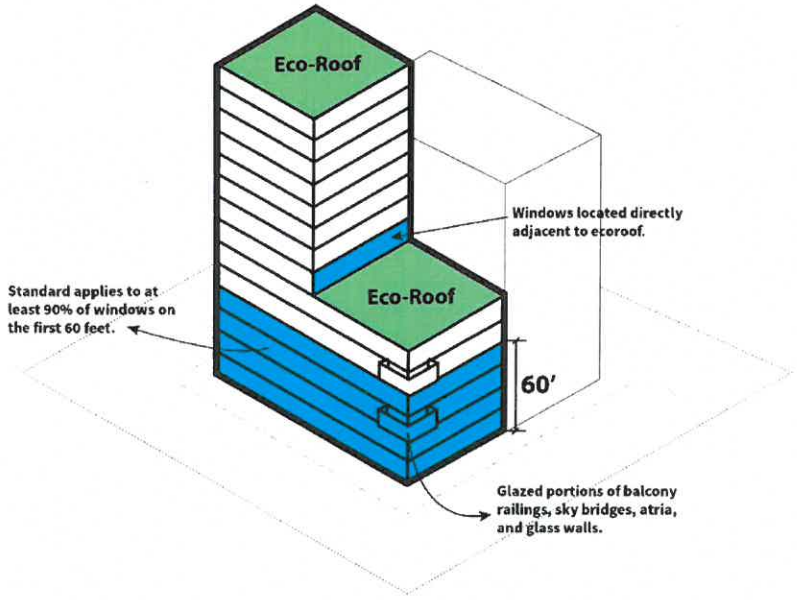


Figure 4 – Building Floors that Require Treated Glazing

The 2" x 4" Rule

Research shows that a specific spacing, width, and orientation of markers on glass can interrupt reflections and reduce risk of bird strikes. The research has shown that patterns applied to glass can cover as little as 6% of the total glass surface and can deter 90% of strikes. Most birds will not attempt to fly through horizontal spaces less than 2-inches high, nor through vertical spaces less than 4-inches wide. This concept is known as the 2" x 4" Rule. This rule is applied to spacing requirements listed in 2.A.2 and 2.B.2, except for UV treatments and exterior apparatus.

2.0 SUBSTANTIVE REQUIREMENTS

2.A. Allowed Treatments for the Ground Floor

For the ground floor, the applicant may use any of the approved materials listed in subsection 2.A.1 and must choose from the pattern spacing and dimension requirements listed in subsection 2.A.2 (see Figure 5).

An urban design objective for the Central City 2035 Plan is to encourage more ground floor activation on commercial streets to provide a rich pedestrian experience with a wide range of retail and service uses. To achieve this objective, the code will require specific ground floor window glazing options. It is important to treat the glass to adhere to the bird-safe standard while also maintaining an appropriate level of transparency and connection between the interior of the building and the public realm.

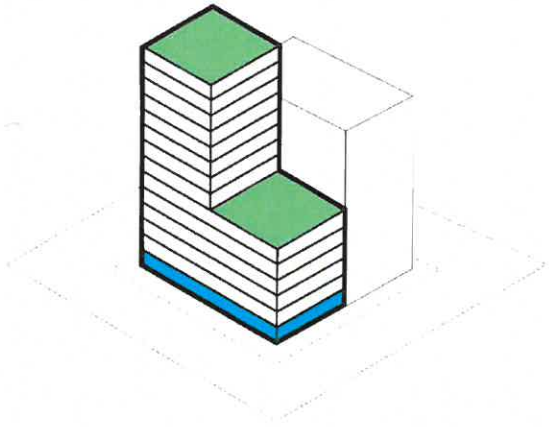


Figure 5 – Ground Floor Window Glazing

2.A.1 Approved Ground Floor Materials

The following materials are approved for use on the ground floor (see Figure 5). Color elements may be white or gray only. An applicant may choose one or more types of materials from the list below:

A. Fritted Glass - Ceramic dots or 'frits' can be silk-screened, printed, or otherwise applied to the glass surface. This design element, useful primarily for new construction, can also improve solar heat gain control and reduce glare.

B. Etched Glass - Glass etching on the surface of glass can be achieved through acidic, caustic, or abrasive substances. The etched markers should be on the outside surface.

C. UV Coated Glass – Some birds can see into the ultraviolet (UV) spectrum of light, a range largely invisible to humans. UV-reflective and/or absorbing patterns (transparent to humans but visible to birds) are frequently suggested as a solution for many bird collision problems. This approach is not appropriate for situations where the glazing is backlit.

D. Window Films - The application of the film covers the entire exterior glazed surface, reducing the reflectivity and transparency. This application is preferably for renovations and/or retrofits.

2.A.2. Ground Floor Spacing and Dimensions

In combination with the material chosen from subsection 2.A.1, the applicant must meet the following requirements for spacing and dimension of the patterns associated with the materials.

A. Line markers - Visible continuous line markers must be at least 1/8-inch-wide and spaced 4 inches apart for vertical elements or 2 inches apart for horizontal elements (See Figure 6). These are fixed spacing distances between line markers.

B. Dot markers - Visible circular or square markers must be at least 1/4-inch in diameter and spaced 4 inches apart for vertically aligned elements and 2 inches apart for horizontally-aligned elements (See Figure 6). These are fixed spacing distances between dot markers.

C. UV treatment - Ultraviolet markers must be at least 1/16-inch in thickness and be spaced no more than 2.25 inches apart in all directions on interior (#2) surface. Ultraviolet markers can be random in placement.

