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CPF-26-520062

SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SAN FRANCISCO

CALIFORNIA HOUSING DEFENSE FUND; CALIFORNIANS FOR HOMEOWNERSHIP, INC.; YES IN MY BACK YARD; SONJA TRAUSS

Petitioners and Plaintiffs,

v.

THE CITY AND COUNTY OF SAN FRANCISCO; CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Respondents and Defendants.

Case No. _____

VERIFIED PETITION FOR WRIT OF MANDATE
(Code Civ. Proc., § 1085; Gov. Code, § 65912.155 et seq.; Gov. Code, § 65915; Cal. Const., art. XI, § 7)

COMPLAINT FOR DECLARATORY RELIEF
(Code Civ. Proc., § 1060)

I. INTRODUCTION

1. California is in the midst of a "housing supply and affordability crisis of historic proportions," and that crisis is driven in major part by "activities and policies of many local governments that limit the approval of housing . . .." (Gov. Code, § 65589.5, subd. (a).)

2. Signed into law in October 2025, SB 79, or the Transit-Oriented Development Law, is a state bill that allows for increased density along transit corridors. The law took effect on July 1, 2026.

3. SB 79 allows local governments to enact ordinances to implement SB 79's provisions. Respondent City and County of San Francisco enacted such an ordinance.

4. The California Department of Housing and Community Development reviewed Respondent City's ordinance and issued a letter evaluating the ordinance's compliance with SB 79.

5. Respondent City's ordinance, however, violates the law. The ordinance illegally excludes parcels from SB 79's ambit. The ordinance, in addition, illegally prohibits proposed residential development projects from taking advantage of state law density bonuses and zoning relief.

6. Because Respondent City's ordinance violates the law, Petitioners are entitled to a writ of mandate and declaratory relief.

II. PARTIES

7. Petitioner and Plaintiff California Housing Defense Fund ("CalHDF") is a California nonprofit public benefit corporation and 501(c)(3) public charity. CalHDF's mission is to promote housing growth and affordability in California through education and legal advocacy. This advocacy includes litigation under state laws that limit local governments' ability to restrict or impair the construction of new housing and housing affordability. CalHDF monitors and reviews local governments' land use- and housing-related actions for compliance with state housing laws and initiates litigation when those actions violate the law.

8. Petitioner and Plaintiff Californians for Homeownership, Inc. ("CFH") is a California nonprofit

public benefit corporation and 501(c)(3) public charity. Its mission is to address California's housing crisis through litigation in support of the production of housing affordable to families at all income levels.

9. Petitioner and Plaintiff Yes In My Back Yard ("YIMBY") is a 501(c)(3) nonprofit corporation and is the litigation affiliate of YIMBY Action, a 501(c)(4) nonprofit corporation, whose membership cuts across socioeconomic lines, including members with very low, low, moderate, middle, and higher incomes ("YIMBY Members"). YIMBY litigates for housing projects through its project YIMBY Law, whose mission is to end the housing shortage and achieve affordable, sustainable, and equitable housing for all. YIMBY's mission is to increase the accessibility and affordability of housing in California by enforcing state housing laws and by advocating for increased access to housing for households of all income levels, including for YIMBY Members who reside in, or wish to reside in, the City of San Francisco. YIMBY has a direct and substantial interest in ensuring that San Francisco's actions are in conformity with the requirements of the law, that those requirements are properly executed, and that San Francisco's legal duties are enforced. YIMBY Members, as well as the general public, will be adversely affected by the acts described herein and are aggrieved by the acts, decisions, and omissions of the City and the California Department of Housing and Community Development as alleged in this Petition.

10. Petitioner and Plaintiff Sonja Trauss ("Trauss") is a natural person and a resident of the State of California, and she is the founder and executive director of YIMBY. As a resident of the San Francisco Bay Area, Respondents' actions adversely affect Trauss' housing costs and economic options. Trauss has a substantial interest in ensuring that Respondents' decisions are in conformity with the requirements of law, that those requirements are properly executed, and that the public duties of Respondents are enforced.

11. Petitioners and Plaintiffs (collectively "Petitioners") bring this Petition on their own behalf and on

behalf of others affected by Respondents' failure to comply with state law.

12. Respondent and Defendant City and County of San Francisco ("the City") is a municipality in San Francisco County, California. It is the local agency whose ordinance is challenged by this Petition.

13. Respondent and Defendant California Department of Housing and Community Development ("the Department") is a public agency and department of the State of California. It is the state agency that reviewed the City ordinance that is challenged by this Petition.

III. JURISDICTION AND VENUE

14. This Court has subject matter jurisdiction over the state law claims asserted in this action pursuant to the Code of Civil Procedure sections 1060 and 1085, Government Code sections 65912.155 et seq. and 65915, and the California Constitution, Article XI, section 7.

15. This Court has personal jurisdiction over Respondents City and County of San Francisco and the California Department of Housing and Community Development pursuant to the Code of Civil Procedure section 410.10.

16. Venue properly lies with this Court pursuant to the Code of Civil Procedure sections 394 (action against city or local agency may be tried in county where city or local agency is situated), 395 (action properly lies with Court in the county where defendant resides), and 401 (action against State agency may be tried in any county in which the Attorney General has an office).

17. Petitioners have no other plain, speedy, and adequate remedy at law.

18. Petitioners have exhausted all available administrative remedies, as alleged below.

IV. FACTUAL ALLEGATIONS

A. Legal Background

1. The Transit-Oriented Development Law

19. The statute at the foundation of this case is the Transit-Oriented Development Law ("TOD Law"), which is codified at Government Code section 65912.155 et seq. The TOD Law allows housing

development projects within certain height, average floor space, and density limits to be built "on any site zoned for residential, mixed, or commercial development" in the areas immediately surrounding high volume transit stops. (Gov. Code, § 65912.157, subd. (a).)

20. The State Legislature enacted the TOD Law on October 10, 2025, and its upzoning provisions went into effect on July 1, 2026. The Law begins by declaring its own rationale, including that "[b]uilding more homes near transit access reduces housing and transportation costs for California families," and that transit-oriented development helps provide the "sustainable funding" that public transit systems need to provide reliable service. (Gov. Code, § 65912.155, subds. (c)-(d).)

21. The TOD Law then provides a detailed definition of what qualifies as a "transit-oriented development stop," including any stop within a county with more than 15 passenger rail stations that meets the definition of a "major transit stop" in section 21064.3 of the Public Resources Code, as well as certain other stops serving "heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service." (Gov. Code, § 65912.156, subd. (p).)

22. The TOD Law allows housing development projects consisting of five or more dwelling units—with a minimum density of thirty dwelling units per acre, a maximum average floor space of 1,750 square feet, and location-dependent height and density limits—to be built within either one-half or one-quarter mile of a transit-oriented development stop, depending on the type of stop. (Gov. Code, § 65912.157, subd. (a).) The Law prevents local governments from imposing any limits that would physically preclude such projects. (*Ibid.*) Pursuant to its intention to "encourag[e] the development of housing that is affordable to households at all income levels," the Law requires transit-oriented housing development projects with more than ten units to reserve some units for low-income households. (Gov. Code, § 65912.162; Gov. Code, § 65912.157, subd. (i)(1)(B).)

23. The Law also specifies that these transit-oriented housing development projects are "eligible for a density bonus, incentives or concessions, waivers or reductions of development standards, and

parking ratios" pursuant to the Density Bonus Law ("DBL"), codified at Government Code section 65915. (Gov. Code, § 65912.157, subd. (d).) In addition to any concessions already mandated by the DBL, the Law requires that local governments provide an additional concession to projects which meet certain location-dependent density standards, and further concessions to projects which provide housing for low-income households. (*Id.* at subds. (a), (e).)

24. The TOD Law allows local governments to exempt sites that meet certain criteria from the upzoning provisions of the TOD Law. Most relevant for the present case is an exemption for areas designated as "industrial employment hub[s]." (Gov. Code, § 65912.160, subd. (e)(2).) According to the Law, "[a]n industrial employment hub shall be a contiguous area of at least 250 acres designated in the jurisdiction's general plan on or before January 1, 2025, as an employment lands area; the parcels within it shall be primarily dedicated to industrial use as defined in paragraph (3) of subdivision (f) of Section 65912.121; and housing shall not be a permitted use on any of the sites so excluded." (*Ibid.*) If any areas meet these criteria, a local government may pass an ordinance designating such areas as exempt from the TOD Law. (*Id.* at subd. (e).)

25. The California Department of Housing and Community Development is responsible for reviewing any ordinance enacted by a local government to implement these provisions of the TOD Law. When a local government adopts such an ordinance, it must submit a copy of the ordinance to the Department for review. (Gov. Code, § 65912.160, subd. (d)(2).) Then, the Department must "make a finding as to whether the enacted ordinance is in substantial compliance with this section" and report that finding back to the local government. (*Id.* at subd. (d)(3).) If the Department finds that the ordinance is not in compliance with the section, the local government must either "amend the ordinance to comply with this section," or adopt a resolution explaining why it "believes that the ordinance complies with this section despite the findings of the department." (*Id.* at subd. (d)(5).) Finally, if the local government neither amends the ordinance nor adopts an explanatory resolution,

the Department "shall notify the local government and may notify the Attorney General that the local government is in violation of this section." (*Id.* at subd. (d)(6).)

26. In addition to allowing local governments to implement exemptions from its provisions, the TOD Law gives local governments flexibility in their implementation of its provisions by allowing them to develop a transit-oriented development alternative plan (an "Alternative Plan"). (Gov. Code, § 65912.161.) An Alternative Plan is any plan adopted by a local agency which would provide the same total net zoned capacity across its jurisdiction, in terms of both unit number and floor area, as the TOD Law's provisions would otherwise provide. (Gov. Code, § 65912.161, subd. (a).) An Alternative Plan must also meet certain other requirements, including limits on how much it can reduce residential capacity in transit-oriented development zones and on particular sites, and maximum density limits for sites that are counted towards the plan's zoned replacement capacity. (*Ibid.*)

27. If the Department approves a local government's Alternative Plan as compliant with all of the requirements listed in the TOD Law, the Law's default upzoning provisions, as described above, no longer apply in that local government's jurisdiction. (Gov. Code, § 65912.161, subd. (d).)

2. The Density Bonus Law

28. The Density Bonus Law ("DBL") allows housing developers and owners of residential buildings to add extra ("bonus") units to their buildings in exchange for reserving some units to be rented at below-market-rate rents to lower- or moderate-income households. (See Gov. Code, § 65915.)

29. The size of the density bonus depends on the number and income levels of the affordable units: more affordable units and affordable units targeted to lower income levels correspond to larger density bonuses. (See *id.* at subds. (f), (g).) The DBL also provides project applicants—again, in exchange for their promise to build affordable housing—the option to waive zoning standards or seek concessions from the local government that ease the burden of zoning standards. (*Id.* at subds. (d),

(e).)

30. The TOD Law makes clear that it is intended to operate in concert with, not as an alternative to, the DBL. It explicitly provides that a transit-oriented housing development project "shall be eligible for" the DBL's bonuses, incentives, and concessions, "using the density allowed under this section as the base density" upon which the DBL's bonus density is applied. (Gov. Code, § 65912.157, subd. (d).)

B. San Francisco Enacts Local Rules to Implement the Transit-Oriented Development Law

31. On May 5, 2026, the San Francisco Board of Supervisors adopted Ordinance No. 082-26 ("the Ordinance"), which implements various aspects of the TOD Law. (San Francisco, Cal., Ordinance 082-26 (2026), p. 1.)

32. Among other provisions, the Ordinance designates certain areas as industrial employment hubs and amends the City's Planning Code to satisfy the TOD Law's minimum density requirements for an Alternative Plan. (*Ibid.*)

33. The Ordinance designates a number of parcels as "permanently exempt from the state-mandated zoning provisions in" the TOD Law because they "[are] part of an industrial employment hub, as defined in Government Code Section 65912.160(e)." (Ordinance 082-26, at p. 3.)

34. This designation was made at the recommendation of the City's Planning Commission, which adopted Resolution No. 21901 on March 19, 2026, identifying the list of parcels for the City Council to exempt.

35. Neither the Ordinance nor the Resolution details why the City believes these parcels fit within the TOD Law's definition of an industrial employment hub.

36. The Ordinance also enacts Section 207.11 of the City's Planning Code "to satisfy the minimum SB 79 requirements" for an Alternative Plan. (Ordinance 082-26, at p. 4.)

37. Specifically, the TOD Law requires that an Alternative Plan "shall not reduce the maximum allowed density for any individual site on which the plan allows residential use by more than 50 percent

below that permitted under [the TOD Law]." (Gov. Code, § 65912.161, subd. (a)(2).) Section 207.11 of the City's Planning Code addresses this by providing additional density "up to 50% of the density permitted on that parcel pursuant to [the TOD Law]" to sites within "within one-half mile of a 'transit-oriented development stop,' as defined in [the TOD Law]." (San Francisco Planning Code, § 207.11, subds. (b)(1), (c)(1).)

38. Section 207.11, however, applies additional conditions to projects that seek to use this additional density, including that they are forbidden from using the DBL. It states that "This Section 207.11 … applies to residential development projects on parcels meeting all of the following conditions: . . . Is not seeking a density bonus pursuant to Section 206.6." (San Francisco Planning Code ["S.F.P.C."], § 207.11, subd. (b).)

39. Section 206.6 of the City's Planning Code is the local ordinance that implements the DBL: "This Section 206.6 details the review, analysis and approval process for any project seeking a density bonus that is consistent with State Law, Government Code Section 65915 et seq." (*Id.* at subd. (a).)

40. Upon information and belief, San Francisco is also relying on residential capacity created by the "Housing Choice – San Francisco" program, codified at section 206.10 of the City's Planning Code, to satisfy the TOD Law's residential capacity requirements for an Alternative Plan.

41. Section 206.10 of the City's Planning Code forbids projects from taking advantage of the density available under that section if they seek benefits under the DBL.

C. The California Department of Housing and Community Development Reviews San Francisco's Locally-Enacted Rules under the Transit-Oriented Development Law

42. The Ordinance also directed the Clerk of the Board of Supervisors to send a copy of the Ordinance to the Department for review, as required by the TOD Law. (Ordinance 082-26, at p. 9.)

43. The City submitted the Ordinance to the Department on May 19, 2026.

44. The Department responded on July 1, 2026, with a letter stating that "subject to the condition of approval stated herein, the Ordinance and Plan substantially comply with SB 79 (Government Code

Chapter 4.1.5) as of the date of this letter." (California Department of Housing and Community Development, Letter to Joshua Switzky, Jul. 1, 2026, available at <https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/HAU/san-francisco-sb79-in-070126.pdf>.)

45. While HCD's letter notes that "Section 207.11(b)(5) impermissibly prohibits the use of the State Density Bonus Law for qualifying housing development projects on applicable alternative plan sites," it otherwise purports to state that the City's Alternative Plan is compliant with state law. (California Department of Housing and Community Development, Letter to Joshua Switzky, Jul. 1, 2026, available at <https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/HAU/san-francisco-sb79-in-070126.pdf>.)

D. San Francisco's Local Rules Violate State Law

1. The Local Rules Violate the Transit-Oriented Development Law's Requirements for Designating Industrial Employment Hubs

46. The Ordinance designates three areas as industrial employment hubs: the Bayshore area, the Bayview area, and the SOMA area.

47. None of these three areas meets the TOD Law's requirements for that designation.

48. The TOD Law provides three requirements for an area to be designated as an industrial employment hub. First, "[a]n industrial employment hub shall be a contiguous area of at least 250 acres designated in the jurisdiction's general plan on or before January 1, 2025, as an employment lands area." (Gov. Code, § 65912.160, subd. (e)(2).) Second, "the parcels within it shall be primarily dedicated to industrial use as defined in paragraph (3) of subdivision (f) of Section 65912.121." (*Ibid.*) Third, "housing shall not be a permitted use on any of the sites so excluded." (*Ibid.*)

49. Many of the parcels the Ordinance includes within its designated industrial employment hub areas fail the third requirement. The Ordinance's exemption "includ[es] certain sites zoned M (Industrial), SALI (Service/Arts/Light Industrial), PDR (Production, Distribution, Repair), WMUO (WSoMa

Mixed Use-Office), and P (Public).” (Ordinance 082-26, at p. 1.) Housing is a permitted use in three of these five zoning designations.

50. The WMUO district permits accessory dwelling units, pursuant to the city’s Local ADU Program. (S.F. Planning Code, § 840.)

51. The SALI district permits both ADUs pursuant to the same program and some affordable housing developments. (S.F. Planning Code, § 836.)

52. The P district permits “100% Affordable Housing Projects and Educator Housing Projects.” (S.F. Planning Code, § 211.1(i).)

53. Thus, parcels with any of these three zoning designations do not meet the TOD Law’s third requirement for an industrial employment hub.

54. Additionally, some of the parcels the Ordinance exempts are owned by state entities, i.e. the California Department of Transportation and the University of California.

55. State owned lands are exempted from local zoning ordinances where development on that land would serve a governmental purpose. (*Bame v. City of Del Mar*, 86 Cal.App.4th 1346, 1358 (2001); *Regents of Univ. of California v. Superior Ct.*, 102 Cal.App.5th 852, 856–57 (2024).) Because the City does not control the use of those sites for the development of housing, those sites do not satisfy the TOD Law’s third requirement for an industrial employment hub.

56. After excluding the parcels that are state-owned or are zoned to permit housing, two of the three areas designated by the Ordinance as industrial employment hubs no longer meet the first requirement for an industrial employment hub. With only the properly included parcels, The SOMA area and the Bayview area both fall below the required minimum of 250 contiguous acres.

57. Finally, all three areas fail to meet the second half of the first exemption requirement. The TOD Law states that industrial employment hubs must have been “designated in the jurisdiction’s general plan on or before January 1, 2025, as an *employment lands area*.” (Gov. Code, § 65912.160, subd. (e)(2),

emphasis added.)

58. For example, the City of San Jose has designated specific portions of that city as "employment lands" areas. (See Envision San José 2040 General Plan, Ch. 1 pp. 17-18, 26, 28, 42; Ch. 2 pp. 4-5, 18-19; Ch. 6, pp. 7, 13; a true and accurate copy of which is attached to this Petition as **Exhibit A** and is available at <https://www.sanjoseca.gov/home/showpublisheddocument/121586/638828345723130000>.)

59. The City of San Francisco's general plan had not designated any areas as "employment lands" areas on or before January 1, 2025.

60. For this reason, no areas in San Francisco are eligible for the industrial employment hub exemption.

61. Insofar as the Department has approved San Francisco's legally deficient effort to exclude parcels from the TOD Law under the authority granted to the City by Government Code section 65912.160, the Department has failed to comply with the TOD Law.

2. The Local Rules Violate the Density Bonus Law and the Transit-Oriented Development Law's Requirements for Alternative Plans

62. Section 207.11 of the City's Planning Code contains an illegal preemption of the Density Bonus Law and fails to satisfy the TOD Law's requirements for an Alternative Plan.

63. The Ordinance enacts Section 207.11 of the City's Planning Code, which provides housing projects with the additional density required to satisfy the requirements for an Alternative Plan. (Ordinance 082-26, at p. 4.) However, Section 207.11(b)(5) forbids projects which claim this additional density from using the DBL, or vice versa. (S.F.P.C., § 207.11, subd. (b)(5).)

64. The DBL requires local governments to provide its specified bonuses, incentives, concessions, waivers, and reductions to qualifying applicants (Gov. Code, § 65915, subd. (a)(1).) Local governments may not deny these incentives to applicants except in limited circumstances which do not apply to this case. (See Gov. Code, § 65915, subd. (d).) Notably, one of those limited circumstances is when "[t]he concession or incentive would be contrary to state or federal law."

(*Ibid.*) Local law may not prevent applicants from making use of the DBL.

65. State law preempts local law. (Cal. Const., art. XI, § 7.) Additionally, local governments "cannot choose to forgo application of land use policies imposed by the Legislature." (*Ailanto Properties, Inc. v. City of Half Moon Bay* (2006) 142 Cal.App.4th 572, 595.) By denying certain applicants access to the DBL, Section 207.11(b)(5) attempts to "forgo application" of the DBL to projects that receive the additional density that the City's Alternative Plan is required to provide.

66. In addition to illegally preempting State law, Section 207.11 fails to satisfy the requirements for an Alternative Plan. The TOD Law requires that an Alternative Plan "shall not reduce the maximum allowed density for any individual site on which the plan allows residential use by more than 50 percent below that permitted under [the TOD Law]." Section 207.11 addresses this by providing any site that falls beneath this limit with additional density "up to 50% of the density permitted on that parcel pursuant to [the TOD Law]." (Section 207.11, subs. (c)(1)). But sites which use the DBL, as is their state-mandated right, are excluded from using Section 207.11. This means that Section 207.11 fails to meet the requirement to "not reduce the maximum allowed density for *any* individual site" below 50% of what is permitted under the TOD Law. (S.F.P.C., § 207.11(b)(5) [emphasis added].)

67. Finally, even if Section 207.11(b)(5) stands, any project eligible for the DBL should be able to defeat the application of code section 207.11(b)(5). The DBL states: "In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section." (Gov. Code, § 65915, subd. (e)(1).) If a proposed project complies with all other provisions of the San Francisco Planning Code except for section 207.11(b)(5)—because it seeks benefits under the DBL—and the application of section 207.11(b)(5) would physically preclude the project by eliminating its eligibility for the additional

density provided by Section 207.11, then the City is legally forbidden from applying the 207.11(b)(5) condition to the project.

68. Upon information and belief, the City is also relying on its "Housing Choice – San Francisco" program, located at section 206.10 of the Planning Code, to achieve the necessary densities for some parcels in the Alternative Plan.

69. Section 206.10(b)(5) of the City's Planning Code forbids a proposed housing project from taking advantage of the densities allowed in the "Housing Choice – San Francisco" program if the project receives "any density or development bonuses or relief from applicable Planning Code standards in any … State … law or program, including but not limited to" the DBL, the Affordable Housing and High Road Jobs Act, and Government Code sections 65852.28(b)(2), 65913.4.5, and 66499.41.

70. For the same reasons that section 207.11's prohibition on the use of the DBL means that section does not meet the requirements for an Alternative Plan, section 206.10 also does not meet the requirements of an Alternative Plan. The City therefore may not rely on capacity created by 206.10 in its Alternative Plan.

71. Because sections 206.10 and 207.11 of the City's Planning Code cannot be relied on for the Alternative Plan, the City currently lacks an Alternative Plan that complies with the TOD Law. Therefore, the TOD Law applies to San Francisco as if no Alternative Plan were in place.

72. Insofar as the Department has approved the City's legally deficient Alternative Plan, the Department has failed to comply with the TOD Law.

E. Petitioners Informed San Francisco and the Department of Legal Issues with the City's Transit-Oriented Development Law Ordinance Prior to Its Enactment

73. The City's Ordinance No. 082-26 has numerous legal shortcomings, as detailed in this Petition.

74. Petitioners monitored the City through its process of developing and enacting the Ordinance. Petitioners noticed the Ordinance's legal shortcomings and submitted public comments flagging those shortcomings to the Board of Supervisors and the City Attorney.

75. Petitioners CalHDF and CFH submitted a letter to the Board of Supervisors and the City Attorney on April 10, 2026, in advance of a board meeting in which a draft of the Ordinance was considered. A true and accurate copy of that letter is attached to this Petition as **Exhibit B**.

76. The April 10, 2026 letter detailed the legal shortcomings in the then-proposed Alternative Plan regarding its impermissible limitations on the use of the Density Bonus Law.

77. Petitioners CalHDF and CFH submitted a letter to the Board of Supervisors and the City Attorney on May 4, 2026, in advance of a board meeting in which the Ordinance was finally passed. A true and accurate copy of that letter is attached to this Petition as **Exhibit C**.

78. The May 4, 2026 letter detailed the legal shortcomings in the then-proposed Alternative Plan regarding its impermissible limitations on the use of the Density Bonus Law.

79. Petitioners CalHDF, CFH, YIMBY, and Trauss submitted a letter to HCD, the Board of Supervisors, and the City Attorney on June 4, 2026. A true and accurate copy of that letter is attached to this Petition as **Exhibit D**.

80. The June 4, 2026 letter detailed the legal shortcomings in the then-proposed Alternative Plan regarding its impermissible limitations on the use of the Density Bonus Law, as well as the then-proposed Ordinance's unlawful usage of the industrial employment hub exemption.

81. The June 4, 2026 letter also urged the Department to follow state law and reject the City's unlawful implementation of the TOD Law.

82. Petitioners have exhausted all available administrative remedies to the extent required by law.

V. CAUSES OF ACTION

FIRST CAUSE OF ACTION
(Writ of Mandate for Violation of Transit-Oriented Development Law)
(Code Civ. Proc., § 1085; Gov. Code, § 65912.155 et seq.; Cal. Const., art. XI, § 7)

83. Petitioners reallege and incorporate by reference all preceding allegations in this Petition as if fully set forth herein.

84. The City has violated the Transit-Oriented Development Law by adopting an Ordinance that illegally designates locations within the City as within an industrial employment hub when those locations are not within an industrial employment hub as defined by the Law. (Gov. Code, § 65912.160, subd. (e)(2).)

85. The City has violated the Transit-Oriented Development Law by adopting an Ordinance which illegally designates certain sites that are zoned to permit housing as within an industrial employment hub. (*Ibid.*)

86. The City has also violated the Transit-Oriented Development Law by adopting an Ordinance which illegally designates State-owned parcels as within an industrial employment hub. (*Ibid.*)

87. The City has also violated the Transit-Oriented Development Law by adopting an Ordinance which illegally designates areas that are not "a contiguous area of at least 250 acres" as within industrial employment hubs. (*Ibid.*)

88. The City has also violated the Transit-Oriented Development Law by relying on provisions in its Planning Code to provide residential capacity for the City's Alternative Plan when those Planning Code provisions forbid use of the Density Bonus Law and other state pro-housing laws.

89. The Department has violated the Transit-Oriented Development Law insofar as the Department has approved the City's Ordinance as compliant with the Transit-Oriented Development Law when the Ordinance is not in fact compliant with the Law (as, indeed, the Department's letter acknowledges). (Gov. Code, § 65912.160, subd. (d).)

90. Petitioners have a direct and substantial interest in ensuring the City and the Department perform their legal duties as described herein, and a clear, present, and beneficial right to that performance.

91. Petitioners have public interest standing to challenge the City's and the Department's failure to perform the duties described herein.

92. Petitioners have exhausted all administrative remedies to the extent required by law.

93. Petitioners have no plain, speedy, or adequate remedy to challenge the City's and the Department's acts as described herein other than through this Petition, and therefore writ relief is necessary to compel the City and the Department to perform their duties under state law.

94. Petitioners therefore seek a writ of mandamus that invalidates the portion of the City's Ordinance that illegally designates areas as exempt from the Transit-Oriented Development Law's development requirements.

95. Petitioners also seek a writ of mandamus that invalidates the City's Alternative Plan and commands the City to implement the provisions of the Transit-Oriented Development Law directly, as if no Alternative Plan were in place.

96. Petitioners also seek a writ of mandamus that compels the Department to revoke its approval of the City's Ordinance until it is in substantial compliance with the law, insofar as the Department has approved the Ordinance.

SECOND CAUSE OF ACTION
(Writ of Mandate for Illegal Preemption of State Density Bonus Law)
(Code Civ. Proc., § 1085; Cal. Const., art. XI, § 7; Gov. Code, § 65915)

97. Petitioners reallege and incorporate by reference all preceding allegations in this Petition as if fully set forth herein.

98. The City has adopted a Planning Code provision that forbids certain residential projects from invoking the State Density Bonus Law. (San Francisco Planning Code, § 207.11(b)(5).)

99. This provision of the City's Planning Code is an illegal attempt to preempt state law by local ordinance.

100. This provision of the City's Planning Code violates the Density Bonus Law's provision that no local government may apply local development standards that physically preclude a project from receiving the full densities, concessions, and incentives of the Density Bonus Law. (Gov. Code, § 65915, subd. (e)(1).)

101. The Department has violated the Density Bonus Law insofar as the Department has approved the City's use of this illegal and invalid Planning Code provision to meet the law's housing density requirements for a transit-oriented development alternative plan under the Transit-Oriented Development Law. (Gov. Code, § 65912.160, subd. (d).)

102. Petitioners have a direct and substantial interest in ensuring the City and the Department perform their legal duties as described herein, and a clear, present, and beneficial right to that performance.

103. Petitioners have public interest standing to challenge the City's and the Department's failure to perform the duties described herein.

104. Petitioners have exhausted all administrative remedies to the extent required by law.

105. Petitioners have no plain, speedy, or adequate remedy to challenge the City's and the Department's acts as described herein other than through this Petition, and therefore writ relief is necessary to compel the City and the Department to perform their duties under state law.

106. Petitioners therefore seek a writ of mandamus that invalidates section 207.11(b)(5) of the San Francisco Planning Code and any other provision of the City's Planning Code enacted in connection with Ordinance Number 082-26 that forbids development projects from invoking the State Density Bonus Law.

107. Petitioners also seek a writ of mandamus that compels the Department to revoke its approval of the City's transit-oriented development alternative plan until it is in substantial compliance with the law, insofar as the Department has approved the transit-oriented development alternative plan.

THIRD CAUSE OF ACTION
(Declaratory Judgment)
(Code Civ. Proc., § 1060)

108. Petitioners reallege and incorporate by reference all preceding allegations in this Petition as if fully set forth herein.

109. An actual controversy has arisen and now exists between Petitioners and Respondents concerning

Respondents' duties under the law. As described above, Petitioners contend that: the City has violated the Transit-Oriented Development Law by adopting an Ordinance which illegally exempts certain sites from the State law's transit-oriented development requirements; the Department has violated State law insofar as the Department has approved this Ordinance as compliant with the Transit-Oriented Development Law; the City has adopted a transit-oriented development alternative plan that attempts to preempt the Density Bonus Law and other state laws, and this violates state law and the Constitution of the State of California; the City has illegally attempted to rely on this faulty Planning Code provision to meet its housing density requirements under the Transit-Oriented Development Law; and the Department has violated the Transit-Oriented Development Law and other state laws insofar as the Department has approved the City's use of this faulty Planning Code provision to meet its housing density requirements under the Transit-Oriented Development Law.

110. Upon information and belief, Respondents contend otherwise on all points.

111. A judicial declaration of the City's and the Department's legal duties is therefore necessary, and Petitioners request such a declaration from this Court.

VI. PRAYER

WHEREFORE, Petitioners pray for relief as follows:

1. For a writ of mandate invalidating the portion of the City's Ordinance that illegally designates certain parcels as exempt from the transit-oriented development requirements found in sections 65912.155 et seq. of the Government Code on the basis that those parcels are located in an industrial employment hub.
2. For a writ of mandate compelling the Department to revoke its approval of the City's Ordinance until it is in substantial compliance with the Transit-Oriented Development Law, insofar as the Department has approved the City's Ordinance.
3. For a writ of mandate invalidating any portion of the City's land use regulations enacted in

connection with Ordinance No. 082-26, including San Francisco Planning Code section 207.11(b)(5), that illegally forbids projects from invoking the benefits of the Density Bonus Law or other state laws.

4. For a writ of mandate invalidating the City's transit-oriented development alternative plan.

5. For a writ of mandate compelling the Department to revoke its approval of the City's transit-oriented development alternative plan until it complies with the Transit-Oriented Development Law, insofar as the Department has approved the City's transit-oriented development alternative plan.

6. For a judicial declaration that the City has violated state law, as alleged in this Petition.

7. For a judicial declaration of the City's duties under state law.

8. For a judicial declaration that the Department has violated state law, as alleged in this Petition.

9. For a judicial declaration of the Department's duties under state law.

10. For attorney's fees and costs of suit as allowed by law, including attorney's fees pursuant to Code of Civil Procedure section 1021.5.

11. For such other and further relief as may be just and proper.

Dated: July 31, 2026

CALIFORNIA HOUSING DEFENSE FUND

By: Nicholas Eckenwiler
NICHOLAS ECKENWILER

Attorneys for Petitioner
CALIFORNIA HOUSING DEFENSE FUND

Dated: July 31, 2026

CALIFORNIANS FOR HOMEOWNERSHIP, INC.

By: /s/ Matthew Gelfand
MATTHEW GELFAND

Attorneys for Petitioner
CALIFORNIANS FOR HOMEOWNERSHIP, INC.

Dated: July 31, 2026

PATTERSON & O'NEILL, PC

By:
RYAN PATTERSON

Attorneys for Petitioners
YES IN MY BACK YARD
SONJA TRAUSS

Docusign Envelope ID: C8C38247-058D-8930-83D1-B2C4A264F6FB

VERIFICATION

I, Nicholas W. Eckenwiler, declare:

I am employed by and represent the California Housing Defense Fund, a Petitioner in the above-captioned matter. I have read the foregoing Verified Petition for a Writ of Mandate and Complaint for Declaratory Relief and know the contents thereof to be true of my own knowledge, except as to those matters alleged on information and belief, and as to those matters I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed this 31 day of July, 2026, at Oakland, California.

Signed by:
Nicholas Eckenwiler
70803CEB2B49449...

Nicholas W. Eckenwiler

VERIFICATION

I, Matthew P. Gelfand, declare:

I am employed by and represent Californians for Homeownership, a Petitioner in the above-captioned matter. I have read the foregoing Verified Petition for a Writ of Mandate and Complaint for Declaratory Relief and know the contents thereof to be true of my own knowledge, except as to those matters alleged on information and belief, and as to those matters I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed this 31 day of July, 2026, at Los Angeles, California.



Matthew P. Gelfand

VERIFICATION

I, Sonja Trauss, declare:

I am a natural person and a resident of the State of California. I am a petitioner in this action and the founder and executive director of petitioner Yes in My Back Yard ("YIMBY"). I am authorized to verify this Verified Petition for a Writ of Mandate and Complaint for Declaratory Relief on behalf of YIMBY. I have read the foregoing Verified Petition for a Writ of Mandate and Complaint for Declaratory Relief and know the contents thereof to be true of my own knowledge, except as to those matters alleged on information and belief, and as to those matters I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

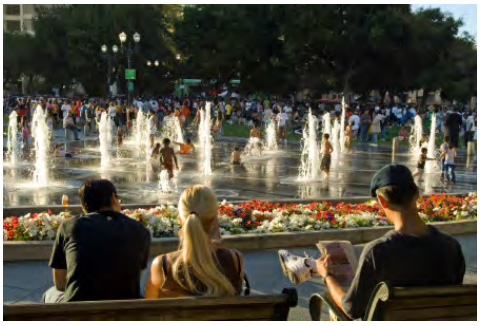
Executed this 31 day of July, 2026, at Berkeley, California.

Sonja Trauss

Exhibit A

Envision
San José 2040





GENERAL PLAN

Adopted November 1, 2011
As Amended on August 29, 2025

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Envision San José 2040

GENERAL PLAN

Building a City of Great Places

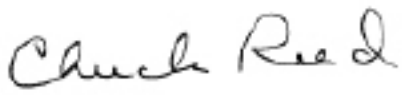
"We are blessed to live in this area with great beauty combined with a robust economy. We must plan carefully for the land remaining under our stewardship so that this good fortune is preserved and enhanced."

E.H. Renzel, Jr., San Jose Mayor 1945-1946
written in the month of his 100th birthday, August 2007

ENVISIONSAN JOSE2040

Acknowledgements

Mayor and City Council



Chuck Reed,
Mayor of San Jose



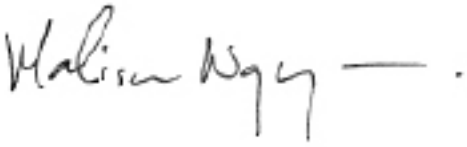
Pete Constant,
Councilmember District 1



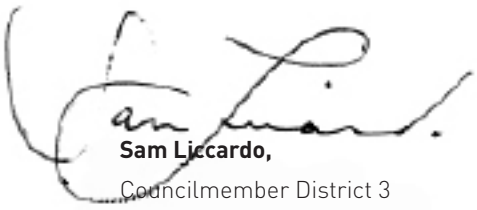
Pierluigi Oliverio,
Councilmember District 6



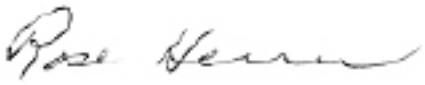
Ash Kalra,
Councilmember District 2



Madison Nguyen,
Councilmember District 7



Sam Liccardo,
Councilmember District 3



Rose Herrera,
Councilmember District 8



Kansen Chu,
Councilmember District 4



Donald Rocha,
Councilmember District 9



Xavier Campos,
Councilmember District 5



Nancy Pyle,
Councilmember District 10

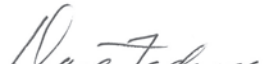
Envision Task Force Members


Sam Liccardo, Co-Chair


Shirley Lewis, Co-Chair


David Pandori, Vice-Chair


Jackie Adams

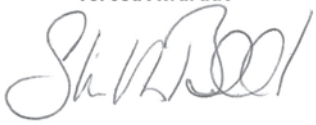

Dave Fadness


Linda J. LeZotte


Teresa Alvarado


Enrique Fernandez


Pierluigi Oliverio

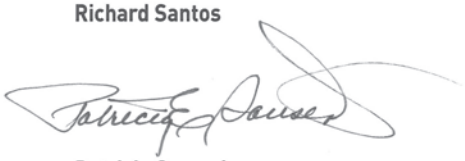

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Leslee Hamilton


Richard Santos


Michele Beasley


Sam Ho


Patricia Sausedo


Judy Chirco


Nancy Ianni

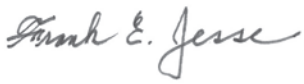

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Lisa Jensen


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Pastor Oscar Dace


Frank Jesse


Neil Struthers


Pat Dando


Matt Kamkar


Alofa Talivaa

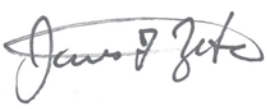

Harvey Darnell


Charles Lauer


Michael Van Every


Brian Darrow


Karl Lee


Jim Zito

Planning Commission



Hope Cahan, Chair



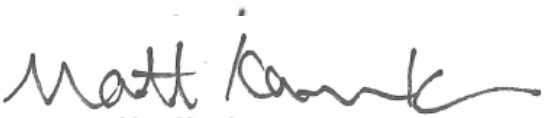
Edesa Bit-Badal, Vice Chair



Ed Abelite



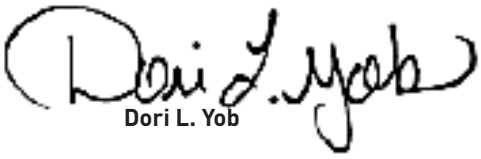
Norman Kline



Matt Kamkar



Christopher Platten



Dori L. Yob

Envision Community Participants

The following community members participated in at least one of the Task Force and community workshops and meetings. Several thousand additional community members also participated through on-line surveys and an interactive website created for the Envision process.

A. Strawa
Aaron Resendez
Adam Antolin
Adara Beamesdefer
Adrian Flores
Adriana Farkdun
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Amanda Aldama
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Amintha Peterson
Amor Santiago
Andre Rivera
Andrew Judaprawira
Andrez Garza
Andy Liu
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Ross Nakasone
Rosylin Dean
Roy Heath
Ruben Herrera, Jr.
Russ Danielson
Ruth Cavagnaro
Ryan Phillips
Sandra Soellner
Sandra Soto
Sandy Day
Sandy Nguyen
Sandy Perry
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Saran Pice
Saul Watcher
Scarlett Li Lam.
Scott Giddens
Sean Mineta
Sharon Sweeney
Shawn Milligan
Sheklio
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Sohrab Rashid
Soma Chattenja
Son C. Kuan
Sowmya Raman
Stan Williams
Stephen Butler
Stephen Gifford
Steve Dunn
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Steven Le
Stuart Bussiain
Sue Pyne
Susan Harty
Susan Marsland
Susan Polito
Susan Price
Susie Woodyard
Tadas Narauskas
Taisia McMahon
Tanya Diamond
Tao Wu Le
Ted Johnson
Terri Balandra
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Tim Henderson
Tim Ledds
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Timothy Tom
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Tom Leddy
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Tony Strawa
Tor Crabtree
Trang Bui
Travis Smith
Trista Chung
Trixie Johnson
Tu Do

Ulitafa Mariner Mamea
Valerie Silva
Vanessa Glaser
Verna Davis
Veronica Davis
Veronica Roche
Vicente Rivero
Vicki Lan
Victor Sandoval
Victoria Silva
Vince Cantore
Virgina Holtz
Virginia Thomas
Walker Kellogg
Walter Soellner
Welling Hsu
Wendy Lao
Wendy Underhill
Will Belkanp
William Kremer
Xavier Campos
Yolanda Reynolds
Zari Aziz
Zulmina McMorrow

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Eileen Yan**
Sally Notthoff Zarnowitz*

* former City of San José employee

** former Planning staff

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Kip Harkness, Redevelopment Agency
Nanci Klein, Economic Development
Dennis Korabiak*, Redevelopment Agency
Hans Larsen, Transportation
Manuel Pineda, Transportation
Jacky Morales-Ferrand, Housing
Jennifer Seguin, Environmental Services
Vera Todorov, City Attorney
Dave Tucker, Environmental Services
Kim Walesh, Economic Development

San Jose Leadership Team

Julia Cooper, Finance
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Dennis Korabiak, Redevelopment Agency
Hans Larsen, Transportation
Jane Light, Library
William McDonald, Fire
Chris Moore, Police
Kerrie Romanow, Environmental Services
Bill Sherry, Airport
Ed Shikada, City Manager
David Sykes, Public Works
Kim Walesh, Economic Development

Former City Officials

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Rob Davis, Police
Stephen Ferguson, Information Technology
Jim Helmer, Transportation
Scott Johnson, Finance
Paul Krutko, Economic Development
Harry Mavrogenes, Redevelopment Agency
John Stufflebean, Environmental Services
John Weis, Redevelopment Agency

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Cary Greene

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Margaret McCahan

City Attorney's Office
Renee Gurza
Johnny Phan

City Manager's Office
Anastazia Aziz
Ashwini Kantak

Cultural Affairs
Kerry Adams-Hapner

Economic Development
Steven Brewster
Scott Green
John Lang
Dhez Woodworth*

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Envision San José 2040

CHAPTER 1











San José is a unique place, playing a vital economic and cultural role within North America. San José is fortunate to be the largest and most urban city within Silicon Valley, home to the nation's largest collection of leading innovative industries. San José is also home to an energetic, talented and diverse population and located within an area of great natural resources including an abundance of good weather. At the same time, San José faces many contemporary challenges common to other North American cities, including the need to address the effects of the rapid suburban growth that took place during the past 60 years, growing concern about the City's fiscal resources, and a growing desire to make land use decisions in an environmentally, economically, and fiscally sustainable manner.

The *Envision San José 2040 General Plan* is the City's latest expression of its ongoing commitment to a leadership role in the advancement of an innovation-based economy, the development and implementation of environmental policies, and the utilization of land use planning best practices to shape San José's future.

The *Envision San José 2040 General Plan* sets forth a vision and a comprehensive road map to guide the City's continued growth through the year 2040. The Plan includes land use policies to shape the transformation of strategically identified and historically underutilized Growth Areas into higher-density, mixed-use, urban districts or "Urban Villages" which can accommodate employment and housing growth and reduce the environmental impacts of that growth by promoting transit use and walkability. This land use strategy, in combination with progressive economic and environmental policies, will guide the City toward fulfillment of its future vision.

This chapter of the *Envision San José 2040 General Plan* sets forth the Plan Vision, and its overarching Major Strategies, identifies the City's primary Growth Areas and provides background information on the community-based *Envision San José 2040* planning process.

General Plan Purpose and Use

Overall Purpose

San José has undergone many changes over the last 60 years. Before 1950, it was a relatively small community of farms and orchards, with an urban Downtown surrounded by walkable neighborhoods. During the 1960s and 1970s, it was one of the fastest growing cities in the nation. Population projections of recent years forecast continued growth pressures in San José, but these projections do not consider the real, local constraints on growth. These constraints include the diminished availability of lands that are either vacant or readily available for redevelopment, the escalating public costs associated with growth, citizen concern with the adequacy of public services, the lack of revenue for funding public infrastructure required for growth, and the lack of alternative revenue sources for funding needed services at the local level. While San José continues to plan for growth, the form must evolve significantly to accomplish key City goals and focus that growth into an increasingly urban form.

The issue of growth is one which is central to any general plan. Growth has social, environmental, economic and fiscal dimensions. There are costs associated with growth, as well as with the absence of growth. The vehicle for planning the future, for making choices between conservation and development, and for defining the desirable balance between social, environmental, and economic costs in San José is the General Plan.

A general plan is an adopted statement of policy for the physical development of a community. As such, it represents the official policy regarding the future character and quality of development. The General Plan represents the City's assessment of the amount, type, and phasing of development needed to achieve its social, economic, and environmental goals. It was developed with the participation of the community at large and all City departments. It is a plan which can be implemented because it is realistic and provides some flexibility. It is designed to be used by all members of the community as the policy framework for decision-making on both private development projects and City capital expenditures.

Legal Context

The *Envision San José 2040 General Plan* was adopted in compliance with the State law requirement that each city and county prepare and adopt a comprehensive and long-range general plan for its physical development (California Government Code Section 65300). Accordingly, the General Plan is a legal document fulfilling statutory requirements relating to background data, analysis, maps, and exhibits. The legal adequacy of the General Plan is critical, since many City actions and programs are required to be consistent with the General Plan.

State Law requires that general plans address seven topics (referred to as "elements")--land use, circulation, housing, open space, conservation, safety, and noise (California Government Code Section 65302)--, to the extent that the topics are locally relevant. A general plan may also include other topics of local interest, as chosen by the local jurisdiction (California Government Code Section 65303). A local jurisdiction may adopt a general plan in the format that best fits its unique circumstances (California Government

Code Section 65300.5). In doing so, the jurisdiction must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The *Envision San José 2040 General Plan* is an integrated general plan document, with most elements addressed through the Goals, Policies and Implementation Actions in each Chapter throughout the document. Appendix 2 provides a summary of how the *Envision San José 2040 General Plan* aligns with the seven mandatory elements.

As a comprehensive general plan, the *Envision San José 2040 General Plan* provides San José with a consistent framework for its decision-making related to the City's land uses and delivery of municipal services. The general plan has been called the "constitution" for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for the city's zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, community plan, zoning, subdivision map, nor public works project may be approved unless the City finds that it is consistent with the adopted general plan. The State General Plan Guidelines recommend that general plans be updated every five to ten years to ensure that they remain relevant. This is important not only to reflect local physical and demographic changes, but also broader changes in culture and technology.

General Plan Document Structure

The General Plan of the City of San José is a comprehensive long-term plan. This Plan comprises an integrated, internally consistent and compatible statement of the official land use policy of the City of San José. It contains a statement of development policies and includes a Land Use/Transportation Diagram as well as text which set forth the objectives, principles, standards and plan proposals.

The City of San José has chosen to adopt an integrated general plan that consolidates mandatory elements with optional elements targeted at addressing the unique planning needs of the City. The General Plan meets the minimum requirements and intent of the California Government Code while accommodating local conditions and circumstances. It contains each of the elements mandated by Government Code Section 65302. Since they are intrinsically interrelated and overlapping, the elements have been combined into a consistent meaningful whole, and organized in a manner designed to meet the needs of public officials, developers, neighborhood organizations and members of the community who will use it most frequently. In order to facilitate identification of the aspects of each mandatory element, the appendices include a comprehensive list of references for each of the seven mandatory elements.

Use of the General Plan

The City's General Plan is intended for use by all members of the community including residents, businesses, developers, and decision-makers. The organization of the *Envision San José 2040 General Plan* allows users to find topics or sections that interest them and to quickly review city policies; however, users should realize that the policies throughout all elements are interrelated and should be examined comprehensively. They must be considered together when making planning decisions.

The *Envision San José 2040 General Plan* is divided into sections that address different aspects of the City's life. Within each section, Goals, Policies and Implementation Actions are set forth to provide high-level policy guidance to the City on a wide range of topics related to Land Use and the delivery of municipal services. The General Plan sections are:

- **Envision San José 2040 (Introduction and Background)** – Presents background information, the Plan Vision and twelve Major Strategies, collectively intended to communicate the unique plan set forth for San José by the *Envision General Plan*. The Plan identifies three characteristics that define the unique qualities of San José: "Capital of Silicon Valley," "Living amidst Abundant Natural Resources," and "Home to a Diverse and Thriving Community."

- **Thriving Community (Overarching City Goals and Policies)** – Sets forth goals and policies for topics that have an impact upon the City as a whole, shaping its image and role in the region. Topics addressed in this section include economic development, arts and culture, community engagement and fiscal sustainability.

- **Environmental Leadership (Environmental Goals and Policies)** – Sets forth goals and policies for topics related to the City's continuing commitment to Environmental Leadership. It is organized into four categories: Measurable Sustainability includes policies that fulfill the City's Green Vision and Climate Smart San Jose goal for the incorporation of specific measurable standards in the General Plan related to green building, greenhouse gas reduction, recycling, air quality, energy, water resources and the community forest; Environmental Resources includes policies intended to protect the high-quality ecologies and other environmental resources that can be found within the City; Environmental Considerations/Hazards includes policies to reduce the potential land use risks related to various environmental hazards; and Infrastructure includes policies for provision and management of the City's infrastructure systems.

- **Quality of Life (Neighborhood Oriented Goals and Policies)** – Sets forth goals and policies that directly affect the quality of life of the City's residents, including the look and feel of San José's neighborhoods and the quality of the municipal services provided by the City. Specific topics in this section include urban design guidelines, municipal services such as police, fire and libraries, educational facilities, health care and parks, trails, open space and recreation, and the development of complete neighborhoods, including community empowerment, access to healthy foods, promotion of cultural opportunities, and private community gathering facilities.

- **Interconnected City (Land Use and Transportation Diagram)** – Contains the Land Use/Transportation Diagram and an explanation of the planned land uses for the designations depicted on the Diagram. The appropriate land uses and form of development are described for each land use designation. Similarly, the appropriate uses and form and character are described for each type of planned roadway types. These form-based land use and roadway categories work together to accomplish multiple plan goals, including job growth, protection of neighborhood character, reduction of automobile dependency and the City's per capita vehicle miles travelled (VMT), and the creation of new, vibrant, urban districts.

- **Land Use and Transportation (Goals and Policies)** – Establishes land use and transportation goals and policies to implement the Diagram, including goals and policies to address specific land use types, urban agriculture, historic preservation, the City's trail network, and bicycle, pedestrian, transit and motor vehicle circulation.

- **Implementing the Plan (Implementation Goals and Policies)** – Includes policies to guide use of the General Plan for the ongoing land use decision making process and development of related City policies, with further explanation of the Annual and Major General Plan review process, and the Urban Village Planning process.

- **Appendices** – Includes supplemental information to make the General Plan document more accessible and user-friendly, including a glossary of terms, a record of General Plan amendments, and a reference guide to how the General Plan fulfills specific legal requirements.

Illustrative Elements

While the majority of the contents of the General Plan document is adopted policy, and requires a General Plan amendment to modify, some components or elements of the document are provided for illustrative purposes and may be updated without a General Plan amendment. In addition to formatting elements and the photographs provided as illustrations, the illustrative elements include diagrams which provide contextual information, but which do not establish policy. These illustrative diagrams can be updated to reflect other changes in City policies as needed without a General Plan amendment process.

Items that are not illustrative include the Goals, Policies and Implementation Actions set forth in Chapters 1 through 7 of the General Plan, along with the introductory and background text provided in those chapters. Illustrative items within the General Plan text include the Appendices, illustrations or photos located through the text document and captions for those illustrations. While the Land Use designations for specific parcels, identified floodplain areas as required by State law, and the roadways which are designated as part of the General Plan Transportation Network are not illustrative, other geographic data is illustrative, including the location of natural features, bicycle and truck routes, the boundaries of Neighborhood Business Districts, and sites identified as suitable for healthcare facilities or private community gathering facilities.

Our Community

While San José is a large, complex and multi-faceted city, three prominent characteristics play a primary role in defining its national and regional identity and in shaping the life experiences of its residents. First, San José is the largest and fastest growing city within the Silicon Valley, and must play a central role in shaping the future for this vital center of technological innovation and economic activity. As more technology companies locate within San José and the city takes on a greater leadership role for the region, it is growing into its title as "Capital of Silicon Valley". Second, San José is located in an area with great climate and good access to many natural amenities, which is conducive to an active and healthy outdoor-oriented lifestyle for its residents while promoting their awareness and interest in sustainable lifestyle choices. The mild climate and proximity to both urban and natural areas provide many opportunities for outdoor recreation, encourage bicycle and pedestrian activity, and enable outdoor, urban activities. Third, San José is an increasingly diverse city that successfully combines the strengths of many different cultural and ethnic backgrounds to create a unique and vibrant urban environment. San José residents enjoy a high quality of life based on access to a wide variety of cultural and economic opportunities and expect the City to provide high-quality municipal services for its residents.

Other characteristics that help to define San José are its stature as the tenth largest city in the United States, the third largest city within California, and the largest within Northern California. San José has a growing population of over one million residents and a long history. San José continues to be one of the safest cities in the United States.

San José has an established history of leadership and innovation. The City was founded on November 29, 1777, making it the first town or "pueblo" (non-military settlement) in what was at that time the Spanish colony of Nueva California. It is the oldest civilian settlement in California and retains many remnants of its evolution. San José was also the State's first capitol and host of the first two sessions of the California State Legislature, serving in that role in 1850 and 1851. A cultural pioneer, San José elected the nation's first Asian mayor of a large metropolitan city, as well as the first female mayor.

Most recently, the City of San José is a leader in recycling and smart growth. San José is one of the first big cities in the nation to recycle more waste than goes to landfills. San José is the only large city in the United States to operate a joint municipal-university library, combining the resources of the City and San José State University library system to provide greater service to community members. With private partners, San José developed the nation's first incubator for environmental companies, an award-winning software incubator, and the nation's only incubator for foreign-owned businesses. Our County is the first in the nation to ensure health care for all children.

Capital of Silicon Valley

San José is the urban center of Silicon Valley, providing the region's only traditional Downtown urban environment along with the greatest and most diverse number of established neighborhoods. San José is home to a majority of Silicon Valley residents and to a growing number of the innovative technology companies that drive the region's economy. Because of its size and resources, San José uniquely plays a critical leadership

role for the Silicon Valley, adopting policies that contribute to the region's overall success. Downtown San José's resurgence has sparked a flow of creativity and community in the creative urban core of Silicon Valley. Careful planning and investment have developed an area to work, live and play, where ideas and creativity are the currency exchanged across all cultures.

San José has played an important role in each wave of innovation that has originated within the Silicon Valley. San José's urban history has been shaped over the past 60 years, by the Valley's dramatic transformation from an agricultural economy based on the fruit canning industry, into the world's largest concentration of technology based companies. Successive rounds of innovation have created new industries based upon new technologies, progressing from electronics for the defense industry to integrated circuits, personal computers, and the internet, with San José being the home to leading companies in each of these industries. San José is the most diversified of any innovation-based community with specialization spanning multiple core technology sectors: semiconductors, storage technologies, information technologies, software development; such as eCommerce and social networking, green and clean technology, life sciences, and nanotechnology.

As Capital of Silicon Valley, San José leads the nation in the production of patents on a per capita basis and its residents hold more patents than the combined populations of California's two larger cities. Historically, more than a third of all venture capital funding in the United States is invested in Silicon Valley; in 2006, the percentage of growth of venture capital funding specific to San José exceeded that of Silicon Valley and was more than double the national average.

As Capital of Silicon Valley, San José is:

- Becoming an international city of over 1 million people with one of the largest global concentrations of talent that matches and fuels the pace of a growing global economy.
- Establishing itself as the major North American city that best capitalizes on the spirit of entrepreneurism and innovation of its populous, where inventiveness thrives.
- Actively building on the model of the modern global green city, nurturing an innovation economy with progressive public policy, active growth and development.
- Redefining quality of life by blending dynamic work and business opportunities with leisure, arts and entertainment that is second to none, but uniquely San José.

As Silicon Valley continues to develop and mature, the key elements that drive its innovation-based economy are shifting to place greater emphasis upon consumer experience and design creativity. To remain competitive and to continue to support the growth of the Silicon Valley economy, the region must foster, attract and retain a creative and talented workforce. The future workforce will likely increasingly mix technical and artistic expertise, depend upon creative breakthroughs enabled by cross-disciplinary innovation, and demand an attractive, vibrant and dynamic urban environment to call home. San José has the unique resources to address these demands so that it can grow in its role as Capital of the Silicon Valley.

Living Amidst Abundant Natural Resources

One of San José's most striking features, particularly for newcomers to the region, is its average annual 300 days of sunshine. This amenity greatly encourages an outdoor lifestyle, including active use of the City's parklands, more than 54 miles of trails in 27 trail systems, backyard gardening, pedestrian and bicycle activity, and the development of traditional outdoor urban spaces such as plazas and cafes.

Through early adoption of growth boundary policies, San José has largely preserved its surrounding hillsides as open space, enabling their preservation as parklands or natural habitat, while providing the City's residents with an ever present visual reminder of the nearby natural environment. San José's progressive habitat protection policies and its efforts to develop parklands and trails along the City's riparian corridors continue to build a green network that connects neighborhoods to each other and to the natural environment.

At the southern end of the San Francisco Bay, San José provides an urban environment adjacent to large open spaces and, in relatively close proximity, a wide variety of natural settings, including the Baylands, redwood forests, the Pacific Ocean, the Santa Cruz mountains, and the Monterey Bay area. San José's city boundaries extend from the below-sea level Baylands to its highest elevation of 2,970 feet along Pine Ridge in the Diablo Range. On a clear day, the view east from the nearby Copernicus Peak on Mount Hamilton can stretch all the way to the Sierra Nevada Range.

Residents have adapted to life amidst these abundant natural resources, adopting an active and casual lifestyle attractive to the Silicon Valley workforce. Making ever greater use of these resources will enable San José's future as a great place to live, work, play and visit.

Home to a Diverse and Thriving Population

San José is defined in part by the great diversity and high achievement levels of its population. Building on a strong Spanish and Mexican cultural heritage, San José, with its blend of global cultures, ideas, and connections can be considered the most international city in America. Forty percent of San José's population was born outside of the U.S. and San José has the largest populations of Chinese, Vietnamese, and Indian residents within the Bay Area. San José boasts the highest median income of a large U.S. city and over 40% of its adult residents hold a college degree. In national surveys, San José is also often identified as one of the healthiest places to live.

San José is a diverse and thriving community that:

- Takes pride in the cultural and ethnic diversity of its population, and the unique and vibrant identity of its many neighborhoods
- Speaks more than 56 different languages
- Embraces demographics of 33.2% Hispanic, 28.7% white, 31.7% Asian, and 2.9% African-American
- Celebrates Japantown-one of only three in the U.S. - and the Japanese Friendship Garden which are popular stops for visitors

- Maintains the outstanding Biblioteca Latinoamericana which holds one of the largest collections of Spanish language materials in Northern California
- Is home to the biggest Vietnamese community outside of Vietnam, and has the nation's first Vietnamese Heritage Garden and Historical Museum
- Sponsors many cultural festivals year-round
- Includes numerous ethnic chambers of commerce which are active in the community

San José's residents enjoy first-rate opportunities for education and learning. These include access to outstanding academic institutions such as Stanford University, San José State University, Santa Clara University, University of California Santa Cruz, University of California Berkeley, and more than 30 community colleges and training providers, which actively partner with local industry to give their students unique practical learning opportunities. San José State University is the number one provider of engineers to Silicon Valley. San José is also home to some of California's best public and private primary and secondary schools.

Closely linked to San José's diversity is the emphasis the City and its residents give to the achievement of social equity within the community. The community identified Social Equity and Diversity as one of the seven elements that should form the basis of the City's General Plan, and which as a theme has informed the development of the *Envision San José 2040 General Plan* policy document. Social equity for San José is defined broadly, to include equitable access to municipal services and public amenities, sensitivity to environmental concerns, efforts to promote economic prosperity for all of the City's residents and to foster a culture that recognizes the value of San José's diverse community.

Consistent with its role as Capital of Silicon Valley, San José's population is:

- **Exceptionally productive**. Employee productivity, at $130,000 per worker in 2010, is more than double the national average.
- **Highly educated**. More than 35% of the workforce has a 4-year college degree or higher, compared with 27% nationally.
- **Cosmopolitan**. More than one-third of San José residents were born outside of the United States. The community enjoys strong cultural and economic ties to some of the most dynamic economies in the world, including China, India, Taiwan and the European Union.

San José stakeholders consistently ranked diversity at the top of San José's strengths. In a 2009 online questionnaire asking, "What do you consider to be San José's most significant assets?", diversity was mentioned more than any other response. As innovation is expected to increasingly be based upon the juxtaposition of different ideas and experiences, San José's diversity will be an important home-grown strength to help drive the Silicon Valley economy.

The General Plan Vision

The *Envision San José 2040* Vision identifies the values that the people of San José want their City to embody through its physical development and the delivery of municipal services as they are directed through the *Envision San José 2040 General Plan*. This Vision was articulated through an extensive engagement with a large and diverse number of the community's residents and stakeholders in a community-focused planning process in order to enable the ongoing use and implementation of the General Plan as a document that upholds and advances the overall values of the San José community. These community members and stakeholders worked together with a community Task Force to develop the Plan's Vision, goals and policies. The stakeholder Task Force included thirty-seven dedicated community members, representing political, business, resident, development, religious, and labor interests, appointed by the City Council to guide the General Plan update. Throughout the four year Envision process, they were joined by numerous volunteer community members who participated in the Task Force meetings, at community workshops and through online engagement activities. Community engagement was a fundamental objective of the Envision process. The Vision upon which the *Envision San José 2040 General Plan* is based is a direct expression of the community's values and hopes for the City's future.

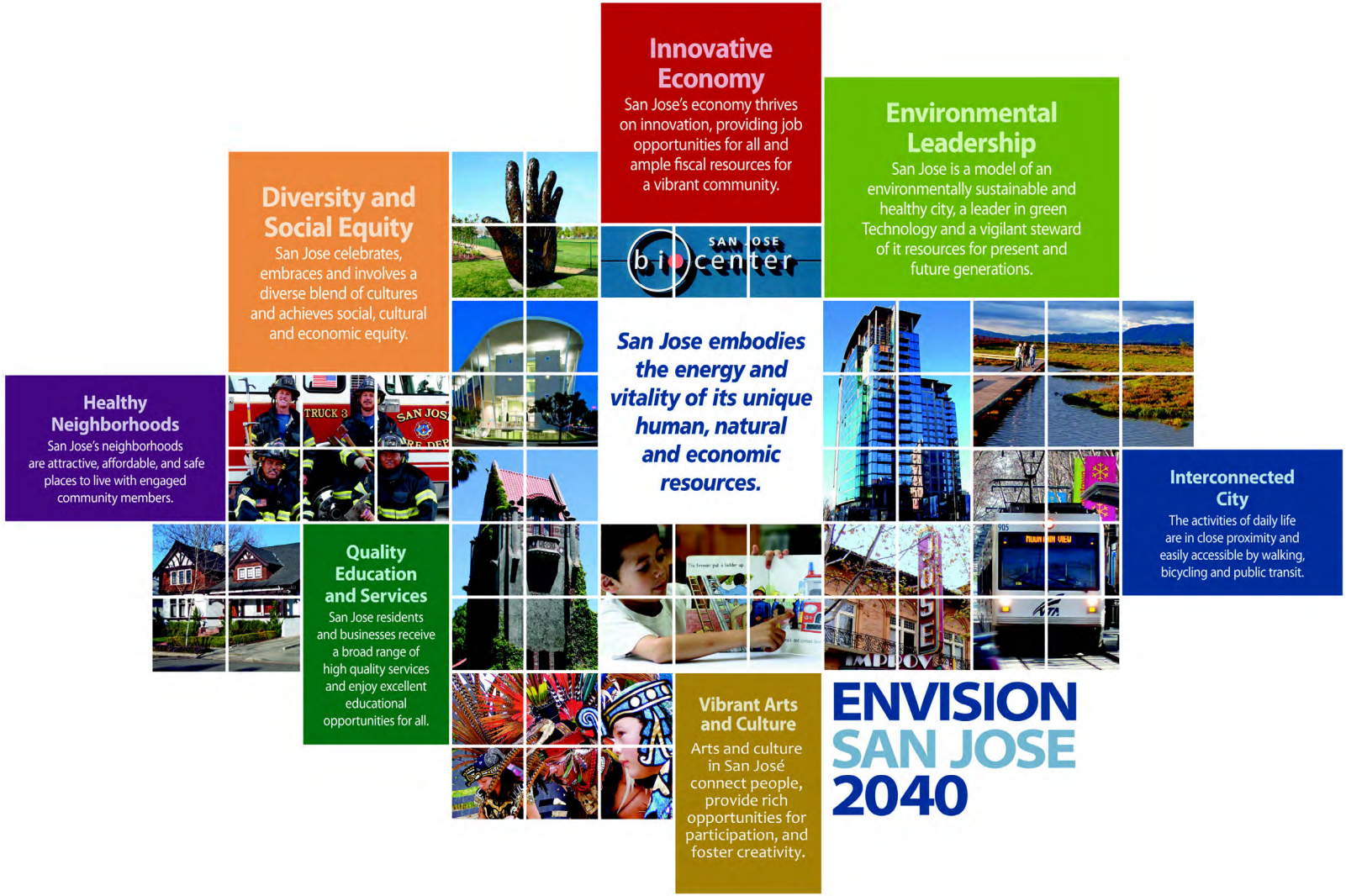
The Vision sets forth seven guiding community values to articulate an over-arching vision statement: "San José embodies the energy and vitality of its unique human, natural and economic resources." The seven community values are:

- **Innovative Economy** – San José's economy thrives on innovation, providing job opportunities for all and ample fiscal resources for a vibrant community.
- **Environmental Leadership** – San José is a model of an environmentally sustainable and healthy city, a leader in green technology and a vigilant steward of its resources for present and future generations.
- **Diversity and Social Equity** – San José celebrates, embraces and involves a diverse blend of cultures and achieves social, cultural and economic equity.
- **Interconnected City** – San José residents' activities of daily life are in close proximity and easily accessible by walking, bicycling and public transit.
- **Healthy Neighborhoods** – San José's neighborhoods are attractive, affordable, and safe places to live with residents engaged in their community.
- **Quality Education and Services** – San José residents and businesses receive a broad range of high quality services and enjoy excellent educational opportunities for all.
- **Vibrant Arts and Culture** – San José is a vibrant center for multi-faceted arts and cultural programs, celebrating its heritage and inspiring the creative energy of the community and a rich quality of life.

Particular emphasis was given by the community and Envision Task Force to the three values of Innovative Economy, Environmental Leadership, and Diversity and Social Equity.

The Task Force and community expanded on the Draft Vision to develop the Land Use/Transportation Scenario Guidelines. These Guidelines included specific principles used to shape the General Plan Goals, Policies and Implementation Actions and the alternative Land Use Study Scenarios that led to selection of a Preferred Land Use Scenario now embodied in the Envision Land Use/Transportation Diagram.

The Vision elements are all interconnected so that the *Envision General Plan* goals and policies that implement one of the Vision elements are likely to support others as well. For example, the provision of quality education and services leads to equitable distribution of services (Diversity & Social Equity), attracts businesses (Innovative Economy), supports Vibrant Arts & Culture, provides for and educates the public about environmental sustainability (Environmental Leadership), links these services to varied transportation modes (Interconnected City), and improves the quality of life in San José's neighborhoods (Healthy Neighborhoods). Similar connections can be made between the Vision elements for other policy topics and all policies are intended to support most if not all elements of the overall Vision. The relationship amongst the Envision goals and policies and the Plan Vision is further discussed throughout this document.


Innovative Economy
San Jose's economy thrives on innovation, providing job opportunities for all and ample fiscal resources for a vibrant community.
Environmental Leadership
San Jose is a model of an environmentally sustainable and healthy city, a leader in green Technology and a vigilant steward of it resources for present and future generations.
Diversity and Social Equity
San Jose celebrates, embraces and involves a diverse blend of cultures and achieves social, cultural and economic equity.
SAN JOSE bio center
San Jose embodies the energy and vitality of its unique human, natural and economic resources.
Healthy Neighborhoods
San Jose's neighborhoods are attractive, affordable, and safe places to live with engaged community members.
Interconnected City
The activities of daily life are in close proximity and easily accessible by walking, bicycling and public transit.
Quality Education and Services
San Jose residents and businesses receive a broad range of high quality services and enjoy excellent educational opportunities for all.
Vibrant Arts and Culture
Arts and culture in San José connect people, provide rich opportunities for participation, and foster creativity.
ENVISION SAN JOSE 2040

Collectively, these strategies build on the Vision to directly inform the Land Use / Transportation Diagram and the Goals, Policies and Implementation Actions formulated to guide the physical development of San José and the evolving delivery of City services over the life of the General Plan. These twelve, interrelated and mutually supportive strategies are considered fundamental to achievement of the City's Vision and together promote the continuing evolution of San José into a great city.

The following section provides a description of these twelve Major Strategies:

1. Community Based Planning
2. Form Based Plan
3. Focused Growth
4. Innovation/Regional Employment Center
5. Urban Villages
6. Streetscapes for People
7. Measurable Sustainability/Environmental Stewardship
8. Fiscally Strong City
9. Destination Downtown
10. Life Amidst Abundant Natural Resources
11. Design for a Healthful Community
12. Periodic Major Review

Reflected in all twelve of the Major Strategies is the community's desire to see San José grow into a more prominent and more complete great City, taking on a growing social and economic leadership role in the region, nation and world. To achieve this desire, San José should build on its existing strengths while growing and improving in innovative ways to make the City a great place to live, work and visit. In terms of physical form, San José will offer a wide variety of living and work environments, continuing to develop the Downtown, preserving and enhancing existing residential neighborhoods, and creating new, vibrant urban districts attractive to San José's diverse population and particularly suited to meet the needs of two growing segments of the population, young professionals and those more senior in age. For the delivery of municipal services, San José will continue to be an innovator, implementing creative partnerships and adapting new technologies and techniques to provide high-quality services in an efficient, equitable and cost-effective manner. San José will increasingly use the General Plan as a tool to insure that land use and municipal service delivery decisions are made consistent with the community's long-term vision and goals, to benefit all members of the San José community.

Major Strategy #1 - Community Based Planning

Embody the community values and goals articulated through an extensive and meaningful community based planning process. The City's commitment to effectively engaging representatives of all segments of the San José community in the development and implementation of the *Envision San José 2040 General Plan* is critical to the insure that the Plan will promote San José's continued growth into a leading world city, while maintaining social equity in its operations.

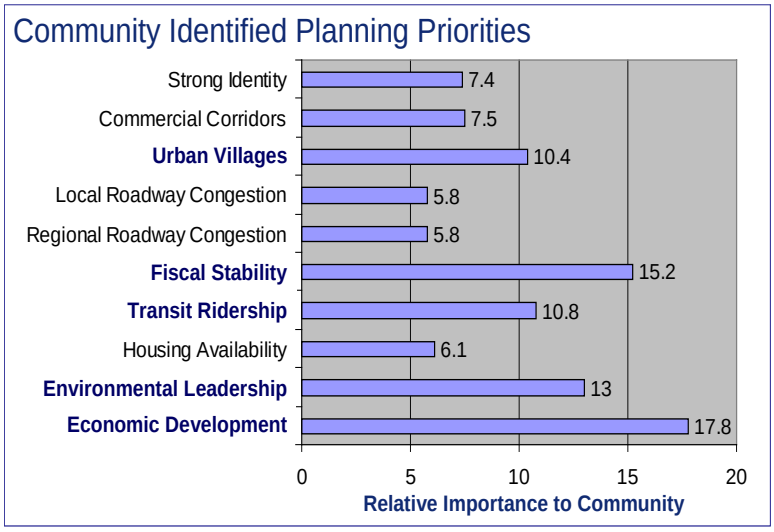


A broad variety of community engagement activities have enabled the *Envision General Plan* to both reflect the community's values and priorities and embrace the City's diverse social and cultural fabric. By incorporating community sentiment, the Envision process built significant public support for the primary direction of the Plan, improved public perception of the planning process, and, most importantly, resulted in an improved Plan. The *Envision San José 2040 General Plan* is a direct expression of community values, identified and developed through an extensive community engagement process, including:

- 51 Envision Task Force Meetings
- 125+ Outreach Meetings
- 5,000+ Community Participants

Key decisions in the Envision process were directly connected to the priorities expressed by Task Force and community members. The following top planning priorities for the City's future were identified by community members:

- Promoting Economic Development
- Ensuring Fiscal Sustainability
- Providing Environmental Leadership
- Building Urban Villages
- Promoting Transit Use



Envision San José 2040 General Plan policies align with these community priorities by placing a strong emphasis on promoting job growth, protecting employment lands, fostering fiscal sustainability, and focusing growth capacity into Urban Villages and near transit.



Major Strategy #2 - Form Based Plan

Use the General Plan Land Use / Transportation Diagram designations and Plan Goals and Policies to address the form and character as well as land uses and densities for the future development of San José.

The *Envision San José 2040 General Plan* uses an innovative form-based approach to address the long-term development of the City. Land Use / Transportation Diagram designations that address the form and character of the built environment, as well as appropriate uses and densities, enable the Plan to:

- Clearly articulate a vision for San José's future urban form
- Provide greater flexibility for economic activity
- Address neighborhood concerns about compatibility of new development
- Promote the ongoing development of complete, cohesive neighborhoods

Major Strategy #3 - Focused Growth

Strategically focus new growth into areas of San José that will enable the achievement of City goals for economic growth, fiscal sustainability and environmental stewardship and support the development of new, attractive urban neighborhoods. The Plan focuses significant growth, particularly to increase employment capacity, in areas surrounding the City's regional Employment Center, achieve fiscal sustainability, and to maximize the use of transit systems within the region.

A Major Strategy of the *Envision General Plan* is to focus new growth capacity in specifically identified "Growth Areas," while the majority of the City is not planned for additional growth or intensification. This approach reflects the built-out nature of San José, the limited availability of additional "infill" sites for development compatible with established neighborhood character, and the emphasis in the Plan Vision to reduce environmental impacts while fostering transit use and walkability.

While the Focused Growth strategy directs and promotes growth within identified Growth Areas, it also strictly limits new residential development through neighborhood infill outside of these Growth Areas to preserve and enhance the quality of established neighborhoods, to reduce environmental and fiscal impacts, and to strengthen the City's Urban Growth Boundary. Infill development within such neighborhoods, often at a density and form inconsistent with the existing neighborhood pattern, has been disruptive to the development of a positive neighborhood character. Focusing new growth into the Growth Areas will help to protect the quality of existing neighborhoods, while also enabling the development of new Urban Village areas with a compact and dense form attractive to the City's projected growing demographic groups (i.e., an aging population and young workers seeking an urban experience), that support walking, provide opportunities to incorporate retail and other services in a mixed-use format, and support transit use.

The Plan supports a significant amount of new housing growth capacity, providing near-term capacity for development of approximately 50,000 new dwelling units, with the

ability to ultimately build up to a total of 120,000 additional dwelling units. As described in the Implementation chapter, the Plan incorporates residential growth capacity for the Downtown, Specific Plan areas, North San José and vacant lands throughout the City (approximately 40,000 new dwelling units) and adds new Urban Village housing areas that support an additional 9,400 dwelling units.

Because the City is largely built-out within its city limits and the General Plan does not support the conversion of industrial areas to residential use or the urbanization of the Mid-Coyote Valley or South Almaden Valley Urban Reserves or lands outside of San José's Urban Growth Boundary, most new housing development will be achieved through higher-density redevelopment within existing urbanized areas.

This residential growth capacity is provided through the conversion of older commercial areas to mixed-use, including sites previously identified for housing development within North San José and the new commercial sites made available for mixed-use development within the *Envision General Plan* Urban Village areas. Planning such sites for higher, not lower, density residential development acknowledges their value as a finite land resource and enables the City to provide housing growth capacity consistent with demographic trends and the community objectives of the *Envision San José 2040 General Plan*. Further employment land conversions or dramatic expansions of the City outside of its current boundaries would have significant negative environmental, fiscal and economic implications and be clearly contrary to those objectives.

Major Strategy #4 - Innovation/Regional Employment Center

Emphasize economic development within the City to support San José's growth as center of innovation and regional employment. Growing San José's role as an employment center will enhance the City's leadership role in North America, increase utilization of the regional transit systems, and support the City's fiscal health.



San José is the largest and most urban city located within the Silicon Valley and plays an increasingly important role in the continuing growth of the regional, State, and National economies. San José is however the only large city within the US that acts as a net exporter of workers within the region. The resulting "bedroom community" character reduces opportunities for San José to take on a leadership role that would benefit the development of the Silicon Valley as a whole, while also undermining San José's economic, fiscal, and cultural status. Through multiple General Plan updates, San José has identified improvement of the City's jobs/housing balance or Jobs/Employed Residents Ratio (J/ER) as a critical objective to address multiple City goals. The *Envision San José 2040 General Plan* establishes achievement of a J/ER ratio of 1.1 to 1 by the year 2040 as a core objective of the Plan informing its policies and Land Use/Transportation Diagram designations. In the near term, the Plan strives to achieve a J/ER ratio of 1.0 by the year 2025.

The Land Use/Transportation Diagram and General Plan policies support the development of up to 382,000 new jobs within San José and a jobs to employed residents ratio of 1.1 Jobs/Employed Resident. The Plan focuses employment growth in the Downtown, in proximity to regional and local transit facilities and on existing employment lands citywide, while also encouraging the development of neighborhood serving commercial uses

throughout the community and close to the residents they serve. The Plan recognizes that all existing employment lands add value to the City overall and therefore preserves those employment lands and promotes the addition of new employment lands when opportunities arise. The Plan in particular supports intensive job growth at planned and existing regional transit stations (e.g., BART, High-Speed Rail, and Caltrans) to support increased transit ridership and regional use of the transit system to access San José's employment centers.

The *Envision San José 2040 General Plan* supports and promotes San José's growth as a regional center for employment and innovation, by:

- Planning for 382,000 new jobs and a Jobs/Employed Resident Ratio of 1.1/1
- Providing greater flexibility for commercial activity
- Supporting job growth within existing job centers
- Adding new employment lands
- Designating job centers at regional transit stations
- Celebrating arts and culture

Major Strategy #5 - Urban Villages

Promote the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals.



The General Plan establishes the Urban Villages concept to create a policy framework to direct most new job and housing growth to occur within walkable and bike friendly Urban Villages that have good access to transit and other existing infrastructure and facilities. While each Urban Village identified within the Plan will develop within a unique context, they can be divided into four general categories: Regional Transit Urban Villages, Local Transit Urban Villages, Commercial Corridor and Center Urban Villages and Neighborhood Urban Villages. The General Plan also establishes an Urban Village Planning process with the General Plan Implementation Chapter. Preparation of an Urban Village Plan for each Urban Village area will provide for continued community involvement in the implementation of the General Plan and for land use and urban design issues to be addressed at a finer level of detail.

Regional Transit Urban Villages are planned at locations within San José with unique access to major transit facilities of regional significance. Because these locations have a large public investment in transit facilities and are regionally accessible, the General Plan policies and Land Use / Transportation Diagram strongly direct that new job and housing growth within Regional Transit Urban Villages occur at the highest feasible concentration and density, with particular emphasis upon employment growth to support the Regional Employment Center Strategy. Recognizing their emerging roles as City gateways and primary public spaces, attention will be given to the design of new development within these areas with careful consideration given to the formation of high-quality environments for public circulation and gathering.

Local Transit Urban Villages are located along light rail or bus rapid transit facilities which are used primarily for travel on a more localized basis. Accordingly the Urban Villages at these locations are planned for a balanced mix of job and housing growth at relatively high densities with greater emphasis placed upon building complete communities at each Urban Village location while also supporting use of the local transit system.

Commercial Corridor and Center Urban Villages are planned to take advantage of the redevelopment potential for existing, underutilized commercial sites. These sites usually have some access to transit, but were identified primarily because of their redevelopment potential. These larger regional commercial center Urban Villages will function as complete destinations that integrate a mix of high density housing, employment, and services within existing key business areas to create dynamic urban settings. These commercial center Urban Villages will serve a much larger area than the immediately adjacent surrounding neighborhoods.

Some of the Urban Villages are planned along existing commercial corridors. These commercial corridor Urban Villages will include uses and urban spaces in a linear form. These corridors also create a positive identity for San José by creating a consistent urban design character along the major roadways that connect San José's neighborhoods, regional hubs, neighboring cities and the Downtown.

Neighborhood Urban Villages are planned to enhance established neighborhoods by integrating a mix of uses, including retail, food markets, offices, public services, housing, places of worship, public parks and plazas, within or adjacent to existing or emerging neighborhoods. They are distributed throughout the City so that most of the residents of San José will have access to an attractive urban setting within walking distance of their home.

Development of Urban Villages at environmentally and fiscally beneficial locations throughout the city is a key Plan strategy. Focusing new job and housing growth to build attractive, compact, walkable urban districts or "Urban Villages" will enable location of commercial and public services in close proximity to residential and employee populations, allowing people to walk to services while also providing greater mobility for the expanding senior and youth segments of the population. The Urban Village Strategy fosters:

- Mixing residential and employment activities
- Establishing minimum densities to support transit use, bicycling and walking
- High-quality urban design
- Revitalizing underutilized properties with access to existing infrastructure
- Engaging local neighborhoods through an Urban Village Planning process



Major Strategy #6 - Streetscapes for People

Design streets for people, not just cars, and to support a diverse range of urban activities and functions. Develop important roadways as Grand Boulevards to connect multiple neighborhoods and act as urban design elements at a citywide scale. Promote the ongoing development of Main Streets to foster community identity and walkability, recognizing that they serve as important destinations for retail and other activities within neighborhood areas.

To support and utilize the Streetscapes for People Strategy, the City maintains a land use and transportation network and transportation facilities that promote increased walking, bicycling, and public transit use. The General Plan takes a form based approach to the transportation component of the Land Use/Transportation Diagram by categorizing streets in terms of their form, role within the community and the multiple functions that they support. The General Plan policies also support the development of these streets as "Complete Streets." The City's roadways will be designed to be "Complete Streets" that are accessible and function well for everyone, supporting a full range of activities, including pedestrians, bicycles, utilities, outdoor gathering spaces and vehicle movement.

Consistent with the Form Based General Plan Strategy, streets are defined within the Plan by their character and the role they play within the city. Street types identified within the General Plan include:

- Grand Boulevards
- On-Street Primary Bicycle Facility
- Main Streets
- City Connector Street
- Local Connector Street
- Residential Street
- Expressway
- Freeway

A Complete Street provides safe, comfortable, attractive and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and preferences. The design of a Complete Street considers both the public right-of-way and the land uses and design of adjoining properties, including appropriate building heights and the planning of adjoining land uses that actively engage the public street realm. As part of the Complete Street concept, appropriate land uses, building heights, setback dimensions and other design elements related to the type and character of the street, are addressed through new zoning districts and other implementation tools adopted to advance the goals of the *Envision San José 2040 General Plan*. Complete Streets, along with the Land Use / Transportation Diagram, support the Plan goal to reduce the automobile commute mode share by 40% by 2040. Close alignment of the City's Capital Improvement Program with the General Plan will allow the City to strategically plan and direct resources to develop infrastructure in support of other Plan goals.

Although the goal of the City is that every street be a "Complete Street," seven Grand Boulevards stand out as having great potential to connect City neighborhoods and to contribute to the City's overall identity through cohesive design. These seven Grand Boulevards are:

- North First Street/Monterey Highway
- Capitol Avenue/Capitol Expressway
- Alum Rock Avenue/Santa Clara Street/The Alameda
- San Carlos Street/Stevens Creek Boulevard
- Meridian Avenue
- Winchester Boulevard
- Saratoga Avenue

Because of their importance and location as major transportation routes, and because of the land uses they support, these Grand Boulevards play an important role in shaping the City's image for its residents, workers, and visitors and have the potential to act as major urban design elements at a citywide scale.

The Grand Boulevards require extra attention and improvement, including special measures within the public right-of-way, such as enhanced landscaping, additional attractive lighting, wider and comfortable sidewalks, and identification banners. For adjoining land uses, special design standards support cohesive and interesting urban development related to the character of the Grand Boulevard.

Main Streets are roadways that, in combination with the adjacent land uses, play an important role in defining the character and identity of the surrounding neighborhood. In many cases, neighborhood residents identify themselves according to their neighborhood's Main Street. Neighborhood residents can enjoy retail and other services provided along a Main Street, attend community events associated with the Main Street and identify the Main Street as an integral central spine of their neighborhood that is interconnected with the rest of the City's streets.

The Main Street's physical form supports many transportation modes, with significant emphasis given to public pedestrian facilities to facilitate interaction amongst members of the community while also serving as part of the citywide transportation network. Each Main Street may be different in character, and should reflect, with the adjacent land uses, the key characteristics of the adjacent neighborhoods. The City may develop special standards for both the public right-of-way and for the adjoining land uses for the City's Main Streets to support their function as urban corridors, providing high-quality pedestrian facilities and public spaces that are a primary component of the surrounding neighborhood identity.





Major Strategy #7 - Measurable Sustainability / Environmental Stewardship
Advance the City's Climate Smart San Jose plan through 2040 and establish Measurable Environmental Sustainability indicators consistent with section 3.3 of Climate Smart San Jose. The Plan provides the basis for the City's Greenhouse Gas Reduction Strategy.

To support the Environmental Leadership element of the General Plan Vision and the City's Climate Smart San Jose plan, the General Plan contains multiple policies to support the implementation of environmental best practices. San José is a city designed, constructed, and operated to minimize waste, to efficiently use its natural resources, and to manage and conserve resources for use by present and future generations. San José acknowledges that it exists within both a regional and global environment. Its decisions regarding natural resources will have impacts outside the City's jurisdiction, and the decisions of others in the region and beyond will impact the City's ability to meet its future needs. San José strives to minimize its contribution to climate change while remaining adaptable to impacts from climate change. San José will encourage and participate in cooperative regional efforts intended to improve the quality of air and water and to conserve land, soil, water, energy and ecosystems such as San Francisco Bay, forests, riparian corridors, fisheries and grasslands.

As the City's guide for growth and development, the General Plan is a unique tool to shape its growth, minimize its impacts on resource consumption, reduce its contribution to global warming, and to preserve and enhance its natural environment. The General Plan continues San José's tradition of innovative environmental leadership, supporting and supported by other important City environmental policies, including the Green Vision, Climate Smart San Jose, the Greenhouse Gas Reduction Strategy, the Green Building Policies, the Stormwater Management Plan, the Hydromodification Management Policy, the Riparian Corridor Policy and the Habitat Conservation Plan.

The *Envision San José 2040 General Plan* advances the City's Climate Smart San Jose plan, incorporating key environmental goals and establishing a policy framework to continue San José's tradition of environmental leadership.

- Ambitious Goals for Environmental Leadership
- Annual Measurement of Key Environmental Indicators



Major Strategy #8 - Fiscally Strong City
Establish a land use planning framework that promotes the right fiscal balance of revenue and costs to allow the City to deliver high-quality municipal services, consistent with community expectations.

It is critical that San José makes wise fiscal policy decisions in order to provide high quality services accessible to all community members, to continue to create economic development, and to thrive as a community. San José will maintain a Fiscally Strong City, by providing adequate land for uses that generate revenue for the City and by focusing new growth in developed areas where existing infrastructure (e.g., sewers, water lines, and transportation facilities), and City facilities and services (e.g., libraries, parks and public safety) are already available, resulting in maximum efficiency. The fiscal impact of

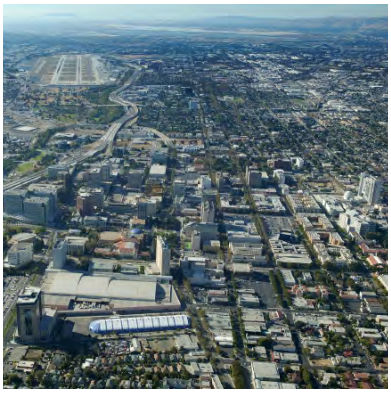
potential land use and policy options will be given serious consideration and priority in the land use entitlement process. Goals, policies, and implementation actions throughout the General Plan address this important concept. The Plan incorporates policies from the City's Employment Lands Preservation Framework and several critical implementation policies to address the fiscal impacts of future land use decisions.

The *Envision San José 2040 General Plan* promotes a fiscally strong City, providing high-quality municipal services and acting as an advocate for regional policies that promote the strengths of our diverse and successful population. The Draft Plan incorporates policies that promote the City's fiscal health and which:

- Establish standards for the delivery of high-quality municipal services
- Carefully manage existing fiscal resources
- Encourage the cultivation of increased resources
- Focus new growth so as to minimize its fiscal impacts

Major Strategy #9 - Destination Downtown

Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within the Downtown will support the Plan's economic, fiscal, environmental, and urban design/placemaking goals.



Downtown San José is the cultural heart of San José and it provides employment, entertainment, and cultural activities more intensely than in any other area. The Downtown also consists of valuable historic resources, buildings with distinctive architecture, and unique neighborhoods where residents have convenient access to urban activities and amenities. As San José's largest and most vibrant urban area, Downtown contributes towards the positive identity of the City to the region, the nation and abroad.



Downtown San José is home to a growing number of companies whose employees enjoy the downtown life. Software and creative services businesses, in particular, offer technical skills and creative talent in San José's urban center. Silicon Valley's urban university, San José State, boasts award-winning capacity in product design, interactive media, and computer engineering. Between 2000 and 2010, the Downtown residential community grew by 8,000 people with the addition of new condominiums, lofts, and live-work units.

The Downtown includes the largest concentration of San José's civic and cultural facilities, including City Hall, the main library, the City's convention center, the arena, museums, theaters and outdoor gathering venues.

The Downtown is defined as:

- A vibrant urban center for living, working, entertaining
- The only location in the South Bay that actively promotes high-rise development
- A distinctive work environment for large and small companies
- Center to the City's arts, entertainment, culinary and sporting activities

- An eclectic mix of historic architecture side by side to award-winning contemporary urban design

The Plan recognizes the city's Downtown as the symbolic, economic, and cultural center of San José and supports a significant amount of job and housing growth within the Downtown area. The Plan's policies address how the Downtown is a:

- Unique urban destination
- Cultural center for Silicon Valley
- Growing employment and residential center



Major Strategy #10 - Life Amidst Abundant Natural Resources
Promote access to the natural environment and a favorable climate as important strengths for San José by building a world-class trail network, reinforcing the Greenline / Urban Growth Boundary as the limit of the City's urbanized area and to preserve the surrounding hillsides largely as open space, and by adding parks and other recreational amenities to serve existing and new populations.

The Greenline/Urban Growth Boundary defines the ultimate perimeter of urbanization in San José. Besides setting limits to urban development as a growth management and fiscal sustainability strategy, the Greenline/Urban Growth Boundary is intended to develop a clearer identity for San José by defining where urban development ends and by establishing policies to preserve valuable open space resources. Natural resources surrounding the lands within the Greenline/Urban Growth Boundary are the inspiration for this concept.

The Greenline/Urban Growth Boundary demonstrates the strong, long-standing commitment of both the City of San José and the County of Santa Clara that urban development should occur only within the Urban Service Areas of cities where it can safely and reasonably be accommodated and where urban services can efficiently be provided. Lands outside of the Greenline/Urban Growth Boundary are identified as those that are intended to remain permanently rural in character and that should remain under the jurisdiction of the County. Both the City and the County are committed to the success of this arrangement and will continue to develop and implement consistent land use plans and development policies for lands of mutual concern both within and outside of the Greenline/Urban Growth Boundary. This commitment is reflected in the Greenline/Urban Growth Boundary goals and policies of both General Plans.

Major Strategy #11 - Design for a Healthful Community
Support the physical health of community members by promoting walking and bicycling as commute and recreational options, encouraging access to healthful foods, and supporting the provision of health care and safety services.

The "Design for a Healthful Community" concept embodies a very broad range of topics, and "Design for a Healthful Community" strategies are integrated throughout the General Plan to establish a policy framework to shape and grow a city that provides for the physical health of its residents. General Plan policies support good nutrition and healthful air and water, protect the community from human-made and natural hazards and disasters,

provide for economic opportunities that meet the needs of all residents, and provide for the equitable distribution of public resources, including public health facilities, throughout the City.



To further the Healthful City concept, the Land Use/Transportation Diagram, and the goals and policies related to Quality Neighborhoods, Urban Villages, Urban Design, Complete Streets, and Transportation, encourage physical activity by creating "complete" communities where most individuals' daily needs can be met walking or biking on safe and convenient paths and routes. Parks, Trails, Open Space, and Recreation policies also encourage activity by promoting good and convenient access to a large and diverse variety of parks, trails and recreations facilities for all City residents.



As a key factor to encourage the health of its residents, the Land Use/Transportation Diagram, and the Quality Neighborhoods and Land Use policies address improving access to healthful foods, particularly fresh produce. To this end, the General Plan also supports the development of urban agriculture, and the preservation of the existing agricultural lands adjacent to San José to increase the supply of locally-grown, healthful foods. The General Plan further supports Healthful Community regulatory land use policies, enabling the operation of farmer's markets, urban farming activities, and promoting the availability of healthful foods while limiting access to alcohol at retail locations.

The *Envision San José 2040 General Plan* Land Use / Transportation Diagram and policies promote the physical health of San José's community by:

- Promoting access to healthful foods
- Encouraging an active lifestyle
- Supporting health care and safety services

Major Strategy #12 - Periodic Major Review

Ensure that the Plan addresses the current community context and values and closely monitor the achievement of key Plan goals through a periodic major review of the General Plan and the use of Plan Horizons to phase implementation of the Plan over time.

The Plan provides a road map for the development of new Urban Village areas and gives highest priority to the location of new housing growth in the Downtown, connecting transit corridors, BART station area, and North San José. The *Envision General Plan* establishes a 4-year Major Review cycle, which provides an opportunity for a community stakeholder task force or advisory group, and the City Council to evaluate significant changes in the planning context and the City's achievement of:

- Planned job and J/ER goals
- Implementation of the Urban Village concept
- Environmental indicators, including greenhouse gas reduction
- Affordable housing needs

The Plan's policies include flexibility to allow the implementation of Urban Villages to be responsive to market conditions, while meeting overall Plan objectives.

Growth Areas

The Land Use / Transportation Diagram, General Plan policies and the Growth Areas concept diagram identify specific areas of San José which are planned to accommodate the majority of the City's job and housing growth. The planned location of job and housing growth capacity supports the City's long-term goal to emphasize growth within the Downtown, North San José and Specific Plan areas, while focusing new job and housing growth capacity in identified Regional and Local Transit, Commercial Corridor and Center and Neighborhood Urban Village Growth Areas. The specific amounts of job and housing growth capacity for each of the Growth Areas are indicated in Appendix 5 – Growth Areas Planned Capacity.

Regional Transit and Local Transit Urban Villages include vacant or under-utilized lands within close proximity of an existing or planned light rail, BART, Caltrain or Bus Rapid Transit (BRT) facility. Commercial Urban Villages include corridors and centers, and may be vacant or under-utilized lands in existing, large-scale commercial areas (e.g., Oakridge Mall, Winchester Boulevard, Bascom Avenue, etc.) Neighborhood Urban Villages are smaller neighborhood-oriented commercial sites with redevelopment potential. While the Neighborhood Urban Villages are not located in proximity to major transit facilities, their intensification could serve to create a vibrant village setting within easy access of the nearby neighborhood. For all of the Urban Village areas it is expected that the existing amount of commercial square footage would be retained and enhanced as part of any redevelopment project so that existing commercial uses within San José are never diminished.

The following text summarizes the special characteristics of each one of the City's Growth Areas, with the Growth Areas Diagram following the text:

- Downtown
- Specific Plans
- North San José
- Employment Lands
- Regional Transit Urban Villages
- Local Transit Urban Villages
- Commercial Corridor and Center Urban Villages
- Neighborhood Urban Villages

Downtown

The *Envision San José 2040 General Plan* reinforces the importance of San José's Downtown as the physical and symbolic center of the City. Planned growth capacity and the General Plan policies are intended to further support the growth and maturation of the Downtown as a great place to live, work or visit.

The boundaries for the Downtown Growth Area are defined on the Planned Growth Area Diagram. The Downtown Growth Area is bounded by Julian Street, North 4th Street, East

St. John Street, 7th Street, East San Fernando Street, South 4th Street, Interstate 280, the Union Pacific Railroad line, Stockton Avenue, Taylor Street, and Coleman Avenue. As shown on the Planned Growth Areas Diagram, the Downtown Growth Area includes most of the Diridon Station Area Plan area.

Ambitious job and housing growth capacity is planned for the Downtown. This growth capacity is important to achieve multiple City goals, including support for regional transit systems and for the development of Downtown as a regional job center. It also helps to advance all elements of the General Plan Vision.

Specific Plans

Specific Plan areas have played a central role in the City's ongoing commitment to providing new housing through transit-oriented development projects. While a few of the Specific Plans have been fully implemented, several continue to provide important growth capacity. The City's adopted Specific Plans generally have a residential orientation, providing significant capacity for residential and mixed-use development at important infill sites throughout the City and often in proximity to the Downtown. The *Envision General Plan* maintains the existing growth capacity and residential focus of the Specific Plan areas, with the exception of the Alviso Master Plan, which has an employment focus and expanded job growth capacity provided through the *Envision General Plan*.

The Alviso Master Plan preserves the existing Alviso Village area and supports significant employment growth as an extension of the City's key North San José employment district. Within the Alviso Plan area, the Regional Wastewater Facility lands have been identified as a significant opportunity for new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs. According to current occupancy data and the Envision *Job Growth Projections and Employment Land Demand* report, there is a significant need for additional industrial land of this type. Because the other Specific Plan areas are generally built-out and/or located in areas with a lesser degree of transit access, employment growth in those areas is more focused on commercial or industrial uses that support local residences and businesses.

The *Envision General Plan* provides a limited amount of new residential and job growth capacity in other Specific Plan areas, consistent with the overall Plan goal of focusing new growth in proximity to transit and other City services. Because the Specific Plans were developed through extensive community-based planning processes, the *Envision General Plan* incorporates, with only very limited modification, the land uses designated within the Specific Plan areas. Therefore, upon reviewing development proposals, the *Envision General Plan* Land Use / Transportation Diagram land use designations shall take precedence over the adopted Specific Plans Land Use diagram. Further review and updating of the Specific Plans in the future will be important to fully realize the goals and policies of the *Envision General Plan*.

North San José

North San José is the City's largest employment district, home to many important leading technology companies and a key growth area for the City. The *Envision General Plan* augments the North San José Area Development Policy, providing growth capacity for up

to 97,000 new jobs and 32,000 new housing units to further its development as a regional employment center.

The City's North San José Area Development Policy was the key implementation document for this area until it was amended by City Council in May 2022. The policy included a phasing plan for development that was linked to the funding and construction of transportation improvements. The City Council's 2022 action revises the North San José Area Development Policy to: (a) eliminate phased development and phased transportation improvements; (b) limit application of the Policy only to those projects that have received a land use entitlement and/or an approved land use permit prior to the effective date of Resolution No. 80506, and an amendment or adjustment to such entitlement or permit; and (c) adjust the timing of the transportation improvements in the Policy to more accurately reflect the need for such improvements generated by projects that have received entitlements and permits prior to the effective date of Resolution No. 80506. From the effective date of Resolution No. 80506, the North San José Area Development Policy will only apply to projects that have received a land use entitlement and/or an approved land use permit prior to the effective date of Resolution No. 80506, and any amendment or adjustment to such entitlement or permit.

The funding of transportation improvments related to development in North San José is partially funded by the North San José Traffic Impact Fee, adopted by the City Council in San José Municiple Code Chapter 14.29. The North San José Traffic Impact Fee ordinance has also been amended to apply only to projects that have received a land use entitlement and/or an approved land use permit prior to the effective date of Resolution No. 80506, and any amendment or adjustment to suchentitlement or permit.

Employment Lands

Significant job growth is planned through intensification of each of the City's Employment Land areas, including the Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road, as well as North San José. These Employment Lands are planned to accommodate a wide variety of industry types and development forms, including high-rise and mid-rise office or research and development uses, heavy and light industrial uses and supporting commercial uses to respond to the projected demand for each type of industrial land. Three areas are designated as Employment Centers because of their proximity to regional transportation infrastructure. These include the North San José Core Area along North First Street, the portion of the Berryessa/ International Business Park in close proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations, and the Old Edenvale area, which because of its access to light rail, is also planned for additional job growth. Except within the Diridon Station Area Plan area, the *Envision General Plan* does not support conversion of industrial lands to residential use, nor does it include housing growth capacity for these areas.

Regional Transit Stations

To support the City's growth as a regional job center and to encourage greater utilization of regional transit infrastructure, the General Plan provides significant new job growth capacity within Regional Transit (BART, Caltrain and High-Speed Rail) Urban Villages.

Both the Lundy/Milpitas and Berryessa BART station areas support large amounts of new mid-rise and high-rise employment uses, while the Berryessa BART Urban Village is also planned for additional housing development. The Alum Rock BART station area accommodates both job and housing growth, on a more limited scale, given the local site characteristics and neighborhood interface.

Local Transit Urban Villages

A large and balanced amount of job and housing growth capacity is planned for the Transit Villages and Corridors. The goal is to maximize the opportunity for creating new mixed-use villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, Urban Villages located along Light Rail and BRT lines should provide more opportunity for retail and service jobs that benefit from close proximity to residential use. While the BART system serves as a regional transit line, bringing workers from throughout the region to employment centers within San José, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community, and also the amount and diversity of established commercial uses and other services already located within the area. The boundaries for the Urban Village Growth Areas are designated on the Planned Growth Areas Diagram and on the Land Use/Transportation Diagram.

Commercial Corridor and Center Urban Villages

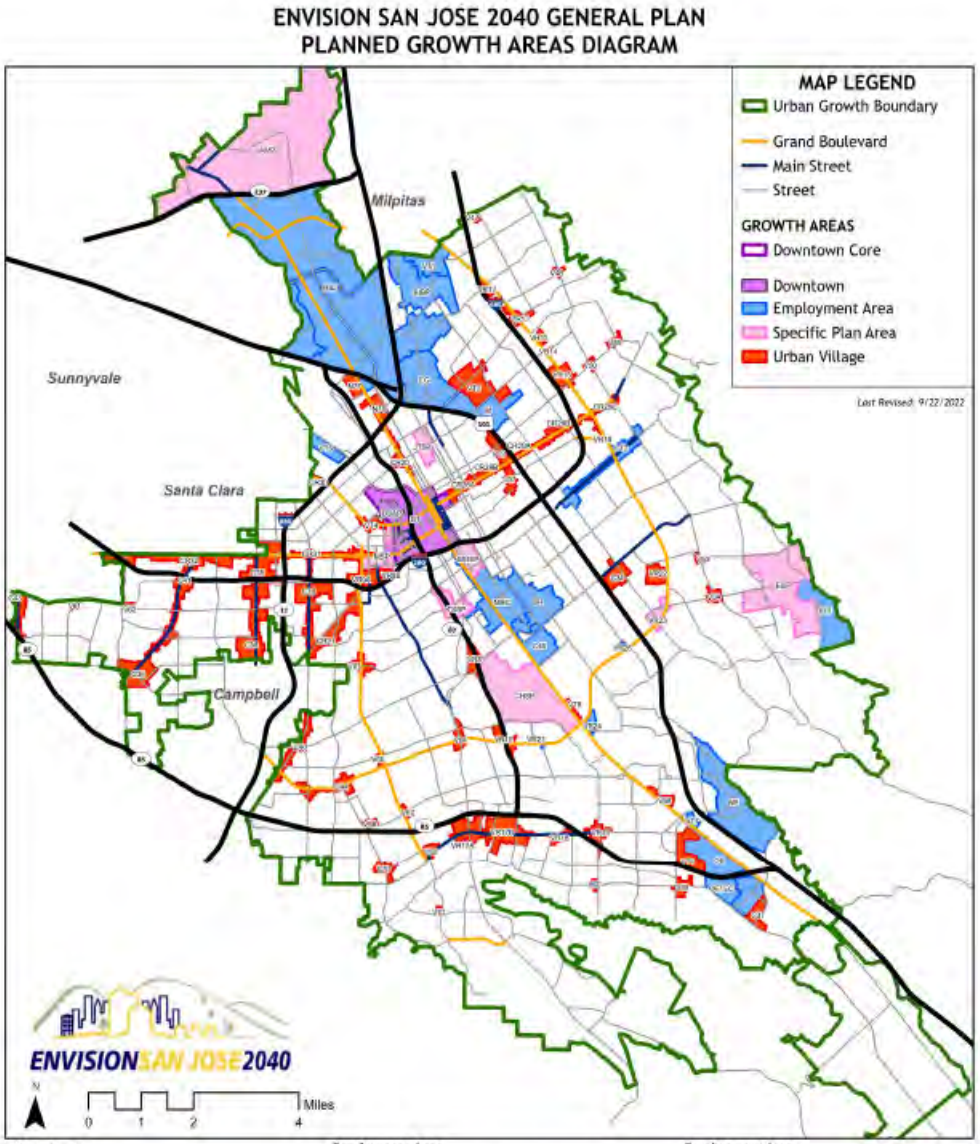
While the Commercial Corridor and Center Urban Villages are less directly connected to transit than other Growth Areas, they contain large parcels which may have greater potential for redevelopment and are generally located in areas with a high degree of accessibility which is advantageous for intensified commercial development. Providing residential growth capacity in the Commercial Growth Areas is a potential catalyst to spur the redevelopment and enhancement of existing commercial uses while also transforming them into mixed-use Urban Village type environments. At the same time, their typically more suburban settings may create some challenge to such revitalization. The Commercial Urban Villages with closer proximity to other growth areas and transit (e.g., North Bascom Avenue) or in proximity to established, more intense uses (e.g., De Anza Blvd.) may have greater near-term potential for transformation into Urban Village settings. A modest and balanced amount of new housing and job growth capacity is planned for the Commercial Urban Villages in order to support their intensification as both employment and housing centers, support potential expansion of existing retail activity, and add a mix of employment uses while also recognizing that transit-oriented sites should be given more priority for accommodating new growth. The boundaries for the Urban Village Growth Areas are designated on the Planned Growth Areas Diagram and on the Land Use/Transportation Diagram.

Neighborhood Urban Villages

To support the General Plan goal of providing broad access to mixed-use Urban Villages for all areas of the City, the Plan establishes Neighborhood Urban Villages as one of the

identified Growth Areas. In keeping with the *Envision General Plan's* goal to support job growth, Neighborhood Urban Villages are planned to accommodate job growth along with a small amount of new housing. Job growth within Urban Village Areas is planned to focus on neighborhood-serving office, retail, and other commercial uses while providing opportunities for a wide variety of employment activity. Because implementation of the Neighborhood Urban Villages will require redevelopment of existing commercial sites which serve the surrounding community, the Plan anticipates retention of all existing commercial activities within the Urban Village area. Modest increases in housing and employment within the Neighborhood Urban Villages should also support expansion of retail activity. It may be difficult to attract large numbers of new jobs to these locations given their relatively small scale and separation from other employment areas, but some additional job growth should be possible to support surrounding uses. The boundaries for the Urban Village Growth Areas are designated on the Planned Growth Areas Diagram and on the Land Use/Transportation Diagram.