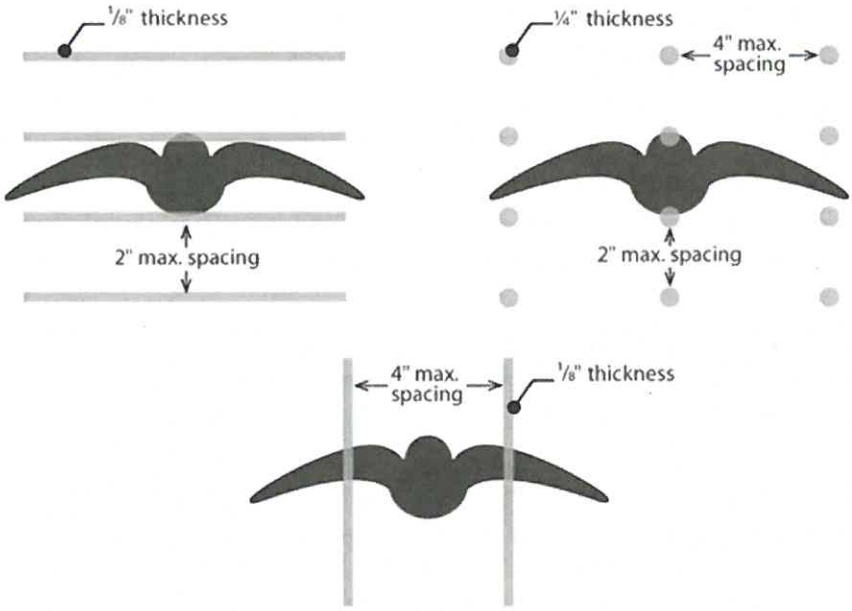


Figure 6– Marker Spacing Requirements

2.B. Allowed Treatments for Upper Floors

For upper floors, the applicant may use any of the approved materials listed in subsection 2.B.1 and must choose from the pattern spacing and dimension requirements listed in subsection 2.B.2 (see Figure 7).

The stories above the ground floor up to 60 feet or directly adjacent to an ecoroof are required to treat glazing. However, the need for the greatest level of transparency is not as critical as it is for the ground floor. Therefore, the material menu is expanded to include more materials, including exterior apparatus for which the spacing requirements are larger.

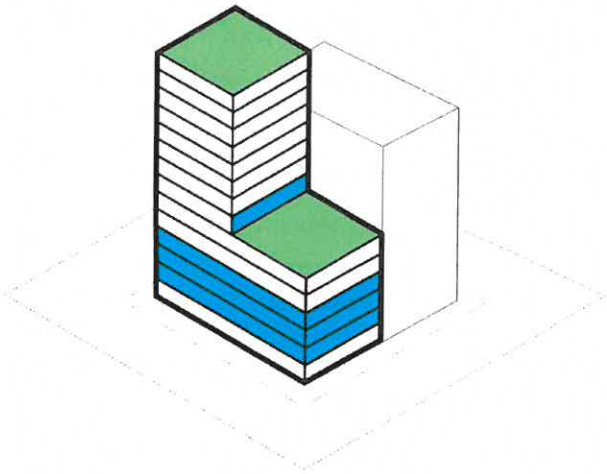


Figure 7 – Upper Floors Window Glazing

2.B.1 Approved Upper Floor Materials

The following materials are approved for use on stories above the ground floor and adjacent to an ecoroof. Color elements may be white or gray only. An applicant may choose one or more types of materials from the list below:

A. Fritted Glass - Ceramic dots or 'frits' can be silk-screened, printed, or otherwise applied to the glass surface. This design element, useful primarily for new construction can also improve solar heat gain control and reduce glare.

B. Etched Glass - Glass etching on the surface of glass can be achieved through acidic, caustic, or abrasive substances. The etched markers should be on the outside surface.

C. UV Coated Glass - Some birds can see into the ultraviolet (UV) spectrum of light, a range largely invisible to humans. UV-reflective and/or absorbing patterns (transparent to humans but visible to birds) are frequently suggested as a solution for many bird collision problems. This approach is not appropriate for situations where the glazing is backlit.

D. Window Films - The application of the film covers the entire exterior glazed surface, reducing the reflectivity and transparency. This application is preferably for renovations and/or retrofits.

E. Permanent Stencils or Frosting - Frosted glass is created by acid etching or sandblasting transparent glass. Frosted areas are translucent, but different finishes are available with different levels of light transmission. An entire surface can be frosted, or frosted patterns can be applied.

F. Exterior Apparatus - Fixed exterior screens, grilles, netting, louvers, fins or mullions can effectively reduce visible reflections, provide insulation from strike impact, reduce solar heat gain, reduce glare and provide weather protection.

2.B.2. Upper Floor Spacing and Dimensions

In combination with the material chosen from subsection 2.B.1 the applicant must meet the following requirements for spacing and dimension of the patterns associated with the materials.

A. Line markers - Visible continuous line markers must be at least 1/8-inch-wide and spaced 4 inches apart for vertical elements or 2 inches apart for horizontal elements (See Figure 8). These are fixed spacing distances between line markers.

B. Dot markers - Visible circular or square markers must be at least 1/4-inch in diameter and spaced 4 inches apart for vertically aligned elements and 2 inches apart for horizontally-aligned elements (See Figure 8). These are fixed spacing distances between dot markers.

C. UV treatment - Ultraviolet markers must be at least 1/16-inch in thickness and be spaced no more than 2.25 inches apart in all directions on interior (#2) surface. Ultraviolet markers can be random in placement.

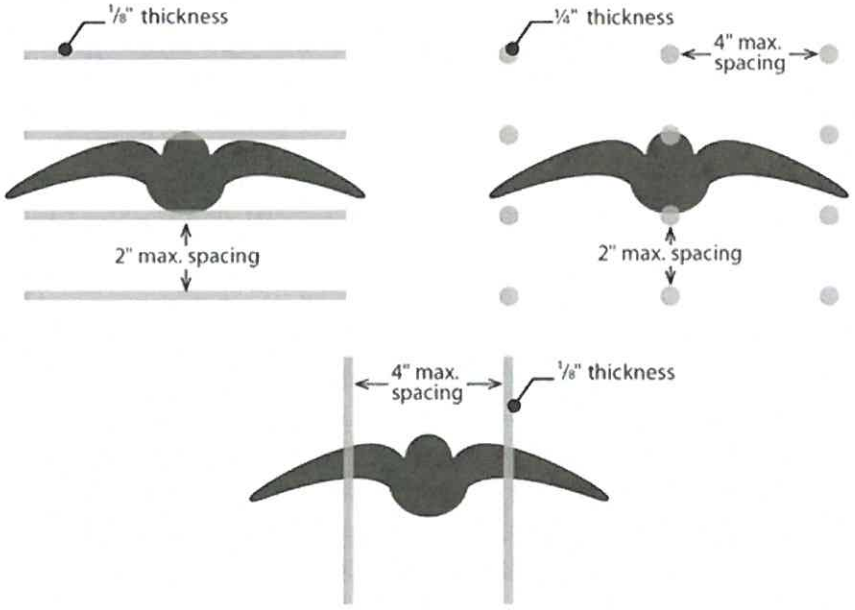


Figure 8 – Marker Spacing Requirements

D. Exterior Apparatus –
   A. Screens, grilles, or netting must be at least 1/8-inch in thickness and spaced no more than 2 inches between elements. (see Figure 9)
   B. Louvers, fins or mullions must be at least 1/8-inch in thickness. The maximum spacing between elements is 1:1, depth of element to spacing between elements, with a maximum spacing of no more than 9 inches. For example, 1-inch thick, 4-inch deep elements may be spaced no more than 4 inches apart. Another example, 1.5-inch thick, 9-inch deep elements may be spaced no more than 9 inches apart. (see Figure 10)