Planned Growth Areas Diagram



Downtown
DT = Downtown
DSAP = Diridon Station Area Urban Village

Specific Plan Areas
AMP = Alviso (Master Plan)
CHSP = Communications Hill
ESP = Evergreen Specific Plan
JTSP = Jackson-Taylor (Residential Strategy)
MGSP = Martha Gardens
MSP = Midtown
TSSP = Tamien Station Area

Employment Area
BIBP = Berryessa International Business Park
ECI = Evergreen Campus Industrial
EG = East Gish
M = Mabury
MBC = Monterey Business Corridor
NE = New Edenvale
NSJ = North San José
OE = Old Edenvale
OETEC = Old Edenvale Transit Employment Center
SR = Senter Road

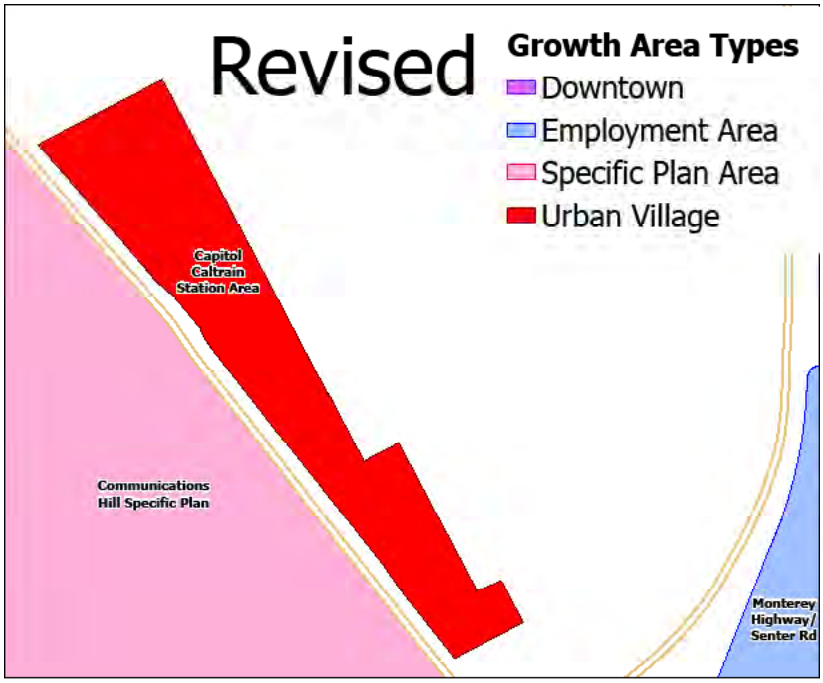
Employment Area
C42 = Story Road
C45 = County Fairgrounds
VR16 = S. Capitol Av/Capitol Ex
VR24 = Monterey Hy/Senter Rd
VR26 = E. Capitol Ex/McLaughlin Av
VR27 = W. Capitol Ex/Vistapark Dr
VT1 = Lundy/Milpitas BART
VT5 = Santa Clara/Airport West (FMC)
VT7 = Blossom Hill Rd/Monterey Rd

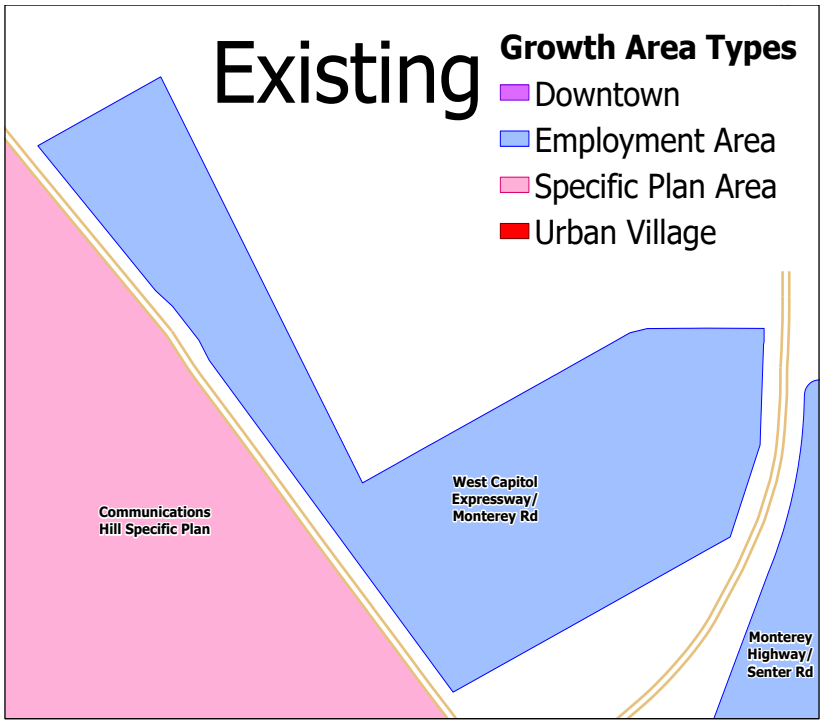
Urban Villages
C34 = Tully Rd/S. King Rd
C35 = Valley Fair/Santana Row
C36 = Paseo de Saratoga
C37 = Santa Teresa Bl/Bernal Rd
C38 = Winchester Bl
C39 = S. Bascom Av (North)
C40 = S. Bascom Av (South)
C41 = Saratoga Av
C43 = S. De Anza Bl
C44 = Camden Av/Hillsdale Av
CR20 = N. 1 st St
CR21 = Southwest Ex
CR28A = E. Santa Clara St/ Roosevlet Park (West of 17th
CR28B = E. Santa Clara St/ Roosevlet Park (Roosevelt Park)
CR29A= Alum Rock Av/ Little Portugal (Little Portugal)
CR29 B= Alum Rock Av/ Little Portugal (Alum Rock)
CR29C= Alum Rock Av/ Little Portugal (East of 880)
CR30 = The Alameda (West)
CR31 = W. San Carlos St
CR32 = Stevens Creek Bl
CR33 = Roosevit Park

Urban Villages
N77 = Rincon South 1
N78 = Rincon South 2
V47 = Landess Av/Morrill Av
V48 = Piedmont Rd/Sierra Rd
V49 = McKee Rd/Toyon Av
V50 = McKee Rd/White Rd
V53 = Quimby Rd/S. White Rd
V54 = Aborn Rd/San Felipe Rd
V57 = S. 24 th St/William Ct
V58 = Monterey Rd/Chynoweth Av
V59 = Santa Teresa Bl/Cottle Rd
V60 = Santa Teresa Bl/Snell Av
V61 = Bollinger Rd/Miller Av
V62 = Bollinger Rd/Lawrence Ex
V63 = Hamilton Av/Meridian Av
V64 = Almaden Ex/Hillsdale Av
V65 = Foxworthy Av/Meridian Av
V67 = Branham Ln/Meridian Av
V68 = Camden Av/Branham Ln
V69 = Kooser Rd/Meridian Av
V70 = Camden Av/Kooser Rd

Urban Villages
V71 = Meridian Av/Redmond Av
VR8 = Curtner Light Rail/Caltrain
VR9A = Race St Light Rail(west of Sunol)
VR9B = Race St Light Rail (Reed & Graham Site)
VR10 = Capitol Ex/Hy 87 Light Rail
VR11 = Penitencia Creek Light Rail
VR12 = N. Capitol Av/Hostetter Rd
VR13 = N. Capitol Av/Berryessa Rd
VR14 = N. Capitol Av/Mabury Rd
VR15 = N. Capitol Av/McKee Rd
VR17A = Oakridge Mall and Vicinity (Cambrian/Pioneer)
VR17B = Oakridge Mall and Vicinity (Edenvale)
VR18 = Blossom Hill Rd/Cahalan Av
VR19 = Blossom Hill Rd/Snell Av
VR22 = Arcadia/Eastridge
VR23 = E. Capitol Ex/Silver Creek Rd
VT2 = Berryessa BART
VT3 = Five Wounds BART
VT4 = The Alameda (East)
VT6 = Blossom Hill Rd/Hitach
VT8 = Capitol Caltrain Station Area

Close-up of Captital Caltrain Area





Envision San José 2040 Context and Key Issues

This section provides as context an historical account of the development and use of the General Plan in San José as a land use planning and implementation tool. Following this context, the section contains a narrative documentation of the *Envision San José 2040 General Plan* update process, including a description of the community engagement and Task Force activities, and a summary of key issues that were discussed by the Envision Task Force.

History of Planning in San José – the General Plan

Since the adoption of its first General Plan in 1960, San José has progressively used its General Plan and associated policies to establish an overall vision and guiding principles for the City's land use decisions and provision of urban services. Policies adopted by the City during this time period advanced identified guiding principles, including: Economic Development, Growth Management, Downtown Revitalization, Urban Conservation/ Preservation, the Greenline/Urban Growth Boundary, Housing, Sustainable City and Social Equity. Throughout the past 50 years, the planning activities of each decade illustrate the City's growing commitment to engaging community members in the planning process, basing policy on community values, growing the City's identity and economic role, demonstrating environmental leadership, achieving fiscally sustainable land uses and using the best practices in land use planning to provide opportunities for the City's growth consistent with its other goals.

The following summarizes the most notable land use policies adopted by San José that significantly contributed to the evolution of the City's General Plan.

The 1960 General Plan

From its founding in 1777 until the conclusion of World War II, San José grew at a fairly modest pace, reaching a total population of 68,457 in 1940. Dramatic changes in City politics, economic conditions and land use policies fostered rapid growth in the following decades so that San José had reached a population of 204,196 by 1960. Key factors in this growth were the City's policies of aggressive annexation, construction of the Water Pollution Control Plant, active business attraction policies and flexible land use regulation. To support rapid growth, the City relied upon its population to pass bonds that could subsidize the cost of infrastructure expansions in advance of the demand created by new development. Between 1950 and 1970 the bond indebtedness of the City's residents doubled, growing at a rate twice that of other California cities. Consistent with the City's pro-growth and pro-development orientation, San José's leaders did not focus their attention on developing land use policies and the City was relatively late among large cities when it adopted its first General Plan in 1960.

The City's first General Plan, comprised of one page of text and nine pages of diagrams, covered three Elements: Land Use, Circulation and Population. The Plan established high-level goals for San José related to economic development, civic identity, cultural growth, quality of life, land use compatibility and maintenance of an efficient transportation system. The diagrams included a Land Use plan, and plans for various City infrastructure systems including roadways and utilities. The Plan did not include any particular guidance on how

to achieve its goals or other specific policies or actions that might have hindered the City's pro-growth objectives. While the document did identify planned land uses, it served most readily to support the City's continued expansion.

In the years following adoption of the 1960 General Plan, costs of the City's rapid and largely unplanned growth become more readily evident to City leaders and its general population, generating a greater interest in the use of the General Plan and other land use policies to manage growth. The movement of retail activity to new shopping centers on the City's periphery or within adjacent communities, along with relocation of City Hall out of Downtown, led to the closure of many of San José's Downtown businesses and a dramatic decline in the City's share of County sales tax revenue. As early as 1956, not coincidentally the year in which Valley Fair, the region's largest shopping center opened, civic leaders had identified the need for urban renewal and created an urban renewal agency able to receive federal funding to condemn property. Despite this effort, San José's Downtown underwent notable and prolonged decline. Growth management and improvement of the City's Downtown became important themes that permeate successive land use planning efforts.

Urban Development Policy (1970)

The 1960s saw the emergence of a residential population more concerned with the neighborhood quality of life impacts caused by the City's rapid growth. Led by newly formed neighborhood groups, residents increasingly expressed dissatisfaction with the City's policies related to its fiscal health, to its ability to provide services and to the protection of environmental resources. As a consequence of sprawling and leap-frog land use development pattern, residents suffered dually from heavy bond payment obligations and inefficient, disorganized government services. This growing dissatisfaction amongst the City's residents, along with various changes in the City's political context, resulted at the end of the decade in a significant shift in political leadership. The change in leadership directly translated into a new interest in using General Plan and land use policies to manage growth, establish a vision for the City's land uses, maintain and improve the delivery of City services and protect environmental resources. The first major policy adopted for this purpose was the City's Urban Development Policy.

This landmark document initiated the City of San José's growth management program through the establishment of the Urban Service Area concept. Equally significant, the City and the County of Santa Clara cooperatively developed a policy stating that urban development would be permitted only within the Urban Service Area of cities. This policy is still in force today.

General Plan '75 (1976)

The City's commitment to the use of the General Plan as a growth management tool was established following the continuing shift in the City's political leadership in the early 1970s. The new orientation of San José's political leaders was supported in part by increased voter turnout that came with the change to align the timing of local and national elections. To communicate and implement the City's vision for growth management, San José adopted its first "modern" General Plan in 1976. The General Plan (General Plan '75) was used to formalize restrictions on growth to address traffic congestion, flooding issues,

hillside development and school crowding. The Plan included design standards for new development and clearly established the need for new development to share in the cost of capital improvements rather than using general obligation bonds to subsidize growth.

General Plan '75 integrated the State mandated General Plan elements into a cohesive, internally consistent document. The Land Use/Transportation Diagram accordingly was based upon and reflected the goals and policies of the Plan. In addition, this Plan introduced minimum densities, the goal of fostering infill development within the Urban Service Area, protection of hillsides and agricultural lands through Non-Urban Hillside and agricultural designations, promoting economic development of the Downtown, and the strategic location of areas for industrial development to reduce commutes (North San José and Edenvale). This plan was innovative in its critical linking of land use planning with planned transportation facilities.

While General Plan '75 established the foundation for the City's growth management policies, it continued to grow quickly. San José ranked as the fastest growing major city in population in the U.S. for the 1970s. Annexation played a much smaller role in growth during this period, as most population growth was accommodated through infill development within the City's existing boundaries. Growth was also limited in specific districts of the City (Evergreen, Almaden Valley and Coyote Valley) due to traffic or other environmental concerns unique to those areas. Planning for Coyote Valley, which emerged as an important issue, has in particular continued to be an important land use policy question for San José.

General Plan '75 played a role in the City's move to a District-based Councilmember system, adopted by San José in 1980. Following a pattern begun with a City-wide community based infrastructure planning initiative, Projects 75, the General Plan '75 update reinforced the neighborhood-oriented "Planning Areas" concept for the City, which facilitated the further awareness and formation of neighborhood organizations and popular support for a District-based City Council. Emphasizing neighborhood-based planning and community engagement has continued to be an important theme for the City's General Plan and other major land use planning initiatives.

Transportation Level of Service Policy (1978)

The City Council established the Transportation Level of Service Policy in 1978 to prescribe mitigation measures to satisfy the transportation level of service policies of the General Plan. This Policy continues to be an important implementation tool, providing a means for the City to require new development to mitigate its transportation impacts.

The City's transportation policies were notably modified in 2002 when the City Council adopted amendments to the General Plan to allow flexibility in the General Plan's vehicular traffic and transportation policies to support multi-modal transportation goals and smart growth land use principles. They were significantly modified again in 2005 when the City Council adopted a new policy to exempt certain "protected" intersections from traffic mitigation improvements if alternate improvements were made to enhance other modes of transportation in the vicinity, including pedestrian, transit and bicycle. These modifications,

along with special exemptions for the Downtown and other more urbanized districts within the City, were necessary and beneficial in order to support the development of these districts as less auto dependent and more supportive of transit use and pedestrian activity.

Berryessa Evergreen Swap (1980)

Related to efforts to address traffic congestion, the City completed the Berryessa Evergreen Swap in 1980, converting land in North San José from industrial to residential use and land in the Evergreen from residential to industrial. Because employment uses were (and continue to be) concentrated in the northern part of the City as well as in the neighboring communities to the west, the addition of housing in closer proximity to the employment uses was intended to reduce commuting distances, while the addition of employment in the southeast part of the City would allow for residents of that area to commute shorter distances to work along less congested "reverse commute" roadways.

Mayor's Task Force on Economic Development (1983)

While maintaining strong growth control measures continued to be an important goal of its leadership, the City responded to business interests and proponents of expanding development into Coyote Valley by convening a Mayor's Task Force on Economic Development in 1983. The City Council established this Task Force to comprehensively review the City's economic development program and to prepare recommendations on specific parcels in South San José and the Coyote Valley. The Task Force evaluated the vacant industrial land inventory, high technology demand and infrastructure requirements.

Task Force recommendations included creation of a comprehensive plan for Coyote Valley through the Horizon 2000 process, expansion of the urban service area to accommodate large firms in North Coyote Valley and Edenvale, and the approval of proposed General Plan amendments to allow industrial uses in North Coyote Valley. Proponents of the Task Force recommendations argued that selective industrial development within Coyote Valley would generate revenues to support City services and support a reverse commute pattern that would make better use of existing transportation infrastructure by placing job growth in the job-poor southeast portion of the City. Recommendations from this Task Force were addressed through the City's next General Plan update, the *Horizon 2000 General Plan*.

Horizon 2000 General Plan (1984)

The *Horizon 2000 General Plan* built upon the framework in the integrated *General Plan '75* with the identification of five tightly interwoven Major Strategies. These Strategies were Growth Management, Downtown Revitalization, Economic Development, Urban Conservation/Preservation, and the Greenline. In addition, the *Horizon 2000 General Plan* established the Coyote and Almaden Valley Urban Reserves as areas where development should be delayed until various planning and urban service conditions ("triggers") could be met. Collectively, this strategy framework further reinforced the City's commitment to managing growth by limiting outward expansion while giving preference to redevelopment and intensification within the City's Downtown and other established urban areas.

While the City had been engaged in attempts at Downtown revitalization since formation of its redevelopment agency in 1956, San José began addressing improvement to its Downtown with renewed interest and energy in the 1980s. One important policy change

was the merger of three Redevelopment Areas to provide a critical source of funding for projects within the Downtown. These resources were used to attract several large hotels to the Downtown and to construct a convention center, museums, an arena, streetscape improvements and other public amenities.

Close linkage of land use planning and transportation planning also emerged in the 1980s as a more prominent tool for accomplishing the City's goals for managed growth and a revitalized Downtown. Whereas in the past transportation investments had been focused on supporting the City's horizontal expansion, beginning in the 1980s the City and the County's transportation authority have been able to make significant investment in transportation improvements to support the Downtown, transit-oriented development, and bicycle and pedestrian movement. The Santa Clara Valley Transportation Authority (VTA) opened the County's first Light Rail transit line in 1987, providing a transit connection between San José's Downtown, the North San José employment area and residential and employment areas in the southern part of the City.

Consistent with the City's emerging self-identification as the "Capital of Silicon Valley," and to address regional traffic issues, the City adopted the *North San José Area Development Policy* in 1988. This Policy was based on a cooperative regional "Golden Triangle" planning project initiated by San José in an attempt to establish common land use policies within San José and other nearby jurisdictions to address traffic concerns tied to the continuing growth of the Silicon Valley economy. The City continued to draw more high-tech industry, particularly to the North San José and Edenvale areas, but notably also to the Downtown.

Parkland Dedication Ordinance (1988) and Park Impact Ordinance (1992)

In 1988, the City Council adopted the Parkland Dedication Ordinance (PDO) to help meet the demand for neighborhood and community parks generated by the development of new residential parcels. In 1992, the City Council adopted the Park Impact Ordinance (PIO), which applied parkland dedication requirements to new units in non-subdivided residential projects. Both the PDO and PIO require that new housing projects either dedicate land for public parks, pay a fee in lieu of dedication, or a combination of the two. The PDO is consistent with the requirements and procedures for the dedication of parkland by housing developers as set forth in the California law known as the Quimby Act, Section 66477 of the Government Code.

Housing Initiative Study (1991)

Ongoing concerns related to the potential impact of growth management upon the City and region's housing supply and affordability prompted San José to undertake a Housing Initiative Study in 1991. To accommodate demand for new housing, the Housing Initiative Study explored opportunities for high-density residential and mixed-use development along the majority of the Guadalupe Light Rail Corridor, within the Downtown Frame Area, and along two major arterials with frequent bus service. The Study concluded that there was sufficient available land for 10,000 new high density units in the short term; a market demand for up to 9,500 such units; and that most projects would be financially feasible. The City has since implemented policies on a consistent basis that focus housing growth at higher densities in proximity to transit.

Specific Plans (1992 – 1995)

To guide and facilitate new transit-oriented housing and the development of well-planned neighborhoods, the City prepared four Specific Plans in the early 1990s. The first of these, the *Evergreen Specific Plan*, provided a master plan for the development of a new neighborhood on the City's eastern edge within the Evergreen Development Policy area, giving careful consideration to the incorporation of parks and open space, providing for neo-traditional housing (i.e., inspired by historic styles and forms), and identifying a site for a Village Center. Similarly, the *Communications Hill Specific Plan* provided a master plan and vision for the development of a new mixed-use, mixed-density walkable neighborhood relatively close to the City's center and accessible to transit. Two other plans, the *Midtown Specific Plan* and the *Jackson Taylor Residential Strategy*, provided for the conversion of older industrial lands into higher-density, mixed-use transit-oriented neighborhoods. By taking the initiative to prepare these Plans, the City was able to guide new residential development to be built at locations and in a form consistent with the City's goals of promoting transit use, building walking urban environments and supporting the City's Downtown.

San José also undertook other planning and redevelopment projects that address important gateway corridors or neighborhood areas including Santa Clara Street, San Carlos Street, Alum Rock Avenue, The Alameda, Lincoln Avenue and Japantown.

San José 2020 General Plan (1994)

The *San José 2020 General Plan* expanded on themes and strategies of previous General Plans, including use of a detailed fiscal analysis to make difficult decisions regarding the location and intensity of future growth. Based on the fiscal analysis, environmental concerns and a continued desire to address housing needs for a growing population, the City Council adopted a Plan which reduced opportunities for urban growth at the City's edge, committed land uses to higher intensity infill development along identified intensification corridors (generally along existing and planned light rail corridors), and added the Housing and Sustainable City Major Strategies. A key decision made with adoption of that Plan was to continue to preserve the Coyote Valley and Almaden Valley Urban Reserves for potential future development, but only after certain prerequisite conditions were met. While the San José 2020 General Plan clearly identified environmental, fiscal and economic goals as important considerations, it also provided significant citywide growth opportunity, particularly through a number of Discretionary Alternate Use Policies intended to facilitate infill development and by continuing to emphasize intensification through redevelopment within central areas and near transit.

Neighborhood Revitalization Strategies (1994 – 1997)

The Citywide *Neighborhood Revitalization Strategy,* adopted in 1997, looked at coordinating the delivery of selected services to neighborhoods requiring special assistance to improve their living environments. This strategy was a significant expansion of planning activity to include revitalization of older neighborhoods suffering from a lack of investment. The fundamental concept was to target comprehensive packages of City services into selected neighborhoods to achieve real and visible results, a change from the typical practice of delivering individual services independently and often without visible or long term results. A Neighborhood Revitalization Plan was prepared to guide the overall long term improvement

of a neighborhood. Specific areas of the City with greater need for revitalization were addressed through the *Poco Way Neighborhood Revitalization Strategy*, adopted in 1994, and the *Santee Neighborhood Revitalization Plan*, adopted in 1996.

Specific Plans (1995- 2004)

Following the *San José 2020 General Plan* update, the City prepared a series of Specific Plans to further implement the General Plan goals and policies. These Specific Plans continued the trend established in the early 1990s, providing more specific land use guidance for areas of the City identified for potential redevelopment with higher density, mixed-use neighborhoods. For example, the *Tamien Station Specific Plan* and *Rincon South Specific Plan* addressed areas of the City with a high degree of transit access, while the *Alviso Master Plan* and *Martha Gardens Specific Plan* provided unique visions for the transition of established neighborhoods.

Urban Growth Boundary (UGB)/Greenline Initiative (1996)

In the 1990s the City strengthened its commitment to environmental leadership and growth management by incorporating its Urban Growth Boundary (UGB) into the General Plan. Adoption of the Urban Growth Boundary identified the limits of the City's potential expansion and today permanently limits urbanization in San José to those areas already developed and/or already planned for urban development. To implement the UGB, San José worked with Santa Clara County to improve upon long established cooperative policies and practices to ensure that urban uses occur only inside the Urban Growth Boundary. This effort builds upon existing strategies, goals, and policies of the San José 2020 General Plan.

In 2000, a ballot measure establishing the Urban Growth Boundary and procedures for its modification was placed before and easily approved by the City's voters, demonstrating broad community support for this limitation upon the San José's outward expansion and preservation of the surrounding hillsides as open spaces areas.

Public Outreach Policy (adopted 1999, updated 2004)

While the City's public outreach policies and practices already exceeded State minimum requirements, San José worked with community leaders and development professionals to further expand and facilitate opportunities for its members to participate and engage in land use planning and development projects. The Public Outreach Policy conveys the City's commitment to providing information and opportunities to encourage residents to follow development proposals and other City activities that affect their neighborhoods and to actively participate in the land use development process. This policy formally established a protocol for dissemination of information related to development activity and encouraged early and frequent communication between City staff, applicants and the public.

Housing Opportunity Study (2000-2004)

Based on the successful 1991 Housing Initiative, the Housing Opportunity Study identified additional sites along the Transit-Oriented Development Corridors for high-density housing and mixed-use development. The first phase of the Study identified 14 sites which, after General Plan amendments, added 6,000 housing units to the City's total housing capacity. The second phase identified another 11 sites, which created the potential to add another

6,100 housing units.

Greenprint Parks Master Plan (2000, Revised 2009)

Like many rapidly growing cities, San José has struggled with the best way to insure that adequate parks and recreational facilities are provided as its population grows. By adopting the City's Greenprint in 2000 as a 20-Year Strategic Plan for Parks, Recreational Facilities and Programs, the City established a strong vision and strategy for providing important amenities and improving the health and wellness of its residents through implementation of San José's goals and vision for parks, recreation facilities, recreation programs and neighborhood services.

This Plan includes six key program areas: Programs and Services to provide recreation programs and neighborhood and human services that respond to neighborhood needs, strengthen neighborhoods, and encourage healthy lifestyles; Parks and Open Space to acquire, develop, renovate, modernize, and preserve parks and open space; Citywide Trails to create a citywide trail network that encourages alternative transportation modes and provides access to recreation; Recreation Facilities to provide access to various types of recreational facilities for all residents; Public Outreach to increase public awareness of parks, recreational facilities, programs, and services; and Resource Development to develop the resources necessary to implement the community vision.

Strong Neighborhood Initiative (2001)

The Strong Neighborhood Initiative (SNI) was a major undertaking launched by San José in 2001 to direct planning and redevelopment resources into a large number of neighborhoods throughout the City. This Initiative built upon the Neighborhood Revitalization Strategy, using the combined resources of the City of San José, the Redevelopment Agency (RDA) and San José's residents and business owners to strengthen the City's neighborhoods by building clean, safe and strong neighborhoods with independent, capable and sustainable neighborhood organizations. By coordinating and combining resources from the City, its Redevelopment Agency, property and business owners, individual community members, and public-private partnerships, the SNI was designed to help these neighborhoods reach their full potential as highly livable communities.

The 20 Strong Neighborhoods Initiative areas encompass about 10,000 acres located in many sections of San José. While facing some common urban challenges, all of these communities also possess important individual assets and attributes. The underlying principle of the Strong Neighborhoods Initiative was to build upon neighborhood assets, and use special SNI resources in a deliberate strategy to develop the capacity of communities to become their own agents for improvement over the long term. In addition to the eventual implementation of various physical improvements throughout the SNI neighborhood areas, the SNI was important as a catalyst to establish neighborhood identity, raise up new community leaders and enable greatly expanded community participation in land use planning efforts, particularly among segments of the population with historically lower levels of participation.

Smart Growth Strategy (2001)

In October of 2001 the San José City Council conducted a study session on "Smart Growth"

and the City began using this term actively to promote its approach to growth management and commitment to continued use of the San José 2020 General Plan, including the Greenline/Urban Growth Boundary, as the City's highest level land use planning tool. With this effort, the City made clear its intent to support continued job and housing growth at locations and densities that would support transit use, maximize efficient use of existing infrastructure, provide for more efficient delivery of City services and minimize environmental impacts. In the following years, the City adopted three key policy documents: the Downtown Strategy Plan, an update to the North San José Area Development Policy and the Multi-Modal Transportation Policy. Collectively, these three policies added significant growth capacity Downtown, within North San José and along the City's transit system.

Coyote Valley Specific Plan (2002-2008)

The Coyote Valley Specific Plan process was launched in 2002 with the intent to develop a plan to guide the future development of North and Mid-Coyote Valley and preserve South Coyote Valley in a perpetual non-urban state, consistent with the planning process identified in the *San José 2020 General Plan* for this urban reserve area. The Specific Plan process included vigorous debate over the potential fiscal and environmental costs and benefits associated with allowing development within the entire Coyote Valley area. This process was concluded in 2008 when the City Council accepted the work of the Coyote Valley Specific Plan Task Force and referred further consideration of possible development within Coyote Valley to the E*nvision San José 2040 General Plan* update, underway at that time.

Evergreen-East Hills Vision Strategy (2003-2008)

The Evergreen-East Hills Vision Strategy was initiated in 2003 as a comprehensive land use and transportation planning project, including consideration of potential amendments to the *Evergreen Development Policy* (EDP) and the General Plan Land Use Diagram. The EDP was created to address development constraints for the Evergreen area, including unique traffic issues that have strictly limited the area's capacity for residential development. The Evergreen-East Hills Vision Strategy was intended to be a community based planning process to consider the potential for adding residential development capacity within the EDP area by linking new development to the construction of transportation improvements and community amenities. A key issue for the Evergreen-East Hills Vision Strategy was the consideration of possible conversion of industrial properties within the EDP area to residential use. The Evergreen-East Hills Vision Strategy process was concluded in 2008 when the City Council updated the *Evergreen Development Policy* to include a small increment of new housing and commercial growth and referred further consideration of land uses within the EDP policy area to the *Envision San José 2040 General Plan* update.

Economic Development Strategy (2003)

Although San José had enjoyed unprecedented job growth during the "internet boom" of the late 1990s, the City experienced sustained job loss from 2001 through the early part of the new millennium. In response to this economic downturn, the City launched multiple economic development initiatives, including preparation of an *Economic Development*

Strategy and a series of stakeholder panel discussions under the name Getting Families Back to Work. The latter specifically served as impetus for initiation of the *North San José Policy* update, completed in 2005.

In 2003, the City adopted an *Economic Development Strategy* which identified 15 Strategic Initiatives that the City of San José should pursue with its economic development partners to achieve the vision and desired economic outcomes. Action in these areas was intended to make San José more competitive and attractive as a place to start and grow businesses in the Silicon Valley region, as well as relative to national and international competitors, and to improve economic opportunity and quality of life for the City's residents.

Employment Lands Preservation Framework (2004 - 2007)

While the continuing economic downturn resulted in minimal job growth for San José from 2000 through 2010, the City continued to experience strong demand for new housing construction up until the sudden collapse of the "housing bubble" in 2008. During this time period, the City experienced tremendous pressure to convert industrial lands, which had low property values, to residential use. Following San José's lead of using conversion of industrial lands to create new residential development capacity as an important element within its Specific Plans, private developers successfully initiated and implemented numerous conversions as a recognized means of producing transit-oriented or new single-family housing projects that responded to the strong housing market. At the same time, however, these industrial conversions undermined the City's economic development goals and its ability to provide high-quality municipal services for its residents. These privately initiated conversions reduced the City's supply of Light and Heavy Industrial lands which provided much needed employment opportunities, particularly for middle income, "blue collar" jobs. In response, the City adopted a policy intended to prevent the further conversion of key employment lands.

The *Framework, as a Guideline, to Evaluate Proposed Conversions of Employment Lands to Other Uses* (Framework) was originally developed based upon the recommendations included in a report prepared at the City's request, entitled "Towards the Future: Jobs, Land Use, and Fiscal Issues in San José's Key Employment Areas: 2000-2020". This Framework was used as a guideline to evaluate proposed conversions of employment lands to other uses with the intent to create more certainty and predictability in the review of employment land conversion proposals while retaining flexibility to respond to changing conditions, new information, and policy considerations. The Framework was revised and renamed as the *Employment Lands Preservation Framework* in 2007 to expand its application to most employment lands and to strengthen the City's ability to preserve its overall employment capacity. Framework policies have been incorporated in the *Envision San José 2040 General Plan*, which supersedes it.

Downtown Strategy Plan (2005)

Strategy 2000: San José Greater Downtown Strategy for Development (Downtown Strategy) is an action guide for development and redevelopment of Greater Downtown San José based on a broad, multidisciplinary consideration of the issues of economics, transportation, urban design, urban landscape, historic resources, cultural resources and events as they

apply to the Greater Downtown. The Downtown Strategy was initially prepared in 2000, but updated and adopted in 2005 to support additional job and housing growth within San José's Greater Downtown area.

North San José Policy Update (2005)

The North San José Policy update established a plan for the expansion of the City's key North San José employment area, allowing for the addition of 26.7 million square feet of new industrial development, 32,000 housing units and 1.7 million square feet of supporting commercial uses. Consistent with San José's Smart Growth principles, this growth capacity was focused primarily into higher density development at transit-oriented sites. The plan includes a new grid street system to create more walkable, urban blocks within the central part of North San José, new urban, mixed-use housing, parks and services to build neighborhoods in close proximity to employment growth, the City's first Traffic Impact Fee to fund $570 million in transportation improvements, and a phasing plan that links job and housing growth to the construction of those improvements. The *North San José Neighborhoods Plan* and *Urban Design Guidelines* support the Policy in establishing a more urban vision for North San José.

Multi-Modal Transportation Policy (2005)

Up until 2005, the City's transportation level of service policies were limited to addressing automobile traffic flow and providing mitigation, typically in the form of expanded roadways and intersections, as necessary to accommodate increases in vehicular traffic associated with new development. As adopted, these policies would in some instances either prevent development or allow it only with roadway expansions that were in other ways counter to the City's goals. The new Multi-Modal Transportation Policy, adopted by the City Council in June 2005, repealed and replaced Council Policy 5-3," Transportation Level of Service" and Council Policy 5-4, "Alternate Traffic Mitigation Measures". This new policy provided a process for the analysis and consideration of overall conformance of a proposed development with the City's various General Plan multi-modal transportation policies to collectively provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods. By allowing a means for development to proceed in key areas even when traffic mitigation is not feasible or desirable, the Multi-Modal Transportation Policy plays an important role in supporting the Downtown Strategy and the updated North San José Area Development Policy. By giving greater emphasis to the development of pedestrian and bicycle facility improvements as an alternative to roadway widening, this policy set a foundation for the *Envision General Plan* Urban Village and Streets for People Strategies.

Transportation Analysis Policy (2018)

In 2013, the State of California passed Senate Bill 743 (SB 743), which eliminated automobile Level of Service (LOS) from transportation analysis under CEQA and replaced it with Vehicle Miles Traveled (VMT). This shift from LOS to VMT is intended to focus on the reduction of GHG emissions, the creation of multimodal networks, and the promotion of integrated land uses. The City Council adopted City Council Policy 5-1, entitled "Transportation Analysis Policy", on February 27, 2018. Council Policy 5-1 aligned the City of San José's transportation analysis with State law, and the major strategies, goals, and

policies of the *Envision San José 2040 General Plan*. The new policy established VMT as the City's metric for CEQA transportation analysis. It also required development projects to conduct a Local Transportation Analysis (LTA) to analyze their conformance with the multimodal transportation strategies, goals, and policies in the *General Plan* and address adverse effects to the transportation system. The Transportation Analysis Policy supports implementation of the *Envision San José 2040 General Plan* by promoting dense, mixed-use, infill projects in Planned Growth Areas, and focuses resources on the development of robust multimodal transportation networks envisioned in the *General Plan*.

Envision San José 2040

The 4-year Envision San José 2040 process was launched in 2007, 13 years after the completion of the *San José 2020 General Plan*. Although major policy changes accomplished in 2005 had added significant growth capacity in line with the City's current development goals, they did not update the City's overall long-term vision for its future to reflect San José's changing context and community values. While influenced by the economic downturn caused in part by the housing market collapse in 2008 and the City's subsequent fiscal struggles, the *Envision San José 2040 General Plan* built on the City's commitment to community-based planning to reinforce San José's consistent and ongoing goals for economic development, fiscal sustainability, environmental leadership and expanded transit use. The *Envision General Plan* also embodies the growing support among the City's residents for building urban, walkable communities while preserving the integrity of established neighborhoods.

The Envision planning process was divided into three key phases:

- **Phase I (2007-2008) – Vision and Scenario Guidelines:** A 37-member Council-appointed Task Force worked with community members over the course of 18 months to articulate a Vision for the General Plan update and to develop Guidelines to inform the development of the General Plan Land Use/Transportation Diagram and General Plan policies. The Vision has been directly incorporated into the General Plan document, while the Guidelines were used vigorously to define five Land Use Study Scenarios leading to the selection of the Preferred Land Use Scenario which is the foundation of this plan. Many of the Guidelines have also been integrated into the goals and policies contained within the General Plan.
- **Phase II (2009-2010) – Analysis of Land Use Study Scenarios, Selection of a Preferred Land Use Scenario and development of General Plan Goals, Policies and Implementation Actions:** Following Phase I, the Task Force and community members worked together to develop the contents of the *Envision San José 2040 General Plan*, both its text and its Land Use/Transportation diagram. This phase included many Task Force meetings, community workshops and other community engagement activities, including use of interactive online tools to enable the participation of more than 4,000 community members. The City Council affirmed the Task Force recommendations at key steps during this Phase, guiding the development of *Envision General Plan* contents.

- **Phase III (2010-2011) – Environmental Review and Community Outreach:** After completion of the draft Plan and Land Use/Transportation diagram substance in June 2010, the final phase of the Envision process was dedicated to the completion of the environmental review process for the General Plan update and extensive additional engagement with community members to explain the General Plan's vision for San José in 2040.

Table: Evolution of Planning Policy and Accomplishments of General Plans in San José

	1970'S	1980'S	1990'S	2000'S
EVOLUTION OF POLICY	• Urban Development Policy • General Plan '75 • Transportation Level of Service Policy • Redevelopment Areas - Rincon de los Esteros and Edenvale Industrial Park areas	• Berryessa-Evergreen Swap • Mayor's Task Force on Economic Development • Horizon 2000 General Plan • Redevelopment Areas - Downtown and Light/Heavy Industrial areas • Merged Redevelopment areas • North San José Area Development Policy • Historic Resources Inventory	• Housing Initiative Study • San José 2020 General Plan • Housing Opportunity Study • Urban Growth Boundary / Greenline Initiative • Neighborhood Revitalization Strategy • Riparian Corridor Policy • Edenvale Area Development Policy • Historic Preservation	• Greenprint Parks Master Plan • Strong Neighborhoods Initiative • Framework to Evaluate Conversion of Employment Lands to Other Uses • Economic Development Strategy • Multi-Modal Transportation Policy • North San José Area Development Policy Update • Environmental Policies - Urban Environmental Accords, Urban Run-off, Green Building, Greenhouse Gas Emissions • County Island Annexations • Public Outreach Policy • Transportation Analysis Policy
ACCOMPLISHMENTS	• Expansion of City's area	• Berryessa Planned Community • Silver Creek Planned Community • Guadalupe Corridor LRT	• Specific Plans - Communications Hill - Jackson-Taylor - Midtown - Tamien Station Area - Alviso Master Plan - Rincon South • Poco Way Revitalization Plan • Santee Revitalization Plan • Strong Neighborhood Initiative (SNI) Plans	• Specific Plan - Martha Gardens • Downtown Strategy Plan • 10,000 Affordable Housing Units • Mixed Use, Pedestrian, and Transit-Oriented Development - Flea Market - Hitachi - Citywide • Capitol LRT • Vasona Corridor LRT

History of Planning in San José - Redevelopment

The San José Redevelopment Agency (SJRA) is a public governmental organization created in 1956 to improve the quality of life for all who live, work, and play in the City by creating jobs, developing affordable housing, strengthening neighborhoods, and building public facilities. Governed by the San José City Council which serves as the Redevelopment Agency Board, SJRA partners with business and the community to revitalize the economy in San José. The SJRA is one of the largest tax increment producing redevelopment agencies in California and has been active in 21 Project Areas throughout San José. SJRA Project Areas comprise approximately 16 percent of the San José land area and house approximately 33 percent of its jobs.

Redevelopment has played a significant role in shaping San José's urban form, most notably through numerous large and small scale investments in the City's Downtown and through funding of and participation in the Strong Neighborhoods Initiative. The Redevelopment Agency has played an active role in the promotion and development of the City's industrial areas including North San José, Old and New Edenvale and the Monterey Corridor. SJRA has also been a key contributor to the construction of affordable housing in conformance with State requirements.

Redevelopment Project Areas – Industrial Park (1974 – 1979)

San José's first industrial park Redevelopment Area, Rincon de Los Esteros, was established within North San José in 1974. The original project area was subsequently extended and expanded multiple times, eventually to cover a 4,800-acre area bounded by US Highway101, Interstate 880 and State Route 237. The Rincon de Los Esteros area is developed with built space totaling 42 million square feet and home to more than 1,200 of the world's best known international and multinational technology companies, employing over 55,000 people. Major North San José employers include: Cisco Systems, Texas Instruments, Novellus, KLA Tencor, Altera, Atmel, Brocade Communications, Cadence Design Systems, Seimens, Sony, Acer America, Hitachi, Hynix, Canon, Philips, Samsung, Lockheed Martin, Agilent, eBay, Boston Scientific, Cypress Semiconductor, and Pivot Interiors.

The Edenvale Redevelopment Area was established in 1979 to foster employment growth on undeveloped land in the southern part of San José. Currently there are over 300 companies located in this 2,312 acre technology park, which together employ over 13,400 people. Companies include Stryker Endoscopy, Power Integration, Theorem Clinical Research, IBM, Symbol Technologies, Celestica, Lynux Works, Intel, Ionics, Hitachi , Solectron, Northrop Grumman, M/A-Com Tyco Electronics, and Jabil Circuits. This technology park is also home to the San José Bio Center, a world-class, state-of-the-art life sciences research facility and business incubator constructed with SJRA assistance.

Redevelopment Areas- Light and Heavy Industrial (1976 & 1994)

The Julian-Stockton (established in 1976), Olinder (1976) and Monterey Corridor (1994) Redevelopment Project Areas were established to address the needs of light and heavy industrial users in San José. Together, these Redevelopment Areas encompass almost 1,000 acres and employ over 10,000 people. Some examples of businesses located within the Redevelopment Areas include recycling, tile and cement manufacturing, sheet metal

contractors, automobile parts and suppliers, and general contracting service providers, garment manufacturing, roofing, auto services, sheet metal fabrication, transportation services, and other general contractor firms that are suppliers to the residential and industrial construction companies. Support uses such as banking, health care, retail and restaurant operations are also found in these areas.

Downtown Redevelopment Areas (1961 – 1988)

The Downtown Redevelopment Areas include Park Center Plaza (1961), San Antonio Plaza (1968), Pueblo Uno (1975), Century Center (1983), Market Gateway (1983), Guadalupe-Auzerais (1983), and Almaden Gateway (1988). These Redevelopment Areas include uses such as commercial/office, retail, cultural and recreational, theater, arts, and entertainment mixed-use, and together help create a dynamic, lively city where people live, work, play and shop. Today's Downtown is a thriving urban center, offering an abundance of cultural, professional, and residential amenities. Through an effective combination of public/private partnerships, the San José Redevelopment Agency has stimulated more than $1.7 billion of private investment in Downtown.

Merged Redevelopment Project Areas (1980)

An important milestone was achieved in 1980 when all of the Redevelopment Areas were merged into one project area to allow for use of funds interchangeably between them. This action had important financial benefit as it facilitated the infusion of redevelopment funding from all of the Redevelopment areas into revitalization of Downtown San José.

Strong Neighborhood Initiative (SNI) Areas (2002)

The San José Redevelopment Agency Board/City Council established a Redevelopment Area to include 19 individual SNI areas and to support the SNI project. These 19 neighborhoods were identified based on an assessment of existing needs and neighborhood level community input. Through a community based planning effort, a Neighborhood Improvement Plan was developed for each SNI area to identify and prioritize projects for investment of Redevelopment funds. In many cases, the SNI process helped to identify and equip new neighborhood leaders. Neighborhood Advisory Committees (NACs) were formed for each SNI area, made up of approximately 12 to 25 members, including property owners and tenants, representatives from neighborhood associations, businesses, the faith community, schools and other community stakeholders. The NACs initially participated in an extensive planning exercise spanning 12-24 months to develop Neighborhood Improvement Plans. The approval of the 19 plans by the San José Planning Commission and San José City Council/Redevelopment Agency Board signified SNI's transition from planning into implementation.

Project Area Termination

Although merged for financing purposes, each of the Project Areas have individual termination dates that will occur during the timeframe of the General Plan. Upon termination, the SJRA is only authorized to collect tax increment to pay debt and enforce obligations.

Furthermore, the state legislature enacted legislation in June 2011 (ABX1 26 and 27) that could significantly impact the viability of redevelopment throughout the state.

History of Planning in San José – Specific Plans and Area Plans

The City Council has approved several Specific Plans in key locations within San José to foster transit-oriented development, historic preservation, mixed uses, sensitivity to surrounding neighborhoods, and other strategic goals. Each Specific Plan explains the vision for future land use development in the plan area with a detailed land use plan, design guidelines, and implementation strategy. Each Specific Plan was developed with community and other stakeholder involvement at the time of its preparation.

In addition to the adopted Specific Plans, San José has developed several General Plan level policies applicable to specific districts within the City which have unique circumstances that warrant a greater detail of policy guidance.

Evergreen Specific Plan (1991)

The City's first specific plan, the *Evergreen Specific Plan*, is an award-winning plan for a community of 3,000 housing units and various community facilities on an 865-acre site on San José's east side. This site was initially considered unlikely to support much development due to severe traffic capacity constraints. The specific planning process developed an approach for the traffic issue while creating a plan for an innovative new community. The Specific Plan incorporated various signature features including rotary and radial streets, landmark uses located at key locations, mixed residential densities, a Village Center, a network of bicycle and pedestrian routes, and planned parks and school facilities, all of which were planned with the intent of building a unique community identity. Developers responded well to the Plan despite construction costs higher than they usually paid, due to the requirement for new development to help build community amenities and roadway improvements. This Specific Plan was retired with the adoption of the *Envision San José 2040 General Plan*, as its implementation is largely completed.

Communications Hill Specific Plan (1992)

The *Communications Hill Specific Plan*, winner of numerous regional, state, and national awards, has excited much interest in its vision for a very urban, high density, pedestrian-oriented community with approximately 4,700 dwelling units atop a very visible hill rising from the valley floor a couple of miles south of Downtown. This Plan provides for a grid street pattern to accentuate the hill and maximize high density residential development and community facilities on its top and lower sides leaving substantial swaths of the grassy hillsides as open space. The Plan also calls for construction of parks, an elementary school and civic use area, fire station and neighborhood-serving commercial uses.

Jackson-Taylor Residential Strategy (1992)

Similar to a specific plan, the *Jackson-Taylor Residential Strategy* guides the transition of an older industrial area into an exciting mixed-use and pedestrian-friendly community. Located close to Downtown, Jackson-Taylor is surrounded by existing neighborhoods, business districts, and industrial areas. The Strategy carefully weaves land uses and outlines development standards to ensure a compatible interface between the existing and planned developments.

Midtown Specific Plan (1992)

Like Jackson-Taylor, the *Midtown Specific Plan* directs the conversion of an aging industrial

area to a vibrant mixed use community oriented to transit and designed for the pedestrian. Located just west of Downtown and south of the San José Arena, this 210-acre area is planned for close to 3,000 high density housing units, parks, employment opportunities, neighborhood-serving commercial uses, some industrial activities, and close community connections with the San José Diridon Caltrain/Amtrak station and planned light rail stations. Since its adoption, the portion of Midtown directly west of the Diridon Station has been largely built out, as planned, with new high-density housing, mixed-use development, and a public park. With adoption of the Diridon Station Area Plan, the eastern boundary of the Midtown Specific Plan between San Carlos and Santa Clara Streets was shifted west to the railroad tracks to eliminate the overlap between the Midtown Specific Plan area and the Diridon Station Area Plan area. The area previously within the Midtown Specific Plan became integrated into the adopted Diridon Station Area Plan area. The Midtown Specific Plan now primarily provides direction for development south of West San Carlos Street, which is planned for industrial and commercial uses, as well as high-density transit residential uses on identified properties.

Tamien Station Area Specific Plan (1995)

The *Tamien Station Area Specific Plan* directs the development of vacant and underutilized sites in close proximity to the Tamien Multi-Modal Station. This Plan identifies a number of high density housing sites with an approximate capacity of up to 1,700 dwelling units, adjacent to existing neighborhoods consisting of older single-family housing and large, relatively new condominium and apartment projects. Careful attention was given to planning station area housing, a park, small scale commercial uses and a child care center within walking distance of heavy and light rail transit facilities.

Alviso Master Plan: A Specific Plan for the Alviso Community (1998)

Located at its far northern edge, adjacent to the southerly tip of San Francisco Bay, Alviso is a unique district of San José, retaining much of its original character and historical roots. Working closely with the Alviso community, the City prepared a Plan to retain Alviso's small town atmosphere while preserving historic resources, enhancing infrastructure and services, and providing modest development opportunities. The *Alviso Master Plan* provides for mixed-use development within the historical Alviso Village area, modest expansion of the established residential neighborhood, and significant amounts of new industrial and commercial development along the Plan area's southern and eastern edges. This Plan area notably includes several of the City's recycling/landfill facilities as well as the Water Pollution Control Plant. Additional employment growth capacity was added to the Plan Area through the Envision San José 2040 process.

Rincon South Specific Plan (1998)

The *Rincon South Specific Plan* outlines a vision for the redevelopment of an area to the east of Mineta-San José International Airport and generally bounded by U.S. Highway 101 and I-880 and State Route 87 (Guadalupe Parkway). This area is almost fully developed with a large variety of land uses. A key goal of the Plan is to develop the North First Street (Guadalupe) Intensification Corridor with new commercial and mixed-use residential uses as identified in the General Plan, while balancing commercial development against traffic capacity limitations. The Plan addressed nine key objectives: Support transit use and

create a pedestrian friendly environment; improve visual character of the area including streetscape; promote new and protect existing viable residential development; promote retail development; promote and maintain existing light industrial development; promote and maintain high quality office development; add new parklands; promote economic development; and minimize traffic impacts and encourage transit use. Because the *Rincon South Specific Plan* area is designated as an Employment Land Growth Area and as two Local Transit Urban Village areas within the *Envision San José 2040 General Plan*, the *Rincon South Specific Plan* was retired upon adoption of the *Envision San José 2040 General Plan*. While the Land Use Plan has been replaced by the General Plan Land Use / Transportation Diagram, the objectives, guidelines and other components of the Specific Plan are preserved as an Urban Village Plan for this area in the *Envision San José 2040 General Plan*.

Martha Gardens Specific Plan (2003)

The *Martha Gardens Specific Plan* established the framework for the redevelopment of the area south of Interstate 280, between South First and South Seventh Streets. Drawing on existing and historic uses in the area, this Plan sketches out a new community with emphasis on new housing with family and arts-oriented services and facilities. The new neighborhood is envisioned to be a lively mix of residential, commercial, recreation, education and arts uses with safe and pleasant pedestrian environments, parks and community facilities, and preserved historic buildings. The *Martha Gardens Specific Plan* was developed with the active involvement of the residents, business owners and other stakeholders in the existing, surrounding community.

Because of its proximity to Downtown San José and major, existing and future transportation systems, it has long been expected that the Martha Gardens area would eventually redevelop with uses related to the Downtown and other job centers. In response to the ongoing regional need for housing, the San José 2020 General Plan and prior General Plans have assumed that high-density residential development would be the most appropriate use for this area; therefore, the majority of the area therefore is planned for very high density housing.

Evergreen-East Hills Development Policy (1976, revised in 2008 and near-term future changes)

The *Evergreen Development Policy* (EDP) was originally adopted in 1976 to address the issues of flood protection and limited traffic capacity in the Evergreen area south of Story Road and east of US Highway 101. In 1991 and 1995, the EDP was revised to identify specific transportation and flood control improvements needed for the implementation of the Evergreen Specific Plan and the greater policy area, respectively. Revisions were also made in 2008 to provide a new framework to allow a limited amount of additional development capacity. The resulting policy was renamed the *Evergreen-East Hills Development Policy* (EEHDP). The EEHDP is also anticipated to be amended by the City Council in 2022 to transition from the EEHDP to the VMT Policy as the policy to control growth in the area. This amendment was made to (1) include a small increment of new housing and commercial growth and refer further consideration of land uses within the EEHDP policy area to the Envision San José 2040 General Plan update; (2) to limit the applicability of the EEHDP to development projects within the EEHDP that received land use approvals prior

to the effective date of the 2021 amendment of the EEHDP that required as a condition of approval the payment of traffic impact fees pursuant to Chapter 14.32 of the San Jose Municipal Code; and (3) the community-gathered guiding principles for land use, transportation, and design, developed through Evergreen East Hills Visioning Strategy, will continue to apply to projects within the Evergreen-East Hills Development Policy area.

Berryessa-Evergreen Swap (1980)

The General Plan amendments to exchange land uses between the Evergreen and Berryessa areas became known as the Berryessa-Evergreen Swap. It included approximately 300 acres in the Berryessa area which were converted from Industrial Park uses to residential uses. To complement the industrial-to-residential conversion in Berryessa, approximately 375 acres of land in Evergreen were converted from low density residential to campus industrial uses. This "swap" was approved to maintain the City's overall industrial job base and to bring jobs and housing opportunities closer together to help reduce the impacts of commuting from southern San José neighborhoods to job centers in the north. The Berryessa housing was fully developed prior to adoption of the *Envision San José 2040 General Plan*, while only one campus industrial project was completed in this area of Evergreen, still planned for industrial park uses.

Berryessa Planned Residential Community (1980)

The *Berryessa Planned Residential Community* encompasses approximately 300 acres in northeast San José in the area bordered by Murphy Road on the north, Berryessa Road on the south, the San José Municipal Golf Course on the west, and the Union Pacific Railroad and King Road on the east. The Berryessa Planned Residential Community was created in an effort to provide greater housing opportunities in close proximity to employment centers in North San José and Downtown. As implementation of this Planned Community has been completed, it was retired as a unique planning area upon adoption of the *Envision San José 2040 General Plan*.

North San José Area Development Policy (1988, amended 2005 and 2022)

Due to extremely challenging traffic constraints in San José's prime industrial area, the North San José Policy was initially developed in 1988 based on five key strategies to manage traffic and preserve important development opportunities. These elements included: a Transportation Demand Management program, capital improvements, a level of service policy, a floor area ratio (FAR) cap, and the strategic addition of housing sites through limited conversion of industrial properties.

The *North San José Area Development Policy* update replaced the FAR cap system with a "pool" of 26.7 million square feet of development capacity available for distribution throughout the Policy area. Of this 26.7 million square feet, 16 million square feet is reserved for a central core area, designated as an Employment Center in the *Envision San José 2040 General Plan*. The *Envision General Plan* also provides for additional employment growth capacity within North San José after the Development Policy has been fully implemented.

The updated Policy covered the North San José area to the north and west of Interstate 880 and south of State Route 237. This primarily industrial area is home to many high-

tech companies and is a very important employment center for the City. The Policy provided more flexibility than the previous North San José policy, with additional industrial development capacity for 20 million square feet of transferable floor area credits that can be allocated to specific properties within the Policy area. The Policy supported conversion of specific sites from industrial use to high-density residential use, based upon specific criteria to ensure residential development is compatible with industrial activity. Up to 32,000 new residential units can be built throughout the policy area. The Policy also identified necessary transportation improvements to support new development and established an equitable funding mechanism for new development to share the cost of those improvements.

In 2022, the City Council revised the North San José Area Development Policy to: (a) eliminate phased development and transportation improvements; (b) limit application of the Policy to only those projects that have received a land use entitlement and/or an approved land use permit prior to the effective date of Resolution No. 80506, and any amendment or adjustment to such entitlement or permit; and (c) adjust the timing of transportation improvements in the Policy to more accurately reflect the need for such improvements generated by projects that have received entitlements and permits prior to the effective date of Resolution No. 80506. From the effective date of Resolution No. 80506, the North San José Area Development Policy will only apply to projects that have received a land use entitlement and/or an approved land use permit prior to the effective date of Resolution No. 80506, and any amendment or adjustment to such entitlement or permit.

The funding of transportation improvements related to development in North San José is partially funded by the North San José Traffic Impact Fee, adopted by the City Council in San José Municiple Code Chapter 14.29. The North San José Traffic Impact Fee ordinacne has also been amended to apply only to projects that have received a land use entitlement and/or an approved land use permit prior to the effective date of Resolution No. 80506, and any amendment or adjustment to such entitlement or permit.

The 2022 amendments to the North San José Area Development Policy do not revise the development potential for North San José that is specified in the General Plan. The 26.7 million square feet of development across all land use categories in North San Jose remains in the General Plan and the amendments to the Policy limiting its application do not impact the ability of development to move forward with project-level CEQA clearance including analysis of transportation impacts evaluated using vehicle miles traveled (VMT) analysis. Projects that have received a land use entitlement and/or a land use permit prior to the effective date of Resolution No. 80506 remain obligated to fulfill all TIF requirements established at the time of their land use approval and/or in permit conditions of approval, which continues to apply upon approval of a later amendment or adjustment to the entitlement or permit.

Silver Creek Planned Community (1989)

The *Silver Creek Planned Residential Community*, located in southeast San José, encompasses approximately 3,100 acres. It allows for a planned community in a low density suburban form within close proximity to the fully urbanized city. The community plan

encouraged private sector creativity and innovative design concepts in the development of a high-quality suburban residential community including an 18-hole golf course and other amenities. As implementation of this community has been completed, it was retired as a unique planning area upon adoption of the General Plan.

Poco Way Neighborhood Revitalization Strategy (1994)

The *Poco Way Neighborhood Revitalization Strategy* is a plan that goes beyond land use and urban design to explore the causes of severe deterioration of housing conditions, high crime, traffic speeding in the area, broken infrastructure, and other problems. Developed through the close cooperation of multiple City departments, this Plan identified a realistic set of actions to turn around the neighborhood. The *Poco Way Strategy* is now fully implemented, resulting in the rehabilitation of 150 units, new construction of 64 family apartments, creation of usable open space and recreation areas, undergrounding of utilities, street closure, and improvements to the playfields of the nearby Arbuckle Elementary School.

Santee Neighborhood Revitalization Plan (1996)

Like Poco Way, the *Santee Neighborhood Revitalization Plan* directs the revitalization of a very troubled neighborhood. Adopted recommendations of this Plan include the institution of professional common property management in the fourplex areas, concentrated code enforcement, development of a new park and swimming pool, and participation of property owners in the revitalization effort.

Edenvale Area Development Policy (2005, revised 2007)

The City of San José has adopted an Area Development Policy for the Edenvale Redevelopment Area in conformance with the provisions of the General Plan Level of Service Policy. The primary reasons for adoption of the *Edenvale Area Development Policy* were to manage the traffic congestion associated with near term development in the Edenvale Redevelopment Area, to promote General Plan goals for economic development, particularly with high technology driving industries, to encourage a citywide reverse commute to jobs at southerly locations in San José, and to provide for transit-oriented, mixed-use residential and commercial development to increase internalization of automobile trips and promote transit ridership.

In addition to build-out of the industrial square footage in the Edenvale Redevelopment area, this Policy specifically provides for the redevelopment of the underutilized 18-acre former IBM property on the northeast corner of Poughkeepsie and Cottle Roads with approximately 222,000 square feet of commercial uses; build-out of the Hitachi campus mixed-use project of approximately 332 acres with up to 2,930 attached dwelling units, and 460,000 square feet of commercial while maintaining up to 3.6 million square feet of industrial R&D/office space; and development of up to 450,000 square feet of commercial uses and up to 1.0 million square feet of industrial square footage on the adjacent iStar site.

US-101/Oakland/Mabury Transportation Development Policy (2007)

The US-101/Oakland/Mabury Transportation Development Policy was adopted on December 18, 2007 to support planned transit-oriented development in the US-101/

Oakland/Mabury Road corridor. This Transportation Development Policy identifies freeway interchange improvements needed to accommodate future development and does not have specific area boundaries. The intent of this policy is to identify the appropriate interchange improvements, to allow development to proceed ahead of those improvements, and to require payment of a traffic impact fee by new development based upon traffic analysis. Level of Service (LOS) of a few intersections within the corridor will experience interim congestion below LOS D before the completion of the freeway interchange improvements.

Diridon Station Area Plan (2014, revised 2021)

The City of San José adopted the Diridon Station Area Plan in 2014 for the development of the Diridon Station Area, an approximately 250-acre area surrounding the Diridon Station transit center located within the City's Downtown Growth Area. The Diridon Station Area Plan incorporated development proposals for the California High Speed Rail Diridon Station and a new Major League Baseball Stadium. Since the adoption of the Diridon Station Area Plan in 2014, the City elected not to proceed with a new Major League Baseball Stadium. The City has also received proposals for large mixed-use developments within the Diridon Station Area Plan. In 2021, the City adopted a project-specific amendment to the Diridon Station Area Plan in relation to the Downtown West Mixed-Use Plan and the City subsequently adopted a separate City amendment to the Diridon Station Area Plan to provide for mixed-use commercial and residential development which promotes and implements the General Plan policies of focusing growth in Downtown San José. The Diridon Station Area Plan is one of many area plans within the City of San José and implements the goals and policies of the General Plan within the Diridon Station Area Plan boundary. While the General Plan defines a set of broad goals and policies for development throughout the City of San José, the Diridon Station Area Plan addresses issues that are unique to the development of the Diridon Station Area Plan area.

History of Planning in San José – Environmental Initiatives

San José has an established track record as a leader in the development of environmental policies. The following examples highlight a small number of the City's environmental policies and initiatives, with emphasis given to those which have had the most significant bearing on the City's implementation of its land use policies.

Historic Resources Inventory (1975)

The *Historic Resources Inventory* is a list of all designated historic resources in the City of San José. When making structural improvements, all owners of properties listed in the *Historic Resources Inventory* can use the State Historic Building Code, which allows more flexibility (and potential financial savings) than the regular building code. Those properties are also addressed uniquely through several General Plan policies. Properties listed in or determined eligible for listing in the National Register of Historic Places are also eligible for certain federal tax credits. Owners of City Landmarks can also apply for Property Tax relief under the Mills Act/Historic Property Contract, as well as exemption from some Building construction taxes. In 2010, approximately 3,200 properties were included on this Inventory, including 162 City Landmarks, and six City Landmark Historic Districts.

Santa Clara Valley Urban Runoff Pollution Prevention Program (1990)

San José played a key role in forming the the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP or Program), an association of thirteen cities and towns in Santa Clara Valley, the County of Santa Clara, and the Santa Clara Valley Water District that share a common NPDES permit to discharge stormwater to South San Francisco Bay. San José and the other cities also jointly funded monitoring studies in the late 1980s that helped characterize the quality of the runoff going to the Bay before the permit was adopted. The Program incorporates regulatory, monitoring and outreach measures aimed at reducing pollution in urban runoff to the "maximum extent practicable" to improve the water quality of South San Francisco Bay and the streams of Santa Clara Valley. In 1996 the Program developed a Mission Statement and Goals and Objectives that established a general consensus among the Co-permittees on the Program's approach to compliance with water-quality regulations. In June 1990, the Program received the first municipal stormwater permit in the nation from the San Francisco Bay Regional Water Quality Control Board (Water Board). The permit was reissued in 1995 and 2001.

Riparian Corridor Policy Study (1994)

The *Riparian Corridor Policy Study* analyzed numerous streams and riparian corridors found within San José and addressed in full detail how development of all types should be designed to protect and preserve these riparian corridors. Following its completion, the recommendations and guidance in this Policy Study were implemented through the development review process to generally include a 50- to 100-foot setback for new development located adjacent to a riparian corridor, and through other techniques to protect water quality and fish and wildlife habitat. The *Envision San José 2040 General Plan* directly incorporates several of these policies to further protect this important natural resource.

Water Resources Protection Collaborative (2002)

San José participated with the Santa Clara Valley Water District, 14 other Santa Clara County cities, and business, agriculture, streamside property owner and environmental interests in a collaborative effort to clarify and streamline local permitting for streamside activities. This Water Resources Protection Collaborative resulted in the mutual adoption by participating agencies of the *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County*. San José and the other municipal organization apply these standards as needed to foster protection of local water resources through regulation of private development or the design of public works projects.

Urban Environmental Accords (2005)

In 2005, the San José City Council joined other jurisdictions in signing the Urban Environmental Accords, a declaration by participating city governments that they would build ecologically sustainable, economically dynamic, and socially equitable futures for their urban citizens. The Accords assist San José by providing a great opportunity to improve the quality of life for its citizens and to preserve San José's environment and resources.

Urban Runoff Management Policy (1998, revised 2006)

The Post-Construction Urban Runoff Management Policy was developed to require all new and redevelopment projects to implement post-construction Best Management Practices (BMPs) and Treatment Control Measures (TCMs) to the maximum extent practicable. This Policy established specified design standards for post-construction TCMs for Applicable Projects defined as: new development projects that create ten thousand (10,000) square feet or more of impervious surface area; new streets, roads, highways and freeways built under the City's jurisdiction that create ten thousand (10,000) square feet or more of impervious surface area; and other significant redevelopment projects.

Green Building Policies (2001, updated 2008)

In 2001, the City developed Green Building Policies and Green Building Guidelines that promote the use of environmentally sensitive construction practices for new development in San José. Although the City will continue to update these green building policies to address ongoing rapid changes in available technologies and building techniques, key Green Building principles were incorporated into the General Plan through the *Envision San José 2040 General Plan* update process.

Hydromodification Management Policy (2005, revised 2010)

The Hydromodification Management Policy establishes an implementation framework for incorporating measures to control hydromodification impacts from new development and redevelopment projects where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other adverse impacts to local rivers and creeks. This policy is consistent with the San Francisco Bay Regional Water Quality Control Board (RWQCB) Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit requirements. It provides additional protection for the preservation and improvement of San José's rivers and creeks as important environmental resources, while allowing the City to continue its growth in urbanized areas.

Santa Clara Valley Habitat Plan (2006-2011)

The cities of Gilroy, Morgan Hill and San José, the County of Santa Clara, the Santa Clara Valley Transportation Authority and the Santa Clara Valley Water District conducted a collaborative process to prepare and implement a Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) for the Santa Clara Valley. These Local Partners, in association with the U.S. Fish and Wildlife Service, California Department of Fish and Game, stakeholder groups and the general public developed the HCP as a long-range plan to protect and enhance ecological diversity and function within a large section of Santa Clara County, while allowing for currently planned development and growth. The HCP provides a framework for the protection of natural resources while streamlining and improving the environmental permitting process for both private and public development, including activities such as road, water, and other infrastructure construction and maintenance work. The HCP is intended to provide environmental benefit by resulting in the creation of a number of new habitat reserves larger in scale and more ecologically valuable than the fragmented, piecemeal habitats yielded by mitigating projects on an individual basis.

Greenhouse Gas Emissions (2007)

In 2007, the City Council adopted a greenhouse gas (GHG) emission reduction goal for municipal activities based on the recommendation of the City's interdepartmental Climate Action Team for a municipal goal that is both aggressive, yet practical, and that would establish the City of San José as a regional and national leader in municipal climate change mitigation. The recommended goal includes multiple milestone years to enable detailed tracking of the City's progress. This goal meets or exceeds the obligations of California legislation AB32, the Urban Environmental Accords, and Conference of Mayors' Climate Protection Agreement. Additional measures to address greenhouse gas emission reduction have been incorporated as a major objective of the *Envision San José 2040 General Plan*.

Green Vision (2007)

San José's Green Vision, adopted in 2007, is a comprehensive fifteen-year plan to create jobs, preserve the environment, and improve the quality of life for our community. The Green Vision includes goals related to increasing the number of clean-tech jobs, using cleaner energy, constructing green buildings, increasing waste diversion from landfills (recycling), increasing water re-use, continuing trail development, ongoing tree planting, and developing measurable standards to measure progress toward attainment. Green Vision goals have been incorporated in the General Plan.

Climate Smart San Jose (2018)

The Climate Smart San Jose plan, adopted in February 2018, built upon and replaced the Green Vision with a people-focused approach, encouraging the entire San Jose community to join an ambitious campaign to reduce greenhouse gas emissions, save water and improve Quality of life. Climate Smart San Jose includes goals and milestones that align with the 2016 Paris Agreement, designed to prevent the rise in global temperatures from rising more than 2°C. Climate Smart is a data-driven plan with nine strategies and specific goals to reduce climate change focused on achieving greenhouse gas (GHG) reductions in three primary categories: energy, water, and mobility.

History of Planning in San José – Policy Implementation

The following examples highlight some of the key activities that have helped implement San José's General Plan and related land use policies, and which continue to shape the City's future urban form.

Citywide Transit-Oriented Development

Transit-Oriented Development Corridors were identified in the *San José 2020 General Plan* along the Guadalupe Corridor/First Street, Stevens Creek Boulevard/West San Carlos Street, Santa Clara Street/Alum Rock Avenue, Winchester Boulevard, Capitol Avenue/ Expressway and Vasona Corridor. Between 1990 and 2007, approximately 39,300 dwelling units of higher density, mixed use, pedestrian- and transit-oriented development were constructed in these corridors, providing corridor residents with a high degree of access to transit facilities and local services.

Affordable Housing

The City of San José has a very ambitious and successful Affordable Housing Program.

This program has been led and implemented by the Housing Department using a complex variety of funding sources. Chief among these is the required 20 percent contribution of Redevelopment Agency's annual tax increment revenue from the City's merged redevelopment project areas. Between 1999 and 2007, more than 10,000 affordable housing units were built within San José through this program. In addition, City policies have required that market rate projects approved in redevelopment areas established after 1976 include 20 percent of the units as affordable, resulting in additional production of affordable housing stock.

Historic Preservation

The preservation of its historic structures and sites helps to create a unique urban environment and sense and pride of place in San José for its residents. This cultural richness strengthens the local economy by promoting tourism and encouraging investment. Since the 1980s, San José's General Plan has contained goals and policies which encourage the protection and preservation of its historic resources. The primary General Plan goal is to preserve historically and archaeologically significant structures, sites, districts, and artifacts in order to promote a greater sense of historic awareness and community identity, and to enhance the quality of urban living.

Guadalupe Corridor Light Rail Transit (1987)

The first light rail transit (LRT) line completed in Santa Clara County was along San José's Guadalupe Corridor. It consists of 20 miles of rail and a series of stations extending from the North San José/Santa Clara employment area through Downtown to South San José's Edenvale industrial area. The Guadalupe Corridor is part of a multi-modal transportation system which combines light rail with a freeway, and incorporates bicycle lanes along portions of its right-of-way. Its goal is to connect the predominantly residential community to the south with the job centers in Downtown and North San José. A 7.6-mile Tasman West extension, connecting the Guadalupe LRT line west to Mountain View, opened in 1999.

California State Route 85 (1994) and State Route 87 (2004)

San José and other Santa Clara County jurisdictions played an important leadership role in the development of State Route 85 and State Route 87, both of which significantly facilitate regional movement and provide roadway capacity for daily commuters travelling between housing in the southeastern portions of Santa Clara County and employment in the northwestern portions of the County. To build State Route 85, Santa Clara County voters were the first in California to approve a local sales tax to fund county-wide roadway improvements. Construction of 85 and 87 resulted in significant improvements to traffic conditions and supported a higher standard for the delivery of public and emergency services. Because of their success and popularity these roadways contribute to ongoing support for local funding of regional transportation projects.

Capitol Light Rail Transit (2004)

The Capitol Light Rail project included the extension of the light rail transit approximately 3.5 miles along Capitol Avenue from the end of the Tasman Light Rail line, at Capitol Avenue and Camino Del Rey (south of Hostetter Road), to a terminal station just north of Capitol Expressway. This extension allowed for a continuous 18-mile long light rail

line running from east San José through the cities of Milpitas, Santa Clara, Sunnyvale, and Mountain View. It also connects to Downtown and south San José via the existing Guadalupe Light Rail line. The Capitol line expanded service from predominantly residential areas of San José to job centers in North San José and other nearby Silicon Valley cities.

Vasona Corridor Light Rail Transit (2005)

In 2005, a project was constructed to extend the Light Rail Transit (LRT) System in Santa Clara County approximately 6.8 miles in length into what is commonly known as the Vasona Corridor. This project extended light rail from Downtown San José, through the City of Campbell, to the Town of Los Gatos. It now provides a direct connection to Caltrain, Amtrak and Altamont Commuter Express rail service at the San José/Diridon Station, and also directly serves the San José Arena.

Hitachi Campus Planned Development Zoning (2005)

In 2005 the City Council approved two General Plan Amendments and a companion Planned Development zoning for the 332-acre Hitachi industrial park campus located in South San José adjacent to State Route 85 and Monterey Highway. The main objective of this development was to create a vibrant transit-oriented, mixed-use development retaining the existing capacity for 3.6 million square feet of office and industrial space through redevelopment with intensified, modern upgraded industrial facilities, also providing almost 3,000 units of new affordable and market rate housing, up to 460,000 square feet of new retail space and a 10.5-acre public park. This project provides an innovative approach to upgrading of aging industrial facilities and retaining critical employment capacity, while contributing significantly to San José's continued need for housing in a mixed use configuration. The project's location adjacent to two major highways, the Guadalupe Corridor light rail line, and CalTrain make it a highly desirable location for transit-oriented development.

Flea Market Planned Development Zoning (2007)

Between 2002 and 2007, the City Council approved additional development potential on the 120-acre San José Flea Market site. This was accomplished through several General Plan Amendments and a companion Planned Development zoning to allow up to 2,818 residential units, 365,622 square feet of retail commercial, office, or industrial use, and approximately 36 acres of public park/open space. The Flea Market site has been identified as a key station location for the proposed 16.3-mile extension of BART to Milpitas, San José, and Santa Clara. These land use approvals facilitate the creation of a mixed-use, walkable neighborhood with the proposed Berryessa BART Station as its focus. Through the *Envision San José 2040 General Plan*, additional job and housing growth capacity was added to the Berryessa BART Station Urban Village area. The General Plan recommends future rezoning of this area to facilitate further intensification.

County Island Annexation Program (2006 – 2011)

In April 2006, the City of San José in an agreement with the County of Santa Clara, launched a three- to five-year program to conduct annexations of the remaining unincorporated "islands" (or "pockets") in the county of less than 150 acres in size. These unincorporated islands in Santa Clara County are governed by and receive services from

the County, even though they are completely or substantially surrounded by lands within the incorporated boundary of San José.

Upon annexation, the land use permitting and general governing responsibility changes from the County of Santa Clara to the City of San José. This enables residents in these County islands to receive urban services from the City rather than the County, and empowers registered voters to vote in San José elections. After annexation, the City of San José has general government authority over and provides services, such as police and fire protection, street maintenance, and library, parks and neighborhood services, to these areas.

Envision San José 2040 Key Issues

While the *Envision San José 2040 General Plan* builds upon the City's land use planning history and core community values that have been addressed in previous General Plan documents, it also establishes a new direction in some key areas. Key decisions made by the City through the Envision process and subsequent Major Reviews have resulted in a General Plan that:

1. With its current development and this amount of growth capacity, San José could grow to 751,000 jobs and 430,000 dwelling units in total, supporting a residential population of approximately 1.3 million people and a Jobs / Employed Resident Ratio (J/ER) of 1.1/1.

2. Allows a high degree of flexibility for job growth to occur at appropriate locations throughout the City: These locations include the further intensification of North San José, the Monterey Business Corridor / Senter Road area, and Old and New Edenvale. It also retains the planned job growth capacity in Evergreen. The *Envision San José 2040* Land Use Plan reflects a recommendation for significant new job growth in the eastern portion of Alviso, including the Regional Wastewater Facility Buffer Lands, and in the northeast corner of the Berryessa Business Park, proximate to the Milpitas BART station and Cropley Light Rail station. San José's goal is to provide adequate growth capacity for each type of employment land in order to meet the forecast job demand identified within the *Employment Land Demand and Housing Demand* report.

3. Establishes a land use plan and accompanying policies that support the City's evolution into a regional job center: In addition to supporting a large amount of job growth, the land use plan concentrates job growth opportunities at locations that support workers commuting into San José from throughout the region. In particular, the Caltrain, BART, and High Speed Rail station areas are planned for significant job growth.

4. Articulates an Urban Village concept, in which future growth within San José will be used to build high-quality, urban neighborhoods attractive to a wide variety of future employers and residents, including: young, creative workers; a population increasingly made of older, smaller households; and residents seeking a place to live less reliant on automobile travel as a primary means of personal mobility.

5. Directs new housing growth to occur in a high-density, mixed-use format in clearly identified Growth Areas: These areas include the Downtown, North San José, Specific Plan areas, and new Urban Village areas located near transit (BART, Light Rail, Bus Rapid Transit) corridors and station areas, commercial centers and at central locations within neighborhood settings.

6. Identifies a planning strategy, giving priority to planning for new growth in the Downtown, connecting transit corridors (Santa Clara, San Carlos, Alum Rock, Stevens Creek and The Alameda), BART station areas and North San José.

This direction for the *Envision San José 2040 General Plan* was reached through a community-based planning process, involving extensive discussion by the Envision Task Force, City Council and community members. Key topics discussed through this process include the use of jobs and housing growth projections, future demand for the City's employment lands, its jobs-housing balance, the best locations for new growth and the potential use of the City's established urban reserves in Coyote Valley and South Almaden Valley.

Jobs and Housing Growth Projections

Three sets of growth projections were used by the Envision San José 2040 Task Force to help plan for the City's future growth. Two of these, *Projections 2007* and *Projections 2009*, were prepared by the Association of Bay Area Governments (ABAG), the agency charged with developing job and population growth projections. Because *Projections 2009* was adopted in March of 2009, much of the Task Force discussion occurred before it was available, but it was presented to the Task Force and played a role in their final recommendation. In *Projections 2007* and *Projections 2009*, ABAG forecast the total amount of job and housing growth in the Bay Area through the year 2035 and assigned a proportion of each to the City of San José. To supplement the projections provided by ABAG, the City contracted with a private consultant, the Center for the Continuing Study of the California Economy (CCSCE) to prepare a similar forecast of job and housing growth in San José through the year 2040. These projections were provided to the Task Force and used as a starting point for discussions on how San José should grow.

The ABAG projections are long-term forecasts used for planning and policy development and are not part of the Regional Housing Needs Allocation (RHNA) requirement for the City's Housing Element. The RHNA requirement is determined under a separate process prescribed by California Housing Element law that considers a city's general plan as one factor in determining how to meet future regional housing growth needs. San José has consistently maintained adequate housing capacity to meet its RHNA requirement as determined through ABAG on a periodic basis. The next RHNA cycle is anticipated to begin in 2014 and to reflect the outcome of the Envision process.

In the context of the Envision San José 2040 process, it is important to understand that projections are used for two purposes. First, they are used as a planning tool to anticipate feasible population and job growth, determine the resulting land use demand, and facilitate the planning of an adequate land use supply to accommodate that demand. Second, they can be used to promote policy goals. It is noteworthy that ABAG's *Projections 2009*

deliberately attempts to forecast growth in a manner to accomplish several policy based performance targets. *Projections 2009* also significantly increased the share of Bay Area job growth allocated to San José, increasing the forecast total number of jobs in San José from 607,400 to 708,980 for the year 2035. ABAG *Projections 2009* forecasts for San José a total population of 1,440,100 people, including 702,473 total employed residents (resulting in a demand for 468,318 total dwelling units).

While the CCSCE projections for population growth (demand for 487,000 dwelling units in 2040) were similar to those prepared by ABAG, CCSCE was considerably less optimistic than ABAG about Bay Area job growth. CCSCE allocated to San José the same percentage of Bay Area job growth as that used by ABAG in *Projections 2007*, resulting in a projected total amount of job capacity in San José of 570,000 jobs, significantly less than that forecast by ABAG because of the lower total for the Bay Area. Because ABAG's *Projections 2009* significantly modified the percentage of Bay Area job growth allocated to San José, the Envision process used a revised version of the CCSCE job growth projections to reflect this higher allocation. As a result, the adjusted CCSCE projections increased the projected job growth in San José by 107,200 jobs to 677,200 total jobs in 2040. While development of the projected amount of job and housing growth in the original CCSCE projections would result in a projected Jobs / Employed Resident ratio of 0.8 and would not generate demand beyond the San José 2020 General Plan job capacity, the development based on these revised CCSCE projections would result in a ratio of 0.9 and require capacity for approximately 50,000 additional jobs. Development corresponding to the more optimistic ABAG *Projections 2009* would result in demand for an additional 35,000 jobs and a Jobs / Employed Resident ratio of 1.0 in San José.

The Envision Task Force came to the conclusion that while projections may be useful as a means of understanding possible or likely job and housing growth capacity demand, the actual General Plan capacity does not need to be determined by them. Instead, the General Plan capacity should be used to express San José's vision and goals for its future. Because ABAG uses local jurisdiction General Plan capacity as one input into its methodology for assigning job and population growth, the General Plan will influence ABAG's projections and in turn potentially influence policy decisions made by other groups including Federal, State, and regional agencies.

More detailed projections for the future composition of San José's population growth through the year 2040 were also presented to and discussed by the Envision Task Force. Related to future demand for different housing types, it is particularly interesting that in the year 2030, the age group between 35 years and 55 years of age will have experienced almost no growth in population while significant growth will have occurred amongst the population groups over 55 and between the age of 20 and 35. While this largely reflects a national trend, it shows how the "Baby Boom" and baby boom echo generations will create large populations that may have preference or demand for housing types other than the single-family detached form most prevalent within San José. The Envision Task Force discussion acknowledged the implications on future housing demand and also considered how such demographic shifts might impact the City's job growth, specifically addressing how San José can be increasingly an attractive place for innovative, knowledge-based

industry workers.

Employment Land Demand Projection

The Envision Task Force was provided with a *Job Growth Projections and Employment Land Demand* report prepared by staff based on ABAG's *Projections 2009*, the CCSCE's adjusted projections, and analysis prepared by Beacon Economics. Beacon Economics calculated the acreages needed to meet the employment land demand generated by the growth anticipated in the CCSCE projections. The *Job Growth Projections and Employment Land Demand* report consolidated and analyzed this information and, using the same methodology as CCSCE and Beacon Economics, projected the land acreage demands generated by the adjusted CCSCE projections and for the various land use scenarios considered by the Task Force.

The *Job Growth Projections and Employment Land Demand* report included forecasts for each scenario for job growth in several different job types over time, organized into three Industry Clusters: Driving Industry; Business Support Industry; and Local Serving Industry. For each forecast increase in jobs, the report identified a corresponding demand for square footage and acreage, based on several land use types: Industrial Warehouse; R&D/Low-Rise; Mid&High-Rise Office; Retail (Small); Retail (Large); and Institutional/Other. The Report identified several key findings summarized below.

First, the report confirmed the need for San José to add job growth and employment land capacity to meet the demand identified in the adjusted CCSCE projections. Scenarios considered by the Task Force that supported job growth beyond the CCSCE projected level in turn required additional job growth capacity. Related to this, because employers in some industry categories can be very selective about the location of their business, the City needs to be able to provide prospective employers with a variety of options, indicating that additional job growth capacity will be needed above the General Plan job target in order to achieve it.

Second, the report identified that different types of employment uses have different types of land demands. Because job growth in the Local Serving Industries cluster is tied to growth in the number of households, scenarios with a lower amount of housing growth resulted in a higher percentage of overall jobs going to Driving Industries and Business Support Industries and a corresponding proportional increase in the demand for Industrial/Warehouse, R&D/Low-Rise and Mid&High-Rise Office employment lands. In all scenarios considered the report indicated that the City has, in particular, a deficit of Industrial/Warehouse lands based on the projected demand.

Housing Demand and Changing Demographics

The City of San José maintains a commitment to meeting regional housing obligations by providing capacity to support the production of an adequate supply of high-quality and affordable housing. The City of San José is also committed to creating the highest quality of life for its current and future residents by facilitating the production of quality homes accessible to all demographics. As San José prepares for significant population growth over the next 30 years, it has reached a point in its history where it is no longer feasible

or desirable to accommodate new housing demand through either outward expansion into exurban areas or lower density infill development within City limits. Either type of development would have significant negative environmental and fiscal impacts upon the City that would lower the quality of life as a result of diminished municipal service levels and a degraded natural environment. Additionally, demographic projections along with shifting preferences and cultural values point toward a growing demand for higher density, mixed-use, urban residential environments, similar to those found in other major cities. As the City grows through 2040, its largest population growth segments will be seniors 65+ due to the boomer and echo boomer generations, and a 20-34 age group composed of an educated and highly mobile workforce attracted to quality places. Both groups increasingly place a high value upon access to vibrant urban areas that provide jobs, services, shopping, and amenities as an essential factor in their choice of where to live. Focusing new housing growth in such urban environments will provide significant environmental and social benefits by promoting transit use, providing opportunities for increased bicycle and pedestrian activity, and fostering lively built environments characterized by a diversity of people, uses, and places.

Jobs / Employed Resident ("Jobs–Housing Balance")

Implications of the City's currently low "Jobs per Employed Resident" (J/ER) ratio was a predominant topic of discussion throughout the Envision process. Because of the known demand upon City services created by housing growth, the tax revenue associated with employment uses and the evidence that suggests a strong correlation between a city's jobs-housing balance and its fiscal health, the Task Force strongly advocated for the General Plan update to promote a Jobs per Employed Resident ratio of at least 1.0 (equivalent to one job in San José for each employed resident of San José) as a way to help address some of the City's current fiscal shortfalls. Debate amongst the Task Force generally followed two themes, with some advocating for a General Plan with job and housing growth capacity that if realized would result in a significantly more jobs than employed residents (e.g., a Jobs / Employed Resident ratio greater than 1.0) with others advocating for a General Plan with job and housing growth capacity that would result in an overall balance (e.g., a Jobs / Employed Resident ratio equal to 1.0).

Although the City had a J/ER ratio of 0.8 in 2011, the prior *San José 2020 General Plan* had a capacity equivalent to a 1.1 Jobs/Employed Resident due to the Council's actions to add capacity in North San José and Downtown in 2005. At the time of adoption, the *San José 2020 General Plan* only had a capacity equivalent to 0.8, because, a ratio of 1.0 was not considered attainable; previous General Plans (*Horizon 2000* and *General Plan 1975*) had set 1.0 as a goal.

Pursuing a Jobs / Employed Resident ratio greater than 1.0 is intended to achieve two important goals. First, under the current California tax structure, realizing a higher proportion of jobs (and retail) per resident should significantly improve the City's fiscal health, now recognized as an imperative. Santa Clara County cities with a high Jobs / Employed Resident ratio typically have more revenue with which to provide city services. Task Force members noted that San José bears the burden of a disproportionate amount of the County's projected housing growth and expressed the belief that San José should

reverse that trend.

A second goal is the transformation of San José from a suburban "bedroom" community to a job based center for the Bay Area with livable neighborhoods. Traditionally, large cities gain prominence and influence in large part because of the role they play within the local economy. In recent history San José is unique among large cities in that it exports more workers than it imports on a daily basis. (Based on 2000 Census data, of the 29 U.S. cities with a resident population of 500,000 or more, San José ranks last in J/ER ratio and is the only one with fewer jobs than employed residents.) By planning for more jobs and less housing growth capacity, the *Envision San José 2040 General Plan* update was a critical opportunity for San José to define itself as a city and to plan for fiscal sustainability and a significantly greater role in the regional economy.

Supporting the rationale for considering a "high" Jobs / Employed Resident ratio is the planned regional transportation infrastructure that can be expected within the timeframe of the General Plan. With a new "urban" airport, BART, and High Speed Rail, San José will have the transportation infrastructure to be a more attractive location for jobs and allow San José to conveniently "import" workers. Concentrating to a greater degree the region's jobs within San José will support the region's existing investment in transit and other transportation infrastructure, which arguably has been designed with the expectation that San José will become a regional job center.

A high Jobs / Employed Resident ratio can be planned for by either increasing the General Plan job growth capacity or by reducing the household growth capacity. Proponents of providing adequate capacity to accommodate the projected housing growth argued that adequate and affordable housing capacity is needed to support job growth, to support the City's continued population growth and to support the regional economy. To achieve a jobs-housing balance in scenarios that provide significant housing capacity requires a very ambitious number of jobs, significantly more than the demand projected by the demographers, raising concern that obtaining these jobs may be infeasible. There is also considerable risk that housing development could go forward per the capacity available while job development remains unrealized, resulting in a significantly lower J/ER ratio. Including a phasing plan within the General Plan with triggers linking the availability of housing capacity to the development of jobs will hopefully remedy this concern. In contrast, scenarios that achieve a high J/ER ratio by reducing housing capacity may indirectly stifle job growth by providing a lack of the affordable housing desired by employers for their employees.

Some Task Force members advocated planning for a Jobs / Employed Resident ratio of 1.0 with the goal of reducing potential environmental impacts. By promoting a more balanced community where opportunities are provided for people to live and work in the same city, the idea is that potential traffic impacts would be lessened, when compared to an unbalanced scenario, and that residents would potentially feel more connected to their community.

The Task Force regularly debated whether housing and job capacities proposed in the various growth scenarios could be achieved, asking about recent jobs and housing

development trends for comparison purposes. Task Force members also debated whether job growth could be achieved without comparable housing growth. The Task Force supported a vision of San José as a fiscally sustainable and world-class city, and agreed that San José should try to improve its J/ER ratio to at least 1.0, ultimately targeting a J/ER ratio of 1.3 to help accomplish that vision.

During the 2015 Major Review process, the Task Force was directed by City Council to set a more achievable J/ER ratio. As part of this Major Review process, the Task Force recommended a J/ER ratio of 1.1 jobs per employed resident in order to establish a more attainable jobs goal while also maintaining the General Plan's jobs-first principle, thereby changing the General Plan's J/ER ratio goal from 1.3/1 to 1.1/1.

Fiscal Implications of Land Use Decisions

While managing the City's fiscal health has been an ongoing concern of multiple General Plans and other policy actions, during the Envision planning process San José experienced an unprecedented impact upon its ability to provide municipal services to its residents. While the fiscal challenges of this time period have multiple causes, many beyond the scope of the policies addressed within a General Plan, the City has strengthened its commitment to making fiscally wise land use decisions through the goals and policies of the *Envision General Plan*. Accordingly, this Plan includes policies to carefully protect the City's commercial and industrial lands, which make the greatest positive contribution to its fiscal resources, and a phasing plan to allow for careful review and consideration of the fiscal impacts of the *Envision General Plan's* future implementation.

Environmental Leadership – Measurable Sustainability

Throughout the Envision planning process, Task Force and community members consistently explored opportunities to advance the City's role as a leader on environmental issues. Actions to better protect and care for environmental resources are embodied equally within the Land Use / Transportation Diagram and within the goals and policies of the Plan text. The *Envision General Plan* also encompasses the City's former Green Vision and its replacement, Climate Smart San Jose, extending the City's environmental goals to the year 2040 and establishing specific measurement standards to track progress toward achievement of those goals.

Environmental Concerns

Planning for a large and growing city necessitates careful consideration of a wide variety of environmental issues, including water supply, air quality, greenhouse gas emissions and the protection of natural resources. As San José and the region are increasingly committed to environmentally sustainable practices, and increasingly sophisticated in our ability to understand our potential environmental impacts, the General Plan's goals and policies should grow in the scope and the depth to which they address those potential impacts.

The City of San José is located along the easterly side of the Santa Clara Valley. The Valley rises from sea level at the southerly end of San Francisco Bay to elevations of 150 to 400 feet easterly and southerly. The average grade on the Valley floor ranges from nearly flat to 2%. To the southwest, the Valley gives way to the Santa Cruz Mountains, consisting of a number of complex ridges with rugged slopes, varying in gradient from 40 to 60 percent

and more. The crest of these mountains lies at elevations of 2,000 to 3,400 feet. The highest point is Loma Prieta Peak at an elevation of 3,806 feet. The eastern edge of the Valley is defined by the Diablo Range. This range consists of several parallel ridges with slopes varying between 20 and 60 percent, with small intervening valleys. The highest point just outside of San José's Sphere of Influence is Copernicus Peak (elevation 4,372 feet) near the Lick Observatory at Mt. Hamilton. The lower foothills of this range have slopes ranging from 20 to 40 percent. The crests of these foothills vary from 1,000 to over 2,000 feet in elevation. The undeveloped areas within San José's Sphere of Influence support a wide variety of ecosystems. Natural communities in the region range from salt water and fresh water marshes to scrub brush, foothill woodlands and coniferous forest. The climate in San José is a typical Mediterranean type modified slightly by marine breezes from the Pacific Ocean. The principal characteristics of this type of climate are warm, very dry summers and cool, relatively rainy winters. The air quality in San José is dependent upon climate and topography as well as on the quantity of pollutants.

Air quality in the region declined after World War II with increased industrialization and development. As the problems caused by air pollution were recognized by the State and Federal governments, air pollution standards were developed and enforced. Although the Bay Region is occasionally in violation of these standards, air quality has substantially improved over the last 20 years as the result of actions and legislation at all levels of government.

San José receives a relatively modest 14-15 inches of rainfall per year, subject to recurring and sometimes long lasting droughts. In normal rainfall years, only about 50% of the County's water supply is provided locally, primarily from groundwater sources. In drought years, up to 90% of the water is imported. The sources of imported water supply are beyond the control of local jurisdictions. These sources cannot be considered stable. To reduce the need for imported water and to maximize the efficient use of the local supply, San José, the Santa Clara Valley Water District (SCVWD), and water retailers have worked together to conserve water. The City is also developing a large scale water reclamation program which would reuse treated wastewater to augment and help conserve freshwater supplies.

Soils in Santa Clara Valley include clay in the low-lying areas, loam and gravelly loam in the upper portions, and eroded rocky clay loam in the hills. Agricultural land capabilities range from prime to watershed. The prime cropland is located throughout the valley floor with moderately good cropland and prime pasture land adjacent to the hills and the Bay. The ridge areas have agricultural value as grazing land and are prime watershed lands.

Subsidence of soils has occurred on the valley floor. This problem is a result of withdrawal of groundwater for agricultural, domestic and industrial use at a faster rate than natural or artificial replenishment. In addition, development over large portions of the valley floor has reduced the percolation capacity of the land, thereby reducing natural replenishment and perpetuating the subsidence. The Santa Clara Valley Water District (SCVWD) has recharged and stabilized the groundwater aquifer by pumping imported water into it. The three major groundwater subbasins, which are interconnected and underlie nearly 30 percent of the total County area, are the Santa Clara Valley, Coyote, and Llagas. Groundwater supplies

nearly 60 percent of the total water used in the Santa Clara Valley basin area and nearly all of that used in the Coyote Valley and Llagas Valley basin areas. The ground water pumped from most of the existing wells in the County generally is of good quality. However, areas near the San Francisco Bay experience salt water intrusion; and the migration of saline water through tidal channels causes contamination. These occurrences of salt water intrusion are possible because of the aforementioned subsidence which has resulted from historical groundwater overdraft.

San José is located in a region of significant seismic activity and geotechnic instability. The major earthquake faults in the region are the San Andreas, near the crest of the Santa Cruz Mountains, and the Hayward and Calaveras fault system in the Diablo Range. Other potentially active faults, located in both the hills and valley areas of San José, are the Berryessa, Crosley, Clayton, Quimby, Shannon, Evergreen, and Silver Creek faults. The hills and mountains around Santa Clara Valley are the source of numerous perennial and intermittent streams. Major waterways include Los Gatos Creek, Guadalupe River and Alamitos Creek; flowing out of the Santa Cruz Mountains; Coyote Creek and a host of tributaries including upper and lower Penitencia Creek and Silver Creek flowing out of the Diablo Range; and Fisher Creek with headwaters on the western side of Coyote Valley. Permanent bodies of water include Lexington Reservoir on Los Gatos Creek; Guadalupe, Almaden and Calero Reservoirs in the Santa Cruz Range; Anderson Lake in the Diablo Range; and the San Francisco Bay (Bay). These streams and other bodies of water are important environmental features for the City and the region. Equally important is the quality of water carried or contained by these bodies of water and the preservation of the riparian lands or ecosystems that are an integral part of them. The Bay and adjacent marshlands are particularly important to the region. The City has been working with the State and Regional Water Quality Control Boards to preserve the water quality of the Bay and the sensitive saltwater marshes that are part of its ecosystem. These efforts primarily involve minimizing discharge of freshwater effluent into the Bay from the Regional Wastewater Facility and better controlling nonpoint source pollutants carried by the storm drainage system.

Focused Growth – Planned Growth Areas

A key strategy of the *Envision General Plan* is to focus new growth capacity in specifically identified "Growth Areas," while the majority of the City is not planned for additional growth or intensification. This approach reflects the Urban Growth Boundary, the built-out nature of San José therein, the limited availability of additional "infill" development sites compatible with established neighborhood character, and the emphasis in the General Plan's vision and goals upon reducing environmental impacts while fostering transit use and walkability.

The Envision Task Force consistently expressed a strong interest in minimizing the fiscal and environmental impacts of the large amount of growth that San José is expected to experience, referencing smart growth principles as an important strategy. The use of growth strategies that reduce the overall projected amount of vehicle miles traveled (VMT, a

measure of how much future residents and workers will need to drive) through an improved J/ER ratio and land use patterns that support transit use emerged as an important *Envision General Plan* goal. Land use should in particular take advantage of BART and high-speed rail planned within the *Envision San José 2040 General Plan* time frame along with increased use of the existing transit system. For similar reasons, the Task Force endorsed mixed-use development and strongly emphasized a desire to plan for a walkable community.

The Envision Task Force extensively discussed use of a "hubs, corridors, and villages" strategy as a means of promoting targeted infill development sites and to distribute new development throughout the City. Building on the Vision's goal for an interconnected city, the Task Force identified the importance of multi-modal transportation corridors linking a vibrant Downtown, high-intensity hubs, and local-serving neighborhood villages. The hubs, corridors, and villages intensification strategy is reflected in the Task Force's Draft Guidelines, summarized above. The Task Force and members of the community very consistently demonstrated a preference to accommodate all job and housing growth within San José's Urban Growth Boundary (UGB).

The Growth Areas concept is a significant change from the previous General Plan which allowed for residential infill development to occur at a wide range of densities, typically at densities more intense than the existing in neighborhoods throughout the City and provided numerous opportunities to modify planned growth capacity citywide through discretionary policies. Through the Envision process, the Task Force, staff and community members frequently identified the disruption these discretionary policies create in neighborhood character, leading to the mutual conclusion that the City should limit such spots of intensification within existing neighborhoods in the future. Focusing new growth into the Growth Areas helps to protect the quality of existing neighborhoods. It also enables development of new Urban Village areas with a compact and dense form that are attractive to the City's projected population demographics, that support walking, provide opportunities to incorporate retail and other services in a mixed-use format, and support transit use.

For residential areas not within an identified Growth Area, the Land Use / Transportation Diagram limits new residential construction to the same density, form and character as the immediate neighborhood. Any such residential development is limited to projects which clearly contribute to the continuation and improvement of the surrounding neighborhood character by filling in a gap caused by a vacant lot or other similar situation. With the exception of specific properties identified on the Vacant Land Inventory as having a greater capacity, these projects are generally limited to three or fewer units as appropriate to match the existing form of the surrounding neighborhood. For example, in a single-family neighborhood with 6,000 square foot lots, a vacant parcel of 10,000 to 15,000 square feet could be subdivided into two lots with one home on each 5,000 to 7,500 square foot lot. Each home would have the same setbacks and other development parameters as the immediate neighborhood.

Evergreen Campus Industrial Properties

At the conclusion of its Evergreen-East Hills Vision Strategy process, the City Council

referred consideration of potential land use changes within the Evergreen area to the *Envision General Plan* update. The *Envision* Task Force discussed potential conversion of the Evergreen Campus Industrial properties to residential use, as had been requested by the property owners. It concluded that the *Envision San José 2040 General Plan* should maintain these properties for employment use, essentially maintaining the *San José 2020 General Plan* designation for this site. A large share of the City's current job growth capacity is planned on mid-rise and high-rise office lands. Given the need for employment lands to accommodate the planned amount of job growth and to provide land to accommodate, in particular, the projected demand for industrial, low-rise office and R&D employment land uses, there is a strong need to maintain the job growth capacity currently planned for this area. At the same time, adding housing growth capacity on Campus Industrial properties would not further *Envision General Plan* goals because the site lacks access to transit facilities, is an inappropriate setting for mixed-use or more walkable intensified development, and is not a feasible location for new neighborhood-supporting commercial uses.

South Almaden Valley and Coyote Valley Urban Reserves

The *Envision San José 2040 General Plan* does not support growth within the South Almaden Valley Urban Reserve and the Mid-Coyote Urban Reserve through the year 2040. This direction responds to stated goals of the Envision Task Force and community members, including the Guidelines, which set forth the goals of fiscally, environmentally, and economically sustainable growth management along with the desire to direct new growth into areas that will make best use of existing transit facilities and other infrastructure and contribute toward the development of walkable neighborhood Urban Villages and vibrant urban locations. Including no growth capacity for the Urban Reserves is consistent with their long-term preservation for open space or low-intensity agricultural use.

Land Use Diagram

The General Plan Land Use/Transportation Diagram is planned to change to allow for gradual implementation of the Growth Areas strategy, to direct growth toward strategic locations within each phase, to coordinate with periodic review of the City's progress towards its General Plan goals, and to facilitate more detailed planning efforts for targeted Growth Areas.

The Envision Growth Areas strategy accommodates new housing growth through the redevelopment and intensification of properties that currently are planned and developed for commercial or other employment uses and were included within the General Plan prior to this update. This strategy was developed recognizing that as San José is essentially built-out, it is not feasible to accommodate significant amounts of new residential growth without planning for the reuse of properties already developed with lower-intensity uses and likely to be available for redevelopment sometime in the future. Because it is generally not feasible nor desirable to plan intensification within existing, fully developed single-family neighborhoods, the identified Growth Areas largely correspond to lands currently planned and developed for commercial or other employment uses and which are also in proximity to transit or other major infrastructure or facilities that support their intensification.

In most cases, the underlying Land Use Designation for properties within the Growth Areas continues to support employment uses, and should be maintained until the City is ready to plan and implement the redevelopment of these properties for new high-density, residential mixed-use development. An important *Envision General Plan* goal is to promote job growth and to improve the City's Jobs / Employed Resident ratio. The General Plan provides for the gradual intensification of some of these lands to also include new high-density, residential, mixed-use development with provisions to ensure that job capacity is thereby fully retained and enhanced.

Urban Village Planning

Prior to the issuance of residential entitlements (other than projects on properties with an existing residential General Plan land use designation,"Signature Projects" as defined in Policy IP -5.10 and commercial projects including those with ancillary residential uses, within any identified Growth Area), the City should first prepare a comprehensive Urban Village Plan for that Growth Area that clearly addresses:

- **Community Engagement:** The Urban Village Plan process will provide an opportunity for local community members to become familiar with the goals of the General Plan and the Growth Areas strategy and to participate in the Urban Village planning process.

- **Job and Housing Growth Capacity:** Identify suitable areas for retail and other employment uses, giving careful consideration to the existing and future demand for retail space, the appropriate location and design of retail, opportunities for large-scale and small-scale retail uses, and adequate and appropriate sites for other employment uses consistent with the total planned job capacity for the particular Growth Area. Identify suitable areas for residential development, capable of supporting the full amount of planned residential growth capacity. Proposed employment and residential density ranges should be supported by applicable Land Use / Transportation Diagram designations.

- **Urban Village Boundaries and Land Uses:** Identify potential adjustments to the identified Urban Village Boundaries and potential modifications to the Land Use / Transportation Diagram as necessary to best utilize existing land use growth capacity, address neighborhood context, and promote economic development through the identification of optimal sites for retail and other employment uses. Provide adequate job growth capacity for retail, office and other employment uses to accommodate both the existing levels of activity plus the planned amount of growth for each job type category. Identify and designate existing land uses within the Urban Village Area boundaries, if any, which should be retained rather than made available for redevelopment.

- **Building Heights and Densities:** Identify for specific properties within the Urban Village Planning area minimum and maximum thresholds for building heights and densities. These standards should fall within the broader ranges established in

the Land Use / Transportation Diagram and be consistent with the planned job and housing growth capacity for the Urban Village area. These standards should be implemented through the Zoning process prior to the development of new residential or mixed-use, residential projects.

- **Infrastructure:** Identify locations for parks, plazas and other public and quasi-public open spaces, and sites to potentially incorporate libraries, public safety facilities and other public uses. An Urban Village Plan should also consider the adequacy of public and private utilities to serve the planned growth capacity.

- **Urban Character:** Include streetscape and building frontage design, pedestrian facility improvements and other urban design actions necessary to successfully implement the Urban Village concept.

- **Greenhouse Gas Reduction / Sustainability:** Identify locations of existing and planned transit and pedestrian and bicycle facilities and include design and implementation measures necessary to meet City goals for vehicle miles travelled (VMT) reduction and greenhouse gas (GHG) emission reductions.

- **Financing:** Consider special financing mechanisms which could be needed to potentially deliver the increased level of amenities envisioned within the Urban Village concept.

The Urban Village Plan process, defined by Implementation Goal IP-5, builds on the vision, goals and policies established within the General Plan update, so that each Urban Village Plan may be completed within a relatively short time-frame. The preparation of Urban Village Plans is not necessary for the Downtown, North San José and Specific Plan Areas which have already been developed through a neighborhood planning process.

CHAPTER 2

Thriving Community











As the Capital of Silicon Valley, San José is recognized regionally, nationally, and internationally for its leadership in business innovation. The goals, policies, and implementation actions (Policies) in this chapter are intended to enhance that renowned reputation. San José is committed to supporting a thriving community for its businesses, residents, and visitors. As part of this commitment, San José facilitates economic development, promotes arts and culture, engages the community in issues that potentially impact them, and implements fiscally sustainable policies and land uses.

Some of the General Plan goals and policies in this chapter are high-level and intentionally broad. The City regularly updates subsidiary policy documents, such as its *Economic Strategy* and *Cultural Vision Plan*, to provide specific implementation strategies that further the intent of the goals and policies in this chapter.

Policies for a Diverse and Innovative Economy support business attraction, growth, and retention in San José and address the need to provide broad economic prosperity. These Diverse and Innovative Economy Policies support businesses of all sizes and facilitate job creation. Along with the Fiscal Sustainability Policies, these Policies also strive to identify, secure, and maintain reliable funding streams for the City through economic development actions. Economic development is a keystone in furthering the Innovation Center, Fiscally Strong City, Urban Villages, and Design for a Healthful Community Major Strategies.

Civic innovation springs from partnerships with corporate, education, and philanthropic communities. With San José State University, the City successfully launched the first joint municipal-university library in the nation. With private partners, San José developed the nation's first incubator for environmental companies, an award-winning software incubator, and the nation's only incubator for foreign-owned businesses. The County is the first in the nation to ensure health care for all children. The Diverse and Innovative Economy Policies promote partnerships with public, private, and non-profit organizations to achieve the highest efficiency and effectiveness in providing facilities and delivering services.

San José's strategy for fiscal sustainability must recognize and respond to the city's economic and political context. San José must manage revenue sources and expenditures to administer and deliver services that protect public health and safety, promote the local economy, and improve the quality of life for San José's residents in a financially sound and cost-effective manner.

Tourists and convention center visitors contribute significantly to San José's economy. The Diverse and Innovative Economy Policies recognize this contribution, and they aim to develop, enhance, and promote distinctive sports, arts, and entertainment offerings and increase patronage for these attractions. Three million people attend downtown festivals annually, celebrating music, film and culture.

The Arts & Culture Policies directly support economic development and a thriving community. Increasingly college graduates are choosing a place to live before deciding upon employment. The creation of landmark initiatives and programs that combine art, technology, creativity, and business, like 1stACT and ZeroOne, further the City's belief that creativity, culture, and diversity are central components to a thriving creative urban center. Outstanding artistic and cultural organizations, businesses, and activities attract a creative class to San José that translates to business innovation. More than 40% of Silicon Valley residents say their work requires "a lot" of creativity, and San José's workplaces, and arts, cultural, and entertainment offerings encourage this in adults and children alike. Arts, culture, and entertainment also attract visitors to San José, and these visitors add to the City's economic base. The San José Sharks are a fixture in the National Hockey League (NHL), and the San José Earthquakes bring professional soccer fans to the City.

San José is committed to working with its diverse stakeholder groups to address critical issues, attract businesses and visitors, and improve the quality of life for its residents. San José will collaborate with community organizations and individuals to understand their perspectives and consider those perspectives in the decision-making process. The Community Engagement Policies in this chapter illustrate San José's dedication to engaging its diverse community in decisions that impact them.

Diverse and Innovative Economy

Economic Development Goals, Policies, and Implementation Actions directly support the Fiscal Sustainability goals and Innovative Economy element of our City's Vision. The desired outcomes of these Goals, Policies, and Implementation Actions include growing San José's economic role within the region and world, increasing prosperity and opportunity for members of the community, providing opportunities both for San José residents and the regional workforce, and creating revenue growth for our City that enables delivery of needed infrastructure and desired urban services.

The City periodically adopts an Economic Strategy that builds on the most current information and trends to implement the major themes contained in its Economic Development Policies. The Economic Strategy details how San José will excel economically and how the City and its partners can work together to achieve the goals of this General Plan. The Economic Strategy has more detailed information that outlines specific strategies to further the goals and policies in this section.





Land Use and Employment

Goal IE-1 – Land Use and Employment

Proactively manage land uses to provide and enhance economic development and job growth in San José.

Policies – Land Use and Employment

IE-1.1 To retain land capacity for employment uses in San José, protect and improve the quantity and quality of all lands designated exclusively for industrial uses, especially those that are vulnerable to conversion to non-employment uses.

IE-1.2 Plan for the retention and expansion of a strategic mix of employment activities at appropriate locations throughout the City to support a balanced economic base, including industrial suppliers and services, commercial/retail support services, clean technologies, life sciences, as well as high technology manufacturers and other related industries.

IE-1.3 As part of the intensification of commercial, Village, Industrial Park and Employment Center job Growth Areas, create complete, mixed-employment areas that include business support uses, public and private amenities, child care, restaurants and retail goods and services that serve employees of these businesses and nearby businesses.

IE-1.4 Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. To attain fiscal sustainability for the City, strive to achieve a minimum ratio of 1.1 jobs/employed resident by 2040. In the near term, strive to achieve a minimum ratio of 1 job per employed resident by 2025.

IE-1.5 Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the

Downtown, North San José, the Berryessa International Business Park and Edenvale.

IE-1.6 Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San José International Airport, existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.

IE-1.7 Advance the Diridon Station Area as a world-class transit hub and key transportation center for Northern California.



IE-1.8 Measure and report the number of jobs created in identified Growth Areas during the City Council's periodic review of this General Plan.

IE-1.9 Invest in strategic infrastructure improvements, as appropriate, in order to encourage private investment, reduce new construction costs, increase business efficiency, and in order to support business retention and growth, stimulate economic activity, and employ people.

IE-1.10 Protect and improve trucking and other modes of freight transportation access to the City's key employment areas.

IE-1.11 Allow interim development of employment lands with alternative employment uses such as small expansions of existing uses or reuse of existing buildings when the interim development would not limit the site's ability to be redeveloped in the future in accordance with the long-term plan for the site.

IE-1.12 When developing housing near to active industrial areas, provide sufficient buffer areas and use construction methods for the housing project so that current and future business operations are able to continue in compliance with the Zoning Code.

IE-1.13 Achieve goals related to Quality Neighborhoods, including diverse housing options, a walkable/bikable public street and trail network and compact, mixed-use development where infrastructure exists to distinguish San José as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City.

Actions – Land Use and Employment

IE-1.14 To monitor the City's balance of land uses and resulting tax base as well as its progress towards reaching the goal of 1.1 jobs per employed resident in San José, periodically review residential construction activity and supply versus industrial and commercial job growth rates. Report results of this review to the City Council as part of the annual General Plan reviews.

IE-1.15 Develop a long-term freight access plan, including trucking and rail, to support the City's key employment areas.

IE-1.16 Recognize projects that exemplify the Urban Design, Housing, and Green Building Goals, Policies, and Actions as a means to promote distinctive architecture and quality design and to attract a diverse group of employees and visitors to San José.

IE-1.17 Adopt an ordinance that protects the manufacturing rights of existing industrial land uses within San José.



Business Growth and Retention

Goal IE-2 – Business Growth and Retention

Promote San José as an employment center. Nurture existing and attract new companies of all sizes (large anchor companies, emerging growth companies, small businesses) in industries that will drive the job and revenue growth for our City and regional economy.

Policies – Business Growth and Retention

IE-2.1 Maintain City government practices attuned to business needs for clear and timely use of incentives, regulations and development entitlement processes.

IE-2.2 Attract and sustain a growing concentration of companies to serve as the economic engine for San José and the region, particularly in driving industries such as information and communication technologies, clean technology, bioscience, and other sectors based on creativity and innovation.

IE-2.3 Ensure support for a creative economy by facilitating access to resources and services for creative industries and entrepreneurs.

IE-2.4 Support the development of the health care industry and related businesses, including those providing services to San José's aging population, in part by promoting the Health Care Goals, Policies, and Actions.

IE-2.5 Provide business assistance and support to facilitate job creation, develop new businesses, spur private investment, and promote industry growth.

IE-2.6 Promote retail development to the maximum extent feasible, consistent with other General Plan goals and policies, in order to generate City revenue, create jobs, improve customer convenience, and enhance neighborhood livability.

IE-2.7 Encourage business and property development that will provide jobs and generate revenue to support city services and infrastructure.

Actions – Business Growth and Retention

IE-2.8 Evaluate and periodically update the City's policies, regulations and ordinances to

maintain San José's competitive ability to attract and grow businesses, including small businesses and home occupations.

IE-2.9 Partner with public, private, and non-profit organizations, and continue to develop partnerships with San José State University, community colleges and other educational institutions, to advance economic development goals, meet the needs of businesses, and resolve constraints to business operations at the local, state, and federal levels.

IE-2.10 Evaluate and refine existing goals for economic development projects that receive City and/or Redevelopment funding to maintain a positive return on investment for the City.

Regional, State, and National Leadership

Goal IE-3 – Regional, State, and National Leadership

Increase San José's leadership role and influence in regional, state, and national forums in order to advance City economic development goals and secure greater resources, and support the City's efforts to become a job center for the region.

Policy – Regional, State, and National Leadership

IE-3.1 To secure resources, investment, and talent, and to attract members of the regional workforce, promote San José's stature as the capital of Silicon Valley, the Bay Area's largest city, and one of the nation's largest cities.

Actions – Regional, State, and National Leadership Actions

IE-3.2 Support federal, state, and regional policies and regulations that secure economic development resources for the City, promote its economic development, and/or advance implementation of the General Plan.

IE-3.3 Work at the regional level to promote a shared responsibility for sufficient housing supply to accommodate the changing demographics and a growing population.

IE-3.4 Continue to work with leaders of other large cities in California and across the nation to advance the importance of large cities in job creation and innovation to enhance San José's competitiveness for state and federal resources.

IE-3.5 Advocate for changes to local, regional, and national policies that promote economic development and secure economic development resources for San José.

IE-3.6 Work with partners within the region to influence the development of regional policies and regulations that support a higher-density, clustered, transit-oriented development pattern consistent with the San José General Plan vision and policies.

IE-3.7 Maintain and periodically update a strategic plan for economic development (Five-Year Economic Strategy) establishing near-term economic development goals and

actions to achieve those goals.

Connections to Promote Economic Development

Goal IE-4 – Connections to Promote Economic Development

Strengthen San José's connections to the world, and promote San José's assets and image as a global innovation center to attract economic development, and increase job production in San José.



Policies – Connections to Promote Economic Development

IE-4.1 Embrace San José's diversity as a strength that provides for varied perspectives, presents partnership opportunities, and attracts world businesses to San José.

IE-4.2 Continue developing a world-class airport, and build national and international connections by attracting new air service to it.

IE-4.3 Support development of a transit link connecting the Mineta San José International Airport with light rail transit, Caltrain, and future BART.

IE-4.4 Promote heightened awareness of San José's companies, assets, and economic development initiatives to national and international business media as a tool to attract companies and to strengthen the connection of existing companies to San José.

Actions – Connections to Promote Economic Development

IE-4.5 Continue implementation of improvements to Mineta San José International airport facilities pursuant to the Airport Master Plan to maintain and expand regional, trans-continental, and international Airport operations.

IE-4.6 Support the California High Speed Rail Authority efforts to bring high-speed rail to Diridon Station.

IE-4.7 Support Valley Transportation Authority efforts to extend BART service to Downtown San José and to Diridon Station.

IE-4.8 Expand and upgrade the San José Convention Center to increase its capabilities as a modern conferencing facility.

IE-4.9 Pursue implementation of a people-mover that serves terminals at the Mineta San José International Airport and provides convenient connection to light rail and future BART transit systems.

Cultural Attractions

Goal IE-5 – Cultural Attractions

Develop and promote a distinctive set of sports, arts, and entertainment offerings for San José to attract economic development and increase patronage.

Policies – Cultural Attractions Policies

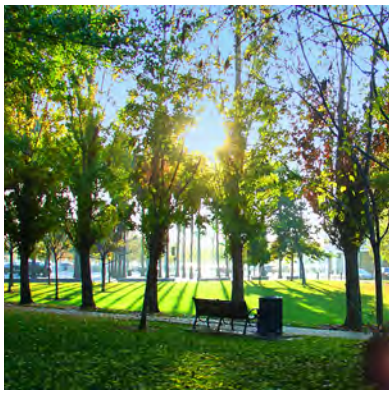
IE-5.1 Further Goals, Policies, and Actions that support the Vibrant Arts and Culture Vision Element, as well as those for Parks, Trails, Open Space, and Recreation to enhance San José's identity regionally, nationally, and internationally; to serve residents; and to attract workers and visitors.

IE-5.2 Promote San José as a great bicycling community, highlighting its weather, topography, and fitness-oriented culture as significant assets for biking in order to attract businesses which support or can benefit from bicycling activity.

IE-5.3 Support private efforts to achieve a stronger mix of evening and late-night uses in Downtown that promote a vibrant, 24-hour City center to generate jobs, increase revenues and attract visitors and workers to San José.

IE-5.4 Support entertainment offerings and cultural facilities, including but not limited to parks, visual and performing arts, museums, libraries, theatres, historic structures/sites/neighborhoods, festivals, and commercial entertainment venues, particularly those that provide significant social and economic benefit to San José's community, provide opportunities for community participation, achieve excellence and innovation, and/or reflect the City's population.

IE-5.5 Attract and retain professional and amateur sports teams and events in San José and identify and support opportunities for growth of related businesses and retail markets.





Broad Economic Prosperity

Goal IE-6 – Broad Economic Prosperity

Provide widespread access to diverse employment and training opportunities in San José and strive to increase job growth, particularly jobs that provide self-sufficient wages and health care benefits, to allow the community to broadly share in the region's prosperity.

Policies – Broad Economic Prosperity

IE-6.1 Provide incentives that promote the creation of high-quality jobs across all industries.

IE-6.2 Attract and retain a diverse mix of businesses and industries that can provide jobs for the residents of all skill and education levels to support a thriving community.

IE-6.3 Attract job opportunities accessible to all of San José's residents, particularly residents in low-income neighborhoods.

Action – Broad Economic Prosperity

IE-6.4 Partner with educational, civic, labor, and business institutions to provide job training programs that meet the needs of business and industry, including programs that enable the unemployed, under-employed, or economically or socially disadvantaged to enter or move up in the labor force. Connect local businesses with such programs, organizations, or educational institutions.

Clean Technology

San José is rapidly emerging as a world center for Clean Technology. The City supports the development and adoption of clean technology products and practices. Among other benefits, the development of clean technology as an industry within San José directly contributes to the achievement of the City's Vision for an Innovative Economy, Environmental Leadership, Healthy Neighborhoods, and Diversity and Social Equity.

Clean Technology jobs advance the research, development and commercialization of technology, products, and services that increase energy efficiency; expand clean energy production; reduce greenhouse gas emissions, waste, and pollution; and/or conserve water and other natural resources.

The development of Clean Technology industry provides advancement of environmental and economic objectives in one or more of five main sectors: (1) Clean Energy; (2) Energy Efficiency; (3) Environmentally Friendly Production; (4) Conservation and Pollution Mitigation; and (5) Training and Support.

Goal IE-7 – Clean Technology

Promote the development of clean technology companies, the adoption of clean technology products/services, and the creation of at least 25,000 clean technology jobs by 2022 and at least 70,000 clean technology jobs (or at least 10% of San José's total jobs) by 2040 to make San Jose the "World Center of Clean Tech Innovation."



Policies – Clean Technology

IE-7.1 Continue to develop and implement City policies that strategically support the development of Clean Technology.

IE-7.2 Promote research of innovative Clean Technology products and services.

IE-7.3 Develop City-sponsored business incubators to lead globally in Clean Technology growth.

IE-7.4 Support strategies and programs that facilitate development and production of Clean Technology products and services.

IE-7.5 Facilitate strategies for clean technology businesses to bring new products and services to the marketplace. Attract and retain Clean Technology businesses by providing assistance to them.

IE-7.6 Educate residents about Clean Technology and develop and implement financial strategies to encourage San José residents to adopt clean technology products and services.

IE-7.7 Aggressively implement the Clean Tech Strategy and Climate Smart San Jose plan to promote San José as the "World Center of Clean Tech Innovation.".

Actions – Clean Technology

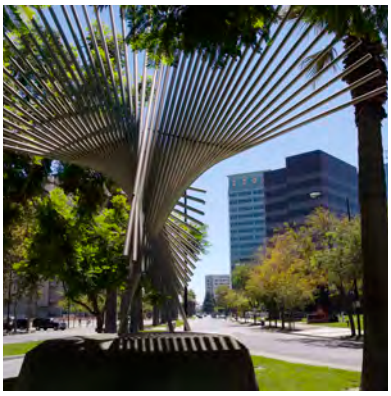
IE-7.8 Track progress towards achieving at least 25,000 new Clean Technology jobs by 2022. Track progress towards achieving at least 70,000 new clean tech jobs by the year 2040 or achieving 10% of the City's total jobs in Clean Technology by the year 2040.

IE-7.9 Assist Clean Technology companies with prototyping, demonstration, and testing of products and services.

Arts and Culture

The arts and culture in San José connect people, provide rich opportunities for participation and foster creativity.





San José has its own distinct culture. Cultural pluralism in San José is a demographic fact and a long-held civic commitment; diversity has shaped its arts and cultural community. San José's position as a global center of the technology sector reflects its spirit of innovation and creativity. Its residents' cultural activities are highly participatory, whether personal and informal or provided through community-based organizations. San José has made a long-term investment in its own cultural development, creating a vital community of non profit arts and cultural organizations, artists, and arts-related businesses.

Fostering cultural development builds on both community and economic development goals, resulting in great public value. A celebration of heritage and diversity, quality education, healthful neighborhoods, and an innovative economy are among the community goals to which the arts contribute. This sector spurs the economy by providing jobs, attracting a talented work force, supporting business development and generating fiscal impact through visitor attraction and audience spending. Planning for San José's cultural growth, with an emphasis on spaces and places for cultural participation, is integral to its future.

Arts and Cultural Development Goals, Policies, and Implementation Actions support the Vibrant Arts and Culture element of the City's Vision. The desired outcome of these Goals, Policies and Implementation Actions includes a downtown that is the cultural center of Silicon Valley, high impact public art throughout the community, and the cultivation of San José as a cultural destination. Policies in this section directly support a thriving economy. Related policies promoting a thriving arts community citywide and full integration of arts and cultural activities in San José's neighborhoods are included in the Cultural Opportunities section of this General Plan's Quality of Life chapter.

San José as the Silicon Valley Cultural Center

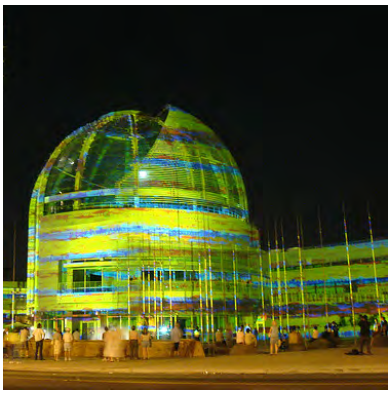
Goal AC-1 – San José as the Silicon Valley Cultural Center

Strengthen San José as a regional center for arts, as a widely recognized cultural destination, and as the cultural and creative urban center of Silicon Valley.









Policies – San José as the Silicon Valley Cultural Center

AC-1.1 Continue to support Downtown entertainment, arts and cultural activities and pursue opportunities to enhance or expand offerings there.

AC-1.2 Attract new and cultivate existing signature events that add to the quality of life for San José residents, enhance the image of San José, and stimulate economic activity here.

AC-1.3 Facilitate the development of small and medium scale venues within San José to support arts and cultural activities.

Actions – San José as the Silicon Valley Cultural Center

AC-1.4 Working in collaboration with non-profits and private businesses, develop and maintain a cultural destination strategy that encourages economic growth, the growth and health of the City's cultural organizations, and promotes a positive image of San José.

AC-1.5 Continue to market San José's arts and cultural activities in the greater Bay Area and expand the marketing of key events to audiences across the state and country.

AC-1.6 Support and promote Downtown as the creative urban center with sub areas or districts with a specific focus, such as SoFA (South of First Area) and the Historic District. Explore funding mechanisms that reinforce this concept.

AC-1.7 Continue to revitalize and activate SoFA as Downtown's chief creative arts and entertainment district.

AC-1.8 Explore opportunities for the creation of a permanent Downtown San José festival site.

AC-1.9 Work with property owners and developers to design new and retrofit existing structures to include spaces that can accommodate art and culture activities consistent with Building Code requirements.

High Impact Public Art

Goal AC-2 – High Impact Public Art

Integrate high impact public art throughout the community.

Policies – High Impact Public Art

AC-2.1 Site public art in key locations. Prioritize innovative public art in three regional destination areas: Downtown, North San José, and the Mineta San José International Airport. Place public art at transportation hubs: pedestrian, bike and transit improvements in pedestrian priority areas; encourage the inclusion of public art at VTA and BART stations, including Diridon Station; and integrate a broad range of art projects into the trail network to connect neighborhoods and bring people closer to nature. Integrate public art into bond-funded park, library, community facility and public safety projects. Cultivate community-based art projects that support neighborhood revitalization goals.

AC-2.2 Integrate planning for public art in other City planning efforts, including area-specific planning processes, and Urban Village master planning processes.

Action – High Impact Public Art

AC-2.3 Explore opportunities to address cultural amenities as part of the private development process, including the incorporation of on or off site public art, and facilities and activities that support art and culture through a private development funding contribution.

Community Engagement

The proposed Goals, Policies and Implementation Actions for Community Engagement provide high-level policy support for the public outreach and community engagement policies and activities conducted as part of the land use planning and implementation process. They also reflect the City's general commitment to open government and community participation in its governance activities.

Active Community Engagement

Goal CE-1 – Active Community Engagement

Actively develop community awareness, understanding, and interest in land use issues and public policy issues, including land use, and empower the community to engage in the shaping of those policies.

Policies – Active Community Engagement

CE-1.1 Provide convenient public access to City facilities, programs, services, and public records.

CE-1.2 Provide a transparent process for public engagement of San José's diverse stakeholders.

CE-1.3 Maintain and implement the City's Public Outreach Policy.

CE-1.4 Use multi-media with emphasis on online messaging to effectively communicate with diverse stakeholder groups.

CE-1.5 Use the City's library system as an active resource for engagement with the community. Use the library to provide informational programs and resources, a repository for formal and informal information regarding City operations and strategies, and resources to facilitate community participation in its governance.



CE-1.6 Regularly evaluate how effectively public information is provided and how public knowledge is garnered and considered. Modify methods, techniques, or practices as needed to respond more effectively to the community and incorporate the full range of public knowledge into policy and land use actions.

CE-1.7 To ensure that the work of government is inclusive of the community, continue to conduct and improve an interactive public engagement and participation process that:

1. Seeks to engage the broadest possible spectrum of the community in public policy discussions, including residents, businesses, non-profit organizations, other public agencies, and particularly underrepresented groups;

2. Uses a full range of community engagement and meeting facilitation techniques to achieve an open exchange of ideas and positive outcomes for public meetings;

3. Provides adequate time and opportunities for early engagement when community members may have the greatest ability to impact outcomes;

4. Seeks to resolve community concerns in advance of a public hearing on a topic;

5. Proactively recruits and educates community members to nurture the effectiveness of their participation;

6. Actively encourages participation by a broad range of community members;

7. Includes meetings at a location convenient to the potentially affected community;

8. Uses materials written in a readily accessible manner;

9. Offers San José's diverse community opportunities to shape public policy and land use decisions; and

10. Provide support for increased community participation, particularly in areas, such as those with language barriers or a concentration of low income households, that historically have had less familiarity or experience with participation in the development and implementation of City policies

CE-1.8 Periodically assess opportunities for incorporating community knowledge or values into policy formulation.

CE-1.9 Appoint advisory bodies, task forces, or ad hoc committees as needed to ensure broad perspective. Encourage membership of such groups to reflect community diversity.

CE-1.10 Educate the community about City issues and provide avenues for influencing its decisions, including but not limited to serving on boards, commissions, committees, task forces, or participating in the land use and development review process.

Community Partnerships

Goal CE-2 – Community Partnerships

Develop and maintain strong community partnerships to address community needs, to obtain community input in decision-making processes, and to disseminate public information.

Policies – Community Partnerships

CE-2.1 Leverage the ability of community organizations, including school districts and neighborhood groups to disseminate public information.

CE-2.2 Encourage grass-roots efforts to partner with the City to articulate community needs, problems, and solutions.

CE-2.3 Support continuation of existing and formation of new community and neighborhood-based organizations to encourage and facilitate effective public engagement in policy and land use decisions.

CE-2.4 Maintain trust and develop strong working relationships in the community through open and honest communication.

Fiscal Sustainability

Achievement of San José's goals requires that we have the fiscal resources needed to effectively govern, to provide services at a level consistent with community expectations, and to advance programs and initiatives that further the elements of the City's Vision. San José must be persistent in pursuing new or enhanced revenue resources and more efficient use of those and existing resources in order be an effective and fiscally sustainable government. The City must continuously refine its governance best practices to maintain and improve upon the services it provides, and it must have adequate financial resources to fund them.

City Operations

Goal FS-1 – City Operations

Operate our City in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services we provide to our constituents.

Policies – City Operations

FS-1.1 Provide a full range of City services at levels consistent with a safe, convenient and pleasant place to live, work, learn and play; plan growth consistent with the revenue available to sustain those services.

FS-1.2 Manage San José's future growth in an orderly, planned manner to reduce service costs, maximize the utilization of existing and proposed public facilities, and to enhance the City revenues available to sustain a desirable quality of life.

FS-1.3 Identify and maintain reliable ongoing funding sources for City services and infrastructure.

FS-1.4 Give priority to funding City municipal services and infrastructure that stimulate economic development and job creation and provide sufficient revenue for the City to achieve and maintain fiscal sustainability.

FS-1.5 Provide speed, consistency, and predictability for the land use entitlement processes while using these processes to add value and improve the quality of new development.



FS-1.6 Evaluate and reflect projected changes in City revenue and service costs as part of every General Plan review process.

FS-1.7 Partner with public, non-profit, and private organizations to form mutually-beneficial relationships that further the City's fiscal, environmental, economic development, and other major objectives.

Cultivate Fiscal Resources

Goal FS-2 – Cultivate Fiscal Resources

Maintain and expand the revenue sources available to finance the provision of City services.

Policies – Cultivate Fiscal Resources

FS-2.1 Focus on economic development to sustain the fiscal health of our City, promoting land use development as a tool to support job growth, revenue generation, attractive place-making and the delivery of high quality government services to the community.

FS-2.2 Explore new options to supplement our City's existing resources devoted to the operation and maintenance of its infrastructure facilities and service delivery.

FS-2.3 Encourage development of industrial areas and redevelopment of existing older or marginal industrial areas (e.g. areas which could support intensified employment activity), particularly in locations that facilitate efficient commute patterns. The use of redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.

FS-2.4 Consider strategic investments in infrastructure, subsidies for select development review processes, or other subsidies to facilitate development projects that will produce a substantial net positive fiscal impact for our City.

FS-2.5 Finance capital and facility needs generated by new development through new development fees so that existing residents and businesses are not burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth.

FS-2.6 Give priority to improvement of San José General Fund resources as a more flexible and useful source of funding for City services, as opposed to restricted sources, such as special district, utility or Redevelopment funds.

Actions – Cultivate Fiscal Resources

FS-2.7 Consider implementation of a revolving fund system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.

FS-2.8 Work with new and existing businesses operating within San José to ensure that San José is designated as the point of sale for all taxable transactions. Encourage San José residents to buy in San José and plan our City to make doing so easier.

FS-2.9 As part of the annual review of the City's Capital Improvement Plans (CIP), identify how they can be used to support enhancement of the City's fiscal resources.

Fiscally Sustainable Land Use Framework

Goal FS-3 – Fiscally Sustainable Land Use Framework

Make land use decisions that improve the City's fiscal condition. Manage San José's future growth in an orderly, planned manner that is consistent with our ability to provide efficient and economical public services, to maximize the use of existing and proposed public facilities, and to achieve equitable sharing of the cost of such services and facilities.

Policies - Fiscally Sustainable Land Use Framework

FS-3.1 Recognize the value of long-term planning and strong land use policy in managing the City's fiscal position.

FS-3.2 Monitor residential construction, industrial and commercial job growth rates, the development of mixed-use and transit-oriented projects, the City's fiscal balance of land uses and resulting tax base, and progress made toward General Plan targets for total jobs and the ratio of Jobs/Employed Resident. Report on the results of these analyses as part of every General Plan review process.

FS-3.3 Promote land use policy and implementation actions that increase the ratio of Jobs to Employed Residents to improve our City's fiscal condition, consistent with economic development and land use goals and policies. Maintain or enhance the City's net total employment capacity collectively through amendments made to this General Plan in each Annual Review process.

FS-3.4 Promote land use policy and implementation actions that improve our City's fiscal sustainability. Maintain or enhance the City's projected total net revenue through amendments made to this General Plan in each Review process. Discourage proposed rezonings or other discretionary land use actions that could significantly diminish revenue to the City or significantly increase its service costs to the City without offsetting increases in revenue.

FS-3.5 Prepare Urban Village Plans that provide a clear and feasible strategy for achievement of Village job growth targets and incorporation of public services and other amenities consistent with Fiscal Sustainability and other General Plan goals and policies prior to the development of new housing projects within Urban Village Growth Areas. Commercial projects, including those with ancillary residential uses, may proceed in advance of the preparation of an Urban Village Plan. The job growth target for each Urban Village Growth Area is indicated in Appendix 5 - Growth Areas Planned Capacity.

FS-3.6 Through the land use entitlement process, approve new development projects, including mixed-use residential development, that conform to the completed Urban Village Plan or which provide job capacity above the amount identified in the Urban Village Plan for the subject property.

FS-3.7 Maintain an Urban Service Area (USA) in the General Plan where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located.

FS-3.8 Maintain the City's current Urban Service Area boundaries. Expansion of the Urban Service Area should only be considered when necessary to provide services to existing development in need of urban services and when such expansions are consistent with LAFCO rules. Coordinate with the County to prevent future Urban Service needs beyond the current USA boundaries.

FS-3.9 Per City, County and LAFCO policy, locate existing and future urban development within city boundaries. Implement this policy through San José's existing agreement with Santa Clara County which requires that unincorporated properties within the Urban Service Area either annex to the City, if possible, or execute a deferred annexation agreement prior to approval of development.

FS-3.10 Discourage the expansion of sanitary sewer districts for areas planned in non-urban uses outside the Urban Service Area.

FS-3.11 Consider annexation of territory outside the Urban Service Area only if it is within the Urban Growth Boundary, its intended use will require minimal or no use of Municipal services and either:

- The intended use contributes to providing services to development in the Urban Service Area, such as a planned thoroughfare across nonurban territory or a solid waste disposal, processing, or composting facility which should be located in a remote area; or
- The annexation is necessary or desirable for the implementation of General Plan non-urban land use goals and policies, such as to accept dedication of an open space or scenic easement in connection with a hillside open space preservation program.

FS-3.12 Encourage the County and LAFCO to join in cooperative efforts to seek the annexation of urbanized County pockets within the Urban Service Area.

FS-3.13 Encourage other cities within the region to take on a greater share of the region's housing needs to promote an improved regional jobs-housing balance.

Promote Fiscally Beneficial Land Use

Goal FS-4 – Promote Fiscally Beneficial Land Use

Maintain, enhance, and develop our City's employment lands as part of our strategy for Fiscal Sustainability.

Policies – Promote Fiscally Beneficial Land Use

FS-4.1 Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and

job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.

FS-4.2 Maintain, enhance, and develop the employment lands within identified key employment areas (the Berryessa International Business Park, the East Gish and Mabury industrial areas, the Evergreen industrial area, the Edenvale Redevelopment Project Area, and the Monterey Corridor Redevelopment Project Area). Protect existing employment uses within these areas from potentially incompatible non-employment uses.

FS-4.3 Maintain employment lands within the North San José industrial area and protect existing employment uses from potentially incompatible non-employment uses Allow conversion of employment lands to non-employment and residential use in areas designated Transit Employment Residential Overlay.

FS-4.4 Identify, designate and maintain an adequate number of suitable sites for a full range of commercial opportunities, including large-scale commercial centers and neighborhood-scale shopping opportunities, to serve the resident and visitor consumer population fully and to increase sales tax revenue in San José.

FS-4.5 Maintain and expand the total amount of land with either a Light Industrial or Heavy Industrial designation. Do not add overlays or other designations that would allow for non-industrial, employment uses.

FS-4.6 Consider conversion from one employment land use to another, except for Light Industrial or Heavy Industrial land uses, where the conversion would retain or expand employment capacity and revenue generation, particularly for intensification on-site if the proposed conversion would result in a net increase in revenue generation.

FS-4.7 Encourage transit-oriented development as a means to reduce costs for expansion and maintenance of our City's street system, in addition to other benefits and consistent with the General Plan Transportation goals and policies.

FS-4.8 Emphasize mixed-use development for most new development, to achieve service efficiencies from compact development patterns and to maximize job development and commercial opportunities near residential development.

Fiscally Sustainable Service Delivery

Goal FS-5 – Fiscally Sustainable Service Delivery

The City should provide the highest level of service feasible consistent with its fiscal resources, and in a cost-effective manner so that the City's method of service delivery contributes toward the achievement of a fiscally sustainable City.

Policies – Fiscally Sustainable Service Delivery

FS-5.1 Consistent with fiscal sustainability, prioritize the City's urban service delivery as follows:

- Provide services and facilities designed to serve existing needs.

- Prevent the deterioration of existing levels of service.
- Upgrade City service levels whenever feasible.

FS-5.2 Carefully consider the fiscal implications of land use decisions that result in service expansions to avoid significant negative fiscal impacts unless necessary to achieve other critical City objectives. Support the development of compact communities that reduce the demand for service expansions, facilitate more efficient service delivery and generate greater revenue per acre relative to cost for the City.

FS-5.3 Be proactive to promote consolidation of geographically overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both countywide and regionally.

FS-5.4 Seek opportunities to implement new technologies, more efficient management, or other improvements for the delivery of urban services to reduce the fiscal impact of providing those services while also meeting City service level goals.

FS-5.5 Allow residential development at urban densities (one dwelling unit per acre or greater) only where adequate services and facilities can be feasibly provided.

FS-5.6 When reviewing major land use or policy changes, consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.

FS-5.7 Encourage school districts and residential developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures early in the project planning stage, preferably immediately preceding or following land acquisition.

FS-5.8 To avoid any extraordinary maintenance and operating expenses, public improvements, communication facilities, and utilities should not be located in hillside areas with identified soils and/or geologic hazards, or other areas with similar hazards. When the location of such public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.

FS-5.9 Expansion of the Urban Service Area into the South Almaden Valley Urban Reserve will not be considered until after 2040.

FS-5.10 Maintain the rural and agricultural character of Central Coyote Valley and do not expand the Urban Service Area to include it.

FS-5.11 Identify the most efficient use of available resources to maintain the City's infrastructure and to minimize the need to replace this infrastructure.

FS-5.12 Use the design review process to consider and weigh the long term maintenance,

resource needs, and costs of the design of private streets and other private infrastructure improvements.

Goal FS-6 – Fiscally Sustainable Waste Management

Maintain a sound financial model that will sustain the City's Zero Waste programs and enable long-term delivery of quality solid waste management services to the community.

Policies – Fiscal Sustainability of Waste Management

FS-6.1 Evaluate and address potential impacts of program initiatives on system fees (hauling, tipping, and franchise).

FS-6.2 Explore alternative revenue streams such as implementing Solid Waste Development Impact Fees, Street Sweeping Fees, or Extended Producer Responsibility Fees.

FS-6.3 Examine the remaining capacity at local landfills to assess future alternatives to the Disposal Facility Tax.

FS-6.4 Continue to support a statewide landfill surcharge to fund local programs and facilities.

FS-6.5 Achieve 100% cost-recovery in commercial, residential, and construction and demolition programs.

FS-6.6 Minimize impact on customer rates while providing rate equity to all customers.

FS-6.7 Consider environmental and social costs in all decision-making and budget decisions.

FS-6.8 Continue to collaborate with other jurisdictions to increase recycling market development program funding at the State level.

FS-6.9 Support legislation to adopt a statewide landfill surcharge with an exemption for locally enacted landfill fees or other statewide solution for low cost regional landfill issue.

Action – Fiscal Sustainability of Waste Management

FS-6.10 Develop long-term alternative fee-based options to address the impact of waste diversion activities on the General Fund and Integrated Waste Management Fund.

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CHAPTER 3

Environmental Leadership











San José's commitment to environmental sustainability and environmental justice is embodied in its 30-year legacy of progressive land use planning, environmental protection, water and energy conservation programs. Recent actions, such as development of the City's Green Vision (adopted in October 2007), the City's adoption of the Urban Environmental Accords in 2005, and the Measurable Sustainability/Environmental Stewardship Major Strategy and incorporation of Environmental Leadership policies in the *Envision San José 2040 General Plan* extend that legacy.

As San José's guide for future sustainable growth and development, the *Envision San José 2040 General Plan* is a foundation for implementation of Climate Smart San Jose and incorporates and expands on the goals of the Green Vision, the Environmental Accords and other City policies and initiatives related to environmental sustainability. The *Envision General Plan* also sets guiding policies for minimizing impacts on resources, and ensuring that the City is able to maintain the infrastructure and services necessary to sustain its economy and quality of life. To promote the implementation of these policies, the *Envision General Plan* includes measurement and tracking tools to monitor the City's progress in achieving its sustainability goals.

The Environmental Leadership chapter of this Plan includes sections on measurable sustainability, environmental resources, environmental considerations/hazards, and infrastructure.

Measurable Environmental Sustainability

This section sets forth sustainability goals for San José through 2040, incorporating the areas of sustainability addressed in the City's former Green Vision and its replacement Climate Smart San Jose, and establishing measurable standards within the *Envision General Plan* for the achievement of sustainable development practices. The intent is to use those practices to benefit the quality of life, the environment, and related economic opportunities available within San José.

Green Building

Green Building is a whole systems approach to the design, construction, location, and operation of buildings and structures that helps to mitigate the environmental, economic, and social impacts of construction, demolition, and renovation. Green building practices recognize the relationship between the natural and built environments and seek to minimize the use of energy, water, and other natural resources and promote a healthful, productive indoor environment.

The City of San José recognizes the environmental, economic and health benefits of

sustainable building practices and the benefit that being a leader in this area can provide to the development of a sustainable economy. San José is committed to the promotion of green building practices to further bring them into common use within the city and to support the development of new green building industries that lead to continued economic development.

These policies reflect the importance of maximizing use of green building practices in the design, construction, maintenance and operation of new and existing buildings. This approach will meet multiple objectives, including achievement of the energy and water conservation and efficiency performance levels that will enable the greenhouse gas reductions necessary to meet the City's goals. Successful implementation of Green Building principles requires a major industry shift toward more extensive use of whole building design and integrated design practices involving multidisciplinary teams, including end users and managers, at every stage in the design and construction process. Establishing policies and implementing those policies in a way that encourages and potentially rewards builders and designers using new or innovative techniques or equipment is also important to the success of creating economic sustainability for local clean tech industries and sustainable work and living environments within San José.

Goal MS-1 – Green Building Policy Leadership

Demonstrate San José's commitment to local and global Environmental Leadership through progressive use of green building policies, practices, and technologies to achieve 100 million square feet of new or retrofitted green buildings by 2040.

Policies – Green Building Policy Leadership

MS-1.1 Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City's Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.



MS-1.2 Continually increase the number and proportion of buildings within San José that make use of green building practices by incorporating those practices into both new construction and retrofit of existing structures.

MS-1.3 Continually update and strengthen the City's Green Building policies and ordinances for new construction and rehabilitation of existing buildings to provide flexibility for application of new technologies and innovative techniques that may develop in the green building field.

MS-1.4 Foster awareness in San José's business and residential communities of the economic and environmental benefits of green building practices. Encourage design and construction of environmentally responsible commercial and residential buildings that are also operated and maintained to reduce waste,

conserve water and meet other environmental objectives.

MS-1.5 Advocate for new or revised local, regional, state, or national policies and laws that further the use of green building techniques and to further the development of green building technology. Support the development and implementation of new and innovative technologies to achieve the construction of all types of environmentally high-performing buildings.

MS-1.6 Recognize the interconnected nature of green building systems, and, in the implementation of Green Building Policies, give priority to green building options that provide environmental benefit by reducing water and/or energy use and solid waste.

MS-1.7 Encourage retrofits for existing buildings throughout San José to use green building principles in order to mitigate the environmental, economic, and social impact of those buildings, to achieve greenhouse gas reductions, and to improve air and water quality.

Actions – Green Building Policy Leadership

MS-1.8 Document and report on green building new construction and retrofits as a means to show progress towards the Green Vision Goal of 50 million square feet of green buildings in San José by 2022 and 100 million square feet by 2040.

MS-1.9 Develop programs that encourage individuals or businesses to complete green building retrofits for their properties through incentives such as tax credits, financing opportunities, or other means.

MS-1.10 Develop new and expand existing programs to educate San José's business and residential communities on the economic and environmental benefits of green building practices. Promote environmentally responsible design, construction, operation and maintenance of residential and non-residential buildings.

MS-1.11 Provide green building technical assistance and referral service to available resources as appropriate for the public.

Goal MS-2 – Energy Conservation and Renewable Energy Use

Maximize the use of green building practices in new and existing development to maximize energy efficiency and conservation and to maximize the use of renewable energy sources.

Policies – Energy Conservation and Renewable Energy Use

MS-2.1 Develop and maintain policies, zoning regulations, and guidelines that require energy conservation and use of renewable energy sources.

MS-2.2 Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.

MS-2.3 Utilize solar orientation (i.e., building placement), landscaping, design, and



construction techniques for new construction to minimize energy consumption.

MS-2.4 Promote energy efficient construction industry practices.

MS-2.5 Encourage responsible forest management in wood material selections and encourage the use of rapidly renewable materials.

MS-2.6 Promote roofing design and surface treatments that reduce the heat island effect of new and existing development and support reduced energy use, reduced air pollution, and a healthy urban forest. Connect businesses and residents with cool roof rebate programs thorugh City outreach efforts.

MS-2.7 Encourage the installation of solar panels or other clean energy power generation sources over parking areas.

Actions – Energy Conservation and Renewable Energy Use

MS-2.8 Develop policies which promote energy reduction for energy-intensive industries. For facilities such as data centers, which have high energy demand and indirect greenhouse gas emissions, require evaluation of operational energy efficiency and inclusion of operational design measures as part of development review consistent with benchmarks such as those in EPA's EnergyStar Program for new data centers. Also require consideration of distributed power production for these facilities to reduce energy losses from electricity transmission over long distances and energy production methods such as waste-heat reclamation or the purchase of renewable energy to reduce greenhouse gas emissions.

MS-2.9 Develop, implement, and utilize programs that help businesses and homeowners improve the energy efficiency of new and existing buildings and use of renewable energy sources, such as solar, through on-site generation or purchase of electricity from solar power programs in California.

MS-2.10 Develop policies to encourage the use of building materials extracted and/or manufactured in California, or within 500 miles of San José.

MS-2.11 Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).

MS-2.12 Update the Green Building Ordinance to require use of energy efficient plumbing fixtures and appliances that are WaterSense certified, Energy Star rated, or equivalent, in new construction and renovation projects.

Goal MS-3 – Water Conservation and Quality

Maximize the use of green building practices in new and existing development to minimize use of potable water and to reduce water pollution.



Policies – Water Conservation and Quality

MS-3.1 Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation needs or other area functions.

MS-3.2 Promote use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.

MS-3.3 Promote the use of drought tolerant plants and landscaping materials for non-residential and residential uses.

MS-3.4 Promote the use of greenroofs (i.e., roofs with vegetated cover), landscape-based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.

MS-3.5 Minimize areas dedicated to surface parking to reduce rainwater that comes into contact with pollutants.

Actions – Water Conservation and Quality

MS-3.6 Develop and maintain policies, ordinances, and guidelines that require reduced use of potable water and that reduce water pollution.

MS-3.7 Update the Green Building Ordinance to require installation of water efficient fixtures and appliances that are WaterSense certified, Energy Star rated, or equivalent during construction or renovation of bathrooms, kitchens, laundry areas, and/or other areas with water fixtures/appliances that are proposed to be replaced.

MS-3.8 Continue programs to educate the community on water conserving landscaping methods and materials to discourage the use of turf when it is not required for a specific function.

MS-3.9 Develop policies to promote water use efficiency, particularly for water-intensive activities.

Goal MS-4 – Healthful Indoor Environment

Maximize the use of green building practices in new and existing development to promote a healthful indoor environment.

Policies – Healthful Indoor Environment

MS-4.1 Promote the use of building materials that maintain healthful indoor air quality in an effort to reduce irritation and exposure to toxins and allergens for building occupants.

MS-4.2 Encourage construction and pre-occupancy practices to improve indoor air quality upon occupancy of the structure.



Actions – Healthful Indoor Environment

MS-4.3 Develop and implement policies and ordinances to promote the use of building materials, furniture and paint that maintain healthful indoor air quality and to discourage the use of materials that degrade indoor air quality.

MS-4.4 Develop and implement policies and ordinances to promote beneficial construction and pre-occupancy practices such as sealing of the HVAC system during construction, air flush-outs prior to occupancy, and/or air quality testing and corrections prior to occupancy.

Recycling / Zero Waste

The ultimate goal of zero waste is to contribute to achieving a greener community. To achieve San José's Zero Waste Strategy the City will maximize diversion from landfills and reduce generation of waste; provide environmental leadership and quality waste management service delivery; and ensure that the City's zero waste programs are fiscally sustainable.



Goal MS-5 – Waste Diversion

Divert 100% of waste from landfills by 2022 and maintain 100% diversion through 2040.

Policies – Waste Diversion

MS-5.1 Encourage use of reusable products.

MS-5.2 Assess the opportunities for implementing material bans at landfills.

MS-5.3 Evaluate recycling collection strategies to improve marketability of cleaner materials.

MS-5.4 Increase program participation and reduce disposal of recyclable materials through intensive outreach, incentives, enforcement or mandates.

MS-5.5 Maximize recycling and composting from all residents, businesses, and institutions in the City.

MS-5.6 Enhance the construction and demolition debris recycling program to increase diversion from the building sector.

Actions – Waste Diversion

MS-5.7 Develop ordinances to target reduction of single-use carryout bags and packaging that is difficult to recycle and not compostable in local programs. Adopt and implement new technologies that enable recycling of these materials.

MS-5.8 Revise landscaping specifications to align with state recommended guidelines that incorporate Integrated Pest Management and to support use of mulch and compost.



Goal MS-6 – Waste Reduction

Reduce generation of solid and hazardous waste.

Policies – Waste Reduction

MS-6.1 Support programs and incentives to reduce the manufacture and use of materials that are difficult to recycle, are non-compostable substitutes for compostables, or hazardous to people and the environment.

MS-6.2 Implement mixed-waste recycling of garbage and recycling processing residue to ensure that all recyclable and compostable materials are diverted from landfills.

MS-6.3 Encourage the use of locally extracted, manufactured or recycled and reused materials including construction materials and compost.

MS-6.4 Improve "downstream" reuse and recycling of end-of-life products and materials to ensure their highest and best use.

MS-6.5 Reduce the amount of waste disposed in landfills through waste prevention, reuse, and recycling of materials at venues, facilities, and special events.

MS-6.6 Promote the development of energy conversion technologies for converting residual wastes into energy.

MS-6.7 Support adoption of new technologies, including collection, sorting, and processing, that can maximize waste stream materials recovery.

MS-6.8 Maximize reuse, recycling, and composting citywide.

MS-6.9 Collaborate and partner with other local organizations to determine effective methods to reuse or recover potentially toxic or hard-to-recycle materials.

MS-6.10 Expand programs and facilities that accept hazardous and hard to recycle materials.

MS-6.11 Advocate at the State level for higher disposal fees for products that are designed for single use and for products that do not incorporate any post-consumer recycled content.

MS-6.12 Promote use of recycled materials, including reuse of existing building shells/ elements, as part of new construction or renovations.

Goal MS-7 – Environmental Leadership and Innovation

Establish San José as a nationally recognized leader in reducing the amount of materials entering the solid waste stream.

Policies – Environmental Leadership and Innovation

MS-7.1 Support zero waste legislation locally, regionally, and statewide.

MS-7.2 Collaborate with providers of solid waste collection, recycling, and disposal services to ensure a level of service that promotes a clean environment.

MS-7.3 Support the development of green jobs through investment in zero waste programs and infrastructure.

MS-7.4 Support the development of technologies that harness and use biogas resources from landfills and diverted organics.

MS-7.5 Evaluate local ordinances or enforcement actions that would result in improved methane control and capture at landfills in order to reduce greenhouse gas emissions and provide an additional fuel source in the near-term.

MS-7.6 Explore opportunities and methods to harvest buried resources from existing landfills.

MS-7.7 Promote City operations that serve as a model for achieving zero waste.

MS-7.8 Engage stakeholders to build consensus on zero waste programs and mandates.

Actions – Environmental Leadership and Innovation

MS-7.9 Adopt and implement programs that reduce the amount of materials entering the solid waste stream.

MS-7.10 Maintain and periodically update the Zero Waste Strategic Plan to establish criteria and strategies for achieving zero waste including reducing greenhouse gas emissions.

MS-7.11 Develop an incentives program to grow local markets for recyclable and reusable materials, including items such as paper, compost, and construction materials.

MS-7.12 Work with stakeholders to establish additional landfill gas-to-energy systems and waste heat recovery and prepare an ordinance requiring such action for San José City Council consideration.

MS-7.13 Develop a schedule to discontinue the use of disposable, toxic or non-renewable products as outlined in the Urban Environmental Accords. City use of at least one such item shall be discontinued each year throughout the planning period. In the near-term, staff will monitor the regulation of single-use carryout bags to ensure that their use in the City is reduced by at least 50%, or shall propose enhanced regulation or an alternate product. In the mid-term, staff will evaluate all such products for regulation or for use in energy recovery processes and shall recommend such regulations as are necessary to eliminate landfilling such products in the long-term (2022-2040).

MS-7.14 Provide on-going education about the environmental benefits of reducing wasteful consumption, which promotes the avoidance of products with excessive packaging, recycling, purchase of refills, separation of food and yard waste for composting, and using rechargeable batteries.

MS-7.15 Develop education and promotion programs to increase recycling by occupants of multi-family buildings.



Goal MS-8 – Environmental Stewardship

Establish San José as a local, regional, and statewide model for responsible management of resources.

Policies – Environmental Stewardship

MS-8.1 Incorporate Environmentally Preferable Procurement Policies (EP3), Environmental Management System (EMS), and Extended Producer Responsibility (EPR) principles and practices into the City operations and at City-sponsored events.

MS-8.2 Encourage businesses in San José to adopt EP3, EMS, and EPR principles and practices and recognize those that do.

MS-8.3 Encourage government and businesses to adopt "upstream" redesign strategies to reduce the volume and toxicity of discarded products and materials while promoting less wasteful practices.

MS-8.4 Collaborate with neighboring jurisdictions in the near-term to evaluate and consider regional landfill bans, particularly for organic materials such as food waste and yard trimmings that contribute to methane generation in landfills.

MS-8.5 Participate as a model city in development of the California Department of Resources Recycling and Recovery (CalRecycle) Organics Roadmap to minimize green waste disposed of in the landfill, such as compost market development, compost specification and use requirements.

MS-8.6 Participate in the development of climate change and carbon offset protocols, plans and regulations being developed by State and other agencies, such as the California Air Resources Board and California Climate Action Registry (CCAR), to ensure that recycling, composting and anaerobic digestion are appropriately measured for their climate change impacts.

MS-8.7 Manage wastes locally to the greatest extent feasible to minimize the export of wastes and pollution to our and other communities.

Action – Environmental Stewardship

MS-8.8 Prepare for San José City Council consideration an ordinance that would enact regional landfill bans during the near- and mid-terms for organic material such as food waste and yard trimmings that contribute to methane generation in landfills.

Goal MS-9 – Service Delivery

Operate a municipal solid waste management system that maximizes efficiencies in service delivery while protecting the environment, public health, and safety.



Policies – Service Delivery

MS-9.1 Periodically review the industrial land supply within the City's Urban Service Area to accommodate anticipated zero waste facility needs.

MS-9.2 Collaborate with existing planning processes such as the Plant Master Plan to preserve industrial land and identify appropriate locations for waste management infrastructure and energy conversion facilities.

MS-9.3 Consider General Plan and zoning changes to facilitate relocation and establishment of materials recovery and waste-to-energy industries.

MS-9.4 Evaluate new collection and processing options, including co-collecting yard trimmings and food scraps for anaerobic digestion at the Regional Wastewater Facility.

MS-9.5 Collaborate with outside agencies and the solid waste management industry to develop innovative processing methods for waste processing residue.

MS-9.6 Provide convenient locations for collection of household hazardous wastes and bulk wastes.

MS-9.7 Improve customer convenience with a broad range of collection programs and service options.

MS-9.8 Improve customer service and call center responsiveness.

MS-9.9 Target control of litter and illegal dumping.

MS-9.10 Provide incentives to participate in, and maximize the effectiveness of, Zero Waste program initiatives.

MS-9.11 Strive to ensure that Zero Waste program services are convenient, accessible and appropriate.

MS-9.12 Strive to ensure that Recycle Plus services are provided equitably for all customers.

Actions – Service Delivery

MS-9.13 Adopt standards that require new development to provide designated areas for garbage and recycling collection.

MS-9.14 Adopt standards that ensure adequate access for solid waste collection vehicles, including: vertical clearances, vehicle turn radiuses, appropriate street widths and curb lengths for container set-outs, and street inclines.

MS-9.15 Design and construct a centralized facility within the City that offers household hazardous waste collections, building materials re-use, and sustainability education and training.

Air Quality

Goal MS-10 – Air Pollutant Emission Reduction

Minimize air pollutant emissions from new and existing development.

Policies – Air Pollutant Emission Reduction

MS-10.1 Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.

MS-10.2 Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.

MS-10.3 Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.

MS-10.4 Encourage effective regulation of mobile and stationary sources of air pollution, both inside and outside of San José. In particular, support Federal and State regulations to improve automobile emission controls.

MS-10.5 In order to reduce vehicle miles traveled and traffic congestion, require new development within 2,000 feet of an existing or planned transit station to encourage the use of public transit and minimize the dependence on the automobile through the application of site design guidelines and transit incentives.

MS-10.6 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

MS-10.7 Encourage regional and statewide air pollutant emission reduction through energy conservation to improve air quality.

MS-10.8 Minimize vegetation removal required for fire prevention. Require alternatives to discing, such as mowing, to the extent feasible. Where vegetation removal is required for property maintenance purposes, encourage alternatives that limit the exposure of bare soil.

MS-10.9 Foster educational programs about air pollution problems and solutions.

Actions – Air Pollutant Emission Reduction

MS-10.10 Actively enforce the City's ozone-depleting compound ordinance and supporting policy to ban the use of chlorofluorocarbon compounds (CFCs) in packaging and in building construction and remodeling. The City may consider adopting other policies or ordinances to reinforce this effort to help reduce damage to the global atmospheric ozone layer.

MS-10.11 Enforce the City's wood-burning appliance ordinance to limit air pollutant emissions from residential and commercial buildings.

MS-10.12 Increase the City's alternative fuel vehicle fleet with the co-benefit of reducing local air emissions. Implement the City's Environmentally Preferable Procurement Policy (Council Policy 4-6) and Pollution Prevention Policy (Council Policy 4-5) in a manner that reduces air emissions from municipal operations. Support policies that reduce vehicle use by City employees.

MS-10.13 As a part of City of San José Sustainable City efforts, educate the public about air polluting household consumer products and activities that generate air pollution. Increase public awareness about the alternative products and activities that reduce air pollutant emissions.

MS-10.14 Review and evaluate the effectiveness of site design measures, transit incentives, and new transportation technologies and encourage those that most successfully reduce air pollutant emissions.

Goal MS-11 – Toxic Air Contaminants

Minimize exposure of people to air pollution and toxic air contaminants such as ozone, carbon monoxide, lead, and particulate matter.

Policies – Toxic Air Contaminants

MS-11.1 Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.

MS-11.2 For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively,

require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.

MS-11.3 Review projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.

MS-11.4 Encourage the installation of appropriate air filtration at existing schools, residences, and other sensitive receptor uses adversely affected by pollution sources.

MS-11.5 Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.

Actions – Toxic Air Contaminants

MS-11.6 Develop and adopt a comprehensive Community Risk Reduction Plan that includes: baseline inventory of toxic air contaminants (TACs) and particulate matter smaller than 2.5 microns (PM2.5), emissions from all sources, emissions reduction targets, and enforceable emission reduction strategies and performance measures. The Community Risk Reduction Plan will include enforcement and monitoring tools to ensure regular review of progress toward the emission reduction targets, progress reporting to the public and responsible agencies, and periodic updates of the plan, as appropriate.

MS-11.7 Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.

MS-11.8 For new projects that generate truck traffic, require signage which reminds drivers that the State truck idling law limits truck idling to five minutes.

Goal MS-12 – Objectionable Odors

Minimize and avoid exposure of residents to objectionable odors.

Policies – Objectionable Odors

MS-12.1 For new, expanded, or modified facilities that are potential sources of objectionable odors (such as landfills, green waste and resource recovery facilities, wastewater treatment facilities, asphalt batch plants, and food processors), the City requires an analysis of possible odor impacts and the provision of odor minimization and control measures as mitigation.

MS-12.2 Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separation distance will be determined based upon the type, size and operations of the facility.

Goal MS-13 – Construction Air Emissions

Minimize air pollutant emissions during demolition and construction activities.

Policies – Construction Air Emissions

MS-13.1 Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.



MS-13.2 Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.

MS-13.3 Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.

Actions – Construction Air Emissions

MS-13.4 Adopt and periodically update dust, particulate, and exhaust control standard measures for demolition and grading activities to include on project plans as conditions of approval based upon construction mitigation measures in the BAAQMD CEQA Guidelines.

MS-13.5 Prevent silt loading on roadways that generates particulate matter air pollution by prohibiting unpaved or unprotected access to public roadways from construction sites.

MS-13.6 Revise the grading ordinance and condition grading permits to require that graded areas be stabilized from the completion of grading to commencement of construction.

Energy Conservation

San José will continue to conserve energy, reduce energy consumption per capita, and adopt renewable energy technologies so that, as the City develops, its total Carbon Footprint will remain the same or be reduced. All San José residents and businesses will have expanded access to clean, renewable, affordable, and reliable energy.

Goal MS-14 – Reduce Consumption and Increase Efficiency

Reduce per capita energy consumption by at least 50% compared to 2008 levels by 2022 and maintain or reduce net aggregate energy consumption levels equivalent to the 2022 (Green Vision) level through 2040.

Policies – Reduce Consumption and Increase Efficiency

MS-14.1 Promote job and housing growth in areas served by public transit and that have community amenities within a 20-minute walking distance.



MS-14.2 Enhance existing neighborhoods by adding a mix of uses that facilitate biking, walking, or transit ridership through improved access to shopping, employment, community services, and gathering places.

MS-14.3 Consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan, as revised, and when technological advances make it feasible, require all new residential and commercial construction to be designed for zero net energy use.

MS-14.4 Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.

MS-14.5 Consistent with State and Federal policies and best practices, require energy efficiency audits and retrofits prior to or at the same time as consideration of solar electric improvements.

Actions – Reduce Consumption and Increase Efficiency

MS-14.6 Replace 100% of the City's traffic signals and streetlights with smart, zero emission lighting by 2022.

MS-14.7 Measure and report annually the shares of the City's total Carbon Footprint resulting from energy use in the built environment, transportation, and waste management.

MS-14.8 Partner with public, private, and non-profit agencies to develop policies that require existing residents and businesses to undertake building and appliance energy saving retrofit improvements.

Goal MS-15 – Renewable Energy

Receive 100% of electrical power from clean renewable sources (e.g., solar, wind, hydrogen) by 2022 and to the greatest degree feasible increase generation of clean, renewable energy within the City to meet its own energy consumption needs.

Policies – Renewable Energy

MS-15.1 Promote removal of demand-side barriers to adoption of a diverse array of renewable energy and energy efficiency technologies. Demand-side barriers include:

- Cost (e.g., equipment, permitting, etc.)
- Difficulty getting small-scale products to market
- Workforce availability

- Lack of public awareness about the need for and availability of such products and technologies
- State and Federal policies not supporting a diverse array of technologies

MS-15.2 Lead globally in adopting technologies that transform solid waste and biosolids (i.e., the solids that remain after wastewater treatment) into usable energy.

MS-15.3 Facilitate the installation of at least 100,000 solar roofs in San José by 2022 and at least 200,000 solar roofs by 2040.

MS-15.4 Promote local innovation, research, development, and deployment of renewable energy and energy efficiency technologies.

MS-15.5 Showcase and apply innovative technologies within San José, including developments that achieve maximum energy efficiency or net zero energy, and renewable energy systems that generate energy equal to or greater than that consumed on site.

MS-15.6 Utilize municipal facilities to showcase the application of outstanding, innovative, and locally developed energy efficiency and renewable energy technologies and practices, to demonstrate the effectiveness of these technologies and to highlight the City's energy leadership.

Actions – Renewable Energy

MS-15.7 Host local competitions, high profile events, conferences, and symposia to promote energy efficiency and renewable energy.

MS-15.8 Monitor building industry and workforce needs and provide robust professional training opportunities in renewable energy technology for City employees and the public, partnering with relevant local workforce and development industry partners.

MS-15.9 Train City code enforcement and development review staff in state-of-the-art renewable energy installations, Heating, Ventilation, and Air Conditioning (HVAC) and insulation industry standards, best practices, and resources to ensure buildings are constructed in compliance with those industry standards and best practices.

Goal MS-16 – Energy Security

Provide access to clean, renewable, and reliable energy for all San José residents and businesses.

Policies – Energy Security

MS-16.1 Promote availability of a variety of tools and services for implementing energy conservation and renewable energy generation, including financing districts, energy auditing, and energy efficiency retrofit services to all residents and business owners.

MS-16.2 Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.

MS-16.3 Consider benefits and risks of alternative energy sources, and evaluate the City's position on alternative energy sources.

Actions – Energy Security

MS-16.4 Partner with public, private, and non-profit agencies on public outreach and education on energy efficiency programs and services.

MS-16.5 Establish minimum requirements for energy efficiency measures and onsite renewable energy generation capacity on all new housing developments.

MS-16.6 Create partnerships and governance structures that improve the overall efficiency and reliability of energy production and supply.

Water Supply, Conservation, Recycling, and Quality

The City of San José in its *Envision San José 2040 General Plan* is committed to providing a fiscally and environmentally sustainable water supply to meet its goals of a healthy habitat, healthy population and healthy economy. To accomplish these goals, San José leads through example and as an advocate for the continued development of effective local, regional and statewide partnerships and governance structures that enable fiscally and environmentally sustainable water management.

Goal MS-17 – Responsible Management of Water Supply

Demonstrate environmental leadership through responsible and fiscally and environmentally sustainable management of water to restore our environment, enhance our quality of life and provide an adequate water supply to meet the needs of our community now and in the future.

Policies – Responsible Management of Water Supply

MS-17.1 Manage the limited water supply in an environmentally, fiscally, and economically sustainable manner, by working with local, regional and statewide agencies to establish policies that promote water use efficiency programs, including recycled water programs to support the expanded use of recycled water within San José and neighboring jurisdictions.

MS-17.2 Ensure that development within San José is planned and built in a manner consistent with fiscally and environmentally sustainable use of current and future water supplies by encouraging sustainable development practices, including low-impact development, water-efficient development and green building techniques. Support the location of new development within the vicinity of the recycled water system and promote expansion of the South Bay Water Recycling (SBWR) system to areas planned for new development. Residential development outside of the Urban Service Area can be approved only at minimal levels and only allowed to use non-recycled water at urban intensities. For residential development outside of the Urban Service Area, restrict water usage

to well water, rainwater collection, or other similar environmentally sustainable practice. Non-residential development may use the same sources and potentially make use of recycled water, provided that its use will not result in conflicts with other General Plan policies, including geologic or habitat impacts. To maximize the efficient and environmentally beneficial use of water outside of the Urban Service Area, limit water consumption for new development so that it does not diminish the water supply available for projected development in areas planned for urban uses within San José or other surrounding communities.

MS-17.3 Be a leader in educating the community about the challenges to the water supply system and the need for responsible water management.

MS-17.4 Create partnerships and governance structures that allow for a comprehensive approach to water supply management that improves the reliability of local and imported water supplies, explores new sources of water, and thereby protects and enhances the Sacramento-San Joaquin River Delta ecosystem.

Actions – Responsible Management of Water Supply

MS-17.5 Partner with the Santa Clara Valley Water District and other agencies to engage the public in an outreach program about the importance of water management to San José's quality of life. Develop strategies with the public on how the City can help meet future water supply challenges and minimize the need for imported water by conserving our local water supplies and using recycled water whenever appropriate.

MS-17.6 Quantitatively track the City's education program on the public use of water. Adjust the program as needed to meet *Envision General Plan* goals.

MS-17.7 Partner with other Bay Area cities to ensure that local, regional and statewide plans provide adequate water supplies to serve our community and protect the environment.

MS-17.8 Review and provide input to Urban Water Management Plans prepared by water suppliers to ensure that they maximize water conservation and reuse in order to fulfill San José's water supply needs. Consider projected water supplies in updated Urban Water Management Plans as part of each Major Review of the *Envision General Plan*.

Goal MS-18 – Water Conservation

Continuously improve water conservation efforts in order to achieve best in class performance. Double the City's annual water conservation savings by 2040 and achieve half of the Water District's goal for Santa Clara County on an annual basis.

Policies – Water Conservation

MS-18.1 Demonstrate environmental leadership by adopting citywide policies that encourage or require new and existing development to incorporate measures to reduce potable water demand and/or increase water efficiency in order to reduce the City's need for imported water.

MS-18.2 Require new development outside of the City's Urban Service Area to incorporate measures to minimize water consumption.

MS-18.3 Demonstrate environmental leadership by encouraging the creation and use of new technologies that reduce potable water demand and/or increase the efficiency of water use.

MS-18.4 Retrofit existing development to improve water conservation.

MS-18.5 Reduce citywide per capita water consumption by 25% by 2040 from a baseline established using the 2010 Urban Water Management Plans of water retailers in San José.

MS-18.6 Achieve by 2040, 50 Million gallons per day of water conservation savings in San José, by reducing water use and increasing water use efficiency.

MS-18.7 Use the City's 2008 Water Conservation Plan as the data source to determine San José's baseline water conservation savings level.

Actions – Water Conservation

MS-18.8 Encourage state legislation to improve water use efficiency through statewide mandates and appropriate regulations to encourage water efficient development (for example, plumbing code, graywater code, and the green building policy).



MS-18.9 Partner with other agencies to incentivize water conservation by developing cost-sharing agreements on rebates and other incentive programs.

MS-18.10 Partner with other agencies on education and outreach to engage the community in an ethic of efficient water use and the use of water-efficient practices and technologies.

MS-18.11 Adopt guidelines or ordinances that encourage or require Bay-friendly, water-efficient design, landscape and irrigation within San José.

MS-18.12 Encourage stormwater capture and encourage, when feasible and cost-effective, on-site rainwater catchment for new and existing development.



MS-18.13 Encourage graywater use whenever appropriate and in areas that do not impact groundwater quality as determined through coordination with local agencies.

MS-18.14 Participate in regional efforts to develop codes and standards for stormwater capture and graywater reuse, whenever feasible and cost-effective, and in areas that do not impact groundwater quality as determined through coordination with local agencies.

MS-18.15 Adopt city water use efficiency codes and standards and work with local, regional, state and other public and private agencies to increase water use efficiency within San José and neighboring jurisdictions.

MS-18.16 Review and publicly report on the achievement of water conservation goals and policies on a regular basis to monitor and achieve success.

MS-18.17 Encourage the development of new water efficiency, conservation and reuse technologies by providing opportunities for pilot testing and evaluation and incentives for early adoption of such technologies within the community.

Goal MS-19 – Water Recycling

Recycle or beneficially reuse 100% of the City's wastewater supply, including the indirect use of recycled water as part of the potable water supply.

Policies – Water Recycling

MS-19.1 Require new development to contribute to the cost-effective expansion of the recycled water system in proportion to the extent that it receives benefit from the development of a fiscally and environmentally sustainable local water supply.

MS-19.2 Support local, regional and statewide efforts to educate the community about the benefits, reliability and quality of recycled water and the critical role it plays in our water supply.

MS-19.3 Expand the use of recycled water to benefit the community and the environment.

MS-19.4 Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.

MS-19.5 Improve the treatment of recycled water so that it can be used to help augment streams and recharge groundwater aquifers that provide a portion of the City's potable water supply.

Actions – Water Recycling

MS-19.6 Develop and enact ordinance(s) that require new development to contribute to the improvement and expansion of the South Bay Water Recycling system.

MS-19.7 Partner with the Santa Clara Valley Water District and other appropriate agencies to establish an adaptive outreach program to involve the community in development of strategies to promote the value of recycled water as an important part of a fiscally and environmentally sustainable urban water use portfolio.

MS-19.8 Initiate and support statewide laws and policies that increase the percentage of recycled water included in the State's water portfolio, encourage safe water recycling, promote community tolerance for the use of recycled water, and provide funding for regional and local recycled water projects.

MS-19.9 Work with public and private water wholesalers and retailers to cost-effectively expand the South Bay Water Recycling distribution system to serve new



non-potable water demand with emphasis placed upon areas experiencing or planned for significant amounts of new development.

MS-19.10 Develop incentives to encourage the use of recycled water. Enact ordinances that ensure that new buildings in the vicinity of the SBWR pipeline are constructed in a manner suitable for connection to the recycled water system and that they use recycled water wherever appropriate.



MS-19.11 Provide technical assistance to industries and community businesses to facilitate the use of recycled water. Support recycled water research to increase understanding of all safe and viable uses for recycled water in our community.

MS-19.12 Adopt city recycled water use codes and standards and work with local, regional, state and other public and private agencies to substantially increase use of recycled water within San José and neighboring jurisdictions.

MS-19.13 Review and publicly report on the achievement of water recycling goals and policies on a regular basis to monitor and achieve success.

Goal MS-20 – Water Quality

Ensure that all water in San José is of the highest quality appropriate for its intended use.

Policies – Water Quality

MS-20.1 Lead through advocacy with local, regional and state agencies to ensure the protection and enhancement of the quality of San José's water sources.

MS-20.2 Avoid locating new development or authorizing activities with the potential to negatively impact groundwater quality in areas that have been identified as having a high degree of aquifer vulnerability by the Santa Clara Valley Water District or other authoritative public agency.

MS-20.3 Protect groundwater as a water supply source through flood protection measures and the use of stormwater infiltration practices that protect groundwater quality. In the event percolation facilities are modified for infrastructure projects, replacement percolation capacity will be provided.

Action – Water Quality

MS-20.4 Work with local, regional and state agencies to protect and enhance the watershed, including the protection of surface water and ground water supplies from pollution and degradation.

Community Forest

San José's Community Forest consists of trees growing on public lands, such as street trees (i.e., those in median islands and roadside landscape areas), parks, trails, community centers, libraries and schools; and trees growing on private property, including trees in the backyards of homes, shopping center parking lots, and within the landscaped areas of high-technology office buildings. The Community Forest provides scenic beauty, serves as a barrier to wind and as a visual buffer, and provides shade to reduce heat in urban

areas. It also removes pollutants (e.g., carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter) and absorbs carbon dioxide from the air, helps conserve energy and water use, replenishes oxygen, and protects against flood hazards, landslides, and soil erosion by absorbing rain water. Native and landscape trees within this Forest provide important wildlife habitat for birds and other animals living in urban areas. All large specimen and heritage trees, especially native oaks, have special aesthetic and historical value. Street trees promote neighborhood traffic safety by encouraging motorists to drive more slowly. San José's Community Forest softens the effects of urban development, raises neighborhood and commercial property values, and contributes to the community's identity and sense of place.



Goal MS-21 – Community Forest

Preserve and protect existing trees and increase planting of new trees within San José to create and maintain a thriving Community Forest that contributes to the City's quality of life, its sense of community, and its economic and environmental well being.

Policies – Community Forest

MS-21.1 Manage the Community Forest to achieve San José's environmental goals for water and energy conservation, wildlife habitat preservation, stormwater retention, heat reduction in urban areas, energy conservation, and the removal of carbon dioxide from the atmosphere.

MS-21.2 Provide appropriate resources to preserve, protect and expand the City's Community Forest.

MS-21.3 Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.

MS-21.4 Encourage the maintenance of mature trees, especially natives, on public and private property as an integral part of the community forest. Prior to allowing the removal of any mature tree, pursue all reasonable measures to preserve it.

MS-21.5 As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse affect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.

MS-21.6 As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.



MS-21.7 Manage infrastructure to ensure that the placement and maintenance of street trees, streetlights, signs and other infrastructure assets are integrated. Give priority to tree placement in designing or modifying streets.

MS-21.8 For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals:

- Avoid conflicts with nearby power lines.
- Avoid potential conflicts between tree roots and developed areas.
- Avoid use of invasive, non-native trees.
- Remove existing invasive, non-native trees.
- Incorporate native trees into urban plantings in order to provide food and cover for native wildlife species.
- Plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.

MS-21.9 Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), landscape plantings shall incorporate tree species native to the area and propagated from local sources (generally from within 5-10 miles and preferably from within the same watershed).

MS-21.10 Prohibit London plane trees from being planted in the Coyote Planning Area, which is located near the most significant stands of sycamore alluvial woodland in the City. Planting of this species is discouraged elsewhere, particularly near riparian areas. Prohibit holly-leaved oaks from being planted in areas containing stands of native oaks or in proximity to native oak woodland habitat.

Actions – Community Forest

MS-21.11 Create and maintain an inventory of the City's street and park trees.

MS-21.12 Complete the development of a Community Forest Master Plan that provides a strategy to achieve the City's Community Forest Goals; implement this Master Plan.

MS-21.13 Develop performance measures for tree planting and canopy coverage which measure the City's success in achieving the Community Forest goals. These performance measures should inform tree planting goals for the years between 2022 (the horizon year for the Green Vision) and 2040.

MS-21.14 Secure adequate human and financial resources to oversee all City tree services, to implement policies and to address the deferred and on-going maintenance funding needs for the community forest.

MS-21.15 Expand the City's existing partnership with Our City Forest, and develop new partnerships with other non-profits, businesses, other agencies and the community, to maximize available resources to maintain and expand the Community Forest.

MS-21.16 Collaborate with other government agencies – local, state and federal – to leverage resources to achieve the City's Community Forest goal.

MS-21.17 Support volunteer urban forestry programs that encourage the participation of citizens in tree planting and maintenance in neighborhoods and parks throughout the City.

MS-21.18 Implement the Heritage Tree Ordinance to maintain and protect San José's heritage trees.

MS-21.19 Periodically update the heritage tree list, identifying trees of special significance to the community.

MS-21.20 Explore development of a user-friendly, city managed in-lieu fee/tree planting program that provides applicants with an alternative way to provide required replacement trees.

Environmental Resources

San José boasts a plethora of environmental resources across its diverse landscape. San José celebrates its natural setting, including its hillsides, riparian corridors, lakes, the San Francisco Bay, and adjacent baylands. The goals and policies in this section protect San José's terrestrial and aquatic assets, as well as the flora and fauna these natural resources support. They also recognize the importance of San José's archaeological and extractive resources.

Natural Communities and Wildlife Habitat

The Natural Communities and Wildlife Habitat goals and policies provide guidance for how to balance resource conservation and urban development, so as to maximize the mutual achievement of environmental, economic and social objectives.

San José also recognizes the need for multiple jurisdictions to cooperate in the management of natural communities and wildlife habitat. Recognizing this interdependence, San José will demonstrate environmental leadership through advocacy and cooperative efforts with other jurisdictions.

Grassland, Oak Woodlands, Chaparral and Coastal Scrub Habitats

Oak woodlands, grasslands, chaparral and coastal scrub are the primary vegetative cover on the hillsides surrounding the Santa Clara Valley floor. In addition to providing grazing land, wildlife habitat, and rainwater capture, these areas also have direct scenic value.

Goal ER-1 – Grassland, Oak Woodlands, Chaparral and Coast Scrub

Preserve, protect and restore the ecological integrity and scenic characteristics of grasslands, oak woodlands, chaparral and coastal scrub in hillside areas.

Policies – Grassland, Oak Woodlands, Chaparral and Coast Scrub

ER-1.1 The nature and amount of public access to wooded areas, scrublands, and grasslands, when allowed, shall be consistent with the environmental characteristics of these areas.

ER-1.2 Prohibit the use of motorized off-road vehicles for recreation purposes in oak woodland, grassland, and hillside areas within the City to protect these limited resources.

ER-1.3 Cooperate with other agencies in the preservation and management of native hillside vegetation.

ER-1.4 Minimize the removal of ecologically valuable vegetation such as serpentine and non-serpentine grassland, oak woodland, chaparral, and coastal scrub during development and grading for projects within the City.

ER-1.5 Preserve and protect oak woodlands, and individual oak trees. Any loss of oak woodland and/or native oak trees must be fully mitigated.

ER-1.6 Preserve, protect, and manage serpentine grasslands and serpentine chaparral, particularly those supporting sensitive serpentine bunchgrass communities providing habitat for sensitive plant and animal species. Development will not be permitted on serpentine grasslands or chaparral supporting state or federal candidate or listed threatened or endangered plant or animal species. Appropriately managed grazing is encouraged on serpentine grasslands.

ER-1.7 Prohibit planting of invasive non-native plant species in oak woodlands, grasslands, chaparral and coastal scrub habitats, and in hillside areas.

Actions – Grassland, Oak Woodlands, Chaparral and Coast Scrub

ER-1.8 Work with Local Partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of Gilroy and Morgan Hill) and three Wildlife Agencies (the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service (NMFS-NOAA Fisheries) on completion of the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) project. Once completed and adopted, implement an HCP/NCCP that both mitigates for land and stream development impacts and provides additional conservation, restoration, and enhancement efforts.



ER-1.9 In the event an HCP/NCCP which includes measures to off-set indirect impacts to serpentine grassland habitats is not adopted, as City resources allow, develop and implement a comparable City of San José program for preservation of serpentine grasslands based upon the strategies developed through the HCP/NCCP process.

Riparian Corridors

Streams and adjacent riparian lands within the City of San José are a vital natural resource supporting a diversity of habitats. They also provide open space resources and contribute to economic vitality.

Goal ER-2 – Riparian Corridors

Preserve, protect, and restore the City's riparian resources in an environmentally responsible manner to protect them for habitat value and recreational purposes.

Policies – Riparian Corridors

ER-2.1 Ensure that new public and private development adjacent to riparian corridors in San José are consistent with the provisions of the City's Riparian Corridor Policy Study and any adopted Santa Clara Valley Habitat Conservation Plan/ Natural Communities Conservation Plan (HCP/NCCP).

ER-2.2 Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.

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.

ER-2.4 When disturbances to riparian corridors cannot be avoided, implement appropriate measures to restore, and/or mitigate damage and allow for fish passage during construction.

ER-2.5 Restore riparian habitat through native plant restoration and removal of non-native/invasive plants along riparian corridors and adjacent areas.

Actions – Riparian Corridors

ER-2.6 Develop a City Council Policy based on the City's Riparian Corridor Policy Study and HCP/NCCP to successfully implement the riparian goals and policies of the *Envision General Plan*, which recognizes that a 100-foot setback is the standard to be achieved in all but a limited number of instances, where no significant environmental impacts would occur.

ER-2.7 Partner with public, private, and non-profit agencies on public outreach and education on the importance of protecting our riparian corridor resources.

ER-2.8 Develop and require the use of a criteria checklist from the Riparian Corridor Policy Study to evaluate new developments that propose to use riparian setback exceptions.



Bay and Baylands

The San Francisco Bay and the baylands are a vital biotic, cultural and recreational open space resource.

Goal ER-3 – Bay and Baylands

Preserve and restore natural characteristics of the Bay and adjacent lands, and recognize the role of the Bay's vegetation and waters in maintaining a healthy regional ecosystem.

Policies – Bay and Baylands

ER-3.1 Protect, preserve and restore the baylands ecosystem in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San José in a healthful environment.

ER-3.2 Cooperate with the County, U.S. Army Corps of Engineers, EPA, California Department of Fish and Game, Bay Conservation and Development Commission (BCDC), and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands.

ER-3.3 In cooperation and, where appropriate, in consultation with other interested agencies and with projects such as the South Bay Salt Ponds Restoration Project, encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action.

ER-3.4 Avoid new development which creates substantial adverse impacts on the Don Edwards San Francisco Bay National Wildlife Refuge or results in a net loss of baylands habitat value.

ER-3.5 Prohibit planting of invasive non-native plant species in or near baylands habitats.

Special-Status Plants and Animals

Natural habitats and communities, including streams, oak woodlands, grassland, chaparral, riparian forest, salt marsh, freshwater wetlands, and others, harbor a number of species that are rare, declining, or particularly sensitive to human activities. These "special-status species" include plants and animals that are protected under State and Federal Endangered Species Acts, the Federal Migratory Bird Treaty Act, and the California Fish and Game Code, and other species listed by the California Department of Fish and Game and the California Native Plant Society. (See Table ER-4: Special-Status Animal Species)



Goal ER-4 – Special-Status Plants and Animals

Preserve, manage, and restore habitat suitable for special-status species, including threatened and endangered species.

Policies – Special Status Plants and Animals

ER-4.1 Preserve and restore, to the greatest extent feasible, habitat areas that support special-status species. Avoid development in such habitats unless no feasible alternatives exist and mitigation is provided of equivalent value.

ER-4.2 Limit recreational uses in wildlife refuges, nature preserves and wilderness areas in parks to those activities which have minimal impact on sensitive habitats.

ER-4.3 Prohibit planting of invasive non-native plant species in natural habitats that support special-status species.

ER-4.4 Require that development projects incorporate mitigation measures to avoid and minimize impacts to individuals of special-status species.



Action – Special Status Plants and Animals

ER-4.5 Where implementation of the *Envision General Plan* would result in impacts to burrowing owl habitat occupied by breeding owls in 2008 or later, providing mitigation of equivalent value shall consist of securing, protecting and managing nesting and foraging habitat in perpetuity for burrowing owls within the South Bay area such that there is no reduction in the local burrowing owl population. Mitigation shall be required for the largest number of breeding burrowing owls that have been identified nesting or foraging on a site in burrowing owl surveys since 2008. These measures are required to be implemented by individual projects unless the City develops an independent plan or participates in a regional conservation strategy (such as the Santa Clara Valley HCP) that would maintain or increase South Bay area burrowing owl populations.

Table ER-4: Special-status Species in San Jose's Sphere of Influence

COMMON NAME	SCIENTIFIC NAME
Tiburon Indian paintbrush	*Castilleja affinis ssp. neglecta*
Coyote ceanothus	*Ceanothus ferrisiae*
Santa Clara Valley dudleya	*Dudleya setchellii*
Metcalf Canyon jewel-flower	*Streptanthus albidus ssp. albidus*
Alkali milk-vetch	*Astragalus tener var. tener*
Big-scale balsamroot	*Balsamorhiza macrolepis var. macrolepis*
Congdon's tarplant	*Centromadia parryi ssp. congdonii*
Mt. Hamilton thistle	*Cirsium fontinale var. campylon*
Hoover's button-celery	*Eryngium aristulatum var. hooveri*
Fragrant fritillary	*Fritillaria liliacea*
Loma Prieta hoita	*Hoita strobilina*
Satan's goldenbush	*Isocoma menziesii var. diabolica*
Smooth lessingia	*Lessingia micradenia var. globrata*
Arcuate bush-mallow	*Malacothamnus arcuatus*
Mt. Diablo cottonweed	*Micropus amphibolus*
Robust monardella	*Monardella villosa ssp. globosa*
Most beautiful jewel-flower	*Streptanthus albidus ssp. peramoenus*
Bay checkerspot butterfly	*Euphydryas editha bayensis*
Pacific lamprey	*Lampetra tridentata*
Central Valley fall-run Chinook salmon	*Oncorhynchus tshawytscha*
Central California coast steelhead	*Oncorhynchus mykiss*
California tiger salamander	*Ambystoma californiense*
California red-legged frog	*Rana draytonii*
Foothill yellow-legged frog	*Rana boylii*
Western pond turtle	*Actinemys marmorata*
California brown pelican	*Pelecanus occidentalis*
Golden eagle	*Aquila chrysaetos*
White-tailed kite	*Elanus caeruleus*
Northern Harrier	*Circus cyaneus*
Bald eagle	*Haliaeetus leucocephalus*
American peregrine falcon	*Falco peregrinus anatum*
California clapper rail	*Rallus longirostris obsoletus*
Western snowy plover	*Charadrius alexandrinus nivosus*
California least tern	*Sterna antillarum browni*
Burrowing owl	*Athene cunicularia*
Vaux's swift	*Chaetura vauxi*
Loggerhead shrike	*Lanius ludovicianus*

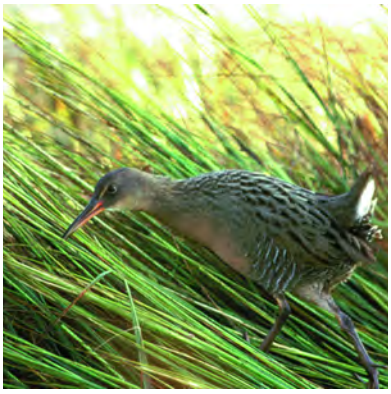
COMMON NAME	SCIENTIFIC NAME
Yellow warbler	*Dendroica petechia*
San Francisco common yellowthroat	*Geothlypis trichas sinuosa*
Alameda song sparrow	*Melospiza melodia pusillula*
Grasshopper sparrow	*Ammodramus savannarum*
Bryant's savannah sparrow	*Passerculus sandwichensis alaudinus*
Tricolored blackbird	*Agelaius tricolor*
Salt marsh harvest mouse	*Reithrodontomys raviventris*
Salt marsh wandering shrew	*Sorex vagrans halicoetes*
Pallid bat	*Antrozous pallidus*
Western red bat	*Lasiurus blossevillii*
San Francisco dusky-footed woodrat	*Neotoma fuscipes annectens*
American badger	*Taxidea taxus*

Migratory Birds

More than 350 species of birds have been observed in the diverse array of habitats provided by the City.

Goal ER-5 – Migratory Birds

Protect migratory birds from injury or mortality.



Policies – Migratory Birds

ER-5.1 Avoid implementing activities that result in the loss of active native birds' nests, including both direct loss and indirect loss through abandonment, of native birds. Avoidance of activities that could result in impacts to nests during the breeding season or maintenance of buffers between such activities and active nests would avoid such impacts.

ER-5.2 Require that development projects incorporate measures to avoid impacts to nesting migratory birds.

Urban Natural Interface

Goal ER-6 – Urban Natural Interface

Minimize adverse effects of urbanization on natural lands adjacent to the City's developed areas.

Policies – Urban Natural Interface



ER-6.1 Encourage fencing between residential areas and natural lands to minimize the encroachment of people, pets, and non-native vegetation into natural lands.

ER-6.2 Design development at the urban/natural community interface of the Greenline/Urban Growth Boundary (UGB) to minimize the length of the shared boundary between urban development and natural areas by clustering and locating new development close to existing development. Key areas where natural communities are found adjacent to the UGB include the Baylands in Alviso, the Santa Teresa Hills, Alum Rock Park, and Evergreen.

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.

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).

ER-6.5 Prohibit use of invasive species, citywide, in required landscaping as part of the discretionary review of proposed development.

ER-6.6 Encourage the use of native plants in the landscaping of developed areas adjacent to natural lands.

ER-6.7 Include barriers to animal movement within new development and, when possible, within existing development, to prevent movement of animals (e.g., pets and wildlife) between developed areas and natural habitat areas where such barriers will help to protect sensitive species.

ER-6.8 Design and construct development to avoid changes in drainage patterns across adjacent natural areas and for adjacent native trees, such as oaks.

Action – Urban Natural Interface

ER-6.9 Work with landowners, landscapers, nurseries, and the multi-agency Santa Clara County Weed Management Area to remove and prevent the spread of highly invasive and noxious weeds. Invasive plants are those plants listed in the State's Noxious Weed List, the California Invasive Plant Council's list of "Exotic Pest Plants of Greatest Ecological Concern in California," and other priority species identified by the agricultural commissioner and California Department of Agriculture.

ER-6.10 Update the Riparian Corridor Policy Study and all City design guidelines based on guidance from Responsible Agencies on best practices for lighting to protect sensitive habitats and species, including birds and bats.

Wildlife Movement

Wildlife movement within or in the vicinity of San José takes many forms, and is different for the various species associated with these lands. Bird and bat species move readily over the landscape, foraging over and within both natural lands and landscaped areas of the City. Fish species move along the stream corridors, some as year-round residents, some as anadromous species that live in salt water and spawn in fresh water. Mammals of different species move within their home ranges, but also disperse between patches of high-quality habitat.

Movement of animals between the vast expanses of natural lands in the Santa Cruz Mountains and the Diablo Range is constrained by development that has occurred on the Santa Clara Valley floor. Consequently, it is important that wildlife be able to move between these two mountain ranges in the few areas where such movement still occurs. Within the City's Sphere of Influence, the Coyote Valley and Almaden Valley still provides a landscape linkage between these two ranges. On-going acquisition and preservation of strategic lands by either public or non-profit agencies can further promote beneficial connectivity between wildlife habitat areas.

Goal ER-7 – Wildlife Movement

Minimize adverse effects of future development on wildlife movement and remove or reduce existing impediments to wildlife movement.





Policies – Wildlife Movement

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.

ER-7.2 In areas important to terrestrial wildlife movement, design new or improved existing roads so that they allow wildlife to continue to move across them (e.g., either over the road surface or through undercrossings or overcrossings designed for the animals moving through the areas). Enhance undercrossings used for wildlife movement (e.g., by enlargement) when roads are improved.

ER-7.3 Where new road crossings of streams are constructed, or existing culverts are replaced or improved, design them to allow movement of aquatic species present in any watercourse crossed by the road. Use clear-span bridges in place of culverts where feasible.

Action – Wildlife Movement

ER-7.4 To facilitate the movement of wildlife across Coyote Valley, work with the appropriate transportation agencies to replace portions of the median barrier on Monterey Road with a barrier that maintains human safety while being more permeable to wildlife movement and implement other improvements to benefit wildlife movement.

ER-7.5 Support the on-going identification and protection of critical linkages for wildlife movement in the Mid-Coyote Valley.

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.



Stormwater

The City of San José is committed to responsible stormwater management to support healthy habitats, a healthy human population, and a healthy economy. To accomplish these goals, San José continues to implement policies and programs that manage its discharge into the City's storm drain system to enhance the quality of local waterways.

Goal ER-8 - Stormwater

Minimize the adverse effects on ground and surface water quality and protect property and natural resources from stormwater runoff generated in the City of San José.

Policies - Stormwater

ER-8.1 Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.

ER-8.2 Coordinate with regional and local agencies and private landowners to plan, finance, construct, and maintain regional stormwater management facilities.

ER-8.3 Ensure that private development in San José includes adequate measures to treat stormwater runoff.

ER-8.4 Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.

ER-8.5 Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.

ER-8.6 Eliminate barriers to and enact policies in support of the reuse of stormwater runoff for beneficial uses in existing infrastructure and future development in San José.

ER-8.7 Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.

ER-8.8 Consider the characteristics and condition of the local watershed and identify opportunities for water quality improvement when developing new or updating existing development plans or policies including, but not limited to, specific or area land use plans.

Actions - Stormwater

ER-8.9 Partner with public, private, and non-profit agencies on public outreach and education on the importance of responsible stormwater management.

ER-8.10 Participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SVURPPP) and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System (NPDES) permits and other measures.



Water Resources

The local water resource system consists of watershed lands, underground aquifers, groundwater recharge areas, recycled water, reservoirs, canals, streams, rivers, creeks, and the riparian vegetations associated with them. This local system is supplemented by the importation of water from external sources. Water is imported to Santa Clara County by the Santa Clara Valley Water District (SCVWD) from state and federal water systems that flow through the Sacramento-San Joaquin Delta, and by the San Francisco Public Utilities Commission (SFPUC) from the Sierra Nevada mountain range.

Goal ER-9 – Water Resources

Protect water resources because they are vital to the ecological and economic health of the region and its residents.

Policies – Water Resources

ER-9.1 In consultation with the Santa Clara Valley Water District, other public agencies and the SCVWDs Water Resources Protection Guidelines and Standards (2006 or as amended), restrict or carefully regulate public and private development in streamside areas so as to protect and preserve the health, function and stability of streams and stream corridors.

ER-9.2 In consultation with the SCVWD restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.

ER-9.3 Utilize water resources in a manner that does not deplete the supply of surface or groundwater or cause overdrafting of the underground water basin.

ER-9.4 Work with the SCVWD to preserve water quality by establishing appropriate public access and recreational uses on land adjacent to rivers, creeks, wetlands, and other significant water courses.

ER-9.5 Protect groundwater recharge areas, particularly creeks and riparian corridors.

ER-9.6 Require the proper construction and monitoring of facilities that store hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or tidal flooding.

Archaeology and Paleontology

San José's long and colorful human and natural history provides a significant contribution to a sense of community identity. Native Americans represent a large part of that history, and artifacts from the Native American era and fossils of plants and animals have been discovered in various locations throughout San José. These artifacts provide an irreplaceable record of another civilization and the history of life on earth, so their protection is important.



Goal ER-10 – Archaeology and Paleontology

Preserve and conserve archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity.

Policies – Archaeology and Paleontology

ER-10.1 For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.

ER-10.2 Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.

ER-10.3 Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

Action – Archaeology and Paleontology

ER-10.4 The City will maintain a file of archaeological and paleontological survey reports by location to make such information retrievable for research purposes over time.

Extractive Resources

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone. All of these have provided building materials to the construction industry. Santa Clara County has also supplied a significant portion of the nation's mercury over the past century.

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated: the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, other than the Communications Hill area cited above, San José does not have mineral deposits subject to SMARA.

Goal ER-11 – Extractive Resources

Conserve and make prudent use of commercially usable extractive resources.



Policies – Extractive Resources

ER-11.1 When urban development is proposed on lands which have been identified as containing commercially usable extractive resources, consider the value of those resources.

ER-11.2 Encourage the conservation and development of SMARA-designated mineral deposits wherever economically feasible.

ER-11.3 When making land use decisions involving areas which have a SMARA designation of regional significance, balance mineral values against alternative land uses and consider the importance of these minerals to their market region as a whole and not just their importance to San José.

ER-11.4 Carefully regulate the quarrying of commercially usable resources, including sand and gravel, to mitigate potential environmental effects such as dust, noise and erosion.

ER-11.5 When approving quarrying operations, require the preparation and implementation of reclamation plans for the contouring and revegetation of sites after quarrying activities cease.

Environmental Considerations / Hazards

San José's Sphere of Influence includes many areas subject to varying degrees of naturally occurring hazards. Historically, as land becomes scarce, there is increased pressure to develop vacant land with a higher hazard potential. Development in hazardous areas, however, can result in significant costs to the community, including major property damage as well as potential loss of life. Another major consideration is the extraordinary expense borne by the City to repair and replace public utilities and facilities located in hazard areas.

Hazards obviously represent a risk to the community. The purpose of the goals and policies in this section is to incorporate safety considerations into the City's planning and decision-making processes to reduce those risks. Since it is not possible to eliminate all such risks, the City and its residents must decide, based on personal, social, and economic costs and benefits, the degree of risk that is acceptable for various hazards. High risks in existing structures may be lowered to an acceptable level by physical alteration, relocation, demolition or changes in use. For new development, the emphasis of the *Envision General Plan* policies is to regulate construction so as to minimize identifiable risks.

The Natural Hazards policies in this Plan are based on substantial background data and analysis about existing conditions in the City of San José and in the Santa Clara Valley. The main sources for this information, incorporated into the *Envision General Plan* by reference, are:

1. "Technical Report, Geological Investigation, City of San José's Sphere of Influence", prepared by Cooper-Clark and Associates, hereinafter called the Cooper-Clark Technical Studies.
2. The City of San José Fault Hazard Maps, prepared by the San José Department of Public Works, which include State of California Special Study Zones.
3. Digital Flood Insurance Rate Maps (DFIRM), City of San José, California, prepared for the National Flood Insurance Program by the Federal Emergency Management Agency.
4. Flood Awareness Maps for Santa Clara County, prepared by the California Department of Water Resources.
5. Anderson Dam EAP 2003 Flood Inundation Maps, prepared by the SCVWD.
6. The City of San José Special Flood Hazard Area Regulations (San José Municipal Code Section 17.08).
7. "Flooding in San José, Study Session on Flood Management Issues November 19, 2007", prepared by the San José City Council and SCVWD Board of Directors.
8. The City of San José Geologic Hazard Regulations (San José Municipal Code Section 17.10).
9. City of San José Emergency Operations Plan, August 17, 2004.
10. SCVWD Water Resources Protection Guidelines and Standards (2006 or as amended), prepared collaboratively by SCVWD, the City of San José and other local jurisdictions.
11. Association of Bay Area Governments (ABAG) Hazard Mitigation Plan "Taming Natural Disasters", adopted per Council Resolution No. 73721 as the City of San José's local hazard mitigation plan.

These sources describe the soils, geologic and flooding conditions throughout the area, but they are not intended to identify the site specific characteristics of individual properties. For instance, flood maps are a guide created for insurance purposes and represent a condition at a snapshot in time. The frequency, depth and lateral extent of flooding is influenced by land development, land subsidence, and global warming or other climatic changes. The Plan's policies require detailed site-specific evaluation of properties when the sources referenced above indicate there may be a potential hazard. This evaluation is to confirm the accuracy of the generalized information provided in the referenced sources, identifying the specific impacts of a proposed development, and developing appropriate mitigation measures for those impacts.

There are many interrelationships between the various topics within the Hazards section of the Plan. For example, the control of erosion and prevention of landslides can have positive effects on the reduction of potential flooding impacts. Earthquakes can magnify, and in fact are a direct cause of one type of liquefaction, a hazardous soil condition. Fires in watershed areas can increase erosion and storm water runoff, thereby increasing flooding potential.

The discussion of natural hazards also relates to other elements of the *Envision General Plan*. The potential for land subsidence is directly related to the issues discussed in the Water Resources section, since land subsidence is caused from overdrafting the groundwater basin. The discussion of flooding hazards in this section is directly related to the planning for improved flood protection facilities discussed in the Facilities and Services section. This section also addresses man-made hazards, including noise, fire hazards and hazardous materials. Safety hazards associated with vehicular, rail and air transportation are addressed in the Transportation goals and policies.

In the event of a fire, geologic, or other hazardous occurrence, the City of San José's Emergency Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of San José's citizens. The Emergency Plan includes evacuation procedures but does not delineate evacuation routes. Instead, procedures are outlined for different types of emergencies occurring in different locations of San José.

Noise and Vibration

Goal EC-1 – Community Noise Levels and Land Use Compatibility

Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.



Policies – Community Noise Levels and Land Use Compatibility

EC-1.1 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

- The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected *Envision General Plan* traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:

- For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.

- For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA)) 55 60 65 70 75 80
1. Residential, Hotels and Motels, Hospitals and Residential Care[1]	
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	
3. Schools, Libraries, Museums, Meeting Halls, Churches	
4. Office Buildings, Business Commercial, and Professional Offices	
5. Sports Arena, Outdoor Spectator Sports	
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters	

[1]Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"; or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

EC-1.4 Include appropriate noise attenuation techniques in the design of all new General Plan streets projected to adversely impact noise sensitive uses.

EC-1.5 Encourage the State Department of Transportation and County transportation agencies to provide visually pleasing sound attenuation devices on all new and existing freeways and expressways.

EC-1.6 Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.

EC-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

EC-1.8 Allow commercial drive-through uses only when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.

EC-1.9 Require noise studies for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, implement mitigation so that recurring maximum instantaneous noise levels do not exceed 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms.

EC-1.10 Monitor Federal legislative and administrative activity pertaining to aircraft noise for new possibilities for noise-reducing modifications to aircraft engines beyond existing Stage 3 requirements. Encourage the use of quieter aircraft at the San José International Airport.

EC-1.11 Require safe and compatible land uses within the Mineta International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and encourage aircraft operating procedures that minimize noise.

EC-1.12 Encourage the Federal Aviation Administration to enforce current cruise altitudes that minimize the impact of aircraft noise on land use.

Actions – Community Noise Levels and Land Use Compatibility

EC-1.13 Update noise limits and acoustical descriptors in the Zoning Code to clarify noise standards that apply to land uses throughout the City.

EC-1.14 Require acoustical analyses for proposed sensitive land uses in areas with exterior noise levels exceeding the City's noise and land use compatibility standards to base noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency.

Goal EC-2 - Vibration

Minimize vibration impacts on people, residences, and business operations.



Policies - Vibration

EC-2.1 Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.

EC-2.2 Require new sources of ground-borne vibration, such as transit along fixed rail systems or the operation of impulsive equipment, to minimize vibration impacts on existing sensitive land uses to levels at or below the guidelines of the Federal Transit Administration.

EC-2.3 Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technial study by a qualified professional that verifies that there will be virtually no risk of comsetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of comsetic damage to sensitive buildings from the new development during demolition and construction.

EC-2.4 Consider the effects of ground-borne vibration in the analysis for potential Land Use / Transportation Diagram changes.

Seismic Hazards

Goal EC-3 – Seismic Hazards

Minimize the risk of injury, loss of life, property damage, and community disruption from seismic shaking, fault rupture, ground failure (liquefaction and lateral spreading), earthquake-induced landslides, and other earthquake-induced ground deformation.

Policies – Seismic Hazards

EC-3.1 Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.

EC-3.2 Within seismic hazard zones identified under the Alquist-Priolo Fault Zoning Act, California Seismic Hazards Mapping Act and/or by the City of San José, complete geotechnical and geological investigations and approve development proposals only when the severity of seismic hazards have been evaluated and appropriate mitigation measures are provided as reviewed and approved by the City of San José Geologist. State guidelines for evaluating and mitigating seismic hazards and the City-adopted California Building Code will be followed.

EC-3.3 The City of San José Building Official shall require conformance with state law regarding seismically vulnerable unreinforced masonry structures within the

City.

EC-3.4 The City of San José will maintain up-to-date seismic hazard maps with assistance from the California Geological Survey (or other state agencies) under the Alquist-Priolo Earthquake Fault Zoning Act and the California Seismic Hazards Mapping Act.

EC-3.5 Locate, design and construct vital public utilities, communication infrastructure, and transportation facilities in a manner that maximizes risk reduction and functionality during and after an earthquake.

EC-3.6 Restrict development in close proximity to water retention levees or dams unless it is demonstrated that such facilities will be stable and remain intact during and following an earthquake.

EC-3.7 Encourage retrofitting of existing older buildings in the community to withstand seismic shaking consistent with adopted Building Codes, including provisions for historic buildings.

Actions – Seismic Hazards

EC-3.8 Maintain and update Citywide seismic hazard maps for planning purposes on an on-going basis.

EC-3.9 Revise and update provisions of the City of San José Geologic Hazard Ordinance, including geologic hazard zones, as new information becomes available from state and federal agencies on faults, earthquake-induced landsliding, liquefaction, and/or lateral spreading.

EC-3.10 Require that a Certificate of Geologic Hazard Clearance be issued by the Director of Public Works prior to issuance of grading and building permits within defined geologic hazard zones related to seismic hazards.

EC-3.11 Make information available to residents and businesses on ways to reduce seismic hazards and emergency preparedness for an earthquake in conjunction with regional, state and federal agencies such as the Association of Bay Area Governments (ABAG) and the United States Geological Survey (USGS).

Geologic and Soil Hazards

Goal EC-4 – Geologic and Soil Hazards

Minimize the risk of injury, loss of life, and property damage from soil and slope instability including landslides, differential settlement, and accelerated erosion.

Policies – Geologic and Soil Hazards

EC-4.1 Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

EC-4.2 Approve development in areas subject to soils and geologic hazards, including unengineered fill and weak soils and landslide-prone areas, only when the severity of hazards have been evaluated and if shown to be required, appropriate mitigation measures are provided. New development proposed within areas of geologic hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. The City of San José Geologist will review and approve geotechnical and geological investigation reports for projects within these areas as part of the project approval process.

EC-4.3 Locate new public improvements and utilities outside of areas with identified soils and/or geologic hazards (e.g., deep seated landslides in the Special Geologic Hazard Study Area and former landfills) to avoid extraordinary maintenance and operating expenses. Where the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures will be implemented.

EC-4.4 Require all new development to conform to the City of San José's Geologic Hazard Ordinance.

EC-4.5 Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 1 and April 15.

EC-4.6 Evaluate development proposed in areas with soils containing naturally occurring asbestos (i.e., serpentinite) that would require ground disturbance and/or development of new residential or other sensitive uses, for risks to people from airborne asbestos particles during construction and post-construction periods. Hazards shall be assessed, at minimum, using guidelines and regulations of the Bay Area Air Quality Management District and the California Air Resources Board.

EC-4.7 Consistent with the San José Geologic Hazard Ordinance, prepare geotechnical and geological investigation reports for projects in areas of known concern to address the implications of irrigated landscaping to slope stability and to determine if hazards can be adequately mitigated.

Actions – Geologic and Soil Hazards

EC-4.8 Maintain and update Citywide geologic hazard maps for planning purposes.

EC-4.9 Revise and update provisions of the City of San José Geologic Hazard Ordinance, including geologic hazard zones, as new information becomes available from state and federal agencies on landsliding potential and other geologic hazards.

EC-4.10 Require a Certificate of Geologic Hazard Clearance to be issued by the Director of Public Works prior to issuance of grading and building permits within defined geologic hazard zones.

EC-4.11 Require the preparation of geotechnical and geological investigation reports for projects within areas subject to soils and geologic hazards, and require review and implementation of mitigation measures as part of the project approval process.

EC-4.12 Require review and approval of grading plans and erosion control plans (if applicable) prior to issuance of a grading permit by the Director of Public Works.

EC-4.13 Use published maps and site specific geotechnical reports to identify possible areas of naturally occurring asbestos within the City of San José's Urban Growth Boundary for use in evaluating proposed development.

Flooding Hazards

San José and Santa Clara Valley have a history of flooding which has resulted in loss of life and property. In San José, the most serious flooding in recent history has occurred in the Alviso and North San José areas. These areas are subject to tidal flooding, the prevention or control of which would require significant resources.

Information on areas that are subject to flood hazards in the City is based on several sources. Flood Insurance Rate Maps (FIRM) have been prepared in conjunction with the Federal Flood Insurance Program showing areas projected to be flooded to a depth of one foot or more in the event of a "1%" or "100-year" flood occurrence. Information on areas subject to the "0.5%" or "200-year" flood are provided by FEMA and the California Department of Water Resources (DWR). The California Emergency Management Agency (Cal EMA) also provides information on areas subject to inundation due to dam failure.

The Santa Clara Valley Water District has the primary responsibility for flood protection through the construction, operation and maintenance of flood protection capital projects. Meanwhile, the City of San José has jurisdiction over and responsibility for development and floodplain management such that development is protected from flooding and development does not induce flooding on other properties within the City's Urban Service Area. Therefore, City policies and land use decisions directly affect the design of channel modifications required as a part of a development. In particular, San José's regulation of development is a vehicle for requiring the dedication of waterways to the City or the Water District, preservation of floodplains and in some extreme cases, the construction of flood protection improvements.



Goal EC-5 – Flooding Hazards

Protect the community from flooding and inundation and preserve the natural attributes of local floodplains and floodways.

Policies – Flooding Hazards

EC-5.1 The City shall require evaluation of flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated floodplain. Review new development and substantial improvements to existing structures to ensure it is designed to provide protection from flooding with a one percent annual chance of occurrence, commonly referred to as the "100-year" flood or whatever designated benchmark FEMA may adopt in the future. New development should also provide protection for less frequent flood events when required by the State.

EC-5.2 Allow development only when adequate mitigation measures are incorporated into the project design to prevent or minimize siltation of streams, flood protection ponds, and reservoirs.

EC-5.3 Preserve designated floodway areas for non-urban uses.

EC-5.4 Develop flood control facilities in cooperation with the Santa Clara Valley Water District to protect areas from the occurrence of the "1%" or "100-year" flood or less frequent flood events when required by the State.

EC-5.5 Prepare and periodically update appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam and levee failure and natural flooding. Include maps with pre-established evacuation routes in dam failure plans.

EC-5.6 Support State and Federal legislation which provides funding for the construction of flood protection improvements in urbanized areas.

EC-5.7 Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.

EC-5.8 Cooperate with the Santa Clara Valley Water District to develop and maintain additional flood protection retention facilities in areas where they are needed or where the design capacity of existing retention facilities cannot be restored.

EC-5.9 Work with local, regional, state and federal agencies to ensure new and existing levees provide adequate flood protection and actively partner with the Santa Clara Valley Water District and other levee owners with respect to National Flood Insurance Program (NFIP) levee recertification.

EC-5.10 Encourage the preservation and restoration of urban creeks and rivers to maintain existing floodplain storage. When in-channel work is proposed, engineering techniques which include the use of plant materials (bio-engineering) are encouraged.

EC-5.11 Where possible, reduce the amount of impervious surfaces as a part of redevelopment and roadway improvements through the selection of materials,

site planning, and street design.

EC-5.12 Locate critical or public facilities (such as the Regional Wastewater Facility, local hospitals, police and fire service facilities, and schools) above the 500-year floodplain or protect such facilities up to the magnitude 500-year flood. Construction standards based on FEMA guidelines may include freeboard, elevation above the 500-year floodplain, and elevated access ramps.

EC-5.13 As a part of the City's policies for addressing the effects of climate change and projected water level rise in San Francisco Bay, require evaluation of projected inundation for development projects near San Francisco Bay or at flooding risk from local waterways which discharge to San Francisco Bay. For projects affected by increased water levels in San Francisco Bay, the City requires incorporation of mitigation measures prior to approval of development projects. Mitigation measures incorporated into project design or project location shall prevent exposure to substantial flooding hazards from increased water levels in San Francisco Bay during the anticipated useful lifetime of structures.

Actions – Flooding Hazards

EC-5.14 Implement the requirements of FEMA relating to construction in Special Flood Hazards Areas as illustrated on Flood Insurance Rate Maps. Periodically update the City's Flood Hazard Regulations to implement FEMA requirements.

EC-5.15 San José will participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS). The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements. Flood insurance premium rates for property owners within the city may be discounted to reflect the reduced flood risk resulting from community actions meeting the three goals of the CRS, which are to reduce flood damage to insurable property; strengthen and support the insurance aspects of the NFIP; and encourage a comprehensive approach to floodplain management.

EC-5.16 Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.

EC-5.17 Implement the Hydromodification Management requirements of the City's Municipal NPDES Permit to manage runoff flow and volume from project sites.

EC-5.18 Maintain City storm drainage infrastructure in a manner that reduces flood hazards. As the storm drainage system is extended or modified, provide capacity to adequately convey the 10-year storm event.

EC-5.19 Develop and maintain a Storm Drainage Master plan and work with other agencies to develop broader Watershed Management Plans to model the City's hydrology.



EC-5.20 Monitor information from regional, state, and federal agencies on water level rises in San Francisco Bay on an on-going basis. Use this information to determine if additional adaptive management actions are needed and implement those actions to address flooding hazards from increasing sea levels for existing or new development and infrastructure.

EC-5.21 Collaborate with the Santa Clara Valley Water District to ensure that new development does not preclude adequate access for levee repair or maintenance.

Hazardous Materials

Goal EC-6 – Hazardous Materials

Protect the community from the risks inherent in the transport, distribution, use, storage, and disposal of hazardous materials.

Policies – Hazardous Materials

EC-6.1 Require all users and producers of hazardous materials and wastes to clearly identify and inventory the hazardous materials that they store, use or transport in conformance with local, state and federal laws, regulations and guidelines.

EC-6.2 Require proper storage and use of hazardous materials and wastes to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal by businesses and residences. Require proper disposal of hazardous materials and wastes at licensed facilities.

EC-6.3 Provide information to the public on the proper disposal of products by households and small businesses with practical pollution prevention options for the use, recycling, and disposal of products containing hazardous substances under City and County of Santa Clara programs for Household Hazardous Waste Disposal.

EC-6.4 Require all proposals for new or expanded facilities that handle hazardous materials that could impact sensitive uses off-site to include adequate mitigation to reduce identified hazardous materials impacts to less than significant levels.

EC-6.5 The City shall designate transportation routes to and from hazardous waste facilities as part of the permitting process in order to minimize adverse impacts on surrounding land uses and to minimize travel distances along residential and other non-industrial frontages.

EC-6.6 Address through environmental review for all proposals for new residential, park and recreation, school, day care, hospital, church or other uses that would place a sensitive population in close proximity to sites on which hazardous

materials are or are likely to be located, the likelihood of an accidental release, the risks posed to human health and for sensitive populations, and mitigation measures, if needed, to protect human health.

EC-6.7 Do not approve land uses and development that use hazardous materials that could impact existing residences, schools, day care facilities, community or recreation centers, senior residences, or other sensitive receptors if accidentally released without the incorporation of adequate mitigation or separation buffers between uses.

Actions – Hazardous Materials

EC-6.8 The City will use information on file with the County of Santa Clara Department of Environmental Health under the California Accidental Release Prevention (CalARP) Program as part of accepted Risk Management Plans to determine whether new residential, recreational, school, day care, church, hospital, seniors or medical facility developments could be exposed to substantial hazards from accidental release of airborne toxic materials from CalARP facilities.

EC-6.9 Adopt City guidelines for assessing possible land use compatibility and safety impacts associated with the location of sensitive uses near businesses or institutional facilities that use or store substantial quantities of hazardous materials by June 2011. The City will only approve new development with sensitive populations near sites containing hazardous materials such as toxic gases when feasible mitigation is included in the projects.



EC-6.10 Promote source reduction and recycling as alternatives to hazardous materials land disposal whenever feasible.

EC-6.11 Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations for residents.

EC-6.12 Regulate new development on or in proximity to high pressure natural gas pipelines to promote public safety and reduce risks from land use incompatibility.

Environmental Contamination

Goal EC-7 – Environmental Contamination

Protect the community and environment from exposure to hazardous soil, soil vapor, groundwater, and indoor air contamination and hazardous building materials in existing and proposed structures and developments and on public properties, such as parks and trails.

Policies – Environmental Consideration

EC-7.1 For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or

environment.

EC-7.2 Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.

EC-7.3 Where a property is located in near proximity of known groundwater contamination with volatile organic compounds or within 1,000 feet of an active or inactive landfill, evaluate and mitigate the potential for indoor air intrusion of hazardous compounds to the satisfaction of the City's Environmental Compliance Officer and appropriate regional, state and federal agencies prior to approval of a development or redevelopment project.

EC-7.4 On redevelopment sites, determine the presence of hazardous building materials during the environmental review process or prior to project approval. Mitigation and remediation of hazardous building materials, such as lead-paint and asbestos-containing materials, shall be implemented in accordance with state and federal laws and regulations.

EC-7.5 On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.

EC-7.6 The City will encourage use of green building practices to reduce exposure to volatile or other hazardous materials in new construction materials.

EC-7.7 Determine for any development or redevelopment site that is within 1,000 feet of a known, suspected, or likely geographic ultramafic rock unit (as identified in maps developed by the Department of Conservation – Division of Mines and Geology) or any other known or suspected locations of serpentine or naturally occurring asbestos, if naturally occurring asbestos exists and, if so, comply with the Bay Area Air Quality Management District's Asbestos Air Toxic Control Measure requirements.

Actions – Environmental Consideration

EC-7.8 Where an environmental review process identifies the presence of hazardous materials on a proposed development site, the City will ensure that feasible mitigation measures that will satisfactorily reduce impacts to human health and safety and to the environment are required of or incorporated into the projects. This applies to hazardous materials found in the soil, groundwater, soil vapor, or

in existing structures.

EC-7.9 Ensure coordination with the County of Santa Clara Department of Environmental Health, Regional Water Quality Control Board, Department of Toxic Substances Control or other applicable regulatory agencies, as appropriate, on projects with contaminated soil and/or groundwater or where historical or active regulatory oversight exists.

EC-7.10 Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.



EC-7.11 Require sampling for residual agricultural chemicals, based on the history of land use, on sites to be used for any new development or redevelopment to account for worker and community safety during construction. Mitigation to meet appropriate end use such as residential or commercial/industrial shall be provided.

Wildland and Urban Fire Hazards

Goal EC-8 – Wildland and Urban Fire Hazards

Protect lives and property from risks associated with fire-related emergencies at the urban/wildland interface.

Policies – Wildland and Urban Fire Hazards

EC-8.1 Minimize development in very high fire hazard zone areas. Plan and construct permitted development so as to reduce exposure to fire hazards and to facilitate fire suppression efforts in the event of a wildfire.

EC-8.2 Avoid actions which increase fire risk, such as increasing public access roads in very high fire hazard areas, because of the great environmental damage and economic loss associated with a large wildfire.

EC-8.3 For development proposed on parcels located within a very high fire hazard severity zone or wildland-urban interface area, implement requirements for building materials and assemblies to provide a reasonable level of exterior wildfire exposure protection in accordance with City-adopted requirements in the California Building Code.

EC-8.4 Require use of defensible space vegetation management best practices to protect structures at and near the urban/wildland interface.

Actions – Wildland and Urban Fire Hazards

EC-8.5 Periodically assist with revisions and updates of appropriate sections of the

County-wide Area Plan that address emergency response to fires at the urban/wildland interface.

EC-8.6 Provide information to the public on fire hazard reduction in cooperation with local, regional, and state agencies, including the County of Santa Clara FireSafe Council.

Infrastructure

The construction and maintenance of infrastructure is necessary to support existing and planned land uses and to achieve Environmental Leadership, Innovative Economy, Healthful Neighborhoods and other City goals. The City is committed to providing adequate infrastructure to support the day-to-day needs of its residents and businesses. Water, wastewater, storm, solid waste, recycling and other infrastructure systems will be expanded concurrent with new development, employment and population growth. As most new growth will occur within the already urbanized areas, new infrastructure projects will generally focus on expansions and enhancements to existing infrastructure; supporting intensification of the Downtown, North San José and other employment areas; transit areas including the Urban Villages; and other planned Growth Areas.



Provision of Infrastructure

Goal IN-1 – General Provision of Infrastructure

Provide and maintain adequate water, wastewater, stormwater, water treatment, solid waste and recycling, and recycled water infrastructure to support the needs of the City's residents and businesses.

Policies – General Provision of Infrastructure

IN-1.1 Provide and maintain adequate water, wastewater, and stormwater services to areas in and currently receiving these services from the City.

IN-1.2 Consistent with fiscal sustainability goals, provide and maintain adequate water, wastewater, and stormwater services to areas in the city that do not currently receive these City services upon funding and construction of the infrastructure necessary to provide them.

IN-1.3 Provide sustainable utility services and infrastructure in a cost-efficient manner consistent with *Envision General Plan* goals and policies related to Fiscal Sustainability.

IN-1.4 Give priority to the development of infrastructure within identified Growth Areas to support the amount, type and location of new development planned through the Land Use/Transportation Diagram and other *Envision General Plan* goals and policies.

IN-1.5 Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

IN-1.6 Ensure that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs to avoid the need for future upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure which could contribute to growth beyond what was anticipated in the *Envision General Plan*.

IN-1.7 Implement financing strategies, including assessment of fees and establishment of financing mechanisms, to construct and maintain needed infrastructure that maintains established service levels and mitigates development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development and contribute toward operations and maintenance costs for upgraded infrastructure facilities).

IN-1.8 To achieve economy and efficiency in the provision of services and facilities, support the development of joint-use water, stormwater, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses.