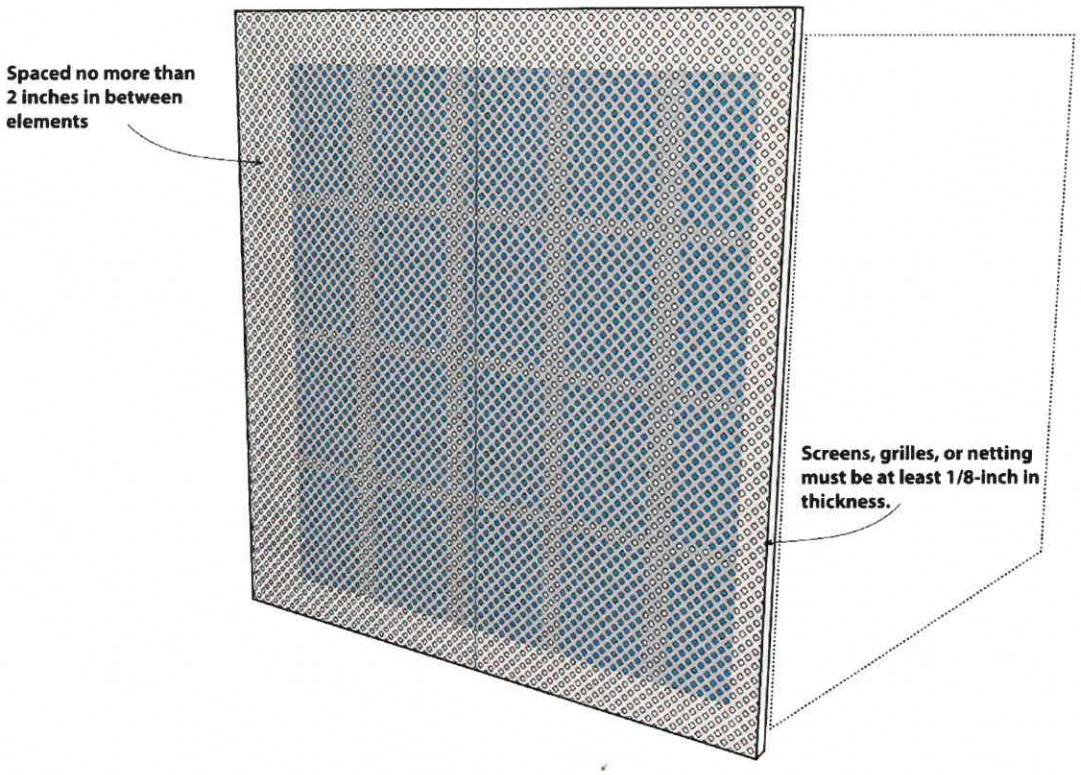


Figure 9 – Thickness and Spacing Requirements for Screen, Grilles or Netting

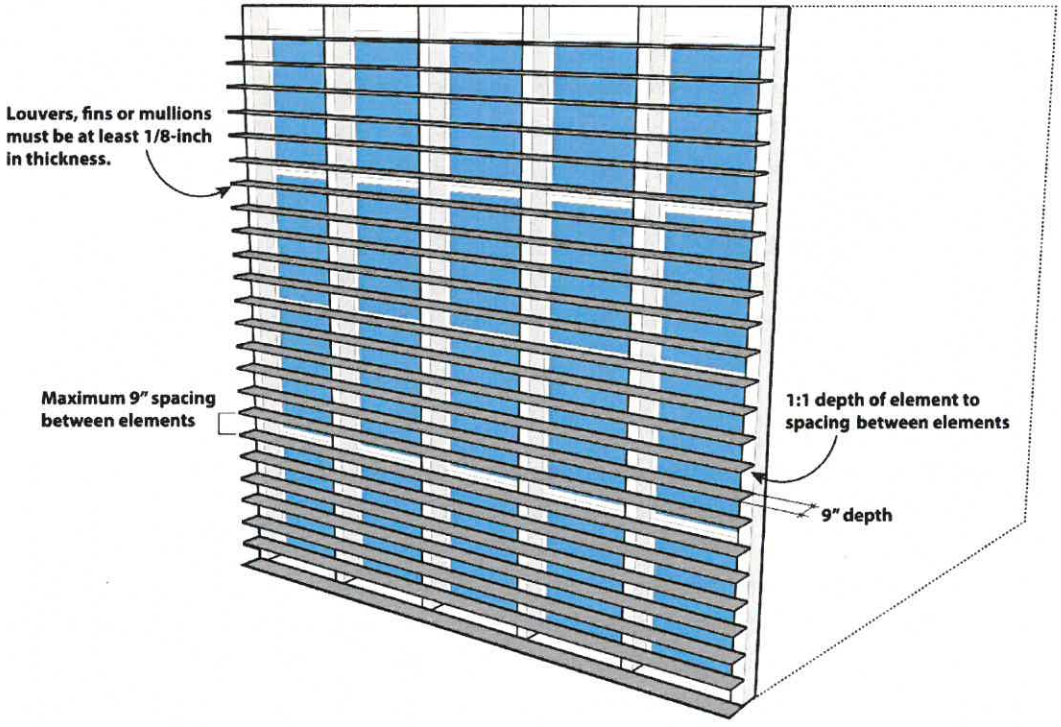


Figure 10 – Spacing Requirements for Louvers, Fins or Mullions

3.0 PROCESS REQUIREMENTS

3.A. Submittals

The manufacturer's specification sheet must be provided to the Bureau of Development Services (BDS) to verify that the materials, pattern application techniques and spacing requirements meet sections 2.A and 2.B of this administrative rule. Appendix B includes a list of products that meet the requirements; it is not an exhaustive list and other products that meet the requirements may be used.