IN-1.9 Design new public and private utility facilities to be safe, aesthetically pleasing, compatible with adjacent uses, and consistent with the *Envision General Plan* goals and policies for fiscal sustainability, environmental leadership, an innovative economy, and quality neighborhoods.

IN-1.10 Require undergrounding of all new publicly owned utility lines. Encourage undergrounding of all privately owned utility lines in new developments. Work with electricity and telecommunications providers to underground existing overhead lines.

IN-1.11 Locate and design utilities to avoid or minimize impacts to environmentally sensitive areas and habitats.

Action – General Provision of Infrastructure

IN-1.12 Review existing adjacent and overlapping special districts and consider whether annexation, detachment, consolidation, and/or retention of them for stormwater, wastewater, and solid waste is needed to increase their efficiency and quality of service and delivery.



Infrastructure Management

Goal IN-2 – Infrastructure Management

Manage City resources efficiently in order to maintain existing infrastructure and facilities and avoid unnecessary replacement costs.

Policies – Infrastructure Management

IN-2.1 Utilize the City's Infrastructure Management System Program to identify the most efficient use of available resources to maintain its infrastructure and

minimize the need to replace it.

IN-2.2 Explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its infrastructure and facilities.



IN-2.3 Upgrade City infrastructure service levels, whenever feasible, or to respond to and align with local, State and Federal regulatory requirements.

Water Supply, Sanitary Sewer and Storm Drainage

Goal IN-3 – Water Supply, Sanitary Sewer and Storm Drainage

Provide water supply, sanitary sewer, and storm drainage infrastructure facilities to meet future growth planned within the City, to assure high-quality service to existing and future residents, and to fulfill all applicable local, State and Federal regulatory requirements.

Policies – Water Supply, Sanitary Sewer and Storm Drainage

IN-3.1 Achieve minimum level of services:

- For sanitary sewers, achieve a minimum level of service "D" or better as described in the Sanitary Sewer Level of Service Policy and determined based on the guidelines provided in the Sewer Capacity Impact Analysis (SCIA) Guidelines.
- For storm drainage, to minimize flooding on public streets and to minimize the potential for property damage from stormwater, implement a 10-year return storm design standard throughout the City, and in compliance with all local, State and Federal regulatory requirements.

IN-3.2 Work with water retailers to provide water supply facilities that meet future growth within the City's Urban Service Area and assure a high-quality and reliable supply of water to existing and future residents.

IN-3.3 Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.

IN-3.4 Maintain and implement the City's Sanitary Sewer Level of Service Policy and Sewer Capacity Impact Analysis (SCIA) Guidelines to:

- Prevent sanitary sewer overflows (SSOs) due to inadequate capacity so as to ensure that the City complies with all applicable requirements of the Federal Clean Water Act and State Water Board's General Waste Discharge Requirements for Sanitary Sewer Systems and National Pollutant Discharge Elimination System permit. SSOs may pollute surface or ground waters, threaten public health, adversely affect aquatic life, and impair the recreational use and aesthetic enjoyment of surface waters.
- Maintain reasonable excess capacity in order to protect sewers from increased rate of hydrogen sulfide corrosion and minimize odor and

potential maintenance problems.

- Ensure adequate funding and timely completion of the most critically needed sewer capacity projects.
- Promote clear guidance, consistency and predictability to developers regarding the necessary sewer improvements to support development within the City.

IN-3.5 Require mitigation for development which will have the potential to reduce downstream LOS to lower than "D", or development which would be served by downstream lines already operating at a LOS lower than "D". Mitigation measures to improve the LOS to "D" or better can be provided by either acting independently or jointly with other developments in the same area or in coordination with the City's Sanitary Sewer Capital Improvement Program.

IN-3.6 Consistent with the Goals, Policies and Implementation Actions for Water Supply, expand San José's infrastructure for the delivery of recycled water.

IN-3.7 Design new projects to minimize potential damage due to storm waters and flooding to the site and other properties.

IN-3.8 In designing improvements to creeks and rivers, protect adjacent properties from flooding consistent with the best available information and standards from the Federal Emergency Management Agency (FEMA) and the California Department of Water Resources (DWR). Incorporate restoration of natural habitat into improvements where feasible.

IN-3.9 Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.

IN-3.10 Incorporate appropriate stormwater treatment measures in development projects to achieve stormwater quality and quantity standards and objectives in compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit.

IN-3.11 The "modified floodplain design" is the preferred design for future flood protection facilities. Use the "widen-one-bank" and "trapezoidal channel" designs only when funding or right-of-way limitations make the use of the modified flood plain design impractical. For future development, consider factors such as flooding risks, proximity to waterways, and the potential for implementing flood protection measures.

IN-3.12 Coordinate efforts with other agencies in the development of regional stormwater facilities.

IN-3.13 Encourage the use of flood protection guidelines in development, such as those

recommended by the SCVWD, FEMA, and DWR.

Actions – Water Supply, Sanitary Sewer and Storm Drainage

IN-3.14 Maintain and implement the Sanitary Sewer Master Plan Program to determine sewer system capacity needs using a computerized hydraulic model of San José's sewer system, supported by sewer flow monitoring at strategic locations within the system.

IN-3.15 Develop a sewer capacity improvement program to prioritize and construct improvement projects that address the capacity needs identified in the Sewer Master Plan Program.

IN-3.16 Develop a Storm Drainage Infrastructure Master Plan to:

- Identify facilities needed to prevent "10-year" event street flooding and "100-year" event structure flooding.
- Ensure that public facilities and infrastructure are designed pursuant to approved State, regional and local regulatory requirements.
- Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations).
- Identify opportunities to meet water quality protection needs in a cost-effective manner.

IN-3.17 Develop and implement a Green Streets plan consistent with NPDES permit requirements.

Wastewater Treatment and Water Reclamation

Goal IN-4 – Wastewater Treatment and Water Reclamation

Provide, maintain and operate wastewater treatment and water reclamation facilities to support City development goals and planned future growth through the implementation of innovative technologies and operational practices and to fulfill all applicable local, State and federal regulatory requirements.

Policies – Wastewater Treatment and Water Reclamation



IN-4.1 Monitor and regulate growth so that the cumulative wastewater treatment demand of all development can be accommodated by San José's share of the treatment capacity at the San José/Santa Clara Regional Wastewater Facility.

IN-4.2 Maintain adequate operational capacity for wastewater treatment and water reclamation facilities to accommodate the City's economic and population growth.

IN-4.3 Adopt and implement new technologies for the operation of wastewater treatment and water reclamation facilities to achieve greater safety, energy

efficiency and environmental benefit.

IN-4.4 Maintain and operate wastewater treatment and water reclamation facilities in compliance with all applicable local, State and federal clean water, clean air, and health and safety regulatory requirements.

IN-4.5 Develop projects, policies and programs to convert wastewater treatment streams into energy so that the wastewater treatment facilities can operate as fully energy self-efficient.

IN-4.6 Encourage water conservation and other programs which result in reduced demand for wastewater treatment capacity.

IN-4.7 Support programs to maximize the beneficial use of wastewater treatment and water reclamation byproducts, which may include water, bio-solids and nutrients.

Action – Wastewater Treatment and Water Reclamation

IN-4.8 Prepare, maintain and implement a Master Plan(s) for the ongoing capital improvement, maintenance, and operation of the wastewater treatment and water reclamation facilities.



Solid Waste – Materials Recovery / Landfill

Goal IN-5 – Solid Waste-Materials Recovery / Landfill

Develop and maintain materials recovery and landfill facilities to meet community needs, advance the City's Zero Waste goals and to comply with applicable regulatory requirements.

Polices – Solid Waste-Materials Recovery / Landfill

IN-5.1 Monitor the continued availability of long-term collection, transfer, recycling and disposal capacity to ensure adequate solid waste capacity. Periodically assess infrastructure needs to support the City's waste diversion goals. Work with private MRF and Landfill operators to provide facility capacity to implement new City programs to expand recycling, composting and other waste processing.

IN-5.2 Explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its solid waste and recycling infrastructure and facilities.

IN-5.3 Use solid waste reduction techniques, including source reduction, reuse, recycling, source separation, composting, energy recovery and transformation of solid wastes to extend the life span of existing landfills and to reduce the need for future landfill facilities and to achieve the City's Zero Waste goals.

IN-5.4 Support the expansion of infrastructure to provide increased capacity for Materials Recovery Facilities (MRF)/transfer, composting, and Construction and Demolition materials processing (C&D) at privately operated facilities and on lands under City control to provide increased long-term flexibility and certainty.

IN-5.5 Preserve industrial lands, consistent with *Envision General Plan* Land Use and Fiscal Sustainability policies, to support the City's future waste management infrastructure needs.

IN-5.6 Promote secondary uses at MRF and landfill sites, including economically beneficial recovery of solid waste resources, waste-to-energy conversion, organic materials processing, and development of resource recovery parks.

IN-5.7 Achieve a high level of public awareness of solid waste issues and alternatives to use of landfills.

IN-5.8 Promote the implementation of new technologies and practices to provide operational efficiencies, to reduce potential environmental impacts and to minimize potential land use incompatibility.

IN-5.9 Locate and operate solid waste disposal facilities in a manner which protects environmental resources and is compatible with existing and planned surrounding land uses.

IN-5.10 Plan, maintain and operate MRF and landfill facilities in a manner that mitigates potential negative environmental and land use impacts, including surface water or ground water contamination; issues related to birds, insects, rodents or other wildlife; increased traffic and traffic hazards; noise and odor problems; pollution and potential littering of traffic routes; and windborne and waterborne litter.

IN-5.11 Establish new solid waste landfills only on lands designated with the Candidate Solid Waste Landfill Site overlay ("CSW").

IN-5.12 Design and control access routes to solid waste landfill sites in non-urban areas so as to avoid encouraging urban development on adjacent or nearby properties.

IN-5.13 Designate no new candidate landfill sites until the need for additional landfill capacity has been established. Source reduction, recycling/composting alternatives, and waste conversion should be taken into account when evaluating the need for a landfill.

IN-5.14 Designate no new candidate landfill sites in the *Envision General Plan* until a Countywide site review has been conducted according to criteria established through the County Integrated Management Plan process.

IN-5.15 Expand the capacity of existing landfill sites as the preferred method for increasing the City's landfill capacity and monitor the continued availability of recycling, resource recovery and composting capacity to ensure adequate long term capacity.

IN-5.16 Plan for the eventual phased restoration to recreational or open space uses, including revegetation with native plant species, the portions of landfill facilities located outside of the Urban Growth Boundary, where waste processing and composting operations are not maintained.

IN-5.17 Use landscape and design measures to screen solid waste landfill sites from public view when they are not already screened by topography and naturally occurring vegetation, and when such measures are practicable considering all other environmental goals of the City.

IN-5.18 Promote recovery of methane gas from a closed solid waste landfill irrespective of the land use designation of that site.



Telecommunications

Goal IN-6 – Telecommunications

Support the provision of state-of-the-art telecommunication services for households, businesses, institutions, and public agencies throughout the city to foster fiscal sustainability, an innovative economy, support environmental leadership, meet the needs of quality neighborhoods and advance other *Envision General Plan* goals.

Policies – Telecommunications

IN-6.1 Work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the city.

IN-6.2 Work with utility companies to retrofit areas that are not served by current telecommunication technologies and provide strategic long-range planning of telecommunication facilities for newly developing areas, as feasible.

IN-6.3 Encourage local industries, higher educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities.

IN-6.4 Encourage compatible collocation of telecommunication facilities. Work with utility companies to provide opportunities for siting telecommunications facilities on City-owned property and public right-of-ways.

Action – Telecommunications

IN-6.5 Establish requirements for the installation of state-of-the-art internal telecommunications technologies in new large-scale planned communities and office and commercial developments (e.g., wiring of all new housing and businesses).

CHAPTER 4

Quality of Life











While all elements of the *Envision San José 2040 General Plan* are intended to preserve and enhance the quality of life for the City's residents, employees and visitors, this chapter provides detailed policy guidance for specific components that relate directly to the daily experience of life in San José at the local or neighborhood level. The policies in this chapter address how quality of life will be advanced as the City promotes economic development in its role as Capital of the Silicon Valley, as it celebrates its good weather and access to the natural environment and as it continues to grow a safe, diverse, and thriving community with extraordinary employment opportunities, well maintained infrastructure, excellent urban services, and rich and varied cultural and entertainment options. In doing so, these policies shape the City's urban form, supporting improved walkability and bikability within a more aesthetically pleasing urban environment.

This Quality of Life chapter has close ties with the Thriving Community concepts in Chapter 2. San José boasts the highest median income in the nation. Its high quality of life attracts creative businesses, residents, and visitors that stimulate San José's economy. Economic growth supports San José's world-class community, making possible during the first decade of this century an investment of more than $600 million in parks, libraries, and neighborhoods. Business and civic leaders worked together to enhance San José's distinctive quality of life. Similar investment in arts and culture contributes to a thriving community and to residents' high quality of life.

San José's neighborhoods span large areas of the City and thus define the physical form and feel in those areas, while the services and amenities San José offers contribute to residents' quality of life. The City promotes clean, safe and attractive neighborhoods with a variety of housing options; quality education and services, including police, fire, code enforcement, parks, trails, and open space; cultural opportunities; and vibrant business districts to support its residents, employees and visitors.

San José is committed to providing land use policies that promote widespread access to high-quality jobs, education, libraries, and health care to continue support for strong communities and a high quality of life. San José pursues innovative, collaborative efforts to provide services, like the Martin Luther King, Jr. Library, the nation's first joint municipal-university library. San José is consistently ranked as one of the safest big cities in America, ensuring that visitors and residents alike enjoy a warm community welcome and personally experience this important aspect of San José's high quality of life.

San José provides a significant percentage of the existing and new housing stock in the region. San José offers a variety of quality neighborhoods and housing options, from urban living to garden suburbs and from historic districts to exclusive golf communities. Recreation opportunities are right at hand, from neighborhood parks to miles of multi-use trails near the Bay, along rivers and creeks, and within hillside areas. Residents enjoy an average of 300 days of sunshine each year, and an average annual high temperature of seventy-three degrees.

Creation of "great places" is one focus of the *Envision San José 2040 General Plan*. Whether a person chooses to live in the foothills with scenic views, open spaces, and natural amenities or in a vibrant Urban Village, these Community Design Policies support the unique characteristics of each environment to make it a great place. The *Envision General Plan* protects residential areas from incompatible development and promotes a well-functioning and attractive City, with high-quality architecture and landscaping to enhance the aesthetically pleasing natural environment.

Just as the Streetscapes for People Major Strategy promotes all transportation modes on City streets, these Quality of Life policies promote continuous development of "complete neighborhoods" throughout the City that provide for the daily needs of all residents within close walking or biking distance to their homes. Complete neighborhoods offer employment, shopping, parks, recreation, entertainment, and transit options in dense, urban forms. The policies in this chapter promote creation of vibrant, attractive, interesting, and distinctive places both within emerging Urban Villages and within established neighborhoods.

San José strives to equitably distribute its services and facilities throughout its diverse communities. Providing nearly 200 parks and 27 off-street trail systems that cover more than 54 miles, San José aims to provide recreational access in close proximity to all residents. The Open Space and Parks Diagram at the end of this chapter depicts the location of San José's many park, trail, open space, recreation, and habitat resources. These amenities contribute to San José's rating as one of the nation's healthiest cities.

A vast array of factors contribute to the high quality of life in San José. The *Envision San Jose 2040 General Plan* seeks to support and enhance those factors.

Community Context and Identity

As outlined in the Our Community section of Chapter 1, San José is known for its status as the Capital of Silicon Valley, its abundant natural resources, and its diversity. These strong characteristics resonate with those in the San José community, the region, and the world. San José's thriving economy, innovative business climate, and educated workforce draw many employers and residents to the City. San José is also known for its aggressive environmental leadership policies; its former Green Vision and current Climate Smart San Jose plan are touted as innovative strategies to create jobs, preserve the environment, and improve quality of life for the community.

San José residents also strongly identify with their neighborhoods. San José offers a wide range of housing choices that meet the needs of a diverse community. Downtown high-rises lure residents to life in the City's core while more than 210,000 single-family detached residences attract those seeking outdoor space for gardening, barbeques, and other activities. Within a broad range of neighborhood options, San José provides a range of facilities and services to enhance residents' quality of life.

Within San José's neighborhoods, schools, libraries, and private community gathering facilities (particularly religious assembly uses) are pillars of the community. Residents take advantage of San José's temperate climate and enjoy the abundance of parks, open spaces, trails, and other outdoor recreational opportunities. San José residents appreciate a broad range of opportunities to participate in arts and cultural activities in their neighborhoods, and are proud of the City's reputation as one of the safest large cities in the United States. These characteristics create a strong identity for San José's residents.

The goals, policies, and implementation actions in this chapter build on San José's strong identity; support the characteristics and features that define neighborhoods; promote the City's Neighborhood Business Districts; and grow the programs, facilities, resources, and other amenities that make San José a great place to live, work, and play.

Vibrant Neighborhoods

Goal VN-1 – Vibrant, Attractive, and Complete Neighborhoods

Develop new and preserve and enhance existing neighborhoods to be vibrant, attractive and complete.



Policies – Vibrant, Attractive, and Complete Neighborhoods

VN-1.1 Include services and facilities within each neighborhood to meet the daily needs of neighborhood residents with the goal that all San José residents be provided with the opportunity to live within a ½ mile walking distance of schools, parks and retail services.

VN-1.2 Maintain existing and develop new community services and gathering spaces that allow for increased social interaction of neighbors, (i.e., parks, community centers and gardens, libraries, schools, commercial areas, churches, and other gathering spaces).

VN-1.3 Encourage the development and maintenance of compatible neighborhood retail and services within walking distance of residences as a means to promote the creation of "complete" neighborhoods.

VN-1.4 Distribute neighborhood-oriented services and facilities equitably throughout the city's neighborhoods, to the extent feasible.

VN-1.5 Continue to work with neighborhoods on the planning and provision of City services and facilities to meet their specific needs.

VN-1.6 Design new development to contribute to the positive identity of a neighborhood and to encourage pedestrian activity.

VN-1.7 Use new development within neighborhoods to enhance the public realm, provide for direct and convenient pedestrian access, and visually connect to the surrounding neighborhood. As opportunities arise, improve existing development to meet these objectives as well.

VN-1.8 Include site planning, landscaping and architectural design features within all new retail development, including both small-format and large-format retail uses, to promote expanded pedestrian and bicycle activity on site and greater connectivity for pedestrians and bicyclists between adjacent uses.

VN-1.9 Cluster parking, make use of shared parking facilities, and minimize the visual impact of surface parking lots to the degree possible to promote pedestrian and bicycle activity and to improve the City's aesthetic environment.

VN-1.10 Promote the preservation of positive character-defining elements in neighborhoods, such as architecture; design elements like setbacks, heights, number of stories, or attached/detached garages; landscape features; street design; etc.

VN-1.11 Protect residential neighborhoods from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.

VN-1.12 Design new public and private development to build upon the vital character and desirable qualities of existing neighborhoods.

VN-1.13 Encourage the maintenance of private property within the city's neighborhoods. Actively enforce the City's codes related to blight.

Actions – Vibrant, Attractive, and Complete Neighborhoods

VN-1.14 Continue to work with community and neighborhood groups on the development and implementation of policies and initiatives to enhance community identity and to foster pride in the City's neighborhoods.



VN-1.15 Develop and implement policies, design guidelines and regulations to facilitate the development of compatible small scale neighborhood-serving retail in appropriate locations within or adjacent to existing neighborhoods.

VN-1.16 Develop and implement policies, design guidelines and regulations to promote the preservation of positive character-defining elements within neighborhoods.

VN-1.17 Explore revising the 100 percent replacement of commercial to provide more flexibility based on the different status and success of each Neighborhood Business District.

VN-1.18 Add a policy that development projects in Neighborhood Business Districts are required to comply with any future anti-displacement strategies that could result from the Small Business Alum Rock Pilot Program.

Goal VN-2 – Community Empowerment

Empower communities to improve the quality of life in their neighborhoods.

Policies – Community Empowerment

VN-2.1 Proactively engage neighborhood groups in the decision-making process as a regular component of City government activities.

VN-2.2 Abide by the City's Community Outreach Policy and update the Policy, as needed, to reflect changing technology and improved techniques.

VN-2.3 Ensure that community members have the opportunity to provide input on the design of public and private development within their community.

Action – Community Empowerment

VN-2.4 Work with neighborhood and community leaders to educate them on the City's decision making processes and to empower them with the knowledge to participate in those processes.

Goal VN-3 – Access to Healthful Foods

Ensure that all residents have sufficient access to healthful food, as defined by the U.S. Department of Health and Human Services and the U.S. Department of Agriculture.

Policies – Access to Healthful Foods

VN-3.1 Encourage the location of full service grocery stores within or adjacent to neighborhoods with limited access to healthful foods with the goal that all San José residents be able to live within a ½ mile walking distance of a full service grocery store.

VN-3.2 Work with the Valley Transportation Authority to ensure that public transit provides access to full-service grocery stores, farmers' markets and other retailers of healthful food.

VN-3.3 Support the efforts of the State, County and non-profits to encourage all healthful food retailers to accept public food assistance programs such as the Supplemental Nutrition Assistance Program (Food Stamps) and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC).

VN-3.4 Ensure that the *Envision General Plan* Land Use/Transportation Diagram continues to designate appropriate lands for full-service grocery stores in low-income and nutrition deficient neighborhoods.

VN-3.5 Encourage the location of healthful food retail, including farmers markets, in neighborhoods with high concentrations of fast food outlets compared to full-service grocery stores and fresh produce markets.



Actions – Access to Healthful Foods

VN-3.6 Collaborate with the Santa Clara County Public Health Department to measure the accessibility of healthful foods as well as the relative concentration of fast food restaurants near schools. Use this data to identify any excessive concentration of fast food retailers in the vicinity of schools and the need for alternative healthful food options.



VN-3.7 Collaborate with the Santa Clara County Public Health Department to measure the accessibility of healthful foods by neighborhood including both the percentage of residents living near full-service grocery stores or fresh produce markets and the relative concentration of fast food restaurants and convenience stores to healthful food retailers. Use this data to identify nutrition deficient neighborhoods in the city.



VN-3.8 Collaborate with the Santa Clara County Public Health Department and the non-profit health sector to develop an economic development strategy to attract full-service grocery stores, fresh produce markets, and other healthful food retailers to low-income and nutrition deficient neighborhoods in the city. Also work collaboratively to develop an economic development strategy to attract healthful food options near schools.

VN-3.9 Collaborate with the Santa Clara County Public Health Department and the non-profit health sector to explore the potential to develop an incentive program to encourage existing liquor stores, neighborhood markets or convenience stores in nutrition deficient neighborhoods to sell fresh fruits and vegetables. Incentives could include, but are not limited to increases in density, reductions in parking requirements, or grants to purchase refrigeration units or other equipment necessary to sell fresh produce.



VN-3.10 Identify potential new locations for farmers' markets in low-income and nutrition deficient neighborhoods, including joint use opportunities on publicly owned land.









VN-3.11 Maintain an inventory of available vacant or underutilized land owned by the city or other public entities that could be used for food production.

VN-3.12 Explore limiting the number of fast food restaurants located near schools.

Cultural Opportunities

Cultural Opportunities Policies recognize the importance that arts and culture play in defining neighborhoods and communities. Policies in this section promote a thriving arts community citywide and full integration of arts and cultural activities in San José's neighborhoods. They further strengthen the interconnected nature of the *Envision General Plan* because residents carry their artistic and cultural creativity and innovation into San José's business environment. Whereas the policies in this section support arts and culture on a neighborhood level, related policies in the Arts and Culture section of the Thriving Community chapter promote arts and cultural objectives that further economic development and attract visitors on a larger, Citywide scale.

Goal VN-4 – Cultural Opportunities

Integrate arts and cultural activities into San José's neighborhoods and foster a thriving arts community citywide.

Policies – Cultural Opportunities

VN-4.1 Encourage active and personal participation by San José community members in arts and culture by nurturing the success of community arts and cultural groups.

VN-4.2 Encourage the availability of diverse cultural spaces and places throughout the community that can be used for arts and cultural education, rehearsals, production, performance, and other programming.

VN-4.3 Consider opportunities to include spaces that support arts and cultural activities in the planning and development of the Downtown, new Urban Village areas and other Growth Areas.

VN-4.4 Promote arts and cultural activities as part of the operations of public facilities including parks, libraries and community and recreation centers.

VN-4.5 Encourage and provide spaces to support neighborhood based cultural activities such as workshops, festivals, celebrations, and other events.

Actions – Cultural Opportunities

VN-4.6 Explore development of spaces for cultural participation in San José neighborhoods. Space to explore could be City, other publicly-owned spaces, or private spaces, with the City facilitating the use of these private spaces by arts and cultural groups.

VN-4.7 Create a public/private artists' space initiative to identify and assess available space for living, working and presentation.

Private Community Gathering Facilities

Private Community Gathering Facilities, including buildings used for religious activities, private clubs, performance venues, and school or sports activities, serve an important role in establishing our sense of community, building civic identity and fostering the development of arts and culture. These activities can also directly contribute to the achievement of the City's goals for Healthful Neighborhoods, an Innovative Economy and an Interconnected City. Given their importance to the community, potential land use sensitivity and unique needs, it is appropriate for the City's General Plan to include specific policies to help guide and facilitate the development of Private Community Gathering Facilities at locations compatible with neighboring uses within San José.

The *Envision General Plan* Land Use / Transportation Diagram supports the development of Private Community Gathering Facilities within a wide variety of designations that cover most of San José. San José strives in particular to accommodate Private Community Gathering Facilities throughout residential and commercial areas, close to the populations they serve. Private Community Gathering Facilities may also be accommodated in the majority of the identified Growth Areas, including Downtown, Urban Villages, and to a more limited degree, within employment areas, including those that have either a commercial designation or a Combined Industrial / Commercial designation. These Policies also limit the location of such facilities at sites that could result in potential health, safety or other land use incompatibility risks for the people they serve. To provide further flexibility in potential locations for Private Community Gathering Facilities, these uses can operate in spaces that serve other uses at other times.

Goal VN-5 – Private Community Gathering Facilities

Provide for the development of Private Community Gathering Facilities at locations within or near residential, commercial, or mixed residential-commercial neighborhoods throughout the City to accommodate the social and cultural activities of the San José community.



Policies – Private Community Gathering Facilities

VN-5.1 Promote Private Community Gathering Facilities within Urban Villages and other areas near residents to serve neighborhoods and to contribute toward the development of vibrant, walkable places.



VN-5.2 Encourage the location of Private Community Gathering Facilities on Regional Commercial or Neighborhood Commercial properties. Allow Private Community Gathering Facilities on Combined Industrial / Commercial sites where it can be demonstrated that potential land use incompatibilities can be fully addressed.

VN-5.3 Encourage Private Community Gathering Facilities as a primary or secondary dual- or multi-use with other activities. The City should strongly promote the incorporation of spaces suitable for public assembly within new mixed-use development within Urban Villages (e.g., include dual- or multi-use assembly space as a first-floor or second-floor portion of a development that also includes retail, residential or other employment uses.) Support dual- or multi-

use of existing facilities, such as schools or Private Community Gathering Facilities, so that these sites, buildings, and parking areas are utilized throughout the week for multiple purposes.

VN-5.4 Recognize that Private Community Gathering Facilities can inherently involve large groups of people, including people who are susceptible to environmental hazards, such as children or the elderly. Carefully consider existing and potential future proximate land uses when locating Private Community Gathering Facilities to avoid health and safety risks and minimize incompatible land uses. Consider locating Private Community Gathering Facilities only on the edges of Industrial Park, Light Industrial or Heavy Industrial areas on properties that are directly adjacent to residential or school uses. Allow Private Community Gathering Facilities in these areas only if they will not have adverse impacts on the viability of the adjacent industrial area due to environmental hazards or land use incompatibilities. Do not locate Private Community Gathering Facilities within the interior of Industrial Park, Light Industrial, or Heavy Industrial areas.

VN-5.5 Consider Private Community Gathering Facilities through a discretionary review process to carefully evaluate land use compatibility, multi-use spaces, and conditions of approval.

Actions – Private Community Gathering Facilities

VN-5.6 Identify sites for Private Community Gathering Facilities as part of the Urban Village Plan process, and look for opportunities through the development review process to incorporate Private Community Gathering Facilities into development, particularly in dual- or multi-use forms.

Community Design

A community's design defines the character or image of a street, neighborhood, community, or its city as a whole. These Community Design Goals, Policies, and Implementation Actions (Policies) guide the form of future development in San José and help tie individual projects to the vision for the surrounding area and City as a whole.

These Community Design Policies collectively aim to guide future development to create great places, to enhance livability, to improve the quality of life in San José, and to make the City more attractive to residents, businesses, and visitors. These Policies address the character of the City environment and how the streets, buildings, open spaces, and natural environment are symbiotically designed to support one another in a cohesive whole. These Policies work together with other Policy sets in this plan, such as the Circulation Policies and the Vibrant, Attractive, & Complete Neighborhoods Policies, to further the General Plan Vision and create a pedestrian-friendly and environmentally-and fiscally-sustainable community. At the same time, these Community Design Policies protect existing neighborhoods from incompatible development and support growth and intensification in identified areas.

A general set of Community Design Policies addresses the attractiveness, function, connections, compatibility, and the community health, safety, and wellness aspects of all new development in San José. Due to its unique nature, Downtown has a supplemental set of Community Design Policies. Similarly, Urban Villages, Rural/Hillside areas, and Scenic Corridors each have their own set of supplemental Community Design Policies. Urban Village Plans are intended to have additional Community Design Policies to address interfaces or other special circumstances in a defined area.

General City Design

Goal CD-1 – Attractive City

Create a well-designed, unique, and vibrant public realm with appropriate uses and facilities to maximize pedestrian activity; support community interaction; and attract residents, business, and visitors to San José.



Policies – Attractive City

CD-1.1 Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.

CD-1.2 Install and maintain attractive, durable, and fiscally- and environmentally-sustainable urban infrastructure to promote the enjoyment of space developed for public use. Include attractive landscaping, public art, lighting, civic landmarks, sidewalk cafés, gateways, water features, interpretive/way-finding signage, farmers markets, festivals, outdoor entertainment, pocket parks, street furniture, plazas, squares, or other amenities in spaces for public use. When resources are available, seek to enliven the public right-of-way with attractive street furniture, art, landscaping and other amenities.

CD-1.3 Further the Major Strategies of this Plan to focus growth in appropriate locations; design complete streets for people; promote Grand Boulevards, Main Streets, and Downtown; support transit; and foster a healthful community.

CD-1.4 Create streets and public spaces that provide stimulating settings and promote pedestrian activity by following applicable goals and policies in the Vibrant Arts and Culture section of this Plan.

CD-1.5 Encourage incorporation of publicly accessible spaces, such as plazas or squares, into new and existing commercial and mixed-use developments.

CD-1.6 Promote vibrant, publicly accessible spaces that encourage gathering and other active uses that may be either spontaneous or programmed. Place a variety of uses adjacent to public spaces at sufficient densities to create critical mass of people who will activate the space throughout the day and night.

CD-1.7 Require developers to provide pedestrian amenities, such as trees, lighting, recycling and refuse containers, seating, awnings, art, or other amenities, in pedestrian areas along project frontages. When funding is available, install pedestrian amenities in public rights-of-ways.

CD-1.8 Create an attractive street presence with pedestrian-scaled building and landscaping elements that provide an engaging, safe, and diverse walking environment. Encourage compact, urban design, including use of smaller building footprints, to promote pedestrian activity throughout the City.



CD-1.9 Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as Downtown, Urban Villages, or along Main Streets, place commercial and mixed-use building frontages at or near the street-facing property line with entrances directly to the public sidewalk, provide high-quality pedestrian facilities that promote pedestrian activity, including adequate sidewalk dimensions for both circulation and outdoor activities related to adjacent land uses, a continuous tree canopy, and other pedestrian amenities. In these areas, strongly discourage parking areas located between the front of buildings and the street to promote a safe and attractive street facade and pedestrian access to buildings.

CD-1.10 Promote shared parking arrangements between private uses and the provision of commonly accessible commercial or public parking facilities which can serve multiple users in lieu of providing individual off-street parking on a property-by-property basis. Consider in-lieu parking fees or other policy actions to support this goal.

CD-1.11 To create a more pleasing pedestrian-oriented environment, for new building frontages, include design elements with a human scale, varied and articulated facades using a variety of materials, and entries oriented to public sidewalks or pedestrian pathways. Provide windows or entries along sidewalks and

pathways; avoid blank walls that do not enhance the pedestrian experience. Encourage inviting, transparent façades for ground-floor commercial spaces that attract customers by revealing active uses and merchandise displays.

CD-1.12 Use building design to reflect both the unique character of a specific site and the context of surrounding development and to support pedestrian movement throughout the building site by providing convenient means of entry from public streets and transit facilities where applicable, and by designing ground level building frontages to create an attractive pedestrian environment along building frontages. Unless it is appropriate to the site and context, franchise-style architecture is strongly discouraged.

CD-1.13 Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.

CD-1.14 Use the Urban Village Planning process to establish standards for their architecture, height, and massing.



CD-1.15 Consider the relationship between street design, use of the public right-of-way, and the form and uses of adjoining development. Address this relationship in the Urban Village Planning process, development of new zoning ordinances, and the review of new development proposals in order to promote a well-designed, active, and complete visual street environment.

CD-1.16 Strongly discourage gates and fences at the frontage of commercial properties to maintain an open and inviting commercial character and avoid the inhospitable appearance of security barriers.

CD-1.17 Minimize the footprint and visibility of parking areas. Where parking areas are necessary, provide aesthetically pleasing and visually interesting parking garages with clearly identified pedestrian entrances and walkways. Encourage designs that encapsulate parking facilities behind active building space or screen parked vehicles from view from the public realm. Ensure that garage lighting does not impact adjacent uses, and to the extent feasible, avoid impacts of headlights on adjacent land uses.

CD-1.18 Encourage the placement of loading docks and other utility uses within parking structures or at other locations that minimize their visibility and reduce their potential to detract from pedestrian activity.

CD-1.19 Encourage the location of new and relocation of existing utility structures into underground vaults or within structures to minimize their visibility and reduce their potential to detract from pedestrian activity. When above-ground or outside placement is necessary, screen utilities with art or landscaping.

CD-1.20 Determine appropriate on-site locations and facilities for signage at the development review stage to attractively and effectively integrate signage, including pedestrian-oriented signage, into the overall site and building design.

CD-1.21 Consider ways for the City to formally recognize examples of outstanding private development projects or practices, such as establishing an annual award program for architecture, site design, historical preservation, and/or landscaping treatments.

CD-1.22 Include adequate, drought-tolerant landscaped areas in development and require provisions for ongoing landscape maintenance.

CD-1.23 Further the Community Forest Goals and Policies in this Plan by requiring new development to plant and maintain trees at appropriate locations on private property and along public street frontages. Use trees to help soften the appearance of the built environment, help provide transitions between land uses, and shade pedestrian and bicycle areas.

CD-1.24 Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Avoid any adverse affect on the health and longevity of such trees through design measures, construction, and best maintenance practices. When tree preservation is not feasible, include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.

CD-1.25 Apply Riparian Corridor Goals and Policies of this Plan when reviewing development adjacent to creeks.

- Development adjacent to creekside areas should incorporate compatible design and landscaping, including appropriate setbacks and plant species that are native to the area or are compatible with native species.
- Development should maximize visual and physical access to creeks from the public right-of-way while protecting the natural ecosystem. Consider whether designs could incorporate linear parks along creeks or accommodate them in the future.

CD-1.26 Apply the Historic Preservation Goals and Policies of this Plan to proposals that modify historic resources or include development near historic resources.

CD-1.27 When approving new construction, require the undergrounding of distribution utility lines serving the development. Encourage programs for undergrounding existing overhead distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.

CD-1.28 To maintain and protect the integrity, character, and aesthetic environment of the streetscape in industrial, commercial, and residential neighborhoods, new billboards should be permitted only through a discretionary review process and

only where they do not create visual clutter and blight. The relocation of existing billboards from impacted areas to locations where they would have a less visually blighting effect should be encouraged.

CD-1.29 Provide and implement regulations that encourage high quality signage, ensure that businesses and organizations can effectively communicate through sign displays, promote way finding, achieve visually vibrant streetscapes, and control excessive visual clutter.

Goal CD-2 – Function

Create integrated public and private areas and uses that work together to support businesses and to promote pedestrian activity and multi-modal transportation.

Policies – Function

CD-2.1 Promote the Circulation Goals and Policies in this Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of this Plan.

1. Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.

2. Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.

3. Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.

CD-2.2 Consider the street type (e.g., expressway, arterial, Main Street) in the development review process to ensure that the design of the site, buildings, and public way respond to the transportation mode priorities (i.e., pedestrian, bicycle, or vehicular traffic) for the area. (Refer to the Transportation section of this Plan for street types and mode priorities for each type.)

CD-2.3 Enhance pedestrian activity by incorporating appropriate design techniques and regulating uses in private developments, particularly in Downtown, Urban Villages, Main Streets, and other locations where appropriate.

1. Include attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian scale lighting, pedestrian oriented way-finding signage, clocks, fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways.

2. Strongly discourage drive-through services and other commercial uses oriented to occupants of vehicles in pedestrian-oriented areas. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated in one area, do not break up the building mass of the streetscape, are consistent with other policies in this Plan, and are compatible with the planned uses of the area.
3. Provide pedestrian connections as outlined in the Community Design Connections Goal and Policies.
4. Locate retail and other active uses at the street level.
5. Create easily identifiable and accessible building entrances located on street frontages or paseos.
6. Accommodate the physical needs of elderly populations and persons with disabilities.
7. Integrate existing or proposed transit stops into project designs.

CD-2.4 Incorporate public spaces (squares, plazas, etc.) into private developments to encourage social interaction, particularly where such spaces promote symbiotic relationships between businesses, residents, and visitors.

CD-2.5 Integrate Green Building Goals and Policies of this Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.

CD-2.6 Consider converting underutilized right-of-way to linear parks, safe bike and pedestrian circulation areas, or other uses that support goals and policies of this Plan.

CD-2.7 Design private streets to appear and function like public streets. Include street trees and sidewalks, and prohibit gated communities that restrict connectivity. Promote security at the building face rather than at the street.

CD-2.8 Size and configure mixed-use development to accommodate viable commercial spaces with appropriate floor-to-floor heights, tenant space configurations, window glazing, and other infrastructure for restaurants and retail uses to ensure appropriate flexibility for accommodating a variety of commercial tenants over time. Retail commercial buildings should have primary entrances at the street at sidewalk grade, particularly in pedestrian-oriented areas.

CD-2.9 Encourage adaptable space that can be used for multiple employment or public/quasi-public purposes (e.g., satellite office space, community meeting, and religious assembly uses accommodated in a single space).

CD-2.10 Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land use regulations to require

compact, low-impact development that efficiently uses land planned for growth, especially for residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in Growth Areas.

CD-2.11 Within the Downtown and Urban Village Area Boundaries, consistent with the minimum density requirements of the applicable Land Use / Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks above parking structures.

Goal CD-3 – Connections

Maintain a network of publicly accessible streets and pathways that are safe and convenient for walking and bicycling and minimize automobile use; that encourage social interaction; and that increase pedestrian activity, multi-modal transit use, environmental sustainability, economic growth, and public health.

Policies – Connections

CD-3.1 Promote development patterns that cause areas to function and provide connectivity as a whole rather than as individual developments.

CD-3.2 Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

CD-3.3 Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

CD-3.4 Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.

CD-3.5 Encourage shared and alternative parking arrangements and allow parking reductions when warranted by parking demand.

CD-3.6 Encourage a street grid with lengths of 600 feet or less to facilitate walking and biking. Use design techniques such as multiple building entrances and pedestrian paseos to improve pedestrian and bicycle connections.

CD-3.7 Encourage development to maximize pedestrian, bicycle, and vehicular connections to adjacent existing and planned neighborhoods and community facilities. Use cul-de-sacs only when no current or future options exist to connect one area to another, or if such design would help preclude development from extending to areas where it is not planned.

CD-3.8 Provide direct access from developments to adjacent parks or open spaces, and encourage residential development to provide common open space contiguous to such areas.

CD-3.9 Minimize driveway entrances to enhance pedestrian safety and decrease the area of paved surfaces. Encourage shared vehicular access points that serve multiple uses and/or parcels, including shared access for commercial and residential uses. Avoid driveways that break up continuous commercial building frontages. Position vehicular access to minimize negative impacts to aesthetics and to pedestrian and bicycle safety.

CD-3.10 Increase neighborhood connectivity in new development by providing access across natural barriers (e.g., rivers) and man-made barriers (e.g., freeways).

CD-3.11 Encourage new development to connect with the surrounding community and continue the existing street grid to integrate with the neighborhood.

Goal CD-4 – Compatibility

Provide aesthetically pleasing streetscapes and new development that preserves and builds on the unique characteristics of the local area and contributes to a distinctive neighborhood or community identity.

Policies – Compatibility

CD-4.1 Maintain and update design guidelines adopted by the City and abide by them in the development of projects.

CD-4.2 Develop and propose for City Council or Commission approval development review policies to address specific land uses, structures, development types, or other urban design factors that would benefit from more specific criteria than those identified in this Plan.

CD-4.3 Promote consistent development patterns along streets, particularly in how buildings relate to the street, to promote a sense of visual order, and to provide attractive streetscapes.

CD-4.4 In non-growth areas, design new development and subdivisions to reflect the character of predominant existing development of the same type in the surrounding area through the regulation of lot size, street frontage, height, building scale, siting/setbacks, and building orientation.

CD-4.5 For new development in transition areas between identified Growth Areas and non-growth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to

provide a consistent streetscape that buffers lower-intensity areas from higher-intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.

CD-4.6 Support cohesive and architecturally distinctive urban development along Grand Boulevards, and include such design elements as enhanced landscaping; attractive lighting; wide, comfortable sidewalks; area identification banners; and harmonious building scale features.

CD-4.7 Along Main Streets, support pedestrian-oriented development that facilitates interaction among community members and conveys a unique identity that reflects the character of the surrounding area.

CD-4.8 Include development standards in Urban Village Plans that establish streetscape consistency in terms of street sections, street-level massing, setbacks, building facades, and building heights.

CD-4.9 For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

CD-4.10 When development is proposed adjacent to existing or planned parks or along park chains, include frontage roads along the public park in that development in order to maximize access to park lands, to provide separation between urban land uses and park lands without the use of "back-up" design, and to maximize public exposure and view of park lands for scenic and security purposes.

CD-4.11 Accomplish sound attenuation for development along City streets through the use of setbacks and building design rather than sound attenuation walls. When sound attenuation walls are located adjacent to expressways or freeways, or railroad lines, landscaping, public art, and/or an aesthetically pleasing and visually interesting design should be used to minimize visual impacts.

CD-4.12 For structures other than buildings, and including structures on top of buildings, such as solar panels, other energy-saving or generating devices, roof landscaping, steeples, bell towers, and wireless communication antennae, where substantial height is intrinsic to the function of the structures, consider heights above those established for structures in the area. Locate such structures to minimize public visibility and avoid significant adverse effects on adjacent properties. Incorporate visual amenities, such as landscaping, to offset potential adverse visual impacts.

Actions - Compatibility

CD-4.13 Review and revise height limitations in the Zoning Ordinance to provide appropriate height limitations for various locations within San José consistent with the land use objectives of this Plan.

CD-4.14 Develop specific regulations and urban design standards for each Grand Boulevard and Main Street.

Goal CD-5 – Community Health, Safety, and Wellness

Create great public places where the built environment creates attractive and vibrant spaces, provides a safe and healthful setting, fosters interaction among community members, and improves quality of life.

Policies – Community Health, Safety, and Wellness

CD-5.1 Design areas to promote pedestrian and bicycle movements, to facilitate interaction between community members, and to strengthen the sense of community.

CD-5.2 Foster a culture of walking by designing walkable urban spaces; strategically locating jobs, residences and commercial amenities; providing incentives for alternative commute modes; and partnering with community groups and health services organizations to promote healthful life-styles for San José residents.

CD-5.3 Promote crime prevention through site and building designs that facilitate surveillance of communities by putting "eyes on the street." Design sites and buildings to promote visual and physical access to parks and open space areas. Support safe, accessible, and well-used public open spaces by orienting active use areas and building facades towards them.

CD-5.4 Promote the Vibrant, Attractive, and Complete Neighborhoods Goals, Policies, and Implementation Actions in this Plan.

CD-5.5 Include design elements during the development review process that address security, aesthetics and safety. Safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum standards for vehicular and pedestrian facilities and other standards set forth in local, state, and federal regulations.

CD-5.6 Design lighting locations and levels to enhance the public realm, promote safety and comfort, and create engaging public spaces. Seek to balance minimum energy use of outdoor lighting with goal of providing safe and pleasing well-lit spaces. Consider the City's outdoor lighting policies in development review processes.

CD-5.7 Consider the long-term maintenance needs in the design of streets and other infrastructure improvements, and consider whether such improvements are more appropriate as public or private facilities.

CD-5.8 Comply with applicable Federal Aviation Administration regulations identifying maximum heights for obstructions to promote air safety.

CD-5.9 To promote safety and to minimize noise and vibration impacts in residential and working environments, design development that is proposed adjacent to

railroad lines to provide the maximum separation feasible between the rail line and dwelling units, yards or common open space areas, offices and other job locations, facilities for the storage of toxic or explosive materials, and the like. To the extent possible, devote areas of development closest to an adjacent railroad line to use as parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth. In industrial facilities, where the primary function is the production, processing or storage of hazardous materials, for new development follow the setback guidelines and other protective measures called for in the City's Industrial Design Guidelines when such facilities are to be located adjacent to or near a main railroad line.

Downtown

Goal CD-6 – Downtown Urban Design

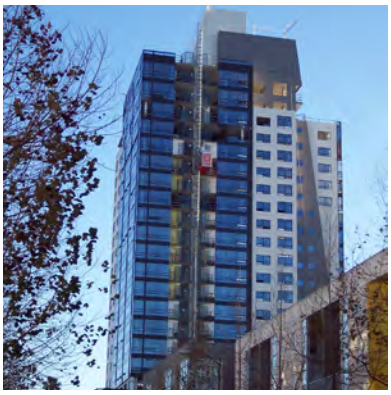
Promote and achieve the Downtown's full potential as a regional destination and diverse cultural, recreational, civic, and employment center through distinctive and high-quality design.

Policies – Downtown Urban Design

CD-6.1 Recognize Downtown as the most vibrant urban area of San José and maximize development potential and overall density within the Downtown.

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

CD-6.3 New development within the Downtown Growth Area that is adjacent to existing neighborhoods that are planned for lower intensity development should provide transitions in height, bulk and scale to ensure that the development is compatible with and respects the character of these neighborhoods, as they are designated in the General Plan.



CD-6.4 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-6.5 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.

CD-6.6 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-6.7 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-6.8 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.

CD-6.9 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.

CD-6.10 Design buildings with site, façade, and rooftop locations and facilities to accommodate effective signage. Encourage Downtown businesses and organizations to invest in high quality signs, especially those that enliven the pedestrian experience or enhance the Downtown skyline.

CD-6.11 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.

CD-6.12 Design public sidewalks with ample width to be shared by large volumes of pedestrians and bicyclists, and plant and maintain street trees to provide a tree canopy for shade to enhance the visitor experience.

CD-6.13 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.

Urban Villages

Goal CD-7 – Urban Villages Design

Create thriving, attractive Urban Villages that reflect unique urban characteristics of an area and provide complete neighborhoods for residents, workers, and visitors.

Policies – Urban Villages Design

CD-7.1 Support intensive development and uses within Urban Villages, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.

CD-7.2 Designated Urban Villages should not proceed with residential development until an Urban Village Plan has been completed. Residential development that is purely ancillary to a primary employment use, such as penthouse residences in an office building, may be considered in advance of an Urban Village Plan.



"Signature" projects, and other types of development expressly allowed in accordance with *Envision General Plan* policies may proceed prior to acceptance or approval of the Urban Village Plan.

CD-7.3 Review development proposed within an Urban Village Area prior to approval of an Urban Village Plan for consistency with General Plan design policies and any other applicable design policies pertaining to the proposed use. Following adoption of an Urban Village Plan, review new development for consistency with design goals, policies, standards, and guidelines included within the Urban Village Plan.

CD-7.4 Identify a vision for urban design character consistent with development standards, including but not limited to building scale, relationship to the street, and setbacks, as part of the Urban Village planning process. Accommodate all planned employment and housing growth capacity within each Urban Village and consider how to accommodate projected employment growth demand by sector in each respective Urban Village Plan.

CD-7.5 Make minor modifications to Urban Village Area Boundaries through the Urban Village Plan process if those modifications reflect existing or planned development patterns or other physical or functional characteristics of the area.

CD-7.6 Incorporate a full range of uses in each Urban Village Plan to address daily needs of residents, businesses, and visitors in the area. Consider retail, parks, school, libraries, day care, entertainment, plazas, public gathering space, private community gathering facilities, and other neighborhood-serving uses as part of the Urban Village planning process. Encourage multi-use spaces wherever possible to increase flexibility and responsiveness to community needs over time.

CD-7.7 Maintain and implement land use policies that are consistent with the urban nature of Urban Village areas. Incorporate spaces and support outdoor uses for limited 24-hour uses, so long as the potential for significant adverse impacts is mitigated.

CD-7.8 Encourage development along edges of public parks or plazas within or adjacent to Urban Villages to incorporate site and architectural design measures which promote access to and encourage use of the park and which minimize potentially negative shade and shadow impacts upon the park or plaza space.

CD-7.9 Build new residential development within Urban Village areas at a minimum of four stories in height with a step down in height when building new residential development immediately adjacent to single-family residential sites that have a Residential Neighborhood designation. Individual Urban Village Plans may establish more specific policies or guidelines to ensure compatibility with adjacent single family neighborhoods, and development should be consistent with these policies and guidelines, established in approved Urban Village Plans.

Action – Urban Villages Design

CD-7.10 As described in the Implementation Chapter, develop Urban Village Plans in cooperation with the nearby community and obtain San José City Council acceptance or approval of the plans prior to issuance of land use entitlements for any new residential development within designated Urban Villages area boundaries. Residential uses that are purely ancillary to primary employment uses, projects on properties with an existing residential General Plan land use designation ,"Signature" projects and other types of development expressly allowed in accordance with *Envision General Plan* policies may proceed prior to acceptance or approval of the Urban Village Plan.

Building Height

Appropriate heights can vary significantly depending on existing context, street typology, planned growth for an area, the presence of nearby historic structures, airport safety concerns, or other factors. General direction is provided for new development Citywide in the Community Design Policies. Urban Village Plans can provide additional information regarding height allowances within Urban Village Growth Areas. The Community Design Policies also address shade and shadow considerations related to building heights. Consistency of building height with airport safety is addressed within the Airport Transportation policies.

Goal CD-8 – Building Height

Regulate the height of new development to avoid adverse land use incompatibility while providing maximum opportunity for the achievement of the *Envision General Plan* goals for economic development and the provision of new housing within the identified Growth Areas.

Policies – Building Height

CD-8.1 Ensure new development is consistent with specific height limits established within the City's Zoning Ordinance and applied through the zoning designation for properties throughout the City. Land use designations in the Land Use/ Transportation Diagram provide an indication of the typical number of stories expected for new development, however specific height limitations for buildings and structures in San José are not identified in the *Envision General Plan*.

CD-8.2 Consider the *Envision General Plan* Community Design Goals, Policies and Implementation Actions, which provide guidance for the appropriate regulation of building heights to be implemented through the Zoning Ordinance.

CD-8.3 While the height of new development should be regulated to avoid long-term land use incompatibilities, ensure proposed Zoning Ordinance changes establish adequate maximum building heights to allow full build-out of the planned job and housing growth capacity within each of the identified Growth Areas.

CD-8.4 For properties subject to a Planned Development Zoning which makes reference to a General Plan height limit and/or which does not specify a height limit,

provide that the allowable height is the greater of either 35 feet or the height that was allowed through the General Plan at the time of the adoption of the Planned Development Zoning.

Scenic Corridors

The City of San José has many scenic resources which include the broad sweep of the Santa Clara Valley, the hills and mountains which frame the Valley floor, the baylands and the urban skyline itself, particularly high-rise development. It is important to preserve public thoroughfares which provide visual access to these scenic resources. The designation of a scenic route applies to routes which afford especially aesthetic views.

Gateways are locations which announce to a visitor or resident that they are entering the city, or a unique neighborhood. San José has a number of Gateway locations including Coleman Avenue at Interstate 880, 13th Street at US 101, and Highway 101 in the vicinity of the Highway 85 Interchange. Urban Corridors designated in the *Envision General Plan* are all State and Interstate Highways within the City's Sphere of Influence. Together, Gateways and Urban Corridors contribute greatly to the overall image of San José and the image of its individual communities. When made and kept attractive and inviting, Gateways and Urban Corridors contribute to the lasting positive impression of a city or area, contribute to the quality of life, and can encourage private investment and economic activity.

Goal CD-9 – Access to Scenic Resources

Preserve and enhance the visual access to scenic resources of San José and its environs through a system of scenic routes.

Policies – Access to Scenic Resources

CD-9.1 Ensure that development within the designated Rural Scenic Corridors is designed to preserve and enhance attractive natural and man-made vistas.

CD-9.2 Preserve the natural character of Rural Scenic Corridors by incorporating mature strands of trees, rock outcroppings, streams, lakes and reservoirs and other such natural features into project designs.

CD-9.3 Ensure that development along designated Rural Scenic Corridors preserves significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge and the Santa Cruz Mountains.



CD-9.4 Consider the potential for providing access to public facilities such as parks, recreation areas, bike trails and cultural attractions when planning Rural Scenic Corridors.

CD-9.5 Minimize negative impacts on native flora and natural topographic features when designing roadways on Rural Scenic Routes.

CD-9.6 Prohibit billboards adjacent to all Rural Scenic Routes.

Goal CD-10 – Attractive Gateways

Create and maintain attractive Gateways into San José and attractive major roads through San José, including freeways and Grand Boulevards, to contribute towards the positive image of the City.

Policies – Attractive Gateways

CD-10.1 Recognize the importance of Gateways in shaping perceptions of San José.

CD-10.2 Require that new public and private development adjacent to Gateways, freeways (including U.S.101, I-880, I-680, I-280, SR17, SR85, SR237, and SR87), and Grand Boulevards consist of high-quality architecture, use high-quality materials, and contribute to a positive image of San José.

CD-10.3 Require that development visible from freeways (including U.S.101, I-880, I-680, I-280, SR17, SR85, SR237, and SR87) be designed to preserve and enhance attractive natural and man-made vistas.

CD-10.4 Work with other agencies or with properties within the City's jurisdiction to promote memorable landscape treatments at freeway interchanges (including 280/87, 680/101, 101/87, 101/85 and 280/17) to frame views of San José and the City's surrounding hillsides.

Actions – Attractive Gateways

CD-10.5 Develop Gateway plans for Gateway locations identified in the *Envision General Plan*. Plans should include overall streetscape and private design guidelines, needed capital improvements, and long-term solutions for their maintenance.

CD-10.6 Work with Caltrans and VTA to ensure that the freeways (including 101, 880, 680, 280, 17, 85, 237, and 87) and Grand Boulevards in San José are maintained and enhanced to include a high standard of design, cleanliness, and landscaping to create a consistent and attractive visual quality.

Scenic Corridors Diagram

INSERT

SCENIC

CORRIDORS

DIAGRAM

Housing

Goal H-1 Housing – Social Equity and Diversity

Provide housing throughout our City in a range of residential densities, especially at higher densities, and product types, including rental and for-sale housing, to address the needs of an economically, demographically, and culturally diverse population.

Policies – Housing – Social Equity and Diversity

H-1.1 Through the development of new housing and the preservation and rehabilitation of existing housing, facilitate the creation of economically, culturally, and demographically diverse and integrated communities.

H-1.2 Facilitate the provision of housing sites and structures across location, type, price and status as rental or ownership that respond to the needs of all economic and demographic segments of the community including seniors, families, the homeless and individuals with special needs.

H-1.3 Create new housing oportunities and preserve and rehabilitate the City's existing housing stock to allow seniors to age in place, either in the same home, assisted living facilities, continuing care facilities, or other housing types within the same community.

H-1.4 Encourage the location of housing designed for senior citizens in neighborhoods where health and community facilities and services are within a reasonable walking distance and are accessible by public transportation.

H-1.5 Facilitate the development of multi-generational housing in compact form that meets the needs of families living together.

H-1.6 Foster the production of housing to serve the "starter" housing market by leveraging financial resources such as purchasing assistance programs and by encouraging market-rate building typologies that serve the "starter" housing market.

H-1.7 Comply with State and Federal laws prohibiting discrimination in housing and that support fair and equal access to housing.

H-1.8 Encourage investments in infrastructure in order to maintain high-quality living environments in existing mobile home parks.

H-1.9 Facilitate the development, preservation, and rehabilitation of housing to meet San José's fair share of the County's and region's housing needs.

H-1.10 Facilitate housing that is affordable to those employed in population-serving, business support and driving industries.

H-1.11 Preserve existing mobilehome parks throughout the City in order to reduce and avoid the displacement of long-term residents, particularly senior citizens, the disabled, low-income persons, and families with school-age children, who may be required to move from the community due to a shortage of replacement



mobilehome housing, and to maintain a variety of individual choices of tenure, type, price, and location of housing.

Actions – Housing – Social Equity and Diversity

H-1.12 Develop a program to promote the "starter" housing market that leverages all financial resources and facilitates production of "starter" housing.

H-1.13 Continue to work in close cooperation with other entities, public, private and non-profits, to foster information, techniques, and policies to achieve the Housing Goals, Policies, and Implementation Actions in this Plan and make such information readily available.

H-1.14 Continue to partner with local agencies, non-profits, and businesses to provide fair housing information, legal services, foreclosure prevention assistance, and anti-predatory lending assistance.

H-1.15 Continue to monitor and participate in anti-predatory lending practices by partnering with local agencies.

H-1.16 Identify, assess, and implement potential tools, policies, or programs to prevent or to mitigate the displacement of existing low-income residents due to market forces or to infrastructure investment.

H-1.17 Identify, assess, and implement potential tools, policies, or programs to facilitate new supply of housing that is affordable to lower-income workers and residents in key Growth Areas, such as in Urban Villages, priority development areas, and in transit locations.

H-1.18 Develop tools to assess and to identify neighborhoods and planning areas that are experiencing or that may experience gentrification in order to identify where antidisplacement and preservation resources should be directed.

H-1.19 Explore and facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as neighborhood hubs, community gardens, car-sharing, and bike facilities to increase access to health and transportation resources.

H-1.20 Encourage all proposed conversions of mobilehome parks to other uses to include mitigation measures that provide displaced residents with housing options that are affordable once any short-term subsidy has elapsed.

Goal H-2 Affordable Housing

Preserve and improve San José's existing affordable housing stock and increase its supply such that 15% or more of the new housing stock developed is affordable to low, very low and extremely low income households. Nothing in this language is intended, directly or indirectly, to impose any requirement on any individual housing project to include an amount or percentage of affordable units. Nothing in this language is intended to, directly or indirectly, result in a finding or determination that an individual housing project is

inconsistent with the General Plan, if it does not contain any affordable housing units.

Policies – Affordable Housing

H-2.1 Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.

H-2.2 Integrate affordable housing in identified growth locations and where other housing opportunities may exist, consistent with the *Envision General Plan*.

H-2.3 Conserve viable housing stock through a balanced combination of housing code enforcement and complementary programs such as rehabilitation loans and grants to help maintain the supply of low-priced housing.

H-2.4 Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.

H-2.5 Facilitate second units on single-family residential lots, in conformance with our City's Secondary Unit Ordinance, to take advantage of a potential source of affordable housing and to assist our City in meeting its needs as identified in its Consolidated Plan.

H-2.6 Incorporate an affordable housing implementation plan in the preparation of each Urban Village plan, specific plan, master plan, or strategy plan that include plans for housing.

H-2.7 Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.

H-2.8 Facilitate the production of affordable and safe housing for workers who provide goods and services to San Jose residents and businesses.

H-2.9 To increase the supply of affordable housing, one hundred percent deed restricted affordable housing developments that are deed restricted by a public agency for a period not less than 55 years to low income residents (earning 80% or less of the Area Median Income) would be allowed on sites outside of the existing Growth Areas on properties with a Mixed Use Commercial or Neighborhood/Community Commercial land use designation if the development meets the following criteria:

1. The site is 1.5 gross acre or less.

2. The site is vacant (no buildings or structures) or underutilized. "Underutilized" means the site is one of the following:

    a. Standalone surface parking lot; or

b. Has a structure with a Floor Area Ratio (FAR) of 0.2 or less; or

c. If FAR is greater than 0.2, the structure or structures shall be vacant (no tenants) for five (5) years or more.

3. The site shares a property line with a parcel that has a residential General Plan Land Use / Transportation Diagram designation.

4. The site shall be at least 1,000-feet from any property with a Heavy Industrial or Light Industrial General Plan land use designation, and at least 500-feet from any property with a Combined Industrial Commercial or Industrial Park general plan land use designation.

5. The site is located within a one-half (0.5) mile of an existing transit line with a minimum of 30-minute peak headway.

6. The development shall adaptively reuse any existing structures on the site that are on, or are eligible for, inclusion on the City of San José's Historic Resources Inventory.

7. If the site has existing occupied rental dwelling units that are proposed to be removed, the project shall provide relocation assistance to those tenants, consistent with State and federal relocation laws and the City's Ellis Act Ordinance, as may be amended from time to time.

H-2.10 Work with existing and new partners to develop a regional mechanism to advance the shared responsibility of meeting the region's affordable housing needs.

H-2.11 To increase the supply of affordable housing, commercial space requirementsfor residential developments found in the General Plan, approved Urban Village Plans, and Specific Plans do not apply to one hundred percent (100%) affordable housing developments that are deed restricted by a public agency for a period not less than 55 years to low-income residents (earning 80% or less of the Area Median Income).

Actions – Affordable Housing

H-2.12 Coordinate and implement housing policies and goals contained in the City's, Consolidated Plan, and its 5-Year Investment Plan.

H-2.13 Explore revisions to our City's Secondary Unit Ordinance that further support the provision of affordable housing and help achieve needs identified in its Consolidated Plan.

H-2.14 Update the City's Affordable Housing Siting Policy: 1) to align the location of future affordable housing developments with planned future Growth Areas identified in the *Envision General Plan*; 2) to be consistent with the City's inclusionary housing ordinance; 3) to maximize the access of transit,

retail, services, and amenities to affordable housing developments; and 4) to reemphasize the support for integration and complete communities.

H-2.15 Seek permanent sources of affordable housing funds.

H-2.16 Maintain our City's Inclusionary Housing Policy and Ordinance, and provide technical assistance to the development community to ensure that residential projects conform to it.

H-2.17 Support local, state and federal regulations that preserve "at-risk" subsidized and rental-stabilized units subject to potential conversion to market rate housing and that will encourage equitable and fair policies that protect tenant and owner rights.

H-2.18 Support legislation at the State and Federal levels that: (1) facilitates private and/or public sector investment in housing affordable to households of extremely-low, very low-, low- and moderate-income; (2) provides for the greatest local autonomy in the administration of State and Federal housing programs; and (3) furthers the City's objective of conserving and rehabilitating the existing housing stock.

H-2.19 Create and maintain a list of sites that are appropriate for meeting our City's affordable housing needs.

H-2.20 Explore, analyze, and implement innovative programs, policies, and partnerships that bring new housing solutions and products to San José.

Goal H-3 Housing – High Quality Housing and Great Places

Create and maintain safe and high quality housing that contributes to the creation of great neighborhoods and great places.

Policies – High Quality Housing and Great Places

H-3.1 Require the development of housing that incorporates the highest possible level of amenities, fit and finish, urban design and architectural quality.

H-3.2 Design high density residential and mixed residential/commercial development, particularly development located in identified Growth Areas, to:

1. Create and maintain safe and pleasant walking environments to encourage pedestrian activity, particularly to the nearest transit stop and to retail, services, and amenities.
2. Maximize transit usage.
3. Allow residents to conduct routine errands close to their residence, especially by walking, biking, or transit.
4. Integrate with surrounding uses to become a part of the neighborhood rather than being an isolated project.
5. Use architectural elements or themes from the surrounding neighborhood when appropriate.



6. Provide residents with access to adequate on- or off-site open space.
7. Create a building scale that does not overwhelm the neighborhood.
8. Be usable by people of all ages, abilities, and needs to the greatest extent possible, without the need for adaptation or specialized design.

H-3.3 Situate housing in an environment that promotes the health, safety, and well-being of the occupants and is close to services and amenities.

H-3.4 Promote the conservation and rehabilitation of existing viable housing stock.

H-3.5 Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.

H-3.6 Regulate conversions of rental apartments to condominium or community apartment projects to meet public health and safety standards and to assist displaced renters. Residential rentals undergoing conversion should meet or exceed the minimum residential density in this Plan.

Action – High Quality Housing and Great Places

H-3.7 Coordinate across multiple City departments to achieve the City's vision for creating complete, safe, high-quality living environments.

Goal H-4 Housing - Environmental Sustainability

Provide housing that minimizes the consumption of natural resources and advances our City's fiscal, climate change, and environmental goals.

Policies – Housing - Environmental Sustainability

H-4.1 Implement green building principles in the design and construction of housing and related infrastructure, in conformance with the Green Building Goals and Policies in the *Envision General Plan* and in conformance with the City's Green Building Ordinance.

H-4.2 Minimize housing's contribution to greenhouse gas emissions, and locate housing, consistent with our City's land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.

H-4.3 Encourage the development of higher residential densities in complete, mixed-use, walkable and bikeable communities to reduce energy use and green house gas emissions.



Education and Services

The *Envision San José General Plan* includes Goals, Policies and Implementation Actions for various public services, including Education, Libraries, Health Care, Public Safety (Police and Fire), and Emergency Management.



Education

Goal ES-1 – Education

Promote the operation of high-quality educational facilities throughout San José as a vital element to advance the City's Vision and goals for community building, economic development, social equity, and environmental leadership.

Policies – Education

ES-1.1 Facilitate open communication between the City, public school districts and the development community in order to coordinate the activities of each to achieve the highest quality of education for all public school students.

ES-1.2 Encourage school districts, the City, and developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures. These discussions should occur as early as possible in the project planning stage, preferably preceding land acquisition.

ES-1.3 Encourage new schools, including public and private, to locate near populations which they serve.

ES-1.4 Encourage and enable new schools, public or private, to avoid locations that could pose health and safety risks to children (e.g., locations near industrial uses, hazardous material storage, and excessive noise).

ES-1.5 Cooperate with school districts in identifying and evaluating the impacts of population and demographic changes that may lead to the need for new schools, school closures, re-opening of closed schools, or the decision that existing school sites should be preserved for meeting future needs.

ES-1.6 Support legislative efforts to create suitable and adequate means of financing the construction of school facilities needed for a growing population.

ES-1.7 Support efficient use of land through consideration of smaller school sites and alternative school configurations (e.g., multi-story buildings, underground parking, placement of recreation space over parking areas or on rooftops) to support the needs of each community.

ES-1.8 Cooperate with school districts in the joint planning, development, and use of public school facilities combined with other public facilities and services, such as recreation facilities, libraries, and community service/programs.

ES-1.9 Provide all pertinent information on General Plan amendments, rezonings and other development proposals to all affected school districts in a timely manner.

ES-1.10 Encourage and enable the use of available school facilities for child care, private community gathering facilities, public recreation facilities and other dual- and multi-use purposes.

ES-1.11 Continue San José's commitment to active participation in cooperative City-

district planning activities, such as the School/City Collaborative, that support efforts of mutual benefit between local school districts and the City.

ES-1.12 Provide leadership in supporting the efforts of the K-12 education community to increase the share of youth in San José that graduate from high school, the share of high school graduates prepared for post-secondary education, and the share of graduates who enter and complete post-secondary education.

ES-1.13 Through the City's land use policies, support expansion of existing and development of new post-secondary education facilities, including community colleges and public and private universities.

ES-1.14 Collaborate with school districts, the community, post-secondary institutions, businesses, and industry to ensure availability of necessary resources to meet student needs.

ES-1.15 Integrate school construction and/or renovation plans into the Urban Village planning process.

ES-1.16 Continue to work with public and private schools through programs such as the Street Smarts School Safety Education Program to improve pedestrian and bicycle safety and encourage walking and biking to and from school.

Libraries

Goal ES-2 – Libraries

Maintain and expand Library Information Services within the City to:

- Enrich lives by fostering lifelong learning and providing every member of the San José community access to a vast array of ideas and information
- Give all members of the community opportunities for educational and personal growth throughout their lives
- Develop partnerships to further the educational, cultural and community missions of organizations in San José
- Support San José State University Library's educational mission in expanding the base of knowledge through research and scholarship.
- Locate branch libraries in central commercial areas of neighborhoods for essential public access to library resources, events, and community meeting spaces, and to stimulate economic development.
- Maximize branch library hours of operation to facilitate daily patronage.



Policies - Libraries

ES-2.1 Provide information through a variety of library resources and language formats (books, internet and other media) that offer a broad range of knowledge to address early literacy, school readiness, workforce training, business support, and other community needs at locations convenient and accessible by the community.

ES-2.2 Construct and maintain architecturally attractive, durable, resource-efficient, and environmentally healthful library facilities to minimize operating costs, foster learning, and express in built form the significant civic functions and spaces that libraries provide for the San José community. Library design should anticipate and build in flexibility to accommodate evolving community needs and evolving methods for providing the community with access to information sources. Provide at least 0.59 square feet of space per capita in library facilities.

ES-2.3 Prioritize Neighborhood Business Districts, Urban Villages, and other commercial areas as preferred locations for branch libraries to encourage social activity and economic development in San José's neighborhoods.

ES-2.4 Recognize the central role that libraries play in neighborhood / community building by supporting and developing partnerships, collaboration and growth of library services to support community development.

ES-2.5 Enhance social equity by providing programs and services that contribute to cultural enrichment and understanding, connection and learning for all segments of the San José community.

ES-2.6 Be a leader to enhance library service delivery through the effective adoption and use of innovative, emerging techniques and technologies.

ES-2.7 Employ best customer service practices to optimize quality library service delivery with efficient use of resources.

ES-2.8 Measure Library service delivery to identify the degree to which library activities are meeting the needs of San José's community.

ES-2.9 Foster a high-performing, collaborative library system responsive to changing customer and community needs.

ES-2.10 Maintain resources and spaces in libraries to support community meetings, social gathering and the sharing and promoting of ideas as well as spaces for reading, and quiet study.

ES-2.11 Support access to quality, affordable early childhood care and education for all San José children and families to promote early literacy and school readiness.

ES-2.12 Maintain City programs that encourage civic leadership in green building standards for library facilities.

Actions - Library

ES-2.13 Identify preferred locations and acquire sites for library facilities in Neighborhood Business Districts, Urban Villages, and other commercial areas in San José.

ES-2.14 Create a long-range funding strategy for expanding and maintaining library facilities and operations to address service delivery demands from new population growth.

Community Safety

The *Envision San José General Plan* includes Goals, Policies and Implementation Actions for the promotion of community safety, including policies related to the mitigation of naturally occurring hazards and for the delivery of public services related to law enforcement, fire, and emergency management.

Providing an urban environment constructed with safe, durable elements and high quality public safety services is the foundation for maintaining a safe and secure community and fundamental to achievement of the City's *Envision General Plan* goals for the development of a City attractive to residents, businesses and visitors. The public safety services provided by the City are supported by land use planning, urban, site and architectural design measures and collaborative community practices that take public safety into account (e.g., eyes on the street). Building a strong economy, providing cultural and recreational opportunities, and fostering effective partnerships with the community, such as neighborhood watch programs, can also contribute to the overall safety and welfare of the City's residents.

San José's Office of Emergency Services, (OES), provides services to the City and to its community to prepare an effective response to natural, technological, and human-caused disasters. San José coordinates with the Federal Emergency Management Agency (FEMA) and the State of California Governor's Office of Emergency Services. Maintenance and activation of the Emergency Operations Center (EOC) is a primary mission of OES. In addition, OES monitors federal and state legislation that directly impacts the provision of emergency services to the community. In conjunction with the Office of Intergovernmental Relations, OES develops recommendations on legislative policy and positions for City Council adoption, monitoring legislative or regulatory actions to ensure that City concerns are addressed.



Code enforcement also plays a role in Community Safety. Properties with public nuisance violations and blighted or deteriorated conditions are identified, and substandard or dangerous buildings must be either repaired or demolished. Communication with residents and businesses is maintained to develop public outreach, provide education, and to facilitate voluntary compliance with city ordinances. Core code enforcement services include inspection and preservation of existing housing stock, health and safety code response, safe and fair business operations, vehicle abatement, and ensuring well-maintained properties.

Goals, Policies and Implementation Actions related to safe operation of the Mineta San José International Airport are included in the Airport Transportation Policies.

Police and Fire Protection

Goal ES-3 – Law Enforcement and Fire Protection

Provide high-quality law enforcement and fire protection services to the San José community to protect life, property and the environment through fire and crime prevention and response. Utilize land use planning, urban design and site development measures and partnerships with the community and other public agencies to support long-term community health, safety and well-being.

Policies – Law Enforcement and Fire Protection

ES-3.1 Provide rapid and timely Level of Service response time to all emergencies:

1. For police protection, use as a goal a response time of six minutes or less for 60 percent of all Priority 1 calls, and of eleven minutes or less for 60 percent of all Priority 2 calls.
2. For fire protection, use as a goal a total response time (reflex) of eight minutes and a total travel time of four minutes for 80 percent of emergency incidents.
3. Enhance service delivery through the adoption and effective use of innovative, emerging techniques, technologies and operating models.
4. Measure service delivery to identify the degree to which services are meeting the needs of San José's community.
5. Ensure that development of police and fire service facilities and delivery of services keeps pace with development and growth in the city.



ES-3.2 Strive to ensure that equipment and facilities are provided and maintained to meet reasonable standards of safety, dependability, and compatibility with law enforcement and fire service operations.

ES-3.3 Locate police and fire service facilities so that essential services can most efficiently be provided and level of service goals met. Ensure that the development of police and fire facilities and delivery of services keeps pace with development and growth of the city.

ES-3.4 Construct and maintain architecturally attractive, durable, resource-efficient, environmentally sustainable and healthful police and fire facilities to minimize operating costs, foster community engagement, and express the significant civic functions that these facilities provide for the San José community in their built form. Maintain City programs that encourage civic leadership in green building standards for all municipal facilities.

ES-3.5 Co-locate public safety facilities with other public or private uses to promote efficient use of space and provision of police and fire protection services within dense, urban portions of the city.

ES-3.6 Work with local, State, and Federal public safety agencies to promote regional cooperation in the delivery of services. Maintain mutual aid agreements with surrounding jurisdictions for emergency response.

ES-3.7 Promote public safety by strengthening community partnerships, public awareness and the education of community members. Maintain communication with the community to improve relationships and customer satisfaction, while continually exploring innovative means of communication. Train community members in community policing and emergency response practices.

ES-3.8 Use the Land Use / Transportation Diagram to promote a mix of land uses that increase visibility, activity and access throughout the day and to separate land uses that foster unsafe conditions.

ES-3.9 Implement urban design techniques that promote public and property safety in new development through safe, durable construction and publicly visible and accessible spaces.

ES-3.10 Incorporate universal design measures in new construction, and retrofit existing development to include design measures and equipment that support public safety for people with diverse abilities and needs. Work in partnership with appropriate agencies to incorporate technology in public and private development to increase public and personal safety.

ES-3.11 Ensure that adequate water supplies are available for fire-suppression throughout the City. Require development to construct and include all fire suppression infrastructure and equipment needed for their projects.

ES-3.12 Facilitate the safe movement of pedestrians, bicyclists and vehicles throughout the City and require appropriate safety measures for activities such as cultural and sporting events where large numbers of community members and visitors gather.

ES-3.13 Maintain emergency traffic preemption controls for traffic signals.

ES-3.14 Encourage property maintenance and pursue appropriate code enforcement to reduce blight, crime, fire hazards or other unsafe conditions associated with under-maintained and under-utilized properties.

ES-3.15 Apply demand management principles to control hazards through enforcement of fire and life safety codes, ordinances, permits and field inspections.

ES-3.16 Coordinate and implement a comprehensive program designed to control and mitigate harmful effects resulting from the storage, use and transport of hazardous materials.

ES-3.17 Promote installation of fire sprinkler systems for both commercial and residential use and in structures where sprinkler systems are not currently required by the City Municipal Code or Uniform Fire Code.

ES-3.18 Maintain a program consistent with requirements of State law to inspect buildings not under authority of the Office of the State Fire Marshall.

ES-3.19 Remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish from City-owned property to prevent and minimize fire risks to surrounding properties.

ES-3.20 Require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Chief to prevent and minimize fire risks to surrounding properties.

Actions – Law Enforcement and Fire Protection

ES-3.21 Create long-range funding and deployment strategies for expanding and maintaining police and fire facilities and operations to address service delivery demands from new population growth.

ES-3.22 Maintain the City's *Fire Department Strategic Plan* as a tool to achieve *Envision General Plan* Level of Service and other related goals and policies. Base fire station location planning on a four-minute travel radius.

ES-3.23 Engage public safety personnel in the land use entitlement process for new development projects.

ES-3.24 Analyze service demands and deploy dynamic response techniques to reduce response time and maximize use of available resources.

ES-3.25 Monitor and report noticeable or ongoing demand for public safety services for geographical or population trends in order to improve the effectiveness of service delivery.

ES-3.26 Evaluate potential strategies for the use of police substation type facilities, including opportunities to locate police facilities within new mixed-use development projects, to support law enforcement activities from a distributed network of facilities located within Urban Villages or other new Growth Areas.

Emergency Management

Goal ES-4 – Emergency Management

Promote community safety through planning, preparedness, and emergency response to natural and human-made disasters. Strive to protect the community from injury and damage resulting from natural catastrophes and other hazard conditions. Use emergency management planning to mitigate the effects of emergency situations.

Policies – Emergency Management

ES-4.1 In conjunction with other local, State, and Federal agencies, ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards.

ES-4.2 Provide for continued essential emergency public services during and following natural or human-made disasters to mitigate their impacts and to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean up operations.

ES-4.3 Participate in the development of updates to and implement the Association of Bay Area Governments (ABAG) multi-jurisdictional local hazard mitigation plan to maintain and enhance the disaster resistance of the San Francisco Bay Area region.

ES-4.4 Implement the ABAG multi-jurisdictional local hazard mitigation plan through the Safety Element of the *Envision General Plan*, the requirements for project

review of the California Environmental Quality Act (CEQA), and on-going capital improvement programs.



ES-4.5 Cooperate with other public and private jurisdictions and agencies to coordinate emergency response and relief efforts and to ensure adequate resources, facilities, and other support for emergency response.

ES-4.6 Coordinate with other public, private, and non-profit organizations to ensure that emergency preparedness and disaster response programs serve all parts of the City equitably with regards to access to health care.

ES-4.7 Undertake disaster preparedness planning in cooperation with other public agencies and appropriate public-interest organizations.

ES-4.8 Promote awareness and caution among San José residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.

ES-4.9 Permit development only in those areas where potential danger to the health, safety, and welfare of persons in that area can be mitigated to an acceptable level.

ES-4.10 Update the San José Building Code, Fire Prevention Code, and Municipal Code as necessary to address geologic, fire, flooding and other hazards, and to respond to changes in applicable State Codes.

Actions – Emergency Management

ES-4.11 Assist the County of Santa Clara with periodic updates of its County-wide Area Plan for emergency response.

ES-4.12 Update the City's Emergency Operations Plan as needed based on experience in emergencies, deficiencies identified through drills and exercises, and changes in government structure and emergency organizations.

Code Enforcement

Goal ES-5 – Code Enforcement

Working in partnership with the people of San José, provide education and enforcement to promote and maintain a safe and desirable community consistent with health and safety regulations.

Policies – Code Enforcement

ES-5.1 Maintain and enforce ordinances and policies to promote public health, safety and welfare by requiring a minimum level of maintenance of private property to protect the livability, appearance and social and economic stability of the City and to protect the public from health and safety hazards and the impairments of property values that result from the neglect and deterioration of property.

ES-5.2 Work with residents, businesses, and community organizations in conducting public outreach and educational programs to promote voluntary compliance with city ordinances.

ES-5.3 Provide facilities and staffing to maintain an aggressive and visible code enforcement program.

ES-5.4 Bring illegally constructed projects into compliance with Building Codes or require their removal to ensure the safety of inhabitants and reduce neighborhood blight.

ES-5.5 Monitor landfill and recycling sites to ensure their proper operation and adherence to federal, State, and local codes.

ES-5.6 Enforce code requirements by inspecting buildings requiring a fire code operational use permit and mandated for inspection by the California Health and Safety Code.



ES-5.7 Develop and implement a Code Enforcement Master Plan to enforce code requirements and provide adequate code department facilities, services, and staffing.

Health Care

Good access to quality medical services is an important resource for San José residents, advancing the Vision and the Healthful Community City Design Concept. The provision of quality medical care to the San José community furthers the Healthful Neighborhoods, Innovative Economy, Quality Education & Services, and Diversity & Social Equity Vision Elements. Access to medical services via public transportation is critical to promote equity and also furthers the Interconnected City and Environmental Leadership Vision Elements. While the City does not provide health care services, a healthful community has a higher quality of life and is more productive, therefore, facilitating the provision of health care services is an important goal for the City. The goals, policies, and actions in this section support the development of health care facilities and services for all in the San José community.

Goal ES-6 – Access to Medical Services

Provide for the health care needs of all members of the San José community.

Policies – Access to Medical Services

ES-6.1 Facilitate the development of new and promote the preservation and enhancement of existing health care facilities that meet all the needs of the entire San José community.

ES-6.2 Maintain and update the *Envision General Plan* Land Use Transportation / Diagram as necessary to provide sufficient opportunities for hospitals and medical care facilities to locate in San José. Consider locating health care and medical service facilities, including hospitals, in residential, commercial,

Urban Village, mixed use, Downtown, Transit Employment Center, Combined Industrial/Commercial, Industrial Park, and Public/Quasi-Public designations.

ES-6.3 Recognizing that health care is a regional issue that crosses jurisdictional boundaries, work with the County, non-profits, and other governmental and non-governmental organizations to ensure that adequate, affordable health care facilities are available for all San José residents.

ES-6.4 Respond to changing technology, changes in the City form, and changes in how health care is provided by maintaining and updating, as necessary, regulations for where and how health care can be provided and where health care facilities can be located.

ES-6.5 Encourage new health care facilities to locate in proximity to existing or planned public transit services. Coordinate with local transit providers as part of the development review process for new health care facilities, and encourage transit providers to provide new or enhance existing public transit services to the health care facility.

ES-6.6 Encourage the location of health care facilities and hospitals in areas that are underserved and lack adequate health care facilities.

ES-6.7 Discourage health care facilities or hospitals in areas where their operations can have adverse impacts on surrounding uses or where surrounding uses can have adverse impacts on health care facility patients, workers, or visitors.

ES-6.8 Develop and maintain land use policies and City programs that encourage healthful lifestyle choices that potentially diminish the demand for health care services.

ES-6.9 Work with the County, non-profits, and other public and private organizations to encourage employers to institute worksite wellness practices and programs and provide adequate health coverage and benefits to employees.

ES-6.10 Encourage potential hospital facilities to consider the impacts of a new facility on existing hospitals' service areas, demands, and capacities.

ES-6.11 Provide sufficient land for facilities to accommodate future health care needs of the aging population, such as nursing home care, assisted living, and continuing care retirement communities.

ES-6.12 Consider strategies and incentives to attract hospitals and other health care and medical service facilities to areas of San José where a demand for those services is demonstrated in analyses prepared by county, state, or professional consultants.

ES-6.13 Work with the County, State, and others to assess health care needs and evaluate whether lands are available in San José to accommodate needed facilities.

ES-6.14 Encourage major land use planning efforts (including future General Plan updates, Specific Plans, and Urban Village plans having over 5,000 housing units) to consider strategies to address health care and medical service needs as part of the planning process.

Potential Hospital Sites Diagram

INSERT

POTENTIAL

HOSPITAL

SITES

DIAGRAM

Parks, Open Space, and Recreation

Parks, Trails, Open Space, and Recreation Amenities/Programs Goals, Policies, and Implementation Actions (Parks Policies) recognize the importance of these amenities in creating complete neighborhoods, providing recreation opportunities for residents, and enhancing the livability and the social and environmental quality of the City. Parks Policies provide strong, high-level support for the provision of a wide range of recreational parkland, facilities, and programs throughout San José's diverse community, and they push San José to excel in the provision of parks and recreation amenities to remain a national leader in the field.

Recognizing the function that trails play in the City's multi-modal transportation system, separate Trail Network Policies are included in the Land Use and Transportation section of the *Envision General Plan*. Because of their recreational component, some Policies related to trails are incorporated into this section as well.

Elements of the *Envision General Plan* informed the development of the Parks Policies.

- Diversity and social equity is promoted through equitable distribution of facilities and programs, with standards for park acreage and community center space per population and with recommendations for maximum separation between residences and parks/recreation facilities.
- Parks, trails, open space, and recreation amenities/programs are an integral part of building complete neighborhoods. Access to parks, trails, open space, and recreation amenities/programs promotes healthful living, fostering physical health improvements through increased activity levels and mental health improvements through recreation and relaxation opportunities.
- Parks and recreation facilities and programs are an important aspect of the diverse array of quality services that San José provides.
- Parks, trails, open space, and recreation amenities/programs support and provide opportunities for public participation in vibrant arts and culture.
- The Parks Policies in this section encourage the provision of these facilities and amenities in close proximity to the populations they serve and, wherever possible, to where they are accessible by public transit. The Trail Network also significantly contributes to an interconnected city.
- Environmental leadership is supported through the connections trails provide; through the close proximity (thus the ability to walk/bike rather than drive) between residences and parks/recreation amenities; and through the habitat, heat reduction, flood control, and water supply/quality benefits that the non-developed land provides.
- High-quality parks and recreation facilities and programs promote tourism and attract new residents and workers to San José, thus promoting an innovative economy.



San José's Greenprint serves as an implementation tool for the *Envision General Plan* and identifies future needs for parks, recreation facilities, and trails, to keep San José a livable City and to attract new businesses. Select Policies and Actions in this section directly refer back to the Greenprint for more details on a topic or for prioritization of competing parks and recreation investments or issues.

The City operates and maintains a wide array of recreation facilities to provide a high quality of life in San José. As of 2010, the City provides and manages approximately 3,520 acres of parks (regional/city-wide and neighborhood/community), community gardens and open space lands. In addition, the City has plans to implement a 100-mile network of multi-use trails. The City also provides management for over 50 community facilities to serve the indoor recreational needs of the City's growing urban population. In addition to the lands operated and maintained by the City, parks and recreation amenities include properties owned and managed by private or public quasi-public entities, such as the Santa Clara Valley Water District, Pacific Gas & Electric Company, and school districts.

Although the Parks Policies in this section refer mostly to traditional parks, trails, community centers, and recreation programs, the City recognizes that many other public and private facilities and amenities work in concert with traditional recreational elements to contribute to a high quality of life in San José. Landscaped or pedestrian areas in former rights-of-way, either in former parking spaces or in closed or narrowed streets; yards, roof-top, common, and private open spaces; plazas, courtyards, and other outdoor gathering areas; private recreation facilities such as fitness centers, swim clubs, tennis clubs, and golf courses; and other public and private recreation amenities all provide recreational opportunities for San Joséans.

High Quality Facilities and Programs

San José desires to provide high quality parks and recreation facilities and programs that meet the needs of its residents. The *Envision General Plan* seeks to build upon successes of the past and pave the way for future achievements in the provision of parks and recreation amenities. San José recognizes that great cities should have great parks, that the City should have standards for the provision of minimum parkland acreages, and that its parks should be carefully designed and located to address local community demographics, needs, and interests.

Goal PR-1 – High Quality Facilities and Programs

Provide park lands, trails, open space, recreation amenities, and programs, nationally recognized for their excellence, which enhance the livability of the urban and suburban environments; preserve significant natural, historic, scenic and other open space resources; and meet the parks and recreation services needs of San José's residents, workers, and visitors.

Policies – High Quality Facilities and Programs

PR-1.1 Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.

PR-1.2 Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.

PR-1.3 Provide 500 square feet per 1,000 population of community center space.

PR-1.4 Provide access to high-quality recreation programs/services through a three-tiered multi-service hub, satellite, and neighborhood community center concept.

PR-1.5 Use San José's recreation capital investment to implement the Greenprint, the Community Sports Field Study, Climate Smart San Jose, the Aquatics Master Plan, the Community Center Reuse Strategy, the Urban Environmental Accords, and other adopted City Council policies.

PR-1.6 Where appropriate and feasible, develop parks and recreational facilities that are flexible and can adapt to the changing needs of their surrounding community.

PR-1.7 Design vibrant urban public spaces and parklands that function as community gathering and local focal points, providing opportunities for activities such as community events, festivals and/or farmers markets as well as opportunities for passive and, where possible, active recreation.

PR-1.8 Enhance existing parks and recreation facilities in built-out areas through new amenities and other improvements to ensure that residents' needs are being met.

PR-1.9 As Urban Village areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately or, in limited instances, publicly owned and maintained pocket parks; neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.

PR-1.10 Given the limited land resources available in San José, focus on land banking for future park development and only build new parks when development and maintenance funding is identified. In the interim between acquisition and improvement, utilize and maintain lands for public open space as appropriate.

PR-1.11 Develop an integrated parks system that connects new and existing large parks together through a network of interconnected trails and/or bike lanes/routes.

Actions – High Quality Facilities and Programs

PR-1.12 Regularly update and utilize San José's Parkland Dedication Ordinance / Parkland Impact Ordinance (PDO/PIO) to implement quality facilities.

PR-1.13 Maintain and periodically update a strategic plan (the Greenprint) establishing criteria and standards for the provision of parks and recreation services.

PR-1.14 Periodically survey park and recreational facility users and surrounding communities and use the information gained from said surveys to implement improvements to existing and to plan for future parks and recreational facilities.

PR-1.15 Develop community sports parks to serve existing and future residents, workers, and visitors in San José.

PR-1.16 Identify and pursue additional opportunities for new large park locations in San José (including but not limited to the County Fairgrounds, Coyote Valley, Pleasant Hills Golf Course, Rancho San Vicente, Regional Wastewater Facility buffer lands, and the former Singleton Landfill site), and pursue development of these opportunities, when feasible.

PR-1.17 Pursue expansion of existing large parks facilities such as Kelley Park, Guadalupe River Park & Gardens, Shady Oaks Park, and others, where feasible.



Contribute to a Healthful Community

San José's parks and recreation amenities play important roles in helping to transform San José into a more healthful city by providing residents access to nearby park facilities, trails, recreation programs, and community gardens.

Goal PR-2 – Contribute to a Healthful Community

Build healthful communities through people, parks, and programs by providing accessible recreation opportunities that are responsive to the community's health and wellness needs.

Policies – Contribute to a Healthful Community

PR-2.1 Encourage healthful food choices, exercise, and the production of locally grown agriculture for personal use by providing community garden facilities.

PR-2.2 Provide quality recreation and neighborhood services that increase frequency of exercise, foster physical activity, and encourage healthful living.

PR-2.3 Design and construct new parks, trails, and amenities in a manner that promotes their safe utilization and which allows access to each type of recreation experience for people of all abilities to the maximum extent possible.

PR-2.4 To ensure that residents of a new project and existing residents in the area benefit from new amenities, spend Park Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) fees for neighborhood serving elements (such as playgrounds/tot-lots, basketball courts, etc.) within a 3/4 mile radius of the project site that generates the funds.

PR-2.5 Spend, as appropriate, PDO/PIO fees for community serving elements (such as soccer fields, dog parks, sport fields, community gardens, community centers, etc.) within a 3-mile radius of the residential development that generates the PDO/PIO funds.

PR-2.6 Locate all new residential developments over 200 units in size within 1/3 of a mile walking distance of an existing or new park, trail, open space or

recreational school grounds open to the public after normal school hours or shall include one or more of these elements in its project design.

Actions – Contribute to a Healthful Community

PR-2.7 Locate, orient, and design parks and recreation facilities using principles that promote safety, security, and policing, in part through use of the Crime Prevention through Environmental Design concept, when applicable.

PR-2.8 Partner with the County and non-profits to promote community gardens in low income areas as an opportunity to grow affordable and healthful food.

PR-2.9 Develop partnerships with non-profits and the school districts to connect school children with community gardens, providing children with educational opportunities and access/exposure to healthful foods.

PR-2.10 Promote San José's parks and recreation system as one piece of the "healthful city" concept that encourages healthy bodies and minds for San José's residents and visitors.

Provide an Equitable Park System

One of San José's greatest strengths is its diversity, and San José embraces and celebrates its diverse blend of cultures. San José strives to achieve social, cultural, and economic equity, in part, by providing all residents access to its parks and recreation amenities.

Goal PR-3 – Provide an Equitable Park System

Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.

Policies – Provide an Equitable Park System

PR-3.1 Provide equitable access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities to the greatest extent feasible in order to provide a high quality of life for our residents.

PR-3.2 Provide access to an existing or future neighborhood park, a community park, recreational school grounds, a regional park, open space lands, and/or a major City trail within a 1/3 mile radius of all San José residents by either acquiring lands within 1/3 mile or providing safe connections to existing recreation facilities outside of the 1/3 mile radius. This is consistent with the United Nation's Urban Environmental Accords, as adopted by the City for recreation open space.

PR-3.3 Apply resources to meet parks, recreation, and open space needs in underserved areas of the city, prioritizing lower income and higher density areas, which may have a demonstrably greater need for these amenities.



Actions – Provide an Equitable Park System

PR-3.4 Provide the amenities identified in the Balanced Planning Area Model in the Greenprint, which include amenities such as community centers, parkland, sport fields, dog parks and community gardens.

PR-3.5 Develop programs, activities, events, and facilities that appeal to a broad audience, including but not limited to youth, young adults, and seniors and those of varying ethnicities, backgrounds, and abilities.

Community Identity

The *Envision General Plan* establishes a vision for San José's future, and it details how San José may enhance its image in the Bay Area, the state, and country. The City's parks and recreation facilities play a key role in creating a community identity and providing solid, lasting, and recognizable images for San José. As such, the City should capitalize on existing amenities, create new ones, and promote San José's parks and recreation assets as a means to enhance San José's identity. Part of that identity should be defined by a significant, grand park that acts as a focal point for the City.

Goal PR-4 – Community Identity

Improve San José's overall image and individual communities' images and livability by providing excellent recreation facilities, dynamic public spaces, and quality parks and recreation programs that gain national recognition.



Policies – Community Identity

PR-4.1 Collaborate with the community in the design, programming, and operation of parks and recreation facilities to ensure that these facilities meet their needs.

PR-4.2 In the design of parks, consider providing features, facilities, and services that promote tourism and make San José an attractive location for economic development as well as serving the needs of San José residents.

PR-4.3 Promote San José's unique, regional parks and recreation facilities as regional attractions/destinations by incorporating facilities, programs, and events with regional draws and marketing these to a regional audience.

PR-4.4 Reinforce the cultural character of new and existing neighborhoods by reflecting local materials, design forms, and landscape character in the development of neighborhood serving parks.

Actions – Community Identity

PR-4.5 Increase the number of special events that bring neighborhoods together, such as street festivals, resource fairs, holiday parades, movies, theatrical plays, and concerts in local parks, on temporarily closed streets, and/or in plazas.

PR-4.6 Where feasible and appropriate, strategically incorporate public art into parks, trails, and recreation facilities, with preference given to public art that reflects the culture and identity of the surrounding community, local history, or the ecology of the area.

Goal PR-5 – Grand Parks

Develop and promote a series of grand parks to act as focal points for the City, its residents, and its visitors.

Actions – Grand Parks

PR-5.1 Develop the Guadalupe River Park & Gardens as one of the City's grand parks, and as part of an integrated park system. Update both the *Guadalupe River Park Master Plan* and the *Guadalupe Gardens Master Plan* to achieve this goal.

PR-5.2 Promote a series of parks as the City's grand parks that host events, attract visitors, and strengthen San José's overall identity.

PR-5.3 Adhere to and update, as necessary, the *Guadalupe River & Park Urban Design Guidelines* to address how adjacent development will support and/or enhance it.

PR-5.4 Incorporate features, facilities, and special events in Guadalupe River Park & Gardens that attract a wide variety of users from throughout San José and the region and establishes it as San José's grand public park.

PR-5.5 Connect the Guadalupe River Park & Gardens to other assets in the City via a network of trails and bike paths to encourage connectivity and community and to maximize the park's use and accessibility.



Sustainable Parks and Recreation

San José is a national leader in environmentally sustainable practices, both in its own actions and in promoting sustainable practices in the private, non-profit, and personal arenas. Accordingly, San José's parks and recreation amenities embrace environmental and fiscal sustainability as guiding principles.

Goal PR-6 – Sustainable Parks and Recreation

Provide environmentally sustainable programs, facilities, and infrastructure assets, accompanied by a network of trails and pathways throughout the City to provide an alternate means of transportation.

Policies – Sustainable Parks and Recreation

PR-6.1 Partner with the community to promote environmental stewardship.

PR-6.2 Develop trails, parks and recreation facilities in an environmentally sensitive and fiscally sustainable manner.

PR-6.3 Encourage public land agencies to accept dedications of open space lands of regional significance, including watersheds, wildlife habitats, wetlands, historic sites and scenic lands.

PR-6.4 Consistent with the Green Vision, complete San Jose's trail network and, where feasible, develop interconnected trails with bike lanes to facilitate bicycle commuting and recreational uses.

PR-6.5 Design and maintain park and recreation facilities to minimize water, energy and chemical (e.g., pesticides and fertilizer) use. Incorporate native and/or drought-resistant vegetation and ground cover where appropriate.

PR-6.6 Encourage environmentally sustainable connections (such as pedestrian/bike trails, bike lanes and routes, transit, etc.) between community elements like schools, parks, recreation centers, libraries and other public nodes.

PR-6.7 In design and construction, consider the role of parks, trails, and open space in preserving, enhancing, or restoring existing ecosystems/wildlife habitat, where appropriate.

PR-6.8 Encourage development of public and private recreational uses in rural and hillside areas that is low intensity and sensitive to geologic hazards, water resources, natural habitats, and visual impacts.



Action – Sustainable Parks and Recreation

PR-6.9 Obtain applicable Leadership in Energy and Environmental Design (LEED) Certification (or its equivalent) for new and existing parks and recreation facilities, as dictated by applicable City policies.

Interconnected Parks System

Interconnection of homes, workplaces, stores, restaurants, and recreational amenities is critical to a high quality of life for San José's residents. The City is committed to improving its parks and recreation amenities, particularly its trail and bike network, as a means to interconnect the various aspects of residents' and visitors' lives. Policies in the Trail Network section of the *Envision General Plan* also support the Interconnected Park System Goal.

Goal PR-7 – Interconnected Parks Sytem

Provide an integrated system of parks connected by a citywide network of trails and pathways that provide opportunities for walking and biking for both recreation and transportation, thus fostering a healthful community.

Policies – Interconnected Parks System

PR-7.1 Encourage non-vehicular transportation to and from parks, trails, and open spaces by developing trail and other pleasant walking and bicycle connections to existing and planned urban and suburban parks facilities.

PR-7.2 Condition land development and/or purchase property along designated Trails and Pathways Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the trail and pathways corridors does not compromise safe trail access nor detract from the scenic and aesthetic qualities of the corridor. Locate trail right-of-ways consistent with the provisions of the City's Riparian Corridor Policy Study and any adopted Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP).

PR-7.3 Whenever possible, construct parks and recreation facilities, especially those that are youth serving, where they are accessible to public transit.

PR-7.4 Meet the parks needs and expand recreational opportunities for residents in dense, urban areas partially by focusing on improving connections (particularly trail, bicycle, and pedestrian networks) to large parks and recreation facilities.

Action – Interconnected Parks System

PR-7.5 At parks, trails, and recreational facilities, provide appropriate media to educate the public on options for reaching various recreational destinations using non-vehicular transportation and explain the environmental and health benefits of using these alternative means.

Fiscal Management of Parks and Recreation Resources

Ensuring that parks and recreation amenities can be developed, maintained, and administered on an on-going basis is critical for their long-term success. To facilitate fiscally sustainable parks and recreation facilities, the City must carefully control costs and should consider a variety of creative financing and partnership options.

Goal PR-8 – Fiscal Management of Parks and Recreation Resources

Provide fiscally sustainable recreation programs, facilities, and infrastructure assets.

Policies – Fiscal Management of Parks and Recreation Resources

PR-8.1 Partner with the community and businesses to promote volunteerism in the care and programming of parks and recreation facilities.

PR-8.2 Encourage privately owned and maintained and publicly accessible recreation spaces that encourage community interaction; compliment the private property uses; and, when adjacent to existing and planned parks, trails, recreation facilities, or open spaces, connect them to these facilities. This policy is particularly important in dense, urban areas.

PR-8.3 Give priority to the purchase and land banking of properties as they become available for future park and recreation facility developments.

PR-8.4 Consider open space land dedications when public ownership will preserve the natural and scenic beauty, protect natural and man-made landmarks, or provide a land supply to meet future recreation needs.



PR-8.5 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties.

PR-8.6 Develop or renovate facilities using a fiscally sustainable approach to minimize costs and maximize revenue generation (from amenities such as softball fields), where possible.

PR-8.7 Actively collaborate with school districts, utilities, and other public agencies to provide for appropriate recreation uses of their respective properties and rights-of-ways. Consideration should be given to cooperative efforts between these entities and the City to develop parks, pedestrian and bicycle trails, sports fields and recreation facilities.

PR-8.8 Collaborate with the public land agencies and other appropriate jurisdictions to direct the expenditure of their funds to provide parks and other open space lands and recreation resources within, or in close proximity to, the urban population.

PR-8.9 Work cooperatively with local school districts in identifying and evaluating surplus school sites for potential parkland acquisition.

PR-8.10 Encourage the development of private/commercial recreation facilities that are open to the public to help meet existing and future demands (i.e. plazas, swimming pools, fitness centers and gardens).

Actions – Fiscal Management of Parks and Recreation Resources

PR-8.11 Use the City's Five Year Capital Improvement Program (CIP) and Budget to enhance recreational opportunities as they are defined in the *Envision General Plan*, the Greenprint, and other applicable adopted plans/policies.

PR-8.12 Explore recreation funding augmentation to diminish reliance on the General Fund.

PR-8.13 Consider use of general obligation bonds to further the development of parks, recreation facilities, and trails for the City.

PR-8.14 To offset reliance on the General Fund, create a fiscally sustainable approach for recreational services and facilities, maximize the use of programs and facilities, and ensure affordable access to programs and services by setting parks and recreation user fees and pricing strategies in accordance with City Council-approved cost recovery percentage goals and the guiding principles found in the Pricing and Revenue City Council Policy.



PR-8.15 Explore means for volunteer and donated enhancement of public parks and recreation facilities (such as maintenance from neighborhood/community groups, businesses, etc.) as a means to help further maintenance and operations objectives where feasible.

PR-8.16 Explore creative funding options for the design, development, and maintenance of recreation facilities and programs, including grants, special assessment districts and partnerships with public, private, and non-profit organizations.

PR-8.17 Maintain and periodically update the School Site Reuse Plan as a tool to evaluate the acquisition of surplus school properties for parks, recreation, and open space purposes while allowing school districts to recover some investments in those properties.

PR-8.18 Implement fee changes for recreation programs and facilities in order to generate additional revenues that could fully fund recreation programs for the City.

PR-8.19 Pursue joint use projects with schools and colleges, Santa Clara Valley Water District, other public agencies, and private foundations. Whenever feasible, obtain permanent joint-use agreements when partnering with other organizations or agencies in providing parks or recreation facilities in order to ensure the amenities' availability in perpetuity.

PR-8.20 Develop a Parks & Community Foundation as a means for residents and businesses to support parks and recreation programs and projects.

Open Space, Parks, and Trails Diagram

INSERT

OPEN SPACE

PARKS AND TRAILS

DIAGRAM

Interconnected City

CHAPTER 5











Land use and transportation are inextricably linked, as land use patterns create specific travel needs. Compact, mixed-use development reduces travel distances, encourages active transportation modes that contribute to a healthful community, and reduce greenhouse gas emissions. The adjacency of most identified Growth Areas and transit facilities also exhibits the close ties between land use and transportation.

As detailed in prior chapters of this Plan, San José's roots are in agriculture. As the City grew and developed, the vast majority of its land was dedicated to single-family detached residential uses. The natural setting has influenced development patterns here, with more rural development typically occurring in and adjacent to San José's eastern and southern hillsides and more intensive development on the Valley floor.

The City's transportation infrastructure has also significantly impacted development patterns. For over three decades, San José has implemented smart growth policies. These policies foster economic development, revitalize downtown, protect neighborhoods, build housing, preserve open space, link land use and transportation planning, and direct growth to appropriate areas. San José has enjoyed job and housing growth near transit corridors, creation of parks and neighborhood services, and a low crime rate for a major city. A strong policy foundation, proactive planning and political support have resulted in a community with a high quality of life.

Unlike the *San José 2020 General Plan*, which provides considerable flexibility for residential development throughout the City, the *Envision San José 2040 General Plan* strategy focuses all growth to identified Growth Areas and precludes large scale residential development from occurring on other sites that have not been allocated new growth capacity. This residential growth strategy directly supports the Urban Villages and the Design for a Healthy Community Major Strategies.

The Transportation Network Diagram highlights transportation routes in the City and identifies modal options and priorities along varying routes.

This chapter concludes with the Land Use/Transportation Diagram, which identifies locations, types, and intensities of employment, residential, and mixed-use growth throughout the City.

Land Use Diagram Concepts

Building on the *Envision General Plan* Vision and Major Strategies, the Land Use / Transportation Diagram identifies locations, types, and intensities of employment, residential, and mixed-use growth throughout San José. It gives geographic reference and a spatial context to the goals and policies of the *Envision General Plan*. The Diagram also illustrates the inextricable link between land uses and the transportation network. It must be used in conjunction with the goals, policies, and implementation actions in the *Envision General Plan*.

The *Envision General Plan* Land Use / Transportation Diagram is formulated upon the following key concepts:

- Generalized Land Use Designations,
- Designated Growth Areas,
- Support for Employment Growth,
- Low Growth Areas,
- Establish Fixed Urban Growth Boundary,
- Incorporation of Specific Plans, and
- Implementation of Urban Village Plans.

Generalized Land Use Designations

To translate the strength of the General Plan Vision, goals, and policies into the Land Use / Transportation Diagram, and to promote successful implementation of the *Envision General Plan*, the Diagram includes a limited number of discrete designations applied to locations that clearly reinforce the Envision goals. The Diagram designations are particularly important to support the Growth Areas Strategy; to better support the development of mixed-use, high-density Urban Villages; and to restrict residential growth outside of identified Growth Areas.

The *Envision San José 2040 General Plan* has 29 land use designations, including six overlay designations. These land use designations provide significant flexibility and opportunity for the development of employment uses in both mixed-use and standard configurations. They also preserve or potentially reduce lower residential densities outside of the Growth Areas. The relationship between the 91 land use designations included in the *San José 2020 General Plan* and the 29 land use designations included in the *Envision San José 2040 General Plan* is provided in Appendix 4.

The *Envision San Jose 2040 General Plan* Land Use Designations are generally applied to whole areas and not individual properties or small groupings of properties. One prominent exception is in the University Neighborhoods surrounding San Jose State University. Consistent with the University Neighborhoods Strong Neighborhoods Initiative Neighborhood Improvement Plan the majority of the University Neighborhood area is designated Residential Neighborhood to preserve the portions of the neighborhood that contain single family homes; however, those properties within the neighborhood that contain older high density residential development are designated Urban Residential

to allow and encourage the redevelopment of these properties with new high density residential development that is compatible with the surrounding neighborhood and adjacent single family homes.

Designated Growth Areas

Directing growth to identified areas and creating complete Urban Villages are top priorities for the *Envision San José 2040 General Plan*. The Land Use / Transportation Diagram has a series of designations that identify targeted locations for growth intensification, including but not limited to the Downtown, Urban Village Areas, Transit Employment Centers, and Specific Plan Areas. These areas were selected as the best areas of the City for new growth to further the Plan Vision and associated environmental, fiscal, economic, and transportation goals, including but not limited to support for increased transit use and protection of open spaces and hillsides. Almost all areas with existing or planned fixed transit stops (light rail, heavy rail, BART, high-speed rail) and corridors with existing or planned Bus Rapid Transit are identified as high-growth areas in order to encourage increased public transit use.

Support for Employment Growth

The *Envision San José 2040 General Plan* strongly identifies and promotes job growth as critical for fiscal sustainability in San José's future. Economic Development Policies include a Jobs / Employed Resident (J/ER) ratio goal of 1.1 by 2040, and a near term J/ER ratio goal of 1.0 by 2025. In order to achieve these goals, employment lands from the *San José 2020 General Plan* are retained and additional employment land capacity is added in select locations. The most notable addition to employment capacity (compared to the *San José 2020 General Plan*) is within the Alviso planning area, on the Regional Wastewater Facility lands.

To support growth in employment and commercial activity, the *Envision San José 2040 General Plan* provides flexibility for mixing of land uses with a particular emphasis upon allowing more flexibility for commercial uses to develop within predominantly residential areas of the city. The resulting land use designations and various Land Use Policies accordingly provide significant support for new mixed-use development. In most instances, these mixed-use designations and policies provide additional flexibility for accommodating commercial uses beyond what was allowed in the *San José 2020 General Plan*.

Low-Growth Areas

Recognizing that much of the land area in San José has a fully developed land use pattern that will remain for the foreseeable future and that the dispersal of new residential growth citywide would be counter to various Envision goals, the Land Use / Transportation Diagram limits growth in most existing neighborhood areas through application of the Residential Neighborhood designation. Use of this designation acknowledges the city's built-out character and supports the primary Envision goal to limit new development outside of the identified Growth Areas while also protecting environmentally sensitive sites and strengthening the Urban Growth Boundary. Through the Residential Neighborhood designation, the series of low to middle density residential designations in the *San José 2020 General Plan* are consolidated into fewer designations with generally lower allowable densities for non-Growth Areas, accompanied by more flexible designations providing for a

broader range and intensity of mixed uses within Growth Areas.

Residential designations in the *Envision San Jose 2040 General Plan* place significant emphasis upon identifying the desired neighborhood form and character for residential and mixed use areas. In much of San José not designated for growth in the *Envision General Plan*, new residential development in these designations will primarily reflect the character of development in the existing neighborhoods.