3.B. Amendments to the Bird-Safe Windows List

The Bureau of Planning and Sustainability (BPS) is the bureau in charge of amending the *Bird-Safe Windows List* Administrative Rule. The BPS Director, or their delegate, signs the amended administrative rule. BPS will follow the process laid out in this standard operative procedure.

Amendments to the *Bird-Safe Windows List* Administrative Rule should:

1. Be appropriate, scientifically defensible, and generally accepted by technical experts;
2. Maintain or enhance the clarity, understandability, educational value, and "user-friendliness" of this document; and
3. Be efficient, and timely as possible, making best use of City staff and external technical reviewers' time.

Steps to Amend the *Bird-Safe Windows List*

1. Timing

   Amendments to the *Bird-Safe Windows List* will occur as needed to respond to changes in bird-safe glazing techniques and technologies. The frequency of amendments will depend on the number and complexity of requested updates and the availability of staff to process the amendments.

2. Submitting requests to amend the *Bird-Safe Windows List*

   Requests to amend the *Bird-Safe Windows List* may be submitted by any individual or organization to BPS, preferably using the request form in Appendix A. BPS will review the requests and follow up with the requestor as needed.

3. City Bureau Coordination

   BPS will distribute the requested amendments to designated staff from Bureau of Development Services (BDS) and Bureau of Environmental Services (BES). BDS and BES staff will be given ten (10) business days to respond with comments and recommendations, including rationale and documentation, as to whether the requested amendments should be further considered or rejected. Each bureau shall provide one consolidated set of comments to BPS. BPS will compile feedback from the bureaus. If there is disagreement, BPS will convene a meeting to discuss the different viewpoints and come to an agreement or determine next steps to resolve any remaining conflicts.

4. Initial Stakeholder Consultation

BPS may consult with stakeholders on the amendments prior to public review. BPS will distribute the requested amendments and stakeholders will be given no less than ten (10) business days to respond with comments and recommendations, including rationale and documentation. This initial consultation may occur at the same time as the Bureau Coordination or after, depending on the complexity of the requested amendments.

BPS will maintain a list of community stakeholders who have participated in developing and amending this administrative rule, as well as other stakeholders with expertise in bird-safe glazing techniques and technologies and those who request to be on the stakeholder list.

5. Public Review and Comments

BPS will send notice to organizations and community members who provided testimony on adoption of the CC2035 bird-safe glazing standard; provided comments on the *Bird-Safe Windows List* Administrative Rule adoption or past amendments; or whom have requested notice. (BPS will maintain the notice list.) Notice will also be posted on the City's website announcing the public review period.

The public review and comment period will be no less than fifteen (15) business days. Comments will be directed to the BPS director, or their delegate. If staff recommend substantive revisions based on comments, notice of the revised amendments will be sent to organizations or community members and posted on the BPS website. The public review and comment period on the revised amendments will be no less than fifteen (15) business days. Once the public review and comment period is closed, BPS staff will provide a final recommendation to the BPS director or their designee.

7. Completion of *Bird-Safe Windows List* Amendments

Once the BPS Director, or their delegate, has approved the amendments, BPS staff will finalize all updates to the *Bird-Safe Windows List*. BPS staff will submit the updated version to the City Auditor's Office for inclusion in the Portland Policy Documents repository. BPS staff is responsible for ensuring that the updated list is published on the City's website.

BPS will maintain records documenting amendment requests, review process and updates for historical continuity and to assist in responding to future update requests. BPS may submit these records to be maintained at City Archives.

Appendix A: Bird-Safe Windows Amendment Request Form

This form can be used by any individual or organization to request amendments to the *Bird-Safe Windows List*. After completing the form, please return to:

Bureau of Planning and Sustainability
c/o Urban Design
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Requesting Person's Contact Information

Name: _____

Organization: _____

Mailing Address: _____

Email Address: _____

Phone Number: _____

Bird-Safe Windows List Section and Subsection to be Amended (you may list more than one)

Section: _____

Subsection: _____

Change Requested (you may attach additional pages)

_____

_____

_____

Rationale for Request (you may attach additional information or provide links to online information)

_____

_____

_____

Additional Information Attached (circle one) Yes No

Appendix B: Bird-Safe Glazing Product Examples

The following list are example of current products that meet one or more of the required treatments in the *Bird-Safe Windows List*. This is not a list of vendors and products from which a project must choose. It is only a list of some examples products that will meet the administrative rule requirements.

Product Name	Manufacturer	Treatment	Webpage
AviProtek	Walker Textures	acid etch	http://walkerglass.com/products/aviprotek-bird-friendly-glass/#.WQOYPlPyvR0
Ornilux Bird Protection	Arnold Glas	UV pattern	http://www.ornilux.com/technical-specs.html
GlasPro – Bird Safe	GlasPro	UV pattern	http://www.glas-pro.com/products/glas-pro-bird-glass/
Channel Glass	Bendheim	translucence	https://bendheim.com/system/channel-glass-curtainwall-systems/
Acrylite Soundstop Bird Guard	Evonik Performance Materials	embedded polyamide threads	http://www.acrylite.net/product/acrylite/en/products/acrylite-soundstop/pages/default.aspx
Viracon Screen 5006	Viracon	silk screen frit	http://www.viracon.com/page/silkscreen
SX-BSFH Bird Safety Film	Solyx	film	https://www.decorativefilm.com/specialty-bird-safety
CollidEscape Clear	CollidEscape	film	http://www.collidescape.org/
Feather Friendly	Convenience Group 3M Architectural + Window Film Solutions	tape/dot pattern	http://www.conveniencegroup.com/featherfriendly/feather-friendly

Appendix C: References

Toronto Green Standard Version 3, 2018, City of Toronto
https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/toronto-green-standard-version-3/mid-to-high-rise-residential-all-non-residential-version-3/ecology-for-mid-to-high-rise-residential-all-non-residential/

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https://www.portlandoregon.gov/bps/article/529212

Bird-Friendly Building Design, 2015, American Bird Conservancy
https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf

Bird-Friendly Landscape Design Guidelines, August 2013, Vancouver Board of Parks and Recreation
https://sustain.ubc.ca/sites/sustain.ubc.ca/files/uploads/pdfs/2013%20GCS%20Reports/GC%20Scholars%20-%20Final%20Report%20-%20Michele%20Campbell%20-%202013.PDF