Establish Fixed Urban Growth Boundary

State-of-the-art mapping technology gives the City the ability to clearly identify and delineate the location of the 15% Slope Line and its relationship to the City's Greenline/ Urban Growth Boundary (UGB) on the Land Use/Transportation Diagram. Both the 15% Slope Line and the UGB are included within the Land Use / Transportation Diagram, and expansion of the UGB above the 15% Slope Line is prohibited in accordance with the applicable Land Use Goals & Policies. The Urban Growth Boundary provides clarity as to the lands appropriate for development within San José. The *Envision General Plan* establishes unique land use designations and specific policies that are applied to lands outside the UGB to reinforce the *Envision General Plan* goal to direct new urban development to areas within the City's Urban Growth Boundary while preserving areas outside the UGB for primarily open space, habitat, parkland or agricultural activities. These areas outside of the UGB should be designated as Open Hillside, Agriculture or Open Space, Parklands and Habitat in the bay lands located within Alviso, and used to form a greenbelt along the City's eastern and southern boundaries

Incorporation of Specific Plans

The *Envision San José 2040 General Plan* and Land Use / Transportation Diagram incorporates six of the nine Specific Plan or Planned Residential Communities that were contained within the *San Jose 2020 General Plan*. Of these, the Midtown, Jackson-Taylor, and Tamien Station Specific Plan areas are assigned additional job and housing growth capacity. The Alviso Specific Plan Area is assigned additional job growth capacity. The Martha Gardens Specific Plan area is assigned additional housing growth capacity. The The Communications Hill Specific Plan is incorporated without change in growth capacity. The Rincon South Specific Plan has been retired as a Specific Plan and the Land Use Plan has been replaced by the General Plan Land Use/Transportation Diagram; however, the objectives, guidelines, and other components of the Specific Plan, have been maintained as an Urban Village Plan to fulfill the Urban Village Planning requirements set forth in the Implementation chapter of the *Envision General Plan*. Areas of the City previously addressed through the Berryessa Planned Residential Community, Evergreen Specific Plan and Silver Creek Specific Plans have been sufficiently developed and have Master Planned Development Zoning Districts that provide specific development standards and additional design guidelines; it is no longer necessary to maintain Specific Plans for these areas. *Envision General Plan* Land Use / Transportation Diagram designations have been applied in the Specific Plan areas to align to the degree possible with their goals and policies and shall take precedence over adopted Specific Plans' Land Use Plans; but reference to the Specific Plans is still necessary to further define the allowable land uses therein.

Implementation of Urban Village Plans

The *Envision San José 2040 General Plan* and Land Use / Transportation Diagram supports the use of Urban Village Plans as a critical tool for the implementation of the *Envision General Plan* and Diagram. Urban Village Plans are prepared through the process established within the Implementation Chapter of the *Envision General Plan*. Although Urban Village Plans are not directly incorporated into the *Envision General Plan*, they are critical to the implementation of *Envision General Plan* goals and policies. Zoning and planning entitlement actions should be evaluated for their consistency with the applicable Urban Village Plan in order to determine General Plan consistency.

Land Use Designations

To implement the goals and policies of the *Envision General Plan*, the following designations are included on the Land Use / Transportation Diagram. Identified residential densities and Floor Area Ratios (FARs) are prescriptive, except when explicit exceptions are noted or when lower intensities are required in order to avoid significant aesthetic and other possible impacts under the California Environmental Quality Act (e.g., lower intensity development is needed to be compatible with a National Register or City Landmark Historic District).

FARs are calculated by the ratio of a building's gross floor area to the net acreage of the lot upon which the building stands. Above ground structured parking is included in the calculation of the total structure/building square footage. For a residential parcel with a single-family house, the square footage of accessory structures, garages, attics, and basements are not included in the calculation. FAR calculations are further defined in the Zoning Ordinance.



Stated residential densities are often referenced as "up to" a certain number of dwelling units per acre. Policies in the *Envision General Plan* may dictate that a density lower than the maximum is appropriate for a site. Similarly, General Plan policies may dictate that a density close to the maximum allowable density is appropriate for a site. Identified ranges for number of stories are not prescriptive and are intended only as a general reference for understanding typical building scales expected within a given designation.

Downtown

Density: Up to 800 DU/AC; FAR Up to 30.0 (3 to 30 stories)

This designation includes office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the *Envision General Plan* (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified FAR range of up to 30.0. While this land use designation allows up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the airport land use compatability plan (ALUCP) adopted by the Santa Clara County Airport Land Use Commission (ALUC) for San José Mineta International Airport. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.

The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.

Commercial Downtown

Density: FAR Up to 15.0 (3 to 30 stories)

This designation includes office, hotel, retail, service, and entertainment uses in the City's Downtown, consistent with those supported by the Downtown designation, but denotes areas in which residential uses are not appropriate and therefore are excluded. Development should be at very high intensities, unless incompatibility with other major policies within the *Envision General Plan* (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in downtown, support pedestrian and bicycle circulation, and increase transit ridership. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.



The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.

Urban Village

Density: Up to 250 DU/AC; FAR Up to 10.0

The Urban Village designation is applied within the Urban Village areas to accommodate higher density housing growth along with a significant amount of job growth. This designation is also applied in some cases to specific sites within Urban Village Area Boundaries that have received entitlements for Urban Village type development. This designation supports a wide variety of commercial, residential, institutional or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity

within the identified Urban Village Growth Area. Prior to preparation of an Urban Village Plan, this designation supports uses consistent with those of the Neighborhood Community Commercial designation, as well as development of Signature Projects as described in the *Envision General Plan* Implementation policies. Following preparation of an Urban Village Plan, the appropriate use for a site will be commercial, residential, mixed-use, public facility or other use as indicated within the Urban Village plan as well as those uses supported by the Neighborhood/Community Commercial designation.

Urban Village Plans provide more detailed information related to the allowed uses, density and FAR for particular sites within each Urban Village area and may also recommend that some sites within the Urban Village area be changed to another Land Use designation in order to better represent the uses identified within the Urban Village Plan. The minimum density for development that includes a significant residential component is at least 55 DU/AC, although lower residential densities are acceptable for mixed-use projects that include small amounts of residential in combination with significant amounts of non-residential square footage or on specific sites identified within the Urban Village plan as being appropriate for development at a lower density so as to be compatible with adjacent land uses. The appropriate density for mixed-use projects is that which can be accommodated under a maximum FAR of 10.0, or as determined by a more specific density range established within the Urban Village Plan. For projects that are wholly employment uses, a lower FAR than indicated in the Urban Village Plan is also appropriate to facilitate development of interim employment uses. All projects must still meet the Community Design Policies in this plan and in the applicable Urban Village Plan. For Signature Projects, the appropriate minimum density is the density needed to be consistent with the Signature Project policies. The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document. The height and building form of development within the Urban Village areas can vary significantly depending upon the type and character of the Urban Village, consistent with the Urban Village policies provided within Chapter 6 of this Plan.

Urban Village Commercial

Density: FAR up to 8.0



The Urban Village Commercial designation is applied within the Urban Village Growth Areas. The Urban Village Commercial land use designation supports commercial activity that is more intensive than that of the Neighborhood/Community Commercial land use designation. Appropriate uses in this designation include mid-rise office buildings, health care facilities, and hotels, along with ground floor neighborhood-serving commercial and retail uses. Aggregation of smaller parcels is supported in this designation in order to form parcels ideal for larger, mid-rise development. Development within the Urban Village Commercial designation should conform to land use and design standards established with an adopted Urban Village Plan.

Development under this designation should be developed with an urban and pedestrian-oriented form. This designation does not support drive through uses. Allowable uses, FAR, height and building form for this designation may be further defined within the applicable

Urban Village Plan.



Transit Employment Center

Density: FAR Up to 12.0 (4 to 25 stories)

This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and high degree of access to transit and other facilities and services. To support San Jose's growth as a Regional Employment Center, it is useful to designate such key Employment Centers along the light rail corridor in North San José, in proximity to the BART and light rail facilities in the Berryessa/Milpitas area, and in proximity to light rail in the Old Edenvale area. All of these areas fall within identified Growth Areas and have access to transit and other important infrastructure to support their intensification. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses. The North San José Transit Employment Center also allows limited residential uses, (in areas designated with residential overlays), while other Employment Centers should only be developed with industrial and commercial uses.

An important difference between this designation and the Industrial Park designation is that the development intensity and site design elements in Transit Employment Center areas should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects. Additional flexibility may be provided for retail and service commercial uses within North San José through the City's discretionary review and permitting process. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within Transit Employment Centers. New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment.



Regional Commercial

Density: FAR Up to 12.0 (1 to 25 stories)

These commercial areas attract customers from a regional area and play an important fiscal and economic role for the City. This designation is applied primarily to existing regional shopping centers, though sometimes it may reflect the cumulative attraction of a regional center and one or more nearby community or specialty commercial centers, or two or more community or specialty centers in close proximity whose combined drawing power is of a regional scale. This designation supports a very wide range of commercial uses, which may develop at a wide range of densities. Large shopping malls, and large or specialty commercial centers that draw customers from the greater regional area are appropriate in this designation along with office uses ranging in intensity up to a 12.0 FAR. Hospitals and private community gathering facilities can also be considered in this designation. The *Envision General Plan* supports intensification and urbanization of Regional Commercial areas in order to promote increased commercial activity and more walkable, urban environments in Regional Commercial districts.



Mixed Use Commercial

Density: Up to 50 DU/AC; Residential/Commercial Mixed-Use FAR 0.5 to 4.5 (1 to 6 stories); Commercial FAR 0.25 to 4.5 (1 to 6 stories)

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for residential/commercial mixed-use projects and 0.25 FAR for commercial projects with a typically appropriate overall FAR of up to 4.5, allowing for a medium intensity of development. Per Policy H-2.11, the commercial FAR requirement does not apply to certain 100% affordable housing developments. This designation therefore is more commercially focused than the Mixed Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they are compatible and do not pose a hazard to other nearby uses.

Neighborhood/Community Commercial

Density: FAR Up to 3.5 (1 to 5 stories)

This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood / Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation. This designation also supports one hundred percent (100%) deed restricted affordable housing developments that are consistent with General Plan Policy H-2.9 and Policy IP-5.12.

Combined Industrial/Commercial

Density: FAR Up to 12.0 (1 to 24 stories)

This category allows a significant amount of flexibility for the development of a varied mixture of compatible commercial and industrial uses, including hospitals and private community gathering facilities. Properties with this designation are intended for commercial, office, or industrial developments or a compatible mix of these uses. This designation occurs in areas where the existing development pattern exhibits a mix of commercial and industrial land uses or in areas on the boundary between commercial and industrial uses. Development intensity can vary significantly in this designation based on the nature of specific uses likely to occur in a particular area. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail commercial and warehouse forms and uses.

While this designation potentially accommodates a wide variety of uses and building forms,

more specific guidance should be provided through the application of the Zoning Ordinance in order to establish use and form standards that will promote the development of a cohesive employment area across multiple adjoining properties that share this designation.



Industrial Park

Density: FAR Up to 10.0 (2 to 15 stories)

The Industrial Park designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing and offices. This designation is differentiated from the Light Industrial and Heavy Industrial designations in that Industrial Park uses are limited to those for which the functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Hospitals may be appropriate within this designation, if it can be demonstrated that they will not be incompatible with Industrial Park uses or other nearby activities. Areas identified exclusively for Industrial Park uses may contain a very limited number of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should typically be located within a larger industrial building to protect the character of the area and maintain land use compatibility. Additional flexibility may be provided for retail and service commercial uses, including hotels within North San José and the Edenvale Development Policy area through the City's discretionary review and permitting process. One primary difference between this use category and the "Light Industrial" category is that, through the Zoning Ordinance, performance and design standards are more stringently applied to Industrial Park uses.

Light Industrial

Density: FAR Up to 1.5 (1 to 3 stories)

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate industrial area. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (start-up companies) or lower cost industrial operations.

Because of the limited supply of land available for industrial suppliers/services firms in the city, Land Use Policies in the *Envision General Plan* restrict land use changes on sites designated Light Industrial. Design controls for this category of use are not as stringent as for the "Industrial Park" uses.

Heavy Industrial

Density: FAR Up to 1.5 (1 to 3 stories)

This category is intended for industrial users with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Extractive and primary processing industries are typical of this category.

Office and research and development uses are discouraged under this designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing. The Heavy Industrial designation is also the appropriate category for solid waste transfer and processing stations, if those sites meet other *Envision General Plan* policies. Very limited scale retail sales and service establishments serving nearby businesses and their employees may be considered appropriate where such establishments do not restrict or preclude the ability of surrounding Heavy Industrial land from being used to its fullest extent and are not of a scale or design that depend on customers from beyond normal walking distances. Any such uses should be clearly incidental to the industrial users on the property and integrated within an industrial building.



The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate. Because of the limited supply of land available for heavy industrial uses, the Land Use Policies in the *Envision General Plan* restrict land use changes in areas reserved exclusively for industrial uses.

Public/Quasi-Public

Density: FAR N/A



This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, permanent supportive housing, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including private schools, daycare centers, hospitals, public utilities, and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications facilities that are consistent in character with established public land uses. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

One of the larger areas within the City designated as Public/Quasi-Public is the City-owned buffer lands surrounding the Regional Wastewater Facility. Due to planned changes to the Facility's operations, it is anticipated that the current extensive buffer land area will not be needed in the future. In 2013, the City adopted the Plant Master Plan for reuse of a portion of these buffer lands for a variety of new uses, including additional employment capacity. Accordingly the *Envision General Plan* includes job growth capacity for the buffer land area to support future expansion of employment uses.

Transportation and Utilities

Density: FAR N/A

Lands with this designation are in primary use as transportation or utility corridors. This designation is mostly applied to active or inactive railroad line and high-voltage power line corridors, but also is appropriate for other similar infrastructure corridors that are not either in the public right-of-way or on lands designated as Public/Quasi-Public. Trails are also an appropriate use for this designation provided that the corridor is not currently in use as an active railroad line or other use that would potentially result in a land use conflict or hazardous situation.

Transit Residential

Density: 50-250 DU/AC; Commercial FAR 2.0 to 12.0 (5 to 25 stories). Residential/Commercial Mixed-Use minimum of 50 DU/AC with maximum FAR of 12.0.



This is the primary designation for new high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation may also be appropriate for some sites within Urban Village areas as identified through an Urban Village Planning process. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals and private community gathering facilities. To help contribute to "complete communities," commercial uses should be included with new residential development in an amount consistent with achievement of the planned job growth and Urban Village Plan for the relevant Urban Village area. The allowable density/intensity for commercial projects is a FAR of 2.0 to 12.0 with a minimum FAR of 2.0. Residential/commercial mixed-use development shall require a minimum of 50 DU/AC with a maximum of FAR of 12.0. The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document.

Urban Residential

Density: 30-95 DU/AC; Commercial FAR 1.0 to 4.0 (3 to 12 stories). Residential/Commercial Mixed-Use minimum of 30 DU/AC with maximum FAR of 4.0.



This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities, within identified Urban Villages, in other areas within the City that have existing residential development built at this density, within Specific Plan areas, or in areas in close proximity to an Urban Village or transit facility where intensification will support those facilities. Any new residential development at this density should be in Growth Areas or, on a very limited basis, as infill development within areas with characteristics similar to the Urban Village areas (generally developed at high-density and in proximity to transit, jobs, amenities and other services). The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document. This designation is also used to identify portions of Urban Village areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas within the Urban Village suitable for greater intensification. The allowable density/intensity for commercial projects is a FAR

of 1.0 to 4.0 with a minimum FAR of 1.0. Residential/commercial mixed-use development shall require a minimum of 30 DU/AC with a maximum FAR of 4.0. Developments in this designation would typically be three to four stories of residential or commercial uses over parking.



Mixed Use Neighborhood

Density: up to 30 DU/AC; FAR 0.25 to 2.0 (1 to 3.5 stories)

This designation is applied to areas intended for development primarily with either townhouse or small lot single-family residences and also to existing neighborhoods that were historically developed with a wide variety of housing types, including a mix of residential densities and forms. This designation supports commercial or mixed-use development integrated within the Mixed Use Neighborhood area. Existing neighborhoods with this designation are typically characterized by a prevalence of atypical lot sizes or shapes and a parcel-by-parcel development pattern where small townhouse development may exist adjacent to more traditional single-family development or more intense multi-family development.

This designation should be used to establish new neighborhoods with a cohesive urban form, to provide transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character. Small lot single-family neighborhoods with this designation may involve zero lot-line or other design features not available through a standard subdivision process.

Because, within such mixed neighborhoods, the established overall neighborhood density and character is more intense than that found in typical single-family detached neighborhoods, it is appropriate to allow for infill development in Mixed Use Neighborhood areas that includes medium density residential uses such as townhouses or stacked flats and some opportunity for live/work, residential/commercial, or small stand-alone commercial uses.

Hospitals and other healthcare facilities may potentially be located within Mixed Use Neighborhood areas provided that any potential land use impacts can be mitigated. This designation may also be appropriate for areas in close proximity to urban amenities (such as transit stations), but that are not within a proposed Urban Village area.

Development within this designation should occur through use of standard Zoning Districts which specify the minimum lot size. Development at higher ends of the density range will typically require larger lot sizes (or a combination of existing lots) and must still meet Community Design Policies in the *Envision General Plan* and applicable design guidelines. The allowable density/intensity for mixed-use development will be determined using an allowable Floor Area Ratio (FAR) (0.25 to 2.0) rather than Dwelling Units per Acre (DU/AC) to better address the urban form and to potentially allow fewer units per acre if in combination with other non-residential uses such as commercial or office.

Residential Neighborhood

Density: typically 8 DU/AC (Match existing neighborhood character); FAR up to 0.7 (1 to 2.5 stories)

This designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.

Existing development within this designation will typically have a density of approximately 8 DU/AC, but in some cases this designation may be applied to areas already developed at slightly higher or slightly lower densities. New infill development should conform to the *Envision General Plan* design guidelines for Residential Neighborhoods and be limited to a density of 8 DU/AC or the prevailing neighborhood density, whichever is lower. For example, on a site bordered by development with a prevailing average density of 5 DU/AC, new development should include the number of units that would most closely match this density. An alternative density may be appropriate if it would result in an infill development that matches existing development along the same street from which the new houses take direct access.

Only in cases where new development is completely separated from existing neighborhoods by freeways, major expressways, or a riparian corridor or other similar barrier, will it be permissible for the new development to establish a unique character as defined by density, lot size and shape. Similarly, for infill projects where 50% or more of the development on the same block (both sides of the street) is developed at a density greater than 8 DU/AC, new development can match the prevailing density. For any new project to exceed 8 DU/AC, it is necessary that: (1) other policies in this Plan are met, (2) applicable design guidelines are met, and (3) development does not exceed 16 DU/AC. For example, on a site bordered by development with a prevailing average density of 12 DU/AC, new development should include the number of units that would most closely match this density, provided that it would also meet the applicable design guidelines and other *Envision General Plan* policies.

Reinforcing the *Envision General Plan's* Growth Area Strategy to direct intensified development to areas with better access to services and transit, some areas currently developed with a mix of single-family and duplex uses are designated as Residential

Neighborhood to discourage their further intensification.

This designation supports the development of new commercial uses within established residential neighborhoods if located on busier streets or at street intersections, and provided such development does not negatively impact the surrounding neighborhood. Hospitals and other healthcare facilities may potentially be located within such areas provided that any potential land use impacts can be mitigated. New commercial uses are discouraged on small existing streets unless it can be clearly demonstrated that the commercial use can integrate with the existing residential neighborhood without creating adverse impacts. Commercial uses in these locations will typically be limited to home occupations or similar home-based commercial activities unlikely to create a nuisance within the established Residential Neighborhood setting. Private Community Gathering Facilities compatible with the surrounding residential neighborhood are also supported under this land use designation.

Mobilehome Park

Density: No greater than 25 mobilehome lots (as defined in San José Municipal Code Chapter 20.200) per acre

This designation allows for the construction, use and occupancy of a Mobilehome Park as defined in Section 18214 of the California Health and Safety Code, as amended. The intent of this designation is to preserve existing housing stock and to reduce and avoid the displacement of long-term residents. New residential development in this designation is limited to mobilehome parks and incidental uses for mobilehome park residents such as clubhouses and community rooms, pools, parks, and other common areas. New infill development of mobilehome park uses must match the density of mobilehome lots in the existing mobilehome park.

Rural Residential

Density: up to 2 DU/AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)

This designation is applied to areas already largely developed for residential use with a low density or rural character. Any new infill development should be limited to densities that match the established density, lot size, and character of surrounding properties. Properties with this designation that have existing zoning entitlements or traffic allocations in place may proceed with development of those entitlements, even if at a higher density than 2 DU/AC or existing land use pattern. New development in this designation may also be limited to densities lower than 2 DU/AC due to issues such as geologic conditions, grading limitations, proximity to creeks, or higher costs for provision of services. Since this designation is planned on the fringes of the City, the type and level of services required to support future developments in this category is expected to be less than that required for more urban land uses. Projects should minimize the demand for urban services and provide their own major funding for construction of service facilities necessitated for the project. Discretionary development permits should be required for new development and subdivisions in these areas as a mechanism to address public service levels, grading, geologic, environmental, aesthetics, and other issues.

Lower Hillside

Density: up to 1 DU/5 AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)

This designation is applied to properties at the edge of the developed City, just inside its Urban Growth Boundary (UGB) and at the limit of the Urban Service Area (USA), but where urbanization has already partially occurred and where urban infrastructure and services (streets, utilities, etc.) are already available. This designation is applied to properties located downhill from the UGB, but that typically have hillside characteristics and which typically have a higher cost for the provision of public services. Development of Lower Hillside properties is not intended to expand the City or create new areas of development, but rather to allow for limited infill that completes the existing pattern of development at its edge. New residential development is limited to one dwelling unit per existing lot, with new subdivisions not to exceed one dwelling unit per five acres (1 DU/5 AC).

While most properties with this designation will be maintained at the current level of development, in some instances existing vacant or underutilized Lower Hillside properties support new infill development. In either case, Lower Hillside properties should be maintained largely as open space, with development limited in scale and location to preserve the visual and habitat benefits of open space areas. An open space character is prevalent in these areas, which frequently contain important watersheds, natural habitats, and prime percolation soil areas which should be preserved from the encroachment of urban densities. Projects developed under this designation should be designed to minimize their visibility, to enhance the open space character of the hillsides, to avoid geologic hazards and negative impacts to natural environments, and to preserve and enhance the aesthetic qualities of the natural terrain.

Lower densities may be necessary in some locations to address the geologic, environmental, aesthetic, and public service issues mentioned above. Discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address the aforementioned issues.

Agriculture

Density: up to 1 DU/20 AC; minimum 20 acre parcels (1 to 2.5 stories)



Sites in the Agriculture designation are intended for a variety of agricultural uses, including grazing, dairying, raising of livestock, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands, and the processing of agricultural products. Consistent with other *Envision General Plan* goals and policies, agricultural practices are encouraged which follow ecologically sound practices and which support economic development, provide open space and link to the region's history. The Agriculture designation supports more intensive agricultural uses than are supported by the Open Hillside designation. Private Recreation uses which are rural in character and are compatible with the Coyote Creek Park Chain and Council Policy 6-34: Riparian Corridor Protection and Bird-safe Design are allowed east of Monterey Highway between Metcalf Road and 1,400 feet south of Palm Avenue.

Building intensity in this designation will be greatly limited. The minimum parcel in areas

designated as Agriculture is 20 acres in size. This designation is intended to support existing and future agricultural uses on properties. No uses or structures are allowed that would require urban services, such as sanitary sewers or other urban street improvements. Some ancillary, supportive uses can be allowed in accordance with the Rural Agriculture Goals & Policies in the *Envision General Plan*.



Private Recreation and Open Space

Density: N/A

The Private Recreation and Open Space areas allow a broad range of recreation or open space uses, located within the Urban Growth Boundary, and typically at a higher intensity than those found on lands with the Open Space, Parklands, and Habitat designation. Possible recreation uses include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks, private campgrounds and cemeteries. Ancillary commercial uses, such as bars and restaurants, are allowed in conjunction with private recreation uses. The intensity of any combination of buildings or structures developed under this category is expected to be limited with the majority of the land area maintained as open space, so that the Private Recreation and Open Space lands generally maintain an open space character.



Open Space, Parklands and Habitat

Density: N/A

These lands can be publicly- or privately-owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City. This designation is also applied outside of the Urban Growth Boundary to the bay lands located within Alviso.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts and, for properties located outside of the Greenline / Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline / Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline / Urban Growth Boundary, community centers, public golf courses, and other amenities open to the public would also be allowed within publicly-owned properties in this designation.

Privately-owned lands in this designation are to be used for low intensity, open space activities. Appropriate uses for privately-owned lands in this category include cemeteries, salt ponds, and private buffer lands such as riparian setbacks. Where appropriate and

where it has not otherwise been identified for use as open space (through a zoning, for instance), privately owned land in this designation may be considered for low-intensity agricultural uses provided that such uses do not involve the addition of buildings or other structures or use of irrigation on significant portions of the site.

Open Hillside

Density: up to 1 DU/20 AC (1 to 2.5 stories); FAR up to 0.02



This designation is applied to areas which are located outside of the Urban Growth Boundary (UGB) with the intent of preserving a permanent greenbelt of open space and natural habitat along the City's eastern and southern edges. Within this designation, the supported uses vary slightly for lands owned publicly or privately. Publicly-owned lands within the Open Hillside designation include habitat conservation areas, open space preserves, and large-scale parklands. Privately-owned lands within the Open Hillside designation may allow a limited amount of development, including single-family dwellings and, on large sites, private recreation, and low-intensity institutional or commercial uses with the majority of the site preserved as open space, very-low intensity agricultural uses such as grazing or tree farming, or privately owned open space/habitat preserves. Publicly owned lands may also support low-intensity institutional uses. Development under this land use designation will be consistent with the Non-Urban Area Land Use development policies of the *Envision General Plan* and requires discretionary development review permits.

This designation and the pertaining Land Use policies, correlate with the unique environmental, fiscal, hazard avoidance and aesthetic concerns for development within San Jose's hillside areas. Accordingly, the Open Hillside designation limits uses within this area to those which can be conducted with very little physical impact on the land, which do not require urban facilities or services, and which will have minimal visibility from the Valley floor. Specifically, new development is limited to projects that will not result in substantial direct or indirect environmental impacts upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment.

The permissible implementation of these uses, consistent with other *Envision General Plan* policies, avoids areas of valuable habitat, areas of geologic sensitivity (landsliding, soil creep, earthquake faults), and areas important for watershed and percolation. Allowed development within the Open Hillsides, including new structures, roadways, landscaping or agricultural activity, minimizes grading and ensures substantial open space and wildlife corridor protections. Consistent with Santa Clara County General Plan policies, as part of the development of Open Hillside lands, up to 90% of a site may be required to be preserved permanently as open space or conservation easement precluding future development. These goals are further addressed in the corresponding land use policies for Open Hillside development.

<u>Open Hillside Residential Uses</u>

Residential development of a very low-density rural character is a prevalent use of privately-owned Open Hillside lands. Such development will be well integrated into the natural setting and/or combined with low-impact agricultural use of the property. The

standard allowable density of residential development is one dwelling unit per 160 acres, with the maximum residential density on property with an Open Hillside designation determined by the Open Hillside Slope Density Formula. This formula defines minimum lot sizes between 20 and 160 acres (i.e., a density range of .05 to .0063 DU/AC) based on average slope of an existing legal parcel. The average slope of an existing legal parcel is calculated as follows:

S = 0.00229 x IL/a

Where:

"S" is the average slope of the parcel in percent

"I" is the contour interval in feet;

"L" is the combined length of contour lines in feet; and,

"a" is the gross area of the parcel in acres.

This average slope of the parcel is then used to calculate the minimum land area per dwelling unit allowed on that parcel. If "S" is 10% or less, the minimum land area per dwelling unit is 20 acres. If "S" is 50% or greater, the minimum land area per dwelling unit is 160 acres. If "S" is between 10% and 50%, the minimum land area per dwelling unit is calculated as follows:

a = 1/[0.0609375 - (0.00109375 x S)]

Where:

"a" is the minimum land area per dwelling unit: and,

"S" is the average slope of the parcel in percent.

Lower densities, i.e., larger lot sizes, may be required in some locations in order to satisfy the geologic, public service cost, watershed, natural habitat and visual concerns cited above.

Open Hillside Non-Residential Uses

Open Hillside lands are suitable for low-impact agricultural uses such as animal grazing or crop production, provided that such activities do not involve significant water use, development of structures or modifications to the natural landscape. As an example, the planting of vineyards that follow the natural terrain and which do not require irrigation, is potentially an appropriate use, while crop production or animal husbandry conducted primarily within a structure (e.g., commercial greenhouses or livestock buildings) is not appropriate.

The Open Hillside areas provide a limited opportunity for the development of institutional or commercial uses of non-urban form and character, and which contribute to the long-term preservation of the Open Hillside lands as predominantly open space areas in support of the environmental, visual, fiscal and public safety benefits of minimizing development

outside of the City's Urban Growth Boundary.

Appropriate institutional and commercial uses are those which by their nature:

- require remote, rural settings (e.g., rural conference centers and rehabilitation centers); or which
- support the recreational or productive use, study or appreciation of the natural environment (e.g., hiking trails, camp sites, retreat centers, research institutes, and sustainable agricultural uses).

The Open Hillside designation also supports golf courses and cemeteries as potentially appropriate open space uses, provided that they conform to the pertinent Land Use policies. Development and operation of golf courses is limited to sites with the Open Hillside Golf Course Overlay.

Special Land Use Designations and Overlays

The following Designations provide additional information about the uses supported by the *Envision General Plan* for a specific property or identify important Land Use / Transportation Diagram features that inform the determination of land uses for specific properties within the City.

Sphere of Influence

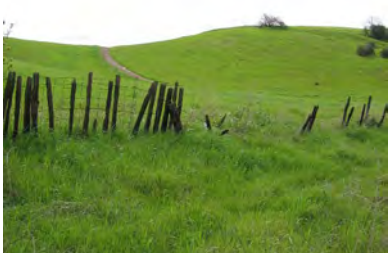
The City's Sphere of Influence is regulated by the Santa Clara County Local Agency Formation Commission to evaluate the most efficient and effective means of providing public services. San José's Sphere of Influence is the outermost physical boundary and service area that the City is expected to serve. The planned land uses for all properties within its Sphere of Influence are indicated on the City's Land Use/Transportation Diagram.

Urban Growth Boundary

The Urban Growth Boundary (UGB), also referred to as the "Greenline", defines the ultimate perimeter of urbanization in San José. Outside of this boundary, development remains rural and open in character. The UGB also develops a clearer identity for the City by defining where it begins and ends and by preserving valuable open space and habitat resources. The intent of the UGB is to define the limit of the encroachment of development and semi-urban land uses into the hillsides that border the valley floor. San José's UGB generally follows the 15% slope line, unless geologic issues or existing land uses suggest that it should be located downhill from the 15% slope line. Areas outside the UGB should be designated Open Hillside or Open Space, Parklands, and Habitat, and they should remain outside the Urban Service Area boundary.

Urban Service Area

San José's Urban Service Area boundary defines the areas where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located. In many locations, the Urban Service Area boundary and the Urban Growth Boundary are coterminous; a notable exception is that Urban Reserves are located outside the Urban Service Area.



Urban Reserve

Density: N/A (No urban/suburban development through 2040)

Due to the environmental and fiscal impacts associated with development in the Urban Reserve areas, no urban or suburban development will occur there through the year 2040. The Urban Reserve designation enables the City, through a comprehensive General Plan update, to plan and phase growth within the Urban Reserves based on need and ability to provide necessary facilities and services to support additional growth.

San José's South Almaden Valley Urban Reserve (SAVUR) is located between the Santa Cruz Mountains and the Santa Teresa Hills and southeast of Mockingbird Hill/McKean/Harry Roads which generally form the northwest boundary of the Urban Reserve area. SAVUR extends southeast toward the community of New Almaden and Calero Reservoir. The rural character of this Valley is typified by grazing and pasture lands, horses and equestrian facilities, and small farms and orchards. In the SAVUR, allowed land uses and standards in the Urban Reserve are those of the Open Hillside and Agriculture land use designations.

Coyote Valley Agriculture Overlay

Coyote Valley Agriculture Overlay Density: up to 1 DU/40 AC; minimum 40-acre parcels

The Coyote Valley Agriculture Overlay (CVAO) is applied to certain specified properties in Coyote Valley that have an underlying Agriculture land use designation. The CVAO is intended to protect and preserve agricultural lands to facilitate local food production, to provide community access to healthful foods, to maintain a unique community character, and to promote the environmental, fiscal, and economic benefits of rural agricultural lands. Sites within this overlay are intended for a variety of agricultural uses consistent with the Agriculture land use designation. Development intensity in this designation will be limited in order to preserve the viability for agriculture and discourage parcel fragmentation in Coyote Valley. The minimum parcel size for new subdivisions in areas within the Coyote Valley Agriculture Overlay is 40-acres. Existing parcels less than 40 acres can remain at the current size, and contain uses consistent with the underlying Agricultural land use designation, but cannot subdivide further."

Specific Plan Area Boundary

The Specific Plan Area Boundary identifies an area of San José for which the City has adopted a Specific Plan or Master Plan. The adopted Specific Plans/Master Plans incorporated into the *Envision General Plan* are: the Alviso Master Plan; the Communications Hills Specific Plan, the Jackson-Taylor Specific Plan, the Midtown Specific Plan, the Martha Gardens Specific Plan and the Tamien Station Area Specific Plan. The Land Use / Transportation Diagram designations for these areas regulate land uses in the same manner as elsewhere within the City, while the Specific Plan provides additional, supplemental land use policies.

Because all significant residential growth in the Envision Plan is expected to occur within identified Growth Areas, including the existing Specific Plan areas, Urban Village areas, and other areas which have existing land use policies in place (e.g., Downtown and North San

José), no new Specific Plan areas are expected.

Development within the identified Specific Plan/Master Plan areas is subject to all other applicable *Envision General Plan* policies. Development within specific land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the Specific Plan/Master Plan document.

The Envision San José 2040 Plan maintains a number of Planned Communities from the *San José 2020 General Plan*, as noted above. Those Specific Plan, Planned Communities or Planned Residential Communities that are retired with the adoption of the Envision Plan and incorporated herein include plans for the Berryessa, Evergreen, Rincon South and Silver Creek areas. Elements of the Rincon South Specific Plan have been incorporated into the *Envision General Plan* as the Urban Village Plan for corresponding Urban Village areas.

Urban Village Area Boundary

A primary strategy of the *Envision San José 2040 General Plan* is to direct new employment and housing growth to identified Urban Village Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. The Urban Village Area Boundary delineates these areas of the City identified as having the potential to support growth through redevelopment and intensification to implement the *Envision General Plan* Focused Growth Major Strategy. Urban Village areas are divided into several categories depending upon their location: Regional and Local Transit Urban Villages; Commercial Urban Villages; and Neighborhood Urban Villages. These Urban Village areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment over the timeframe of the *Envision General Plan*. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses.

The Urban Village Area Boundary can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Area Boundary is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties within an Urban Village Area Boundary have an underlying General Plan designation, and new development must conform to the underlying designation for the property. Most sites within areas designated as within the Urban Village Area Boundary have a Neighborhood/Community Commercial or other non-residential designation, so that new residential development is planned only following Council approval of an Urban Village Plan. Prior to approval of an Urban Village Plan the underlying General Plan designation determines the appropriate use and application of General Plan land use policies for the property. Specific allowable uses within the Boundary Area may be further evaluated and identified through the Urban Village planning process and may result in amendments to the Land Use/Transportation Diagram.

As part of Council approval of an Urban Village Plan, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Urban Village. In some cases limited housing growth is allowed on sites within an Urban Village without an approved Plan when the housing is explicitly consistent with the goals and policies in this General Plan. Specifically, it is possible to find conformance with the General Plan Land Use / Transportation Diagram for residential or residential-mixed use development projects on sites with a commercial or other designation, provided that those projects meet the Signature Project, incidental residential or Policy IP-5.12 project criteria established within the General Plan Implementation chapter policies or when projects conform to the uses identified for the site within an Urban Village Plan that has been approved by the City Council. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses within an Urban Village.

Neighborhood Business Districts

This designation applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

Neighborhood Business Districts (NBDs) contain a variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. This designation facilitates the implementation of a NBD Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San José's neighborhood-serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events. Consistent with its Implementation and Community Design Policies, the City will schedule, coordinate, and design public improvements in Neighborhood Business Districts so that allocated funding is consistent with the City's growth strategies.

The NBD designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. Residential uses are allowed in Japantown (Taylor Street only), North 13th Street, and Willow Glen Neighborhood Business District. New residential or mixed-use developments shall:

1. Replace existing square footage of commercial or industrial space on site by providing, at a minimum, ground floor commercial space. Where commercial or industrial uses do not currently exist, no commercial space is required unless the property is bounded by (shares a property line) with existing employment uses that also front the primary neighborhood businesses street (e.g. Lincoln Avenue, Taylor Street or North 13th Street). In these locations, a residential project shall provide ground-floor commercial space to create continuity of the commercial frontage along the primary street; Commercial space is required to be provided along at least 60% of the primary street frontage and must meet the development standards for commercial space in mixed-use projects that are established in the Citywide Design Standards and Guidelines

document. Per Policy H-2.11, the commercial requirements do not apply to certain 100% affordable housing developments in these specified Neighborhood Business Districts

2. Have the following maximum residential densities:

- North 13th Street: 50 DU/AC
- Willow Glen:
  Sites less than 1.5 acres, 50 DU/AC
  Sites 1.5 acres or more, 65 DU/AC
- Japantown (Taylor Street): 50 DU/AC on the north side of Taylor Street and 65 DU/AC on the south side of Taylor Street;

3. Have the following height limits:

- North 13th Street: 50 feet
- Willow Glen:
  Sites less than 1.5 acres, 50 feet
  Sites 1.5 acres or more, 65 feet
- Japantown (Taylor Street): 50 feet on the north side of Taylor Street and 65 feet on the south side of Taylor Street;

4. Shall comply with Citywide Design Standards and Guidelines; and

5. Shall adaptively reuse any historic structures that are on a property.

The NBD overlay is typically applied to two types of commercial areas. The first is older commercial areas where connected buildings create a predominant pattern of a continuous street façade with no, or very small setbacks from the sidewalk. Examples of this include Lincoln Avenue between Coe and Minnesota Avenues, Jackson Street between 4th and 6th Streets, and the segment of Alum Rock Avenue between King Road and Interstate 680. The second commercial area where the NBD overlay is applied typically contains a series of one or more of the following development types: parking lot strips (buildings set back with parking in front), neighborhood centers (one or two anchors plus smaller stores in one complex), or traditional, older commercial areas as described in the first NBD typology.

NBDs generally surround Main Street designations on the Transportation Network Diagram. The exceptions are The Alameda and East Santa Clara Street, which are noted as Grand Boulevards. NBDs can extend beyond the parcels immediately adjacent to a Main Street or Grand Boulevard, and they often overlap with Urban Village Boundary Area designations. To enhance clarity and reduce visual clutter, the locations of NBDs are not shown on the paper copy of the Land Use/Transportation Diagram. A map showing the full extent of the NBDs is included in Appendix 9.

Within an NBD overlay, residential and commercial uses, together with related parking facilities, are seen to be complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-through service windows, are discouraged along

major thoroughfares within NBD areas. In areas with an NBD overlay designation, any new development or redevelopment must conform to the underlying land use designation or, for Japantown (Taylor Street only), North 13th Street, and Willow Glen Neighborhood Business Districts, must conform to the NBD criteria above for the allowance of residential use, when housing is proposed. In addition, projects should conform to applicable Urban Village Plans, Land Use Policies, and Community Design Policies. Such development must also conform to design guidelines adopted by the City.

Affordable Priority Planning Area Overlay

The Affordable Priority Planning Area Overlay (APPA Overlay) designation shall be applied to any site for which an application for a non-City-initiated General Plan amendment considered outside the Annual Review has been approved because it was represented to the City that the site would be developed with 100% deed restricted affordable housing with the intent of long-term affordability as defined in General Plan Policy IP-5.12. The APPA Overlay could also be applied to any site during the Annual Review for a non-City-initiated amendment when it is represented to the City that the site would be developed with 100% deed restricted affordable housing.

The APPA Overlay does not change the uses or densities otherwise allowed within the base General Plan land use designation. In order to develop residential uses on any site with an APPA Overlay, the project shall record deed restrictions insuring the continued affordability of the project, as defined in General Plan Policy IP-5.12, prior to or concurrently with the issuance of a land use permit for the affordable residential project.

Downtown Employment Priority Area

Density: Up to 800 DU/AC; Residential/Commercial Mixed-Use FAR 4.0 to 30.0 (3 to 30 stories); Commercial FAR up to 30.0 (3 to 30 stories)

The Downtown Employment Priority Area Overlay (EPA Overlay) designation is applied to a portion of Downtown sites planned for intensive job growth because of the area's proximity and good access to the future Downtown BART station. The EPA Overlay is generally applied to sites located within approximately one block (walking distance) of the planned Downtown BART station on East Santa Clara Street as shown on the Land Use/ Transportation Diagram. The overlay boundary is intended to respect property lines and not split parcels. Due to proximity to the future BART station, the EPA Overlay supports development at very high intensities, where such high intensity is not incompatible with other policies within the General Plan, such as Historic Preservation policies.

The EPA Overlay does not change the uses or densities otherwise allowed within the base "Downtown" land use designation. The EPA Overlay, however, requires a minimum Floor Area Ratio (FAR) of 4.0 for commercial (job generating) uses, including office, retail, service, hotel or entertainment uses, prior to allowing residential uses, as supported by the "Downtown" General Plan Land Use/ Transportation Diagram designation. Per Policy H-2.11, the commercial FAR requirement does not apply to certain 100% affordable housing developments in the Downtown Employment Priority Area. Typically, the base land use designation will be "Downtown" with an allowed FAR of up to 15.0 (3 to 30 stories)

and density of up to 800 DU/AC. For example, a new development project on a one-acre site within the EPA Overlay would be required to provide at least 174,240 square feet of commercial space before the General Plan would support the addition of residential uses in the project. While the EPA Overlay would establish minimum commercial requirements prior to allowing residential uses, the EPA Overlay does no establish a minimum FAR for stand-alone commercial uses.

The development intensity and site design elements in the areas within the EPA Overlay designation should reflect an intense, transit-oriented land use pattern that is typically expected in Downtown. It is envisioned that active commercial uses (e.g., retail and entertainment uses) would be located at the ground level with high-intensity office development above. To help activate the Downtown BART corridor, new development within the EPA Overlay should incorporate active ground floor retail commercial uses along the street.

Transit Employment Residential Overlay

Density: 75 to 250 DU/AC; (minimum average)

This overlay identifies sites within the North San José Employment Center that may be appropriate for residential development. This overlay supports residential development as an alternate use at a minimum average net density of 75 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors and residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

Affordable Housing Residential Overlay

Density: 75 to 250 DU/AC; (minimum average)

This overlay identifies sites within the North San José Employment Center that may be appropriate for 100% affordable residential development. Units within residential development in this overlay must be restricted to affordable rents or sale prices for households with incomes of less than 80% Area Median Income. This overlay supports affordable residential development as an alternate use at a minimum average net density of 75 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors and residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide affordable residential units proximate to transit and in support of nearby industrial employment centers. Projects that meet the thresholds of affordability and density necessitated by this residential overlay district may be permitted through a ministerial process.



Mixed Income Housing Residential Overlay

Density: 75 to 250 DU/AC; (minimum average) FAR 1.5 to 12.0 (4 to 25 stories)

This overlay identifies sites within the North San José Employment Center that may be appropriate for residential development, with an emphasis on provision of affordable residential development. This overlay supports residential development that require a minimum of 25% of units restricted to affordable sale prices or rents for households with incomes of less than 80% Area Median Income as an alternate use at a minimum average net density of 75 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors and residential use on upper floors, as well as wholly residential projects.Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers.

Projects that incorporate the dedicated affordable housing units and non-restricted units within the same building may be permitted through a ministerial process. Projects that provide affordable units in separate buildings from the non-restricted units may be permitted through a ministerial process only if the affordable housing is constructed prior to or concurrently with the non-restricted residential units. Alternatively, a project that does not provide the affordable units within the same building may also conform to this General Plan designation if a minimum of 25% of the net area of the site is zoned with the Affordable Housing Residential Overlay. The remainder of the site is to be rezoned with the Transit Employment Residential Overlay (TERO). In this case, only the project within the affordable housing residential overlay may be permitted through a ministerial process. For the rest of the site, specific land use issues and compatibility with adjacent uses should be addressed through the development permit process.

Preferred Hotel Site Overlay

Density: FAR 1.5 to 12.0 (4 to 25 stories)

This overlay applies to sites in North San José that are priority locations for hotel development or hotel expansion. This overlay allows for expansion or new hotel development in addition to the allowed uses consistent with the underlying *Envision General Plan* designations. The location of new hotel sites within the North San José area could vary from that shown on the Land Use/Transportation Diagram as indicated in the Rincon South Urban Village Plan. New hotels in these areas should, in general, be located so as to provide a strong street presence.



Floating Park Site

In most cases, locations of existing neighborhood and district parks are specifically defined on the Land Use/Transportation Diagram. However, there are cases where a park is needed, or will be needed in the future based on planned residential growth (such as in the Urban Villages), but where no specific site has yet been identified or where details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter "P." This symbol represents a "floating" designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will be finalized only through

acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use/Transportation Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.

Open Hillside Golf Course Site

The Golf Course Site Overlay designation is applied to Open Hillside locations (outside of the City's Urban Growth Boundary) that are either currently operating as, or may potentially be developed fully for use as a golf course at some point in the future. This designation is applied to specifically identified properties and allows for the potential development and operation of a golf course as an alternative to the uses otherwise allowed by the underlying base designations for those properties. Because a significant amount of prepared land area is intrinsic to a golf courses use, up to 35% of an identified Open Hillside golf course site may be disturbed with grading or planting of non-native vegetation, however use of urban services, either through extension of utilities or use of comparable on-site alternatives, is not allowed.

CalTrain Stations & CalTrain Line

CalTrain provides passenger rail services for a large number of San José commuters, residents, and visitors. The locations of existing CalTrain stations, as well as the alignment of the existing CalTrain line, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Urban Villages Strategy, new development is concentrated in areas surrounding existing CalTrain station locations.

Proposed BART Stations & BART Line

Future plans are in place to extend the Bay Area Rapid Transit (BART) system from Fremont to the City of Santa Clara via downtown San José. Four stops are proposed at key locations within the City. The locations of these future stops, as well as the future alignment of the rail system, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and Urban Villages Strategy, new development, especially for employment uses, is concentrated in areas surrounding future BART station locations. The location of a future BART station in Milpitas is also identified on the Land Use/Transportation Diagram, as nearby development in San José, particularly employment uses to the southwest of the proposed station location, is concentrated in order to support the future transit system.





Existing and Proposed Light Rail Stations & Light Rail Line

The Santa Clara Valley Transportation Authority owns and operates the existing light rail transportation system. Locations of existing and future light rail stations, as well as the alignment of the existing and future light rail tracks, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Urban Villages Strategy, new development will be concentrated in areas surrounding existing light rail station locations.

Solid Waste & Candidate Solid Waste Disposal Site

San José's Solid Waste Disposal Site designation is applied to locations that are either currently operating as, or fully permitted for, a solid waste disposal facility. Guadalupe, Kirby Canyon, Newby Island, Zanker Materials Processing Facility, and Zanker Road Landfill are currently designated active sites. Candidate Solid Waste Disposal Sites are

locations that are under consideration for development as active solid waste disposal sites. All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons. These are "floating" designations, only intended to represent general locations. An actual facility would be sited in the most environmentally suitable location. This floating designation allows for a potential alternative to the uses otherwise allowed by the sites' underlying base designations.



Development of Solid Waste Disposal Sites may occur under public or private proprietorship and may include such related or ancillary activities as equipment maintenance. For Solid Waste Disposal Sites located within the City's Urban Growth Boundary, collection and processing of materials to be recycled, composting, landfill gas recovery, and energy conversion operations are supported uses and may continue on the site after landfill closure. For Solid Waste Disposal Sites located outside of the Urban Growth Boundary, uses that do not require urban utilities or significant structures, such as composting and processing some construction and demolition materials, may continue on the surface of the landfill following completion of disposal operations. The allowed uses pursuant to this designation should comply with the Zero Waste goals and policies of this Plan.

The designation of a Candidate Solid Waste Disposal Site should be applied only in non-urban locations, outside of the Urban Service Area, where no adjacent or nearby properties are devoted to or planned for uses incompatible with the operation of a landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the existing or Candidate Solid Waste Disposal Site. The City Council should acquire or approve a specific solid waste disposal site only if surrounding land uses are compatible with the operation of such a site.

Urban Village Plan Areas

The following areas were integrated into the *Envision General Plan* upon its adoption as Urban Village Plans. These plans have been reviewed by the City Council and provide detailed land use policy guidance, consistent with the requirements of the *Envision General Plan* Implementation Policies for Urban Village Areas:

- Rincon South – The former Rincon South Specific Plan provides goals, policies, and design guidelines for the two Urban Villages located within the Rincon South area.
- North San José – the North San José Neighborhoods Plan and North San José Urban Design Guidelines address five Transit Employment Residential Overlay areas located within North San José. These documents provide land use guidance for these Overlay areas consistent with the objectives of the Urban Village planning process.
- Alum Rock Avenue (between King Road and Highway 680) – The MS Main Street zoning district, developed specifically to apply to properties located along the portion of Alum Rock Avenue between King Road and Highway 680), provides sufficient land use policy direction to meet the intent of the Urban Village designation as it is applied to those properties.

Area Development Policies

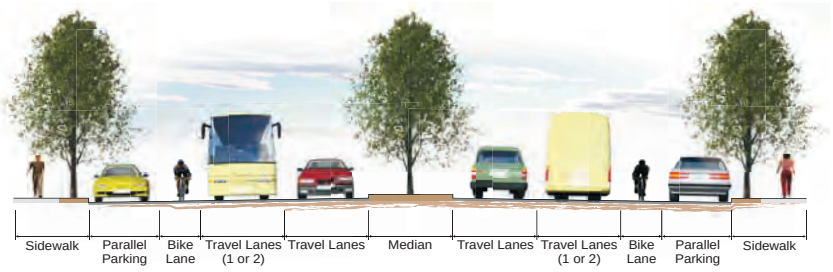
The *Envision General Plan* may support a specific amount of job and housing growth within areas covered by Area Development Policies that exceeds the amount identified within the applicable Area Development Policy. In such an instance, that additional growth capacity will not become available for new development until the terms of the Area Development Policy have been modified to reflect the new capacity, including any requirements for mitigation.

City Right-of-Way and State Freeways and Transportation Corridors

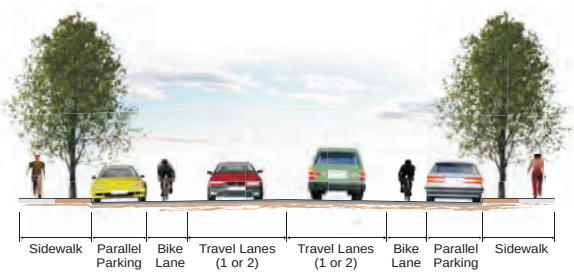
In the event that City owned right-of-way or State owned freeways or transportation corridors, which do not have an underlying land use designation, are vacated, sold, or relocated, the land use designation of these rights-of-way or corridors is the designation of the property which bounds this area. If the area is bounded by more than one designation, each designation applies to the centerline of such right-of-way, freeway, or transportation corridor.

Sample Street Typology Cross-Sections

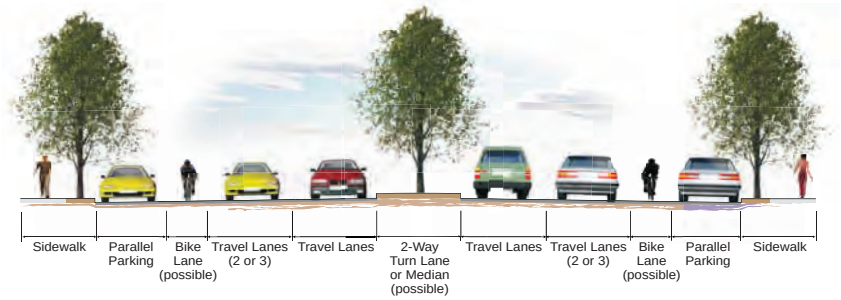
Grand Boulevard - Bus



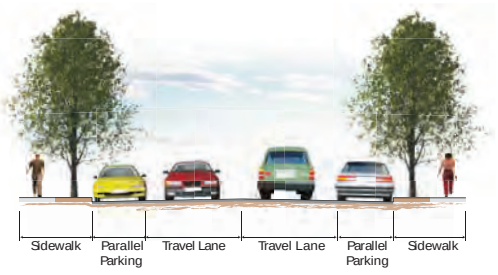
On-Street Primary Bicycle Facility



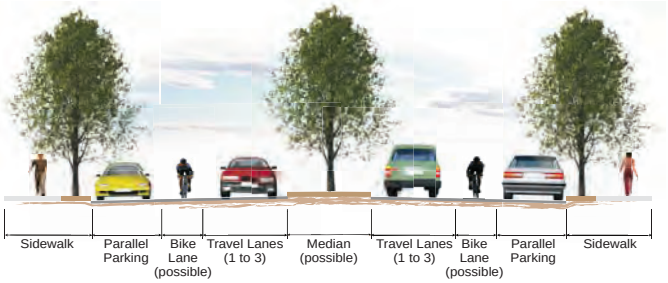
City Connector Street



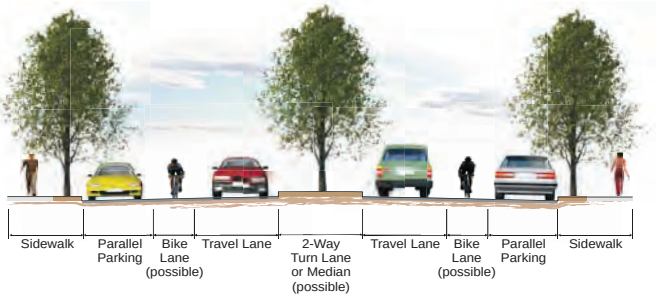
Residential Street



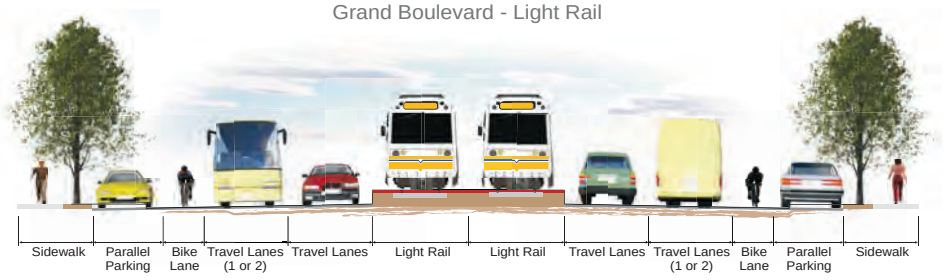
Main Street



Local Connector Street



Grand Boulevard - Light Rail



Note: Although expressways are not within the jurisdiction of the City of San Jose, the City will work with the Santa Clara County Roads & Airports Department to accomodate multimodal access along expressways.

Area Development Policies Diagram

INSERT

AREA

DEVELOPMENT

POLICIES

DIAGRAM

Transportation Network Designations

Street Typologies

To ensure a balanced, multimodal transportation network, the *Envision San José 2040 General Plan* 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. For example, the *Envision General Plan* includes a "grand boulevard" street typology on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway's adjacent land uses, appropriate travel speeds, and the need to accommodate multiple travel modes.

The typologies are intended to provide a network of "complete streets" that accommodates the various users of the street network. "Complete streets" describes a comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). 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, and 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.

For purposes of engineering and design applications the Director of Transportation defines and maintains the City's Functional Classification Diagram of roadways (e.g., Local, Collector, Arterial, Expressway, and Freeway).

Grand Boulevard

Grand Boulevards are major transportation corridors that connect neighborhoods. They are primary transit routes and are sized to accommodate Santa Clara Valley Transportation Authority (VTA) light-rail, bus rapid transit (BRT), buses, and other forms of public transit. Grand Boulevards are designed with transit as the primary mode of transportation. Other transportation modes such as automobiles, bicycles, pedestrians, and trucks are accommodated in the roadway. When conflicts arise between transit and other modes, transit operations and safe pedestrian access to transit are prioritized. Pursuant to City Council Policy 5-8, "Tranist First Policy", the needs of equitable, reliable, and competative transit must be placed over those of other street users. Emergency vehicle preemption overrides transit operations as neccessary.

Local Connector Street

Local Connector Streets are primary driving routes to enter or leave a neighborhood. Not directly connected to freeway ramps, they are extensions of City Connector Streets as traffic disperse and carry moderate volumes of local traffic. When conflicts arise between transportatin modes, bicycle and pedestrians safety are prioritized. As these moderate-traffic corridors lead to more potential conflics between drivers, bicyclists, and pedestrians,

they must be designed to reduce vehicular speeds, ensure safe crossings, reduce confusion, and create a more livable environment. Where Local Connector Streets serve frequent transit service, those streets are designed with the same transit priority principles consistent with City Council Policy 5-8, "Transit First Policy", as appropriate and feasible.

Residential Street

Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and serve slow, low-volume traffic. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobiles and truck traffic, discourage dangerous driving behaviors and ensure safe crossings.

Expressway

Expressways are major transportation corridors that provide limited access to abutting land uses and serve high volumes of regional traffic including automobiles, trucks, and express transit buses. Bicycles and pedestrians are either permitted or accommodated on separate parallel facilities. Expressways are maintained and operated by the Santa Clara County Roads and Airports Department.

Freeway

These facilities are designated solely for traffic movement of automobiles, trucks, and express transit buses. Freeways provide no access to abutting properties and are designed to separate all conflicting movements though the use of grade-separated interchanges. Bicycles and pedestrians are prohibited or accommodated on separate parallel facilities. Freeways are maintained and operated by Caltrans.

On-Street Primary Bicycle Facility

On-Street Primary Bicycle Facilities are the best biking and scootering routes between and within neighborhoods. Serving slow and low-volume traffic, these streets are designed with bike and micromobility as the pimary modes of transportation. Other transportation modes including automobiles, pedestrians, transit, and trucks are accommodated in the roadway. When conflicts arise between transportation modes, bike and micromobility facilities are prioritized to the extent needed to attract and accommodate high volumes of bike and scooter riders and make biking and scootering safe and comfortable for all ages and skill levels. Examples of bike and micromobility facilities include protected bike lanes, protected intersections, bike and scooter parking, bike and scooter share stations, and wayfinding signs allowing for easy transfers between bikes, e-scooters, and transit. Signals should be designed to minimize bike delay. Neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings. Where On-Street Primary Bike Facility Streets serve frequent transit services, those street are designed with the same transit priority principals consistent with City Council Policy 5-8 "Transit First Policy", as appropriate and feasible.

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. Main Street locations are identified within new planned Growth Areas where the City envisions increased density of commercial and residential development or within established neighborhoods that have maintained a raditional central commercial area. Each Main Street may be different in character, and should reflect the key characteristics of the surrounding neighborhoods, while also contributing toward a sense of place, the facilitation of social interaction, and the improvement of adjacent land values through careful attention to the design of streetscape and adjoining public spaces.

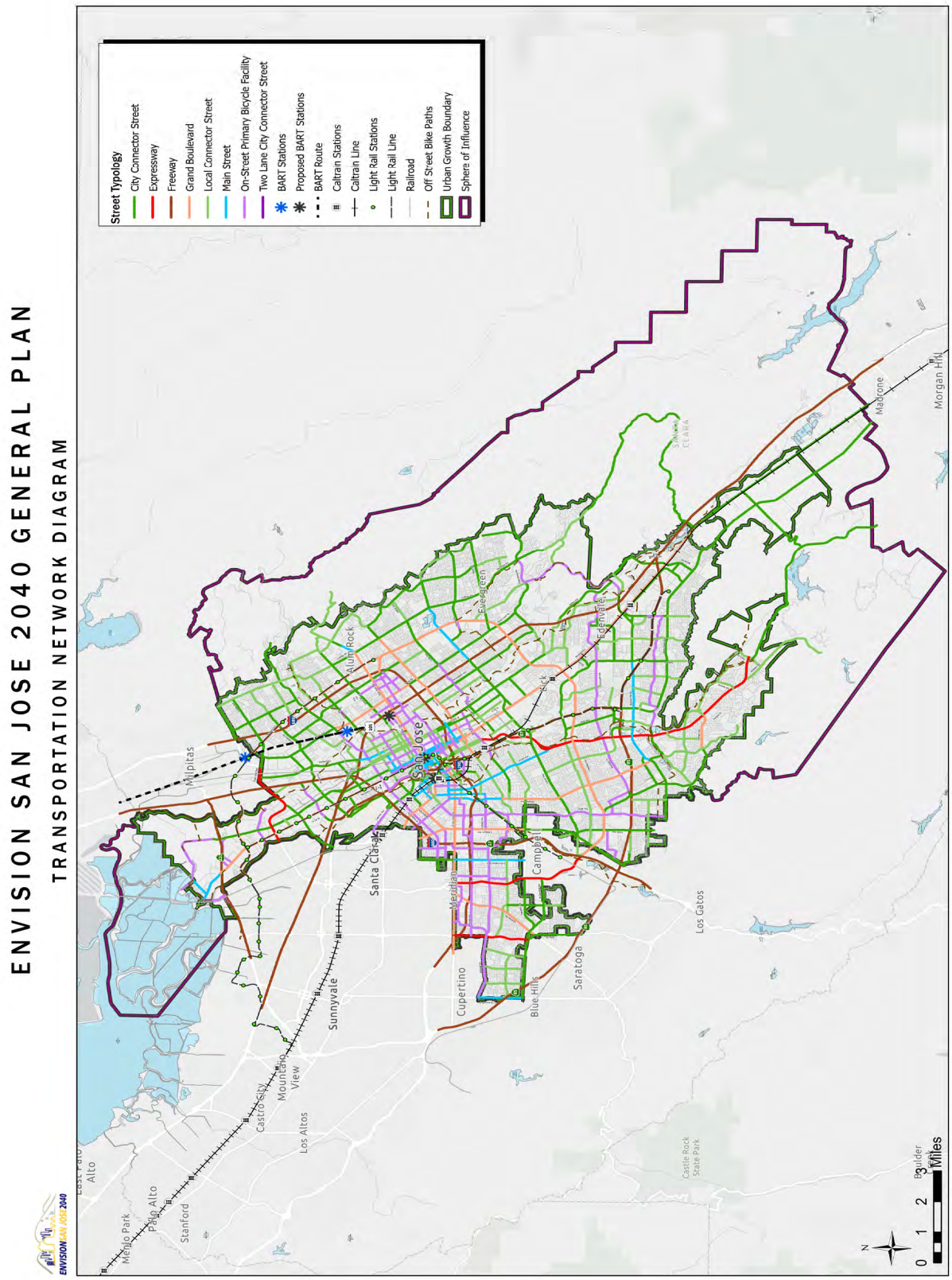
Main Streets are the best walking routes between key destinations within neighborhoods. They are pleasant places to stroll and are often lined with ground-floor storefronts and multi-use buildings that attract people to the street. These streets accommodate high volumes of people walking on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian-scale lighting, pedestrian curb extentions, enhances street crossings, parklets, and pedestrian signage identifying trails and points of interest. Signals should be designed to minimize pedestrian delay. Pedestrian crossings have high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with building entrances located adjacent to sidewalks. Additionally, Main Streets should allow for temporary road closure during certain tines of the day for business and public events. They can accomidate street vendors, outdoor dining, festivals, farmers' markets, and other regular open-street programs.

Main Streets are also recognized as Neighborhood Business Districts, which are discussed further in the Land Use/ Transportation Diagram Designations section of this chapter.

City Connector Street

City Connector Streets are primary driving routes between neighborhoods. Connected with freeway ramps, these streets carry moderate to high volumes of regional traffic.Automobiles, bicycles, pedestrians, transit, and trucks are accommodated in the roadway. When conflicts arise between transportation modes, bicycle and pedestrian safety are prioritized. As these corridors lead to more potential conflicts between drivers, bicyclists, and pedestrians, they must be designed to discourage speeding, ensure safe crossings at high-traffic intersections and freeway ramps, and create a more livable environment. Where City Connector Street serve frequent transit services, those streets are designed with the same transit priority principals consistent with City Council Policy 5-8 "Transit First Policy", as appropriate and feasible.

Transportation Network Diagram



Land Use and Transportation Diagram

INSERT

LAND USE

AND

TRANSPORTATION

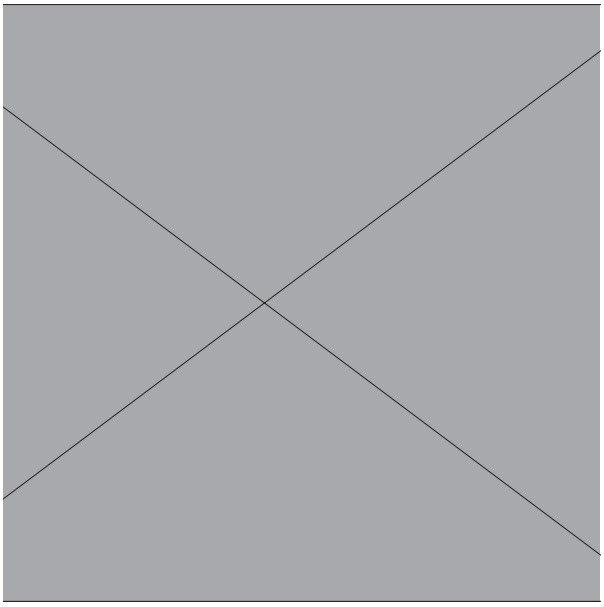
DIAGRAM

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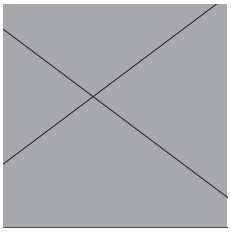
CHAPTER 6

Land Use and Transportation











The Land Use and Transportation chapter weaves together all other sections of the *Envision San José 2040 General Plan*. Land Use and Transportation Goals, Policies, and Implementation Actions (Policies) reinforce each Major Strategy, as well as each major policy chapter in this Plan – Thriving Community, Environmental Leadership, Quality of Life, and Implementation -- and provides the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support goals established within each of the previous chapters. Land Use and Transportation Policies support: a diverse and innovative economy; sustainable transportation modes; avoidance of hazards and incompatible land uses; vibrant, safe, accessible, and complete neighborhoods; preservation of the City's historical resources; and recreational opportunities to increase quality of life in San José.

Land Use Policies in this chapter guide development types and uses for new and existing construction. They also establish a framework for constructing provisions in the Zoning Ordinance (Title 20 of the San José Municipal Code).

Historically, commercial and industrial areas were segregated from residential areas, with exceptions such as Downtown, some Specific Plan Areas, and transit-supportive development as noted above. Land Use Policies in this chapter shift away from the historic pattern of land use separations and allow for more mixing of uses, particularly residential and commercial uses. This strategy supports fiscal and economic goals through Major Strategies such as "Urban Villages" and "Design for a Healthy Community."

Large areas of existing single-family detached uses throughout the City are still protected by the Land Use Policies in this chapter and by alternative Policies in other chapters of this Plan.

San José is dedicated to the enhancement of its transportation infrastructure, including light and heavy rail, trails, roadways, airports, bicycling, and pedestrian facilities. Recognizing that trails serve an important role in San José's transportation system, providing significant environmental and recreational benefit, the City has established an ambitious goal to be a national leader in the development of an urban trail system. The City is also committed to bringing high-speed rail and the Bay Area Rapid Transit (BART) to San José. Land Use and Transportation Policies in this chapter support a balanced transportation system and encourage a reduction in motor vehicle trips, particularly those in single-occupant vehicles.

San José hosts a variety of alternatives to vehicular travel. As of 2010:

- San José offers extensive bus and rail service with approximately 180,000 boardings per day, with light rail tracks covering over 40 miles of the region and bus service to over 4,337 stops.
- Twenty-four unique trail systems provide over 50 miles of trails in San José, and the City is planning for a 100-mile network across 32 interconnected trails. San José also boasts an extensive network of bicycle lanes and bicycle/pedestrian bridges throughout the City. To facilitate longer trips, transit partners accommodate bikes on buses, light rail, and CalTrain, and bicycle lockers are provided at many transit stations.

The Transportation Policies in this chapter carefully integrate with the Land Use Policies, in part by reducing travel distances with compact, mixed-use development. They enhance facilities for walking, biking, and transit and create incentives for these modes of transportation while creating disincentives for driving. Driving will remain a significant transportation mode in San José. These Transportation Policies address this reality and seek to maximize the efficiency of San José's existing street system for personal and commercial vehicular use while still promoting complete streets that provide for pedestrian, bicycle, and public transit modes. The Transportation Network Diagram (included in this chapter) highlights transportation routes in the City and identifies modal options and priorities along varying routes.

Transportation Policies in the *Envision General Plan* also address San José's airports, which transport a significant number of passengers and cargo to and from San José each day. In 2009 the Norman Y. Mineta San José International Airport provided services to 8.3 million passengers, with 105,000 commercial operations by 18 commercial carriers (15 passenger and 3 cargo), and 40,000 general aviation operations. Approximately 300 aircraft are based at Reid-Hillview Airport with approximately 230,000 yearly operations.

Because these Land Use and Transportation Policies are so connected to other sections of the *Envision San José 2040 General Plan*, they must be considered in conjunction with other policy sets. For example, Land Use and Transportation Policies help create vibrant communities; however, the application of these Policies along with the Urban Design and Arts & Culture Policies promote social interaction and an attractive City that truly thrives.

Land Use Policies

Land Use Goals, Policies, and Implementation Actions (Policies) guide the City's growth and implement its Plan Vision. Land Use Policies identify appropriate and inappropriate uses in various areas of the City. They protect the integrity of some lands and provide additional flexibility for uses in others.

To reinforce the Greenline/Urban Growth Boundary, Land Use Policies are broken into those for urban areas and those for non-urban areas. Urban Land Use Policies include criteria to support a balanced city, as well as address specific land uses, such as commercial, industrial, residential, and mixed-use. Historic Preservation Policies are included with Urban Land Use Policies. To provide further guidance, Urban Land Use Policies are provided for downtown, growth areas, private community gathering facilities, and urban agriculture. Non-Urban Land Use Policies address rural agriculture and the Greenline/ Urban Growth Boundary. These Land Use Policies should be reviewed and considered in conjunction with other policy sets in this document.

Collectively, its Land Use Policies promote the fiscal sustainability of the City by protecting employment lands, particularly industrial lands, and by supporting an increase in the jobs-to- employed resident ratio. These Land Use Policies foster environmentally sustainable development by restricting growth in the hillsides, protecting open spaces, and targeting growth in Downtown and other identified growth areas where intensification will increase transit use. The Land Use Policies promote creation of safe, livable, and complete neighborhoods where all daily activities can be accomplished within a short walking distance.

Land Use Policies offer considerable flexibility for mixing uses, with particular emphasis on support for employment uses. Neighborhood-serving commercial uses are encouraged throughout the City, at locations close to the populations they serve. Downtown offers maximum flexibility in mixing of uses.

Unlike the former *San José 2020 General Plan*, which provided considerable flexibility for residential development throughout the City, the *Envision San José 2040 General Plan* focuses virtually all growth to identified Growth Areas and precludes large-scale residential development from occurring on other sites that have not been allocated new growth capacity. Within Growth Areas, most new residential development is planned to occur at a density of at least 55 Dwelling Units per Acre, with some allowance for lower density projects of at least 30 Dwelling Units per Acre at interfaces with existing single-family neighborhoods. New housing growth outside of the identified Growth Areas is limited to small infill projects that match the prevailing neighborhood character so that they represent a limited amount of housing growth capacity, in keeping with the overall intent of the *Envision General Plan* to achieve specific Citywide targets for job and housing growth and the J/ER ratio. The majority of housing growth is limited to planned Growth Areas, each of which would have a specific number of units available for new development projects, as noted in Appendix 5. Identified vacant or underutilized properties, which could be developed for residential use at densities consistent with the adjacent neighborhoods, have been allocated a small number of housing units in the aforementioned growth capacity table.

General Land Use Policies

Goal LU-1 – General Land Use

Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.

Policies – General Land Use

LU-1.1 Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

LU-1.2 Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.3 Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.4 Within Identified Growth Areas, where consolidation of parcels is necessary to achieve viable designated land uses or other objectives of the *Envision General Plan*, limit residential development of individual parcels that do not conform to approved Village Plans or further other plan objectives.

LU-1.5 Encourage developers of large commercial and industrial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services. The provision of on-site child care may be considered for a single tenant building in industrial areas primarily for use by employees of the industrial facility. Do not locate off-site, freestanding child care facilities within industrial areas, except for those areas that have been designated for such uses.

LU-1.6 With new development or expansion and improvement of existing development or uses, incorporate measures to comply with current Federal, State, and local standards.

LU-1.7 Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.

LU-1.8 Collaborate with appropriate external agencies with land use authority or regulations in San José. Consider applicable Airport Land Use Commission, Santa Clara Valley Water District, Local Area Formation Commission, and other policies from outside agencies when reviewing new or expanded uses.

LU-1.9 Preserve existing Public / Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within

the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use. Lands designated Public / Quasi-Public located within the Diridon Station Area Plan may be re-designated to other land use designations provided that such uses will advance San José's employment growth or housing goals and any redevelopment projects include publicly accessible open space and other community amenities.

Actions – General Land Use

LU-1.10 Review criteria in the Zoning Ordinance and update it as appropriate to reflect Land Use goals, policies, and implementation actions in this Plan.

LU-1.11 Incorporate appropriate land use policies developed as part of the Water Pollution Control Plant Master Plan process into the *Envision General Plan*, to more clearly identify the distribution of jobs in that area.

Growth Areas

A key strategy of this Plan is to focus new growth and intensification of land uses in specifically identified "Growth Areas," while preserving the general character and density of other areas of the City that are predominantly established single-family residential neighborhoods. This approach focuses new growth into relatively compact and centralized locations, thereby reducing fiscal and environmental impacts, fostering transit use and walkability and preserving the character of San José's established neighborhoods.

The specific amount of planned job and housing growth capacity for each Growth Area is indicated in Appendix 5. The planned job and growth capacity is a projection or planned capacity based upon the expected job and housing growth that would result from full build-out of underutilized properties consistent with the *Envision General Plan* Land Use / Transportation Diagram designations for such properties within the relevant Growth Area.

Goal LU-2 – Growth Areas

Focus new growth into identified Growth Areas to preserve and protect the quality of existing neighborhoods, including mobilehome parks, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City's projected demographics i.e., a young and senior population, and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.

Policies – Growth Areas

LU-2.1 Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.

LU-2.2 Include within the *Envision General Plan* Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas:

- **Downtown** – The City's Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as San Jose's civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.
- **Specific Plan Areas** – The City's Specific Plans provide significant residential growth capacity and opportunities for mixed-use development. Alviso Master Plan and Rincon South Specific Plan areas also include significant amounts of planned job growth. The Regional Wastewater Facility lands, currently undergoing a separate master planning process, have been identified as a significant opportunity within the City to add new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs.
- **North San José** – Because of its importance as a job center, access to transit facilities and proximity to the San José Mineta International Airport, the North San José Area is planned to accommodate up to 100,000 new jobs and 32,000 new housing units. The North San José Neighborhoods Plan and North San José Urban Design Guidelines provide guidance for the development of this City region.
- **Employment Lands** – The Plan supports significant intensification of employment activity within each of the City's major employment districts (North San José, Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road). Within the North San José, Berryessa / International Business Park and Old Edenvale areas, a centralized sub-area with strong transit access has been designated as an Employment Center to support mid-rise or high-rise employment development. The Employment Center in the northeast corner of the Berryessa / International Business Park area is also classified as a BART station area due to its proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations.
- **Urban Villages: Regional Transit (Bart / Caltrain)** – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City's growth as a regional job center, significant new job growth capacity is planned for the each of the Regional Transit Urban Villages. Significant job and housing growth capacity is planned for the Berrryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.
- **Urban Villages: Local Transit (LRT and BRT)** – A large and balanced amount of job and housing growth capacity is planned for the Local Transit Urban Villages with the goal to maximize the opportunity for creating new mixed-use Urban Villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, the Local Transit Urban Villages provide more opportunity for retail and service jobs that benefit from close proximity to residential use. Although the BART system serves as a regional transit line

that brings workers from throughout the region to employment centers within San José, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community owing to the amount and diversity of established commercial uses and other services already located within the area.

- **Urban Villages: Commercial Corridors and Centers** – While Commercial Corridor and Center Urban Villages are less directly connected to transit, they contain large parcels which may have greater potential for redevelopment and are generally located in areas with a high degree of accessibility which is advantageous for intensified commercial development. Providing residential growth capacity in the Commercial Urban Villages is a potential catalyst for spurring the redevelopment and enhancement of existing commercial uses while also transforming them into Urban Village type environments. At the same time, their typically more suburban settings may create some challenge to such revitalization. The Commercial Urban Villages, with closer proximity to other Growth Areas and transit (e.g., North Bascom Avenue between West San Carlos and Southwest Expressway) or in proximity to established, more intense uses (e.g., De Anza Blvd.), may have greater near-term potential for transformation into Urban Village settings. A modest and balanced amount of new housing and job growth capacity is planned for the Commercial Urban Villages in order to support their intensification as both employment and housing centers, while also recognizing that transit-oriented sites should be given the greatest priority for locating new growth.
- **Urban Villages: Neighborhood Urban Villages** – To support the *Envision General Plan* goal of providing broad access to mixed-use Urban Villages for all areas of the City through the development of Neighborhood Urban Villages, while also accommodating the *Envision General Plan's* strong jobs orientation, a small amount of housing growth capacity and a modest amount of job growth capacity is planned for Neighborhood Urban Village areas. Without more housing growth, it will be difficult to significantly enhance existing retail and service uses in Neighborhood Urban Village areas. It also will likely be difficult to attract Driving Industry type jobs to these locations given their relatively small scale and separation from other employment areas.

LU-2.3 To support the intensification of identified Growth Areas, and to achieve the various goals related to their development throughout the City, restrict new development on properties in non-Growth Areas.

Action – Growth Areas

LU-2.4 To accomplish the planned intensification of employment and residential uses at the Berryessa BART station, reconsider existing entitlements to expand the

area planned for employment uses and to increase the density of employment and residential areas within the BART Station Village area if the developer/ property owner has not accomplished significant infrastructure improvements on the respective side of Berryessa Road within 5 years of the adoption of the Plan.

Downtown

Goal LU-3 – Downtown

Strengthen Downtown as a regional job, entertainment, and cultural destination and as the as the symbolic heart of San José.

Policies – Downtown

LU-3.1 Provide maximum flexibility in mixing uses throughout the Downtown area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the *Envision General Plan*.

LU-3.2 Support Downtown as a primary employment center in the region, especially for financial institutions, insurance companies, government offices, professional services, information and communication technology companies, and businesses related to conventions.

LU-3.3 Support the development of Downtown as an arts, cultural, and entertainment center for San José and the region. Promote special events, parades, celebrations, performances, concerts, and festivals.

LU-3.4 Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of this Plan.

LU-3.5 Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.

LU-3.6 Prohibit uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve the vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.

LU-3.7 Recognize the urban nature of Downtown and support 24-hour uses and outdoor uses, so long as significant adverse impacts do not occur.

LU-3.8 Leverage Downtown's urban nature and promote projects that will help achieve economic, fiscal, environmental, cultural, transportation, social, or other

objectives of this plan.

Commercial Lands

Goal LU-4 – Commercial

Establish commercial uses that maximize revenue to the City and provide employment for its residents in order to achieve fiscal sustainability and our desired jobs per employed resident ratio.

Policies – Commercial

LU-4.1 Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José's workers, residents, and visitors.

LU-4.2 In order to attract shoppers from throughout the region, encourage distinctive regional-serving commercial uses on sites near the City's borders. Give preference to locations having good access to freeways and major arterials or near multimodal transit stations.

LU-4.3 Concentrate new commercial development in identified growth areas and other sites designated for commercial uses on the Land Use/Transportation Diagram. Allow new and expansion of existing commercial development within established neighborhoods when such development is appropriately located and designed, and is primarily neighborhood serving.

LU-4.4 Allow limited industrial uses in commercially designated areas if such uses are of a scale, design, or intensity that creates less than significant negative impacts to surrounding uses.

Goal LU-5 – Neighborhood Serving Commercial

Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled.

Policies – Neighborhood Serving Commercial

LU-5.1 In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.

LU-5.2 To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

LU-5.3 Encourage new and intensification of existing commercial development, including stand-alone, vertical mixed-use, or integrated horizontal mixed-use projects, consistent with the Land Use / Transportation Diagram.

LU-5.4 Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public

sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.

LU-5.5 Encourage pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and "one-stop" shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts.

LU-5.6 Encourage and facilitate the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers. Minimize the visual impact of large parking lots by locating them away from public streets.

LU-5.7 Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.

LU-5.8 Encourage outdoor cafes and other outdoor uses in appropriate commercial areas to create a vibrant public realm, maximize pedestrian activity, and capitalize on San José's temperate climate.

LU-5.9 Do not locate adult entertainment uses (i.e., adult book stores, adult cabarets, and massage parlors) within close proximity to residential uses, schools, or one another.

LU-5.10 In the review of new locations for the off-sale of alcohol, give preference to establishments that offer a full range of food choices including fresh fruit, vegetables, and meat.

Industrial Lands

Goal LU-6 – Industrial Preservation

Preserve and protect industrial uses to sustain and develop the city's economy and fiscal sustainability.

Policies – Industrial Preservation

LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands located within the Diridon Station Area Plan may be re-designated from mixed industrial-commercial to mixed residential-commercial or non-employment uses. Other policies associated with Goal LU-6 shall not apply to mixed industrial-commercial designated lands located within the Diridon Station Area Plan. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to

non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.

LU-6.2 Prohibit encroachment of incompatible uses into industrial lands, and prohibit non-industrial uses which would result in the imposition of additional operational restrictions and/or mitigation requirements on industrial users due to land use incompatibility issues.

LU-6.3 When new uses are proposed in proximity to existing industrial uses, incorporate measures within the new use to minimize its negative impacts on existing nearby land uses and to promote the health and safety of individuals at the new development site.

LU-6.4 Encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas with new industrial uses, particularly in locations which facilitate efficient commute patterns. Use available public financing to provide necessary infrastructure improvements as one means of encouraging this economic development and revitalization.

LU-6.5 Maintain and create Light Industrial and Heavy Industrial designated sites that are at least one acre in size in order to facilitate viable industrial uses.

LU-6.6 Monitor the absorption and availability of industrial land, particularly land identified for light and heavy industrial uses, to ensure a balanced supply of available land for all sectors, including industrial suppliers and services.

LU-6.7 Encourage supportive and compatible commercial and office uses in industrial areas designated for those uses. In areas reserved for light and heavy industrial uses, only limited auxiliary and incidental commercial uses, such as small eating establishments, may be permitted when such uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area.

LU-6.8 Reserve industrial areas for industrial and compatible support uses, while recognizing that industrial uses come in a variety of types and forms. Allow non-industrial uses which are only incidental to and totally compatible with primary industrial uses in exclusively industrial areas. Consider allowing supportive, non-industrial activities, such as retail sales of materials manufactured or stored on site.

LU-6.9 Prohibit Private Community Gathering Facility uses in the interior of industrial park, light industrial, and heavy industrial areas. Consider these uses on the perimeter of such areas only, in accordance with Private Community Gathering Facility Goals & Policies in this Plan.

LU-6.10 Maintain an inventory of industrial lands and periodically assess the condition, type, and amount of industrial land available to meet projected demands.

LU-6.11 Explore creating an overlay that would restrict office buildings as an

allowable use in certain Industrial Park and/or Combined Industrial Commercial designated areas, or redesignate certain areas from Industrial Park and/or Combined Industrial Commercial to Light Industrial to preserve and support existing industrial businesses.

LU-6.12 Explore creating an industrial overlay allowing for new office construction only if the office building includes some manufacturing or logistics space.

Goal LU-7 – Attract New Industrial Uses

Attract new industrial uses to expand the City's economy and achievement of fiscal sustainability, stimulate employment, and further environmental goals.

Policies – Attract New Industrial Uses

LU-7.1 Encourage industrial supplier/service business retention and expansion in appropriate areas in the City.

LU-7.2 Seek out industrial uses that are environmentally sustainable or create environmentally beneficial products in order to maintain a healthful environment and preserve natural resources.

LU-7.3 Encourage the use of industrially-planned land to provide locations for various forms of recycling services (e.g., collection, handling, transfer, processing, etc.), for the support facilities required by these services (e.g., service yards, truck storage and service) and for companies that manufacture new products out of recycled materials in order to support the City's Solid Waste Program.

Goal LU-8 – Maintain Employment Lands

Maintain Appropriately Designated Employment Areas for a Mix of Industrial and Compatible Commercial Uses.

Policies – Maintain Employment Lands

LU-8.1 In areas that are designated for mixed industrial and commercial uses, allow only commercial uses that are compatible with industrial uses. Non-employment uses are prohibited in these areas.

LU-8.2 Encourage more large-format commercial uses in Combined Industrial/Commercial lands, since these development typologies are typically similar to the development scale of industrial development in the same area. Discourage small-scale and strip commercial shopping centers in the Combined Industrial/Commercial area.

Residential and Mixed Use

Goal LU-9 – High-Quality Living Environments

Provide high quality living environments for San José's residents.

Policies – High-Quality Living Environments

LU-9.1 Create a pedestrian-friendly environment by connecting new residential

development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.

LU-9.2 Facilitate the development of complete neighborhoods by allowing appropriate commercial uses within or adjacent to residential and mixed-use neighborhoods.

LU-9.3 Integrate housing development with our City's transportation system, including transit, roads, and bicycle and pedestrian facilities.

LU-9.4 Prohibit residential development in areas with identified hazards to human habitation unless these hazards are adequately mitigated.

LU-9.5 Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses.

LU-9.6 Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.

LU-9.7 Ensure that new residential development does not impact the viability of adjacent employment uses that are consistent with the *Envision General Plan* Land Use / Transportation Diagram.

LU-9.8 When changes in residential densities in established neighborhoods are proposed, the City shall consider such factors as neighborhood character and identity; historic preservation; compatibility of land uses and impacts on livability; impacts on services and facilities, including schools, to the extent permitted by law; accessibility to transit facilities; and impacts on traffic levels on both neighborhood streets and major thoroughfares.

LU-9.9 In areas designated for residential use, allow parking facilities to serve adjacent nonresidential uses if such parking facilities are integrated with the non-residential use, adequately landscaped, and buffered.

LU-9.10 Discourage substantial expansion of existing nonresidential uses (e.g., major structural improvements or expansions) that are incompatible with residential uses on properties designated for residential use.

LU-9.11 Design single-family and duplex residential development with limited vehicular access to arterial streets as follows:

- No direct vehicular access on six lane arterials or within 350 feet of the intersection of two arterials.

- No direct vehicular access on four lane arterials.
- The use of frontage roads, corner lots, or other street design solutions for vehicular access is encouraged.
- Exceptions may only be made when there are no other feasible alternatives for providing access to the residential development.

LU-9.12 Consider location of bed and breakfast inns on properties designated for residential land use, regardless of density, provided that impacts on the surrounding neighborhood can be satisfactorily mitigated.

LU-9.13 Equitably distribute residential social service programs (e.g., board and care facilities) throughout the City, especially in areas with access to transit, rather than concentrating them in a few areas. Encourage the County and other social service licensing agencies to recognize and implement this policy.

LU-9.14 Allow small residential care and service facilities, supportive housing, and transitional housing for up to six persons, in residential neighborhoods of any density. Encourage facilities for more than six persons to locate in areas with access to transit, retail, services, and other amenities.

LU-9.15 New single-family flag lots may be appropriate on hillside properties but are discouraged within other parts of the City. Flag lot development in non-hillside areas should have a clear and visible relationship to the neighborhood and the street and should be consistent with the applicable Zoning district which can assure that relationship. To strengthen neighborhood preservation policies and objectives of this plan, the City Council has adopted a policy establishing criteria for the use of flag lots.

LU-9.16 Do not locate freestanding communications structures such as towers, antennae and monopoles on sites designated for residential land use unless such sites are occupied by a PG&E substation or corridor for high-tension lines exceeding 200 KV.

LU-9.17 Limit residential development in established neighborhoods that are not identified growth areas to projects that conform to the site's Land Use / Transportation Diagram designation and meet Urban Design policies in this Plan.

LU-9.18 Consider Fiscal Sustainability; Historic Preservation; Urban Design; and Parks, Recreation, and Open Space Goals, Policies, and Implementation Actions in this Plan when reviewing new residential development.

Goal LU-10 – Efficient Use of Residential and Mixed-Use Lands

Meet the housing needs of existing and future residents by fully and efficiently utilizing lands planned for residential and mixed-use and by maximizing housing opportunities in locations within a half mile of transit, with good access to employment areas, neighborhood services, and public facilities.

Policies – Efficient Use of Residential and Mixed-Use Lands

LU-10.1 Develop land use plans and implementation tools that result in the construction of mixed-use development in appropriate places throughout the City as a means to establish walkable, complete communities.

LU-10.2 Distribute higher residential densities throughout our city in identified growth areas and facilitate the development of residences in mixed-use development within these growth areas.

LU-10.3 Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.

LU-10.4 Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development.

LU-10.5 Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.

LU-10.6 In identified growth areas, do not approve decreases in residential density through zoning change or development entitlement applications or through General Plan amendments.

LU-10.7 Encourage consolidation of parcels to promote mixed-use and high density development at locations identified in the Land use / Transportation Diagram.

LU-10.8 Encourage the location of schools, private community gathering facilities, and other public/quasi public uses within or adjacent to Urban Villages and other growth areas and encourage these uses to be developed in an urban form and in a mixed-use configuration.

Actions – Efficient Use of Residential and Mixed-Use Lands

LU-10.9 Model the federal Interagency Partnership for Sustainable Communities (HUD-DOT-EPA) at the local level between Housing and other City Departments to facilitate the creation of smart growth communities.

LU-10.10 Achieve 75% of residents who can access 25% of their retail/service needs within a 20-minute walk and 50% of residents who can access 50% of their retail/service needs within a 20-minute walk.

Residential Neighborhoods

Goal LU-11 – Residential Neighborhoods

Regulate the urban form, architectural quality and contextual compatibility of new construction and uses within the City's varied residential neighborhoods to promote a residential neighborhood environment conducive to a high quality of life for neighborhood residents and visitors.

Policies – Residential Neighborhoods

LU-11.1 Design all new single-family detached residences so that each home has a frontage on a public street or on a private street that appears and functions as a public street.

LU-11.2 Support subdivisions of residential lots if the new lots reflect the established pattern of development in the immediate area, including lot sizes and street frontages. Discourage residential developments, such as courthomes or flag lots, that increase residential densities for an area or disrupt an established neighborhood pattern. Allow new development of a parcel, including one to be subdivided, to match the existing number of units on that parcel; design such subdivisions to be compatible with and, to the degree feasible, consistent with the form of the surrounding neighborhood pattern. Consider allowing secondary units (granny or in-law units) in lieu of creating flag lots, substandard lots, or parcels that disrupt an established neighborhood pattern.

LU-11.3 Direct all significant new residential growth to identified Growth Areas to further the environmental, transit, healthy community, and other *Envision General Plan* objectives. Limit infill development within areas designated as Residential Neighborhood on the Land Use / Transportation Diagram to projects that maintain the prevailing neighborhood form and density as it exists on adjoining properties, with particular emphasis upon establishing and/or maintaining a consistent streetscape form between new and existing development.

LU-11.4 Locate new commercial uses in established residential neighborhoods on busier streets or at street intersections. Discourage new commercial uses on small existing residential streets unless it can be clearly demonstrated that the commercial use can integrate with the existing residential neighborhood without creating adverse impacts. Discourage primary access to large commercial parking lots and structures through residential neighborhoods.

LU-11.5 Integrate new and existing neighborhoods and facilitate movement throughout the City by connecting streets and particularly by providing pedestrian and bicycle cross-access connections. Integrate new infill development into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network.

LU-11.6 For new infill development, match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project. As an exception, for parcels already developed with more than one dwelling unit, new development may include up to the same number of dwelling units as the existing condition. The form of such new development should be compatible with and, to the degree feasible, consistent with the form of the surrounding neighborhood pattern.

LU-11.7 Permit new development to establish a unique character as defined by density, lot size and shape only in cases where the new development is completely separated from existing neighborhoods by freeways, major expressways, or a riparian corridor or other similar barrier.

Action – Residential Neighborhoods

LU-11.8 Rezone Residential Neighborhood areas with existing nonconforming zoning designations to align with the *Envision General Plan*, taking existing uses into consideration. For areas where the Residential Neighborhood designation supports the development of duplexes or commercial uses, a corresponding residential zoning designation that supports duplexes and/or commercial uses is appropriate. For areas where the Residential Neighborhood designation supports the development of single-family residences, a corresponding residential zoning designation that supports single-family use is appropriate. Give priority for such rezoning actions to areas with an existing neighborhood or community plan that identifies rezoning as a community goal.

Urban Agriculture

Urban agriculture has a wealth of health, social, environmental, and economic benefits. *Envision San José 2040 General Plan* Urban Agriculture Goals, Policies, and Implementation Actions are intended to preserve agricultural land, improve the community's access to healthful foods, promote local and ecologically sound food production, and support the ability of farmers in the region to sell their produce locally.

Goal LU-12 – Urban Agriculture

Expand the cultivation and sale of locally grown agriculture as an environmentally sustainable means of food production and as a source of healthy food for San José residents.

Policies – Urban Agriculture

LU-12.1 Maintain existing and facilitate the development of new and expanded community gardens and farmers markets throughout San José, prioritizing the provision of these gardens in low income, nutritionally-deficient neighborhoods.

LU-12.2 Support urban agriculture opportunities such as back-yard, roof-top, indoor, and other gardens that produce ecologically sound food for personal consumption. Encourage developers to incorporate gardens that produce ecologically sound food for residents and workers.

LU-12.3 Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of the *Envision General Plan* through the following means:

- Limit residential uses in agricultural areas to those which are incidental to agriculture.
- Restrict and discourage subdivision of agricultural lands.
- Encourage contractual protection for agricultural lands, such as

Williamson Act contracts, agricultural conservation easements, and transfers of development rights.

- Prohibit land uses within or adjacent to agricultural lands that would compromise the viability of these lands for agricultural uses.
- Strictly maintain the Urban Growth Boundary in accordance with other goals and policies in this Plan

LU-12.4 Preserve agricultural lands and prime soils in non-urban areas in order to retain the aquifer recharge capacity of these lands.

LU-12.5 Encourage appropriate agricultural uses in the hillsides.

LU-12.6 Use the City's public works projects (street lights, street tree planting, sidewalk design, etc.) to promote, preserve, or enhance the historic character of Conservation Areas.

LU-12.7 Encourage incorporation of edible landscaping in appropriate locations on new and existing residential, commercial, and public development projects.

LU-12.8 Support the efforts of non-profit organizations and the County to integrate and/or maintain sustainable small scale agriculture within existing and planned parks and open spaces including the planned Martial Cottle County Park, Guadalupe Gardens, and other publicly or privately owned properties where appropriate.

Actions – Urban Agriculture

LU-12.9 Develop a City Council Policy to address ways San José will support Urban Agriculture. This policy should include strategies to increase access to healthful foods, particularly in low income or nutritionally-deficient areas; increase the sale and availability of locally or regionally grown foods; increase urban food production; and clearly identify the appropriate City processes for dealing with agriculture issues.

LU-12.10 Work with the County Health Department, school districts and non-profit health organizations, particularly at schools, community centers and libraries, on efforts to educate the community on the nutritional, economic, and environmental benefits of consuming locally grown and ecologically sound foods.

LU-12.11 Revise the Zoning Ordinance to allow both community gardens and incidental gardening as permitted uses in appropriate zoning districts.

Historic Preservation

Historic sites and structures provide an educational link to San José's past and foster a sense of place and community identity for San José. The preservation of appropriate remnants of a city's past provides multiple benefits important to the health and progress of the city. Historical resources:

- Are instructive, telling the story of a community's past;
- Provide a sense of civic identity and unique character;
- Are typically an interesting and pleasing aesthetic in the urban environment;
- Can generate economic advantage for a property or neighborhood;
- Give a community a sense of permanency. A place with a clear past can expect to also have a definite future;
- Once lost, cannot be recovered.

For purposes of this section in the *Envision San José 2040 General Plan*, the following definitions are applicable:

- "Landmark" means City Landmark structure, Contributing Structure in a City Landmark Historic District, structure listed on the National Register of Historic Places and/or the California Register of Historical Resources, a Contributing Structure in a National Register Historic District, or a structure that qualifies for any of the above (candidate), based on the applicable City, State, or National qualification criteria.
- A "Historic District" is a City Landmark or National Register Historic District.
- A "candidate" historic landmark or district is an area in which formal proceedings have begun to designate a structure or area as such or an area which has been surveyed by a qualified consultant and determined to be eligible as a historic landmark or district.
- A "Conservation Area" is a geographically definable area of urban or rural character with identifiable attributes embodied by: (1) architecture, urban design, development patterns, setting, or geography; and (2) history. Conservation Areas are identified by the City Council based upon criteria in the City's Historic Preservation Ordinance.

Goal LU-13 – Landmarks and Districts

Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.

Policies – Landmarks and Districts

LU-13.1 Preserve the integrity and fabric of candidate or designated Historic Districts.

LU-13.2 Preserve candidate or designated landmark buildings, structures and historic objects, with first priority given to preserving and rehabilitating them for their historic use, second to preserving and rehabilitating them for a new use, or third to rehabilitation and relocation on-site. If the City concurs that no other option is feasible, candidate or designated landmark structures should be rehabilitated and relocated to a new site in an appropriate setting.

LU-13.3 For landmark structures located within new development areas, incorporate the landmark structures within the new development as a means to create a sense

of place, contribute to a vibrant economy, provide a connection to the past, and make more attractive employment, shopping, and residential areas.

LU-13.4 Require public and private development projects to conform to the adopted City Council Policy on the Preservation of Historic Landmarks.

LU-13.5 Evaluate areas with a concentration of historically and/or architecturally significant buildings, structures, or sites and, if qualified, preserve them through the creation of Historic Districts.

LU-13.6 Ensure modifications to candidate or designated landmark buildings or structures conform to the Secretary of the Interior's Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.

LU-13.7 Design new development, alterations, and rehabilitation/remodels within a designated or candidate Historic District to be compatible with the character of the Historic District and conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, appropriate State of California requirements regarding historic buildings and/or structures (including the California Historic Building Code) and to applicable historic design guidelines adopted by the City Council.

LU-13.8 Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to its character.

LU-13.9 Promote the preservation, conservation, rehabilitation, restoration, reuse, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, street trees, sidewalk design, signs) related to candidate and/or landmark buildings, structures, districts, or areas.

LU-13.10 Ensure City public works projects (street lights, street tree plantings, sidewalk design, etc.) promote, preserve, or enhance the historic character of Historic Districts.

LU-13.11 Maintain and update an Historic Resources Inventory in order to promote awareness of these community resources and as a tool to further their preservation. Give priority to identifying and establishing Historic Districts.

LU-13.12 Develop and encourage public/public and public/private partnerships as a means to support, expand, and promote historic preservation.

LU-13.13 Foster the rehabilitation of buildings, structures, areas, places, and districts of historic significance. Utilize incentives permitting flexibility as to their uses; transfer of development rights; tax relief for designated landmarks and districts; easements; alternative building code provisions for the reuse of historic structures; and financial incentives.

LU-13.14 Advocate for the continuation and appropriate expansion of Federal and State tax and/or other incentives for the rehabilitation and/or restoration of historically or architecturally significant buildings, structures, areas, and/or places.

LU-13.15 Implement City, State, and Federal historic preservation laws, regulations, and codes to ensure the adequate protection of historic resources.

LU-13.16 Alert property owners, land developers, and the building industry to historic preservation goals and policies and their implications early in the development process.

Actions – Landmarks and Districts

LU-13.17 Amend the City's Historic Preservation Ordinance to specify that a Contributing Structure to a City Historic District is eligible for consideration of a Mills Act contract and to require Historic Preservation Permits and/or Adjustments for modifications to buildings, structures, and/or sites in a National Register Historic District.

LU-13.18 Explore establishing a grant program for historic preservation, potentially partnering with Preservation Action Council San José, History San José, or other organizations.

LU-13.19 Continue to identify landmarks, landmark districts and Conservation Areas on the Land Use/Transportation Diagram as Areas of Historic Sensitivity.

LU-13.20 Explore funding options and techniques to proactively conduct additional historic surveys and to maintain and update the City's Historic Resources Inventory. As funding allows, undertake comprehensive area-wide surveys of the City to identify potential Historic Districts, Cultural Landscapes at the City's edge, and significant buildings and/or structures, including Traditional Cultural Properties.

LU-13.21 Implement strategic General Plan and zoning changes as indicated by federal, state or municipal "Historic" or "Conservation Area" designations, in order to maintain neighborhood vitality and character and to preserve the integrity of historic structures located within those neighborhoods. To preserve predominantly single-family historic neighborhoods, rezone residential structures located in these areas to a single-family zoning designation.

LU-13.22 Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.

LU-13.23 Maintain a file of historic survey reports by location by the City of San Jose to make the information retrievable for research purposes.

LU-13.24 For vacant lands at the edge of the Urban Growth Boundary in the Almaden, Alviso, and Coyote Planning Areas, require investigation during the development

review process to determine whether significant Cultural Landscapes or Traditional Cultural Properties eligible for the National Register of Historic Places may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.

Goal LU-14 – Historic Structures of Lesser Significance

Preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representation of San José's past and contribute to a positive identity for the City's future.

Policies – Historic Structures of Lesser Significance

LU-14.1 Preserve the integrity and enhance the fabric of areas or neighborhoods with a cohesive historic character as a means to maintain a connection between the various structures in the area.

LU-14.2 Give high priority to the preservation of historic structures that contribute to an informal cluster or a Conservation Area; have a special value in the community; are a good fit for preservation within a new project; have a compelling design and/or an important designer; etc.

LU-14.3 Design new development, alterations, and rehabilitation/remodels in Conservation Areas to be compatible with the character of the Conservation Area. In particular, projects should respect character defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.

LU-14.4 Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the alternatives of rehabilitation, re-use on the subject site, and/or relocation of the resource.

LU-14.5 Continue and strengthen enforcement programs, such as those addressing vacant buildings, to promote the maintenance and survival of all classes of the city's historic and cultural resources.

LU-14.6 Consider preservation of Structures of Merit and Contributing Structures in Conservation Areas as a key consideration in the development review process. As development proposals are submitted, evaluate the significance of structures, complete non-Historic American Building Survey level of documentation, list qualifying structures on the Historic Resources Inventory, and consider the feasibility of incorporating structures into the development proposal, particularly those structures that contribute to the fabric of Conservation Areas.

LU-14.7 Ensure City public works projects (street lights, street tree planting, sidewalk design, etc.) promote, preserve, or enhance the historic character of Conservation Areas.

LU-14.8 Perform modifications to the exterior of any building or structure located in a Conservation Area in a manner consistent with any and all design guidelines approved or accepted by the City Council for the preservation of historic buildings or structures.

Actions – Historic Structures of Lesser Significance

LU-14.9 Amend applicable design guidelines and City policies to add flexibility in the development review process (for example, with regulations related to parking, independently accessible private open spaces, requirement for units to be attached, etc.) to encourage the preservation, conservation, rehabilitation, reuse, or relocation of historic resources consistent with the character and needs of the surrounding properties and uses.

Goal LU-15 – Public Awareness

Increase public awareness and understanding of the history of San José, historic preservation, and its importance to the economic and cultural vitality of the City.

Policies – Public Awareness

LU-15.1 Encourage widespread public participation in the identification and designation of historically or culturally significant buildings, structures, sites, areas, and/or places to update and maintain the City's Historic Resources Inventory.

LU-15.2 Foster a community sense of stewardship and personal responsibility for all historic and cultural resources.

LU-15.3 Encourage public accessibility and/or use of City Landmark, California Register, and National Register buildings, structures, areas, places, and sites, even if only for temporary or special events.

LU-15.4 Educate/inform the public of the importance of San José's strong historic connections to past industry. To serve as a link between San José's present and past, preserve historical resources from agriculture to high-tech whenever possible, feasible, and appropriate.

Actions – Public Awareness

LU-15.5 Work with neighborhood groups and historic preservation advocacy groups on events, materials, and efforts to educate the public on the positive benefits of historic preservation generally and in specific neighborhoods.

LU-15.6 Expand resources such as historic maps, historic markers, or self-guided walking tours as a means to promote and celebrate historic preservation in San José.

Goal LU-16 – Sustainable Practices

Preserve, conserve, and/or rehabilitate historic structures as a means to achieve the City of San José's environmental, economic, and fiscal sustainability goals.

Policies – Sustainable Practices

LU-16.1 Integrate historic preservation practices into development decisions based upon fiscal, economic, and environmental sustainability.

LU-16.2 Evaluate the materials and energy resource consumption implications of new construction to encourage preservation of historic resources.

LU-16.3 Encourage sustainable energy, water, and material choices that are historically compatible as part of the preservation, conservation, rehabilitation, and/or reuse of historical resources.

LU-16.4 Require development approvals that include demolition of a structure eligible for or listed on the Historic Resources Inventory to salvage the resource's building materials and architectural elements to allow re-use of those elements and materials and avoid the energy costs of producing new and disposing of old building materials.

LU-16.5 Utilize the aesthetic and cultural qualities of historic resources of all types as means of promoting San José as a place to live, work and visit consistent with the City's economic development goals.

Actions – Sustainable Practices

LU-16.6 Explore the revision of the Construction and Demolition Diversion Deposit (CDDD) program to eliminate the deposit requirement for projects proposing rehabilitation of a historic landmark, a property in a Historic District, or the conservation of more than 75% of a Structure of Merit or structure in a Conservation Area.

LU-16.7 Work with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities as an economic development tool.

Rural Residential, Lower Hillside and Open Hillside Areas

The Rural Residential, Lower Hillside and Open Hillside designated areas are natural resources that provide a valuable scenic backdrop for much of the City and serve as habitat for a wide variety of plants and animals. The Goals & Policies in this section seek to preserve and protect these hillside and rural areas as positive contributors to San José while also protecting the public from the natural hazards, such as landslides or fires, which can occur in these areas. Because areas designated as Rural Residential, Lower Hillside or Open Hillside on the Land Use/Transportation Diagram are often located on slopes greater than seven percent, and in some cases greater than fifteen percent, their development typically requires significant grading activities which are addressed in these Policies. Areas with slopes greater than thirty percent are typically ridgelines that need special treatment to protect views from the valley and to prevent exposure to hazards. For purposes of this section, all areas designated as Hillside, Rural Residential, or Open Hillside on the Land Use / Transportation Diagram are referred to as hillside and/or rural residential areas. The policies in this section complement and must be considered in conjunction with other parts of this Plan, including but not limited to the Urban Growth Boundary Policies and the Land Use/Transportation Diagram designations for individual properties.



Goal LU-17 – Hillside / Rural Preservation

Preserve the valuable natural resources of the hillsides, and protect their aesthetic and habitat amenities to enhance the rural character of these areas.

Policies – Hillside / Rural Preservation

LU-17.1 Allow development in hillside and rural residential areas consistent with or below existing or planned densities in these areas to maximize resource conservation. Support development only when it is compatible with the character and pattern of the surrounding area, even if below the maximum potential residential density as designated on the Land Use/Transportation Diagram.

LU-17.2 Apply strong architectural, site, and grading design controls through a discretionary development review process to all types of hillside and rural residential development that require significant grading activities in order to protect the hillsides and to minimize potential adverse visual and environmental impacts.

LU-17.3 Minimize grading on hillsides and design any necessary grading or recontouring to preserve the natural character of the hills and to minimize the removal of significant vegetation, especially native trees such as Valley Oaks.

LU-17.4 Apply the following guidelines for development in hillside and rural residential areas in order to preserve and enhance the scenic and aesthetic qualities of the natural terrain:

1. Design development in a sensitive manner to highlight and complement the natural environment.
2. Use large lot sizes and varying setbacks in order to respect and preserve natural features of the land.
3. Adapt construction techniques and housing types to variable terrains. Use split pads and stepped foundations where appropriate, especially to minimize required grading, and discourage conventional, single flat-pad housing designs.
4. Consider privacy, livability, solar orientation and wind conditions when siting residential dwellings. Dwelling unit sites should take advantage of scenic views but should be located below hilltops to protect the aesthetics and ridgeline silhouette viewed from below, from public places, and from the valley floor.
5. Encourage preservation of existing trees, rock outcroppings and other significant features.
6. When grading or recontouring of the terrain is proposed, preserve the natural character of the hills and blend the alterations into the natural terrain.
7. Design streets to provide access and connectivity for area residents,

and consider potential viewshed opportunities in siting development. Provide adequate access to safely accommodate potential traffic without significantly impacting local transportation routes. Consistent with accessibility requirements for emergency vehicles, consider and encourage reduced width and modified street sections to design streets for utility and to minimize grading.

8. Limit new structures or use of non-native vegetation in all new development projects to prevent adverse biological impacts and adverse visual impacts as viewed from the Valley floor or from adjacent public recreational areas. Design new structures to blend harmoniously with the natural setting. Agricultural crop production may be visible.

LU-17.5 Apply the following guidelines to the design and construction of public and private right-of-way improvements in order to preserve and enhance the scenic and aesthetic qualities of hillside and rural areas:

1. Design streets in consideration of the natural topography and the landscape. Consider use of divided streets and grade separations.
2. Encourage use of crushed gravel walks and vegetation lined swales, and only construct concrete sidewalks, curbs, and gutters when required by the topography or other regulations.
3. Limit street lighting to intersections, and use low-intensity lighting appropriate for these areas.
4. Use finishes or colors that blend man-made materials within the public right-of-way with the natural surroundings.

LU-17.6 Avoid any new development along ridges and other major hillside areas (typically all properties that exceed 30% slope) that surround the valley floor to minimize visibility of development on these aesthetic resources.

LU-17.7 Consider habitat conservation objectives as part of hillside development proposals.

LU-17.8 Encourage the preservation of hillside vegetation and require appropriate revegetation and planting of non-invasive plant materials that do not require routine irrigation for projects in hillside areas, if existing vegetation must be removed or substantially disturbed.

LU-17.9 Maintain design guidelines and policies adopted by the City to guide hillside development, promote aesthetics, and enhance the rural character of hillside areas.

Goal LU-18 – Hillside Development Hazard Avoidance

Minimize exposure of the public to potential environmental hazards associated with development on the hillsides.

Policies – Hillside Development Hazard Avoidance

LU-18.1 Allow development in hillside areas only if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level as defined in State and City ordinances and policies. Demonstrate that all new development will not result in significantly increased risks and public costs associated with natural hazards.

LU-18.2 Design development to minimize exposure of the public to environmental hazards, such as landslides and fires.

LU-18.3 Require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Use geotechnical studies of hillside development proposals to determine the full extent of seismic and other hazards, the optimum locations for structures, roads, and utilities, the advisability of special structural requirements and amenities such as swimming pools or ponds, and the feasibility and desirability of a proposed structure and/or irrigated landscaping in a specified location.

LU-18.4 Incorporate mitigation measures identified through geotechnical and other studies necessary to protect public safety and the natural environment.

LU-18.5 Design hillside development within areas of potential geological hazards to avoid being endangered by, or contributing to, the hazardous conditions on the site or on adjoining properties.

LU-18.6 Avoid locating public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards to limit any extraordinary maintenance and operating expenses. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, implement effective mitigation measures to maximize their potential to remain functional during and after a seismic event.

LU-18.7 Require erosion control measures in conjunction with proposed development on hillside areas susceptible to erosion, consistent with the City of San José's Geologic Hazard Ordinance.

LU-18.8 When reviewing hillside development proposals, consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.

Land Use Policies - Non-Urban Areas

Land use policies for non-urban areas reinforce the Greenline/Urban Growth Boundary and protect hillsides, habitat, and scenic vistas. They identify appropriate uses for areas on the perimeter of the City that need special consideration given their unique geologic, environmental, or aesthetic characteristics and reinforce the distinction between the City's urbanized and non-urbanized areas.

Urban Growth Boundary

The Greenline/Urban Growth Boundary (UGB) establishes the maximum extent of urban development. All urban and suburban development should occur within this boundary. Areas outside of this boundary are intended to remain permanently rural in character and to contribute to the establishment of a permanent green belt along the City's eastern and southern edges. To ensure the long-term stability and integrity of this strategy, significant modifications to the UGB and its supporting policies are strongly discouraged and should only occur as part of a Major General Plan Update.

San José's Greenline/Urban Growth Boundary (UGB) serves multiple purposes. The UGB is intended to preserve as open space substantial areas of the surrounding hillsides, baylands, and other lands, both to conserve the valuable natural resources contained on these lands and to protect views from the valley floor. In furtherance of the City's fiscal goals, its UGB is intended to direct urban development within infill locations where the City can most efficiently provide urban services. Consistent with the *Envision General Plan's* growth strategy, the UGB will also help steer new development and public and private investment into more environmentally sustainable infill growth areas of San José. The UGB will also protect public health and safety by preventing urban development in areas subject to natural hazards such as wild fires and land slides. UGB Goals and Policies work in concert with many other goals and policies in this Plan, such as those in Hillside & Rural Preservation and Fiscal sections.

The Greenline/Urban Growth Boundary is indicated on the Land Use / Transportation Diagram and is typically conterminous with the Urban Service Area boundary and the 15% slope line except in the area of the Urban Reserves. The UGB is intended to exclude new development above the 15% slope line, defined as the point where the hillside topography exceeds a 15% incline based upon 1 foot slope contour data. In some instances the UGB has been established above the 15% slope line due to the presence of existing development implemented prior to the adoption of current General Plan policy. The 15% Slope Line is included for reference purposes on the Land Use / Transportation Diagram.



The following Goal LU-19 and policies apply to all proposed use and development of lands outside of the Urban Growth Boundary. Such lands are designated as either Open Hillside or Agriculture on the Land Use / Transportation Diagram.

Goal LU-19 – Urban Growth Boundary (Open Hillside / Agriculture Lands)

Respect the Greenline/Urban Growth Boundary to preserve the beauty and natural resources of the rural and hillside areas, to maintain the fiscal health of the City, to direct private and public investment within identified growth areas, and to preclude development in areas subject to natural hazards.

Policies – Urban Growth Boundary (Open Hillside / Agriculture Lands)

LU-19.1 Maintain the Greenline/Urban Growth Boundary to delineate the extent of existing and future urban activity and to reinforce fundamental policies concerning the appropriate location of urban development.

LU-19.2 Prohibit significant modifications of the Greenline/Urban Growth Boundary

(UGB), as defined by Title 18 of the municipal code, except through a Major General Plan Update process. Any modifications to the UGB must be consistent with the City's fiscal goals, applicable LAFCO policies and all applicable provisions of both the City and County General Plans and the City's municipal code (i.e., Title 18).

LU-19.3 Consider minor adjustments and contractions to the Greenline/Urban Growth Boundary (UGB) through a General Plan Amendment process consistent with the criteria established within the City's municipal code (Title 18), but do not expand the UGB to include new areas located above the 15% Slope Line. Proposed modifications should be evaluated in terms of: the size, configuration and slope of the subject property, the location of the property relative to other existing or planned urban uses and the ability of the proposal to integrate with those uses; and the environmental effects of the proposal.



LU-19.4 Reserve areas outside the Greenline/Urban Growth Boundary (UGB) for rural, agricultural, open space, habitat, or other very low-intensity uses. Prohibit new urban development outside of the Greenline/Urban Growth Boundary (UGB). Appropriate land use designations for areas outside of the UGB include Agriculture; Open Hillside; Open Space, Parklands and Habitat; Urban Reserve; and the Open Hillside Golf Course Site Overlay. Other designations may not be applied to lands outside of the UGB.

LU-19.5 Maintain consistency between City and County land use and development policies for the lands outside of the Urban Growth Boundary. Limit them to uses that maintain the rural, agricultural, habitat, or other low-intensity character of these areas and continue the referral process for development proposals or policy proposals affecting these lands.

LU-19.6 Use the Urban Service Area (USA) boundary as a tool to preserve the non-urban character of development on lands outside of the Urban Growth Boundary. To this end, limit all new development on lands outside of the USA as follows.

1. Do not provide urban services to new development outside of the USA.
2. Require that new development projects cause no significant increase in public services or infrastructure and are non-urban in terms of
    a. Waste water generation rates.
    b. Traffic generation rates.
    c. Extent of grading, vegetation removal, drainage modifications or other alteration of the natural environment.
    d. Noise or other nuisance potential.
    e. Growth inducing potential.

f. Water consumption, excluding the environmentally beneficial use of recycled water.

3. Distinguish between urban and non-urban uses in terms of water usage by limiting water consumption for new development to use of non-urban sources, including on-site well water, and rainfall catchment. Use of recycled water may be allowed. Irrigation of Open Hillside areas with these water sources may be allowed provided that their use would not result in a substantial direct or indirect environmental impact upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment.

LU-19.7 Use the Urban Growth Boundary and Urban Service Area boundary to protect public health and safety by preventing urban development in areas subject to natural hazards, in accordance with the Hillside & Rural Preservation Policies and the Safety &.Hazards Management Policies. Unless necessary to meet other *Envision General Plan* goals and policies, prohibit new construction on site areas with a greater than 30% slope.

LU-19.8 Due to the increased potential for some particular environmental impacts on lands located outside of the Urban Growth Boundary, limit new development in these areas to projects that will not result in substantial direct or indirect environmental impacts upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment. Additionally, incorporate measures within new development to ensure substantial wildlife corridor protection and prohibit planting of invasive species with the potential to impact sensitive habitat within the project vicinity.

LU-19.9 For all non-residential uses allowed outside of the Urban Growth Boundary, other than agricultural and single-family residential land uses, preserve open space through dedication of an open space or conservation easement in order to:

- Protect the public health, safety and general welfare;
- Prevent or mitigate potentially significant adverse environmental impacts; and/or
- To create perimeter areas that adequately buffer neighboring properties from adverse off-site impacts of the proposed land use.

LU-19.10 Preserve the non-urban character of lands outside of the Urban Growth Boundary through implementation of the following land use development policies:

1. Prohibit subdivisions except at rural or agricultural densities (minimum one hundred sixty acre parcels with exceptions potentially allowing smaller parcels, but in no case less than twenty acre parcels as described in the Chapter 5 description for the Open Hillside designation), and consistent

with other policies in this plan.

2. Prohibit residential development that exceeds one dwelling unit per 20 acres, except when development of a single dwelling unit on an existing legal lot of record would result in development at a higher density.
3. Allow low-intensity non-residential development for commercial and institutional uses provided that such development meets the following:
    a. The use is on a large site commensurate with the level of development and in no case less than 250 acres in area.
    b. At least 90% of the total site area will be preserved as open space to provide for protection of the watershed, natural habitat areas and the open aesthetic character of the hillsides. For this policy, open space is defined as area not developed with buildings, parking, roadways or other impervious surfaces.
4. Locate and, if possible, cluster new development within the minimum area necessary to accommodate it, in order to avoid or reduce the need for improvements and minimize any potential environmental impacts.
5. For non-agricultural land uses, disturb no more than 50% of the total site area through grading, changes to vegetation or other development activity.
6. Limit the aggregate Floor Area Ratio for all structures on a project site to no more than 2% of the site area.

Action – Urban Growth Boundary (Open Hillside / Agriculture Lands)

LU-19.11 Establish a program to create new zoning districts for hillside areas and rezone those lands outside of the Greenline/Urban Growth Boundary (UGB) under City jurisdiction to conform with the *Envision General Plan* designations of these areas and to be consistent with the purposes of the UGB.

Rural Agriculture

Agriculture is a significant part of San José's history and will continue to be a part of its future. The *Envision San José 2040 General Plan* has two sets of goals and policies related to agriculture – rural and urban. This section addresses rural agriculture.

San José's rural agriculture provides a wealth of health, social, environmental, and economic benefits for the City's community. Agricultural lands add to a distinct image of San José's community, and the agricultural preservation policies work in concert with the *Envision General Plan's* Greenline/Urban Growth Boundary and open space preservation strategies. Either directly or indirectly, the Rural Agriculture Goals, Policies, and Implementation Actions promote every Element of the Plan Vision. Those policies are intended to preserve agricultural land; improve the community's access to healthful foods; promote local and ecologically sound food production; support the ability of farmers in the region to sell their produce locally; and provide environmental, social, and economic benefits to the community. Rural Agriculture Policies primarily address agricultural properties that are not anticipated to urbanize within the lifetime of this *Envision General*

Plan, including lands designated as Agricultural or Urban Reserve on the Land Use / Transportation Diagram and lands designated as Open Hillside on which the primary use is agriculture.

The agricultural potential of the Santa Clara Valley was recognized early. Orchard products dominated agricultural production, which was by far the predominant use in San José and Santa Clara County by the end of the 19th century. Fruit production in San José peaked in the 1920s, and the canning and packing industry quickly grew. San José was known as the "Valley of the Heart's Delight."

Today, the boundaries of the City have spread and residential land uses dominate San José's landscape. Little agricultural production remains in San José; however, the community and the City have a renewed recognition of the importance of local agriculture for food security, access to healthful foods, groundwater recharge, and environmental benefits of local food production and consumption.



Goal LU-20 – Rural Agriculture

Provide and protect sufficient agricultural land to facilitate local food production, to provide broad community access to healthful foods, to add to a distinct community image, and to promote environmental, fiscal, and economic benefits of rural agricultural lands.

Policies – Rural Agriculture

LU-20.1 Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of the *Envision General Plan*, such as mid- and south Coyote Valley, through the following means:

1. Strongly discourage conversion of agricultural lands outside the Urban Growth Boundary to non-agricultural uses.
2. Limit residential uses in agricultural areas to those which are incidental to agriculture.
3. Prohibit subdivision of agricultural lands, unless it can be established that the subdivision would not reduce the overall agricultural productivity of the land and that viable agricultural operations would be sustained.
4. Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, transfers of development rights, or other property tax relief measures as incentives for preservation of these lands.
5. Restrict land uses within and adjacent to agricultural lands that would compromise the agricultural viability of these lands. Require new adjacent land uses to mitigate any impacts on the use of agricultural lands.
6. Require ancillary non-agricultural land uses on agricultural lands to be ancillary to and compatible with agricultural land uses, agricultural production, and the rural character of the area, and to enhance the economic

viability of agricultural operations.

LU-20.2 Preserve agricultural lands and prime soils in non-urban areas in order to provide local and regional fresh food supplies, reduce dependence on foreign products, conserve energy, and retain the aquifer recharge capacity of these lands.

LU-20.3 Encourage appropriate agricultural uses in Open Hillside areas that will be compatible with other goals and policies that address the specific environmental and aesthetic concerns for use of hillside lands.

LU-20.4 Leverage agricultural lands to create and maintain a unique community character, provide open space, link to the region's history as the Valley of Heart's Delight, support the area's tourism industry, contribute to the local economy, and add to the quality of life of the community.

LU-20.5 Enhance viability and profitability of ongoing use of agricultural lands by supporting ancillary commercial uses such as fruit stands, small-scale environmental and agricultural tourism, and the processing of agricultural products.

LU-20.6 Encourage agricultural uses which follow ecologically sound agricultural practices and minimize the use of chemicals and pesticides in order to promote healthy soils and ground water, provide healthful local foods, reduce energy use, and reduce the farming industry's demand for resources.

Actions – Rural Agriculture

LU-20.7 Promote legislation to establish Countywide or Statewide agricultural preservation programs, including identifying sources of funding necessary for implementation of such programs.

LU-20.8 Work with agricultural entities (i.e., farming industry, non-profits, land owners), the County, other Santa Clara County cities, and the Local Area Formation Commission and other stakeholders to promote public education to improve the community's understanding of the importance of agriculture in creating sustainable communities within Santa Clara County.

LU-20.9 Explore use of agricultural easements, transfer/purchase of development rights, or other options to keep Mid-Coyote Valley as permanent agriculture.

LU-20.10 Study and make revisions to the General Plan and Zoning Ordinance to allow compatible commercial agriculture supportive uses in Coyote Valley.

LU-20.11 Conduct a study of the Monterey Road Corridor through North, Mid-, and South Coyote Valley to consider appropriate non-residential uses for properties on the east side of Monterey Road that would be compatible with the Coyote Creek Park Chain, provide more flexibility of use and could also promote agricultural and nature based tourism or commercial activities.

LU-20.12 Explore establishment of a climate resilience credits program to support further conservation actions in Coyote Valley and facilitate development in urbanized areas of San José.

LU-20.13 Explore establishing a Farmland Security Zone in Coyote Valley to support rural agriculture.

LU-20.14 Shift the Urban Service Area boundary north in Coyote Valley in the future, and prohibit the shifting of the Urban Service Area boundary south in Coyote Valley. Properties designated for urban uses should remain within the Urban Service Area."

Transportation Policies

The Circulation Element of the *Envision San Jose 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.



According to the California Government Code Section 65302 and the California Complete Streets Act of 2008, San José's Circulation Element must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. The statute defines all "users of streets, roads, and highways" as "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

Balanced Transportation System

San José desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks.

Goal TR-1 – Balanced Transportation System

Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.

Policies – Balanced Transportation System

TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).

TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

TR-1.3 Increase substantially the proportion of travel using modes other than the single-occupant vehicle. The 2030 and 2040 mode split targets for all trips made by San José residents, workers, and visitors are presented in the following

table.

Table TR-1: Mode Split Targets for 2030 and 2040

	ALL TRIPS STARTING AND/OR ENDING IN SAN JOSÉ		
MODE	2019	2030 GOAL	2040 GOAL
Drive alone	80%	No more than 45%	No more than 25%
Shared Mobility/Carpool	12%	At least 25%	At least 25%
Transit	5%	At least 10%	At least 20%
Bicycle	Less than 2%	At least 10%	At least 15%
Walk	Less than 2%	At least 10%	At least 15%

Source: The 2008 mode split data were obtained from the American Community Survey (2008).

TR-1.4 Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand.

- Development proposals shall be reviewed for their impacts on all transportation modes through the study of Vehicle Miles Traveled (VMT), Envision San José 2040 General Plan policies, and other measures enumerated in the City Council Transportation Analysis Policy and its Local Transportation Analysis. Projects shall fund or construct proportional fair share mitigations and improvements to address their impacts on the transportation systems.

- The City Council may consider adoption of a statement of overriding considerations, as part of an EIR, for projects unable to mitigate their VMT impacts to a less than significant level. At the discretion of the City Council, based on CEQA Guidelines Section 15021, projects that include overriding benefits, in accordance with Public Resources Code Section 21081 and are consistent with the General Plan and the Transportation Analysis Policy 5-1 may be considered for approval. The City Council will only consider a statement of overriding considerations for (i) market-rate or mixed-income housing consistent with the General Plan Land Use Designation effective on November 29, 2022 or future City-initiated General Plan amendments; (ii) market-rate or mixed-income housing that requires a privately-initiated General Plan amendment that is on land currently designated with a Private Recreation and Open Space land use designation; (iii) commercial projects; (iv) industrial projects; and (v) 100% deed-restricted affordable housing as defined in General Plan Policy IP-5.12. Such projects shall fund or construct multimodal improvements, which may include improvements to transit, bicycle, or pedestrian facilities, consistent with the City Council Transportation Analysis Policy 5-1.

- Area Development Policy. An "area development policy" may be adopted by the City Council to establish special transportation standards that identifies development impacts and mitigation measures for a specific geographic area. These policies may take other names or forms to accomplish the same purpose.

TR-1.5 Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.

TR-1.7 Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

TR-1.8 Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.

TR-1.9 Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.

TR-1.10 Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Functional Classification Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Functional Classification Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.



TR-1.11 Consider options for using waterways as part of the City's transportation network.

Actions – Balanced Transportation System

TR-1.12 Update the City's engineering standards for public and private streets based on the new street typologies that incorporate the concept of "complete streets."

TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e., road diets) and conduct engineering studies and environmental

review to determine implementation feasibility and develop implementation strategies.

TR-1.14 When useful and effective measurement tools have been established by the Institute of Transportation Engineers, develop multimodal level of service (LOS) standards that address all travel modes and include them in the City's Transportation Impact Analysis (TIA) guidelines. Multimodal LOS standards should vary by facility type, travel mode, and location, and should establish a preference for selected modes based on the street type and/or location.

TR-1.15 Pursue multimodal commute share goals and annually monitor and report on progress toward achieving them for both residents and employees. Report every five years using data from the Census Bureau's annual American Community Survey (ACS).

TR-1.16 Develop a strategy to construct a network of public and private alternative fuel vehicle charging /fueling stations city wide. Revise parking standards to require the installation of electric charging infrastructure at new large employment sites and large, multiple family residential developments.

TR-1.17 Identify and secure new funding sources to fund the on-going routine maintenance of roadways.

Walking and Bicycling

The pedestrian environment affects us all, whether we are walking to a transit stop, a store or school, or simply getting from a parked car or a bicycle rack to the entrance of a building. Pedestrian improvements, together with land uses that promote pedestrian activities, can help increase walking as a means of transportation, recreation, and exercise. Compatible land use and complete street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community in San José's neighborhoods.

Similarly, the flat topography and mild climate of San José make it an ideal city for bicycling. Construction of a comprehensive, safe, direct, and well-maintained citywide bikeway network with support facilities, such as bicycle parking at employment locations and other destinations, could greatly increase the mode share of bicycling. Reducing the number of vehicle trips by shifting those trips to bicycling or walking would help improve circulation, minimize the need for additional parking, contribute toward a healthier community and reduce green house gas emissions.



In 2009 the City Council adopted the bicycle master plan known as, *San José Bike Plan 2020*, which establishes policies, projects, and programs to make bicycling an integral part of daily life in San José.

Goal TR-2 – Walking and Bicycling

Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in San José.

Policies – Walking and Bicycling

TR-2.1 Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volume roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).

TR-2.2 Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San José International Airport.

TR-2.3 Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.

TR-2.4 Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs.

TR-2.5 Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.

TR-2.6 Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.

TR-2.7 Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.

TR-2.8 Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

TR-2.9 Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.

TR-2.10 Coordinate and collaborate with local School Districts to provide enhanced,

safer bicycle and pedestrian connections to school facilities throughout San José.

TR-2.11 Prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections. Pursue the development of new through bicycle and pedestrian connections in existing cul-de-sac areas where feasible.

TR-2.12 Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.

Actions – Walking and Bicycling

TR-2.13 Implement and regularly update, as needed, the *San José Bicycle Master Plan*. Include top priority bicycle projects in the annual Capital Improvement Program update. Continue to identify barriers to safe and convenient bicycle access and then identify how and when these barriers will be removed as part of Master Plan Updates.

TR-2.14 Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and then identify how and when these barriers will be removed. Include top priority pedestrian projects in the annual CIP update. To conduct such a survey consider partnering with SJSU or the community to build relationships with SJSU and/or the community and to facilitate the completion of the survey with limited City resources, and to reduce the cost of staff time required for such a survey.

TR-2.15 Identify funding sources for regular maintenance and cleaning of all public bicycle and pedestrian facilities as part of the City's operation budget, and prioritize routine street maintenance for streets with bike facilities.

TR-2.16 Pursue funding for the purchase of portions of railroad and utility rights-of-way for the development of exclusive or shared bicycle and pedestrian facilities.

TR-2.17 Establish a pilot public bike program that allows free or low-cost rental of bikes at key locations (e.g., transit stations, San José Diridon Station, San José State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.



TR-2.18 Provide bicycle storage facilities as identified in the *San José Bicycle Master Plan*.

TR-2.19 Partner with other agencies and/or organizations to establish a comprehensive bicycle safety education program for bicyclists, pedestrians, and motorists of all ages. Provide bicycle safety education at all public and private schools,



parks, and community centers, and disseminate information through libraries, brochure mailings, and electronic media.

TR-2.20 Continue to participate in and support the recommendations of the Safe Routes to School program. As part of the on-going Safe Routes to School program, work with School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling, and by creating incentives to encourage students to walk and bike.

TR-2.21 Identify locations where traffic signal phases can be modified or added or where alternative intersection control can be utilized to enhance efficiency and safety for pedestrian service.

TR-2.22 Collect and report pedestrian and bicycle counts, as part of routine manual traffic counts, along roadways and at intersections where bicycles or pedestrians are permitted. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.

Public Transit

Although public transit is provided and maintained by other agencies, the City can greatly influence ridership through land use and zoning decisions, connectivity to other modes including biking and walking facilities, and improving traffic operations within key corridors to facilitate bus headways. The City can also dedicate rights-of-way for new systems and continue extensive coordination with various agencies to expand transit service and accessibility.

Goal TR-3 – Maximize use of Public Transit

Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.

Policies – Maximize Use of Public Transit

TR-3.1 Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.

TR-3.2 Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.

TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.



TR-3.4 Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

Actions – Maximize Use of Public Transit

TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

TR-3.6 Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.

TR-3.7 Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.

TR-3.8 Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.

TR-3.9 Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.

Goal TR-4 – Passenger Rail Service

Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.

Policies – Passenger Rail Service

TR-4.1 Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.

TR-4.2 Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.

TR-4.3 Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.

TR-4.4 Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.



Action - Passenger Rail Service

TR-4.5 As appropriate, regularly coordinate with rail operators in San José on the following matters:

- Maintenance of rail lines, landscaping, and easements.
- Vehicle and pedestrian safety near at-grade rail crossings.
- Rail electrification to increase the frequency of train service and reduce environmental impacts.
- Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level.
- The establishment of timed transfers with other transit providers in the area.
- Analysis and mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line.

Vehicular Circulation and Vehicle Miles Travelled

Between 1980 and 2008, San José's population increased by nearly 45 percent. A general trend nationwide has been that increases in automobile vehicle trips and trip length proceed at a higher rate than growth in population. This is due in part to changing lifestyles (the prevalence of two-income families and a greater percentage of non-work trips on a day-to-day basis) and increased reliance on the private automobile. Even with substantial increases in non-automobile mode shares expected in the years ahead, some increase in automobile travel in San José is expected.

Given that San José's street network is largely built out and it is not feasible or desirable to make extensive new capacity improvements, policies focus on meeting transportation demand by maximizing the efficiency of the existing street system and making minor capacity enhancements, without adversely affecting other modes. In support of this, Vehicle Miles Traveled (VMT) goals and policies will improve transportation mode choice of all users, and help create a successful multimodal transportation network supporting the City's sustainability goals. All relevant adopted policies promote improved operations strategies, expanded pedestrian, bicycle and transit systems, coupled with transportation demand management, and supported by traffic calming at the neighborhood level.

Goal TR-5 – Vehicular Circulation

Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.

Policies – Vehicular Circulation

TR-5.1 Develop and maintain a roadway network that categorizes streets according to

function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets."



TR-5.2 Implement Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems through advanced technologies, such as adaptive signal controls, real-time transit information, and real-time parking availability.

TR-5.3 Development projects' effects on the transportation network will be evaluated during the entitlement process and will be required to fund or construct improvements in proportion to their impacts on the transportation system. Improvements will prioritize multimodal improvements that reduce VMT over automobile network improvements.

- Downtown. Downtown San José exemplifies low-VMT with integrated land use and transportation development. In recognition of the unique position of the Downtown as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, Downtown projects shall support the long-term development of a world class urban transportation network.

TR-5.4 Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, reduce vehicle speeds, and enhance safety.

TR-5.5 Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets with the intention of restricting public access. Furthermore, where possible, require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access.

Actions – Vehicular Circulation

TR-5.6 Complete build-out of the City's street system per its Land Use / Transportation Diagram.

TR-5.7 Implement the City's Neighborhood Traffic Management Program that formalizes comprehensive strategies to enhance safety and livability along local and collector streets.

TR-5.8 Update the City's existing Area Development Policies to align with the *Envision General Plan* planned growth capacity and *Envision General Plan* goals and policies.

Goods Movement

An effective and efficient goods movement system is essential to the economic livelihood of the City. Policies for goods movement address all transportation facilities' abilities to accommodate the effective and efficient movement of goods, while balancing the needs of other travel modes.

Goal TR-6 – Goods Movement

Provide for safe and efficient movement of goods to support commerce and industry.

Policies – Goods Movement

TR-6.1 Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.

TR-6.2 Maintain primary freight routes that provide for direct access for goods movement to industrial and employment areas.

TR-6.3 Encourage through truck traffic to use freeways, highways, and County Expressways and encourage trucks having an origin or destination in San José to use Primary Truck Routes designated in the *Envision General Plan*.

TR-6.4 Plan industrial and commercial development so that truck access through residential areas is avoided. Minimize truck travel on streets designated in the *Envision General Plan* as Residential Streets.

TR-6.5 Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets. In Downtown and urban areas, particularly on small commercial properties, more flexibility may be needed.

TR-6.6 Support the efficient and safe movement of goods by rail where appropriate and promote the continued operation of freight rail lines that serve industrial properties.

Actions – Goods Movement

TR-6.7 As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with adjacent uses, or with vehicle, pedestrian, bicycle, or transit access and circulation.

TR-6.8 Pursue the development of an interchange at Interstate 280 and Senter Road that would provide a primary freight route to the Monterey Business Corridor.

Primary Truck Route Diagram

INSERT

PRIMARY

TRUCK

ROUTE

DIAGRAM

Transportation Demand Management and Parking

Transportation Demand Management (TDM) refers to a set of strategies to reduce vehicle trips by promoting alternatives such as staggered or flexible work hours, public transit, carpooling, bicycling, walking, and telecommuting. Many features that are incorporated into the *Envision San José 2040 General Plan* are part of the City's current TDM strategy, including:

- A street typology system that assigns priority to alternate modes of travel, including the concept of complete streets
- Pedestrian and bicycle facilities, including Safe Routes to Schools
- Expanded and enhanced public transit service, including exclusive bus lanes
- Measures such as shuttle services, discounted transit passes, carpooling and car-sharing that reduce vehicle trips
- Compact land use pattern that reduces trip length and allows for "park once and walk" destinations
- Balanced housing and jobs

These measures are included in the plan for the City's physical transportation infrastructure and are also implemented through zoning requirements and the City's support for public transit operations.

Goal TR-7 – Transportation Demand Management

Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

Policies – Transportation Demand Management

TR-7.1 Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and reduce the vehicle trips.

Actions – Transportation Demand Management

TR-7.2 Support establishment of transportation management associations (TMA) made up of employers, developers, and property managers in transit-oriented areas working together to manage transportation through incentives, programs, events, and advocacy that help reduce the number of drive-alone trips, minimize vehicle emissions, and improve access to transportation options.

TR-7.3 Update and enhance the existing TDM program for City of San José employees. This program may include the expansion of transit pass subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, bicycle sharing, and other measures.

TR-7.4 Work together with large developments and employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers and property managers to allow ongoing assessment of results.

Goal TR-8 – Parking Strategies

Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

Policies – Parking Strategies

TR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

TR-8.2 Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.

TR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

TR-8.5 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.

TR-8.7 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.

TR-8.8 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.

TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Actions – Parking Strategies

TR-8.10 Eliminate the minimum parking requirements for transit-oriented developments, mixed-use projects, and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use

development. Update the TDM requirements to require amenities and programs that encourage use of non-automobile modes and reduce parking demand.

TR-8.11 Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.

TR-8.12 As part of the entitlement process, consider opportunities to reduce the number of parking spaces through shared parking, TDM actions, parking pricing or other measures which can reduce parking demand. Consider the use of reserve landscaped open space or recreational areas that can be used on a short-term basis to provide parking or converted to formal parking in the future if necessary.

Reduction of Vehicle Miles Traveled

As a means to reduce energy consumption, to reduce green house gas emissions and to create a healthier community, San José maintains a goal to reduce the citywide vehicle miles traveled per service population 20% in 2030 and by 45% in 2040. Achieving this goal will require a multi-pronged strategy that includes both land use and transportation. This section includes the transportation goals, policies and actions that are intended to achieve both the 2030 and 2040 reduction goals. All reductions are measured from the 2017 base year.

Goal TR-9 – Reduction of Vehicle Miles Traveled

Reduce Vehicle Miles Traveled (VMT) per service population by 20% (2030 goal) and by 45% (2040 goal), from the 2017 levels.

Policies – Reduction of Vehicle Miles Traveled

TR-9.1 Enhance, expand and maintain facilities for walking and bicycling to provide neighborhoods with safe and direct access to transit and key destinations, a particularly to provide neighborhoods with safe and direct access to transit and key destinations, a complete alternative transportation network that facilitates non-automobile trips, and enjoyable outdoor open space.

TR-9.2 Serve as a model city for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

TR-9.3 Enhance the overall travel experience of transit riders, pedestrians, bicyclists, and shared micromobility users to encourage mode shift.

In addition to the policies above, the Balanced Transportation System, the Transportation Demand Management (TDM) and Parking Strategy policies below are intended to contribute to VMT reduction. These policies are contained within their respective Balanced Transportation System, TDM and Parking sections of this Chapter and are repeated to illustrate the City's overall transportation strategy to achieve Goal TR-9.

Transportation Demand Management Policies furthering the VMT reduction goal

TR-7.1 Require large developments and employers to develop and maintain TDM programs with TDM service provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and reduce the vehicle trips.

TR-7.2 Support establishment of transportation management associations made up of employers, developers, and property managers in transit-oriented areas working together to manage transportation through incentives, programs, events, and advocacy that help reduce the number of drive-alone trips, minimize vehicle emissions, and improve access to transportation options.

Parking Strategy Policies furthering the VMT reduction goal

TR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

TR-8.4 Discourage, as part of the entitlement process, oversupply of parking spaces in new development to yeild more productive land use, more affordable housing, and more efficient transportation options.

TR-8.5 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

TR-8.8 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.

TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing the provision of private off-street parking for a given land use or new development.

Actions – Reduction of Vehicle Miles Traveled

TR-9.4 Explore development of a program to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building sqaure footage.

TR-9.5 Eliminate minimum parking requirements citywide for new developments.

TR-9.6 Update the citywide TDM requirements for new development to ensure adequate investments in TDM services and multimodal transportation improvements for residents, full-time and subcontracted workers, and visitors.

TR-9.7 Encourage particiaption in car share programs for new and existing development in identified growth areas.

TR-9.8 Establish criteria that could allow a portion of adequate on-street and City-owned off-street parking spaces be counted towards meeting the zoning code's parking and TDM requirements.

TR-9.9 Work with developers and employers to monitor developers'and employers' achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-comliance.

TR-9.10 Work with members of the development and financial communities and neighborhood residents to establish maximum parking rates, or "parking caps" for new development where appropriate.

TR-9.11 Adjust the impact threshold in the Council Policy Transportation Analysis Policy 5-1 as appropriate to advance the City's land use goal of reducing job and housing imbalance as well as the VMT reductions goals. Analyze and monitor the City's progress towards these goals.

TR-9.12 Explore development of transportation management associations (TMA) in transit-oriented developments, mized-use developments, developments within Urban Villages, and across the City.

TR-9.13 Implement transportation focused actions identified in the Climate Smart San José Plan and the City's Greenhouse Gas Reduction Strategy.

TR-9.14 Develop, implement, and regularly update, as needed, a citywide pedestrian plan.

TR-9.15 Develop a citywide transportation plan that identifies, prioritizes, and monitors the City's transportation investment strategies.

TR-9.16 Develop area transportation plans that identify, prioritize, and monitor long-term transportation projects and programs in the City's planned growth areas in alignment with Goal TR-9.

TR-9.17 Explore development of a regional VMT bank and exxchange program in which development mitigation contributions can be pooled to pay for more effective VMT reduction strategies that would not be feasible for individual development projects to implement.

TR-9.18 Develop and implement strategies to increase shared mobility options.

TR-9.19 Develop and implement strategies to rapidly improve the operations of and expand transit and shared mobility options throughout the City. Explore develoment of new routes serviced by rail, bus, and new transit technologies as well as the effect on VMT reduction.

TR-9.20 Adopt a transit-first policy that prioritizes transit travel speeds over other vehicles on the road by means of signal operations and street space allocation. Provide transit services pre-emptive signal priority, dedicated transit lanes and rights-of-way wherever feasible.

TR-9.21 Develop strategies to ensure that development and implementation of autonomous vehicle technology is aligned with Goal TR-9 and fosters sustainable, affordable, and efficient modes.

TR-9.22 Develop regulations to promote safe and responsible operation of micromobility such as shared bikes, shared e-scooters, and e-bikes.

TR-9.23 Implement Vision Zero strategies to eliminate all traffic fatalities, significantly reduce injury crahses, and create safe and comfortable walk and bike environments.

TR-9.24 Evaluate the changing patterns to employements and the effect on VMT reduction. Develop strategies to promote flexible work patterns for existing and new developments.

TR-9.25 Develop and implement strategies to ensure equitable community engagement process and fair distribution of transportation resources, benefits, costs, and services for everyone, including seniors, people with disabilities and low income, people of color, and individuals living in underserved areas.

The following actions, located under their respective sections in this Chapter and repeated below, further Goal TR-9.

Balanced Transportation System Actions furthering the VMT reduction goal

TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.

Maximize Use of Public Transit Actions furthering the VMT reduction goal

TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

Parking Strategy Actions furthering the VMT reduction goal

TR-8.10 Eliminate minimum parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update the TDM requirements to require amenities and programs that encourage use of non-automobile modes and reduce parking demand.

Transportation Demand Management Actions furthering the VMT reduction goal

TR-7.4 Work together with large developers and employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers and property managers to allow ongoing assessment of results.

Goal TR-10 – Regional and State VMT Reduction Efforts

Reduce VMT through participating and taking a leadership role in on-going regional and statewide VMT reduction efforts.

Actions – Regional and State VMT Reduction Efforts

TR-10.1 Support, at the state level, the establishment of vehicle taxes or VMT tax targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.

TR-10.2 Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing or VMT tax for automobile travel through and within Santa Clara County.

TR-10.3 Support and collaborate on the development of toll lanes on all major freeways and expressways in Santa Clara County.

TR-10.4 Support a regional parking policy that levels the playing field and incentivizes local reforms. Do this in coordination with other regional climate/ smart growth strategies such as the Sustainable Communities Strategy.

Intelligent Transportation System

Intelligent Transportation Systems (ITS) refer to a family of technologies that make transportation systems more efficient and sustainable, as well as enhance safety for its users. ITS must play an integral part in a sustainable transportation system in order to enhance mobility services for all modes of travel, reduce greenhouse gas emissions, and provide the safest roadway environment for moving people and goods.

The City has utilized ITS to actively manage its transportation network. It is poised to expand its capabilities in providing enhanced mobility services for all modes of travel through its currently expanding ITS system and planned improvements. Operations such as transit, streetlights, parking, etc can be enhanced by expanding the current ITS system.

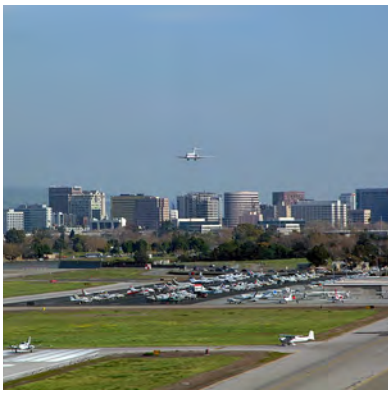
Goal TR-12 – Intelligent Transportation System

Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.

Policies – Intelligent Transportation System

TR-12.1 Develop a citywide ITS system that sustainably manages and integrates all

modes of travel including bicycles, automobiles, trucks, transit, and emergency vehicles.



TR-12.2 Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

Actions – Intelligent Transportation System

TR-12.3 Enhance the City's existing Transportation Management Center (TMC) and communications system, which is designed to serve all modes of travel. Continue development and implementation of a fiber optic network to support communications with field equipment, including but not limited to: traffic signals, closed circuit television (CCTV) cameras, changeable message signs (CMS), and communication hubs.

TR-12.4 Provide enhanced management of new, efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.

TR-12.5 Develop a system to provide real-time travel information along all *Envision General Plan* streets. This will enable all users to make informed travel decisions, enhance safety, increase use of non-auto travel modes, minimize emergency response times and reduce greenhouse gas emissions.

TR-12.6 Work with VTA to implement transit vehicle priority that allows buses to travel on-schedule and provide reliable service.

TR-12.7 Collaborate with VTA to provide real-time transit information at key transit stations and stops, as well as via mobile devices, to provide users with real-time information on bus travel routes and times.

TR-12.8 Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.

TR-12.9 Implement technology to aid pedestrians walking across intersections. Consider devices such as countdown timers and accessible pedestrian signals, which include audible and vibrating push buttons for disabled users.

Airport

Airports provide an important transportation and economic development function for the City of San José and the region. The Mineta International Airport, owned and operated by the City of San José, serves as the primary commercial airport for Silicon Valley. Its location near the center of the urbanized North Santa Clara Valley makes it convenient for Silicon Valley businesses and residents. The *Airport Master Plan*, as adopted by the City Council in June 1997, last amedned in 2020, and as amended over time, guides the long term physical development of the airport to accommodate projected commercial (passenger and cargo) and corporate general aviation demand.

The Airport Approach Zone identifies an area south of the San José Mineta International

Airport where the impacts of aircraft noise and potential safety hazards to persons and property on the ground are primary considerations. Proposed re-use of City-owned land within the Airport Approach Zone that was acquired with FAA funds (including amendments to the Guadalupe River Park and Gardens master plans) require FAA review or approval.

The City's only other airport is Reid-Hillview Aiport, which is located in east San José. This Santa Clara County owned and operated airport serves primarily small piston aircraft and general aviation demand. Moffett Federal Airfield, located just outside the northwest corner of the City of San José, is a NASA owned and operated facility that presently has restricted aviation services but could provide beneficial aviation services to the City and the Silicon Valley region in the future, including emergency disaster relief.

The Airport Influence Area (AIA) is the airport land use planning area identified in the airport land use compatibility plan (ALUCP) which sets the boundaries for application of ALUC policies for San José Mineta International Airport and Reid-Hillview Airport. The latest San José Mineta International Airport ALUCP was adopted by the ALUC on March 27, 2024, and was subsequently adopted by the City Council with a modified AIA on October 22, 2024. As further described in resolution RES2024-371, the City overruled the AIA for San José Mineta International Airport adopted by the ALUC on March 27, 2024 because the ALUC used inaccurate and artificially inflated aircraft operations data, which resulted in the ALUC adopting an expanded AIA that was inconsistent with both the City's 2020 Airport Master Plan and the California Department of Transportation, Aeronautics Program's (Caltrans Aero) guidance. The City-approved modified AIA reflects the more accurate data contained in the 2020 Airport Master Plan that was accepted by both the Federal Aviation Administration and Caltrans Aero.

Goal TR-13 – Attractive and Accessible Airport

Provide an attractive and easily accessible international airport that connects San José and Bay Area businesses and residents with the world and the world to San José through safe, convenient and frequent air travel.

Policy – Attractive and Accessible Airport

TR-13.1 Promote airline service which meets the present and future air transportation needs of residents and the business community, and which minimizes impacts on the surrounding community.

Actions – Attractive and Accessible Airport

TR-13.2 Implement capital improvements to Mineta San José International Airport as identified in its *Airport Master Plan*.

TR-13.3 Develop and encourage improved ground access connections between the Mineta International Airport and area freeways and public transit and rail systems.

Goal TR-14 – Safe Airport

Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

TR-14.1 Foster compatible land uses within the identified City-approved modified Airport Influence Area overlay for San José Mineta International Airport and the ALUC-approved Airport Influence Area overlay for Reid-Hillview Airport.

TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.

TR-14.3 For development in the City-approved modified Airport Influence Area overlay for San José Mineta International Airport and the ALUC-approved Airport Influence Area overlay for Reid-Hillview Airport , ensure that land uses and development are consistent with the height, safety and noise policies identified in the respective Santa Clara County Airport Land Use Commission (ALUC) airport land use compatability plans (ALUCP) for San José Mineta International Airport and Reid-Hillview Airport, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.

TR-14.4 Require avigation and "no build" easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

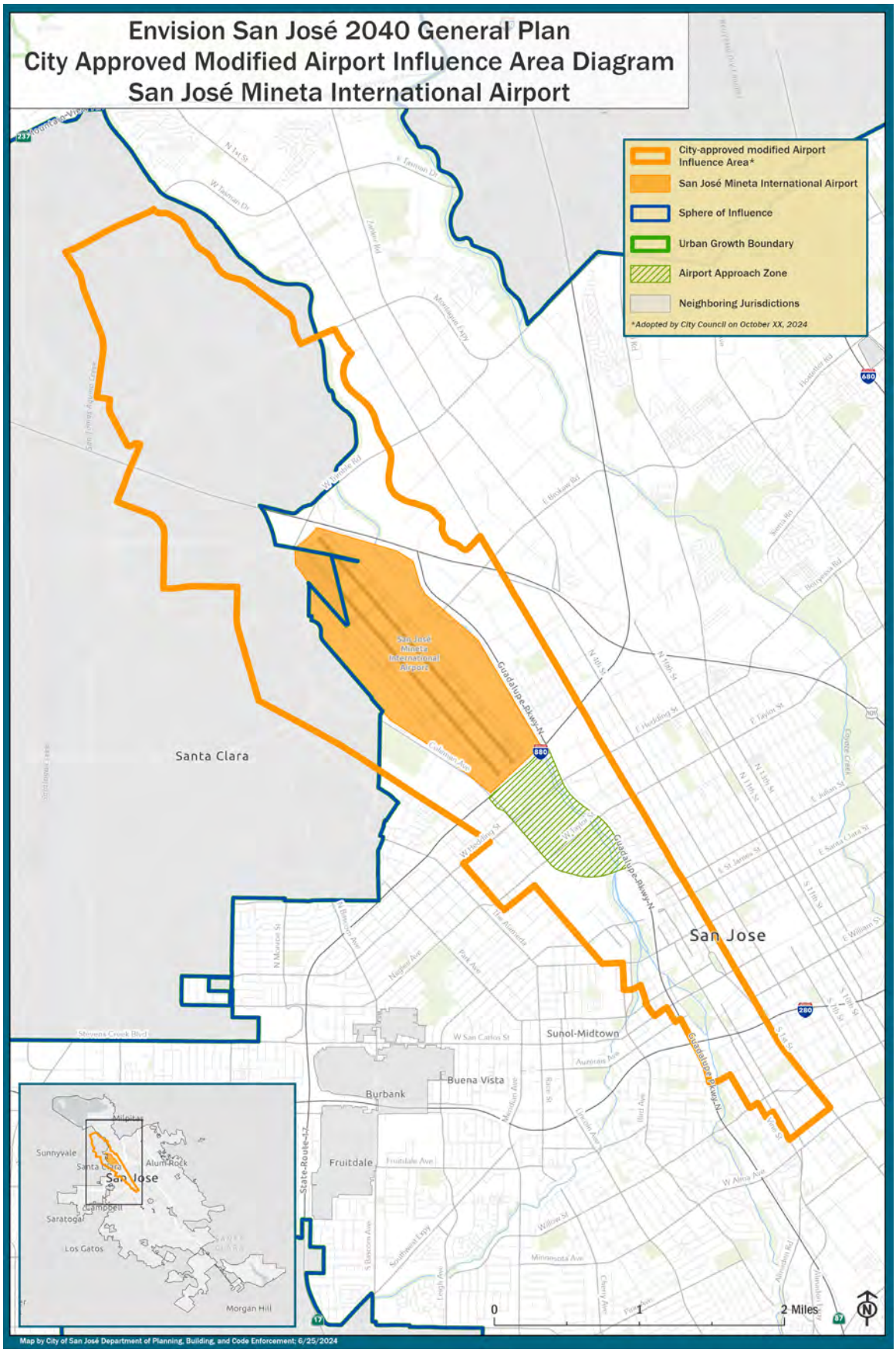
Goal TR-15 – Moffett Field

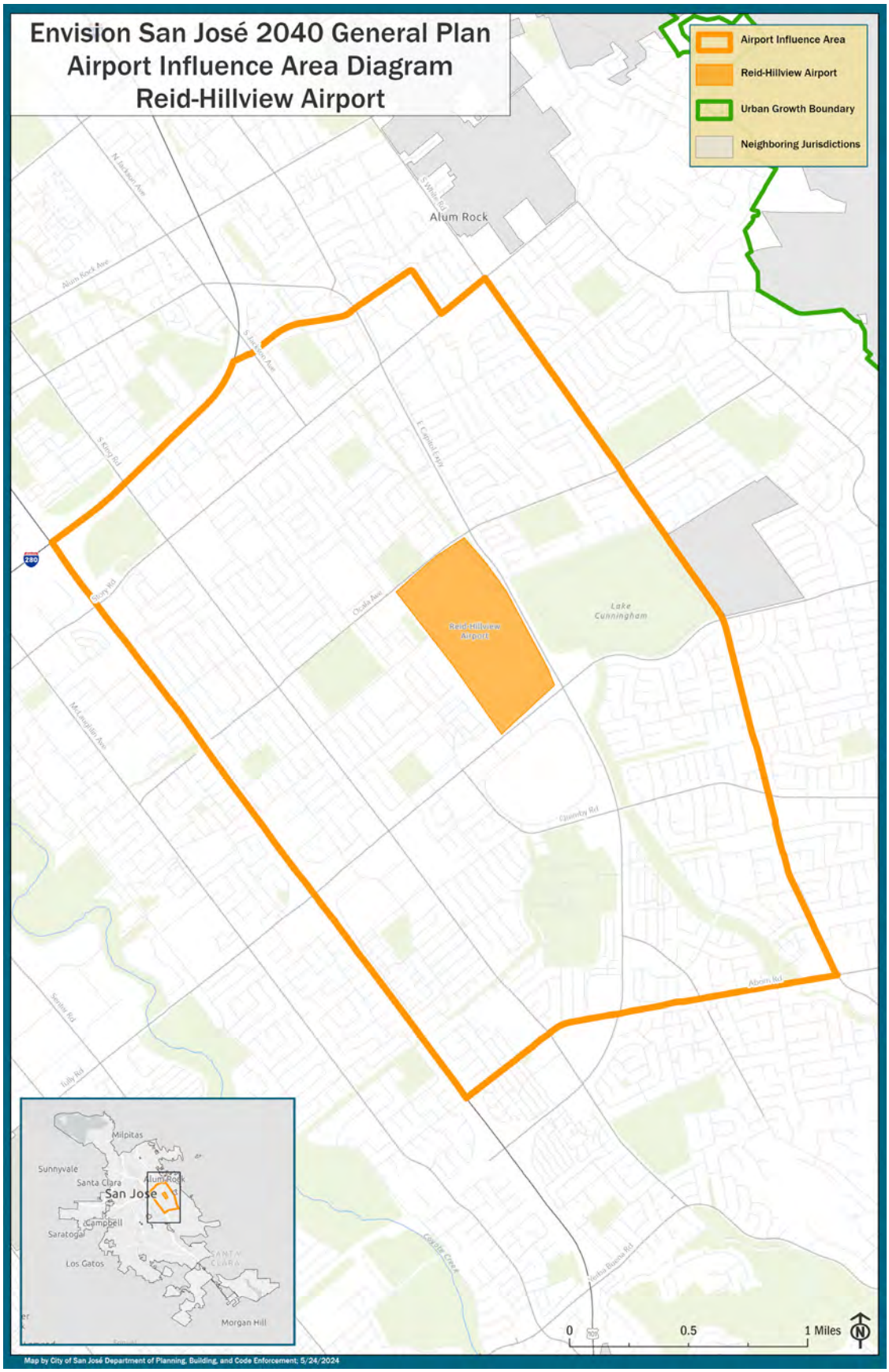
Preserve Moffet Field for existing and future aviation uses.

Policy – Moffett Field

TR-15.1 Work with NASA and other local and regional government agencies to preserve opportunities for future civil aviation use and facilities at Moffett Federal Airfield, including its continued availability to the region for emergency disaster relief purposes. In addition, work with these agencies to ensure that the use of Moffett is consistent with our City's goals.

Airport Influence Area Diagrams




Envision San José 2040 General Plan
Airport Influence Area Diagram
Reid-Hillview Airport
Airport Influence Area
Reid-Hillview Airport
Urban Growth Boundary
Neighboring Jurisdictions
Alum Rock
Reid-Hillview Airport
Lake Cunningham
Milpitas
Sunnyvale
Santa Clara
San Jose
Campbell
Saratoga
Los Gatos
Morgan Hill
0
0.5
1 Miles
Map by City of San José Department of Planning, Building, and Code Enforcement; 5/24/2024

Trail Network

San José's climate is ideal for bicycling and walking, and the Trail Network Goals, Policies, and Implementation Actions (Trail Network Policies) seek to capitalize on the City's mild temperatures and more than 300 sunny days per year. As of 2010, San José offers more than 54 miles of trails in 27 unique trail systems.

The Trail Network Policies focus on continuing to improve the quantity and quality of trails in San José to increase their use for transportation and recreation purposes. The Trail Network Policies recognize the important connections that trails provide and that these connections also encourage people to use them to commute to work or school and to access a range of destinations that meet their daily needs, such as parks, grocery stores, personal services, and entertainment venues.

Building on their connective nature, trails provide alternatives to automobile transportation and important amenities for recreation. Trails further environmental, social, and transportation goals of this Plan. Trail access and usage can also be important components to encouraging a more active and healthful lifestyle.

The Trail Network Policies lead to an interconnected and well-distributed network of trail systems to support recreation and commuting. San José's Trail Network makes use of creek and stream corridors, utility corridors, open spaces, and other natural and man-made features to connect areas of the City. The 100-mile Trail Network, linked to a 400-mile on-street bikeway system (refer to "Circulation" section of the *Envision General Plan* and adopted San José Bike Plan) combine to form a 500-mile BikeWeb within San José which contributes to a multi-modal transportation system.

San José's Trail Network is composed of 35 unique trail systems. Most often, the trail systems travel along creeks and rivers. But some also provide public access through open space, utility corridors, or along highways. Several trail systems serve both recreational and commute users. These systems are identified as "Core Trail Systems" because of their length, interconnectivity, and adjacency to housing, employment and commercial activities. The core trail systems are much like the area's highways and expressways in that they carry higher volumes of travelers and provide access to a greater number of destinations. The remaining trail systems are functionally like neighborhood collector streets and provide a neighborhood-serving working route or permit travel to the core trail systems. These supporting systems are defined as "Edge Trail Systems.

Trail Network Goals and Policies:

- Support active transportation by developing alignments that link housing, commercial and retail uses.
- Support recreation by linking park sites and connecting to regional trail systems.
- Support environmental protection by permitting stakeholders to access, enjoy and protect open spaces and natural resources.

The Policies in this section work together with other transportation Policies and with the

Parks, Open Space, and Recreation Amenities/Programs Policies to promote bicycling and walking for both transportation and recreational purposes in San José.

Goal TN-1 – National Model for Trail Development and Use

Develop the nation's largest urban network of trails. Become a national model for trail development and use. Remain a national leader in terms of the scale and quality of trails.

Policies – National Model for Trail Development and Use

TN-1.1 Support use of innovative design practices, materials, and construction techniques to improve the development, operation, and safety of trails.

TN-1.2 Minimize environmental disturbance in the design, construction and management of trails.

TN-1.3 Design trail system alignments to minimize impacts and enhance the environment within sensitive riparian and other natural areas. Follow Riparian Corridor Goals, Policies, and Actions regarding trail design and development in proximity to riparian areas.

TN-1.4 Provide gateway elements, interpretive signage, public art, and other amenities along trails to promote use and enhance the user experience.

TN-1.5 Provide services and information that expand knowledge about, encourage use of, and promote the Trail Network as a transportation and recreation facility for all segments of San José's diverse community and its visitors.

Action – National Model for Trail Development and Use

TN-1.6 Develop and adopt City of San José Trail Design Guidelines that function as a national model for trail development guidance.

Goal TN-2 – Trails as Transportation

Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation within an integrated multi-modal transportation system.

Policies – Trails as Transportation

TN-2.1 Support off-street travel by interconnecting individual trail systems to each other and to regional trail systems.

TN-2.2 Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.

TN-2.3 Add and maintain necessary infrastructure to facilitate the use of trails as transportation.

TN-2.4 Acquire and develop facilities in a prioritized manner, as indicated by the City's adopted bicycle and trail plans and policies.

TN-2.5 Maximize hours that trails are open for public use, consistent with safety and

other goals. Manage trail closures and special events to minimize limitations to trail accessibility.

TN-2.6 Integrate and connect trail and pathway networks with a larger network of countywide and regional trails such as the Bay Area Ridge, San Francisco Bay, and Juan Bautista De Anza Trails to allow for a broad base of opportunities and linkage with the greater Bay Area.

TN-2.7 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5.

TN-2.8 Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation and the Parks, Trails, Open Space, and Recreation Amenities/Programs sections of this Plan to create a complete BikeWeb to serve the needs of San José's diverse community.

TN-2.9 Pursue, and consider prioritizing the acquisition and development of abandoned rights-of-way for trails when the development of the given right-of way would enhance the City's Trail System.

Actions – Trails as Transportation

TN-2.10 Work with the Santa Clara Valley Water District and the utilities, including PG&E, to explore opportunities to develop trails, joint-use facilities, and/or other recreational amenities along their rights-of-way.

TN-2.11 Work with local school districts to identify trails as Safe Routes to School.

TN-2.12 Develop a trail network that extends a minimum of 100 miles.

TN-2.13 Provide all residents with access to trails within 3 miles of their homes.

Goal TN-3 – Accessible, Safe, and Well-Functioning Trails

Design an accessible, safe, and well-functioning trail network that attracts diverse users of varying abilities.

Policies – Accessible, Safe, and Well-Functioning Trails

TN-3.1 Design new and retrofit existing trails to provide a variety of trails that meet the needs of users of different abilities, such as commuters, families with children, or persons with disabilities.

TN-3.2 Design trails to comply with applicable local, State, and Federal master plans, design guidelines, environmental mitigation, laws, permits, or accepted standards, including Community Policing Through Environmental Design (CPTED) principals, that promote accessibility, functionality, safety, and enjoyment of trails.

TN-3.3 Design bridges, under-crossings, and other public improvements within the designated Trail Network, including grade separation of roadways and trails

whenever feasible, to provide safe and secure routes for trails and to minimize at-grade intersections with roadways.

TN-3.4 Design new and retrofit existing public and private developments to provide significant visibility of and access to existing and planned trails to promote safety and trail use.

TN-3.5 Recognize that increased use of trails promotes increased safety and security for trail users.

Action – Accessible, Safe, and Well-Functioning Trails

TN-3.6 Pursue the development of bike rental kiosks by private sector businesses to support and promote bicycle use on trails.

CHAPTER 7

Implementation











The *Envision San José 2040 General Plan* provides a broad range of Goals and Policies that establish the foundation of information, analysis, conclusions, and rationale to guide future decisions by the City. Its diagrams complement those Goals and Policies and provide further direction for City decision-making.

Major City processes independent of the *Envision San José 2040 General Plan* provide the main vehicle for its implementation. Major implementation processes described in this chapter include those related to its ongoing application and maintenance, including the Major General Plan Review process and the General Plan Annual Review process. This chapter also addresses Village Planning, the Capital Improvement and Budget Program, and land use entitlements (including zoning and development permits). These programs, already in existence or proposed, provide a means to carry out objectives of this Plan.

General Plan implementation depends on much more than merely the actions or decisions of municipal government alone. Inter-governmental and private sector decisions and investments also play a major role in implementation. The *Envision General Plan* is intended to serve a coordinating function for those decisions which affect the physical development of San José. Several of the major intergovernmental decisions which warrant attention include the Federal Government's funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; the Federal Government's funding of Water Pollution Control Plant improvements and airport approach zone acquisition; and the Federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and welfare facilities and services.

General Plan Goals and Policies are intentionally high-level and broad. The City regularly updates subsidiary policy documents, such as its *Economic Strategy*, *Cultural Vision Plan*, and *Greenprint* (the Parks Master Plan) to provide more in-depth analysis and actions to implement Goals and Policies outlined in the *Envision General Plan*. This framework allows for variation in strategies to achieve the intent of the General Plan without the need to modify the General Plan itself. As subsidiary policy documents are formed or amended, they will be evaluated for conformance with *Envision General Plan* Goals and Policies. This approach ensures consistency between the implementation tools and the broad City objectives outlined in the Goals and Policies of the *Envision General Plan*.

The Urban Village Planning process is the primary vehicle to realize the vision of the "Urban Villages" City Concept. Urban Village Plans are a prerequisite to residential development in Urban Village areas, identified with an Urban Village Area Boundary on the Land Use / Transportation Diagram. An Urban Village Plan establishes the framework to ensure that each Urban Village develops in a manner consistent with the Goals and Policies of this General Plan. Urban Village Plans identify appropriate uses, densities, and connections throughout the Urban Village area. They also consider how and where parks, schools, libraries, open space, retail, and other amenities should be incorporated.

To evaluate the progress in accomplishing the objectives of this General Plan and to help inform the City's budget, Implementation Actions and Performance Measures are interspersed throughout the Goal and Policy sets. The Implementation Actions are specific directives to further the Goals and Policies. They are typically discrete tasks that, once completed, are removed from the General Plan text through the Annual General Plan Review process and documented in Appendix 10 – Record of General Plan Amendments. Performance Measures provide measurable standards that allow the City to track progress towards meeting objectives of the *Envision General Plan*. Performance Measures are interspersed throughout this document. Those directly related to environmental sustainability are also consolidated in this chapter under Goal IP-4 for easy reference.

Construction of public facilities and infrastructure is a critical link between the development of the City and the implementation of the *Envision General Plan*. San José's five year Capital Improvement Program (CIP) itemizes specific improvements and indicates the schedule and anticipated funding for them. The CIP is the primary tool that aligns City investments with General Plan Goals and Policies.

The City's Development Review process is a multifaceted one involving the programs of several City departments. This process has the most direct influence on the City's ability to carry out the primary development goals and policies of this General Plan. The Development Review process also implements the land use designations as shown on the Land Use / Transportation Diagram. Community engagement is an important aspect of the Development Review process; it influences recommendations and decisions.

The private sector finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will, on the whole, continue to be. However, the City is taking an increasingly active role in shaping development decisions in order to improve the relationship between private development and public facilities, services, and interests.

San José recognizes the economic and fiscal importance of promoting an appropriate balance of both housing and job growth. All economic and housing development directly influences attainment of the General Plan Policy objective of 1.1 jobs for each employed resident. Implementation Goals and Policies in this section address efficient and effective ways of facilitating job and housing growth at appropriate densities and locations.

The *Envision General Plan* guides the physical development of the City. The Implementation chapter provides the techniques, strategies, and methods for carrying out General Plan recommendations. This chapter contains the framework for transforming San José into the vision we share for it in 2040.

Implementation

Land Use / Transportation Diagram

As set forth in the Land Use / Transportation Diagram and Land Use goals and policies, all substantial new development activity within San José should conform to the Land Use

/ Transportation Diagram. *Envision General Plan* land use designations indicate the City's intent for the appropriate future land use and development character and transportation network facilities for a designated area. The land uses and transportation facilities shown on the Land Use / Transportation Diagram do not, in all cases, reflect the existing zoning or use of individual properties. As a charter city, San José is exempt from the statutory requirement that zoning be consistent with its General Plan, although zoning will become more consistent as the Plan is implemented over time.

Goal IP-1 – Land Use / Transportation Diagram

Make land use and permit decisions to implement the *Envision General Plan* Land Use / Transportation Diagram and to further the vision, goals and policies of the *Envision General Plan*.

Policies - Land Use / Transportation Diagram

IP-1.1 Use the *Envision General Plan* Land Use / Transportation Diagram designations to indicate the general intended land use, providing flexibility to allow for a mix of land uses, intensities and development forms compatible with a wide variety of neighborhood contexts and to designate the intended roadway network to be developed over the timeframe of the *Envision General Plan*. Use the Zoning designation to indicate the appropriate type, form and height of development for particular properties.

IP-1.2 Consider multiple zoning districts to provide site-specific development guidance for individual parcels within a large area sharing a single Land Use designation as consistent with the *Envision General Plan*, given that the Land Use / Transportation Diagram provides a more generalized description of the appropriate land uses and form of development for an area.

IP-1.3 Ensure that proposals for redevelopment or significant intensification of existing land uses on a property conform to the Land Use / Transportation Diagram. Because the Diagram designation identifies the City's long-term planned land use for a property, non-conforming uses should transition to the planned use over the timeframe of the *Envision General Plan*. Allow improvements or minor expansions of existing, non-conforming land uses provided that such development will contribute to San José's employment growth goals or advance a significant number of other *Envision General Plan* goals.



IP-1.4 For contiguous properties in single ownership that have multiple land use designations, the boundary between designations may be undulating or "wavy" line. When such boundary occurs on the Land Use/Transportation Diagram it means that some flexibility may be allowed in the location of the designated uses. The same general land area and allocation of uses should be maintained, but the designated uses may be relocated on the site if they are compatible with surrounding land use designations, and do not impact the viability of developing the rest of the site. This policy also applies to a single property with multiple land use designations.

IP-1.5 Implementation of existing planned development zonings and/or approved and effective land use entitlements, which were previously found to be in conformance with the General Plan prior to its comprehensive update, are considered as being in conformance with the *Envision General Plan* when the implementation of such entitlements supports its goals and policies.

IP-1.6 Maintain a Zoning Ordinance and Subdivision Ordinance that aligns with and supports the Land Use / Transportation Diagram and *Envision General Plan* goals and policies. Develop new Zoning Districts which enumerate uses and establish development standards, including heights, to achieve vital mixed-use complete communities and facilitate their implementation.

IP-1.7 Ensure that proposals to rezone and prezone properties conform to the Land Use / Transportation Diagram, and advance *Envision General Plan* Vision, goals and policies.

IP-1.8 Use standard Zoning Districts to promote consistent development patterns when implementing new land use entitlements. Limit use of the Planned Development Zoning process to unique types of development or land uses which can not be implemented through standard Zoning Districts, or to sites with unusual physical characteristics that require special consideration due to those constraints.

IP-1.9 Consider and address potential land use compatibility issues, the form of surrounding development, and the availability and timing of infrastructure to support the proposed land use when reviewing rezoning or prezoning proposals.

IP-1.10 For a period of up to 18 months following the adoption date of the *Envision San José General Plan*, planned development zonings and discretionary development permits (including use permits and subdivision maps) may be considered for General Plan conformance to the land use designations as shown on the final adopted version of the *Focus on the Future San José 2020* Land Use/ Transportation Diagram. In addition, during the same 18 month period, planned development zonings and development permits for residential projects of four units or less on sites with a residential designation on the final adopted version of the Focus on the Future San Jose 2020 Land Use/Transportation Diagram may be considered in conformance with the General Plan. All of the "Pipeline" applications benefiting from this policy must have been submitted to the City, including full payment of initial application fees, prior to adoption of this General Plan and their review must be completed within this same 18-month period.

IP-1.11 City services and facilities necessary to serve the community are allowed on all properties within the Urban Service Area, regardless of General Plan land use designation or Zoning District.

MajorReview of the General Plan

The *Envision General Plan* establishes an ongoing program for the City to monitor and evaluate its success in implementation, fundamental elements of which include both Annual and Major Reviews. Unlike the Annual Review which provides for review of site specific proposals for possible amendment of the *Envision General Plan* text and the Land Use / Transportation Diagram by private applicants on a yearly basis, a Major Review of the *Envision General Plan* is a periodic review by the City Council every four years, allowing an assessment of progress and mid-course adjustments toward implementation of the *Envision General Plan*, using key economic, fiscal, and environmental indicators identified herein. A Major General Plan Review therefore provides the structure and opportunity for the City Council to determine whether revisions are needed to Envision General Plan policies to better meet the General Plan goals.

The Envision General Plan sets clear priorities for locations, type and amount of new development in the Growth Areas, to support efficient use of the City's land resources and delivery of City services, and to minimize potential environmental impacts. Their highest priority is to focus new housing growth in established transit corridors, transit station areas in close proximity to the Downtown, and in large employment districts. As part of the periodic Major Review of the *Envision General Plan*, the City will specifically consider progress toward the achievement of economic, fiscal, and transportation goals, as well as the availability of infrastructure and other services to support the City's continued residential population growth.

Goal IP-2 – Major Review

Monitor progress toward General Plan Vision, goals and policies through a periodic Major Review. Evaluate the success of the *Envision General Plan's* implementation and consider refinement of the Land Use / Transportation Diagram and the *Envision General Plan* policies to ensure their achievement.

Policies – General Plan Phasing / Planning Horizons / Major Review

IP-2.3 Prepare Urban Village Plans in advance of the redevelopment of an Urban Village to facilitate coordination of infrastructure, community facilities and parks planning with planned new residential growth, including use of the City's Capital Improvement Program.

IP-2.4 Conduct a Major Review of the *Envision General Plan* by the City Council every four years to evaluate the City's achievement of key economic development, fiscal and infrastructure/service goals, greenhouse gas emission reduction goals and targets, water conservation and recycling goals, availability and affordability of housing supply, Healthful Community goals, and to review changes and trends in land use and development. Amend the Land Use / Transportation Diagram and/or *Envision General Plan* goals, policies, and actions accordingly.

IP-2.5 During each Major Review of the *Envision General Plan* evaluate input provided by the reconvened Task Force or advisory group pursuant to Policy IP-2,11, and achievement of the following key General Plan goals to inform the City Council's decision, regarding needed changes, or to increase the number of residential units available for non-specific Urban Village areas:

1. Jobs/Housing Balance – Demonstrate improvement of the City's jobs to employed resident ratio (J/ER) consistent with achievement of 1.0 job per employed resident by 2025, and 1.1 jobs per employed resident by the year 2040.

2. Fiscal Sustainability – Demonstrate sustainable improvement above 2010 levels in the level of service for City services provided to the San José community.

3. Housing Supply – Verify that there is adequate capacity to meet San José's Regional Housing Needs Allocation for the upcoming 4-year term.

4. Infrastructure – Confirm that adequate infrastructure and service facilities, especially transit, exist or that a secure plan for them is in place to support the planned jobs and housing capacity.

IP-2.6 When the City assesses its jobs-housing balance on a periodic basis, include an analysis of the jobs-housing fit in order to provide a more detailed analysis of San José's workforce by jobs and incomes and housing stock by types of housing costs. This will provide additional information as to whether the City's housing stock fits the affordability needs of its workforce.

IP-2.7 Encourage employment uses in all Urban Village areas identified for potential housing growth.

IP-2.8 Allow development of residential units at the density and in the form approved in land use entitlements in place upon adoption of the *Envision San José 2040 General Plan*, including capacity specified in the adopted Downtown Strategy, Specific Plans, and potential dwelling unit yield from residential properties identified on the City's Vacant Land Inventory. New or revised proposals for development on sites with previously approved residential entitlements should conform to the Land Use / Transportation Diagram.

IP-2.10 Prioritize the preparation of Urban Village plans to give priority for new residential growth to occur in areas proximate to Downtown,or with access to existing and planned transit facilities, and adequate infrastructure to support intensification, or proximate to other Growth Areas to contribute to the City's urban form. Growth Areas with high market demand shall also be prioritized to ensure that development follows the community's vision for the future.

IP-2.11 During each Major review of the Envision San José 2040 General Plan, the City Council shall convene a Taskforce or an advisory group, like the Planning

Commission, that provides a public forum for community and stakeholder engagement in reviewing and evaluating success in the implementation of this General Plan and recommending any mid-course actions needed to achieve its goals.

General Plan Annual Review and Measurable Sustainability

Goal IP-3 – General Plan Annual Review and Measurable Sustainability

Evaluate the progress of the *Envision General Plan's* implementation actions and programs, and the Green House Gas (GHG) reduction strategies using its Performance Measures and the Council's Climate Action/Green House Gas Reduction Policy and, as needed, refine *Envision General Plan* goals and policies and the Land Use / Transportation Diagram during Annual Review.

Policies - General Plan Annual Review and Measurable Sustainabiility

IP-3.1 Hold one (1) Annual Review hearing for the Planning Commission and the City Council to review and consider non-City proposed amendments to the *Envision San José 2040 General Plan* and to evaluate its Performance Measures. One (1) separate General Plan hearing may be held for the Planning Commission and the City Council to review and consider non-City proposed amendments for 100% deed restricted affordable housing projects as defined in General Plan Policy IP-5.12.

IP-3.2 As part of the General Plan Annual Review, carefully monitor the jobs-to-employed resident ratio and, as a minimum, consider the following current development trends:

- Vacant land absorption;
- Amount of residential and economic development;
- Amount and value of non-residential construction;
- Number and types of housing units authorized by building permit, including number of affordable units, and development activity level in zonings, development permits, annexations and building permits;
- Status of current capacity of major infrastructure systems which are addressed in General Plan Level of Service policies (transportation, sanitary sewers, and sewage treatment);
- Transit-ridership statistics and other measures of peak-hour diversion from single occupant vehicles;
- Status and implementation of Climate Smart San Jose, *Envision General Plan* policies, and other greenhouse gas reduction strategy measures, including greenhouse gas emission reductions compared to baseline and/or business-as-usual; and
- Levels of police, fire, parks and library services being provided by the City.

IP-3.3 Consider only during the Annual Review any non-City-initiated General Plan Amendment proposals to modify the Land Use / Transportation Diagram or to make minor modifications to the Urban Growth Boundary or expansion of the Urban Service Area. One (1) separate General Plan hearing may be held for the Planning Commission and the City Council to review and consider non-City proposed amendments for 100% deed restricted affordable housing projects as defined in General Plan Policy IP-5.12. Early consideration for continued processing or denial may be considered outside of the General Plan Annual Review process for projects involving the conversion of employment land to non-employment uses or other projects that are fundamentally inconsistent with the General Plan, or in response to a request for early consideration by the project applicant for privately-initiated General Plan amendments submitted pursuant to General Plan Policy IP-3.11.

IP-3.4 Maintain the City's total planned housing growth capacity (120,000 dwelling units) as a cumulative result of any Amendments approved during a single Annual Review. Amendments may maintain or increase, but not diminish the total planned job growth capacity for the City.

IP-3.5 Annual Review may include consideration of required General Plan Amendments for proposals to modify identified Urban Village Growth Areas, including creation of new Urban Villages, removal of existing Urban Villages, modification of an Urban Village Plan,or modification of a Growth Area's boundaries. Creation of a new Urban Village may be considered to facilitate development of an exceptional project that meets standards and objectives comparable to those identified for Signature Projects, including exceeding minimum densities for employment and residential uses and consistency with site and architectural design guidelines. Creation of a new Urban Village area will require transfer of the planned amount of housing growth capacity from some other identified Growth Area that has housing growth capacity.

IP-3.6 For all General Plan Amendment proposals, analyze the projected effects upon transportation, including transit use, bicycle and pedestrian activity, and traffic congestion, upon the City's job growth capacity and anticipated fiscal performance, and upon the City's progress toward its open space and parklands goals.

IP-3.7 Monitor, evaluate and annually report on the success of the programs and actions contained within the Greenhouse Gas Reduction City Council Policy to demonstrate progress toward achieving required State of California Greenhouse Gas reduction targets (at or below 1990-equivalent levels) by 2020, 2030, 2040 and 2050. Refine existing programs and/or identify new programs and actions to ensure compliance and update the Council Policy as necessary.

IP-3.8 Consistent with the City's Green Vision, and its successor, Climate Smart San Jose, evaluate achievement of the following goals for environmental sustainability as part of each General Plan annual review process:

- Measure annually the shares of the City's total Carbon Footprint resulting from energy use in the built environment, transportation, and waste management. (Reduce Consumption and Increase Efficiency Action MS-14.7)
- Document green building new construction and retrofits as a means to show progress towards the goal of 100 million square feet of green buildings in San Jose by 2040. (Green Building Policy Leadership Action MS-1.8)
- Divert 100% of waste from landfills by 2022 and maintain 100% diversion through 2040. (Waste Diversion Goal MS-5)
- Work with stakeholders to establish additional landfill gas-to-energy systems and waste heat recovery by 2012 and prepare an ordinance requiring such action by 2022 for Council consideration. (Environmental Leadership and Innovation Action MS-7.12)
- Continue to increase the City's alternative fuel vehicle fleet with the co-benefit of reducing local air emissions and continue to implement the City's environmentally Preferable Procurement Policy (Council Policy 4-6) and Pollution Prevention Policy (Council Policy 4-5) in a manner that reduces air emissions from municipal operations. Continue to support policies that reduce vehicle use by City employees. (Air Pollutant Emission Reduction Action MS-10.12)
- Quantitatively track the City's education program on the public use of water. Adjust the program as needed to meet *Envision General Plan* goals. (Responsible Management of Water Supply MS-17.6)
- Continuously improve water conservation efforts in order to achieve best in class performance. Double the City's annual water conservation savings by 2040 and achieve half of the Water District's goal for Santa Clara County on an annual basis.(Water Conservation Goal MS-18)
- Achieve by 2040, 50 Million gallons per day of water conservation savings in San José, by reducing water use and increasing water efficiency. (Water Conservation Policy MS-18.6) Use the 2008 Water Conservation Plan as the data source to determine the City's baseline water conservation savings level. (Water Conservation Policy MS-18.7)
- Recycle or beneficially reuse 100% of the City's wastewater supply, including the indirect use of recycled water as part of the potable water supply. (Water Recycling Goal MS-19)
- Develop performance measures for tree planting and canopy coverage which measure the City's success in achieving the Community Forest goals. These performance measures should inform tree planting goals for the years between 2022 (the horizon year for the Green Vision) and 2040. (Community Forest Action MS-21.16)
- Track progress towards achieving at least 25,000 new Clean Technology

jobs by 2022. Track progress towards achieving at least 70,000 new clean tech jobs by the year 2040 or achieving 10% of the City's total jobs in Clean Technology by the year 2040. (Clean Technology Action IE-7.9)

- Develop a trail network that extends a minimum of 100 miles. (Trail Network Measure TN-2.12)
- Evaluate achievement of Climate Smart San Jose through the Climate Smart dashboard.
- Land Use and Employment Policy IE-1.5, IE-1.13, Action IE1.14.
- Fiscally Sustainable Land Use Framework Policy FS-3.2,
- Energy Conservation and Renewable Energy Use Policy MS2.2.
- Air Pollutant Emission Reduction Policy MS-10.5.
- Reduce Consumption and Increase Efficiency Policies MS14.1. MS-14.2.
- Renewable Energy Policy MS-15.3.
- Renewable Energy Goal MS-15.
- Water Conservation Policies MS-18.5, MS 18-6.
- Balanced Transportation System Policies TR-1.1, 1.3.
- Walking and Bicycling Action TR-2.22.
- Maximize Use of Public Transit Policy TR-3.3.
- Vehicular Circulation Policy TR-5.1)

Action - General Plan Annual Review and Measurable Sustainability

IP-3.9 Update the Greenhouse Gas Reduction Strategy targets and policies to ensure compliance with State Senate Bill 32 2030 targets within two years of completion of the Second Update to the California Climate Scoping Plan.

IP-3.10 To facilitate implementation of greenhouse gas reduction measures as part of development review, adopt a City Council Policy that guides analyses and determinations regarding the conformance of proposed development with the City's adopted Greenhouse Gas Emission Reduction Strategy. Adopt a City Council Policy within two years of completion of the Second Update to the California Climate Scoping Plan.

IP-3.11 For all privately-initiated General Plan Amendment proposals, applicants shall be required to submit a concurrent development/use permit application with the privately-initiated General Plan Amendment application. The two applications shall be considered concurrently by the Planning Commission and City Council, and both applications shall go to those hearings together. Applicants, at their discretion, can apply for early consideration by the City Council of their

proposed General Plan amendment. Early Consideration applications do not need to include a Development Permit application. At the early consideration hearing, Council can either deny the proposed General Plan Amendment or direct staff to complete CEQA review and process such an application if formally submitted with a permit application.

General Plan Annual Review Hearing Process

Goal IP-4 – General Plan Annual Review Hearing Process

Conduct regular open General Plan hearings that provide opportunities for involvement of the community, stakeholders and private property owners, pursuant to State law.

Policies – General Plan Annual Review Hearing Process

IP-4.1 Conduct General Plan Review hearings to consider privately-initiated proposed amendments to the General Plan only once per year, beginning in 2013, to facilitate a comprehensive review of the cumulative implications of proposed amendments. One (1) separate General Plan hearing may be held for the Planning Commission and the City Council to review and consider non-City proposed amendments for 100% deed restricted affordable housing projects as defined in General Plan Policy IP-5.12. To further implement the Major Strategies of the General Plan, comply with existing State and Federal laws, respond to changes in State or Federal law, or correct identified errors, the City Council may consider City-initiated land use and/or text amendments at any time. All amendments to the General Plan are subject to the limitations on the frequency of General Plan amendments in Government Code section 65358.

IP-4.2 Use the General Plan Amendment process to respond to changing conditions and community needs. The City, private property owners, developers, community groups, and individuals may request changes to planned land uses, or propose changes to its text.

IP-4.3 Engage the San José community to participate in the General Plan Review and Amendment Process through meetings to inform them about Amendment proposals, through ongoing community notification through various media, as well as through formal public hearings before the Planning Commission and City Council.

IP-4.4 Analyze proposed General Plan Amendments based on the merits of individual proposals as well as in the context of cumulative trends and consistency with the General Plan Vision and City Design Concepts.

IP-4.5 Provide to the Planning Commission and City Council a summary of major policy issues and the cumulative effects of proposed changes during every General Plan hearing.

IP-4.6 In reviewing major land use or policy changes, consider the availability of police and fire protection, parks and recreation, and library services to the affected area as well as the potential impacts of those changes on existing service

levels.

IP-4.7 Use General Plan Annual Review hearings to update the Land Use/ Transportation Diagram designations to reflect changes in land uses, zoning, or ownership that create long-term parks, trails, open space, or habitat lands or identified dedicated riparian setback areas.

IP-4.8 Use the General Plan Annual Review hearings to engage and inform the community of progress made on direct and indirect greenhouse gas emission reduction associated with the built environment (e.g., energy efficiency and water conservation), transportation (reduced single occupancy vehicle miles travelled), and to evaluate possible new amendments to *Envision General Plan* policies and/or the City Council Greenhouse Gas Reduction Policy based upon new technologies or information on effective greenhouse gas reduction measures.

Urban Village Planning

Development of vibrant, walkable, mixed-use urban communities, or Urban Villages, at strategic locations throughout the City is key to achieving planned jobs and housing growth in a form consistent with the Vision of this General Plan. When new jobs and housing are concentrated within specific Village areas, important density is established and provides an opportunity for a mix of uses, with retail, services and other commercial uses in close proximity to both residents and worker populations. Urban Villages allow people to walk rather than drive to shops and services, providing greater mobility for the expanding senior and youth segments of the population, and reducing traffic and other environmental impacts.

Goal IP-5 – Urban Village Planning

Use new proposals for residential, mixed use, or employment development to help create walkable, bicycle-, and transit-friendly "Urban Villages" (also referred to as "Villages" within the *Envision General Plan*) at strategic locations throughout the City, and to enhance established neighborhoods. In new Village development, integrate a mix of uses including retail shops, services, employment opportunities, public facilities and services, housing, places of worship, and other cultural facilities, parks and public gathering places.

Policies – Urban Village Planning

IP-5.1 Prepare a comprehensive Urban Village Plan prior to the issuance of entitlements for residential development within any of the Urban Village areas identified on the Land Use / Transportation Diagram. Commercial projects, including those with ancillary residential uses, and "Signature Projects", as defined in Policy IP-5.10, may proceed in advance of the preparation of a Village Plan. Use the Village Plan to clearly address:

1. Job and Housing Growth Capacity: Identify suitable areas for retail and other employment uses, giving careful consideration to existing and future demand for retail space, the appropriate location and design of retail spaces, opportunities for large-scale and small-scale retail uses, and

adequate and appropriate sites for other employment uses consistent with the total planned job capacity for the particular Growth Area. Identify suitable areas for residential development, capable of supporting the full amount of planned residential growth capacity. Apply corresponding Land Use / Transportation Diagram or zoning designations to support the proposed employment and residential density ranges.

2. Urban Village Boundaries and Land Uses: Identify potential adjustments to the identified Urban Village Boundaries and potential modifications to the Land Use / Transportation Diagram as necessary to best utilize existing land use growth capacity, address neighborhood context, and promote economic development through the identification of optimal sites for retail and other employment uses. Provide adequate job growth capacity for retail, office and other employment uses to accommodate both the existing levels of activity plus the planned amount of growth for each job type category. Identify and designate existing land uses, including but not limited to residential uses such as existing mobilehome parks, within the Urban Village Area boundaries, which should be retained rather than made available for redevelopment. Match the planned land uses for any areas within the Urban Village Area which have already been addressed through an overlapping Urban Village plan.

3. Building Heights and Densities: Identify for specific properties within the Village Planning area minimum and maximum thresholds for building heights and densities. These standards should fall within the broader ranges established in the Land Use / Transportation Diagram and be consistent with planned job and housing growth capacity for that Village area. Implement these standards through the Zoning process prior to development of new residential or mixed-use, residential projects.

4. Infrastructure: Identify locations for parks, plazas, public and quasi-public open spaces, and sites to potentially incorporate libraries, public safety facilities and other public uses, along with other infrastructure needs. A Village Plan should also consider the adequacy of public and private utilities to serve the planned growth capacity.

5. Urban Character: Include streetscape and building frontage design, pedestrian facility improvements and other urban design actions necessary to successfully implement the Village concept.

6. Greenhouse Gas Reduction: Identify locations of existing and planned transit and pedestrian and bicycle facilities and include design and implementation measures necessary to meet City goals for vehicle miles travelled (VMT) reduction and greenhouse gas (GHG) emission reductions.

7. Affordable Housing: Establish an Urban Village wide goal that, with full build out of the planned housing capacity of the given Village, 25% or more of the units built would be deed restricted affordable housing, with 15% of the units targeting households with income below 30% of Area Median



Income. This is a goal, not a requirement to be imposed on individual projects.

8. Financing: Consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned within the Urban Village Plan.

9. Implementation: Consider the establishment of phasing triggers or other implementation tools for specific land use changes within the context of the Urban Village Plan to support achievement of the Urban Village Plan goals consistent with other *Envision General Plan* goals and policies so that implementation of the Urban Village Plan over time will consistently provide sufficient capacity for a number of jobs equal to planned new job growth capacity plus maintenance of existing job capacity.

IP-5.2 Develop and use an Urban Village Planning process so that each Urban Village Plan can be successfully completed within approximately one year, with the possibility of a longer process in order to conduct sufficient community engagement. The completion of an Urban Village Plan will be followed by completion of environmental review as required for adoption of the Plan. Engage Urban Village area property owners and residents to the fullest extent possible, along with representatives of adjacent neighborhood areas, potential developers and other stakeholders in the Urban Village Planning process.

IP-5.3 In lieu of preparation of an Urban Village Plan, maintain for the Downtown, North San José and Specific Plan Areas, which have plans and strategies previously developed through a community planning process.

IP-5.4 Prepare and implement Urban Village Plans carefully, with sensitivity to concerns of the surrounding community, residents, and property owners and developers who propose redevelopment of properties within the Urban Village areas. Proceed generally in the order of the following timeline, although some steps may be taken concurrently:

1. The City completes preparation of and Council reviews an Urban Village Plan.

2. The City initiates rezoning concurrently with preparation of an Urban Village Plan for properties within the Urban Village as needed to implement the Urban Village Plan.

3. Private property owners or developers propose individual site designs and building architecture to be reviewed and determined through a Development Permit application and review process.

IP-5.5 Employ the Urban Village Planning process to plan land uses that include adequate capacity for the full amount of planned job and housing growth, including identification of optimal sites for new retail development and careful consideration of appropriate minimum and maximum densities for residential and employment uses to insure that the Urban Village Area will provide

sufficient capacity to support the full amount of planned job growth under this Envision Plan.

IP-5.6 Identify smaller, distinctive sub-areas within overall Urban Village boundaries to reflect the potential for incremental development of an Urban Village over many years. Identify a mix of land uses, accommodating proportional shares of both job and housing growth capacity, for each sub-area.

IP-5.7 Carefully consider the best land uses and urban design standards for properties located along an Urban Village periphery to minimize potential land use conflicts with adjacent properties. In particular, address interfaces with established Residential Neighborhood areas including mobilehome parks.

IP-5.8 Develop a transportation element for the Urban Village Plan, which addresses:

1. The need for new roadways or paseos to provide additional capacity for internal vehicle and pedestrian circulation and to support intensification of the adjoining properties.
2. Incorporate requirements for new infrastructure necessary to successful implementation of the Urban Village Plan, such as safe and convenient pedestrian connections to nearby transit facilities. Such new infrastructure should be planned and have secured financing prior to constructing new residential development within the Village area.

IP-5.9 Upon completion of an Urban Village Plan, update the Land Use / Transportation Diagram for the Village area to depict major new land use features established within the Village Plan, such as parks, residential mixed-use, commercial mixed-use, and employment uses. Indicate on the Diagram that the Urban Village Plan process has been completed.

IP-5.10 Allow non-residential and mixed-use (with residential) development to proceed within Urban Village areas prior to the adoption of an Urban Village Plan as a "Signature Project". The Signature Project shall act as a catalyst for future development within the Urban Village, as prescribed in General Plan Major Strategy #5 Urban Villages. Pending Signature Projects that have submitted an application prior to December 7, 2021 are not subject to the Signature Project Policy. A signature project shall:

1. Locate on a site within an Urban Village with a Land Use/Transportation Diagram designation of, residential, commercial, or a mix of either.
2. Provide the average planned jobs/acre planned for the developable portions of the entire Village Planning area. In addition, projects including residential units shall be at densities of 30 dwelling units per acre or greater for projects in Neighborhood Villages, 55 dwelling units per acre or greater for projects in Local Transit and Commercial Corridor and Center Villages, and 75 dwelling units per acre or greater for projects in Regional Transit Villages.



3. Located at a strategic location within the urban village area to serve as an example for future development. Strategic locations shall be defined as a corner within the village, or an interior parcel of at least 1.5 acres with at least 150 feet of street frontage. A signature project shall not result in the creation of remnant parcels of less than one acre.

4. Includes publicly-accessible open space areas (such as a public park or privately-maintained plaza). Size requirements for a privately-maintained open space are as follows: at least 2,000 square feet for Neighborhood Urban Villages; at least 5,000 square feet for Local Transit and Commercial Corridor and Center Urban Villages; and at least 10,000 square feet for Regional Transit Urban Villages.

5. Comply with the City's Urban Village Zoning Districts and Citywide Design Guidelines design standards.

6. Create a tailored community engagement strategy to optimize broad and diverse stakeholder engagement in the community where the project is located to better collect feedback of the design and quality of the project. The community engagement strategy must adhere to and include the policies outlined under General Plan Goal CE-1 Active Community Engagement.

IP-5.11 Allow new employment development with an incidental amount of residential use (e.g., 3 or fewer residential units) to proceed within an Urban Village area in advance of the preparation of an Urban Village Plan.

IP-5.12 Residential projects that are 100 percent affordable deed restricted by a public entity for a period not less than 55 years to low-income residents (earning 80 percent or less of the Area Median Income) can proceed within an Urban Village without an approved Urban Village Plan. Such affordable housing projects are excepted from and shall not be approved in the Capital Caltrain Station Area Urban Village pursuant to this Policy IP-5.12. Per Policy H-2.11, commercial requirements do not apply to certain 100% affordable housing developments in unapproved Urban Villages.

IP-5.13 Entitlement of residential and non-residential projects in Urban Villages is drawn from the total number of planned jobs and housing units of all Urban Villages collectively. The planned jobs and housing capacity of the Urban Villages in Appendix 5 (Planned Job Capacity and Housing Growth Areas table) is intended for future Urban Village planning purposes.

IP-5.14 Projects in Urban Villages that exceed allocated residential or jobs capacity as identified in Appendix 5 (Planned Job Capacity and Housing Growth Areas table) may conduct CEQA environmental analysis outside of the General Plan Annual Review and General Plan Four-Year Review to shift necessary planned residential units or jobs and access the shared capacity across Urban Villages.

Action – Urban Village Planning

IP-5.15 Develop Urban Village Plans for Village areas identified for housing growth proactively, ahead of developer demand to begin residential development there. Actively pursue outside funding opportunities while working to identify a stable, internal funding source for the Urban Village planning process.

Capital Improvement Program

The City's Five Year Capital Improvement Program (CIP) indicates the schedule and anticipated funding for investment and construction of public infrastructure projects. Construction of these public facilities and infrastructure is a critical component of the City's development, consistent with the goals and policies contained within the *Envision General Plan*. The CIP is the primary tool linking the application of City resources with new development to implement the *Envision General Plan*.

Goal IP-6 – Capital Improvement Program
Use the City's Five Year Capital Improvement Program (CIP) to implement the construction of public facilities and infrastructure needed to meet the community's needs consistent with achievement of *Envision General Plan* goals and policies.

Policies – Capital Improvement Program

IP-6.1 Align the CIP with Envision General Plan Land Use / Transportation Diagram planned land uses and densities and with its policies, including level of service goals. Use the Land Use / Transportation Diagram to determine CIP investment and construction priorities and to plan and design the capacity of public facilities necessary to meet their anticipated demand.

IP-6.2 Through an annual review of the CIP, identify priority capital improvement projects needed to serve existing or nearer term planned urban development. Implement these projects through the Annual Capital Improvement Budget.

IP-6.3 Engage the community and Planning Commission in early stages of the CIP preparation to gather additional input on how it can be used to implement the *Envision General Plan*.

IP-6.4 Use the CIP as a financial and physical planning document. Plan the construction of improvements to occur in a logical order which prevents unnecessary duplication or inefficiency. Schedule and coordinate infrastructure projects over multiple years as necessary to achieve cost efficiency. (For example, scheduling street improvements to follow installation of sewers and water mains is more efficient and more likely to avoid conflicts than scheduling these improvements independently.)

IP-6.5 Use the CIP to enable implementation of *Envision General Plan* goals and policies, including those for fiscal sustainability, economic development and environmental stewardship. (For example, to implement the *Envision General Plan* goal to increase economic development, the CIP can identify those public improvements which are most likely to maintain and attract industry. To

implement the City's Greenline strategy, City purchase of key parcels to assure preservation of larger open space areas may be proposed.)

IP-6.6 Use the CIP to implement growth strategies in the *Envision General Plan* by locating and programming public facilities and infrastructure in areas where development is planned and by delaying improvements until needed in areas where development is restricted.

Land Use Entitlement Process

The primary elements of the Development Review process include: specific plans, zoning, subdivision, environmental review, annexation, site and architectural review, building permits and citizen participation. In addition, the City Council Transportation Analysis Policy for transportation, and Level of Service Policies for sewers and the Regional Wastewater Facility implement those same policies in the *Envision General Plan* and control the rate and amount of new development which is allowed. Community engagement and citizen participation components of the Development Review process include public hearings which are incorporated into all those phases of the process that involve the issuance of discretionary permits by the City. Community meetings are also a vehicle for public participation and are held whenever warranted by the nature of a project or the level of public interest.

Specific Plans

The City Council adopted an ordinance and a policy which established procedures for creation and administration of specific plans as well as the process and criteria for developing specific plans. Both the ordinance and policy identify who may initiate a specific plan, the types of properties or areas that might be suitable for a specific plan, and the nature of the obstacles to be overcome that warrant use of a specific plan as the appropriate planning tool. The process for funding and preparing specific plans is also discussed in both the ordinance and the policy. The specific plan process is complex and requires a substantial commitment of time and of public and/or private funds and, therefore, should be used only when the projected benefits warrant the anticipated cost.

Goal IP-7 – Specific Plans

Use the specific plan process to allow for more detailed planning of a specific geographic area. This approach ensures that the development will proceed according to specific use, design, phasing, and financing provisions tailored to the circumstances of that area.

Policies – Specific Plans

IP-7.1 Allow specific plans to vary in detail ranging from a level of analysis consistent with General Plan review and policy direction to the planned Development zoning level which contains detailed development standards.

IP-7.2 Use specific plans to coordinate the development of properties in a large area under multiple ownerships. This approach helps to avoid the problems associated with piecemeal development and allows property owners and the City to resolve complex development problems in a cooperative manner.

IP-7.3 Integrate specific plans into the *Envision General Plan* to help ensure consistency with the goals and policies of the General Plan and to give General Plan support to objectives of the specific plan. Specific plans can only be incorporated into the General Plan through the General Plan Amendment process but not necessarily through the General Plan Annual Review. Revisions to adopted specific plans, however, may occur only during the General Plan Annual Review process.

IP-7.4 Typically incorporate specific plans into the General Plan as Planned Residential Communities or Planned Communities.

IP-7.5 Typically accomplish implementation of specific plans through the rezoning and site development entitlement processes.



Zoning

The zoning process consists of rezoning lands within the incorporated City limits or the prezoning of property proposed for annexation from one zoning district to another.

Goal IP-8 – Zoning

Use rezoning of property to directly implement the land use designations as shown on the Land Use/Transportation Diagram. By City Council policy, the rezoning of property should ordinarily conform to the *Envision General Plan*.

Policies - Zoning

IP-8.1 With participation by various City departments, conduct a review of zoning applications for consistency with City Council and *Envision General Plan* policy as well as to identify specific public improvements and requirements such as streets, storm and sanitary sewers, fire hydrants and street lights. Incorporate review by other public agencies in the zoning process.

IP-8.2 Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the *Envision General Plan* Land Use / Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective *Envision General Plan* land use designations, while providing greater detail as to the appropriate land uses and form of development.

IP-8.3 For the review of privately or public initiated rezoning applications, consider the appropriateness of the proposed zoning district in terms of how it will further the *Envision General Plan* goals and policies as follows:

1. Align with the *Envision General Plan* Land Use / Transportation Diagram designations.

2. Retain or expand existing employment capacity.

3. Preserve existing retail activity.

4. Avoid adverse land use incompatibilities.

5. Implement the *Envision General Plan* goals and policies including those for Urban Design.

6. Support higher density land uses consistent with the City's transition to a more urban environment.

7. Facilitate the intensification of Villages and other Growth Areas consistent with the goal of creating walkable, mixed-use communities.

8. Address height limits, setbacks, land use interfaces and other design standards so as to provide for the intensification of land uses adjacent to already developed areas.



IP-8.4 Within Urban Village areas, review rezoning actions for consistency with applicable Urban Village Plans. Align the location, density and form of new residential or residential mixed-use development with standards established within the applicable Urban Village Plan or consistent with the requirements for Signature projects or ancillary residential development as provided for in the *Envision General Plan*.

IP-8.5 Use the Planned Development zoning process to tailor such regulations as allowed uses, site intensities and development standards to a particular site for which, because of unique circumstances, a Planned Development zoning process will better conform to *Envision General Plan* goals and policies than may be practical through implementation of a conventional Zoning District. These development standards and other site design issues implement the design standards set forth in the *Envision General Plan* and design guidelines adopted by the City Council. The second phase of this process, the Planned Development permit, is a combined site/architectural permit and conditional use permit which implements the approved Planned Development zoning on the property.



Action - Zoning

IP-8.6 Update the Zoning Ordinance to provide Zoning Districts that:

- Provide a greater level of detail for the desirable physical form of a district, including building heights, setbacks, interfaces with adjoining uses, and streetscape treatment, thereby establishing a relationship between building form and land use with street typology.

- Further implement land use concepts and the goals and policies established within the *Envision General Plan*, including those for Urban Design.

- Support higher density land uses consistent with the City's transition to a more urban environment.

- Facilitate the intensification of Villages and other Growth Areas consistent with the goal of creating walkable, mixed-use communities.
- Address height limits, setbacks, land use interfaces and other design standards so as to provide for the intensification of land uses adjacent to already developed areas.

Subdivision

The subdivision process directly implements the *Envision General Plan* by regulating the subdividing of property. The State Subdivision Map Act requires that all subdivisions be consistent with a jurisdiction's general plan.

Goal IP-9 – Subdivision

Use the Subdivision process to implement the *Envision General Plan* goals and policies.

Policy - Subdivision

IP-9.1 Use the subdivision process to identify specific infrastructure improvements necessary to ensure that intensification of land use will be consistent with *Envision General Plan* Level of Service policies.

Site Development

Goal IP-10 – Site Development

Use the Site Development permit process to implement the *Envision General Plan* goals and policies.

Policies – Site Development

IP-10.1 Use the Site Development permit process to require site and architectural review of all new development and redevelopment in the conventional zoning districts with the exception of single family residential uses.

IP-10.2 Use the Site Development permit process to implement both the appropriate zoning district development regulations as well as appropriate *Envision General Plan* policies. Design guidelines (including for greenhouse gas reduction) adopted by the City Council provide specific design standards for architectural and site review.

IP-10.3 In addition to a Site Development permit, require an Historic Preservation permit for modifications to a designated Historic Landmark structure. This permit process fosters the implementation of Historic Preservation goals and policies of the *Envision General Plan*.

IP-10.4 Within Urban Village areas, review Site Development permit applications for consistency with applicable Urban Village Plans. Align the location, density and form of new residential or residential mixed-use development with standards established within the applicable Urban Village Plan or consistent with the requirements for Signature projects or ancillary residential development as provided for in the *Envision General Plan*.

Annexations

Goal IP-11 – Annexations

Further this Plan's goals and policies by controlling the incorporation of land within the City's municipal boundary through the annexation process.

Policy – Annexations

IP-11.1 Carefully consider the implications for both the City and the affected properties of proposed annexations related to achievement of the City's fiscal sustainability and Level of Service goals, since annexation signifies the acceptance of responsibility to provide a wide range of necessary municipal facilities and services.

Environmental Clearance

Mandated by the California Environmental Quality Act (CEQA), the City's Environmental Clearance process can play a crucial role in the implementation of many policy areas of the *Envision General Plan*. The City's Environmental Clearance Ordinance, adopted in compliance with CEQA, requires environmental clearance of all discretionary permits issued by the City, most public works projects, and all amendments proposed for the Envision General Plan.

Goal IP-12 – Environmental Clearance

Use the Environmental Clearance process to further implement *Envision General Plan* goals and policies related to the minimization of environmental impacts, improving fiscal sustainability and enhancing the delivery of municipal services.

Policies – Environmental Clearance

IP-12.1 Conform to the requirements of the California Environmental Quality Act as it relates to land use decisions and the implementation of the *Envision General Plan*.

IP-12.2 When potentially significant environmental effects of a project are identified, require the preparation of an Environmental Impact Report in order to analyze in depth those impacts and to develop mitigation measures which can be incorporated into the project to minimize or avoid them.

IP-12.3 Use the Environmental Clearance process to identify potential impacts and to develop and incorporate environmentally beneficial actions, particularly those dealing with the avoidance of natural and human-made hazards and the preservation of natural, historical, archaeological and cultural resources.

IP-12.4 Use the Environmental Clearance process to facilitate the implementation of the facilities and services goals and policies of the *Envision General Plan*. The review of proposed development includes the analysis of the project's compliance with the General Plan's VMT requirements as specified in the City Council's Transportation Analysis Policy 5-1, and level of service policies for sanitary sewer and Regional Wastewater Facility capacity.

IP-12.5 As part of the Environmental Clearance process, further this Plan's goals and policies through the review required for proposed public works capital improvement projects. All such projects must be identified in the Capital Improvement Program and should be consistent with the *Envision General Plan*. These criteria are verified through the identification of the nature, scope and intent of the proposed project in its environmental document.

Building Permits

The Building Permit process is the final phase in the Development Review process. Building permits are ministerial in nature, requiring no public hearing or review process.

Goal IP-13 – Building Permits

Use building permits to implement the approved site and architectural design for a project, as required by either the Site Development or Planned Development permit processes.

Policy – Building Permits

IP-13.1 Use the Building Permit process to implement the Natural Hazards and Safety goals and policies of the *Envision General Plan* by requiring compliance with the California Building Code standards for building design. San José also enforces a Dangerous Buildings Ordinance which requires the repair or demolition of buildings found to be structurally unsafe. A Geologic Hazards Clearance is required for construction projects located in areas with potentially sensitive or hazardous geological conditions, such as the hillsides.

Citizen Participation and Community Engagement

This Plan's Community Engagement goals and policies encourage community members to broadly participate in local government decision-making. As the City proceeds with implementation of the *Envision General Plan*, the Village Planning or other planning efforts as well as the discretionary portions of the Development Review process can provide multiple opportunities for community engagement.

Goal IP-14 – Citizen Participation and Community Engagement

Provide a range of meaningful opportunities for community engagement throughout the course of *Envision General Plan* implementation activities.

Policies – Citizen Participation and Community Engagement

IP-14.1 Maintain and implement the Outreach Policy and other policies to provide a wide variety of opportunities for education and engagement in the City's land use planning and development review activities for a broad and diverse range of community members.

IP-14.2 Conduct public hearings as part of the discretionary land use entitlement process as set forth in the Zoning Ordinance. All phases of the Development Review process, with the exception of Building Permits, include public hearings and noticing requirements.

IP-14.3 When development projects within a Village Area are being processed

concurrently with the preparation of a Village Plan, coordinate community meetings or other community engagement activities for the project and Village Planning process.

IP-14.4 Provide opportunities for engagement in the planning process through community meetings during the Annual and Major Reviews of the *Envision General Plan* and for other projects that warrant such attention.

IP-14.5 As needed for special planning initiatives of broad community interest, employ task forces or committees to provide additional opportunities for community engagement.

IP-14.6 Encourage project developers to consult with neighborhood groups early in the development review process to resolve potential differences before the public hearing process begins.

Development Fees, Taxes, and Improvement Requirements

New growth and development add to the service and facility requirements of the City and other public agencies. Additional demand for ongoing services is financed by the operating revenues paid by new as well as existing development. Normal municipal revenues may be insufficient to cover the costs of the new facilities needed to provide services for new development.

Goal IP-15 – Development Fees, Taxes, and Improvement Requirements

New development should finance capital and facility needs and contribute toward their ongoing operation and maintenance, consistent with the *Envision General Plan* service and facility goals and policies.

Policies – Development Fees, Taxes, and Improvement Requirements

IP-15.1 Require new development to construct and dedicate to the City all public improvements directly attributable to the site. This includes neighborhood or community parks and recreation facilities, sewer extensions, sewer laterals, transportation network improvements, sidewalks, street lighting, fire hydrants and the like. In the implementation of the City Council Transportation Analysis Policy 5-1 for transportation, and level of service policies for sanitary sewers, and neighborhood and community parks, development is required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded, and dedicate land, pay an in lieu fee or finance improvements for parks and recreation needs which would result from the development.

IP-15.2 To finance the construction and improvement of facilities and infrastructure systems for which the demand for capacity cannot be attributed to a particular development, consider a series of taxes or fees through which new growth collectively finances those facilities and systems, as follows.

- Construction Tax and the Conveyance Tax (the latter paid in connection with any transfer of real property, not just new development) provide revenue for

parks, libraries, library book stock, fire stations, maintenance yards and communications equipment.

- The Building and Structures Tax and Commercial/Residential/Mobilehome Park Tax provide revenue for the construction of San José's major street network.
- Connection Fees provide revenue for the construction of storm sewers, sanitary sewers and expansions of sewage treatment capacity at the Water Pollution Control Plant.
- Fees and taxes may need to be adjusted from time to time to reflect changing costs and new requirements. Additionally, new fees or taxes may need to be imposed to finance other capital and facility needs generated by growth.
- Where possible, if a developer constructs facilities or infrastructure for which these taxes are imposed, the developer may be provided with corresponding credits against the applicable taxes or fees.

IP-15.3 Use a variety of techniques for the City to advance funds for construction, operation and maintenance of facilities and infrastructure necessitated by new development. These techniques may include assessment districts and agreements or other methods by which the City requires reimbursement of funds advanced. The City may provide for deferral of assessment payments in certain circumstances to encourage particular parcels to remain undeveloped or underdeveloped.

Implementation of the General Plan by Other Agencies

The *Envision San José 2040 General Plan* should also be used as a policy tool to inform and guide the decision making process of other agencies when making decisions related to development within San José's sphere of influence. The following implementation goals and policies address instances where the *Envision General Plan* should be applied by such agencies.

Goal IP-16 – Implementation of the General Plan by Other Agencies

Engage other agencies in the implementation of San José's *Envision General Plan* in order to achieve its goals and policies.

Policies – Implementation of the General Plan by Other Agencies

IP-16.1 Other public agencies and utility companies should consider the *Envision General Plan* goals and policies and Land Use / Transportation Diagram in planning the delivery of services to San José residents and businesses.

IP-16.2 Because the Santa Clara County General Plan does not include a land use plan for the territory within San José's Urban Service Area, ensure conformance of any development taking place on unincorporated lands therein to, and be of a use and density which is compatible with the City's *Envision General Plan*.

IP-16.3 Where determination of consistency, compatibility or conformance of any proposal with the *Envision General Plan* depends on an exercise of discretion, such discretion is solely within the purview of the City of San José. Any agency proposing to apply the provisions of the *Envision General Plan* to a proposal can seek a determination of such consistency, compatibility or conformance by filing a written request with the Director of Planning of the City of San José.

Environmental Leadership / Stewardship

Although directly expressed in goals and policies related to Environmental Leadership and within the Land Use / Transportation Diagram, the themes of Environmental Leadership and Environmental Stewardship, in fact, inform most aspects of the *Envision General Plan*. As this is a key concern, San José has a well established culture of undertaking various initiatives to promote its role as a national leader on environmental issues. The City's Green Vision and Climate Action Plan are two such policy initiatives which closely relate to the *Envision General Plan* and serve as its near-term implementation tools.

Goal IP-17 Environmental Leadership / Stewardship

Use the City's Climate Smart San Jose plan and other special environmental policy documents as General Plan Implementation tools to further the City's Environmental Leadership role.

Policies – Environmental Leadership / Stewardship

IP-17.1 Use San José's adopted Climate Smart San Jose plan as a tool to advance the General Plan Vision for Environmental Leadership. SThe Climate Smart San Jose plan is a comprehensive 32-year plan to create jobs, preserve the environment, and improve quality of life for our community, demonstrating that the goals of economic growth, environmental stewardship and fiscal sustainability are inextricably linked.

IP-17.2 Develop and maintain a Greenhouse Gas Reduction Strategy or equivalent policy document as a road map for the reduction of greenhouse gas emissions within San José, including those with a direct relationship to land use and transportation. The Greenhouse Gas Reduction Strategy identifies the specific items within the *Envision General Plan* that contribute to the reduction of greenhouse gas emissions and considers the degree to which they will achieve its goals. The *Envision General Plan* and Land Use / Transportation Diagram contain multiple goals and policies which will contribute to the City's reduction of greenhouse gas emissions, including a significant reliance upon new growth taking place in a more compact urban form that facilitates walking, mass transit, or bicycling.

IP-17.3 Actively participate in the development of a Sustainable Community Strategy and/or other regional environmental policies that are consistent with San José's goals for Environmental Leadership as well as the economic, fiscal and other goals and policies contained within the *Envision General Plan*.

IP-17.4 Report on the City's achievement of environmental goals and consistency with State or Regional environmental requirements as part of the General Plan Annual Review and Major Review processes.

Economic Development

The *Envision General Plan* contains ambitious job growth goals and through its Land Use / Transportation Diagram provides planned job capacity Citywide for the attainment of approximately 840,000 jobs. It also contains numerous policies intended to support this level of job growth for the economic and fiscal sustainability of our City and its residents and businesses.

San José's Redevelopment Area programs play a significant role in support of economic development, primarily through assistance with land acquisition and the construction of infrastructure to support new commercial and industrial development. The resulting economic development, in turn, provides both new jobs and increased tax revenues which support the provision of City services for all residents, furthering *Envision General Plan* goals and policies for fiscal sustainability and the provision of adequate services and facilities. The City's redevelopment projects include industrial redevelopment areas in North San José, Central and South San José. In addition, there are several different redevelopment areas in the Downtown designed to support the revitalization of blighted areas and generate new office, retail, hotel and convention facilities.

The City has established a Central Incentive Zone designed to attract economic and residential development to the Downtown area, beyond the boundaries of the formal redevelopment areas. Developers of projects inside the approximately five square mile zone receive significant one-time construction tax exemptions from the City.

The following implementation tools are also integral to the General Plan Vision for an Innovative Economy.

Goal IP-18 – Economic Development

Develop and utilize economic development programs to implement the Land Use / Transportation Diagram and *Envision General Plan* Goals, Policies and Implementation Actions related to job growth, fiscal sustainability, and economic development.

Policies – Economic Development

IP-18.1 Within the Central Incentive Zone, the Council may temporarily suspend taxes as appropriate for qualifying commercial and industrial projects and residential developments of dwellings with four units or more, including both new construction and/or rehabilitation of existing structures. Exempted taxes include: 1) Construction Tax, 2) Residential Construction Tax, 3) Building and Structures Tax, and 4) Commercial/ Residential/ Mobilehome Park Building Tax.

IP-18.2 Provide economic development incentive funding for the construction of the major infrastructure necessary to support commercial and industrial development.

IP-18.3 As resources are available, operate various business assistance programs,

such as International Trade Assistance, Entrepreneurial Assistance and Small Business Ambassador programs, in order to provide information and expedited entitlement services to qualifying businesses.

Housing Development



The Land Use / Transportation Diagram and the Housing goals and policies contained in the *Envision General Plan*, in concert with its other Goals, Policies and Implementation Actions, are intended to address several concerns related to the supply of housing within San José and the region. These concerns are closely related, so that one strategy may address multiple objectives. At the same time, housing supply is a regional issue for Santa Clara County and the Bay Area. Without a cooperative regional approach, San José will not be able to fully meet its housing, economic development, and fiscal sustainability goals. By providing adequate housing growth capacity at strategic locations, San José will do its part to address the concerns of housing affordability, reducing commute demand by providing housing supply in close proximity to employment and service uses, and creating high-quality, complete urban neighborhoods by focusing new housing growth into higher-density, compact areas around transit facilities.