Resource Guide for Bird-Friendly Building Design, July 2012, City of Portland and Audubon Society of Portland http://audubonportland.org/files/hazards/bfbdd;
https://www.portlandoregon.gov/bds/article/408796

Portland, Oregon's Bird Agenda, June 2011, City of Portland
https://www.portlandoregon.gov/bes/article/354681

Standards for Bird-Safe Buildings, November 2011, City of San Francisco
http://sf-planning.org/standards-bird-safe-buildings

BirdSafe.ca, Fatal Light Awareness Program [FLAP]
https://birdsafe.ca/

SAN FRANCISCO
PLANNING
DEPARTMENT

DESIGN GUIDE

Standards for Bird-Safe Buildings

THE FACTS

Over 100 million bird deaths annually

Reflective, transparent materials cause hazardous collisions

Birds attempt to reach shelter, food and migratory paths reflected in glass









THE TRIGGERS

New Buildings

Additions

Alterations - replacing 50% or more of glazing

THE CODE

Per San Francisco Planning Code Section 139, "*Standards for Bird-Safe Buildings*," there are two types of bird hazards:

Location-Related Hazards: Buildings within 300 feet of an Urban Bird Refuge.

Building Feature-Related Hazards: Uninterrupted glazed segments 24 square feet or larger.

See back for treatment options >

Resources

Standards for Bird-Safe Buildings document
sfplanning.org/index.aspx?page=2506

Golden Gate Audubon
goldengateaudubon.org

American Bird Conservancy
abcbirdtape.org

U.S Fish and Wildlife Service
fws.gov

LEED Pilot Credit #55 Bird Façade
usgbc.org

Bird-Safe Building Treatments

Location-related hazards require facade treatment. Buildings with feature-related hazards are also required to treat hazards.

Applied to 90% of glazing from grade up to 60 feet (Bird Collision Zone)

Applied to 100% of Building Feature-Related Hazard

2x4 Rule Required: Patterns smaller than 4" tall by 2" wide

Glazing Options

- Glass that reflects the ultraviolet light (which birds can see) such as '*Ornilux*'
- Glass which has photovoltaic cells embedded such as 'IQ Glass', or '*Voltalux*'
- Dichroic glass
- Fritted glass such as *Viracon Silk-screen*
- Etched Glass
- Translucent glass such as '*Profilit*'
- Film

Building & Fenestration Strategies

- Layering and recessing glazed surfaces
- Louvers
- Overhangs and awnings
- Screening
- Netting
- Angled or faceted glazing - minimize reflectivity
- Opaque surfaces
- Structurally break-up large expanses of glass

Additional Precautions: Lighting & Wind Generators

- Avoid beacon effect and blind spots
- Minimal external lighting
- No uplighting
- Shielded lighting
- No event searchlights
- Wind Generators must appear solid



Art silk-screen at City College of San Francisco Chinatown Campus


Etched louvers at San Francisco Federal Building


Screening at De Young Museum


Fritted silk-screen patterns

Comparison of Different Treatments

Treatment	Upkeep	Longevity	Application	Cost
NETTING	*****	****	**	$
FILM	****	***	****	$
FRITTED/ETCHED	*****	*****	***	$$$
UV/PV	****	*****	***	$$$$
SCREENS	****	****	**	$$
LOUVERS	*****	****	***	$$$
5 STARS/$ =	MINIMAL	DURABLE	EASY	PRICEY

Source: American Bird Conservancy, San Francisco Planning Department

Exceptions: Zoning Administrator Waivers

- **Bird collision zone treatment exempt for:** residential-zoned buildings less than 45 feet tall with limited glass facade (less than 50% glazing); building feature-related treatment still required.
- **More treatment required (95%) for:** residential-zoned buildings less than 45 feet tall with substantial glass facade (more than 50% glazing).
- May waive or modify requirements per recommendation of qualified biologist.

SCVAS References on lighting and Bird Safe Design
Compiled by Dashiell Leeds, March 2019

Campus Illumination: A road map to exterior lighting at the University of Washington Seattle Campus:
https://www.lightingdesignlab.com/sites/default/files/pdf/Campus-Illumination-Roadmap-final.pdf
This is a comprehensive guide for exterior lighting systems on the University Of Washington Campus. The guide is aimed at decreasing outdoor lighting energy consumption on campus while balancing the needs of humans and wildlife. The authors intended for the lighting recommendations to be used as reference for retrofitting and replacement efforts, as well as an educational tool to be used more broadly.

National Audubon Lights Out Guidelines
https://www.audubon.org/conservation/project/lights-out
This site provides a list of Lights Out solutions.

France law to reduce and limit light pollution
https://www.legifrance.gouv.fr/eli/arrete/2018/12/27/TREP1831126A/jo/texte
This law sets standards for the protection of nighttime darkness through controls on the emission of light in outdoor spaces. It includes technical requirements for the design and operation of outdoor lighting installations and imposes these regulations on both public and private property owners. It also contains direction for various lighting situations, from parks and gardens to building exteriors and parking facilities. In addition, the law specifies eleven sites of astronomical observatories throughout France that receive special consideration for the highest level of protection.

Resource Guide for Bird-friendly Building Design, Portland, Oregon:
https://www.portlandoregon.gov/bps/article/686891 Portland's Guide for Bird-friendly Building Design is contains a wealth of information about artificial night lighting as it relates to birds. The information covers a variety of topics, such as the legal landscape, properties of glass and building design, properties of lighting design, biological bird-info, weather considerations, case studies, and much more. A quick look at their recommendations can be found on page 6, but we strongly recommend reviewing this entire document.

City of Alameda Bird Safe Building Ordinance:
http://alameda.legistar.com/gateway.aspx?M=F&ID=570cd224-8b8d-4a16-94bb-9db779ffed85.pdf
In November 2018 the City of Alameda voted to adopt this Bird-Safe Building Ordinance. This document codifies many of the bird-safe design guidelines that are commonly used. This

document contains specific use practices on lighting that should be very helpful for any city looking to reduce energy consumption and bird deaths.
Golden Gate Audubon Article Describing Alameda's Ordinance is below:
https://goldengateaudubon.org/wp-content/uploads/TheGull_Winter19.pdf

City of Sunnyvale Bird Safe Building Design Guidelines:
https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23799
Sunnyvale's Bird Safe Building Design Guidelines cover construction and lighting techniques for reducing bird mortality and light pollution. Sunnyvale has voted to prioritize the creation of a Bird Safe Design/Dark Sky Ordinance based on this document as well as on existing ordinances such as in Multnomah County Oregon, Malibu CA, and Ojai CA. Sunnyvale will also consider a lights-out program which will turn off unused lights at certain times at night to allow for healthy migratory bird movements.