San José has traditionally provided the bulk of housing in Santa Clara County with a large range in price and the largest number of affordable units. Much of this housing is in the form of low-density neighborhoods. A shortage of commercial and industrial activity and relatively low residential property values have negatively impacted the City's revenue while the inefficient form of its housing supply has raised service costs. This has resulted in fiscal challenges for the City as it attempts to provide services to its resident population. In order to provide and maintain high-quality residential areas, the City must pursue opportunities to improve its fiscal health through the implementation of its policies related to housing.

Goal IP-19 – Housing Development

Implement the *Envision General Plan* Land Use / Transportation Diagram and *Envision General Plan* Goals, Policies and Implementation Actions related to housing development (Housing Program) to meet San José's housing needs and to address State and regional housing production requirements.

Policies – Housing Development

IP-19.1 Through a Major General Plan Review or, as needed, through the Annual General Plan review process, evaluate the Plan's consistency with housing development goals as determined by the State and regional agencies and take actions as necessary to address their requirements.

IP-19.2 In determining an appropriate Housing Program, maximize City resources towards the area of greatest need and to utilize available State and Federal programs.

Housing Element

The City's Housing Element aligns with the General Plan goals and the City's federal and local housing plan goals to include a range of affordable housing opportunities for low-

and moderate-income households, an effective response to homelessness, equitable and complete communities, and sustainable, transit-oriented communities. Local Housing Elements are periodically required to be certified by the State Department of Housing and Community Development (HCD). State certification creates a legal presumption that the Housing Element complies with State law. Housing Element certification maintains San José's eligibility for key infrastructure and housing funds from Federal, State, and regional sources.

State law requires cities to update their Housing Element generally every four to eight years. The current Housing Element is the result of community input and the analysis of demographic data, housing needs, constraints, and resources for housing development, planned housing supply, and housing preservation needs. The Housing Element includes strategies and actions for implementing the housing policies of the Envision San José 2040 General Plan.

San José has been a leader in providing housing for a growing regional population. For 2023-2031 San José's Regional Housing Needs Allocation (RHNA) projection period, the City's share of housing for the Bay Area Region is 62,200 new housing units, of which 15,088 units should serve extremely-low and very-low-income households, 687 units should serve low-income households, and 10,711 units should serve moderate-income households, and 27,714 units should serve above moderate-income households. Although the City will have adequate capacity to meet the overall RHNA number of housing units, production of the affordable homes will be very challenging because of the loss of affordable housing funding from the City's former Redevelopment Agency, the depletion of State housing resources, reduced federal housing and community development funding, legal challenges to inclusionary housing programs, and the lack of other tools. The Housing Element addresses how the City can facilitate development of adequate housing for each income group while also planning providing for neighborhoods with parks, schools, and access to transportation, jobs, shopping, and other services.

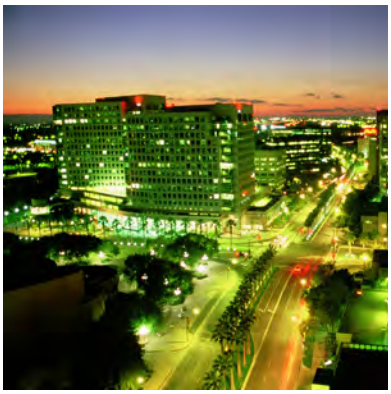
Housing Element Implementation Program

In the development of the Land Use/ Transportation Diagram, the maps of which are available on the City's web site, those residential and housing goals and policies having spatial or locational dimensions were considered and are, to a large extent, implemented by land use designations and through the process of reviewing development proposals. Other housing goals and policies cannot be effectuated through land use decisions and require program responses as outlined in Appendix 11.

Quantified objectives for housing programs are for the planning time frame of the Housing Element (January 31, 2023 through January 31, 2031). The implementation of housing related goals and policies occurs, in part, through the development review process, as described earlier in this chapter. Detailed information regarding housing issues in San José is provided in Appendix 11, which also includes a detailed description of the housing programs, policies, and actions to implement during the Housing Element planning period in order to address the needs and constraints identified in Appendix 11.

The Housing Element implementation work plan carries over some of the programs from the prior RHNA cycle and also includes new initiatives to address new needs and constraints, to build new partnerships, and to identify new funding opportunities. It also includes potential actions to explore by the City, pending the availability of staff capacity and resources. The implementation work plan is organized according to the following Housing Element goals:

1. An abundant and affordable housing stock
2. Sufficient housing for people experiencing homelessness
3. Housing sustainability and opportunities to build wealth for all residents
4. Healthy, thriving neighborhoods with access to good jobs, schools, transportation, and other resources
5. Racially and socially inclusive neighborhoods that overcome past and present discrimination



This work plan includes items that are already in progress as well as potential new policies and programs to explore as funding becomes available. Funding sources have been noted when plausible, but the ongoing scarcity of housing subsidies, recent legal challenges to inclusionary housing programs, and the uncertainty of timing on new sources make it difficult to project through January 2031.

Glossary



The following Glossary provides abbreviated definitions for some of the terms uniquely used within the Envision San José 2040 General Plan or which may not be typically familiar to the general public. In many cases additional definition or application of the term is provided within the General Plan policies. This Glossary is intended to serve as a convenient reference for readers of the General Plan, but not necessarily as a full definition of the listed terms. Definitions for Land Use designations are provided within Chapter 5.

A

Agency

The department, office or administrative unit responsible for implementing regulations.

Association of Bay Area Governments (ABAG)

The Association of Bay Area Governments (ABAG) is the regional planning agency for the nine counties and 101 cities and towns of the San Francisco Bay region. The Bay Area is comprised of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. All nine counties and all 101 cities and towns within the Bay Area are voluntary members of ABAG, representing all of the region's population. ABAG conducts regional analysis of land use, demographic and economic conditions and provides policy guidance through the preparation of regional plans and policies. www.abag.ca.gov

B

Bay Area Air Quality Management District (BAAQMD)

The Bay Area Air Quality Management District (BAAQMD) is the regional, government agency that regulates sources of air pollution within the nine San Francisco Bay Area Counties. www.baaqmd.gov

Bay Area Rapid Transit (BART)

Bay Area Rapid Transit (BART) is a heavy-rail public transit system serving the San Francisco Bay Area. www.bart.gov

Bay Conservation and Development Commission (BCDC)

The San Francisco Bay Conservation and Development Commission (BCDC) is a state agency with regulatory and planning authority over development in San Francisco Bay and along the Bay's nine-county shoreline. www.bcdc.ca.gov

Baylands

Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats and fans.

Bus Rapid Transit (BRT)

Bus rapid transit (BRT) is an enhanced bus service that approaches the service quality of rail transit with the cost savings and flexibility of bus transit.

C

Caltrain

Caltrain is a commuter rail line serving the San Francisco Peninsula and Santa Clara Valley. Caltrain is governed by the Peninsula Corridor Joint Powers Board (PCJPB). www.caltrain.com

Caltrans

The California Department of Transportation (Caltrans) manages the state highway system. www.dot.ca.gov

Capital Improvement Program (CIP)

A Capital Improvement Program (CIP) is a plan, separate from the annual budget, which identifies all capital projects to be undertaken during a five-year period, along with cost estimates, method of financing, and a recommended schedule for completion.

Center for Continuing Study of the California Economy (CCSCE)

The Center for Continuing Study of the California Economy (CCSCE) is an independent, private economic research organization specializing in the analysis and study of California, focusing on long-term economic and demographic trends. www.ccsce.com

Climate Change

Climate change is a long-term change in the statistical distribution of weather patterns over periods ranging from decades to millions of years.

Climate Smart San Jose

In response to the impacts of climate change, The City of San Jose adopted a Paris Agreement-aligned climate action plan: Climate Smart San JoseAdopted in February 2018, Climate Smart San Jose is a data-driven plan with specific goals to reduce climate change through greenhouse gas (GHG) reduction strategies organized in three pillars; Pillar 1: A Sustainable and Climate Smart City, Pillar 2: A Vibrant City of Connected and Focused Growth and Pillar 3: An Economically Inclusive City of Opportunity. https://www.sanioseca.qov/vour-qovernment/environment/climate-smartsanios

Community Forest

San José's Community Forest consists of trees growing on public property, such as street right-of-ways, parks, community centers, libraries and schools; and trees growing on private property, including trees in the backyards of homes, shopping center parking lots, and within the landscaped areas of high-technology office buildings.

Complete Streets

Sometimes referred to as livable streets, complete streets are roadways that are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities.

Commercial Center

A group of properties developed with commercial uses that serve the surrounding neighborhood(s), typically characterized by older, low density development, which have been designated as an Urban Village to promote their redevelopment and intensification with a mix of commercial and residential uses.

Commercial Corridor

A roadway and the adjacent linear group of properties, typically developed with older,

low density commercial uses, that have been designated as an Urban Village to promote redevelopment and intensification with a mix of commercial and residential uses.

D

Downtown

Downtown is a major center for employment and commercial activities, supported by high density housing. It is also the City's central location for cultural and recreational activities, a place where people can meet and satisfy the human desire for social interaction. An established downtown serves as a focal point for business and vacation travelers.

E

Envision San José 2040, Envision

The terms Envision San José 2040 and Envision refer to the comprehensive update to the City of San José General Plan conducted between June 2007 and October 2011. The terms Envision San José 2040 General Plan and Envision General Plan refer to the City's General Plan document in use following completion of the update and adoption of the Plan in October 2011. More information on the Envision process is provided in Appendix 3.

F

Fifteen Percent Slope Line

A line at the edge of the floor of the Santa Clara Valley which connects lowest elevation points of fifteen percent or steeper slope.

Flag Lot

A lot which is located behind another lot or lots; has street access only via a long driveway corridor; and does not have a standard street frontage. (Refer to Policy LU-9.15)

Floor Area Ratio (FAR)

The ratio of a building's gross floor area to the net acreage of the lot upon which the building stands. Above ground structured parking is included in the calculation of the total structure/building square footage. For residential parcels, the square footage of accessory structures, garages, attics, and basements are not included in the calculation.

Focus on the Future San Jose 2020 General Plan

Prior to the Envision San José 2040 General Plan, the San José General Plan was last comprehensively updated in 1994. Between 1994 and adoption of the current (Envision) General Plan in 2011, the City's General Plan was referred to as the Focus on the Future San Jose 2020 General Plan.

Franchise-style Architecture

Architectural design treatment that is generic in nature, intended to be repeated on a mass-scale throughout a large region without consideration of and adaptation to local visual or cultural context. (Refer to Policy CD-1.12)

G

Grand Boulevard

Grand Boulevards are prominent roadways that serve as major transportation corridors

and connect multiple City neighborhoods. The design treatment of Grand Boulevards contributes to the City-scale quality of urban design. Grand Boulevards are further defined in Chapter 5.

Green Building

An integrated framework of design, construction, operations, and demolition practices that compasses the environmental, economic, and social impacts of buildings. Green building practices recognize the interdependence of the natural and built environments and seek to minimize the use of energy, water, and other natural resources and provide a healthy, productive indoor environment.

Green Vision

The San José Green Vision, adopted in 2007, is a fifteen year plan with ten ambitious goals for economic growth, environmental sustainability, and an enhanced quality of life for San José residents and businesses.

Greenbelt

A policy used in land use planning to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighboring urban areas.

Greenhouse Gas (GHG)

A greenhouse gas (GHG) is a gas in the atmosphere that absorbs and emits radiation. The most abundant greenhouse gasses in Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, ozone, and chlorofluorocarbons.

Growth Area

An area identified and designated on the Land Use/Transportation Diagram for higher density development in order to support job and/or housing growth within the existing city area through redevelopment and intensification of already developed properties. Growth Areas include the Downtown, Specific Plan areas, Urban Villages, North San Jose and other employment districts.

H

Hazardous Material

An injurious substance, including among others, pesticides, herbicides, poisons, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

Healthy (or Healthful) Foods

A healthy food is a plant or animal product that provides essential nutrients and energy to sustain growth, health, and life while satiating hunger.

Healthy foods are usually fresh or minimally processed foods, naturally dense in nutrients, that when eaten in moderation and in combination with other foods, sustain growth, repair and maintain vital processes, promote longevity, reduce disease, and strengthen and maintain the body and its functions.

Healthy foods do not contain ingredients that contribute to disease or impede recovery when consumed at normal levels. (Definition from Access to Healthy Foods Coalition)

High Speed Rail (HSR)
High Speed Rail refers to the planned California High-Speed Rail high-speed rail system administered by the California High-Speed Rail Authority (CHSRA). A station on this system is planned for the Diridon Station Area within San José, providing direct connections to San Francisco and southern and northern California.

Hillsides
The hillside lands along the eastern and southern boundaries of San José, which have the Open Hillside designation. Generally hillside areas include all land outside of the City's Urban Growth Boundary, with the exception of the Baylands, and include all territory above the fifteen percent slope line, which may include lands with slopes of less than fifteen percent, which have not already been extensively urbanized.

Historic American Building Survey (HABS)
The Historic American Building Survey is a print and photograph collection maintained by the Library of Congress showcasing achievements in architecture, engineering and design in the United States. The HABS program was conducted through the National Park Service to document historic places and to create an archive of historic architecture to support historic preservation activities.

Horizon
See Plan Horizon.

I

Infill; Infill Development
Infill is development on land within areas which are largely developed, as opposed to largely undeveloped areas at the periphery of the City where development would constitute outward expansion.

Infrastructure
The fundamental facilities and systems serving the City of San Jose or adjacent areas, such as the transportation network, communication systems and utilities. Infrastructure, as referenced in the General Plan includes both facilities that produce a needed resource or capacity (e.g., the Regional Wastewater Facility, power plants, roadways) and the distribution network that supplies those resources (e.g., pipes that deliver water, wires that deliver electricity).

J

Jobs-Housing Balance
A jobs-housing balance refers to an approximately equal distribution of employment opportunities (jobs) and workforce population (employed residents) within a geographic area.

Jobs to Employed Residents (J/ER)
A Jobs to Employed Residents ratio divides the number of jobs in an area by the number

of employed residents. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

L

Leadership in Energy and Environmental Design (LEED)

LEED, or Leadership in Energy and Environmental Design, is a green building certification system developed by the U.S. Green Building Council and in common use by San José and other jurisdictions. LEED provides public agencies, building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance practices.

Level of Service

Level of Service (LOS) is a measure that is most often used to determine the effectiveness of elements of transportation infrastructure. However, the concept of LOS has also been applied to other urban services (e.g., flood protection, sewage treatment, police and fire protection, parks, water supply).

Light Rail Transit (LRT)

Light Rail Transit (LRT) or light rail is an electric railway with the capacity to carry a lighter volume of passengers than heavy rail.

Local Agency Formation Committee (LAFCO)

Local Agency Formation Committees are state mandated local agencies set up to oversee the boundaries of cities and special districts. www.santaclara.lafco.ca.gov

Local Street

Streets not shown on the Transportation Diagram, whose primary intended purpose is to provide access to fronting properties.

Low Impact Development (LID)

Low Impact Development (LID) is an ecologically friendly approach to site development and storm water management that aims to mitigate development impacts to land, water and air. The approach emphasizes the integration of site design and planning techniques that conserve natural systems and hydrologic functions on a site.

M

Main Street

Main Streets are roadways located within areas of increased density of commercial and residential development, which serve as a primary small-scale commercial center for the surrounding neighborhood and which often help to define a neighborhood area. Main Streets support many transportation modes, with significant emphasis given to pedestrian activity. Main Streets are further defined in Chapter 5.

Mixed Use

Mixed use is the practice of allowing some combination of residential, commercial,

industrial, office, institutional, or other land uses within a building or area.

Metropolitan Transportation Commission (MTC)
The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. www.mtc.ca.gov

Mitigate
Avoid to the extent reasonably feasible.

Multi-modal
Planned or developed to support multiple modes of transportation, such as movement by automobiles, mass transit, bicycles or pedestrians.

N

National Pollutant Discharge Elimination System (NPDES)
As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollution into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. http://cfpub.epa.gov/npdes/

Neighborhood Business District (NBD)
A Neighborhood Business District (NBD) is a designation that applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, NBDs may include adjacent non-commercial land uses.

Net Acreage
Net acreage is defined as the area of land available for development after deducting the land area necessary for streets, sidewalks, and other public uses such as flood control easements. The densities or intensities of development allowed by the various land use designations defined in Chapter 5 (Interconnected City) are based on net acreage.

P

Parkland
Land that is publicly owned or controlled for the purpose of providing parks, recreation and/or open space for public use.

Plan Horizons
The Plan Horizons establish clear priorities for locations, type, and amount of new development in the Growth Areas, to support efficient use of the City's land resources and delivery of City services, and to minimize potential environmental impacts.

Preferred Scenario, Preferred Land Use Scenario
The Preferred Scenario is the land use study scenario that was recommended by the

Envision San José 2040 General Plan Task Force and accepted by the City Council for further examination in the Envision 2040 EIR.

Private Community Gathering Facility

Private community gathering facilities, including buildings used for religious activities, private clubs, performance venues, and school or sports activities, serve a critical role in establishing our sense of community, building civic identity and fostering the development of arts and culture..

Q

Quasi-Public Use

Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; churches and other religious institutions; other non-profit activities of an educational, youth, welfare, or philanthropic nature which cannot be considered a residential, commercial, or industrial activity; and public utilities and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications.

R

Redevelopment

The term, redevelopment, refers to new construction on sites that were previously developed. Such redevelopment often includes an intensification of use and/or a change in the types of uses in order to better serve existing market conditions. Within the General Plan this term does not typically refer to formally constituted Redevelopment Agencies or the work conducted by those agencies.

Regional Housing Needs Allocation (RHNA)

The Regional Housing Need Determination (RHND) and Allocation (RHNA) processes are mandated by State housing element law (Government Code Section 65588), which requires local governments in California to periodically update the housing element: one of seven mandated elements of the local general plan. The RHND is the projected regional need for housing (over an eight year planning period) expresses as the number of dwelling units (allocated among four income categories) required to meet that need. ABAG and the California Department of Housing and Community Development (HCD) participate in setting the RHND. The RHNA is the allocation of the RHND among all local jurisdictions in the region in accordance with a regionally developed and adopted methodology. ABAG has the legal responsibility for developing the RHNA.

Road Diet

A road diet is a technique to reduce the number of travel lanes on a roadway cross section to improve safety or provide space for other users.

S

Santa Clara Valley Water District (SCVWD)

The Santa Clara Valley Water District (SCVWD) provides stream stewardship, wholesale water supply, and flood protection for Santa Clara County. www.valleywater.org

Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP)

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) is an association of thirteen cities and towns in Santa Clara Valley, the County of Santa Clara, and the Santa Clara Valley Water District that share a common NPDES permit to discharge stormwater to South San Francisco Bay. www.scvurppp.org

Sensitive Receptor

A use that is occupied by nonambulatory populations that are difficult to evacuate due to their age or physical or mental disability or by populations that are physiologically more sensitive to exposure to toxic materials that the general population.

Signature Project

A Signature Project is a development proposal within an Urban Village area that clearly advances and can serve as a catalyst for the full implementation of the General Plan Urban Village strategy. See Policy IP-5.10 in Chapter 7 for a complete definition.

Species, Rare, Threatened, or Endangered

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations Section 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

Specific Plan

A Specific Plan is a tool for the systematic implementation of the General Plan by establishing a link between General Plan policies and individual development proposals in a defined area.

Study Scenario

As part of the Envision San José 2040 General Plan Update process, the Envision Task Force selected for analysis several possible land uses scenarios or "study scenarios", each of which would support different amounts of job and housing growth. Economic and environmental analyses were completed for each of the study scenarios to enable the selection of a Preferred Land Use Scenario on which the Envision General Plan is based.

Sustainability

Sustainability is the potential for long-term maintenance of well being, which has environmental, economic, fiscal, and social dimensions.

T

Transportation Demand Management (TDM)

A program of actions designed to maximize the efficiency of the transportation system (infrastructure and public transit) by promoting alternatives to single occupancy vehicle commuting, such as car and vanpools, transit ridership, bicycling and walking.

Transportation System Management (TSM)

A comprehensive approach to improve the transportation system by reducing demand upon the transportation network through Transportation Demand Management techniques and by improving transportation infrastructure and operations.

U

Urban Growth Boundary (UGB)

The Urban Growth Boundary (UGB), also referred to as the "Greenline", defines the ultimate perimeter of urbanization in San José. Outside of this boundary, development remains rural and open in character.

Urban Land Use

Land use consisting of one of three major categories: industrial, commercial or residential in areas where urban services are available. Residential land uses considered urban have existing or planned development of 1 DU/AC or greater. Sites with land use designations such as Open Space, Parklands and Habitat and Private Recreation that are within the Urban Service Area are also considered appropriate for urban land uses.

Urban Service Area (USA)

San José's Urban Service Area boundary defines the areas where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located.

Urban Village

Areas of the city that have been designated for redevelopment and intensification in order to create active, walkable, bicycle-friendly, transit-oriented, mixed-use, urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals.

Urban Village Boundary Area, Urban Village Planning Area

An area of the City which has been planned for development as an Urban Village.

Urban Village Plan

A neighborhood-level plan developed for a specific Urban Village to facilitate development within the Urban Village area and to insure that development is consistent with the General Plan goals for Urban Villages. Required elements of the Urban Village Plan are defined in Chapter 7 of the General Plan.

V

Valley Transportation Authority (VTA)

The Santa Clara Valley Transportation Authority (VTA) is an independent special district that is responsible for bus, light rail, and paratransit operations; congenstion management; specific highway improvement projects; and countywide transportation planning throughout Santa Clara County. www.vta.org

VMT

Vehicle Miles of Travel or Vehicle Miles Traveled. A measure of automobile use and trip length. One vehicle traveling 1 mile constitutes 1 vehicle-mile.

VHT

Vehicle Hours Traveled. A measure of automobile use and trip time. One vehicle traveling 1 hour constitutes 1 vehicle-hour.

Village

See Urban Village.

W

Watershed

The total area above a given point on a watercourse that contributes water to its flow.

Wildlife

Animals and/or plants existing in their natural habitat.

General Plan Required Elements Reference

APPENDIX 2

Relationship of Envision General Plan Contents to General Plan Elements Required by Legislative Mandate

State Law (California Government Code Section 65302) requires that general plans address seven topics (referred to as "elements"), land use, circulation, housing, open space, conservation, safety, and noise, to the extent that the topics are locally relevant. The following table identifies which of the State required elements is addressed by the Goals included within each chapter of the Envision San José 2040 General Plan.

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 1 Envision San José 2040								
General Plan Purpose and Use								
Our Community								
The General Plan Vision								
Major Strategies								
Growth Areas								
Growth Areas Diagram								
Envision San José 2040 Context and Key Issues								

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 2 Thriving Community								
Diverse and Innovative Economy								
IE-1 - Land Use and Employment	X					X		X
IE-2 - Business Growth and Retention								X
IE-3 - Regional, State and National Leadership								X
IE-4 - Connections to Promote Economic Development								X
IE-5 - Cultural Attractions								X
IE-6 - Broad Economic Prosperity								X
IE-7 - Clean Technology								X
Arts and Culture								
AC-1 - San José as the Silicon Valley Cultural Center								X
AC-2 - High Impact Public Art								X
Community Engagement								
CE-1 - Active Community Engagement								X
CE-2 - Community Partnerships								X
Fiscal Sustainability								
FS-1 - City Operations								X
FS-2 - Cultivate Fiscal Resources	X							X
FS-3 - Fiscally Sustainable Land Use Framework	X				X			X
FS-4 - Promote Fiscally Beneficial Land Use	X							X
FS-5 & 6 - Fiscally Sustainable Service Delivery								X

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 3 Environmental Leadership								
Measurable Environmental Sustainability								
MS-1 thru 4 - Green Building				X				
MS-5 thru 9 - Recycling / Zero Waste				X				
MS-10 thru 13 - Air Quality	X							X
MS-14 thru 16 - Energy Conservation				X				X
MS-17 thru 20 - Water Supply, Conservation, Recyling, and Quality				X				
MS-21 - Community Forest				X	X			
Environmental Resources								
ER-1 thru 7 - Natural Communities & Wildlife Habitat				X				
ER-8 - Stormwater				X				
ER-9 - Water				X				
ER-10 - Archaeology and Paleontology				X				
ER-11 - Extractive Resources				X				
Environmental Considerations/Hazards								
EC-1 & 2 - Noise and Vibration	X					X		
EC-3 - Seismic Hazards	X						X	
EC-4 - Geologic and Soil Hazards	X						X	
ES-3 - Flooding Hazards	X						X	
EC-6 - Hazardous Materials	X						X	
EC-7 - Environmental Contamination	X						X	
EC-8 - Wildland and Urban Fire Hazards	X						X	

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 3 Environmental Leadership (cont.)								
Infrastructure								
IN-1 - Provision of Infrastructure	X							X
IN-2 - Infrastructure Management								X
IN-3 - Water Supply, Sanitary Sewer and Storm Drainage				X				X
IN-4 - Wastewater Treatment and Water Reclamation	X			X				
IN-5 - Solid Waste - Materials Recovery / Landfill	X							X
IN-6 - Telecommunications								X
Chapter 4 Quality of Life								
Community Context and Identity								
VN-1 thru 3 - Vibrant Neighborhoods	X	X	X					
VN-4 - Cultural Opportunities	X							X
VN-5 – Private Community Gathering Facilities	X							X
Community Design								
CD-1 thru 5 - General City Design	X	X	X			X		
CD-6 - Downtown Urban Design	X	X	X					
CD-7 - Urban Villages Design	X	X	X					
CD-8 - Building Height	X		X					
CD9 & 10 - Scenic Corridors	X	X			X			X

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 4 Quality of Life (cont.)								
Housing								
H-1 thru 4 - Housing			X					
Education and Services								
ES-1 - Education						X		X
ES-2 - Libraries								X
ES-3 thru 5 - Community Safety	X						X	X
ES-6 - Health Care	X						X	
Parks, Open Space and Recreation								
PR-1 - High Quality Facilities and Programs					X			
PR-2 - Contribute to a Healthful Community					X			
PR-3 - Provide an Equitable Park System								X
PR-4 & 5 - Community Identity								X
PR-6 - Sustainable Parks and Recreation								X
PR-7 - Interconnected Parks System	X	X			X			
PR-8 - Fiscal Management of Parks and Recreation Resources								X
Open Space, Parks and Trails Diagram								

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 5 Interconnected City								
Land Use Diagram Concepts	X		X		X			
Land Use Designations	X		X		X			
Special Land Use Designations and Overlays	X		X					
Transportation Network Designations		X						
Sample Street Typology Cross-Sections		X						
Transportation Network Diagram		X						
Land Use and Transportation Diagram	X	X	X		X			
Chapter 6 Land Use and Transportation								
Land Use Policies								
LU-1 - General Land Use Policies	X						X	
LU-2 - Growth Areas	X		X					
LU-3 - Downtown	X		X				X	
LU-4 & 5 - Commercial Lands	X						X	
LU-6 thru 8 - Industrial Lands	X					X	X	
LU-9 & 10 - Residential and Mixed-Use	X		X				X	
LU-11 - Residential Neighborhoods	X		X					
LU-12 - Urban Agriculture	X			X				
LU-13 thru 16 - Historic Preservation	X							
LU-17 Hillside / Rural Preservation	X			X	X		X	
LU-18 Hillside Development Hazard Avoidance	X			X	X		X	
Land Use Policies - Non-Urban Area								
LU-19 - Urban Growth Boundary	X			X	X	X	X	
LU-20 Rural Agriculture	X			X	X			

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 6 Land Use and Transportation (cont.)								
Transportation Policies								
TR-1 - Balanced Transportation System		X					X	
TR-2 - Walking and Bicycling		X					X	
TR-3 & 4 - Public Transit		X					X	
TR-5 - Vehicular Circulation		X					X	
TR-6 - Goods Movement		X					X	
TR-7 & 8 - Transportation Demand Management and Parking		X						
TR-9 thru 11 - Reduction of Vehicle Miles Traveled		X						
TR-12 - Intelligent Transportation System		X					X	
TR-13 thru 15 - Airport		X				X	X	
Trail Network								
TN-1 thru 3 - Trail Network		X					X	

	Required Elements							
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Other
Chapter 7 Implementation								
Implementation								
IP-1 - Land Use / Transportation Diagram	X	X						
IP-2 - General Plan Phasing / Planning Horizons / Major Review	X		X					
IP-3 - General Plan Annual Review and Measurable Sustainability	X			X				
IP-4 - General Plan Annual Review Hearing Process	X							
IP-5 - Urban Village Planning	X	X	X		X		X	
IP-6 - Capital Improvement Program	X	X						
IP-7 thru 13 - Land Use Entitlement Process	X						X	
IP-14 - Citizen Participation and Community Engagement								X
IP-15 - Development Fees, Taxes and Improvement Requirements								X
IP-16 - Implementation of the General Plan by Other Agencies								X
IP-17 - Environmental Leadership / Stewardship	X			X				
IP-18 - Economic Development								X
IP-19 - Housing Development	X		X					
Housing Element			X					

Reference to Envision General Plan Goals and Policies that Address Elements Required by Legislative Mandate

The following table provides a reference to policy and page numbers for General Plan policies that address each of the General Plan elements required by State legislative mandate. Due to the inter-related nature of the General Plan policies and their potentially complex influences upon the issues addressed in the land use, transportation or other elements of the General Plan, additional policies not included within this table may also contribute toward fulfillment of the State requirements for a General Plan. This table however provides evidence of a substantial number of policies which address each required element in fulfillment of those requirements.

Envision Goal	Envision Policy	Page Number(s)
Land Use Element		
State Law requires: A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources.		
IE-1 Land Use and Employment	IE-1.1, IE-1.2, IE-1.3, IE-1.4, IE-1.5, IE-1.6.	
FS-2 Cultivate Fiscal Resources	FS-2.3	
FS-3 Fiscally Sustainable Land Use Framework	FS-3.7, FS-3.8, FS-3.9	
FS-4 Promote Fiscally Beneficial Land Use	FS-4.2, FS-4.3, FS-4.4, FS-4.5, FS-4.6	
MS-10 Air Pollutant Emission Reduction	MS-10.2, MS-10.6	
MS-11 Toxic Air Contaminants	MS-11.1	
MS-12 Objectionable Odors	MS-12.1, MS-12.2	
EC-1 Community Noise Levels and Land Use Compatibility	EC-1.1, EC-1.9, EC-1.11, EC-1.14	
EC-2 Vibration	EC-2.1	
EC-3 Seismic Hazards	EC-3.2, EC-3.4, EC-3.5, EC-3.8	

Envision Goal	Envision Policy	Page(s)
Land Use Element		
EC-4 Geologic and Soil Hazards	EC-4.1, EC-4.2, EC-4.3, EC-4.8	
ES-3 Flooding Hazards	ES-3.1, ES-3.3, ES-3.12	
EC-6 Hazardous Materials	EC-6.7, EC-6.8, EC-6.9, EC-6.12	
IE-1 Land Use and Employment	IE-1.1, IE-1.2, IE-1.3, IE-1.4, IE-1.5, IE-1.6.	
FS-2 Cultivate Fiscal Resources	FS-2.3	
FS-3 Fiscally Sustainable Land Use Framework	FS-3.7, FS-3.8, FS-3.9	
FS-4 Promote Fiscally Beneficial Land Use	FS-4.2, FS-4.3, FS-4.4, FS-4.5, FS-4.6	
MS-10 Air Pollutant Emission Reduction	MS-10.2, MS-10.6	
MS-11 Toxic Air Contaminants	MS-11.1	
MS-12 Objectionable Odors	MS-12.1, MS-12.2	
EC-1 Community Noise Levels and Land Use Compatibility	EC-1.1, EC-1.9, EC-1.11, EC-1.14	
EC-2 Vibration	EC-2.1	
EC-3 Seismic Hazards	EC-3.2, EC-3.4, EC-3.5, EC-3.8	
EC-4 Geologic and Soil Hazards	EC-4.1, EC-4.2, EC-4.3, EC-4.8	
ES-3 Flooding Hazards	ES-3.1, ES-3.3, ES-3.12	
EC-6 Hazardous Materials	EC-6.7, EC-6.8, EC-6.9, EC-6.12	
EC-7 Environmental Contamination	EC-7.1, EC-7.2	
EC-8 Wildland and Urban Fire Hazards	EC-8.1, EC-8.2	
IN-1 General Provision of Infrastructure	IN-1.1, IN-1.2, IN-1.3, IN-1.4	
IN-4 Wastewater Treatment and Water Reclamation	IN-4.1	
IN-5 Solid Waste-Materials Recovery/Landfill	IN-5.5, IN-5.9, IN-5.10, IN-5.11, IN-5.13, IN-5.14,IN-5.16	
VN-1 Vibrant, Attractive, and Complete Neighborhoods	VN-1.1, VN-1.2, VN-1.3, VN-1.4, VN-1.11,	
VN-3 Access to Healthy Foods	VN-3.4	
CD-1 Attractive City	CD-1.3, CD-1.6, CD-1.8, CD-1.9, CD-1.14, CD-1.15	

Envision Goal	Envision Policy	Page(s)
Land Use Element		
CD-2 Function	CD-2.1, CD-2.10	
CD-3 Connections	CD-3.1, CD-3.2	
CD-4 Compatibility	CD-4.3, CD-4.4, CD-4.5	
CD-5 Community Health, Safety and Wellness	CD-5.2	
CD-6 Downtown Urban Design	CD-6.1,CD-6.3, CD-6.6	
CD-7 Urban Villages and Corridors	CD-7.1, CD-7.2, CD-7.3, CD-7.5, CD-7.6, CD-7.7, CD-7.9, CD-7.10	
CD-8 Building Height	CD-8.1, CD-8.2, CD-8.3	
CD-9 Access to Scenic Resources	CD-9.1, CD-9.2, CD-9.3	
CD-10 Attractive Gateways	CD-10.2	
H-1 Housing – Social Equity and Diversity	H-1.1, H-1.2, H-1.3, H-1.4, H-1.5, H-1.8, H-1.9	
H-2 Affordable Housing	H-2.2, H-2.4, H-2.5, H-2.6	
H-3 Housing – High Quality Housing and Great Places	H-3.1, H-3.3	
H-4 Housing – Environmental Sustainability	H-4.2, H-4.3	
E-3 Law Enforcement and Fire Protection	H-3.3, H-3.5, H-3.8	
E-4 Emergency Management	ES-4.9	
E-6 Health Care	ES-6.1, ES-6.2, ES-6.5, ES-6.6, ES-6.7, ES-6.8, ES-6.11, ES-6.14	
CO-1 Cultural Opportunities	CO-1.2, CO-1.3	
CG-1 Private Community Gathering Facilities	CG-1.1, CG-1.2, CG-1.3, CG-1.4, CG-1.6	
PR-7 Interconnected Parks System	PR-7.1, PR-7.2, PR-7.3, PR-7.4	
LU-1 General Land Use	LU-1.1, LU-1.2, LU-1.3, LU-1.4 LU-1.7, LU-1.9, LU-1.11	
LU-2 Growth Areas	LU-2.1, LU-2.2, LU-2.3	
LU-3 Downtown	LU-3.1, LU-3.2, LU-3.4	
LU-4 Commercial Lands	LU-4.1, LU-4.2, LU-4.3, LU-4.4	
LU-5 Neighborhood Serving Commercial	LU-5.1, LU-5.2, LU-5.3, LU-5.5	
LU-6 Industrial Lands	LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.5, LU-6.7, LU-6.8, LU-6.9	

Envision Goal	Envision Policy	Page(s)
Land Use Element		
LU-8 Maintain Employment Lands	LU-8.1, LU-8.2	
LU-9 High-Quality Living Environments	LU-9.1, LU-9.2, LU-9.3, LU-9.4, LU-9.6, LU-9.7, LU-9.8, LU-9.11, LU-9.17	
LU-10 Efficient Use of Residential & Mixed-Use Lands	LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.5, LU-10.6, LU-10.7, LU-10.8, LU-10.10	
LU-11 Residential Neighborhoods	LU-11.2, LU-11.3, LU-11.4, LU-11.5, LU-11.6, LU-11.7	
LU-12 Urban Agriculture	LU-12.3, LU-12.4, LU-12.5	
LU-13 Landmarks and District	LU-13.19, LU-13.21	
LU-14 Historic Structures of Lesser Significance	LU-14.1	
LU-17 Hillside / Rural Preservation	LU-17.1, LU-17.4, LU-17.6	
LU-18 Hillside Development Hazard Avoidance	LU-18.1, LU-18.6	
LU-19 Urban Growth Boundary	LU-19.1, LU-19.2, LU-19.3, LU-19.4, LU-19.6, LU-19.7, LU-19.8, LU-19.9, LU-19.10	
LU-20 Rural Agriculture	LU-20.1, LU-20.2, LU-20.3	
IP-1 Land Use/Transportation Diagram	IP-1.1, IP-1.2, IP-1.3, IP-1.4, IP-1.5, IP-1.6, IP-1.7, IP-1.8, IP-1.9, IP-1.10	
IP-2 General Plan Phasing / Plan Horizons	IP-2.1, IP-2.2, IP-2.3, IP-2.4, IP-2.5, IP-2.6, IP-2.7, IP-2.8, IP-2.9, IP-2.10	
IP-3 General Plan Annual Review and Measurable Sustainability	IP-3.1, IP-3.2, IP-3.3, IP-3.4, IP-3.5, IP-3.6, IP-3.7, IP-3.8	
IP-4 General Plan Annual Review Hearing Process	IP-4.1, IP-4.2, IP-4.4, IP-4.6, IP-4.7, IIP-4.8	
IP-5 Urban Village Planning	IP-5.1, IP-5.2, IP-5.4, IP-5.5, IP-5.6, IP-5.7, IP-5.8, IP-5.9, IP-5.10, IP-5.11, IP-5.12	
IP-6 Capital Improvement Program	IP-6.1, IP-6.6	
IP-7 Specific Plans	IP-7.2, IP-7.3	
IP-8 Zoning	IP-8.2, IP-8.3, IP-8.4, IP-8.5, IP-8.6	
IP-10 Site Development	IP-10.4	
IP-17 Environmental Leadership/Stewardship	IP-17.1, IP-17.2	
IP-19 Housing Development	IP-19.1	

Envision Goal	Envision Policy	Page(s)
Circulation Element		
State Law requires through California Government Code Section 65302 and the California Complete Streets Act of 2008: A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. The circulation element shall plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. "Users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.		
VN-1 Vibrant, Attractive and Complete Neighborhoods	VN-1.1, VN-1.3, VN-1.8, VN-1.9	
VN-3 Access to Healthy Foods	VN-3.1, VN-3.2	
CD-1 Attractive City	CD-1.3, CD-1.4, CD-1.7, CD-1.8, CD-1.9, CD-1.11, CD-1.12, CD-1.15, CD-1.18, CD-1.19, CD-1.20, CD-1.21, CD-1.24, CD-1.28	
CD-2 Function	CD-2.1, CD-2.2, CD-2.3, CD-2.6, CD-2.7	
CD-3 Connections	CD-3.1, CD-3.2, CD-3.3, CD-3.4, CD-3.6, CD-3.7, CD-3.8, CD-3.9, CD-3.10, CD-3.11	
CD-4 Compatibility	CD-4.7, CD-4.8, CD-4.10	
CD-5 Community Health, Safety, and Wellness	CD-5.1, CD-5.2, CD-5.3, CD-5.7	
CD-6 Downtown	CD-6.4, CD-6.8, CD-6.11	
CD-7 Urban Villages and Corridors	CD-7.2	
CD-9 Access to Scenic Resources	CD-9.4	
CD-10 Attractive Gateways	CD-10.2, CD-10.3, CD-10.5, CD-10.7	
PR-7 Interconnected Parks System	PR-7.1, PR-7.2, PR-7.3, PR-7.4, PR-7.5	
TR-1 Balanced Transportation System	TR-1.1, TR-1.2, TR-1.3, TR-1.4, TR-1.5, TR-1.6, TR-1.7, TR-1.8, TR-1.9, TR-1.10, TR-1.11, TR-1.12, TR-1.13, TR01.14, TR-1.15,TR-1.1.6, TR-1.17	
TR-2 Walking and Bicycling	TR-2.1, TR-2.2, TR-2.3, TR-2.4, TR-2.5, TR-2.6, TR-2.7, TR-2.8, TR-2.9, TR-2.10, TR-2.11, TR-2.12, TR-2.13, TR-2.14, TR-2.15, TR-2.16, TR-2.17, TR-2.18, TR-2.19, TR-2.20, TR-2.21, TR-2.22	

Envision Goal	Envision Policy	Page(s)
Circulation Element		
TR-3 Maximize Use of Public Transit	TR-3.1, TR-3.2, TR-3.3, TR-3.4, TR-3.5, TR3.6, TR-3.7, TR-3.8, TR-3.9	
TR-4 Passenger Rail Service	TR-4.1, TR-4.2, TR-4.3, TR-4.4, TR-4.5	
TR-5 Vehicular Circulation	TR-5.1, TR-5.2, TR-5.3, TR-5.4, TR-5.5, TR-5.6, TR-5.7, TR-5.8	
TR-6 Goods Movement	TR-6.1, TR-6.2, TR-6.3, TR-6.4, TR-6.5, TR-6.6, TR-6.7, TR-6.8	
TR-7 Transportation Demand Management	TR-7.1, TR-7.2, TR-7.3	
TR-8 Parking Strategies	TR-8.1, TR-8.2, TR-8.3	
TR-9 Tier I Reduction of Vehicle Miles Travelled	TR-9.1	
TR-10 Tier II Reduction of Vehicle Miles Travelled	TR-10.1	
TR-11 Regional and State VMT Reduction Efforts	TR-11.1	
TR-12 Intelligent Transportation System	TR-12.1, TR-12.2, TR-12.3, TR-12.4, TR-12.5, TR-12.6, TR-12.7, TR-12.8, TR-12.9	
TR-13 Attractive and Accessible Airport	TR-13.1, TR-13.2, TR-13.3	
TR-14 Safe Airport	TR-14.1, TR-14.2, TR-14.3, TR-14.4	
TN-1 National Model for Trail Development and Use	TN-1.1	
TN-2 Trails as Transportation	TN-2.1, TN-2.2, TN-2.3, TN-2.4, TN-2.5, TN-2.6, TN-2.7, TN-2.8, TN-2.9, TN-2.10, TN-2.11	
TN-3 Accessible, Safe and Well-Functioning Trails	TN-3.1, TN-3.2, TN-3.3, TN-3.4, TN-3.5, TN-3.6	
IP-1 Land Use / Transportation Diagram	IP-1.1	
IP-5 Urban Village Planning	IP-5.1, IP-5.8	
IP-6 Capital Improvement Program	IP-6.1, IP-6.2, IP-6.3, IP-6.4, IP-6.5, IP6.6	

Envision Goal	Envision Policy	Page(s)
Housing Element*		

State Law requires: The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include all of the following: (1) An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households; (2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition; (3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites; (4) The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit; (5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, and for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures; (6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction; (7) An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter; (8) An analysis of opportunities for energy conservation with respect to residential development; and (9) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use.

(b) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.

(c) A program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and

Envision Goal	Envision Policy	Page(s)
Housing Element*		
achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available and the utilization of moneys in a low- and moderate-income housing fund of an agency. In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following: (1) Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory without rezoning. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing; (2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households; (3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities; (4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action; (5)Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; (6) Preserve for lower income households the assisted housing developments that utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs, except where a community has other urgent needs for which alternative funding sources are not available; (7) The program shall include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals. The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.		
VN-1 Vibrant, Attractive and Complete Neighborhoods	VN-1.1, VN-1.2, VN-1.3, VN-1.4, VN-1.5, VN-1.6, VN-1.7, VN-1.10, VN-1.11, VN-1.12, VN-1.13, VN-1.14, VN-1.15, VN-1.16	
VN-2 Community Empowerment	VN-2.1, VN-2.2, VN-2.3, VN-2.4	
VN-3 Access to Healthy Foods	VN-3.1, VN-3.4, VN-3.5, VN-3.7, VN-3.8, VN-3.9, VN-3.10	
CD-1 Attractive City	CD-1.1, CD-1.3, CD-1.13, CD-1.14, CD-1.30	

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CD-2 Function	CD-2.4, CD-2.10	
CD-3 Connections	CD-3.6, CD-3.7, CD-3.8, CD-3.9, CD-3.10, CD-3.11	
CD-4 Compatibility	CD-4.1, CD-4.2, CD-4.3, CD-4.4, CD-4.5, CD-4.9, CD-4.10, CD-4.11, CD-4.12, CD-4.13	
CD-5 Community Health, Safety and Wellness	CD-5.1, CD-5.2, CD-5.3, CD-5.5, CD-5.9	
CD-6 Downtown Urban Design	CD-6.1, CD-6.2, CD-6.3, CD-6.4, CD-6.5	
CD-7 Urban Villages and Corridors	CD-7.1, CD-7.2, CD-7.3, CD-7.4, CD-7.6, CD-7.9, CD-7.10	
CD-8 Building Height	CD-8.1, CD-8.2, CD-8.3	
H-1 Housing – Social Equity and Diversity	H-1.1, H-1.2, H-1.3, H-1.4, H-1.5, H-1.6, H-1.7, H-1.8, H-1.9, H-1.10, H-1.11, H-1.12, H-1.13	
H-2 Affordable Housing	H-2.1, H-2.2, H-2.3, H-2.4, H-2.5, H-2.6, H-2.7, H-2.8, H-2.9, H-2.10, H-2.11, H-2.12, H-2.13, H-2.14, H-2.15	
H-3 Housing – High Quality Housing and Great Places	H-3.1, H-3.2, H-3.3, H-3.4, H-3.5, H-3.6, H-3.7	
H-4 Housing – Environmental Sustainability	H-4.1, H-4.2, H-4.3	
LU-2 Growth Areas	LU-2.1, LU-2.2, LU-2.3, LU-2.4	
LU-3 Downtown	LU-3.1	
LU-9 High Quality Living Environments	LU-9.1, LU-9.2, LU-9.3, LU-9.4, LU-9.5, LU-9.6, LU-9.7, LU-9.8, LU-9.9, LU-9.10, LU-9.11, LU-9.12, LU-9.13, LU-9.14, LU-9.15, LU-9.16, LU-9.17	
LU-10 Efficient Use of Residential and Mixed-Use Lands	LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.5, LU-10.6, LU-10.7, LU-10.8, LU-10.9, LU-10.10	
LU-11 Residential Neighborhoods	LU-11.1, LU-11.2, LU-11.3, LU-11.4, LU-11.5, LU-11.6, LU-11.7, LU-11.8	
IP-2 General Plan Phasing / Planning Horizons / Major Review	IP-2.1, IP-2.2, IP-2.3, IP-2.4, IP-2.5, IP-2.6, IP-2.7, IP-2.8, IP-2.9, IP-2.10, IP-2.11	
IP-5 Urban Village Planning	IP-5.1, IP-5.2, IP-5.4, IP-5.5, IP-5.6, IP-5.7, IP-5.9, IP-5.10, IP-5.11, IP-5.12	

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Housing Element*		
IP-19 Housing Development	IP-19.1, IP-19.2	
*Note that the most recent Housing Element approved by the State HCD is included at the end of General Plan Chapter 7 as a separate, complete document. The policies enumerated here are identified as policies that contribute toward fulfillment of the Housing Element goals and will be considered as part of the next update to the General Plan Housing Element through the HCD process.		
Conservation		
State Law requires: A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county. The conservation element may also cover all of the following: (A) The reclamation of land and waters. (B) Prevention and control of the pollution of streams and other waters. (C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan. (D) Prevention, control, and correction of the erosion of soils, beaches, and shores. (E) Protection of watersheds. (F) The location, quantity and quality of the rock, sand and gravel resources. (3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.		
MS-1 Green Building Policy Leadership	MS-1.1, MS-1.2, MS-1.3, MS-1.4, MS-1.5, MS-1.6, MS-1.7, MS-1.8, MS-1.9, MS-1.10, MS-1.11	
MS-2 Energy Conservation and Renewable Energy Use	MS-2.1, MS-2.2, MS-2.3, MS-2.4, MS-2.5, MS-2.6, MS-2.7, MS-2.8, MS-2.9, MS-2.10, MS-2.11, MS-2.12	
MS-3 Water Conservation and Quality	MS-3.1, MS-3.2, MS-3.3, MS-3.4, MS-3.5, MS-3.6, MS-3.7, MS-3.8, MS-3.9	
MS-6 Waste Reduction	MS-6.6	
MS-7 Environmental Leadership and Innovation	MS-7.4, MS-7.12	

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Conservation		
MS-8 Environmental Stewardship	MS-8.1, MS-8.2, MS-8.3	
MS-14 Energy Conservation	MS-14.1, MS-14.2, MS-14.3, MS-14.4, MS-14.5, MS-14.6, MS-14.7, MS-14.8	
MS-15 Renewably Energy	MS-15.1, MS-15.2, MS-15.3, MS-15.4, MS-15.5, MS-15.6, MS-15.8, MS-15.8, MS-15.9	
MS-16 Energy Security	MS-16.1, MS-16.2, MS-16.3, MS-16.4, MS-16.5, MS-16.6	
MS-17 Responsible Management of Water Supply	MS-17.1, MS-17.2, MS-17.3, MS-17.4, MS-17.5, MS-17.6, MS-17.7, MS-17.8	
MS-18 Water Conservation	MS-18.1, MS-18.2, MS-18.3, MS-18.4, MS-18.5, MS-18.6, MS-18.7, MS-18.8, MS-18.9, MS-18.10, MS-18.11, MS-18.12, MS-18.13, MS-18.14, MS-18.15, MS-18.16, MS-18.17	
MS-19 Water Recycling	MS-19.1, MS-19.2, MS-19.3, MS-19.4, MS-19.5, MS-19.6, MS-19.7, MS-19.8, MS-19.9, MS-19.10, MS-19.11, MS-19.12, MS-19.13	
MS-20 Water Quality	MS-20.1, MS-20.2, MS-20.3, MS-20.4	
MS-21 Community Forest	MS-21.1, MS-21.2, MS-21.3, MS-21.4, MS-21.5, MS-21.9, MS-21.10, MS-21.11, MS-21.17	
ER-1 Balanced Resource Conservation	ER-1.1	
ER-2 Grassland, Oak Woodlands, Chapparal, and Coastal Scrub	ER-2.1, ER-2.2, ER-2.3, ER-2.4, ER-2.5, ER-2.6, ER-2.7, ER-2.8, ER-2.9, ER-2.10	
ER-3 Riparian Corridors	ER-3.1, ER-3.2, ER-3.3, ER-3.4, ER-3.5, ER-3.6, ER-3.7, ER-3.8	
ER-4 Bay and Baylands	ER-4.1, ER-4.2, ER-4.3, ER-4.4, ER-4.5	
ER-5 Special-Status Plants and Animals	ER-5.1, ER-5.2, ER-5.3, ER-5.4	
ER-6 Migratory Birds	ER-6.1, ER-6.2	
ER-7 Urban Natural Interface	ER-7.1, ER-7.2, ER-7.3, ER-7.4, ER-7.5, ER-7.6, ER-7.7, ER-7.8, ER-7.9	
ER-8 Wildlife Movement	ER-8.1 ER-8.2, ER-8.3, ER-8.4, ER-8.5	

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ER-9 Stormwater	ER-9.1, ER-9.2, ER-9.3, ER-9.4, ER-9.5, ER-9.6, ER-9.7, ER-9.8, ER-9.9, ER-9.10	
ER-10 Water Resources	ER-10.1, ER-10.2, ER-10.3, ER-10.4, ER-10.5, ER-10.6	
ER-11 Archaeology and Paleontology	ER-11.1, ER-11.2, ER-11.3, ER-11.4	
ER-12 Extractive Resources	ER-12.1, ER-12.2, ER-12.3, ER-12.4, ER-12.5	
IN-3 Water Supply, Sanitary Sewer and Storm Drainage	IN-3.4, IN-3.6, IN-3.10, IN-3.16	
IN-4 Wastewater Treatment and Water Reclamation	IN-4.3, IN-4.4, IN-4.5, IN-4.6, IN-4.7, IN-4.8	
LU-12 Urban Agriculture	LU-12.3, LU-12.4, LU-12.6	
LU-17 Hillside / Rural Preservation	LU-17.1, LU-17.2, LU-17.3, LU-17.4, LU-17.5, LU-17.6, LU-17.7, LU-17.8, LU-17.9	
LU-18 Hillside Development Hazard Avoidance	LU-18.1, LU-18.4	
LU-19 Urban Growth Boundary	LU-19.1, LU-19.2, LU-19.3, LU-19.4, LU-19.5, LU-19.6, LU-19.7, LU-19.8, LU-19.9, LU-19.10, LU-19.11	
IP-3 General Plan Annual Review and Measurable Sustainability	IP-3.3, IP-3.8	
IP-17 Environmental Leadership / Stewardship	IP-17.1, IP-17.2, IP-17.3, IP-17.4	
Open Space		
State Law requires: Every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program, addressing long-range preservation and conservation of open-space land within its jurisdiction for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources. Every local open-space plan shall contain an action program consisting of specific programs which the legislative body intends to pursue in implementing its open-space plan. The open-space plan is intended to assure that cities and counties recognize that open-space land is a limited and valuable resource which must be conserved wherever possible.		
FS-3 Fiscally Sustainable Land Use Framework	FS-3.8, FS-3.9, FS-3.10, FS-3.11	

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Open Space		
MS-21 Community Forest	MS-21.1, MS-21.2, MS-21.3, MS-21.4, MS-21.5, MS-21.6, MS-21.7, MS-21.8, MS-21.9, MS-21.10, MS-21.11, MS-21.12, MS-21-13, MS-21.14, MS-21.15, MS-21.16, MS-21.17, MS-21.18, MS-21.19, MS-21.20	
CD-9 Access to Scenic Resources	CD-9.1, CD-9.2, CD-9.3, CD-9.4, CD-9.5, CD-9.6	
CD-10 Attractive Gateways	CD-10.1, CD-10.2, CD-10.3, CD-10.4, CD-10.5, CD-10.6	
PR-1 High Quality Facilities and Programs	PR-1.1, PR-1.2, PR-1.5, PR-1.6, PR-1.8, PR-1.9, PR-1.10, PR-1.11, PR-1.12, PR-1.13, PR-1.14, PR-1.15, PR-1.16, PR-1.17	
PR-2 Contribute to a Healthful Community	PR-2.1, PR-2.3, PR-2.4, PR-2.5, PR-2.6, PR-2.7, PR-2.8, PR-2.9, PR-2.10	
PR-7 Interconnected Parks System	PR-7.1, PR-7.2, PR-7.4	
LU-17 Hillside / Rural Preservation	LU-17.1, LU-17.2, LU-17.3, LU-17.4, LU-17.5, LU-17.6, LU-17.7, LU-17.8, LU-17.9	
LU-18 Hillside Development Hazard Avoidance	LU-18.1, LU-18.2, LU-18.3, LU-18.4, LU-18.5, LU-18.6, LU-18.7, LU-18.8	
LU-19 Urban Growth Boundary	LU-19.1, LU-19.2, LU-19.3, LU-19.4, LU-19.5, LU-19.6, LU-19.7, LU-19.8, LU-19.9, LU-19.10, LU-19.11	
LU-20 Rural Agriculture	LU-20.1, LU-20.2, LU-20.3, LU-20.4, LU-20.5, LU-20.6, LU-20.7, LU-20.8, LU-20.9	

Noise		
State Law requires: A noise element that shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources: (A) Highways and freeways; (B) Primary arterials and major local streets; (C) Passenger and freight online railroad operations and ground rapid transit systems; (D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation; (E) Local industrial plants, including, but not limited to, railroad classification yards; and (F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.		
Envision Goal	**Envision Policy**	**Page(s)**
Noise		
Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.		
IE-1 Land Use and Employment	IE-1.6, IE-1.13	
EC-1 Community Noise Levels and Land Use Compatibility	EC-1.1, EC-1.2, EC-1.3, EC-1.4, EC-1.5, EC-1.6, EC-1.7, EC-1.8, EC-1.9, EC-1.10, EC-1.11, EC-1.12, EC-1.13, EC-1.14	
EC-2 Vibration	EC-2.1, EC-2.2, EC-2.3	
CD-5 Community Health, Safety and Wellness	CD-5.9	
ES-1 Education	ES-1.4	
LU-6 Industrial Preservation	LU-6.2, LU-6.3	
LU-19 Urban Growth Boundary	LU-19.6	
TR-14 Safe Airport	TR-14.1, TR-14.3	
Note that Appendix 7 provides data and maps to meet specific State requirements for the Noise element.		

Safety

State Law requires: A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

The safety element shall also do the following: (A) Identify information regarding flood hazards; (B) Establish a set of comprehensive goals, policies, and objectives for the protection of the community from the unreasonable risks of flooding; (C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives.

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EC-3 Seismic Hazards	EC-3.1, EC-3.2, EC-3.3, EC-3.4, EC-3.5, EC-3.6, EC-3.7, EC-3.8, EC-3.9, EC-3.10, EC-3.11	
EC-4 Geologic and Soil Hazards	EC-4.1, EC-4.2, EC-4.3, EC-4.4, EC-4.5, EC-4.6, EC-4.7, EC-4.8, EC-4.9, EC-4.10, EC-4.11, EC-4.12, EC-4.13	
EC-5 Flooding Hazards	EC-5.1, EC-5.2, EC-5.3, EC-5.4, EC-5.5, EC-5.6, EC-5.7, EC-5.8, EC-5.9, EC-5.10, EC-5.11, EC-5.12, EC-5.13, EC-5.14, EC-5.15, EC-5.16, EC-5.17, EC-5.18, EC-5.19, EC-5-20	
EC-6 Hazardous Materials	EC-6.1, EC-6.2, EC-6.3, EC-6.4, EC-6.5, EC-6.6, EC-6.7, EC-6.8, EC-6.9, EC-6.10, EC-6.11, EC-6.12	
EC-7 Environmental Contamination	EC-7.1, EC-7.2, EC-7.3, EC-7.4, EC-7.5, EC-7.6, EC-7.7, EC-7.8, EC-7.9, EC-7.10, EC-7.11	
EC-8 Wildland and Urban Fire Hazards	EC-8.1, EC-8.2, EC-8.3, EC-8.4, EC-8.5, EC-8.6	
ES-3 Law Enforcement and Fire Protection	ES-3.1, ES-3.2, ES-3.3, ES-3.4, ES-3.5, ES-3.6, ES-3.7, ES-3.8, ES-3.9, ES-3.10, ES-3.11, ES-3.12, ES-3.13, ES-3.14, ES-3.15, ES-3.16, ES-3.17, ES-3.18, ES-3.19, ES-3-20	

ES-4 Emergency Management	ES-4.1, ES-4.2, ES-4.3, ES-4.4, ES-4.5, ES-4.6, ES-4.7, ES-4.8, ES-4.9, ES-4.10, ES-4.11, ES-4.12	
ES-5 Code Enforcement	ES-5.1, ES-5.2, ES-5.3, ES-5.4, ES-5.5, ES-5.6, ES-5.7	
ES-6 Access to Medical Services	ES-6.1, ES-6.2, ES-6.7	
LU-1 General Land Use	LU-1.3	
LU-3 Downtown	LU-3.5	
LU-5 Neighborhood Serving Commercial	LU-5.4, LU-5.5	
LU-6 Industrial Preservation	LU-6.2, LU-6.3, LU-6.8, LU-6.9	
LU-9 High-Quality Living Environment	LU-9.1	
LU-17 Hillside / Rural Preservation	LU-17.2, LU-17.4	

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LU-19 Urban Growth Boundary	LU-19.7, LU-19.9	
TR-1 Balanced Transportation System	TR-1.5, TR-1.6, TR-1.7	
TR-2 Walking and Bicycling	TR-2.1, TR-2.2, TR-2.4, TR-2.7, TR-2.10, TR-2.13, TR-2.19, TR-2.20, TR-2.21	
TR-3 Maximize Use of Public Transit	TR-3.8, TR-3.9	
TR-4 Passenger Rail Service	TR-4.5	
TR-5 Vehicular Circulation	TR-5.4, TR-5.7	
TR-6 Goods Movement	TR-6.6	
TR-12 Intelligent Transportation System	TR-12.2, TR-12.4, TR-12.5	
TR-14 Safe Airport	TR-14.1, TR-14.2, TR-14.3, TR-14.4	
TN-1 National Model for Trail Development and Use	TN-1.1	
TN-2 Trails as Transportation	TN-2.2, TN-2.5, TN-2.11	
TN-3 Accessible, Safe and Well-Functioning Trails	TN-3.2, TN-3.3, TN-3.4, TN-3.5	
IP-5 Urban Village Planning	IP-5.1, IP-5.8	
IP-13 Building Permits	IP-13.1	

Envision Process

APPENDIX 3

The following Appendix provides a summary of the Envision San José 2040 (Envision) General Plan update process.

The Envision process was initiated by the San José City Council on June 26, 2007, and concluded on October 25, 2011, with the City Council adoption of the Envision San José 2040 General Plan. The Envision process was guided by a City Council appointed Task Force of community stakeholders and directly informed by the input of several thousand community members. The City Council participated in the development of the Plan, providing direction at key decision making points. The Envision process can generally be divided into four phases as follows:

- Phase 1: Identification of issues and trends; Development of a Vision and Land Use Scenario Guidelines by the Envision Task Force and community stakeholders.
- Phase 2: Selection and analysis of five Land Use Study Scenarios; Development of Draft Goals and Policies
- Phase 3: Selection of a Preferred Land Use Scenario; Development of the complete Draft Plan document, including the Land Use/Transportation Diagram.
- Phase 4: Completion of environmental review process; Outreach activities for the Draft Plan.

The Envision process made use of technical analyses prepared by either consultants or City staff in multiple disciplines, including demographic projections, transportation analyses, fiscal analyses, and economic projections prepared for multiple Study Scenarios leading to the selection of a single Preferred Land Use Scenario upon which the Plan was based. By incorporating extensive community input throughout all four phases, the Envision community engagement process built significant public support for the primary direction of the Plan, improved public perception of the planning process, and, most importantly, resulted in an improved Plan.

Envision Process – Community Engagement and Priorities

The Envision process was designed to give the community a leading role in the development of the Envision General Plan to ensure that the Plan embodies policies for future land uses and the delivery of City services based on the community values and priorities of San Jose's diverse social and cultural fabric. To meet this objective, the Envision community engagement program was both broad and deep in scope, employing a large variety of engagement techniques over an extended period of time to facilitate meaningful public input, garner public support, and determine the content and direction of the Plan.

Highlights of the community engagement process included:

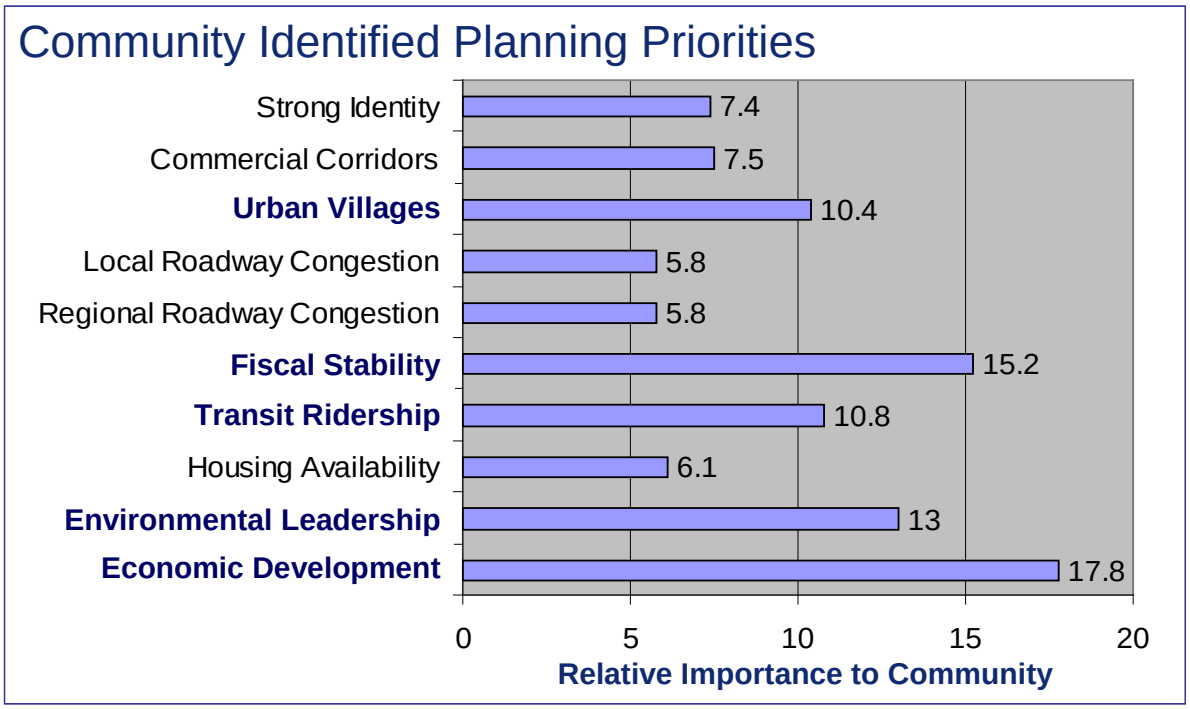
- A Task Force, composed of 36 community stakeholders, who conducted 50 public meetings, consistently attended by community members, over the course of 4 years

- Participation by 1,000 community members in 8 community Workshops and over 100 community meetings.
- Consistent attendance by community members at and 35 Task Force members at 50 meetings over 4 years.
- Additional meetings with specific community stakeholders
- Use of a video presentation at the beginning of the process to foster early community engagement.
- Multilingual outreach, including discussion groups in Spanish, Vietnamese, Cantonese, and Mandarin, and use of presentation video in Spanish and Vietnamese.
- Activities focused on the often-underrepresented youth, using special targeted activities and discussion groups for pre-teens and high school students.
- A guided bus tour of City's opportunity areas attended by over 60 members of the public along with staff and Task Force members.
- Maintenance of a project website with an abundant amount of information.
- Participation in ongoing online engagement by 4,500 contributors
- Completion of two online surveys by 900 and 2,800 community members each.
- Use of social media to engage 280 community stakeholders.

Consistent with key planning principles established in the San José 2020 General Plan and with other City policies, the community engagement process was designed with widely varied outreach strategies to be as inclusive as possible and to reach the broadest spectrum of participants to hear all voices in the community, including youth and young adults, groups that traditionally have not participated in City planning processes. Many of the engagement strategies were initially suggested by community members, who were asked to help shape the overall outreach program and identify the best approaches to actively engage the community

The Envision process made effective and innovative use of interactive online tools, reaching many community members who might not otherwise attend conventional outreach events. While 1,000 community members participated in conventional outreach activities such as neighborhood meetings, workshops and public hearings, approximately 5,000 took part through online tools. For the update, the City maintained a comprehensive, multi-lingual website as a regular means of communicating with Task Force and community members and as a platform for online surveys. The website contained an abundance of material, including summaries and presentations of the Plan's key elements, background information, all documents used by the Task Force for each of the 50 meetings, and information on how to further participate in the Envision process. This website also

incorporated emerging technical tools, such as a multi-lingual web site translator and a searchable land use diagram and aerial photo resource. A separate community engagement website project combined background information, a real-time online survey, message board, photo bulletin board, and an interactive mapping tool. Social media tools were used as an informal venue to provide additional resources to community stakeholders. By building a large community of electronic subscribers, it was possible to collect survey data from several thousand community members at key decision points in the planning process. These innovative approaches resulted in a significant breadth of community input that provided valuable insight to support the Envision General Plan Update process.



Other outreach activities included a video presentation, community workshops and a bus tour. In the initial Envision outreach to community groups, Planning staff used a "What is the General Plan Update?" video (produced in English, Spanish and Vietnamese versions); focused discussion on key questions on San José's strengths, challenges, and opportunities; and then led an exercise where community members drew a hypothetical magazine cover illustrating San José as "City of the Year" in 2040. The first Envision community workshop, attended by approximately 300 community members, was simultaneously conducted in three languages (English, Spanish, and Vietnamese) with staff also facilitating discussion groups in Mandarin and Cantonese, as well as groups for high school students and pre-teens. This was followed by a series of community workshops carefully designed to provoke thought and elicit relevant input, both from those who were

closely following the Envision process and from new participants. At several subsequent workshops, participants placed Lego blocks, color-coded to represent various land uses, such as housing, jobs, and parks, on a map of the City to convey their visions for future growth. These workshops helped communicate the opportunities and constraints in accommodating projected new housing and jobs growth in a City that has very little vacant or underutilized land. The bus tour and accompanying guide were well received tools for evaluating growth potential in the City. All community input was continually reviewed to incorporate appropriate suggestions and ensure community values are reflected in the new plan.

The following timeline highlights how the most notable engagement activities were used as part of the Envision process:

- Spring 2007 – Initial community outreach, including presentation of a "What is the General Plan" video and discussions of community priorities with 23 different community organizations and other stakeholder groups.
- September 2007 through June 2011 –The stakeholder Task Force, representing political, business, resident, development, religious, and labor interests, conducted a total of 50 monthly or biweekly evening meetings open to the public to discuss key Plan topics.
- September 2007 through June 2011 – Community meeting sign-ups and online subscriptions generated an electronic mailing list of over 700 people who receive regular e-mail updates on the Envision process.
- October 2007, September 2008, February and May 2009, February 2010, May 2010 – Eight Saturday and evening Community Workshops attracted a cumulative total of approximately 500 people. The first Workshop was simultaneously conducted in Spanish, Vietnamese and English, with additional discussion groups held for Cantonese and Mandarin speakers, high school students and preteens. At subsequent Workshops, participants discussed how and where the City should grow by placing colored Lego blocks on a large base map of the City, representing potential housing growth, job growth, retail, community services and parks.
- June 2008 – Over 60 members of the public joined the Task Force and staff on a guided bus tour of the City. As part of this tour, a detailed guidebook provided background information, maps, photos, and aerials for the 15 opportunity areas highlighted on the tour.
- April 2009 – The City Council held a public hearing to confirm the Task Force's recommended selection of four Land Use Study Scenarios to be used as the basis of environmental, fiscal, and economic analyses leading to the selection of a Preferred Land Use Scenario.
- June 2009 – The City Council held a public hearing to endorse the Growth Areas concept and the proposed distribution of job and housing growth capacity for each of the Land Use Study Scenarios.

- August – November 2009 – Nearly 4,500 registered users visited an online community engagement website. Of these visitors, nearly 2,800 completed an online survey, and 2,200 answered open-ended questions. Users also posted and commented on 129 cityscape pictures to illustrate both their likes and dislikes. The website included educational background information and interactive mapping capabilities.

- February 2010 –The Envision San José 2040 General Plan Update Facebook page was launched to provide additional opportunities for the public to follow the process and engage in discussion. Currently, the page has over 245 fans.

- March 2010 – At a key decision making point, an online questionnaire attracted over 1,100 visitors and gathered input from over 900 completed surveys within a week of its release to inform the selection of the Plan's Preferred Land Use Scenario.

- April 2010 – Following the recommendation of the Task Force and endorsement by community members, the City Council approved the Envision Preferred Land Use Scenario, identifying planned job and housing growth capacity for specific locations throughout the City. The City Council also confirmed the Growth Areas strategy and the use of Planning Horizons to allow for periodic review of the Plan's implementation.

- October 2010 – Complete Draft of the Envision San Jose 2040 General Plan, including the 1st Draft Land Use / Transportation Diagram and a full draft of the Plan text was made available to the general public on the Envision website.

- April 2011 – The 5th Draft Land Use / Transportation Diagram was made available to the public, in multiple readily accessible formats that allowed searching by address, including Google Maps, Google Earth, and the City's web-accessible land use database.

- April 2011 – Over a 2-month span beginning in April 2011, An Envision advertisement bill insert was sent to approximately 195,000 residential property owners within San José through the City's garbage / recycling billing program.

Role of Planning Division Staff

San José Planning staff developed and led all outreach, marketing, and community engagement efforts; provided all content for the community engagement website; directed consultants in the design and functionality aspects of the community engagement website; and created and marketed the SurveyMonkey and Facebook outreach. Planners developed survey questions to both understand which members of the community were participating and to learn what their views were about the City's future. Planning staff conducted or attended many public meetings, developed presentations for those meetings and developed outreach materials including brochures and the bill insert advertisement.

Envision Process – Envision San José 2040 Task Force

The Envision Task Force closely guided all components of the Envision San José 2040 General Plan, conducting 50 public Task Force meetings between 2007 through March 2011. During the General Plan update process, five major Task Force accomplishments included:

1) Creation of a Draft community Vision; 2) Development of draft Land Use/Transportation Scenario Guidelines; 3) Development of Planned and Identified Growth Areas diagram, and five alternative Land Use Study Scenarios with differing amounts and locations of potential job and housing growth; 4) Analysis and consideration of the Land Use Study alternative scenarios and selection of a Preferred Land Use Scenario; and 5) Review of draft Goals, Policies and Implementation Actions for each General Plan topic and development of the Envision Land Use/Transportation Diagram.

Guiding Principles

As part of the formation and launch of the Envision Task Force, the City Council provided the following Guiding Principles to the Task Force for the Envision General Plan Update:

- Economic Development – Maximize the economic and revenue generation potential of the City's land resources and employment opportunities for San Jose residents.
- Growth Management – Balance the urban services and facilities demands of new development with the need to address the City's fiscal stability through the operating and capital budget process.
- Downtown Revitalization – Invigorate Downtown as San Jose's cultural center with a mix of housing, employment, convention and visitor amenities, museums, parks, linkages to San Jose State University, etc.
- Urban Conservation/Preservation – Protect and enhance San Jose's neighborhoods and historic resources to promote community identity and pride.
- Greenline/Urban Growth Boundary – Preserve land that protects water, habitat, and agricultural resources and/or offers recreational opportunities, as well as to preserve the scenic backdrop of the hillsides surrounding San Jose.
- Housing – Provide a wide variety of housing opportunities to meet the needs of all economic segments of the community in stable neighborhoods.
- Sustainable City – Manage, conserve and preserve natural resources for present and future generations. Identify opportunities to enhance the City's sustainability policies through the implementation of the Urban Environmental Accords.
- Social Equity - Cultivate ethnic, cultural and socio-economic diversity and equity in the planning for all public facilities and services to protect and enhance the quality of life for all San Jose residents.

Draft Vision

A first phase of community engagement in the Envision General Plan update process was to listen to many large and diverse groups of community residents and stakeholders to understand their key values and visions of a future San José. Based on these conversations, the Task Force, with continuing public discussion, developed a Draft Vision

to embody the community's values and guide the initial stages of the Envision General Plan Update process. This initial Draft Vision set forth seven guiding community values: Innovative Economy, Environmental Leadership, Diversity and Social Equity, Interconnected City, Healthy Neighborhoods, Quality Education and Services, and Vibrant Arts and Culture, centered on the philosophy that San José embodies the energy and vitality of its unique human, natural and economic resources.

The Draft Vision, presented in a one-page color graphic displaying the seven values with illustrative photographs, provided general guidance for San José's growth planned through 2040, and was a succinct reminder of the community's interests throughout the Envision process.

Draft Vision Graphic



Guidelines include 32 specific principles which further articulate each of the seven Vision

elements and directly link those elements to potential land use decisions and/or specific potential General Plan policies. The Task Force used these Guidelines as they developed the Envision Land Use / Transportation Diagram and Envision General Plan policies.

The Guidelines emphasize and strongly advocate for land use planning that is environmentally sustainable and fiscally responsible, makes prudent use of existing transit facilities and other infrastructure, and contributes toward the development of walkable neighborhood villages and vibrant urban places at strategic locations throughout the City. The Task Force followed these principles closely to develop the amounts and geographic distribution of job and housing growth capacity supported by the Envision General Plan. For example, one guiding principle frequently quoted by members of the Task Force was to "Plan for people not just cars," specifically, establish a land use/transportation fabric that promotes increased walking, bicycling, and public transit use and does not give priority to the automobile.

Land Use/Transportation Scenario Guidelines

September 15, 2008

Notes:

The Guidelines are a tool to:

- *provide direction in the preparation of land use/transportation growth scenarios*
- *inform the development of Goals and Policies*

All of the Guidelines have equal weight; the numbering just facilitates discussion.

They are organized by vision theme to facilitate discussion, recognizing that many of them support more than one theme.

A. Interconnected City

1. Plan for people not just cars: Establish a land use/transportation fabric that promotes increased walking, bicycling, and public transit use and does not give priority to the automobile.

2. Locate __ % (TBD) of new residential and employment growth within existing, planned, and proposed transit corridors, focusing on areas close (i.e. between 2000 and 3000 feet) to transit stations.

3. Create walkable and bike friendly "neighborhood villages" (e.g., The Alameda): Enhance established neighborhoods by integrating a mix of uses within or adjacent to neighborhoods including retail shops (e.g., grocery stores), services, employment opportunities, public facilities and services, housing, places of worship, parks and public gathering places.

4. Create complete and vibrant "regional hubs": Integrate a mix of high density housing, employment, and services within existing key commercial areas (e.g., the Oakridge area) to create dynamic urban settings.

5. Reinforce and strengthen Downtown San Jose as the symbolic heart of San Jose and as an employment, entertainment and cultural center, with appropriate housing.

6. Create a positive identity for San Jose by creating a consistent urban design character for each of the major corridors that connect San Jose's "neighborhood villages" and regional hubs and link San Jose with its neighboring cities.

7. Reinforce riparian corridors, and enhance open spaces and natural features that can weave the many varied areas of the city together.

8. Integrate employment and residential land uses, in particular, by locating employment uses in areas of the city that are predominately residential.

B. Innovative Economy

9. Provide sufficient quantities and types of employment lands to accommodate __% (TBD) new jobs, which is an employment growth level that is __% (TBD) higher than current projections.

10. Create complete employment areas that also include business support uses, mixed uses, public and private amenities, restaurants and retail services that serve both adjacent businesses and the employees of these businesses.

11. Ensure that the General Plan provides the type and quantity of lands necessary to meet the projected needs of businesses that drive innovation.

12. Provide sufficient quantity and types of housing land to accommodate the city's projected population and to meet the needs of the city's future workforce.

13. Reinforce Downtown, North San Jose, Edenvale, and the Monterey Corridor as key employment areas.

14. Ensure that sufficient light and heavy industrial lands are available to meet the projected needs of residents and businesses.

15. Provide employment lands that accommodate more than the 25,000 clean tech job goal established in the Green Vision.

16. Provide a sufficient quantity of land to accommodate the projected retail demands of residents and businesses.

C. Environmental Leadership

17. Maintain the existing Urban Growth Boundary.

18. Protect and enhance the natural open space areas (i.e. creeks, hillsides, ridge lines and baylands) that contribute to a positive identity for San Jose.

19. To implement AB32, the California Global Warming Solutions Act, establish a land use/transportation fabric that achieves a __ % (TBD) reduction in motor vehicle miles traveled and a ___ % (TBD) reduction in the emission of greenhouse gases from motor vehicles.

20. Protect and enhance existing riparian corridors within the Urban Growth Boundary and within documented habitat areas outside of the Urban Growth Boundary.

21. Create opportunities for uses that support a self-sufficient city in terms of waste management, energy generation, and resource use and conservation, including water conservation and supply.

D. Healthy Neighborhoods

22. Promote the public health of the City's residents by developing a land use/transportation framework that promotes walking, biking and the use of public transit, facilitates access to parks and recreation opportunities, and creates community gathering spaces that allow for increased interaction with neighbors.

23. Develop a sustainable food system, in part, by providing access to healthy food, including locations for locally grown produce.

E. Quality Services

24. Focus growth in developed areas where existing infrastructure (e.g., sewers, water lines, and transportation facilities), and City facilities and services (e.g., libraries, parks and public safety) are already available, resulting in maximum efficiency.

25. Provide adequate land for schools, health care facilities, places of worship, and other community activities.

26. Provide adequate land for needed public facilities including facilities for solid waste management, wastewater treatment, recycling, and emergency services training.

27. Ensure a fiscally sustainable City, in part, by providing adequate land for uses that generate revenue for the City.

28. Do not locate new development in areas that would impact the city's water supply system which includes watersheds, well fields and percolation ponds.

F. Vibrant Arts and Culture

29. Preserve and enhance neighborhoods and other areas of the City that provide San Jose with a sense of identity and a historic and cultural richness.

G. Diversity and Social Equity

30. Distribute a wide variety of housing types, both throughout the city as well as within individual communities, which meet the needs of an economically, demographically and culturally diverse population.

31. Provide land for a diversity of jobs to meet the employment needs of a demographically diverse population.

32. Locate parks, libraries, health facilities and other public facilities equitably throughout the city.

Planned and Identified Growth Areas

The Task Force and community members consistently directed that the Envision San José 2040 General Plan should accommodate all job and housing growth within the City's Urban Growth Boundary (UGB). The Task Force extensively discussed the concept of targeting San José's future jobs and housing growth within the UGB into specific areas such as "hubs, corridors, and villages," rather than citywide. This Growth Areas strategy became the means to promote targeted infill development on key opportunity sites, and to distribute new development, including household-serving commercial uses, in proximity to existing and future residents. Building on the Draft Vision's goal for an interconnected city, the Task Force identified the importance of multi-modal transportation corridors linking a vibrant Downtown, high-intensity hubs, and local-serving neighborhood villages. Through the Task Force discussion, the concepts of hubs, corridors and villages were further refined to better identify the character of each type of growth area. The resulting Growth Areas identified by the Task Force were Downtown, Specific Plan Areas, Employment Lands, Regional Transit Centers, Transit-Oriented Villages, Transit Corridors, Commercial Center Villages & Corridors, and Neighborhood Villages. The Task Force carefully considered how to use the potential of each of these Growth Areas in forming a recommendation for distribution of planned job and housing growth capacity within a series of alternative Land Use Scenarios exploring different amounts and locations for new jobs and housing units by 2040. The Envision Land Use/Transportation Diagram is based on this Growth Areas concept.

Land Use Scenario Analysis and Preferred Scenario

A key role for the Task Force was the review of five alternate Land Use Study Scenarios leading to the development of a Preferred Land Use Scenario. Each Scenario supported different amounts of job and housing growth. Based on analysis of these Study Scenarios, the Task Force recommended and City Council selected a Preferred Scenario, supporting growth capacity for 470,000 new jobs and 120,000 new housing units. The General Plan Land Use/Transportation Diagram was then developed to support this amount of growth in combination with the transportation network recommended by the Task Force. The Task Force and community process for the development of the Preferred Land Use Scenario is described in more detail in the Scenario Selection section of this document.

Goals and Policies Development

Concurrent with the Scenario Selection process, the Envision Task Force worked to develop and review the General Plan Goals, Policies, Implementation Actions, and Performance Measures for a variety of topics such as Sustainability; Parks, Recreation, and Open Space; Water Supply; Housing; and Quality Neighborhoods which are set forth in this Plan Document. The Task Force also developed ten "City Design Concepts" which support multiple goals, are inform the Preferred Land Use Scenario and shape the Land Use / Transportation Diagram.

Envision Process – Scenario Selection

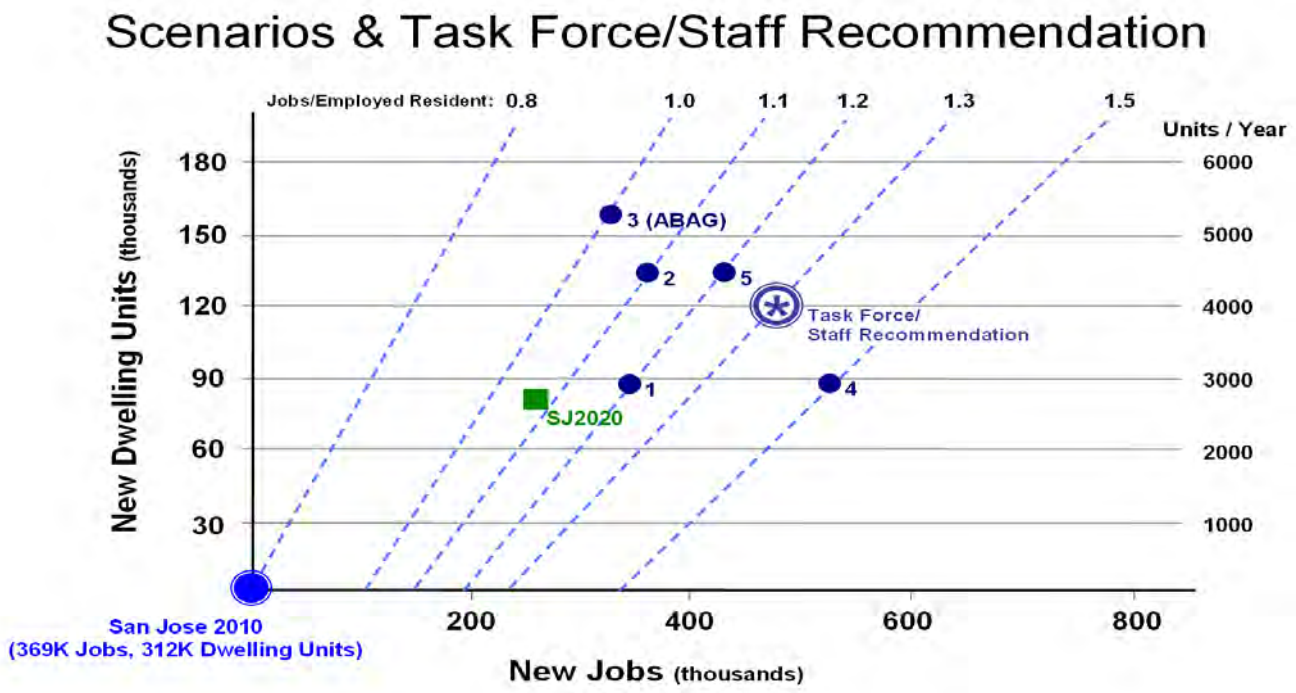
In April 2010 the City Council confirmed selection of a Preferred Land Use Scenario which established a proposed geographic distribution and total amount of job and housing growth capacity for the Envision General Plan. The Preferred Land Use Scenario was used as the basis for the California Environmental Quality Act (CEQA) analysis required for the Envision San José 2040 General Plan and as a basis for development of the General Plan document and Land Use/Transportation Diagram. The Preferred Land Use Scenario was selected following an analysis process based on five Study Scenarios, each of which included different amounts of job and housing growth capacity.

As part of the Envision process leading up to the selection of the Preferred Land Use Scenario, the City Council, Envision Task Force and community members considered analyses of five preliminary "Land Use Study Scenarios" in terms of their achievement of economic, fiscal and environmental goals. These Land Use Study Scenarios, along with the "Current Plan – No Project" alternative required under CEQA, were evaluated in the EIR as project alternatives.

Four Land Use Study Scenarios were initially selected by the Task Force and reviewed by the City Council at the April 21, 2009 Council meeting and provided to consultants for fiscal and transportation analyses. A fifth scenario (Scenario 5) was subsequently added to provide for fuller analysis of potential land use alternatives through the study scenarios. Analysis also included continued use of General Plan 2020 through 2040, a scenario equivalent to the "Current Plan – No Project" alternative as required by the California Environmental Quality Act (CEQA). One of the scenarios (Scenario 3) matched the amount of job and housing growth demand forecast for the year 2035 by the Association of Bay Area Governments (ABAG) in their Projections 2009. The other scenarios, including continued use of the General Plan 2020, were all based on planning additional job capacity and lesser housing capacity in order to reach a higher J/ER ratio.

The "No Project" scenario, five alternative Land Use Study Scenarios that underwent initial environmental and fiscal analysis and providing growth capacity beyond the 2008 level of development, and the Preferred Land Use Scenario were defined as follows:

Scenario	Job Growth Capacity	Housing Growth Capacity	J/ER
SJ2020 "No Project"	255,550	82,110	1.1/1
Study Scenario 1	346,550	88,650	1.2/1
Study Scenario 2	360,550	135,650	1.1/1
Study Scenario 3	339,530	158,970	1.0/1
Study Scenario 4	526,000	88,650	1.5/1
Study Scenario 5	431,550	135,650	1.2/1
Preferred Scenario 6	470,000	120,000	1.3/1



For CEQA purposes, all analysis was based on comparison with 2008 existing conditions (2008 existing conditions: 369,450 jobs, 309,350 dwelling units, 0.8/1 J/ER). The Task Force discussion of the scenarios also made use of updated base data from 2010.

The location of job and housing growth capacity is similar for each of the Study Scenarios in that each closely followed the Envision Task Force Land Use/Transportation Scenario Guidelines, incorporating existing planned growth capacity in the Downtown, North San José and Specific Plan areas, while focusing new job and housing growth capacity in the identified transit corridor, transit station area, commercial center and neighborhood village Growth Areas. The geographic distribution of growth in each scenario varied somewhat to reflect the different mixes of job and housing growth capacity, and the different types of job growth projected based on that mix, but all scenarios implemented the Growth Areas strategy.

The previous General Plan (San José 2020) growth capacity, excluding its urban reserve areas, was also an important component for all five Study Scenarios. Existing un-built entitlements and planned growth capacity in the Downtown, Specific Plan Areas, and the Employment Land Areas (including North San José, Edenvale, and North Coyote Valley) were incorporated into each scenario. On top of this capacity, all scenarios included a significant amount of new job growth capacity, Scenarios 2, 3 and 5 also provided significant new housing growth capacity.

It is noteworthy that the Study Scenarios selected by the Envision Task Force were oriented toward an amount of job growth capacity exceeding the projected demand identified by either ABAG or the Envision consultants. The Task Force and staff concluded that it is desirable for the General Plan to designate employment lands with job capacity above the actual demand in order to provide sufficient flexibility for successful business attraction and to support the Plan's emphasis upon economic development. Higher job growth may be obtained if the local or regional economy performs better than projected or if San José is successful in obtaining a greater share of Bay Area job growth.

Except for the No Project Scenario, which anticipated partial development of the Coyote Valley and South Almaden Valley Urban Reserves, the study scenarios did not include consideration of any development within the Urban Reserves, as was confirmed by the Task Force and City Council in 2009.

Study Scenario 1

Of the study scenarios, Scenario 1 provided the most modest amount of new job and housing growth capacity above the previous General Plan (capacity for 91,000 additional jobs and approximately 6,000 additional dwelling units). Within this scenario, significant amounts of new job growth capacity were provided in Alviso, in Edenvale, in proximity to the Lundy/Milpitas BART station, in proximity to light rail stations (with emphasis upon the Capitol/Hostetter, Capitol/Berryessa, Capitol/McKee, Oakridge, Blossom Hill/Cahalan and Blossom Hill/Snell stations), along the North First Street and Southwest Expressway light rail corridors, and in the larger commercial "Village" growth areas. This distribution located most new job growth capacity near existing or planned major (e.g. BART) transit facilities or in Alviso where there is the best opportunity to provide for additional industrial, low-rise and R&D type job growth. The latter was important in order to accommodate demand for this type of job lands identified through the Job Growth and Employment Land Demand Analysis prepared for the Envision process. Locating additional job growth in Edenvale provides an opportunity for reverse commutes and promotes intensification of currently underutilized lands.

For Scenario 1, almost all of the new housing growth capacity was distributed amongst several Transit-Oriented Village sites where there is existing light rail or Caltrain service or planned BART service. This scenario included a slight increase in housing growth capacity for Specific Plan areas and identified "Commercial Villages and Corridors." Because this scenario did not include adequate growth capacity to warrant redevelopment of all of the identified Growth Areas, no new growth capacity was proposed for the Neighborhood Villages.

Study Scenario 2

Scenario 2 provides slightly more job growth capacity than Scenario 1 with significantly more housing growth capacity (105,000 additional jobs and approximately 54,000 additional dwelling units). Because of the increased amount of housing growth, more of the job growth demand was projected to be in the Household Support Industry cluster and therefore, the additional job growth was placed within the Commercial Center Villages

& Corridors and within the Neighborhood Villages, where it would be in closer proximity to new and existing residential neighborhoods. The additional housing growth capacity was provided through intensification of the Downtown, Transit-Oriented Villages and Commercial Center Village & Corridor areas and through modest redevelopment of the Neighborhood Villages to incorporate housing as part of new mixed-use projects.

Study Scenario 3

Scenario 3, which aligns with ABAG Projections 2009, provided the most housing growth potential and the least job growth potential of the Study Scenarios. In terms of service population (residential plus employee population), this scenario represented more total growth than the other scenarios and thus fully utilized the growth capacity of the identified Growth Areas, with an emphasis on accommodating new housing. Consistent with the other scenarios, the Downtown and planned or existing BART, Caltrain and Light Rail stations were priority locations for new job and housing growth capacity.

Scenario 3 included more housing growth capacity within the Downtown by increasing the density of planned residential sites. Neighborhood Villages were planned for a significant amount of housing growth, along with job growth capacity intended to accommodate primarily Household Support job growth. The Scenario 3 Neighborhood Villages were primarily composed of 4 to 6-story residential buildings with ground-level retail. Due to the low amount of job growth in the Driving Industry and Business Support Industry clusters for Scenario 3, it included a smaller amount of new job growth capacity in Employment Land Areas.

Study Scenario 4

Scenario 4 gave the greatest focus to job growth, including capacity to more than double the City's current employment level while adding a small amount of new housing capacity. Accordingly, the Growth Areas for Scenario 4 are fully utilized to accommodate potential job growth.

Within the Downtown, Scenario 4 included more job growth capacity by converting some of the planned Downtown housing sites to employment use while maintaining overall housing growth capacity through intensification of the remaining housing sites. While all of the transit Villages were well-utilized, more emphasis was given to the Villages on the regional transit systems to facilitate San José's development as a regional employment destination. Scenario 4 included a significant addition of job growth capacity in the Employment Land Areas in order to provide industrial, low-rise/R&D and mid-rise and high-rise job growth capacity primarily intended to accommodate Driving Industry and Business Support Industry job growth.

In Scenario 4 Neighborhood Villages were planned to become neighborhood employment centers. These villages were planned for a mix of retail, low-rise and mid-rise office buildings intended to accommodate Household Support, Business Support and Driving Industry jobs, but no housing growth capacity.

Study Scenario 5

Scenario 5 was prepared as a variation of Scenario 2, replicating the amounts and locations of the housing growth capacity included within Scenario 2 while including additional job growth capacity through further intensification of the Village Growth and Employment Land Growth Areas.

In forming their recommendations, the Task Force reviewed multiple technical documents and discussed a variety of key pieces of information:

- National and international employment and demographic trends
- Demographic (population characteristics) and economic (job characteristics) projections for San José
- Future demand for employment lands in San José
- Future demand for housing types and amounts in San José
- Jobs to Employed Resident ratio (Jobs-Housing balance)
- Land use planning principles (e.g., transit-oriented development, mixed-use)
- Community input from hands-on workshops.

Transportation Analysis

Information gathered through the consultant-prepared transportation analysis informed the recommendation for a Preferred Land Use Scenario. A detailed summary of the transportation analysis for the five Study Scenarios was provided to the Envision Task Force and made publicly available on the Envision website. The key findings of this analysis are:

- Transportation Congestion and Mode Share – All of the scenarios were projected to have relatively similar levels of traffic congestion and alternative mode commute trips (non single-occupant vehicle). Proposed transportation policies, unanticipated expansion of the transit system, or changes in commuter behavioral preferences could further increase the share of commuters using the transit system but were not part of the transportation analysis as it is structured to meet CEQA requirements.

Traffic Modeling Predicts Similar Levels of Total Traffic Congestion

	Automobile Activity						
	Base	**SJ2020**	**1**	**2**	**3**	**4**	**5**
J/ER	0.8	1.1	1.2	1.1	1.0	1.5	1.2
Vehicle Miles Traveled (1,000s)[1]							
Citywide Daily	20,156	30,230	31,733	33,298	33,687	35,050	34,687
Countywide Daily	40,928	61,667	62,698	64,505	65,181	65,108	65,513
Roadway Level of Service							
# Segments[2] LOS E or F Daily	4	7	9	11	11	11	11

[1] Generated by City Service Population = Residents + Jobs

[2] There are a total of 109 study roadway segments

Traffic Modeling for All Scenarios Predicts a Similar Distribution of Trips by Mode

Mode	Peak Period Commute to Work (% mode share)						
	Base	**SJ2020**	**1**	**2**	**3**	**4**	**5**
Auto	94.1%	87.4%	85.6%	86.1%	86.9%	80.8%	84.2%
Transit	3.9%	10.2%	11.6%	10.9%	10.2%	16.2%	12.8%
Bicycle	0.7%	1.1%	1.4%	1.5%	1.5%	1.6%	1.6%
Walk	1.3%	1.3%	1.3%	1.4%	1.4%	1.4%	1.4%

- Transit Use – The scenarios with a higher J/ER ratio, reflecting San José's emergence as a regional job center, resulted in significantly higher regional transit ridership (BART and Caltrain) as the freeway system reaches full capacity. Enough traffic congestion occurs on the freeway system in all scenarios as a result of regional job and population growth to make transit a more attractive and viable option for regional movement. Because the existing and planned transit network is designed to facilitate commuters traveling into San José as a job center, the traffic analysis projects that more trips will take place on transit if jobs are concentrated within San José.

All Scenarios Place a Similar Percentage of Growth Capacity Near Transit

	Planned Growth Capacity						
	Base	**SJ2020**	**1**	**2**	**3**	**4**	**5**
J/ER	0.8	1.1	1.2	1.1	1.0	1.5	1.2
Service Population (Jobs + Residents)		506,800	617,820	775,640	825,980	797,320	846,640
Job Growth Capacity (Jobs)		255,550	346,550	360,550	339,530	526,050	431,550
% near transit		59%	60%	59%	57%	59%	60%
Housing Growth Capacity (DU)		82,110	88,650	135,650	158,970	88,650	135,650
% near transit		74%	86%	74%	64%	85%	74%
Total Daily Transit Ridership (Boardings)		439,400	498,400	494,900	480,900	635,200	541,500

Transit Ridership Increases with Job Growth Capacity

	Transit Activity						
	Base	**SJ2020**	**1**	**2**	**3**	**4**	**5**
J/ER	0.8	1.1	1.2	1.1	1.0	1.5	1.2
Daily Bus Ridership	87,000	131,300	156,400	154,200	144,100	219,400	175,500
Daily LRT Ridership	40,700	120,900	150,800	155,300	146,700	213,300	186,400
Daily BART Ridership		187,200	191,200	185,400	190,100	202,500	179,600
Total Transit Ridership	**127,700**	**439,400**	**498,400**	**494,900**	**480,900**	**635,200**	**541,500**

- Local Traffic – Scenarios with more housing generated slightly more local traffic congestion within San José, as a greater proportion of commuters traveling to work within San José will be doing so on local streets.

Traffic Modeling Predicts Similar Percentages of Travel on "Uncongested" Streets Citywide

	Percent of Uncongested VMT by Functional Class (V/C <1.0)						
	Base	**SJ2020**	**1**	**2**	**3**	**4**	**5**
Peak Period							
Arterial	94.64%	71.8%	67.99%	63.82%	63.48%	65.13%	63.24%
Collector	97.14%	76.94%	75.24%	70.24%	68.19%	71.83%	68.23%
Off-Peak Period							
Arterial	98.16%	95.07%	91.29%	90.84%	91.86%	92.73%	90.61%
Collector	99.95%	99.52%	99.39%	99.47%	99.37%	99.24%	99.09%

Fiscal Analysis

A consultant-prepared fiscal analysis also contributed to the recommendation of a Preferred Land Use Scenario. A detailed summary of the fiscal analysis for the five Study Scenarios was provided to the Envision Task Force and made publicly available on the Envision website. Key findings from the consultant's fiscal report are that:

- Land Use Factors – Industrial and commercial uses have a net positive fiscal impact, while residential uses have a net negative fiscal impact. Because of the importance of sales tax revenue for funding municipal services under the current tax structure, commercial/retail uses have a markedly greater positive fiscal impact than any other use.

- Development Form – Compact development, that is development at a higher density and in closer proximity to the City's existing center and infrastructure facilities, reduces the cost of service delivery.

- Mixed-Use Development – While residential development normally generates service costs greater than revenue generated (a net fiscal negative impact), high-density, integrated mixed-use developments, with both residential and significant amounts of retail, can have a positive fiscal impact (e.g., redevelopment of a low value property with a new shopping center and residential use should have a net positive fiscal impact).

- Job Orientation – At full build-out, the job-orientation of all of the Study Scenarios led to a projected positive fiscal impact; however, continued use of the San José 2020 General Plan "No Project" Study Scenario would have a negative fiscal impact if only 80% of residents' retail needs are met in San José. With either 100% or 80% retail capture rates, the two scenarios with the greatest number of jobs (Scenarios 4 and 5) were identified to have the greatest fiscal benefit to the City.

Scenario 6 – Initial Preferred Land Use Scenario

In response to the initial transportation analysis and findings of the fiscal analysis, as well as to align most closely with the Draft Vision, Guidelines, City Design Concepts, Policies, and community feedback, the City selected a new Preferred Land Use Study Scenario (Scenario 6) based on a J/ER ratio goal of 1.3/1, upon which the Envision General Plan is based. The Preferred Land Use Scenario included growth capacity for the development of up to 470,000 new jobs and up to 120,000 new dwelling units through 2040. With the City's level of development in 2010 and this amount of growth capacity, this scenario supports cumulative growth for San José to 840,000 jobs and 430,000 dwelling units in total. Based on the projected person per household ratio for 2040, this amount of housing supports a residential population of approximately 1.3 million people.

At the March 8, 2010 Envision meeting, 14 Task Force members supported the staff recommended scenario as the Preferred Land Use Scenario, and 11 voted in opposition. Those members who did not support the motion were generally in two groups: one which preferred additional housing capacity, and one which recommended less growth overall.

At the March 22, 2010 Envision meeting, the Task Force reviewed the Preferred Land Use Scenario geographic distribution of job and housing growth capacity in the planned Growth Areas throughout the City. The proposed distribution with select modifications was unanimously approved by the Envision Task Force and City Council, resulting in the planned growth capacity and Land Use / Transportation Diagram contained within this General Plan.

The Preferred Land Use Scenario supports a variety of employment land types, including lower density manufacturing and light industrial job Growth Areas to address the projected demand for this type land identified within the Job Growth Projection and Employment Land Demand Report and to support a wide variety of new job types. Approximately 75% of the scenario job growth capacity is provided within the R&D / Low-Rise or Mid & High Rise land use categories, with the majority in the latter category. While some of the new job growth capacity is planned to be accommodated through the potential redesignation of Regional Wastewater Facility lands, the majority is placed on existing employment lands. Accommodating the scenario job growth levels will result in increases to the existing Floor Area Ratios (FAR), intensifying R&D / Low-Rise uses in most areas from 0.35 FAR to 0.5 or 0.7 FAR, while other sites (outside of the Downtown) are redeveloped for Mid & High Rise use at an FAR of 1.4 or as high as 1.7 in some strategic locations. The FAR for new Downtown employment uses is anticipated to typically be 5.0 or greater.

The Preferred Land Use Scenario gives strong emphasis to supporting employment growth, while also providing a significant amount of housing growth capacity, consistent with the goals and values expressed by the community, Task Force and City Council throughout the Envision planning process. The Envision Task Force and members of the community strongly advocated for land use planning that promotes economic development, is fiscally responsible, is environmentally sustainable, and makes prudent use of existing and planned transit facilities and other infrastructure. These objectives were also expressed by nearly 1,000 community members who participated in an online community engagement survey conducted in March of 2010. Economic development and fiscal stability objectives, fueled by the City's current fiscal condition and a desire to advance San José's national stature, led to the selection of a Preferred Land Use Scenario that gives clear priority to job growth and to improving the City's current Jobs to Employed Resident (J/ER) ratio.

Minimizing environmental impacts and maximizing transit use are also very important goals for our City's future. Because of the land use pattern and emphasis upon compact development embodied in Planned and Identified Growth Areas map, the mix of housing and job growth in the Preferred Land Use Scenario advances these goals. The Goals, Policies and Implementation Actions as reviewed by the Task Force are expected to have the most impact upon environmental outcomes, although focusing more on job growth supports the expansion of the City's future transit system.

This Preferred Land Use Scenario job capacity is also effectively the maximum amount considered within the study scenarios that would still provide room for some mixed-use residential development to also occur within the neighborhood villages rather than only jobs. The scenario maintains an overall service population (equal to the total residential population plus the total number of jobs) consistent with the level analyzed in the other Study Scenarios 3, 4 and 5. With the addition of 470,000 jobs, San José would have in total approximately 840,000 jobs, 59% of the total number of jobs projected by the Association of Bay Area Governments (ABAG) for the County in 2035. To successfully implement the job growth goals of the General Plan Update, the City should consider rezonings or other actions to ensure that capacity is preserved for job growth within the designated Growth Areas.

The previous General Plan growth capacity, excluding the Urban Reserves, is also an important component of the Preferred Land Use Scenario. Prior to development of this scenario, the City was already committed to the potential construction of approximately 37,000 dwelling units, including 21,000 units with existing entitlements, 8,330 additional units in the Downtown Strategy, and an additional 8,000 dwelling units for the North San José Policy Area Phase 2 needed to allow the full use of the North San José job capacity. The Preferred Land Use Scenario also includes existing General Plan capacity for the Specific Plan Areas, and for further intensification of existing Employment Land Areas (including North San José, Edenvale, and North Coyote Valley). The Preferred Land Use Scenario includes the removal of housing capacity in the Coyote Valley Urban Reserve and South Almaden Valley Urban Reserve, consistent with Task Force and City Council direction.

The General Plan should also advance development of the village concept through a mix of land uses that support vibrant, walkable, mixed-use communities. To accomplish this, the General Plan needs to support a mix of residential, commercial and other employment uses at higher densities (e.g., FAR of up to 1.7) at specifically designated locations, including BART and Light Rail stations. The Preferred Land Use Scenario includes growth at such key locations in order to allow the City to begin to develop according to the village concept, an important desire of the community. Because a critical mass of activity and the provision of services and infrastructure are needed to create a successful village, implementation of the General Plan should carefully prioritize the allocation of housing capacity to advance select village areas in a cohesive manner.

The planned locations for new job and housing growth capacity in the Preferred Land Use Scenario adhere to the clear set of principles articulated in the draft Envision San José 2040 Vision (Vision) and draft Land Use/Transportation Scenario Guidelines (Guidelines) and make use of the "Villages" strategy similarly endorsed previously by the City Council, Task Force, and members of the community. These documents articulate the goal of planning growth to support the development of vibrant, walkable, mixed-use "villages" or urban settings at strategic locations throughout the City and strongly indicate that new growth should support the Downtown, job Growth Areas and the transit system. Concentrating new job and housing growth within specific village areas establishes adequate density and an opportunity for a mix of uses, so that retail and other commercial and public services can be located in close proximity to residential and employee populations, allowing people to walk rather than drive to those services, thereby reducing traffic and other environmental impacts while also providing greater mobility for the expanding senior and youth segments of the population.

The Preferred Land Use Scenario is also based upon careful consideration of the demographic, fiscal, transportation and economic analyses prepared in support of the Envision process, including the Job Growth Projection and Employment Land Demand Report. Accordingly, the Preferred Land Use Scenario reflects substantial job and housing growth capacity at transit locations, particularly in the Downtown, at existing light rail stations, at future bus rapid transit stations and at the future Berryessa and Alum Rock BART stations, and a substantial amount of job growth capacity on existing employment land areas (i.e., North San José, Edenvale, North Coyote Valley), and in proximity to the Milpitas BART station and Cropley Light Rail Station.

Because the Preferred Land Use Scenario does not accommodate the full amount of population growth allocated to San José by ABAG in their Projections 2009, some population growth will potentially need to be absorbed by other locations within the Bay Area beyond the amount projected by ABAG for those locations. Similarly, by including capacity for a higher level of job growth, the General Plan anticipates that a greater share of the Bay Area's projected job growth could occur within San José. San José will continue to coordinate with ABAG as they continue to update their projections on a biannual basis or as part of the development of the SB375 required Sustainable Communities Strategy for the Bay Area region.

Scenario 7 – Revised Preferred Land Use Scenario

A final Preferred Land Use Scenario (Scenario 7) was developed to be used as the "Project" for analysis in the Envision Environmental Impact Report (EIR). Scenario 7 is very similar to Scenario 6, but includes one modification in the distribution of job growth capacity. At the Envision Urban Village planning charrette, conducted on November 1, 2010, Task Force members indicated that the Urban Village areas could accommodate additional job growth. At the same time, as the Regional Wastewater Facility planning process has progressed, the City's consultants assisting with the preparation of the Plant Master Plan have suggested that Scenario 6 included more job growth within the Alviso area than could be feasibly accommodated on the Plant and other Alviso employment lands. Further, in consideration of how the City might best minimize the overall Vehicle Miles Travelled (VMT) of future residents, and therefore reduce potential Greenhouse Gas emissions, transferring planned job growth from Alviso, which is not well-served by transit, to the light rail corridor should help to reduce automobile travel. In response to these concerns, planned job growth capacity was redistributed from Alviso to the Light Rail Urban Village Growth Areas for Scenario 7.

For Scenario 7, the Alviso Growth Area includes planned growth capacity of 25,520 new jobs, a reduction of 11,080 jobs from the planned growth capacity of 36,600 jobs included in Scenario 6. To maintain the total planned job growth capacity in the Envision Plan, the number of jobs planned within Light Rail Village areas was raised from 20,700 to 27,120 jobs.

Scenario 7A – Preferred Land Use Scenario Options

Two Land Use/Transportation Diagram options (pending General Plan Amendments referred to as: iStar/GP07-02-01 and Rancho del Pueblo/GP10-05-01) were incorporated into the Envision DEIR analysis as Scenario 7A so that the San Jose City Council would be able to consider these options as part of their consideration of the Envision General Plan Update. The City Council indicated the direction to include these options in the DEIR was not intended to indicate support for either option, but to provide for their continued analysis and additional community outreach.

Accordingly, traffic modeling was prepared for one additional scenario (Scenario 7A) that included both land use options showing additional housing growth potential at two proposed locations. In order to maintain the overall citywide amount of job and housing growth capacity as previously recommended by the Task Force and accepted by the City Council, Scenario 7A included offsetting adjustments to the planned job and housing growth capacity for other Envision Growth Areas. Generally, housing growth capacity was moved as needed from the nearest Urban Village locations while retaining adequate growth capacity to allow for some future residential development within those Village areas. The job growth allocated for the iStar site was reallocated to the Blossom Hill Road/Snell Avenue Light Rail Urban Village in order to take advantage of potential growth capacity identified for this Village through the Task Force Urban Village planning charrette exercise and promote transit use. The Envision Preferred Land Use Scenario included significant new job growth capacity within the Edenvale Redevelopment Area so that with

the amount moved to the Blossom Hill Road Snell Avenue Light Rail Village, the Edenvale Redevelopment Area retained job capacity at a level greater than that requested by the City Council.

Because these two options are located in separate areas of the city with independent traffic characteristics, preliminary analysis indicated that a single traffic model run could analyze both the independent and cumulative effects of considering these options as part of the Envision General Plan Update process.

Envision Draft Environmental Impact Report

(To be completed based upon outcome)

City Council Adoption of the Envision General Plan

(To be completed based upon outcome)

Relationship to Previous General Plan Diagram

APPENDIX 4

Relationship of Envision San José 2040 General Plan Land Use Designations to the Focus on the Future San Jose 2020 General Plan Land Use Designations.

One goal of the Envision San José 2040 General Plan update was to generalize and simplify the General Plan Land Use/Transportation Diagram. Accordingly, the number of designations used on the Diagram was consolidated as part of the update process. While the designation for some properties was specifically changed through the Envision process, generally for properties that were not specifically considered, the Focus on the Future San Jose 2020 General Plan Land Use/Transportation Diagram designations were replaced with new designations for the Envision San José 2040 General Plan as indicated in the following table.

Land Use Category	Envision San Jose 2040 General Plan Land Use / Transportation Diagram Designation	Residential Density*	FAR	Typical Height (Stories)	Focus on the Future San Jose 2020 General Plan Land Use / Transportation Diagram Designations
Mixed Use	Downtown	up to 350 du/ac	up to 15.0	3 to 30	Core Area
	Urban Village	up to 250 du/ac	up to 10.0	5 to 25	n/a
	Mixed Use Commercial	up to 50 du/ac	0.5 to 3.0	1 to 6	Combined Commercial/Industrial w/ Live Work Overlay, Combined Residential/Commercial, some Neighborhood/ Community Commercial, some Transit Corridor Commercial, some General Commercial
	Transit Residential	50-250 du/ac	2.0 to 12.0	5 to 25	Transit Corridor Residential
	Urban Residential	30-95 du/ac	1.0 to 4.0	3 to 12	High Density Residential
	Mixed Use Neighborhood	up to 30 du/ac	0.25 to 2.0	1 to 3.5	12-25 du/ac, Victorian Preservation/ Mixed Use, Evergreen Village Center
Employment	Commercial Downtown		up to 15.0	3 to 30	Core Area
	Transit Employment Center		up to 12.0	4 to 25	NSJ Industrial Core Area, Alviso Plant Buffer Lands, Edenvale
	Regional Commercial		up to 12.0	1 to 25	Regional Commercial, General Commercial
	Neighborhood/Community Commercial		up to 2.0	1 to 4	Neighborhood/Community Commercial, Office, some Transit Corridor Commercial, some General Commercial
	Combined Industrial Commercial		up to 12.0	1 to 24	Combined Industrial Commercial, Industrial Park/General Commercial, Industrial Park with Mixed Industrial Overlay, River Commercial
	Industrial Park		up to 10.0	2 to 15	Industrial Park, Campus Industrial
	Light Industrial		up to 1.5	1 to 3	Light Industrial
	Heavy Industrial		up to 1.5	1 to 3	Heavy Industrial

Land Use Category	Envision San Jose 2040 General Plan Land Use / Transportation Diagram Designation	Residential Density*	FAR	Typical Height (Stories)	Focus on the Future San Jose 2020 General Plan Land Use / Transportation Diagram Designations
Residential	Residential Neighborhood	typically 8 du/ac**	up to 0.7	1 to 2.5	5, 8, & 8-16 du/ac designations
	Rural Residential	up to 2 du/ac	up to 0.35	1 to 2.5	1, 2, & 3 du/ac designations
	Lower Hillside	up to 1 du/5 ac	up to 0.35	1 to 2.5	Urban Hillside, Rural Residential
Other	Public/Quasi-Public				Public/Quasi-Public, Utilities
	Transportation and Utilities				Public/Quasi-Public, Utilities
	Agriculture	up to 1 du/20 ac	up to 0.35	1 to 2.5	Agriculture
	Private Recreation and Open Space				Private Recreation, Private Open Space
	Open Space, Parklands and Habitat				Public Park and Open Space, Open Space/Trails, Public Facilities
	Open Hillside	up to 1 du/20 ac	up to 0.02		Non-Urban Hillside, Public Park and Open Space (hillsides outside of UGB), Private Recreation (hillsides outside of UGB)

Notes

Refer to General Plan text for a full discussion of intent and supported used for each Land Use / Transportation Diagram designation. The information in the above table is provided in order to describe the relationship between the City's former Focus on the Future 2020 General Plan and the current Envision San Jose 2040 General Plan and does not establish policy.

*The allowable density for residential uses that are part of a mixed-use development may be determined by a floor area ratio (FAR) range rather than by residential density range. Allowable density for residential uses that are not part of a mixed use project is typically determined by density range.

**Density range should conform to established neighborhood character, typically approximately 8 DU/AC.

Land Use Category	Envision San Jose 2040 General Plan Land Use / Transportation Diagram Designation	Residential Density*	FAR	Typical Height (Stories)	Focus on the Future San Jose 2020 General Plan Land Use / Transportation Diagram Designations
Overlays and Boundaries	Sphere of Influence				Sphere of Influence
	Urban Growth Boundary				Urban Growth Boundary / Greenline
	Urban Service Area				Urban Service Area
	Urban Reserve				Urban Reserve
	Specific Plan Area Boundary	Meet underlying designation for density & FAR			Specific Plan, Planned Community, or Planned Residential Community Overlay
	Urban Village Area Boundary	Meet underlying designation for density & FAR			
	Neighborhood Business District	Meet underlying designation for density & FAR			Neighborhood Business District Overlay
	Downtown Employment Priority Area Overlay	800 du/ac	4.0 to 30.0	3 to 30	Core Area
	Transit Employment Residential Overlay	55 to 250 du/ac	2.0 to 12.0	5 to 25	Transit Employment Residential (North San Jose)
	Preferred Hotel Site Overlay		1.5 to 12.0	4 to 25	Industrial Park/Preferred Hotel Site, Transit Corridor Residential/Limited Hotel Expansion
	Floating Park Site				Floating Park
	Open Hillside Golf Course Site	up to 1 du/20 ac			Private Recreation (hillsides outside of UGB)
	CalTrain Stations and CalTrain Line				CalTrain Stations and CalTrain Line
	Proposed BART Stations and BART Line				Proposed BART Stations & BART Line
	Existing and Proposed Light Rail Stations and Light Rail Lines				Existing and Proposed Light Rail Stations and Light Rail Line
	Solid Waste & Candidate Solid Waste Disposal Site				Solid Waste and Candidate Solid Waste Disposal Site
	Area Development Policy				Area Development Policy

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Growth Areas Planned Capacity



The Envision San José 2040 General Plan supports significant amounts of planned job and housing growth capacity. Based upon the land uses designated on the General Plan Land Use/Transportation Diagram and accompanying policies contained within the text of General Plan document, the General Plan is intended to support the addition of 470,000 new jobs and 120,000 new housing units within San José. Much of this growth capacity is planned for specifically identified Growth Areas which have a high degree of access to transit and/or other infrastructure, proximity to retail and other services and strategic locations which support surrounding neighborhoods. These Growth Areas are also planned to develop at higher densities and with a mix of land uses in order to foster walking, bicycle and transit use and the formation of community identity.

The following table identifies the amount of job and housing growth capacity planned for each of the Growth Areas. This data will be used for the preparation of Urban Village Plans and for the evaluation of proposed future General Plan amendments as required by policies contained within this Plan.

Table: Planned Job Capacity and Housing Growth Areas

Updated: 12/14/2021

Planned Job Capacity and Housing Growth Areas							
751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER							
Existing 2008 Development: 369,450 Jobs & 309,350 DU							
Growth Above Existing: 382,000 Jobs & 120,000 DU							
		CAPACITY			**TRACKING**		
	Gross Acres	**Planned Job Capacity**	**Planned Housing Yield (DU)**		**Base**	**Planned DU Growth Capacity for Urban Villages**	**NSJ ADP**
					Already Entitled	***Remaining Capacity***	***Phases 2-4***
Total Plan Growth Capacity		**382,000**	**120,000**		**38,787**	**57,667**	**23,546**
Downtown							
Downtown (including Diridon Station Area Urban Village) (v)	943	105,809	27,779		10,705	17,074	
Downtown Sub-Total		**105,809**	**27,779**		**10,705**	**17,074**	
Specific Plan Areas							
Communications Hill Specific Plan	942	1,700	2,775		2,775		
Jackson-Taylor Residential Strategy	109	100	1,190		656	534	
Martha Gardens Specific Plan	145	0	1,760			1,760	
Midtown Specific Plan	125	841	800		0	800	
Tamien Station Area Specific Plan	149	600	1,060		169	891	
Alviso Master Plan (v)	10,730	18,700	70			70	
Evergreen Specific Plan	879	0	25		25		
Specific Plan Sub-Total		**21,941**	**7,680**		**3,625**	**4,055**	
Employment Land Areas							
Monterey Business Corridor (v)	453	1,095	0				
New Edenvale	735	10,000	0				
Old Edenvale Area (Bernal)	474	15,000	780		780		
Evergreen Campus Industrial Area	368	10,000	0				
North San José (including Rincon South)	4,382	100,000	32,640		9,094		23,546
VT1 - Lundy / Milpitas BART	167	16,350	0				
Berryessa / International Business Park (v)	497	4,583	0				
Mabury (v)	290	7,863	0				
East Gish (v)	495	2,300	0				
Senter Road (v)	361	2,275	0				
VT5 - Santa Clara / Airport West (FMC)	94	1,600	0				
VT7 - Blossom Hill / Monterey Rd	24	1,940	0				
VR16 - S. Capitol Av / Capitol Expy	2	100	0				
VR24 - Monterey Hwy / Senter Rd	35	100	0				
VR26 - E. Capitol Expy / McLaughlin Dr	16	100	0				
VR27 - W. Capitol Expy / Vistapark Dr	15	100	0				
C42 - Story Rd (v)	223	1,823	0				
C45 - County Fairgrounds	184	100	0				
Employment Land Sub-Total		**175,329**	**33,420**		**9,874**		**23,546**
Regional Transit Urban Villages							
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	16,502	6,516		1,416	5,100	
VT3 - Five Wounds BART	74	4,050	845			845	
VT4 - The Alameda (East)	46	1,610	411		177	234	
VT6 - Blossom Hill / Hitachi	142	0	2,930		2,930		
VT8 - Capitol Caltrain Station Area	16	100	700			700	
Regional Transit Villages Sub-Total		**22,262**	**11,402**		**4,523**	**6,879**	
Local Transit Urban Villages (Existing LRT)							
VR8 - Curtner Light Rail / Caltrain (v)	69	500	496		61	435	
VR9 - Race Street Light Rail (v)	123						
A (west of Sunol)		2,000	1,937		532	1,405	
B (Reed & Graham Site)		1,200	675			675	
VR10 - Capitol / 87 Light Rail (v)	56	650	681			681	
VR11 - Penitencia Creek Light Rail	24	0	384			384	
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	628			628	
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	870			870	
VR14 - N. Capitol Ave / Mabury Rd	5	100	276			276	
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,074		188	886	
VR17 - Oakridge Mall and Vicinity (v)	380						
A (Cambrian / Pioneer)		2,375	1,100			1,100	
B (Edenvale)		2,615	1,300			1,300	
VR18 - Blossom Hill Rd / Cahalan Av	30	500	533			533	
VR19 - Blossom Hill Rd / Snell Av	64	500	364		155	209	
CR20 - N. 1st Street	132	2,520	1,678		448	1,230	
CR21 - Southwest Expressway (v)	170	750	3,007		339	2,668	
Local Transit Villages (Existing LRT) Sub-Total		**16,210**	**15,003**		**1,723**	**13,280**	
Local Transit Urban Villages (Planned BRT/LRT)							
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250		250	0	
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	67			67	
CR28 - E. Santa Clara Street							
A (West of 17th Street)	74	795	850		86	764	
B (Roosevelt Park)	51	605	650		80	570	
CR29 - Alum Rock Avenue							
A (Little Portugal)	18	100	410		71	339	
B (Alum Rock)	72	870	1,010		187	823	
C (East of 680)	61	650	1,175			1,175	
CR30 - The Alameda (West)	21	200	400			400	
CR31 - W. San Carlos Street		980	1,245		395	850	
CR32 - Stevens Creek Boulevard	269	8,500	3,860		508	3,352	
Local Transit Villages (Planned BRT/LRT) Sub-Total		**14,300**	**9,917**		**1,577**	**8,340**	
Commercial Corridor & Center Urban Villages							
C34 - Tully Rd / S. King Rd	102	900	119			119	
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635		1,768	867	
C36 - Paseo de Saratoga and Vicinity	174	1,500	1,069			1,069	
C37 - Santa Teresa Bl / Bernal Rd	75	850	57			57	
C38 - Winchester Boulevard	300	2,000	2,200		441	1,759	
C39 - S. Bascom Avenue (North)	215	1,500	1,560		755	805	
C40 - S. Bascom Avenue (South) (v)	117	500	269		74	195	
C41 - Saratoga Avenue (v)	159	1,500	616		391	225	
C43 - S. De Anza Boulevard (v)	84	2,140	508		45	463	
C44 - Camden / Hillsdale Avenue	108	2,000	450			450	
Commercial Corridor & Center Villages Sub-Total		**21,390**	**9,483**		**3,474**	**6,009**	
Neighborhood Villages							
V47 - Landess Av / Morrill Av	16	100	65				
V48 - Piedmont Rd / Sierra Rd	11	100	40				
V49 - McKee Rd / Toyon Av	25	0	43				
V50 - McKee Rd / White Rd (v)	19	100	68		7		
V53 - Quimby Rd / S. White Rd	19	100	66				
V54 - Aborn Rd / San Felipe Rd	37	100	71				
V57 - S. 24th St / William Ct (v)	52	100	217		67		
V58 - Monterey Rd / Chynoweth Rd	37	100	82				
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	47				
V60 - Santa Teresa Bl / Snell Av	11	0	69				
V61 - Bollinger Rd / Miller Av	13	100	94			1,430	
V62 - Bollinger Rd / Lawrence Expy	11	100	50				
V63 - Hamilton Av / Meridian Av	53	500	150				
V64 - Almaden Expy / Hillsdale Av	49	400	84				
V65 - Foxworthy Av / Meridian Av	16	100	110		55		
V67 - Branham Ln / Meridian Av	18	100	59				
V68 - Camden Av / Branham Ln	21	200	50				
V69 - Kooser Rd / Meridian Av	34	200	71				
V70 - Camden Av / Kooser Rd (v)	49	100	56				
V71 - Meridian Av / Redmond Av	10	0	67				
Neighborhood Villages Sub-Total		**3,000**	**1,559**		**129**	**1,430**	
Other Identified Growth Areas							
Non-Growth Area Neighborhood Business Districts	-	0	600			600	
Vacant Lands	558	1,759	1,460		1,460	0	
Entitled & Not Built	513	0	1,697		1,697	0	
Other Identified Growth Areas Sub-Total		**1,759**	**3,757**		**3,157**	**600**	

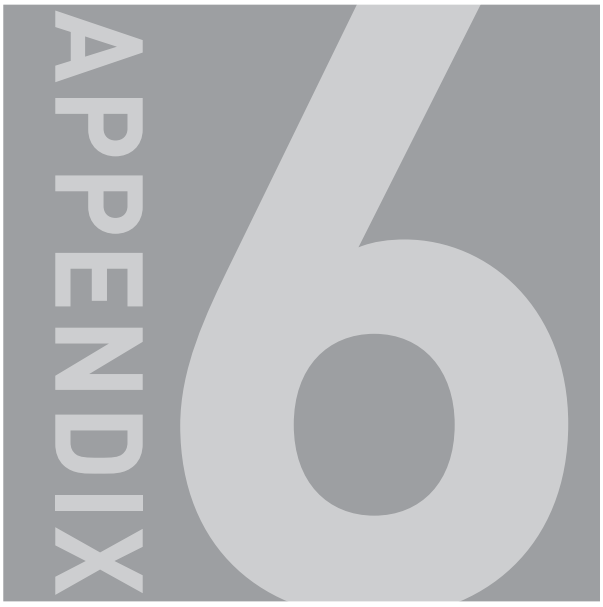
Notes:

DU = Dwelling Units (Occupied and Vacant)

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

Urban Village Planning Guidelines



Guidelines for the Preparation of Urban Village Plans Consistent with the Requirements of the General Plan

The development of Urban Villages to accommodate future job and housing growth is a key component of the Envision San José 2040 General Plan. The General Plan Land Use/Transportation Diagram and policies establish a framework for this development. The General Plan Appendices provide supplemental information to the main text of the General Plan document and do not establish additional policy. Accordingly, the following text provides a methodology for the fulfillment of General Plan goals, policies and actions associated with the preparation of Urban Village Plans and the implementation of development within an Urban Village area. This Appendix may be updated and amended as necessary without a General Plan Amendment.

Components of the Urban Village Plan

Specific requirements for the preparation of Urban Village Plans are set forth in the policies of Chapter 7 – Implementation, Goal IP-5. The following section provides further guidance on how to best meet these requirements.

Job and Housing Growth Capacity

The Urban Village Plan is required to support the full amounts of planned job and housing growth capacity[1]. A variety of elements should be included within the Urban Village Plan to meet this requirement.

A central goal of this General Plan is to achieve a jobs to employed resident ratio of 1.1 for San José. Experience indicates that there are inherently a wide variety of obstacles that make it difficult to realize the planned amounts of job growth. In contrast, experience indicates that planned amounts of housing growth will be readily accomplished and that if allowed, residential development will take place on land proactively planned for employment uses. Therefore it is necessary to insure that Urban Village Plans in particular incorporate provisions to protect job growth sites and the overall planned amount of job growth capacity.

To provide adequate job growth capacity, the Urban Village Plan should support as a minimum a total amount of employment development (e.g., retail, office, industrial, other commercial, etc. square footage) equal to 300 square feet for each planned new job plus the total amount of existing square footage already developed within the Urban Village area for employment uses. The total amount of job growth capacity for the Urban Village Plan is thus calculated by surveying existing square footage and then adding 300 square feet for each planned job (refer to the table in Appendix 5). The Urban Village Plan will then identify adequate areas to support this amount of square footage for employment use (identified as the Urban Village Plan employment "Objective") per the methodology described below.

To provide adequate housing growth capacity, the Urban Village Plan should support residential growth capacity at least equivalent to the existing number of residential units within the Urban Village area plus the planned number of residential units (refer to the table in Appendix 5) taking into consideration restrictions on building heights and footprints and requirements for employment areas which will constrain the area available for residential development. The area needed to accommodate this capacity is calculated using 1,000 square feet per unit. (A survey identified 1,000 square feet as the average size of units for recent Urban Village type development projects within San José. This factor may be updated to reflect current development trends). The Urban Village Plan will

1 The Urban Village Plan must incorporate land uses and development standards that make at least this amount of development feasible. Because General Plan Land Use/Transportation Diagram designations allow for a range of development densities and because the City does not regulate specific job amounts, the number of jobs and housing units actually developed within the Urban Village area will vary from the planned capacity.

then identify adequate areas to support this amount of square footage for residential use (identified as the Urban Village Plan residential "Objective") per the methodology described below.

A key element of the Urban Village Plan will be a land use diagram that establishes parameters for future development by identifying:

1. Properties within the Urban Village Area Boundary which will not be available for redevelopment (e.g., existing or new parklands, public facilities or cultural facilities to be in place through the timeframe of the Urban Village Plan).

2. Sub-areas not suitable for mixed-use development (e.g., areas that should be reserved only for employment uses or only for residential uses) and projected development yields for those sub-areas.

3. Sub-areas which are suitable for mixed-use development. Mixed-Use areas should identify a minimum amount of square footage for employment uses to be achieved within the sub-area. This minimum may be achieved by requiring a minimum Floor Area Ratio (FAR) for employment uses to be met by any mixed-use project developed within the Urban Village. This FAR may be distributed in any fashion (e.g., vertical mixed-use or horizontal mixed-use) provided that the total amount of development in the project meets the requirement.

4. An "Objective" amount of job or housing growth for each sub-area that corresponds to the typical square footage or dwelling unit yields for sites with corresponding character (e.g., projected yield taking into consideration height limits, required setbacks, parking needs, and economic feasibility) or to the amount that would be produced by meeting minimum FAR requirements included within the Urban Village Plan.

The Urban Village Plan should also take into consideration the feasibility of achieving planned development densities as influenced by the size and ownership of existing parcels, the redevelopment potential given existing land uses, and the feasibility of public or private assembly of multiple parcels to create larger development sites.

Example

An Urban Village Plan is prepared for an Urban Village area planned to support 500 new jobs and 400 new dwelling units. A survey of the Urban Village Plan area identifies 50,000 square feet of existing employment uses (equivalent to 165 jobs) and 60 existing dwelling units. The Urban Village Plan must therefore support a total of at least 200,000 square feet of employment uses (50,000 plus 300 square feet for each new job) and at least 460 dwelling units (equivalent to 460,000 square feet). An Urban Village Plan is prepared that includes a land use diagram which designates five sub-areas as follows:

1. Area 1 – Developed with public library, not planned for redevelopment.

2. Area 2 – Four acre area reserved for residential development with a maximum height of 35 feet, anticipated to yield 60 dwelling units.

3. Area 3 – Three acre area reserved for employment uses, anticipated to be developed with 90,000 square feet (projected FAR of 0.7) supporting 300 jobs.

4. Area 4 – Five acre area planned for mixed-use development with a maximum height of 60 feet and a minimum employment FAR requirement of 0.25, anticipated to be developed with 50,000 square feet of employment uses (supporting 180 jobs) and 100 dwelling units.

5. Area 5 – Six acre area planned for mixed-use development with a maximum height of 130 feet and a minimum employment FAR requirement of 0.35, anticipated to be developed with 60,000 square feet of employment uses, 300 dwelling units and provide 1.5 acres for expansion of existing park site.

Urban Village Boundaries and Land Uses

As part of the preparation of the Urban Village Plan, the specific Urban Village Plan Area Boundary and the Land Use/Transportation Diagram designations within that boundary should be evaluated. Possible modifications to the boundary and designations may then be made as part of the next annual General Plan amendment hearing process. If sub-areas have been identified for exclusive uses within the Urban Village Plan area, it is appropriate to change the designation for such sites on the Land Use / Transportation Diagram to align with the planned land uses and densities.

Building Heights and Densities

While the Urban Village designation supports high density development anticipated to result in development of up to 10 stories in height, lower densities or height limits may be necessary in some locations to achieve urban design and neighborhood compatibility goals. The Urban Village Plan may identify height limits and/or minimum or maximum residential densities for sub-areas within the Urban Village Plan Area Boundary. If the Urban Village Plan includes limitations on building heights and/or densities, these limitations can not be inconsistent with achievement of the overall planned amounts of job and housing growth capacity. Because the General Plan, Zoning Ordinance and City's design guidelines also establish policies that potentially limit building heights and densities, further restrictions should only be provided within the Urban Village Plan as necessary to address specific urban design or neighborhood compatibility concerns or to provide greater definition of the future form of the Urban Village consistent with the overall amount of planned growth.

Circulation and Parking

The preparation of an Urban Village Plan should include the development of conceptual circulation and public right of way streetscape improvements that provide a street network to fully develop the planned Urban Village and create complete streets for all modes of transportation. The Plan should include new roadways and/or public easements for vehicle, pedestrian and bicycle circulation routes to provide an adequate street network to support urban form consistent with the City's guidelines for Urban Village or other applicable guidelines. The Plan should take into consideration existing property lines, building footprints, phased implementation of the circulation network and interim

provisions for circulation if appropriate. The Plan should also identify improvements to make the Urban Village more accessible by bicycle and by walking. Urban Village Plans may also develop a parking strategy that identifies creative ways to provide parking that ensures that parking does not detract from achieving the objectives for a given Village Plan. The parking strategy could recommend ways to reduce the amount of parking that would otherwise be provided in more auto-oriented locations. A parking strategy may or may not be appropriate or needed for all Village Plans.

Infrastructure

As part of the preparation of the Urban Village Plan, staff will identify the amount of demand for new parklands generated by the planned amount of residential growth and evaluate opportunities for the development of new parks within the Urban Village area or the expansion of existing park sites within or near to the Urban Village Area. The development of new parks within the Urban Village area should be considered supportive of place-making and urban design policies set forth within the General Plan or other applicable policies. If the number of units will generate sufficient demand to warrant development of a new or expanded park, then the Urban Village Plan should identify potential park sites and/or contain strategies for the development of a new or expansion of an existing park site within or adjacent to the Urban Village through implementation of the City's Parkland Dedication Ordinance. In some instances it may be possible to identify a specific or preferred park site in the Urban Village Plan.

New streets or publicly accessible pedestrian paseos or pathways will be needed for Urban Village areas that contain particularly large parcels and/or existing street patterns that do not promote pedestrian and transit activity. In general, within Urban Village areas, blocks that include residential development should have an average perimeter length of 1,600 feet or less, as bounded by public streets or private streets designed to meet public street standards. In some instances a publicly accessible paseo or pathway may be used to define block size and provide for pedestrian access in lieu of a street, provided that the paseo is designed to ensure comfortable, public access through the site area.

The Urban Village Plan may contain background information and/or policies related to underground infrastructure (e.g., storm and sewer systems) if needed to address unique situations within an Urban Village area. For example, the Urban Village Plan may identify known infrastructure capacity constraints that will need to be addressed in order to implement the full planned growth capacity. In most cases the City's standard development practices will provide an adequate means of addressing infrastructure needs as development takes place.

Urban Character

Urban design policies incorporated into the General Plan and within the City's Design Guidelines, Zoning Ordinance, and other policies provide a policy framework consistent with the development of attractive, pedestrian-friendly, urban character within Urban Village areas. In some cases additional policies that address specific issues unique to a particular Urban Village area may provide additional useful guidance and so may be included within the Urban Village Plan.

Greenhouse Gas Reduction/Sustainability

Consistent with State law, land uses are designated on the Envision San José 2040 General Plan Land Use/Transportation Diagram with the intent of reducing the City's contribution to greenhouse gases by reducing the need for automobile travel. The Urban Villages are a key component of this land use plan and their implementation will help the City to achieve its Greenhouse Gas Reduction and Sustainability goals. To meet this objective, the components of the Urban Village Plan should support the development of a high-density, mixed-use environment well designed to foster pedestrian activity and use of available transit facilities.

Financing

This is an optional element of the Urban Village Plan. In some instances preparation of an Urban Village Plan may be used to provide policy guidance and/or strategies for the provision of financing of construction and/or maintenance of public infrastructure, facilities or amenities. Because other City policies and ordinances can also direct the implementation of the Plan, a financing element should generally only be developed when prompted by special circumstances or community interest so that development of such additional policies or strategies should not unduly delay the completion of the Urban Village planning process.

Implementation

The Implementation section should identify a zoning strategy to implement the Village Plan. This strategy should identify where existing zoning districts should be applied to private property within a Village, and could identify the need for modifications to existing zoning districts or modifications to other zoning provisions to implement the Village Plan. The intent is that property rezonings and/or code revisions would occur following the completion and approval of a Village Plan. Where funding is available, these code changes and property rezonings could be proactively initiated by the City. If funding is not available, then the rezoning of individual properties would occur, consistent with the Village Plan and zoning strategy, as individual development projects are proposed.

The implementation section of the Plan may also include policies or additional strategies to guide implementation. Because other City policies and ordinances can also direct the implementation of the Plan, the Implementation section should only develop or recommend new policies or ordinances when the existing policy or ordinance framework does not adequately facilitate the implementation of the given Village Plan.

Signature Projects

General Plan Implementation Policy IP 5-10 establishes criteria for the consideration of "Signature Projects" which may receive Planning entitlements (e.g., zoning and/or site development permits) prior to the preparation of an Urban Village Plan. Part 2 of Policy IP 5-10 states that Signature Projects must:

> "Incorporate job growth capacity above the average density of jobs/acre planned for the developable portions of the entire Village Planning area and, for portions of the Signature project that include housing, those portions incorporate housing density at or above the average density of dwelling units per acre planned for the entire Village Planning area."

Because of the wide variety of existing conditions that can be found within planned Urban Village areas, careful consideration needs to be given to the determination of average density for jobs and housing. The area of developable portions should be calculated by excluding any areas within the Urban Village Area boundary that have been recently entitled and/or which are already developed at a density consistent with the Urban Village designation. Similarly, parcels which are partially developed at Urban Village densities should only count partially toward the calculation of available land area (e.g., only the undeveloped half of a parcel that is developed on 50% of the site area with a 4-story building would considered as a developable portion of the Urban Village area).

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Noise Study & Maps

APPENDIX 7

See separate report, *Envision San Jose 2040 General Plan Comprehensive Update Environmental Noise Assessment* dated December 7, 2010

Greenhouse Gas Reduction Strategy



See separate, *Greenhouse Gas Reduction Strategy for the City of San Jose*, dated June 2011

Neighborhood Business District Maps

APPENDIX 9

See attached location maps for the following NBDs

- East Santa Clara Street
- The Alameda and West San Carlos Street
- Alum Rock Avenue
- Story Road
- Winchester Boulevard
- Japantown and North 13th Street / Luna Park
- Willow Glen and Willow Street

East Santa Clara Street NBD

The Alameda and West San Carlos Street NBDs

Alum Rock Avenue NBD

Story Road NBD

Winchester Boulevard NBD

Japantown and North 13th Street / Luna Park NBDs

Willow Glen and Willow Street NBDs

Record of General Plan Amendments

APPENDIX 10

2013 Cycle

FILE NO. GP13-005 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood to Urban Residential on a 2.4 gross acre site, located on the west side of Race Street, 170 feet south of Park Avenue (250 Grand Avenue) (Race Street Investments LLC, Owner). Council District 6. CEQA: Addendum to the Race Street Terrace Mitigated Negative Declaration. (RESOLUTION NO. 76856, Approved 11-19-2013)

FILE NO. GP13-006 A privately-intiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Mixed-Use Neighborhood on 1.0 gross acre site, located on the west side of Thornton Way, approximately 260 feet northerly of Maywood Avenue. (Plaza III, Owner). Council District 6. CEQA: Mitigated Negative Declaration, Resolution 76847. (RESOLUTION NO. 76856, Approved 11-19-2013)

FILE NO. GP13-007 A City-intiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood to Transit Residential to align with the Jackson-Taylor Specific Plan on a 5.28 gross acre site, located at/on the block bounded by E. Taylor St., N. 7th St., Jackson St., and N. 6th St. (City of San José, Owner). Council District 3. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041, and Addenda thereto. (RESOLUTION NO. 76856, Approved 11-19-2013)

FILE NO. GP13-019 A City-intiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Rural Residential to Residential Neighborhood on approximately 1.38 acres and Open Space, Parklands and Habitat on approximately 0.44 acres to align with the previously approved General Plan Amendment (File No. GP07-10-01 approved in 2010) on a 1.82 gross acre site, located on the east side of Almaden Expressway, approximately 1,320 feet southerly of Winfield Boulevard (6082 Almaden Expressway) (Mazzone Benjamin W. Trustee & et al, Owner). Council District 10. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 76856, Approved 11-19-2013)

FILE NO. GP13-020. A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram land use designation of a 308-acre portion of the San José/Santa Clara Water Pollution Control Plant from Public/Quasi-Public to Industrial Park (81 acres), Light Industrial (31 acres), Neighborhood Community Commercial (5 acres), Combined industrial/Commercial (11 acres) and Open Space, Parklands and Habitat (80 acres) located at the southern end of the San Francisco Bay within the northernmost portion of the City of San José immediately north of State Route 237, west of Interstate 880. (700 Los Esteros Road, APN 015-31-024+) (Cities of San José

and Santa Clara, Owners). Council District 4. CEQA: San José/Santa Clara Water Pollution Control Plant Master Plan EIR, Resolution 76858. (RESOLUTION NO. 76856, Approved 11-19-2013)

FILE NO. GP13-022 Adoption of the Roosevelt Park Urban Village Plan, the Five Woounds Urban Village Plan, the 24th and Williams Street Urban Village Plan, and the Little Portugal Urban Village Plan. Council Districts: 3 and 5. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 76856, Approved 11-19-2013)

2014 Cycle

FILE NO. PP09-163 Adoption of the Diridon Station Area Plan and related land use amendments to the Envision San José 2040 General Plan pursuant to Title 18 of the San José Municipal Code. Council District 6. CEQA: Diridon Station Area Plan Environmental Impact Report, Resolution No. 77096. (RESOLUTON NO. 77098, Approved 06-17-2014)

FILE NO. GP13-002 A City-intiated General Plan Amendment to change the Land-Use/Transportation Diagram to reduce the number of acres designated Urban Residential (30-95 DU/AC) and Open Space, Parklands & Habitat; add the Mixed Use Neighborhood designation (up to 30 DU/AC) to 109 acres and Mixed Use Commercial to 5 acres; change the location of 55 acres designated Industrial Park; delete the Rural Residential (2 DU/AC) and Neighborhood/Community/Commercial designations within the Communications Hill Specific Plan area generally located on the south side of the Union Pacific Railroad tracks, west of Hillsdale Avenue, northerly of Adeline Avenue and Altino Boulevard, and easterly of Highway 87 at the terminus of Carol Drive. (MTA Properties LP Robert Bettencourt, Owner; KB Home South Bay, Inc., Peter Lezak, Developer). Council Districts: 6 & 7. CEQA: Use of the Communications Hill 2 Project Subsequent EIR, Resolution No. 77172. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-008 A City-intiated General Plan Amendment to change the Land-Use/Transportation Diagram land use designation from Mixed Use Neighborhood to Neighborhood/Community Commercial to reflect the existing retail use on an approximately 3.92 gross acre site, located on the south side of Aborn Road, approximately 300 feet east of Silver Creek Road (1900 Aborn Road) (Evergreen Valley Estates LLC, Owner). Council District: 8. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-010 A City-intiated General Plan Amendment to change the Land-Use/Transportation Diagram land use designation from Public/Quasi-Public to Residential Neighborhood to reflect the existing residential use of three parcels totaling approximately 0.91 gross acres, located on the east side of San Tomas Expressway between the southern

terminus of Coakley Drive and northern terminus of Vicar Lane (855 Coakley Drive; 925 Vicar Lane; 929 Vicar Lane) (Multiple Owners). Council District: 1. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-011 A City-intiated General Plan Amendment to change the Land-Use/ Transportation Diagram land use designation from Open Space, Parklands and Habitat to Residential Neighborhood to align with the existing residential use on a 3.05 gross acre site located at 1452 and 1460 Cote de Rosa and 1472, 1477, 1478, 1484, 1486, and 1489 Corte de Maria (Edenbridge Capital Parts LP, Owner). Council District: 10. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-012 A City-intiated General Plan Amendment to change the Land-Use/ Transportation Diagram land use designation from Lowe Hillside to Public/Quasi-Public to reflect the existing religious assembly use on an approximately 1.7 gross acre site located at the northeast corner of Clayton Road and Hickerson Drive (10160 Clayton Road) (Hillhouse Construction Company Inc., Owner). Council District: 5. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-013 A City-intiated General Plan Amendment to change the Land-Use/ Transportation Diagram land use designation from Residential Neighborhood to Public/ Quasi-Public to reflect the existing education-related use on a 1.4 acre portion of an approximately 6.4 gross acre site located at the southwest terminus of Trinity Place (3235 Union Avenue) (Campbell Union HSD, Owner). Council District: 9. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-014 A City-intiated General Plan Amendment to change the Land-Use/ Transportation Diagram land use designation from Industrial Park to Public/Quasi-Public to reflect the existing public use (police substation) on a 10.5 gross acre site located at the southwesterly corner of Great Oaks Parkway and Perimeter Road (6087 Great Oaks Parkway) (City of San José, Owner). Council District: 2. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto.(RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP13-015 A City-intiated General Plan Amendment to change the Land-Use/ Transportation Diagram land use designation from Open Space, Parklands and Habitat to Public/Quasi-Public to reflect the existing uses on an approximately 0.76 gross acre site located on the east side of Ruby Avenue approximately 375 feet south of Aborn Road (3100 Ruby Avenue) (City of San José, Owner). Council District: 8. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION

NO. 77173, Approved 09-30-2014)

FILE NO. GP13-016 A City-initiated General Plan Amendment to change the Land-Use/Transportation Diagram land use designation from Public/Quasi-Public to Urban Residential on an approximately 0.38 gross acre site located on the northwest corner of Gallup Drive and Mesa Drive (5647 Gallup Drive & 1171 Mesa Drive) (Successor Agency to the San José Redevelopment Agency, Owner). Council District: 10. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP14-004 A City-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood Community Commercial to Residential Neighborhood on a 1.35 gross acre site located easterly of North Capitol Avenue approximately 470 feet south of Sierra Road (1280, 1284, and 1288 North Capitol Avenue) (Lean E. Scimeca, Owner). Council District: 4. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP14-006 A City-initiated General Plan Amendment to change the Land-Use/Transportation Diagram land use designation from Open Space/ Parklands/Habitat to Downtown on a 0.13 gross acre site located at the southwest corner of West Julian Street and North Almaden Boulevard, approximately 125 feet westerly of North Almaden Boulevard, 150 feet northerly of West St. John Street, and 200 feet southerly of West Julian Street (APNs: 259-30-105 & 259-30-106) (Silicon Valley Homes LLC, Owner). Council District: 3. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP14-007 A City-initiated General Plan Amendment to change the Land-Use/Transportation Diagram land use designation from Mixed Use Commercial to Urban Residential on an approximately 0.6 acre portion of two adjoining parcels with a combined area of 2.9 acres located on the east side of Sunol Street approximately 100 feet north of West San Carlos Street (258 and 270 Sunol Street) (Santa Clara County Board of Education and James R. Marcus Trustee, Owners). Council District: 6. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution No. 76041 and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014).

FILE NO. GPT13-002 Adoption of the Communications Hill Specific Plan Area Development Policy. Council District - Citywide. CEQA: Communications Hill 2 Project Subsequent Environmental Impact Report, Resolution No. 77172, and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GPT14-001 A City-initiated General Plan Text Amendment to incorporate the attached draft 2014-2023 Housing Element to the General Plan to comply with State

Housing Element Law (Government Code sections 65580-65589.9). Council District - Citywide. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041 and addenda thereto, Downtown Strategy 2000 EIR Resolution 72767 and Addenda thereto; the North San José Development Policies EIR, Resolution 72768, and addenda thereto; and the Diridon Station Area Plan EIR, Resolution 77096, and Addenda thereto. (RESOLUTION NO. 77271, Approved 01-27-2015)

FILE NO GPT14-004 A City-initiated General Plan Text Amendment to amend Policy No. IP-5-5 relating to Urban Village areas to prohibit the conversion of commercially designated land for residential purposes. Council District - Citywide. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GPT14-006 A City-initiated General Plan Text Amendment to change the Downtown Land Use designation to increase the maximum number of residential units per acre (DU/AC) from 350 DU/AC to a maximum of 800 DU/SC for the Downtown land use designation. Council District - Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77173, Approved 09-30-2014)

FILE NO. GP12-001/GPT14-008 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram from Combined Industrial/Commercial on an approximately 73 gross acre site to Combined Industrial/Commercial on 28 acres, Mixed Use Neighborhood on approximately 35 acres, and Urban Residential on approximately 10 acres, located on the east side of Perimeter Road, between Great Oaks Boulevard and Miyuki Drive, and a City-initiated General Plan Text Amendment to change the "Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)" Table in the General Plan Appendix 5 to move the growth capacity allocation from four (4) nearby Urban Villages to the project site located at the east side of Perimeter Road, between Great Oaks Boulevard and Miyuki Drive, for up to 780 residential dwelling units (ISTAR San José, LLC, Owner). Council District 2. CEQA: Great Oaks Mixed Use Project Final Environmental Impact Report, Resolution No. 77219. (RESOLUTION NO. 77220, Approved 11-18-2014)

FILE NO. GP14-003. A City-initiated General Plan Amendment to change the Land Use/Transportation Diagram designation from Residential Neighborhood to Mixed Use Neighborhood on a 0.43 acre site, located at the southeast corner of East Julian Street and North 4th Street (298 North 4th Street). Council District 3. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77220, Approved 11-18-2014)

FILE NO. GPT14-007 A City-initiated General Plan Text Amendment to add a new policy to Goal H-1 "Housing – Social Equity and Diversity" that states that the City will facilitate housing affordable to those who are employed in serving industries, driving industries

and business support industries, and to modify Goal H-2 "Affordable Housing" to state that the City's goal is that 15% or more the new housing developed in San José be affordable to low and moderate income households. Council District - Citywide. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77265, Approved 12-16-2014)

2015 Cycle

FILE NO. GP15-001 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Neighborhood to Urban Residential and Combined Industrial/Commercial on an 11.43 acre site located on the northwest corner of N. 10th Street and E. Taylor Street (725 North 10th Street). (The Hanover Company, Owner). Council District: 3. CEQA: Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program, Resolution 77609. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GP15-002 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Industrial Park to Light Industrial on a 4.48 site located north of Silver Creek Valley Road, approximately 210 feet north of Hellyer Avenue (5880 Hellyer Avenue). (Edenvale Land Holdings, LLC., Owner). Council District: 2. CEQA: Negative Declaration, Resolution 77608. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GP15-003 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood/Community Commercial to Residential Neighborhood on a 0.91 acre site located on the southeast corner of Redmond Avenue and Mancuso Street (12360 Redmond Avenue). (Redmond Road Fam, LP., Faz Ulla, Owner). Council District: 10. CEQA: Negative Declaration, Resolution 77612. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GP15-005 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood/Community Commercial to Mixed Use Neighborhood and to remove the site from the South Bascom Avenue Urban Village Boundary on a 0.19 acre site located on the northeast corner of Joseph Avenue and Shamrock Drive (2898 Joseph Avenue). (Jeffery A Schwartz and Cynthia Barry Trustee, Owner). Council District: 9. CEQA: Mitigated Negative Declaration, Resolution 77613. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GPT15-001 A City-initiated General Plan Text Amendment to increase the floor area ratio (FAR) from up to 15.0 FAR to up to 30.0 FAR for the Downtown land use designation. Council District. 3. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GPT15-002. The review and adoption of a Draft Supplemental Program Environmental

Impact Report (Draft Supplemental PEIR) to the Envision San José 2040 General Plan to provide additional analysis and information on greenhouse gas emissions to supplement the Envision San José 2040 General Plan Program EIR. The Draft Supplemental PEIR is intended to inform the decision makers and general public of the environmental effects of greenhouse gas emissions and global climate change associated with continued implementation of the Envision San José 2040 General Plan. The project also consists of text revisions to the Envision San José 2040 General Plan including, but not limited to, the update and re-adoption of the City's Greenhouse Gas Reduction Strategy. Council District - Citywide. CEQA: The Supplimental EIR to the Envision San José 2040 EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GPT15-003 A City-initiated General Plan Text Amendment to clarify that San José City Council can consider City-initiated General Plan land use and/or text amendments up to four times a year. Council District - Citywide. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GPT15-004 A City-initiated General Plan Text Amendment amending General Plan Chapter 6, entitled "Land Use and Transportation," and Appendix 2 of the General Plan to be consistent with California Government Code Section 65302 and the California Complete Streets Act of 2008. Council District - Citywide. CEQA: Use of the Envision San José 2040 General Plan Final EIR, Resolution 76041, and Addenda thereto. (RESOLUTION NO. 77618, Approved 12-15-2015)

FILE NO. GPT15-005. A privately-initiated General Plan Text Amendment to update the Jackson-Taylor Residential Strategy text. Council District: 3. CEQA: 2898 Joseph Avenue General Plan Amendment Negative Declaration, Resolution 77613. (RESOLUTION NO. 77618, Approved 12-15-2015)

2016 Cycle

FILE NO. GP16-001 A City-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood/Community Commercial to Mixed Use Neighborhood on a 5.93-gross-acre site located on the eastside of Evans Lane 250 feet north of Canoas Gardens Avenue (0 Evans Lane & 0 Evans Lane) (City of San José, Owner). Council District 6. CEQA: Mitigated Negative Declaration, Resolution 77876. (RESOLUTION NO. 77876, Approved 6-28-2016)

FILE NO. GPT16-003 A City-initiated General Plan Text Amendment to increase the Floor Area Ratio (FAR) from up to 2.0 FAR to up to 3.5 FAR and increase the reference range for number of stories from 1 to 4 stories to 1 to 5 stories for the Neighborhood/Community Commercial land use designation in the Envision San José 2040 General Plan. Council District – Citywide. CEQA: Determination of Consistency with the Envision San José 2040

General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 77877, Approved 6-28-2016)

FILE NO. GP15-014 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood/Community Commercial to Regional Commercial on a 9.3 gross acre site located north of Samaritan Drive, approximately 700 feet south of South Bascom Drive (2577 Samaritan Drive) (Samaritan Medical Center, Owner). Council District: 9. CEQA: Samaritan Medical Center Master Plan Project Environmental Impact Report, Resolution 78003. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GP16-002 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Rural Residential to Residential Neighborhood on a 1.33 gross acre site located on the southeast corner of Almaden Road and Burnside Drive (18590 Almaden Road) (David Bertelsen, Owner). Council District 10. CEQA: Negative Declaration, Resolution 77978. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GP16-007 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Public/Quasi-Public to Neighborhood/Community Commercial on an approximately 27 gross acre site located on the north side of Yerba Buena Road and east of San Felipe Road (San José Evergreen Community College District, Owner). Council District: 8. CEQA: Negative Declaration, Resolution 78047. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GP16-008 A City-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from No Designation to Open Space, Parklands, and Habitat on a 1.66 gross acre site located on the western side of South 31st Street between Alum Rock Avenue and East San Antonio Street (City of San José, Owner). Council District: 5. CEQA: Mitigated Negative Declaration, Resolution 77979. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GP16-009 A City-initiated General Plan Amendment to change the Transportation Network Diagram to remove the Local Connector Street segment along Julian Street between North Market Street and Notre Dame Avenue (City of San José, Owner). Council District: 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GP16-014 Adoption of the Alameda Urban Village Plan. Council District: 6. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR,

Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GPT16-001 A privately-initiated General Plan Text Amendment to the Alviso Master Plan text. Council District: 4. CEQA: Mitigated Negative Declaration, Resolution 78046. (RESOLUTION NO. 78048, Approved 12-13-2016).

FILE NO. GPT16-004 A City-initiated General Plan Text Amendment to make minor modifications and clarifying revisions to the General Plan text. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GPT16-005 A City-initiated General Plan Text Amendment to amend Chapter 7 "Implementation," "General Plan Annual Review and Measurable Sustainability" section, Policy IP-3.5. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GPT16-006 A City-initiated General Plan Text Amendment to amend Appendix 5 "Growth Areas Planned Capacity by Horizon," "Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)" table of the Envision San José 2040 General Plan to reflect approved residential entitlements since adoption of the General Plan and to make minor formatting revisions. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GPT16-007 A City-initiated General Plan Text Amendment to amend Chapter 4 "Quality of Life," "Urban Villages" section, Policy CD-7.9. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GPT16-008 A City-initiated General Plan Text Amendment to amend Chapter 5 "Interconnected City," "Land Use Designations" section, "Mixed Use Commercial" designation. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

FILE NO. GPT16-009 A City-initiated General Plan Text Amendment associated with the

General Plan Four-Year Major Review. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78048, Approved 12-13-2016)

2017 Cycle

FILE NO. GPT15-006 A City-initiated General Plan Text Amendment to strengthen and add General Plan goals, policies, and actions to protect existing mobilehome parks. Council District - Citywide. CEQA: Exempt, Not a Project. (RESOLUTION NO. 78168, Approved 5-16-2017)

FILE NO. GPT17-001 A City-initiated General Plan Text Amendment to add a new land use designation entitled "Urban Village Commercial" located within Urban Villages. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78216, Approved 6-13-17)

FILE NO. GP17-008 Adoption of the Winchester and Santana Row/Valley Fair Urban Village Plans, and General Plan Amendments modifying each Plan's boundaries and General Plan land use designations. Council Districts: 1, 6. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78306, Approved 8-8-17)

FILE NO. GP17-009 Adoption of the Stevens Creek Urban Village Plan, and General Plan Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 1. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78307, Approved 8-8-17)

FILE NO. GP17-001 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood/Community Commercial to Residential Neighborhood on a 0.35 gross acres site located at the southeast corner S. Capitol Avenue and Rose Avenue (Van Nguyen Hiep 2015 Trust, Owner). Council District: 5. CEQA: Exempt per CEQA Guideline Section 15303, New Construction or Conversion of Small Structures. (RESOLUTION NO. 78429, Approved 11-28-17)

FILE NO. GP17-007 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Industrial Park to Combined

Industrial/Commercial on a 19.4 acre site located at the southwest corner of W. Trimble Road and Orchard Parkway (LBA Realty, Owner). Council District: 4. CEQA: Negative Declaration, Resolution 78430. (RESOLUTION NO. 78431, Approved 11-28-17)

FILE NO. GP17-011 A City-initiated General Plan Amendment to reinstate the Downtown Core, to modify the boundaries of the Midtown Specific Plan and the Downtown Growth Area to address the overlap between the Growth Area boundaries, and to update the Planned Growth Areas Diagram to reflect such changes. Council District: 3, 6. CEQA: Determination of Consistency with the Diridon Station Area Plan EIR, Resolution 77096, the Downtown Strategy 2000 EIR, Resolution 72767, and Addenda thereto, the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78427, Approved 11-28-17)

FILE NO. GPT17-003 A City-initiated General Plan Text Amendment to make minor modifications and clarifying revisions to the Envision San José 2040 General Plan and The Alameda (East) Urban Village Plan. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78425, Approved 11-28-17)

FILE NO. GPT17-004 A City-initiated General Plan Text Amendment to clarify General Plan land use designations associated with the vacation, sale, or relocation of City right-of-way and state freeways and transportation corridors. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78426, Approved 11-28-17)

FILE NO. GPT17-005 A City-initiated General Plan Text Amendment to add text to the General Plan from the adopted Diridon Station Area Plan Final Program Environmental Impact Report. Council District - Citywide. CEQA: Determination of Consistency with the Diridon Station Area Plan EIR, Resolution 77096, the Downtown Strategy 2000 EIR and Addenda thereto, Resolution 72767, the Envision San José 2040 General Plan Final Program EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final Program EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78427, Approved 11-28-17)

FILE NO. GPT17-006 A City-initiated General Plan Text Amendment to revise Policy IP-5.10 in the Envision San José 2040 General Plan. Council Distric - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78428, Approved 11-28-17)

FILE NO. GP16-013 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Transit Residential and Residential Neighborhood to Downtown, and to expand the Downtown Growth Area boundary on a 0.91 gross acre site located at the northeast corner of N. 4th Street and E. St. John Street (Brett Lee, Owner). Council District: 3. CEQA: Negative Declaration, Resolution 78453. (RESOLUTION NO. 78454, Approved 12-12-2017)

FILE NO. GP17-002 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Residential Neighborhood to Mixed Use Neighborhood on a 1.06 gross acre site located at the northwest corner of Central Way and Moorpark Avenue (Bret Hoefler, Owner). Council District: 6. CEQA: Negative Declaration, Resolution 78455. (RESOLUTION NO. 78456, Approved 12-12-17)

FILE NO. GP17-006/GPT17-008 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Commercial to Urban Village on a 1.22 gross acre site located at the northwest corner of W. Julian Street and Stockton Avenue, and a privately-initiated General Plan Text Amendment to shift 305 residential unit capacity from the Southern Zone to the Northern Zone (Damian Speno, Owner). Council District: 6. CEQA: Addendum to the Diridon Station Area Plan EIR, Resolution No. 78457. (RESOLUTION NO. 78458, Approved 12-12-17)

FILE NO. GP17-014 A City-initiated General Plan Amendment to modify the Land Use/Transportation Diagram to address mapping errors at locations within the Rincon South, Jackson-Taylor, and Martha Gardens General Plan Growth Areas. Council District: 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78452, Approved 12-12-17)

FILE NO. GPT17-007 A City-initiated General Plan Text Amendment and amendments to the North San José Area Development Policy to implement the North San José Retail and Amenity Strategy. Council District: 3, 4. CEQA: Determination of Consistency with the North San José Development Policies Update EIR and Addenda thereto, Resolution No. 72768, the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78459, Approved 12-12-17)

FILE NO. GP16-011 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Heavy Industrial to Combined Industrial/Commercial on a 1.54 gross acre site located on the northeast corner of Oakland Road and Commercial Street (Dave Mordick, Owner). Council District: 3. CEQA: Mitigated Negative Declaration, Resolution 78511. (RESOLUTION NO.78512, Approved 2-13-18)

2018 Cycle

FILE NO. GPT17-009 A City-initiated General Plan Text Amendment to establish Vehicle Miles Traveled as the City's metric for analysis of transportation impacts associated with development projects consistent with State law. Council District - Citywide. CEQA: Exemption under Section 15268(a) of the CEQA Guidelines. (RESOLUTION NO. 78519, Approved 2-27-18)

FILE NO. GP17-012 Adoption of the South Bascom (South) Urban Village Plan, and General Plan Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 5. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78580, Approved 5-8-2018)

FILE NO. GP17-013 Adoption of the West San Carlos Urban Village Plan, and General Plan Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 5. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution No. 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78581, Approved 5-8-2018)

FILE NO. GPT18-001 A City-initiated General Plan Text Amendment to adopt the Urban Village Implementation and Amenity Framework to establish the Urban Village Amenity Incentive Program. Council District – Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78603, Approved 5-22-2018)

FILE NO. GPT18-002 A City-intiated General Plan Text Amendment to delete Policy CD-10.4 in Chapter 4 (Quality of Life) of the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Initial Study /Negative Declaration, Resolution 78812. (RESOLUTION NO. 78813, Approved 9-25-18)

FILE NO. GP18-009 Adoption of the East Santa Clara Avenue Urban Village Plan, and General Plan Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78843, Approved 10-23-2018)

FILE NO. GP18-001 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Rural Residential to

Rural Residential, Open Space, Parkland, and Habitat, and Neighborhood/Community Commercial on a 1.0-gross-acre site located on the west side of San Felipe Rd 325 feet north of Bowery Lane (4349 San Felipe Road) (Douglas & Nancy Vierra, Owner). Council District 8. CEQA: Negative Declaration, Resolution 78902. (RESOLUTION NO. 78903, Approved 12-11-2018)

FILE NO. GP18-002 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Industrial Park to Combined Industrial Commercial on a 11.56-gross-acre site located on the northeast corner of Meridian Avenue and Parkmoor Avenue (550, 570, and 460 Meridian Avenue) (DRT/GVC, LLC, Green Valley Corporation, Santa Clara Valley Corporation, Owner). Council District 6. CEQA: Negative Declaration, Resolution 78904. (RESOLUTION NO. 78905, Approved 12-11-2018)

FILE NO. GP18-004 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Public/Quasi-Public to Residential Neighborhood, Combined Industrial Commercial, and Public/Quasi- on a 12.12-gross-acre site located on the west side of Union Avenue, approximately 1,070 feet north of Camden Avenue (3235 Union Avenue and 2223 Camden Avenue) (Campbell Union High School District, Owner). Council District 9. CEQA: Negative Declaration, Resolution 78906. (RESOLUTION NO. 78907, Approved 12-11-2018)

FILE NO. GPT18-003 A City-initiated General Plan Text Amendment to make minor revisions to the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78894, Approved 12-11-18)

FILE NO. GPT18-004 A City-initiated General Plan Text Amendment to make minor revisions to the Envision San José 2040 General Plan related to housing preservation and rehabilitation. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78895, Approved 12-11-18)

FILE NO. GP17-010 & GPT17-002 A City-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designations from CIC Combined Industrial/ Commercial to Downtown and Commercial Downtown on an approximately 10-acre site generally located south of Coleman Avenue between SR-87 and the Guadalupe River; and modifying the Land Use/Transportation Diagram to apply a Downtown Employment Area Overlay to parcels bounded by St. John Street to the north, 4th Street to the east, San Fernando Street to the South, and San Pedro Street to the west and changing the Planned Growth Area Diagram to rename the "Downtown Core" to "Downtown" and remove the

"Downtown Transit Employment Center" and a City-intiated General Plan Text Amendment to adopt the Downtown Strategy 2040 to replace the Downtown Strategy 2000, and add the Downtown Employment Area Overlay and other assocated text changes to the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Downtown Strategy 2040 Project EIR, Resolution 78942. (RESOLUTION NO. 78943 and 78944, Approved 12-18-18)

FILE NO. GP17-017 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Commercial to Transit Residential on a 4.25-gross-acre site located on Dupont Street and McEvoy Street, Between West San Carlos and Park Avenue, in the Diridon Station Area. (214, 214D, and 205 Dupont St, and 226 and 275 McEvoy Street) (Autumn LLC, Owner). Council District 6. CEQA: Addendum to the Diridon Station Area Plan EIR, and the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto, Resolution 78935. (RESOLUTION NO. 78936, Approved 12-18-2018)

FILE NO. GPT18-006 A City-initiated General Plan Text Amendment to update Policy H-2.9 in the Envisions San José 2040 General Plan to modify the number of sides a site must be adjacent to to qualify for the policy. Council District – Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78939, Approved 12-18-2018)

FILE NO. GPT18-007 A City-initiated General Plan Text Amendment to modify the Housing Growth Areas by Horizon Map in Chapter 7 and the Planned Job Capacity and Housing Growth Areas By Horizon table in Appendix 5 to shift housing capacities in urban villages to Horizon 1. Council District -Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78940, Approved 12-18-18)

FILE NO. GPT18-008 A City-initiated General Plan Text Amendment to add a new policy to the Urban Design Chapter of The Alameda Urban Village Plan related to architectural projections and rooftop equipment. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 78941, Approved 12-18-18)

2019 Cycle

FILE NO. GPT19-001 A City-initiated General Plan Text Amendment to modify the introductory text and delete certain guidelines related to site planning, access and circulation, building form, and open space from Chapter 3 Final Plan Design Guidelines.

Council District: 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79059, Approved 4-23-2019)

FILE NO. GPT19-002 A City-initiated General Plan Text Amendment to allow one additional General Plan hearing for non-City initiated amendments for 100% deed-restricted affordable housing projects and establish an Affordable Priority Planning Area. City Council- Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79079, Approved 5-14-2019)

FILE NO. GP18-008 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Neighborhood/Community Commercial to Residential Neighborhood for 1131 Park Avenue and Residential Neighborhood to Neighborhood/Community Commercial for 15 & 17 Tillman Avenue on a 0.25 gross acre site. (Delisle Frank R and Rita C Trustee, Owner). Council District 6. CEQA: Exemption under Section 15303 of the CEQA Guidelines (RESOLUTION NO. 79334, Approved 12-03-2019)

FILE NO. GP18-010 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Rural Residential to Residential Neighborhood for three properties on Diamond Heights Drive on a 4.6-gross acre site. (Valley Christian Schools, Owner). Council District 2. CEQA: Negative Declaration, Resolution 79358. (RESOLUTION NO. 79359, Approved 12-17-2019)

FILE NO. GP19-001 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Urban Residential on a 0.20-gross acre site. (4070 Williams Road LLC – Joe Gentzkow, Owner). Council District 1. CEQA: Negative Declaration, Resolution 79360. (RESOLUTION NO. 79361, Approved 12-17-2019)

FILE NO. GP19-004 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Neighborhood Community Commercial (NCC) to Mixed Use Neighborhood (MUN) on an approximately 0.44-gross acre site. (Intelli LLC – Tron Do, Owner). Council District 5. CEQA: Negative Declaration, Resolution 79362. (RESOLUTION NO. 79363, Approved 12-17-2019)

FILE NO. GP19-011 A City-initiated General Plan Amendment to make minor revisions to the Envision San José 2040 General Plan to change the 2040 General Plan Land Use/Transportation Diagram designation from Light Industrial to Open Hillside on a 3.5-gross

acre site. Council District 8. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79364, Approved 12-17-2019)

FILE NO. GPT19-005 A City-initiated General Plan Text Amendment to make minor revisions to the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79364, Approved 12-17-2019)

FILE NO. GP18-014 /GPT19-004 A privately-intiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Urban Residential on a 15.7-gross acre site and a City-intiated General Plan Text Amendment to make minor modifications and clarifying revisions to remove references to Winchester Mobile Home Park, update the building height diagram, and update the transition areas within the Santana Row/Valley Fair Urban Village Plan (Lee Arioto, Owner). Council District 1. CEQA: The Winchester Ranch Residential Project EIR, Resolution Number 79375. (RESOLUTION NO. 79376 and 79377, Approved 01-14-2020)

FILE NO. GP17-015 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Commercial to Transit Residential on a 1.13-gross acre site. (McEvoy Street LP, Owner). Council District 6. CEQA: The McEvoy Affordable Housing Project Addendum to The Diridon Station Area Plan Final Program EIR, Resolution Number 79406. (RESOLUTION NO. 79407, Approved 02-11-2020

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FILE NO. GP19-005 A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan land use designation from Urban Residential and Residential Neighborhood to Mobilehome Park on an approximately 21.71-gross acre site. Council District: 7. CEQA: Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report, Resolution No.76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution No. 77617, and Addenda thereto. (RESOLUTION NO. 79428, Approved 03-10-2020)

FILE NO. GP19-006 A City-initiated General Plan Amendment to change Envision San José 2040 General Plan Land-Use designation from Urban Residential to Mobilehome Park on an approximately 83.43 gross acre site. Council District: 4. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and

the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79428, Approved 03-10-2020

FILE NO. GPT19-003 A City-initiated General Plan Text Amendment to add a new land use designation entitled "Mobilehome Park" to the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79428, Approved 03-10-2020)

FILE NO. GPT20-002 A City-initiated General Plan Text Amendment replace the existing Greenhouse Gas Reduction Strategy with the updated 2030 Greenhouse Gas Reduction Strategy in the Envision San José 2040 General Plan and to revise Policy IP-3.7 and remove Action IP-3.10 in the Envision San José 2040 General Plan. Council District - Citywide. CEQA: An Addendum to the Envision San José 2040 General Plan EIR, Resolution 76041, and Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto, Resolution 79799. (RESOLUTION NO. 79800, Approved 11-17-2020)

FILE NO. GPT20-001 A City-initiated General Plan Amendment to (1) Modify Interim land Uses and Land Use Policies to allow transit-supportive development to move ahead of the full funding of the 28th Street BART station; and (2) Revise the Urban Village land use designation to increase residential density from 95 to 250 dwelling units per acre. (HC Investment Associates L.P., Owner). Council District 3. CEQA: The Five Wounds Urban Village General Plan Text Amendment Addendum to the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José General Plan EIR, Resolution 77617, and Addenda thereto, Resolution 79849. (RESOLUTION NO. 79850, Approved 12-15-2020)

FILE NO. GP19-012. A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Downtown on a 0.44-gross acre site. (Thang N Do Trustee & et al., Owner) Council District 3. CEQA: An Addendum to the Downtown Strategy 2040 Final EIR, Resolution 78942, and addenda thereto, Resolution 79876. (RESOLUTION NO. 79877, Approved 01-26-2021)

FILE NO. GP20-001 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Transportation Utilities to Residential Neighborhood for 790 Portswood Drive and 0 Bret Hart Drive on an 8.6-gross acre site. (Summer Hill Homes, Owner). Council District 10. CEQA: Initial Study and Negative Declaration for the Portswood Drive Residential General Plan Amendment and Rezoning Project, Resolution 79880. (RESOLUTION NO. 79881, Approved 01-26-2021)

FILE NO. GP20-002 A privately-intiated Generl Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Commercial to Urban Residential for 1953 Via Reggio Court on a 1.64-gross acre site. (Delisle Frank R and Rita C Trustee, Owner). Council District 4. (Sridhar Equities, Owner). CEQA: Initial Study Negative Declaration for the 1953 Via Reggio Ct General Plan Amendment Project. Resolution 79875. (RESOLUTION NO. 79874, Approved 01-26-2021)

FILE NO. GP20-006 A City-initiated General Plan Amendment to clarify which properties are subject to the Midtown Specific Plan. Council District 6. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79909, Approved 01-26-2021)

FILE NO. GPT19-006 A City-initiated General Plan Text Amendment to replace references of the Green Vision with Climate Smart in the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79891, Approved 2-9-2021)

FILE NO. GPT20-005 A City-initiated General Plan Text Amendment to the Envision San José 2040 General Plan to update Policy H-2.9 with objective standards and make clarifying revisions to the Neighborhood/Community Commercial land use designation. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 79892, Approved 2-9-2021)

FILE NO. GP20-003 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Public/Quasi-Public to Residential Neighborhood for 1975 Cambrianna Drive on a 2.7-gross acre site. (Cambrian School District, Owner). Council District 9. CEQA: Initial Study Negative Declaration, Resolution 79909. (RESOLUTION NO. 79910, Approved 02-23-2021)

FILE NO. GP20-004 /GPT18-009 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood and Mixed Used Commercial to Transit Residential, and a General Plan Text Amendment to change the Martha Gardens Specific Plan to allow for zero setbacks and a maximum height of 77 feet with an additional 10 feet for architectural projections at 802 South 1st Street on a 2.0-gross acre site. (D'Amico Tire Service Co Inc., Owner). Council District 3. CEQA: Initial Study Mitigated Negative Declaration, Resolution 79906. (RESOLUTION NO. 79907 & 79908, Approved 02-23-2021)

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FILE NO. GP19-009 A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram and text to change the 2014 Diridon Station Area Plan diagrams and text for the Downtown West Mixed-Use Plan within the approximately 84-gross acre site. (Google, Owner). Council District: 3 & 6. CEQA: Downtown West Mixed-Use Plan EIR (including adoption of the Mitigation Monitoring and Reporting Program, CEQA Findings, and Statement of Overriding Considerations), Resolution 80018. (RESOLUTION NO. 80020 & 80021, Approved 05-25-2021)

File No. GP20-007 Adoption of the Diridon Station Area Plan, and General Plan Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 3. CEQA: An Addendum to the Downtown Strategy 2040 Final EIR, Resolution 80035. (RESOLUTION NO. 80037, Approved 5-25-2021)

File No. GP19-007 A City-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Neighborhood to Urban Residential on a 5.93-gross-acre site located on the west side of Union Avenue, approximately 1,070 feet north of Camden Avenue (0 Evans Lane and 2078 Evans Lane) (City of San José, Owner). Council District 6. CEQA: Negative Declaration, Resolution 80123. (RESOLUTION NO. 80124, Approved 6-22-2021)

File No. GP19-008 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Public/Quasi-Public to Downtown on a 3.08-gross-acre site located on the southwest corner of Woz Way and South Almaden Boulevard (501, 507, 505, 527, 533, 541, 547, and 553 Vine Street, 520, 524, 526, 528, 529 ,530, and 533 Locust St, 276, 286, and 296 Woz Way, and Locust Street) (KT Urban Acquisitions, LLC, Applicant). Council District 3. CEQA: A Supplemental EIR for the Downtown Strategy 2040 Final EIR, Resolution 80163. (RESOLUTION NO. 80164, Approved June 29, 2021)

File No. GP20-008 A City-intiated General Plan Amendment to adopt the Berryessa BART Urban Village Plan, modifying the Plan's boundaries and changing the General Plan land use designations of properties within the Plan. Council District 3. CEQA: An Addendum to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution 80166. (RESOLUTION NO. 80167, Approved 6-29-2021)

File No. GP21-012 & GPT21-002 A City-initiated General Plan Amendment to modify the Land Use/Transportation Diagram for certain properties within North, Mid-, and South Coyote Valley and a General Plan Text Amendment to add a new overlay entitled "Coyote Valley Agricultural Overlay," remove the North Coyote Valley Employment Growth Area and Coyote Valley Urban Reserve, and other associated text changes in the Envision San José 2040 General Plan. Council District - Citywide. CEQA: An Addendum

to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution No. 80300. (RESOLUTION NO 80301, Approved 11-16-2021)

File No. GP21-013 A City-initiated General Plan Amendment to remove the Evergreen and East Capitol Expressway/Foxdale Drive Urban Villages as Growth Areas and convert the West Capitol Expressway/ Monterey Rd Employment Area Growth Area to the Capitol Caltrain Station Area Growth Area. Council Districts 8, 5, and 7. CEQA: An Addendum to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution No. 80300. (RESOLUTION NO. 80322, Approved December 7, 2021)

File No. GPT21-001 A City-initiated General Plan Text Amendment to allow for increased residential capacity in certain identified Neighborhood Business Districts. Council Districts 3 and 6. CEQA: An Addendum to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution 80300. (RESOLUTION NO. 80322, Approved 12-7-2021)

File No. GPT21-006 A City-initiated General Plan Text Amendment to move forward with implementation of Envision San José 2040 General Plan Tier II VMT actions and eliminate the tiered structure of VMT reduction actions and amend the General Plan VMT reduction goals to align with the VMT reduction goals recommended by Climate Smart. Council District- Citywide. CEQA: An Addendum to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution 80300.(RESOLUTION NO. 80322, Approved 12-7-2021)

File No. GPT21-007 A City-initiated General Plan Text Amendment to transition to the City's VMT Policy for growth control and close out the Evergreen-East Hills Development Policy but maintain the Evergreen-East Hills Visioning Strategy Guiding Principles and Design. Council District 8. CEQA: An Addendum to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution 80300. (RESOLUTION NO. 80322, Approved 12-7-2021)

File No. GPT21-005 A City-initiated General Plan Amendment to remove Policy IP-2.11, the Residential Pool policy, and associated changes from the Envision San José 2040 General Plan, remove Policy IP-2.1 and IP-2.2, Growth Horizons policy, and associated changes from the Envision San José 2040 General Plan and approved Urban Villages, modify Policy IP-5.5, in the Envision San José 2040 General Plan to provide greater

flexibilitiy in the Urban Village planning process, to update Policy IP-5.10, Signature Project policy, in the Envision San José 2040 General Plan with objective language, and to update Policy IP-5.12, Affordable Housing policy, in the Envision San José 2040 General Plan to remove commercial requirements. Council District - Citywide. CEQA: An Addendum to the Envision San José 2040 General Plan Final EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan Final EIR, Resolution 77617, and Addenda thereto, Resolution 80300. (RESOLUTION NO. 80322, Approved 12-7-2021, RESOLLUTION NO. 80334, Approved 12-14-2021)

File No. GP21-003 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Neighborhood/Community Commercial on an approximately 0.66 gross acre site located at 3354 Keaton Loop. Council District 10. CEQA: Initial Study Negative Declaration, Resolution 80379. (RESOLUTION NO 80379, Approved 02-08-2022)

File No. GP21-004 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from the Neighborhood/Community Commercial to the Mixed Use Neighborhood designation on an approximately 0.6 gross acre site located at 7246 Sharon Drive. Council District 1. CEQA: Initial Study Negative Declaration, Resolution 80377. (RESOLUTION NO 80377, Approved 02-08-2022)

File No. GP21-006 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from the Mixed Use Neighborhood to the Urban Residential land use designation on an approximately 0.97 gross acre site located at 1271 E. Julian. Council District 3. CEQA: Initial Study Negative Declaration, Resolution 80375. (RESOLUTION NO 80375, Approved 02-08-2022)

File No. GP21-007 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from the Neighborhood/Community Commercial to the Mixed Use Commercial land use designation on an approximately 1.09 gross acre site located at 2905 and 2911 Senter Road. Council District 7. CEQA: Initial Study Negative Declaration, Resolution 80373. (RESOLUTION NO 80373, Approved 02-08-2022)

File No. GP21-009 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan Land Use/Transportation Diagram designation from the Heavy Industrial to the Light Industrial land use designation on an approximately 0.68 gross acre site located at 1500 Berger Drive. Council District 8. CEQA: An exemption CEQA Guidelines Section 15301 for Existing Facilities, Resolution 80371. (RESOLUTION NO 80371, Approved 02-08-2022)

File No. GP21-016 Adoption of the North 1st Street Village Plan, and General Plan

Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 80430, Approved 3-22-2022)

File No. GP21-017 A City-initiated General Plan Amendment to change the land use designations for 60 properties adjacent to the North 1st Street Urban Village Plan area. Council District: 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 80431, Approved 3-22-2022)

2022 Cycle

File No. GPT21-003 A City-initiated General Plan Text Amendment to make modifications and clarifying revisions to remove references to the North San José Area Development Policy and amend the Envision San José General Plan to raise the minimum density within the Transit Employment Residential Overlay land use designation. Council District 3 and 4. CEQA: An Addendum to the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto, Resolution 80505. (RESOLUTION NO. 80506, Approved 5-17-2022)

File No. GPT22-006 A City-initiated General Plan Text Amendment to amend City Council Policy 5-1 Transportation Analysis Policy to streamline environmental review under Vehicle Miles Traveled (VMT) for affordable housing and market rate housing projects and to provide a process for City Council to consider adopting a statement of overriding considerations under the California Environmental Quality Act for housing projects with significant and unavoidable VMT impacts. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. 80808, Approved 12-6-22)

File No. GPT22-003 A City-initiated General Plan Text Amendment to add Policy H-2.11 to the Envision San José 2040 General Plan which states that commercial requirements no longer apply to 100% affordable housing developments and associated text changes in other sections of the General Plan, in approved Urban Villages and Specific Plans. Council District – Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. 80844, Approved 12-13-2022)

File No. GPT22-004 A City-initiated General Plan Text Amendment to add Policy IP-3.11 and modify Policy IP-3.3 to require submittal and concurrent review of a site development

permit with a General Plan Amendments and to allow for early consideration hearings. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. 80845, Approved 12-13-2022)

File No. GP19-010 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Combined Industrial Commercial to Heavy Industrial on a 22.36-gross-acre site located on the northern terminus of Granite Rock Way (120 Granite Rock Way) (Pat Mapelli, Graniterock Company, Owner). Council District 7. CEQA: Environmental Impact Report, Resolution RES2023-108. (RESOLUTION NO. RES2023-109, Approved 4-11-2022)

File No. GP22-001 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Public/Quasi-Public to Heavy Industrial on a 22.36-gross-acre site located on the west side of Interstate 680 and at the terminus of Pecten Court (0 Pecten Court) (VOP REF Pecten LLC, Owner). Council District 4. CEQA: Initial Study Negative Declaration, Resolution RES2023-101. (RESOLUTION NO. RES2023-102, Approved 4-11-2022

File No. GP22-007 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Residential Neighborhood to Public/Quasi-Public on a 0.39-gross-acre site located on the west side of Plummer Avenue 360 feet southeast of Curtner Avenue (2267 Plummer Avenue) (Presentation High School, Owner). Council District 6. CEQA: Addendum to the Mitigated Negative Declaration for Presentation High School Master Plan, Resolution RES2023-103. (RESOLUTION NO. RES2023-104, Approved 4-11-2023)

File No. GP22-008/GPT22-005 A privately-initiated General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Commercial to Transit Residential and a General Plan Text Amendment to modify The Alameda Urban Village Plan to add the Transit Residential land use designation with a minimum 0.50 commercial floor area ratio and change the maximum height diagram from 55 feet to 85 feet on a 0.48-gross-acre site located on the northwest corner of West Julian Street and North Morrison Avenue (945 West Julian Street and 379 North Morrison Avenue) (945 W Julian Street LLC c/o Gustavo Auqui, Owner). Council District 6. CEQA: Initial Study Negative Declaration, Resolution RES2023-106. (RESOLUTION NO. RES2023-107, Approved 4-11-2022)

2023 Cycle

File No. GP21-015 A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan land use designation from Open Space, Parkland, and Habitat to Mixed Use Neighborhood on a 0.54-gross-acre site on the northwest corner of Classico Avenue and Evergreen Village Square (0 Land Only) (Shapell Norcal Rental Properties LLC, Owner). Council District 8. CEQA: Determination of Consistency with the Envision San José

2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. RES2023-258, Approved 6-20-2023)

File No. GP23-002 A City-initiated General Plan Amendment to modify the Transportation Network Diagram to allow for implementation of the En Movimento Plan, Downtown Transportation Plan, and West San José Multimodal Transportation Plan. Council District - Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. RES2023-260, Approved 6-20-2023)

File No. GPT22-001 A City-initiated General Plan Text Amendment to amend the Envision San José 2040 General Plan to include the 2023-2031 Housing Element, revise Chapter 7 of the General Plan, and repeal the 2014-2022 Housing Element. Council District – Citywide. CEQA: A Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto, Resolution RES2023-262. (RESOLUTION NO. RES2023-263, Approved 6-20-23)

File No. GPT23-002 A City-initiated General Plan Text Amendment to revise Policy TR-1.4 to align with the updated Council Policy 5-1 Transportation Analysis Policy. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. RES2023-261, Approved 6-20-23)

File No. GPT23-003 A City-initiated General Plan Text Amendment to revise the street typologies in the Envision San José 2040 General Plan to allow implementation of Council Policy 5-8 Transit First Policy. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. RES2023-259, Approved 6-20-23)

File No. GPT23-006 A City-initiated General Plan Text Amendment to amend the Evergreen-East Hills Development Policy (EEHDP) to limit the application of the EEHDP to the effective date of this resolution. Council District 8. CEQA: Addendum to the Envision San José 2040 General Plan Final Environmental Impact Report and Supplemental Environmental Impact Report, Resolution No. 76041, and the Final Supplemental Environmental Impact Report for the Updated Evergreen-East Hills Area Development Policy, Resolution No. 74742, Resolution No. RES2023-382 (Resolution RES2023-383, Approved 10-24-2023).

File No. GPT23-008 Adoption of the Capitol Caltrain Station Area Plan, and General Plan Amendments modifying the Plan's boundaries and General Plan land use designations. Council District: 7. CEQA: An Addendum to the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto, Resolution RES2023-428 (RESOLUTION NO. RES2023-429, Approved 11-28-2023)

File No. GPT23-005 A City-initiated General Plan Text Amendment to add the Affordable Housing Overlay (AHO) and the Mixed Income Housing Overlay (MIHO) to the Envision San José 2040 General Plan. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. RES2023-443, Approved 12-5-2023

File No. GP23-005 A City-initiated General Plan Amendment to add the Affordable Housing Overlay (AHO) to five parcels, to change five parcels from the Transit Employment Residential Overlay (TERO) to AHO, to add the Mixed Income Housing Overlay (MIHO) to 13 parcels, and to remove the TERO from two parcels. Council District 4 and 6. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. RES2023-443, Approved 12-5-2023

File No. GP22-004 A privately-initiated General Plan Amendment to change the Envision San José 2040 General Plan land use designation from Public/Quasi-Public to Light Industrial on a 1.10-gross-acre site on the northeast corner of Doyle Road and Lawrence Expressway (0 Land Only) (VOP Doyle, LLC; Owner). Council District 1. CEQA: Initial Study Negative Declaration, Resolution RES2023-462 (RESOLUTION NO. RES2023-463, Approved 12-12-2023)

File No. GP22-005 A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan land use designation of 35 parcels from Mixed Use Commercial lto Neighborhood/Community Commercial, 17 parcels from Mixed Use Commercial to Mixed Use Neighborhood, two parcels from Mixed Use Commercial to Residential Neighborhood, and two parcels from Mixed Use Commercial to Open Space, Parkland and Habitat within or adjacent to the Willow Street Neighborhood Business District. Council District 3. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. RES2023-465, Approved 12-12-2023

File No. GP22-006 A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan land use designation to Mobilehome Park for 13 mobile home parks in the City of San José. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. RES2023-464, Approved 12-12-2023)

File No. GPT23-001 A privately-initiated General Plan Text Amendment to amend

the Santana Row/Valley Fair Urban Village Plan to modify the setback plane from 45 degrees to 55 degrees and to modify the setback from 40 feet to 20 feet when adjacent to residential, to remove the setback when adjacent to commercial use, and to change the maximum height of 425 South Winchester Boulevard from 65 feet to 85 feet. Council District: 1. CEQA: Mitigated Negative Declaration, Resolution RES2023-466. (RESOLUTION NO. RES2023-467, Approved 12-12-2023)

2024 Cycle

File No. GP24-005 A City-initiated General Plan Amendment to change the Envision San José 2040 General Plan land use designation to Mobilehome Park for 43 mobile home parks in the City of San José. Council District - Citywide. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, and the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto. (RESOLUTION NO. RES2024-238, Approved 6-11-2024)

File No. GP24-006 A City-initiated General Plan Amendment to add the Mixed Income Housing Overlay (MIHO) to two parcels. Council District: 4. CEQA: Determination of Consistency with the Envision San José 2040 General Plan EIR, Resolution 76041, the Supplemental EIR to the Envision San José 2040 General Plan EIR, Resolution 77617, and Addenda thereto, and the Envision San José 2040 General Plan Supplemental EIR for the City of San José 2023-2031 Housing Element Update, Resolution No. RES2023-262. (RESOLUTION NO. RES2024-237, Approved 6-11-2024)

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File No. GPT24-001 A City-initiated General Plan Text Amendment to adopt a modified Airport Influence Area overlay for the San José Mineta International Airport, with a Council-approved overrule of the Airport Land Use Commissions Inconsistency Determination with the recently amended San Jose Mineta International Airport Land Use Compatability Plan and other associated text changes in the Envision San José 2040 General Plan and the Diridon Station Area Plan. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. RES2024-371, Approved 10-22-2024

2025 Cycle

File No. GP18-012 A City-initiated General Plan Amendment to to change the Land Use/Transportation Diagram land use designation from Open Space, Parkland and Habitat and Light Industrial to Combined Industrial/Commercial across four sites for cumultive cumulative 11.36-gross acres located along Coleman Avenue and West Hedding Street (City of San José, Owner). Council District 6. CEQA: Environmental Impact Report, Resolution RES2025-112. (RESOLUTION NO. RES2025-113, Approved 5-6-2025)

File No. GP23-001- A privately-initiated General Plan Amendment to change the Envision

San José 2040 General Plan land use designation from Mixed Use Commercial to Urban Village and a Text Amendment to the West San Carlos Urban Village Plan to update the land use map (figure 3-1) designation from Mixed Use Commercial to Urban Village on a 0.56-gross-acre site on the southwest corner of West San Carlos Street and Cleveland Doyle Road and Lawrence Expressway (0 Land Only) (VOP Doyle, LLC; Owner). Council District 1. CEQA: Initial Study Mitigated Negative Declaration, Resolution RES2025-114 (RESOLUTION NO. RES2025-116, Approved 5-6-2025)

File No. GPT25-001 A City-initiated General Plan Text Amendment to amend Policy IP-5.15 of the Envision San José 2040 General Plan to address the need to identify a stable, internal funding source for the urban village planning process. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. RES2025-111, Approved 5-6-2025)

File No. GPT25-002 A City-initiated General Plan Text Amendment to amend Amend Policy IP-2.11 and revise other sections in the Envision San José 2040 General Plan to provideflexibility in the Task Force composition for the Four-Year Review. Council District – Citywide. CEQA: Exempt – Not a Project. (RESOLUTION NO. RES2025-xxx, Approved 8-26-2025)

Housing Element

APPENDIX 11

Appendix 11 refers to the current Housing Element.

Please refer to the San José City website for the complete contents of the Housing Element as well as associated information on current updates. (https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/citywide-planning/housing-element)

Exhibit B

CALIFORNIANS FOR HOMEOWNERSHIP

CAL HDF

Apr 10, 2026

City of San Francisco
49 S Van Ness Ave Suite 1400
San Francisco, CA 94103

By Email: ChanStaff@sfgov.org; ChanStaff@sfgov.org; DorseyStaff@sfgov.org; Jackie.Fielder@sfgov.org; MahmoodStaff@sfgov.org; MandelmanStaff@sfgov.org; MelgarStaff@sfgov.org; SauterStaff@sfgov.org; SherrillStaff@sfgov.org; Shamann.Walton@sfgov.org; Board.of.Supervisors@sfgov.org;

CC: cityattorney@sfcityatty.org; sarah.dennis-phillips@sfgov.org;

Re: Illegal Prohibition on Use of State Density Bonus Law

Dear San Francisco Board of Supervisors and Planning Department,

The California Housing Defense Fund ("CalHDF") and Californians for Homeownership submit this letter as a public comment regarding item 3, file number 260132, for the Board of Supervisors, Land Use and Transportation Committee meeting of April 13, 2025, an amendment to the City's zoning code to implement the provisions of SB 79.

The proposed code amendment violates state law, as it prohibits the use of State Density Bonus Law (DBL).

The proposed ordinance seeks to implement an alternative plan pursuant to Government Code section 65912.161, subdivision (a). As part of this plan, the ordinance will upzone certain parcels to 50% of the density allowed by Government Code section 65912.157.

However, proposed code section 207.11(b)(5) forbids applicants who use this increased zoning capacity from invoking the benefits of the DBL: "Is not seeking a density bonus pursuant to Section 206.6."

This provision is illegal, as discussed below.

Background

State law contains many provisions that grant rights and protections to proposed housing developments and applications for proposed housing developments. These include the DBL,

codified at Government Code section 65915 et seq. The DBL furthers pro-housing policies by, among other things, allowing proposed housing developments that include affordable units to reduce or avoid local zoning and other land use restrictions, as well as to receive increased density. The DBL calculates density bonuses using a "base density," defined as "the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan." (Gov. Code, § 65915, subd. (o)(6).)

The proposed ordinance upzones certain parcels so that the City can avoid the primary provisions of SB 79 by implementing an alternative plan. The aforementioned state laws then further expand the allowed range of housing projects on these parcels, providing for even greater density and even more forgiving standards for projects.

However, proposed code section 207.11(b)(5) attempts to defeat the DBL entirely. If not for this provision, housing project applicants would be able to propose projects under this upzoning and then provide further affordable housing (and market rate units) under the DBL. Thus, the critical question is: does proposed section 207.11(b)(5) have any legal effect? As explained below, the answer is no. Developers may use both this upzoning and the DBL.

The City Cannot Forgo the Application of State Law

State law preempts local law. (Cal. Const., art. XI, § 7.) This is a foundational constitutional principle, and it is no less true in the land use context than anywhere else. As a corollary to this principle, local governments "cannot choose to forgo application of land use policies imposed by the Legislature." (*Ailanto Properties*, *supra*, 142 Cal.App.4th at 595.) Proposed section 207.11(b)(5), however, attempts to do exactly that: it states, in effect, that state land use laws do not apply to projects proceeding under the proposed upzoning. Code section 207.11(b)(5)'s intended purpose is unmistakably to "forgo application of land use policies imposed by the Legislature," as caselaw and the California constitution forbid. (*Ibid.*)

The DBL does not allow local governments to circumvent or opt out of these rules. The attempt to do so, in section 207.11(b)(5) of the proposed SB 79 ordinance, does not pass legal muster, and project applicants will be entitled to ignore it.

Project Applicants Cannot Waive State Law Protections to Which They Are Entitled

Just as the City cannot waive the application state land use and housing laws, neither can developers. "[A] law established for a public reason cannot be contravened by a private agreement." (Civ. Code, § 3513.) In other words, if a law is designed to accomplish a public benefit (possibly in addition to private benefits), the law's provisions cannot be waived. (See, e.g., *County of Riverside v. Superior Court* (2000) 86 Cal.App.4th 211, 220 [holding employment protections for public safety officers, although they benefitted individual officers, also served a broader public purpose and could not be waived].) The legislature has made clear

that pro-housing laws serve the broader public interest.[1] (See, e.g., Gov. Code, §§ 65915, subd. (u); 65913.4, subd. (u); 65582.1; Stats. 2024, ch. 294, § 1; Stats. 2023, ch. 783, § 1.) The legislative history for these laws, moreover, confirms they are intended to serve the public by expanding the supply of housing and affordable housing. (See *Doskocz v. ALS Lien Services* (2024) 102 Cal.App.5th 107, 115-116 [legislative history is relevant in deciding whether law serves a public purpose and hence cannot be waived].) Hence, project applicants have no authority to disclaim the application of the DBL, as the City's proposed SB 79 ordinance would have them do.

Two additional reasons prevent project applicants from waiving their right to pursue state law protections.

First, as with all legal waivers, such a waiver must be voluntary. (*Harvey v. County of Kern* (1930) 107 Cal.App. 590, 597.) As currently framed, the SB 79 ordinance does not ask project applicants to voluntarily waive their state law rights. It instead makes waiver *mandatory* for any project applicant. No waiver can occur through such an ultimatum; to the extent that the issue is unclear, moreover, the ambiguity resolves against the existence of a waiver. (See *Perini v. Perini* (1964), 225 Cal.App.2d 399.)

Second, waiver requires "an abandonment of a right that could be enforced or a privilege that could be exercised." (*Estate of Goyette* (1971) 14 Cal.App.3d 224, 232 [internal citations omitted].) Thus, for an applicant to be able to waive the application of state law to a project, it must be the case that the applicant could, absent the waiver, enforce the application of the relevant state law. And it must be the case, from there, that the applicant could choose *not* to waive their rights and instead apply state law protections and bonuses to their project. In this way, the City faces a catch-22, and however it resolves the dilemma, developers will be able to use both the SB 79 upzoning and state law.

Even if the City Can Prohibit the Application of State Law, the Density Bonus Law Gives Project Applicants the Legal Right to Circumvent the City's Prohibition

Even if the above legal rules do not neutralize the City's attempt to avoid state law, any project eligible for the DBL will be able to defeat the application of proposed section 207.11(b)(5) . The DBL states: "In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section." (Gov. Code, § 65915, subd. (e)(1).) If a proposed project complies with the proposed upzoning except for section 207.11(b)(5) – because it seeks

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benefits under the DBL – and the application of section 207.11(b)(5) would physically preclude the project by eliminating its eligibility for the density available under the upzoning, then the City cannot apply that section to the project. To the extent the City doubts or intends to contest this, CalHDF and Californians for Homeownership remind the City that the DBL, by its terms, "shall be interpreted liberally in favor of producing the maximum number of total housing units." (*Id.* at subd. (r).) Flouting the law on this point also carries severe penalties, including mandatory payment of attorney's fees to a project applicant who challenges the City in court. (*Id.* at subd. (e)(1).)

Similarly, the DBL defines the "base density" on which an applicant may seek benefits under the DBL, as "the greatest number of units allowed under the zoning ordinance ... or, if a range of density is permitted ... the greatest number of units allowed by the specific zoning range ..." The City's proposed SB 79 ordinance, regardless of whether it includes language to prevent projects from using the DBL, increases the "base density" for DBL purposes. Thus, project applicants can avail themselves of the DBL's benefits using the newly zoned density. Language to the contrary in the City's ordinance is so much useless ink.

Sincerely,





Matthew Gelfand
Californians for Homeownership

Dylan Casey
CalHDF

Exhibit C

CALIFORNIANS FOR HOMEOWNERSHIP

CAL HDF

May 4, 2026

City of San Francisco
49 S Van Ness Ave Suite 1400
San Francisco, CA 94103

By Email: ChanStaff@sfgov.org; ChanStaff@sfgov.org; DorseyStaff@sfgov.org; Jackie.Fielder@sfgov.org; MahmoodStaff@sfgov.org; MandelmanStaff@sfgov.org; MelgarStaff@sfgov.org; SauterStaff@sfgov.org; SherrillStaff@sfgov.org; Shamann.Walton@sfgov.org; Board.of.Supervisors@sfgov.org;

CC: cityattorney@sfcityatty.org; sarah.dennis-phillips@sfgov.org;

Re: Illegal Prohibition on Use of State Density Bonus Law

Dear San Francisco Board of Supervisors and Planning Department,

The California Housing Defense Fund ("CalHDF") and Californians for Homeownership submit this letter as a public comment regarding item 10, file number 260132, for the Board of Supervisors meeting of May 5, 2026, an amendment to the City's zoning code to implement the provisions of SB 79.

The proposed code amendment violates state law, as it prohibits the use of State Density Bonus Law (DBL).

The proposed ordinance seeks to implement an alternative plan pursuant to Government Code section 65912.161, subdivision (a). As part of this plan, the ordinance will upzone certain parcels to 50% of the density allowed by Government Code section 65912.157.

However, proposed code section 207.11(b)(5) forbids applicants who use this increased zoning capacity from invoking the benefits of the DBL: "Is not seeking a density bonus pursuant to Section 206.6."

This provision is illegal, as discussed below.

Background

State law contains many provisions that grant rights and protections to proposed housing developments and applications for proposed housing developments. These include the DBL,

codified at Government Code section 65915 et seq. The DBL furthers pro-housing policies by, among other things, allowing proposed housing developments that include affordable units to reduce or avoid local zoning and other land use restrictions, as well as to receive increased density. The DBL calculates density bonuses using a "base density," defined as "the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan." (Gov. Code, § 65915, subd. (o)(6).)

The proposed ordinance upzones certain parcels so that the City can avoid the primary provisions of SB 79 by implementing an alternative plan. The aforementioned state laws then further expand the allowed range of housing projects on these parcels, providing for even greater density and even more forgiving standards for projects.

However, proposed code section 207.11(b)(5) attempts to defeat the DBL entirely. If not for this provision, housing project applicants would be able to propose projects under this upzoning and then provide further affordable housing (and market rate units) under the DBL. Thus, the critical question is: does proposed section 207.11(b)(5) have any legal effect? As explained below, the answer is no. Developers may use both this upzoning and the DBL.

The City Cannot Forgo the Application of State Law

State law preempts local law. (Cal. Const., art. XI, § 7.) This is a foundational constitutional principle, and it is no less true in the land use context than anywhere else. As a corollary to this principle, local governments "cannot choose to forgo application of land use policies imposed by the Legislature." (*Ailanto Properties*, *supra*, 142 Cal.App.4th at 595.) Proposed section 207.11(b)(5), however, attempts to do exactly that: it states, in effect, that state land use laws do not apply to projects proceeding under the proposed upzoning. Code section 207.11(b)(5)'s intended purpose is unmistakably to "forgo application of land use policies imposed by the Legislature," as caselaw and the California constitution forbid. (*Ibid.*)

The DBL does not allow local governments to circumvent or opt out of these rules. The attempt to do so, in section 207.11(b)(5) of the proposed SB 79 ordinance, does not pass legal muster, and project applicants will be entitled to ignore it.

Project Applicants Cannot Waive State Law Protections to Which They Are Entitled

Just as the City cannot waive the application state land use and housing laws, neither can developers. "[A] law established for a public reason cannot be contravened by a private agreement." (Civ. Code, § 3513.) In other words, if a law is designed to accomplish a public benefit (possibly in addition to private benefits), the law's provisions cannot be waived. (See, e.g., *County of Riverside v. Superior Court* (2000) 86 Cal.App.4th 211, 220 [holding employment protections for public safety officers, although they benefitted individual officers, also served a broader public purpose and could not be waived].) The legislature has made clear

that pro-housing laws serve the broader public interest.[1] (See, e.g., Gov. Code, §§ 65915, subd. (u); 65913.4, subd. (u); 65582.1; Stats. 2024, ch. 294, § 1; Stats. 2023, ch. 783, § 1.) The legislative history for these laws, moreover, confirms they are intended to serve the public by expanding the supply of housing and affordable housing. (See *Doskocz v. ALS Lien Services* (2024) 102 Cal.App.5th 107, 115-116 [legislative history is relevant in deciding whether law serves a public purpose and hence cannot be waived].) Hence, project applicants have no authority to disclaim the application of the DBL, as the City's proposed SB 79 ordinance would have them do.

Two additional reasons prevent project applicants from waiving their right to pursue state law protections.

First, as with all legal waivers, such a waiver must be voluntary. (*Harvey v. County of Kern* (1930) 107 Cal.App. 590, 597.) As currently framed, the SB 79 ordinance does not ask project applicants to voluntarily waive their state law rights. It instead makes waiver *mandatory* for any project applicant. No waiver can occur through such an ultimatum; to the extent that the issue is unclear, moreover, the ambiguity resolves against the existence of a waiver. (See *Perini v. Perini* (1964), 225 Cal.App.2d 399.)

Second, waiver requires "an abandonment of a right that could be enforced or a privilege that could be exercised." (*Estate of Goyette* (1971) 14 Cal.App.3d 224, 232 [internal citations omitted].) Thus, for an applicant to be able to waive the application of state law to a project, it must be the case that the applicant could, absent the waiver, enforce the application of the relevant state law. And it must be the case, from there, that the applicant could choose *not* to waive their rights and instead apply state law protections and bonuses to their project. In this way, the City faces a catch-22, and however it resolves the dilemma, developers will be able to use both the SB 79 upzoning and state law.

Even if the City Can Prohibit the Application of State Law, the Density Bonus Law Gives Project Applicants the Legal Right to Circumvent the City's Prohibition

Even if the above legal rules do not neutralize the City's attempt to avoid state law, any project eligible for the DBL will be able to defeat the application of proposed section 207.11(b)(5) . The DBL states: "In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section." (Gov. Code, § 65915, subd. (e)(1).) If a proposed project complies with the proposed upzoning except for section 207.11(b)(5) – because it seeks

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benefits under the DBL – and the application of section 207.11(b)(5) would physically preclude the project by eliminating its eligibility for the density available under the upzoning, then the City cannot apply that section to the project. To the extent the City doubts or intends to contest this, CalHDF and Californians for Homeownership remind the City that the DBL, by its terms, "shall be interpreted liberally in favor of producing the maximum number of total housing units." (*Id.* at subd. (r).) Flouting the law on this point also carries severe penalties, including mandatory payment of attorney's fees to a project applicant who challenges the City in court. (*Id.* at subd. (e)(1).)

Similarly, the DBL defines the "base density" on which an applicant may seek benefits under the DBL, as "the greatest number of units allowed under the zoning ordinance ... or, if a range of density is permitted ... the greatest number of units allowed by the specific zoning range ..." The City's proposed SB 79 ordinance, regardless of whether it includes language to prevent projects from using the DBL, increases the "base density" for DBL purposes. Thus, project applicants can avail themselves of the DBL's benefits using the newly zoned density. Language to the contrary in the City's ordinance is so much useless ink.

Sincerely,





Matthew Gelfand
Californians for Homeownership

Dylan Casey
CalHDF

Exhibit D

Jun 4, 2026

California Department of Housing and Community Development
9342 Tech Center Drive, Suite 500
Sacramento, CA 95826

By Email: Melinda.Coy@hcd.ca.gov; David.Zisser@hcd.ca.gov

CC: ChanStaff@sfgov.org; ChanStaff@sfgov.org; DorseyStaff@sfgov.org; Jackie.Fielder@sfgov.org; MahmoodStaff@sfgov.org; MandelmanStaff@sfgov.org; MelgarStaff@sfgov.org; SauterStaff@sfgov.org; SherrillStaff@sfgov.org; Shamann.Walton@sfgov.org; Board.of.Supervisors@sfgov.org; cityattorney@sfcityatty.org; sarah.dennis-phillips@sfgov.org;

Re: Legal Defects in San Francisco's SB 79 Alternative Plan

Dear California Department of Housing and Community Development,

The California Housing Defense Fund (CalHDF), Yes in My Backyard Law (YIMBY Law), and Californians for Homeownership submit this letter to inform the Department of Housing and Community Development (HCD) of legal defects in the City and County of San Francisco's implementation of SB 79 including its alternative plan, adopted pursuant to Government Code section 65912.161, subdivision (a).

As discussed *infra*, the alternative plan and associated industrial exemption violate state law; and HCD cannot approve them as proposed without violating the provisions of SB 79 and other state laws.

In brief, the City's implementation of SB 79 violates state law because it prohibits the use of State Density Bonus Law (DBL) and illegally exempts the SOMA industrial employment hub even though residential is an allowed use throughout much of the area.

The City Cannot Forbid the Use of the Density Bonus Law (DBL)

The City seeks to implement an alternative plan pursuant to Government Code section 65912.161, subdivision (a). As part of this plan, the City's SB 79 ordinance upzoned certain parcels to 50% of the density allowed by Government Code section 65912.157.

2201 Broadway, PH1, Oakland, CA 94612
hi@calhdf.org

However, adopted code section 207.11(b)(5) forbids applicants who use this increased zoning capacity from invoking the benefits of the DBL: "Is not seeking a density bonus pursuant to Section 206.6." This provision is illegal, as discussed below.

Background

State law contains many provisions that grant rights and protections to proposed housing developments and applications for proposed housing developments. These include the DBL, codified at Government Code section 65915 et seq. The DBL furthers pro-housing policies by, among other things, allowing proposed housing developments that include affordable units to reduce or avoid local zoning and other land use restrictions, as well as to receive increased density. The DBL calculates density bonuses using a "base density," defined as "the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan." (Gov. Code, § 65915, subd. (o)(6).)

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However, code section 207.11(b)(5) attempts to defeat the DBL entirely. If not for this provision, housing project applicants would be able to propose projects under this upzoning and then provide further affordable housing (and market rate units) under the DBL. Thus, the critical question is: does code section 207.11(b)(5) have any legal effect? As explained below, the answer is no. Developers may use both this upzoning and the DBL.

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The DBL does not allow local governments to circumvent or opt out of these rules. The attempt to do so, in section 207.11(b)(5) of the City's SB 79 ordinance, does not pass legal muster, and project applicants will be entitled to ignore it.

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Two additional reasons prevent project applicants from waiving their right to pursue state law protections.

First, as with all legal waivers, such a waiver must be voluntary. (*Harvey v. County of Kern* (1930) 107 Cal.App. 590, 597.) As framed, the SB 79 ordinance does not ask project applicants to voluntarily waive their state law rights. It instead makes waiver *mandatory* for any project applicant. No waiver can occur through such an ultimatum; to the extent that the issue is unclear, moreover, the ambiguity resolves against the existence of a waiver. (See *Perini v. Perini* (1964), 225 Cal.App.2d 399.)

Second, waiver requires "an abandonment of a right that could be enforced or a privilege that could be exercised." (*Estate of Goyette* (1971) 14 Cal.App.3d 224, 232 [internal citations omitted].) Thus, for an applicant to be able to waive the application of state law to a project, it must be the case that the applicant could, absent the waiver, enforce the application of the relevant state law. And it must be the case, from there, that the applicant could choose *not* to waive their rights and instead apply state law protections and bonuses to their project. In this way, the City faces a catch-22, and however it resolves the dilemma, developers will be able to use both the SB 79 upzoning and state law.

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Even if the City Can Prohibit the Application of State Law, the Density Bonus Law Gives Project Applicants the Legal Right to Circumvent the City's Prohibition

Even if the above legal rules do not neutralize the City's attempt to avoid state law, any project eligible for the DBL will be able to defeat the application of code section 207.11(b)(5) . The DBL states: "In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section." (Gov. Code, § 65915, subd. (e)(1).) If a proposed project complies with the upzoning except for section 207.11(b)(5) – because it seeks benefits under the DBL – and the application of section 207.11(b)(5) would physically preclude the project by eliminating its eligibility for the density available under the upzoning, then the City cannot apply that section to the project. To the extent the City doubts or intends to contest this, CalHDF, YIMBY Law, and Californians for Homeownership reiterate that the DBL, by its terms, "shall be interpreted liberally in favor of producing the maximum number of total housing units." (*Id.* at subd. (r).)

Similarly, the DBL defines the "base density" on which an applicant may seek benefits under the DBL, as "the greatest number of units allowed under the zoning ordinance ... or, if a range of density is permitted ... the greatest number of units allowed by the specific zoning range ..." The City's SB 79 ordinance, regardless of whether it includes language to prevent projects from using the DBL, increases the "base density" for DBL purposes. Thus, project applicants can avail themselves of the DBL's benefits using the newly zoned density.

The Proposed Industrial Employment Hub Exemption is Unlawful

The City's SB 79 ordinance permanently excluded sites located in industrial employment hubs. While SB 79 does contemplate such an exemption, that exemption explicitly does not apply to sites where housing is "a permitted use" where it would be excluded, including through the creation of an "industrial employment hub." (Gov. Code, subd. § 65912.160, subd. (e)(2).) The statutory text makes no distinction between sites where housing is permitted and where it is "principally permitted", as used and defined in AB 2011. (Gov. Code, § 65912.101, subd. (n), § 65912.111, subd. (a).) If any form of housing is allowed at all by local zoning, the underlying site may not be excluded from SB 79.

Among the parcels that San Francisco proposes to withdraw, some districts allow certain housing uses. The Western SOMA Mixed Use Office district allows accessory dwelling units under a local ADU ordinance (S.F. Planning Code, § 840) and the "Service/Arts/Light Industrial" district allows both ADUs pursuant to the same ordinance and 100% affordable housing developments with a conditional use permit (S.F. Planning Code, § 836). The area also includes parcels zoned as P-Public, which principally permit affordable housing. (S.F. Planning Code, § 211.1 (i).) Therefore, those sites may not be excluded from SB 79.

Under California law, the Board must not approve the permanent exclusion of sites zoned P-Public, or within the Western SOMA Mixed Use Office district or the Service/Arts/Light Industrial district from SB 79. Because these zoning districts permit housing, the statutory exemption for industrial employment hubs does not apply. More specifically, two such parcels are owned by state entities, i.e. California Department of Transportation and the University of California. State owned lands are exempted from local zoning ordinances where development on that land would serve a governmental Purpose. (*Bame v. City of Del Mar*, 86 Cal.App.4th 1346, 1358 (2001); *Regents of Univ. of California v. Superior Ct.*, 102 Cal. App. 5th 852, 856–57 (2024).) Because the City cannot legally ban housing on State or UC land, those sites cannot be used to satisfy the exemption criteria.

Furthermore, once the zoning districts that allow housing are excluded, the SOMA industrial employment hub no longer meets the requirement to be a contiguous 250 acre area required by SB 79. (Gov. Code, subd. § 65912.160, subd. (e)(2).) This means that SOMA cannot be permanently excluded from the application of SB 79 via the industrial exclusion.

Finally, to use the industrial exemption, the designated industrial employment hub must meet the criteria in state law. Government Code section 65912.160, subdivision (e)(2) defines industrial employment hub as "a contiguous area of at least 250 acres designated in the jurisdiction's general plan on or before January 1, 2025, as an **employment lands area** ..."

San Francisco had not designated any areas as "employment lands" on or before January 1, 2025. In contrast, the City of San Jose had specifically designated areas as "employment lands" in the Envision San Jose 2040 General Plan. San Francisco may not designate any areas as "industrial employment hubs" because it had not designated any "employment lands areas" on or before January 1, 2025.

Approving the exemption of the SOMA industrial employment hub would violate state law and undermine the very purpose of SB 79: to facilitate housing production.

♦♦♦

We urge HCD to follow state law and reject the City's implementation of SB 79.

Sincerely,

Matthew Gelfand
Californians for Homeownership

Dylan Casey
CalHDF

Sonja Trauss
YIMBY Law

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SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SAN FRANCISCO

CALIFORNIA HOUSING DEFENSE FUND; CALIFORNIANS FOR HOMEOWNERSHIP, INC.; YES IN MY BACK YARD; SONJA TRAUSS

Petitioners and Plaintiffs,

v.

THE CITY AND COUNTY OF SAN FRANCISCO; CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Respondents and Defendants.

NOTICE OF LODGING OF RECORD WITH PETITION
(Code Civ. Proc., § 1089.5)

TO THE COURT AND ALL PARTIES, PLEASE TAKE NOTICE THAT on July 31, 2026, Petitioners California Housing Defense Fund, Californians for Homeownership, Inc., and Patterson & O'Neill, PC filed a Verified Petition for Writ of Mandate and Complaint for Declaratory Relief against Respondents the City and County of San Francisco and the California Department of Housing and Community Development. Petitioners have prepared the Record and intend to lodge the Record with the Petition. (See Code Civ. Proc., § 1089.5.) The Index for the Record is attached to this Notice as **Exhibit A**. Petitioners will serve the Record, along with this Notice, on Respondents concurrently with the Petition. Petitioners further intend, after conferring with the Clerk for the Superior Court of the State of California, San Francisco County, as to the proper method for lodging the Record with the Petition, to lodge the Record with the Court after the case is assigned to a department.

RESPONDENTS FURTHER TAKE NOTICE THAT because the record is being lodged with the Petition, any responsive pleading is due within 30 days after service of the Petition. (Code Civ. Proc., § 1089.5.)

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Dated: July 31, 2026

CALIFORNIA HOUSING DEFENSE FUND

By: /s/ Nicholas Eckenwiler
NICHOLAS ECKENWILER

Attorneys for Petitioner
CALIFORNIA HOUSING DEFENSE FUND

Dated: July 31, 2026

CALIFORNIANS FOR HOMEOWNERSHIP, INC.

By: /s/ Matthew Gelfand
MATTHEW GELFAND

Attorneys for Petitioner
CALIFORNIANS FOR HOMEOWNERSHIP, INC.

Dated: July 31, 2026

PATTERSON & O'NEILL, PC

By: /s/ Ryan Patterson
RYAN PATTERSON

Attorneys for Petitioners
YES IN MY BACK YARD
SONJA TRAUSS

Exhibit A

INDEX TO RECORD		
California Housing Defense Fund et al. v. City and County of San Francisco Case No. _____		
BATES NO.	**VOLUME**	**DESCRIPTION**
Correspondence		
000001-000004		Letter from HCD to San Francisco, July 1, 2026
000005-000008		Letter from CalHDF and Californians for Homeownership to San Francisco, April 10, 2026
000009-000012		Letter from CalHDF and Californians for Homeownership to San Francisco, May 4, 2026
000013-000017		Letter from CalHDF, Californians for Homeownership, and YIMBY Law to HCD, June 4, 2026
San Francisco Legislative File Number 260132		
000018-000026		Leg Ver1
000027-000029		Leg Dig Ver1
000030-000069		Table of Perm Exclusions
000070-00566		Table of Temp Exemp - Low Resource Parcels
000567-002153		Table Demonstrating Housing Capacity for Alt Pln
002154-002155		PLN Memo 021026
002156		MYR Memo 021026
002157-002166		Referral CEQA PC 021826
002167		CEQA Det 021826
002168-002195		PC Transmittal 032326
002196-004366		Comm Pkt 041326
004367-004899		Table of Temp Exemp - Low Resource Parcels Ver2 041026
004900-006128		Table Housing Capacity for Alt Pln Ver2 041026
006129-006141		PLN Presentation 041326
006142-006151		Leg Ver2
006152-006154		Leg Dig Ver2
006155-007981		Comm Pkt 042026
007982-007991		Leg Ver3
007992-007994		Leg Dig Ver3
007995-009883		Board Pkt 042826

009884-009893		Leg Ver4
009894-009896		Leg Dig Ver4
009897-011790		Board Pkt 050526
011791-011834		Comment Ltrs
011835-011846		Leg Final
Meeting agendas and minutes		
011847-011869		Agenda for 5/5/26 Board of Supervisors Meeting
011870-011897		Minutes for 5/5/26 Board of Supervisors Meeting
Other Materials Published by City		
011898-011903		Department of City Planning SB 79 Bulletin, updated July 1, 2026
011904		Bayview Industrial Employment Hub map
011905		Bayshore-Potrero Industrial Employment Hub map
011906		Soma-Mission Industrial Employment Hub map
011907-012089		San Francisco Housing Element 2022 Update