Dark Sky Ordinances contain many of the same policy provisions as bird safe design guidelines and can therefore be a valuable resource for implementing LED lighting. Examples of Dark Sky ordinances are listed below:
Multnomah County, Oregon: https://multco.us/file/56224/download
Malibu, California: https://www.malibucity.org/DocumentCenter/View/22417/Dark-Sky-Ordinance-Ordinance-No-434
Ojai, California: (We also gave a paper handout of this one to you):
https://docs.vcrma.org/images/pdf/planning/ordinances/Ojai_Valley_Dark_Sky_-_Public_Brochure.pdf

For more information on Dark Sky Policy, see **The International Dark Sky Association:**
https://www.darksky.org/ which provides a model Dark Sky Ordinance:
https://www.darksky.org/our-work/lighting/public-policy/mlo/

City of Oakland Bird Safety Measures:
https://goldengateaudubon.org/wp-content/uploads/Oakland-Bird-Safety-Measures.pdf
Oakland's mandatory bird safety measures provide a good bay area example of functional bird safe design. These measures include specific date and time windows where lights must be extinguished in order to protect migratory birds. These time windows will likely be helpful for similar efforts in San Jose. This document contains many of the lighting mitigation techniques found in other examples we've listed.

Menlo Park Connect Menlo (Bird Safe Guidelines on pdf page 22):
https://www.menlopark.org/DocumentCenter/View/10344/43_BiologicalResources?bidId=
This update to Menlo's General Plan includes bird safe design guidelines, including protections for riparian habitats and mitigation measures.

City of Mountain View North Bayshore Precise Plan (Bird Safe Guidelines on pdf page 134):
https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=150504
The City of Mountain View has required that all new construction in North Bayshore shall adhere to bird safe design standards. These standards focus mostly on building design and glass treatments rather than lighting. Certain techniques, such as occupancy sensors, might be useful for LED policy.

San Francisco Planning Department Design Guide: Standards for Bird-Safe Buildings:
http://default.sfplanning.org/publications_reports/bird_safe_bldgs/Design%20Guide%20Standards%20for%20Bird%20Safe%20Bldgs_Final.pdf
This guide is a great example of a brief, yet informative set of bird-safe design guidelines. This two page document focuses on building design and exterior surfaces. It covers a variety of strategies that can be used to reduce bird mortality. This guide includes a comparison of different glass treatments rated by upkeep, longevity, application difficulty, and cost.

T&E AGENDA: 10-06-14
ITEM: d (1)

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: TRANSPORTATION & ENVIRONMENT COMMITTEE

FROM: Kerrie Romanow
Harry Freitas

SUBJECT: BIRD-SAFE BUILDING DESIGN STANDARDS

DATE: September 25, 2014

Approved [signature] Date 9-26-14

RECOMMENDATION

1. Accept this staff report on bird-safe building design standards and direct staff to proceed with implementation of voluntary bird friendly measures.
2. Provide input on bird-safe building design mandatory guidelines.
3. Cross reference this item to the October 28, 2014 City Council meeting for full City Council review and approval.

BACKGROUND

At the May 20, 2014 City Council meeting and Public Hearing regarding the Diridon Plan, several speakers commented about the importance of bird-safe building design. A supplemental memo dated June 6, 2014, responded to City Council questions and public comments raised at that meeting. The supplemental memo recommended: 1) considering guidelines for city-wide implementation rather than only for the Diridon Station Area, 2) conducting a study to identify the severity of the bird strike issue, confirming where and under what situations it is a significant issue, and identifying effective mitigations for given situations and locations, 3) studying the cost implications to development, and 4) having Council review this work item as part of its next Council Priority Setting Session.

At the June 11, 2014 Rules and Open Government Committee meeting, a memo from Councilmembers Liccardo and Chu recommended placement of an item on the June 17, 2014 City Council Agenda directing the City Manager to return to Council in six months with development guidelines that promote bird-safe building design citywide. Staff was directed to return to the Transportation and Environment Committee in Fall 2014 with options for implementing bird-safe building design standards in collaboration with environmental partners such as the Santa Clara Audubon Society and The Sierra Club.

ANALYSIS

Overview of Bird Status

Birds provide a variety of beneficial services that are vital to the natural world we depend upon including: plant pollination, seed dispersal, insect and pest control, and soil formation[1]. In the last 40 years, bird populations have been in decline in the United States[2]. Overall, 25 percent of bird species are now on the U.S. Watchlist of Birds of Conservation Concern[3]. Initial research has identified building bird collisions, or "strikes," as one contributor to the decline of bird populations in an urban area. According to national studies, between 350 million and 1 billion birds are killed annually by building strikes in the United States, with roughly 56 percent of mortality at low-rises, 44 percent at residences, and less than 1 percent at high-rises[4].

San Jose is located along the Pacific Flyway, through which at least a billion birds migrate each year[5]. Existing data for Santa Clara County is not readily available for the total bird population, the number of bird strikes, or the number of species affected. Based on national research, the Santa Clara Valley Audubon Society extrapolates estimated bird deaths in San Jose at over 1 million per year. Anecdotal data from the Silicon Valley Wildlife Center (SVWC) shows their center has received about two dozen injured/dead birds from building collisions each year over the last two years (21 in 2014, 24 in 2013). SVWC acknowledges that this data is not scientific and does not include any dead birds that would otherwise be consumed by other animals such as cats or crows, or handled/disposed of by individuals or other organizations.

Addressing Bird-Safe Building Design Standards

Bird building strikes have been linked to several specific building design factors. Strikes occur because birds fly into reflective glass that they perceive to be trees or the sky, or to fend off a threat (their own reflection). Birds can also strike clear glass while attempting to reach habitat and sky seen through glass corridors, windows positioned opposite each other in a room, ground floor lobbies, glass balconies, or where glass walls meet at corners. Building up-lighting can also disorient birds, causing them to circle in confusion and collide with structures, each other, or even the ground, in what has been termed "fatal light attraction". At night, interior lighting can attract birds, thereby increasing the potential for bird strikes[6].

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[1] Sekercioglu, Cagan H., "Increasing Awareness of Avian Ecological Function", Stanford University. Web. Aug. 4, 2014. <http://web.stanford.edu/~cagan/Sekercioglu_TREE2006.pdf>

[2] "The State of the Birds" (2009), North American Bird Conservation Initiative. Web. July 28, 2014. <https://www.pwrc.usgs.gov/BBS/State_of_the_Birds_2009.pdf>

[3] "United States Watchlist of Birds of Conservation Concern" (2007), American Bird Conservancy. Web. Aug. 4, 2014. <http://www.abcbirds.org/abcprograms/science/watchlist/index.html>

[4] Loss, Scott R., Will, Tom, Loss, Sara S., and Marra, Peter P., "Bird–building Collisions in the United States: Estimates of Annual Mortality and Species Vulnerability" (2014), BioOne. Web. Aug. 4, 2014. <http://www.bioone.org/doi/abs/10.1650/CONDOR-13-090.1>

[5] "Pacific Flyway", Audubon Magazine. Web. July 30, 2014. <http://conservation.audubon.org/pacific-flyway>

[6] Sexton, Lee and Keyes, Timothy, "Bird Strikes at Atlanta's Commercial Buildings", Georgia Department of Natural Resources. Web. Aug. 4, 2014. <http://www.georgiawildlife.com/sites/default/files/uploads/wildlife/nongame/pdf/Bird%20strikes%20at%20Atlanta's%20commercial%20buildings%20Report.pdf>

A number of jurisdictions in North America have adopted bird-safe building design standards in order to reduce the number of bird building strikes. A majority of these guidelines have been adopted based on national, not regionally specific, research. Additionally, limited data exists on the cost of implementing them, though some of the solutions are more behavior-based, such as turning off lights, closing blinds, or including educational signage. According to City of Portland's limited number of case studies, new construction would see a less than one-half percent increase in overall building costs, and the construction can add other benefits such as solar protection and glare control, if they implemented bird-safe building design standards[7].

The American Bird Conservancy (ABC) has developed guidelines used by several of the cities surveyed. Built upon the work of the New York City Audubon, ABC's publication *Bird-friendly Building Design* (http://www.abcbirds.org/abcprograms/policy/collisions/pdf/Bird-friendly_Building_Guide_WEB.pdf) aims to identify the nature and magnitude of the threat glass poses to birds and to provide solutions.

An overview of the standards adopted by other jurisdictions as well more information on key triggers and building design elements are provided in Attachment A. Mandatory building design guidelines are typically applied to projects located near open space and/or water bodies and voluntary guidelines are applied for the remainder of projects.

Existing San Jose Policies
The City has done some prior work on bird-safe building design. The Envision San Jose 2040 General Plan ("General Plan") includes the following policies related to bird-safe design:

1. *Environmental Resource(ER)-7.1: In the area north of Highway 237 design and construct buildings and structures using bird-friendly design and practices to reduce the potential for bird strikes for species associated with the baylands or the riparian habitats of lower Coyote Creek.*
2. *ER-7.6: Update the Riparian Corridor Policy Study and City design guidelines based on guidance from Responsible Agencies and other interested organizations on best practices for avoiding and minimizing bird strikes at new tall buildings.*

The Diridon Station Area Plan Draft Program Environmental Impact Report acknowledged the potential for artificial lighting and glass in building design to increase the risk of bird strikes, however it was not found to be a significant impact, given that the species known to occur in the Plan area are regionally abundant and adapted to urban development[8].

Preliminary External Stakeholder Outreach
Staff has conducted preliminary outreach to stakeholders such as the Santa Clara Valley Audubon Society, Sierra Club, and the Developers and Construction Roundtable, to solicit initial feedback on bird-safe design before considering any mandatory provisions.

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[7] "Resource Guide for Bird-friendly Building Design", City of Portland. Web. July 31, 2014. <http://www.portlandoregon.gov/bps/article/446308>
[8] "Diridon Station Area Plan Draft Program Environmental Impact Report", Dec. 2013 (pg. 271), City of San José. Web. Aug. 1, 2014. <https://www.sanjoseca.gov/DocumentCenter/View/25153>

Environmental groups are concerned about the number of birds being killed as a result of building bird strikes and have suggested that the City adopt the ABC's *Bird Friendly Building Design* document and apply it citywide. The development community is concerned about the potential cost and extent of design guidelines, and would like additional research on the topic before considering any mandatory provisions.

Staff Recommendations

At this time, the exact severity of this issue in San Jose is unclear. National data shows bird strikes to be a problem in locations near bird habitats and specifically at buildings with certain design elements, however, the costs to mitigate these elements have not been documented. In light of the national data and preliminary research of best practices from ABC and other jurisdictions that have adopted bird friendly measures, staff believes that adopting voluntary measures in San Jose would be appropriate. Staff is thus recommending proceeding with a citywide implementation of voluntary bird friendly measures. These voluntary measures can be used in new construction and renovations as well in existing buildings as operating practices. They include:

1. Reduce large areas of transparent or reflective glass.
2. Locate water features and other bird habitat away from building exteriors to reduce reflection.
3. Reduce or eliminate the visibility of landscaped areas behind glass.
4. Reduce or eliminate spotlights on buildings.
5. Turn non-emergency lighting off at night, especially during bird migration season (February-May and August-November).

Staff has developed a fact sheet (Attachment B) that provides information on the need for bird-safe building design and outlines voluntary bird-safe measures. If directed by the Committee and City Council to proceed with implementation of the voluntary measures, this factsheet will be distributed via the City's website and the Development Services Permit Center to encourage voluntary incorporation into both new construction and renovation projects. In addition, Development Services Permit Center staff will also be trained on bird-safe building design to assist with guidance on design measures and to evaluate projects.

The national research provides guidance on the location (near waterways and open space) and design of buildings posing the greatest threat to birds, as well as the design options available to reduce that threat. For San Jose to develop and implement a bird-safe design policy with mandatory design requirements, additional work will be needed, as outlined below:

1. Gather data specific to San Jose on bird strikes, species affected, and types of buildings that pose a threat, to determine the severity of the issue.
2. Conduct additional stakeholder outreach with environmental, development, and building manager stakeholders to better understand stakeholder concerns and recommendations.
3. Understand the cost to development under various scenarios of bird-safe building design standards before recommending specific standards.

Given current workload priorities and staffing resources in the Planning Department, staff would need to procure consultant services to complete this additional work and additional General Fund funding would need to be identified. If directed to do so by the Committee and full Council, staff can bring forward a memorandum with a workload assessment and cost estimate no later that January 2015 for City Council consideration as part of 2015-2016 budget process.

COORDINATION

This report has been coordinated with the City Attorney's Office and the Office of Economic Development.

CEQA

Not a Project, File No.PP10-069 (a), Staff Reports that involve no approvals of any City Actions.

/s/
KERRIE ROMANOW
Director, Environmental Services

/s/
HARRY FREITAS
Director, Planning, Building, and Code Enforcement

For questions, please contact René Eyerly, Sustainability and Compliance Manager, at (408) 975-2594.

Attachments
A - Overview of Other Jurisdictions' Bird-Safe Design Standards
B - City of San José Bird-Friendly Voluntary Building Design Fact Sheet

Overview of Other Jurisdictions' Bird-Safe Design Standards

Jurisdiction	Method of Implementation	Mandatory or Voluntary	Solution Elements	Trigger
City of Oakland	Building Permit	Mandatory	Requires Bird Collision Reduction Plan that incorporates mandatory measures (aviation lighting, rooftop structures/antennas, use of mirrors in landscape) and best management practices	Project location in proximity to water body or open space; atrium; substantial green roof or green wall
City of Portland	Resolution	Voluntary	Encourages building design elements treating high risk exterior glass/window zones with window treatments; lighting design/use; and additional bird safety measures.	All construction projects
City and County of San Francisco	Ordinance	Voluntary	Encourages completion of checklist and "bird-safe building" designation	All construction projects not meeting the trigger(s) for mandatory measures
		Mandatory	Requires treatment with one of the building and fenestration strategies and/or glazing options identified	Project location in proximity to water body or open space; large glazing area; substantial green roof

Overview of Other Jurisdictions' Bird-Safe Design Standards

Jurisdiction	Method of Enforcement	Mandatory or Voluntary	Solution Elements	Trigger
City of Sunnyvale	Council Adoption	Voluntary	Encourages building design elements related to the use of glass; lighting design; signage; and monitoring plan	All other construction projects not meeting the trigger(s) for mandatory measures
		Mandatory	Requires building design elements and considerations related to the use of glass; lighting design; signage; and monitoring plan	Project location in proximity to water body or open space
Toronto	Incorporation into Green Building Standards	Voluntary	Encourages "enhanced" bird-friendly design via a refund of a portion of development charges Offers bird-friendly rating and acknowledgment program	All construction projects
		Mandatory	Requires building design elements related to the use of glass and lighting design	New construction using glazing and/or located in proximity to open space (depending on the project type)

The efforts already in place in other jurisdictions use common key triggers for bird-safe design and specific design elements to reduce bird mortality. Those key triggers and standard design elements are summarized below:

Overview of Other Jurisdictions' Bird-Safe Design Standards

Key Triggers

- *Building Location*
  - Buildings that are near or adjacent to large open spaces and/or water[1] attract more birds, given that they provide bird sustenance and/or habitat, and therefore offer a greater potential for bird strikes

- *Building Design*
  - Use of larger expanses of transparent or reflective glass
  - Inclusion of:
    - Atriums, particularly those with vegetation
    - Elevated skyway with reflective or transparent glass
    - Green roofs or walls
  - Interior lighting at night, especially during bird migration (typically February-May and August through November)
  - Spotlights or up-lighting
  - Landscaping design near buildings, specifically water features and other attractive habitat for birds

Standard Design Elements

The common standard solutions implemented by other jurisdictions are:

1. Mandatory application of design standards via the planning review process for, at a minimum, new construction which meets the primary location and design triggers

2. Application of the following general standards:
   a. Attention to and alteration of building glass design in terms of fragmentation[2] and transparency
   b. Strategically located landscaping to reduce its reflection and to reduce or eliminate the visibility of landscaped areas behind glass
   c. Turning building lighting off at night
   d. Strategic reduction or elimination of up-lighting/spotlights
   e. Education and monitoring (e.g. signage with numbers to call when dead birds are found)

[1] Jurisdictions surveyed typically used a 1-2 acres open space and/or water body threshold.
[2] There are a variety of options for visually fragmenting glass including etching, screens and opaque patterns.

City of San José
Voluntary Bird-Friendly Building Design Fact Sheet



Peregrine Falcon at San José City Hall

Designing a bird-friendly building does not have to add to the cost of construction. Retrofitting an existing building can often be done by simply targeting problem areas. Consider bird-friendly best practices early on in project development to meet your project budget and demonstrate environmental leadership.

THE IMPORTANCE OF BIRDS

Birds are essential for the healthy function of our local environment. The benefits birds provide include:

- plant pollination
- seed dispersal
- insect and pest control

BIRDS AND BUILDINGS

Birds can accidentally collide with buildings, causing a decline in the bird population.

Common Causes of Collisions:

- Reflective glass that birds perceive as trees, the sky, or another bird.
- Clear glass which shows habitat or sky
- Exterior spotlights which can cause birds to collide with structures, each other, or even the ground.
- Interior lighting at night that can attract birds.



BIRD-FRIENDLY BUILDINGS

These best practices can reduce bird collisions with buildings and are particularly important for buildings near bird habitat, such as open spaces and water.

- Reduce large areas of transparent or reflective glass.
- Strategically place landscaping:
  - Locate water features and other bird habitat away from building exteriors to reduce reflection.
  - Reduce or eliminate the visibility of landscaped areas behind glass.
- Reduce or eliminate spotlights on buildings.
- Turn non-emergency lighting off at night, especially during bird migration season (February - May and August - November). Visit www.pge.com for lighting control rebate opportunities.

The City applies the above bird-friendly principles to projects north of Highway 237 per policy ER-7.1 in Chapter 3 of the Envision San José 2040 General Plan. For more information, visit www.sanjoseca.gov/planning.

RESOURCES:

- The American Bird Conservancy's Bird-friendly Building Design guidelines: www.abcbirds.org/newsandreports/BirdFriendlyBuildingDesign.pdf
- Report Injured/Dead Birds: Contact the Wildlife Center of Silicon Valley at (408) 929-9453 or www.wcsv.org

Planning, Building and Code Enforcement
www.sanjoseca.gov/planning| Main: (408) 535-3555

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY