



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Planning Commission

**SUBJECT: DRAFT ENVISION SAN JOSE 2040
GENERAL PLAN UPDATE**

DATE: October 13, 2011

COUNCIL DISTRICT: Citywide
SNI AREA: Citywide

RECOMMENDATION

The Planning Commission voted 5-0-1 (Commissioner Platten absent) to recommend that the Council approve the proposed Draft Envision San Jose 2040 General Plan as recommended by the Envision Task Force and by staff.

OUTCOME

Should the Council approve the General Plan Update, once effective, the Envision General Plan would be the City's new General Plan replacing the existing San José 2020 General Plan. The General Plan establishes the City's long-term vision for the regulation of land uses and the delivery of municipal services within San José. Following its adoption, other policy decisions made by the Council will be evaluated for consistency with the Major Strategies and related policies in the Envision San José 2040 General Plan.

BACKGROUND

On September 28, 2011, the Planning Commission opened a public hearing to consider the proposed Draft Envision San José 2040 General Plan. Staff presented an overview of the Draft Envision Plan and the related Program Environmental Impact Report (PEIR) and highlighted recent correspondence from members of the public (attached) for consideration by the Commission.

The Planning Commission hearing included specific consideration of five possible modifications to the Draft Plan. These five possible modifications were presented by staff as part of the opening presentation and discussed during the public hearing:

- #1 More restrictive land use policies applicable to lands designated as Open Hillside, an option referred by Envision Task Force,

October 13, 2011

Subject: Draft Envision San Jose 2040 General Plan

Page 2

- #2 Changing the Land Use/Transportation Diagram designation for 1506 Hamilton Avenue per Envision Request ESJ2040-004,
- #3 Changing the Land Use/Transportation Diagram designation for 12750 Mabury Road per Envision Request ESJ2040-010,
- #4 Changing the Land Use/Transportation Diagram designation for the Rancho del Pueblo golf course site to allow residential use per PEIR Residential Option (General Plan Amendment File GP10-05-01),
- #5 Changing the Land Use/Transportation Diagram designation for the iStar industrial site per PEIR Residential Option (General Plan Amendment File GP07-02-01).

41 members of the public, including two Envision Task Force members and also representatives for the Mabury Road Envision Request (#3 above) and the iStar Residential option (#5 above), spoke at the meeting. The public comments can be considered in three groups:

- A. Comments on the Draft Plan including concerns about the Draft Envision Land Use/Transportation Diagram designations for specific individual properties (e.g., the proposed Open Hillside designation for properties located outside of the City's Urban Growth Boundary, the proposed Public/Quasi Public designation for existing church sites, the designation sites for near-term commercial use rather than residential);
- B. Comments related to the possible modifications to the Draft Plan, including two Residential Options (Rancho Del Pueblo and iStar) and one Envision Request (Mabury Rd.); and
- C. Comments from the public expressing support for the Draft Envision Plan and appreciation for the work done by the Envision Task Force, City staff, and the community.

Draft Envision Land Use/Transportation Diagram Designations and Draft Plan Policies

Three residents of the Brooktree Way neighborhood addressed the Commission, requesting that the PG&E high-voltage power line corridor behind their residences be designated as Residential Neighborhood rather than Open Space, Parklands and Habitat on the Draft General Plan Land Use/Transportation Diagram. The neighborhood residents indicated that the corridor was now in private ownership by the neighborhood residents and in use as part of their backyards. Staff responded that they would review property ownership and recommend changing the designation to Residential Neighborhood if it was in fact now in private ownership, also noting that this change would not have a significant effect upon the actual development potential of the corridor. (This modification and other changes made subsequent to the final Envision Task Force meeting and Planning Commission hearing are described in a separate supplemental memorandum to the Council.)

A representative of the Christian Community Church located at 1523 McLaughlin Road requested that the property be designated as Residential Neighborhood rather than as Public/Quasi-Public as shown on the Draft Envision General Plan Land Use/Transportation Diagram. In response, staff explained that as part of the Envision Task Force process, the Task Force recommended the retention of existing church and other "Private Community Gathering Facility" sites as a means of providing for the community's long-term need for such facilities. Approximately 10-15 sites with existing established churches which currently have a residential designation in the San José 2020 General Plan are recommended to be designated as Public/Quasi-Public as part of the Draft Envision Plan. Preserving these public/quasi public sites will also provide alternatives to the need for future industrial land conversions to locate such facilities which would conflict with the City's economic development and fiscal goals. In response to a question from the Commission, staff explained that the Draft Plan policies include a pipeline provision that would allow for a property owner to submit an application prior to the Plan's adoption that would allow use of the existing San José 2020 General Plan Land Use/Transportation Diagram designation for the site for a period of up to 18 months, but that the Draft Plan does not include Discretionary Alternate Use Policies that would allow sites designated as Public Quasi/Public on the Envision Diagram to be converted to other uses without review through the General Plan Amendment process.

A representative from the Santa Clara Valley Water District (SCVWD) thanked planning staff for the detailed response to the District's comment letter and emphasized the need for the City and the District to work cooperatively to implement the Riparian Corridor Policy and other flood control and water quality measures. The representative specifically expressed concern with potential flooding from the City's storm system and flood plain management; and suggested that Envision Plan policy MS 18.5 establish a single baseline. Staff noted that the Draft Plan policies related to flooding and water quality had been discussed at multiple Task Force meetings, including the participation of representatives from the District, and that these policies as currently drafted best incorporated the input of community members as well as professional staff. Staff also noted that most of the speaker's concerns focused on future implementation actions and that the Draft Plan reiterates the City's intent to continue to work collaboratively with the District to address these issues.

Eight speakers, associated with various properties throughout the City, indicated that they were confused about the proposed Envision Land Use/Transportation Diagram designations and how they would affect their current use of their property. In response, staff stated that notices had been sent to approximately 9,500 owners/tenants throughout the City who potentially would be specifically affected by the new Envision General Plan update and that because the notices were necessarily brief, in some cases, they were confusing to the recipients. Staff stated that in the past two weeks they had communicated with approximately 120 people who had received these notices, and typically people expressed concern that the City would be taking their property through eminent domain or in some way taking away their current use of the property. Staff emphasized that the General Plan update does not include any taking of property and that in most cases the Draft Envision Plan provides greater flexibility for future use of the property, particularly for employment uses. Staff also clarified that the Envision Plan allows for the continued use of existing single family residences located outside the Urban Growth Boundary. Staff indicated that they would follow up with all the speakers at the Commission hearing who requested information or clarification on the land use designation of their properties.

Envision General Plan Options and Requests

#1 Open Hillside Policies: One of the Envision Task Force members expressed that lands designated with the Open Hillside designation outside the Urban Growth Boundary in the Envision Plan should be kept undisturbed as much as possible and urged the Commission to start thinking about the implementation of the Envision Plan.

A representative for a proposed Heritage Oaks Memorial Park site, subject of one of the pending San José 2020 General Plan Amendments that is being incorporated into the Envision Plan, requested that the Commission support the staff-recommended Draft Plan policies for Open Hillside lands, stating that the policies incorporated in the Draft Plan are consistent with the Council's previous direction on this topic.

#2 Hamilton Avenue: There were no speakers on this potential modification to the Draft Plan (Envision Request ESJ2040-004).

#3 Mabury Road: A representative of the property owner addressed the Commission requesting that the site be designated as Mixed-Use Neighborhood on the Draft Envision Plan Land/Use Transportation Diagram (Envision Request ESJ2040-010). The speaker commented that it was confusing that the recommended designation had changed from a commercial designation to Residential Neighborhood, that the site was not appropriate for commercial uses, and that its current Public Quasi/Public designation is the unintended byproduct of the development of Independence High School in the past.

#4 Rancho del Pueblo Residential Option: 18 members of the public spoke in favor of the proposed Draft Envision Plan Land Use/Transportation Diagram designation of Open Space, Parklands and Habitat for the Rancho del Pueblo golf course site, and requested that the Commission not recommend modification of the Plan to designate the site as Mixed Use Neighborhood, noting that the current Draft Plan designation supports the desire of the community and the original property owners to preserve the site as an open space golf course. Speakers commented that the golf course is a unique amenity for the area, that it serves players from all over San José, and that it supports youth programs that are much needed in the area. Others expressed concerns over impacts upon adjacent property values, air quality, and traffic that would result from conversion of the open space site to residential use for up to 570 dwelling units.

A speaker commented that the Envision PEIR did not address loss of historic wetlands in the Rancho del Pueblo Golf Course site or the loss of park lands due to the conversion of the golf course for residential units. The speaker urged the Commission to approve the recommendation of both the Envision Task Force and staff and recommend denial of the Rancho del Pueblo and iStar Residential Options. In response to the question about wetlands, staff highlighted the section of the PEIR which discussed this issue and noted that potential removal of the artificial water areas created as part of the golf course development did not meet the criteria necessary to qualify as a significant environmental impact and that such an issue would be further addressed at the time of future development.

#5 iStar Residential Option: A representative of the applicant for the iStar project gave a brief presentation to the Commission in support of the proposed conversion of a 51.7-acre portion of the 71-acre iStar site to Mixed Use Residential in order to develop the site as a mixed-use development with up to 700 dwelling units. The representative highlighted the site's proximity to transit, the value of providing housing near jobs, and the increased opportunity for near-term economic development (e.g., residential development of a portion of the site could potentially help finance the construction of infrastructure that would make near-term commercial development on the remaining area more feasible) as important factors for the Commission to consider. The City's Director of Economic Development spoke in favor of the iStar Residential Option, emphasizing that the project as described by the representative would retain the job capacity on the site and would also provide for near term development of commercial uses that would potentially generate near term jobs and sales tax revenue for the City.

Planning staff noted that the area is subject to the Edenvale Area Development Policy, which would need to be significantly modified to add more project-level development capacity (primarily residential) to support the proposed level of development. Staff reiterated concerns that conversion of the majority of the iStar site to residential use would further diminish the City's supply of employment lands, undermine the cohesiveness of the Old Edenvale redevelopment area as an employment center, and reduce the likelihood of implementing the Urban Villages planned in the vicinity by transferring their residential development capacity potential to the iStar site.

Support for Draft Envision Plan

The last groups of comments from the public were generally in support of the Draft Envision Plan and appreciation for the work done by the Envision Task Force and City staff, as well as the community members who had engaged with the process for many years. Two of the Envision Task force members shared their experiences and emphasized their support for the Envision Plan, highlighting specific Draft Plan goals and concepts. The Task Force members expressed support for the designation of the Rancho Del Pueblo golf course as Open Space, Parklands and Habitat as recommended by the Envision Task Force and Planning staff; and also mentioned that the PEIR disclosed Air Quality impacts for Toxic Air Contaminants at the site if it were to be changed to allow residential development.

One of the members of the Five Wounds community spoke on behalf of the Five Wounds and Rails to Trails (Five Wounds Trail) task forces. The community member mentioned that the community is currently working successfully with staff to develop four Urban Village Plans for the Five Wounds area and shared the names selected by the community members for these Urban Villages.

Conclusion of Public Hearing

The Planning Commission then closed the Public Hearing, and discussed and voted on the issues related to the PEIR and the Draft Envision Plan.

In response to a question from the Commission, staff affirmed that the Draft Plan recognizes the importance of light industrial uses and that the Draft Plan supports the preservation of lands for such uses. Staff concluded by recommending that the Planning Commission certify the PEIR and make a recommendation to Council to approve the Envision San José 2040 General Plan with one modification to incorporate residential designation on the Envision Land Use/Transportation

Diagram for the high-voltage power line corridor abutting the Brooktree Way properties as appropriate.

Program Environmental Impact Report

There was no Commission discussion on the PEIR. The Commission voted 5-0-1 (Commissioner Platten, absent) to certify the Program Environmental Impact Report.

Individual Options

The Commission then discussed and voted on each of the above described potential options to the Draft Envision Plan before taking a vote on the entire Draft Envision San José 2040 General Plan.

#1 – Open Hillside Policies: In response to the Commission's request, staff explained the Open Hillside land use policies included within the Draft Plan and how the potential modification of those policies could further limit potential development for large, non-residential uses by restricting grading and/or use of non-native vegetation. One Commissioner indicated support for these more restrictive policies. Another Commissioner commented that it would be possible to include further protections of Open Hillside lands as part of the implementation of future projects. The Commission voted 4-1-1 (Commissioner Cahan opposed, and Commissioner Platten absent) to recommend the Draft Envision Plan land use policies for Open Hillside lands as recommended by staff with no further changes.

#2 – Hamilton Avenue: There were no discussions on the Envision Request at Hamilton Avenue and the Commission voted 5-0-1 (Commissioner Platten absent) to recommend the Draft Envision Plan Land Use/Transportation Diagram designation remain as Neighborhood/Community Commercial and within the Urban Village Area Boundary as recommended by the Task Force and staff.

#3 – Mabury Road: The Commission asked staff to clarify how the Draft Plan addresses remnant parcels. Staff explained that the Focused Growth Strategy focuses most residential growth at locations with access to transit and/or other services instead of allowing intensification of sites dispersed throughout the City. Under the Draft Plan, remnant sites are allowed to develop at densities and with a form consistent with the existing neighborhood pattern. The Commission also discussed how the new land use designations would be applied to places of worship and the implication for economic uses of those properties, planned opportunities for places of worship/assembly uses, and the relationship between the Draft Plan policies and the City's goals for preservation of employment lands. The Commission voted 5-0-1 (Commissioner Platten absent) to recommend maintaining the Draft Plan Land Use/Transportation Diagram designation of Residential Neighborhood for the site as recommended by the Task Force and staff.

#4 – Rancho del Pueblo Residential Option: The Commissioners thanked the members of the community that spoke on this proposed Option. The Commissioners discussed how the Rancho del Pueblo proposal for residential development is inconsistent with the goals and policies of the Envision Draft Plan and stated that changing the land use designation from Open Space, Parklands and Habitat would not be the right decision. The Commissioners commented specifically on the need to take a long-term view of the value the site provides to the community as open space and as a recreational site, and the negative fiscal and environmental impacts of adding housing in this area.

The Commission voted 5-0-1 (Commissioner Platten absent) to recommend maintaining the Draft Plan Land Use/Transportation Diagram designation of Open Space, Parklands and Habitat as recommended by the Task Force and staff.

#5 – iStar Residential Option: The Commission discussed the proposed iStar Residential Option, commenting on the importance of making land use decisions that support the Envision Plan's very ambitious job growth goals. Some members of the Commission also noted that while the site could potentially in the long-term be developed for mixed use according to "new urbanism" principles, the developer's currently proposed separation of land uses and form of development would not achieve that objective. The Commission voted 4-1-1 (Commissioner Bit-Bidal opposed and Commissioner Platten absent) to recommend maintaining the Draft Plan Land Use/Transportation Diagram designation of Combined Industrial/Commercial as recommended by the Task Force and staff.

Envision San Jose 2040 Plan:

The Commissioners made general comments in support of the Draft Envision San José 2040 General Plan, thanking the work of the Task Force and commenting on the technical excellence shown in the Draft Plan document and the professionalism demonstrated by staff throughout the General Plan Update process.

The Commission discussed the importance of future actions to implement the Draft Plan following its adoption. The Commission noted that many broad economic, fiscal, environmental and other policy issues are beyond the scope of the City to address and which will require successful action by regional, State or National bodies to address. The Commissioners stated that the City will need to demonstrate strong political will and leadership to advocate for State or Federal support for economic growth, improvement of public schools, construction and operation of transit, the provision of health care, the promotion of green jobs, and other key factors in determining the future of San José.

The Commission expressed support for regular measurement and review of the Plan's implementation through the Annual Review and Major Review processes included within the Draft Plan, noting the importance of monitoring and adjusting as necessary, all of the Plan's goals over time as the planning context may change in the future. The Commission also commented that the Draft Plan is a long-term policy document and that the City's fiscal challenges will need near-term solutions.

The Commissioners discussed the Draft Plan's jobs-housing ratio goal, expressing support for the ambitious amount of job growth supported by the Draft Plan, but also acknowledging the difficulty of achieving a 1.3 Jobs/Employed Resident ratio, the City's historic inability to make significant progress on this issue and the likely pressures that will come to allow greater amounts of housing growth in the near-term.

The Commission expressed strong support for the Urban Villages Strategy as a positive and powerful concept to guide the City's growth. The Commission suggested that the City continue to conduct significant outreach to build support for the implementation of Urban Villages, and that the outreach should include a discussion of the City's changing demographics, and the participation of developers who have had success building Urban Village-type projects in other locations.

The Commission expressed support for the positive approach taken within the Draft Plan toward promoting access to open space, building trails and protecting riparian and other habitat areas. One Commissioner suggested strengthening some of the Draft Plan policies, including: articulating a more rigid riparian setback requirement; providing a definition for healthy foods; adding grocery stores to the list of services that need to be within walking distance of where seniors live; specifically identifying potential locations for private schools so they are clearly welcome within San José's neighborhoods; addressing the need for shade in parks; and adding more specificity to the Draft Plan's Green Vision goals for energy and public vehicles. Another Commissioner noted the importance of considering California's and the City's competitiveness as a potential location for businesses, and expressed concern over the potential impacts of State policies, the City's Green Vision and related General Plan policies upon energy costs.

The Commission discussed the Streets for People strategy and suggested that staff further explore the development of policy and implementation tools to establish a nexus for development projects to build improvements that support walkability, transit and trails instead of just road infrastructure mitigations.

The Commission voted 5-0-1 (Commissioner Platten absent) to recommend that the Council approve the Envision San José 2040 General Plan as proposed by the Envision San José 2040 Task Force and staff. While the Planning Commission voted unanimously to recommend the Draft Plan, one Commissioner indicated support for modification of the Draft Plan to include more stringent land use regulations for Open Hillside lands and one Commissioner indicated support for modification of the Draft Plan to include Land Use/Transportation Diagram changes for the iStar site. Prior to voting, the Planning Commissioners acknowledged in their comments the extensive Envision Task Force and community engagement process and the resulting high quality of the Draft Plan. The Draft Plan has now been strongly endorsed formally by both the Planning Commission and the Envision Task Force.

Further analysis of the Draft Envision Plan is provided in the attached staff report to the Planning Commission.

CORRESPONDENCE AND OUTREACH

Staff has attached an applicant presentation, three items of correspondence that were distributed at the Planning Commission hearing, and three items of correspondence that were received by staff subsequent to the Commission hearing.

As mentioned in the Background section, several members of the public requested clarification on the proposed Envision land use designation for their properties. Staff has contacted all the speakers to provide further information and clarification on their properties' land use designations. A separate memorandum is being provided under separate cover to the Council on any substantive changes made to the Draft Envision Plan and Land Use/Transportation Diagram since the final Task Force meeting, including those raised at the Planning Commission hearing.

A complete discussion of the Envision 2040 public outreach is discussed in the attached report to the Planning Commission.

COORDINATION

The development of the Draft Envision San José 2040 General Plan was closely coordinated with representatives of all City departments and representatives of those departments directly contributed to its contents as well as to the Envision General Plan update process.

CEQA

A Program Environmental Impact Report (PEIR) was prepared for the project and certified by the Planning Commission on September 28, 2011. The City did not receive an appeal of the Commission's action within three business days. A CEQA resolution and Statement of Overriding considerations has been prepared for Council adoption. For more discussion of the PEIR, please see the attached report to the Planning Commission.

/s/
JOSEPH HORWEDEL, SECRETARY
Planning Commission

For questions, please contact Laurel Prevetti at 408-535-7901.

Attachments:

1. Planning Commission Staff Report.
2. Correspondence and Other Submittals:
 - Letter from Santa Clara Valley Water District
 - Letter from Santa Clara Airport Land Use Commission
 - Presentation from Bob Strain, Almaden Valley Community Association.
 - Letter from Sedgwick LLP. Safeway Stores Inc.
 - Letter from Shasta / Hanchett Park Neighborhood Association.
 - Letter from Kerri Hamilton, Citizens for Environmental and Economic Justice and District 5 United
 - Letter from Norm Matteoni, Barbaccia Property on Piercy Rd.
 - Letter from Jeff Aguilar, Christian Community Church, Property at 1523 McLaughlin Rd.
 - Presentation to the Planning Commission regarding the iStar property

File: 31811
Various

September 28, 2011

Mr. John Davidson
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street, 1st Floor
San José, CA 95113

Subject: City of San Jose General Plan Final EIR

Dear Mr. Davidson:

The Santa Clara Valley Water District is a special district with the mission to provide for a healthy, safe, and enhanced quality of living in Santa Clara County through watershed stewardships and comprehensive management of water resources in a practical, cost-effective, and environmentally-sensitive manner for current and future generations.

We appreciate the City's efforts in developing the Envision San Jose 2040 General Plan, and the consideration given to the comments the Water District submitted regarding the Draft EIR. We would like to highlight some key areas of the Water District's interests and remaining concerns.

FLOODING IMPACTS

The Water District is still concerned about effects to flooding resulting from updating the City's storm drain system from handling a 3 to 5 year event to a 10-year event. Although the response to the District's comments notes that this policy has been in effect for a number of years, the CEQA analysis needs to be based on existing conditions. Just as the rest of the EIR evaluates impacts from growth against existing conditions, not what is allowed under the existing General Plan, the evaluation of potential flood threats needs to be compared to the existing condition where most City storm drains are designed for the three-year event and are proposed to be upgraded to a ten-year event.

The Water District cannot design flood protection facilities based on potential future conditions that are not defined. This is speculative and would likely result in over-designed facilities that are too costly and with much greater impacts to riparian corridors.

We would like to see the City work with the Water District in creating a master plan for developing and upgrading the City's storm drain system. Such a plan would have sufficient details as to timing and location of Improvements that it could inform the future needs for flood control facilities and identify impacts to existing flood conveyance systems. The ultimate goal would be for the City and Water District to develop coordinated and compatible plans that will successfully convey stormwater from City streets, down regional creeks and out to the bay.

As an example, the City has removed details for the Charcot Avenue pump station from the EIR and stated that potential impacts from such an improvement will be evaluated in a separate CEQA document prior to construction. But the evaluation of potential flooding downstream would be limited to the contribution of the new pump station. To account for the complete cumulative effects of upgrading the City's storm drain system, a master plan should be prepared and integrated into the Water District's capital plans. This is the best way to protect the public and businesses from the devastating effects of flooding.

In the comments, the Water District suggested that the City strengthen compliance with the City's Flood Hazard Ordinance to include Department of Water Resources Model Ordinance Provisions and increase the rating the Community Rating System (CRS) program. The City responded that it will (and does) participate in the National Flood Insurance Program (NFIP) and CRS. It is the Water District's hope that the City will work to increase its score within the system by further implementation of components of the CRS program.

Participation in the NFIP is a minimum requirement of floodplain management. The NFIP requires new development to be constructed so that it is protected from flooding. Responsible floodplain management assures that existing development is not subjected to a lateral spread of the floodplain nor an increase in the depth of flooding resulting from new development. Floodplain management also works in concert with a capital improvement program and does not assume that the flood protection channels will be constructed or reconstructed to accommodate new development. The Water District is willing to assist the city in adopting a proactive floodplain management program that is in concert with the District's capital improvement program.

WATER SUPPLY / CONSERVATION

The Water District is dedicated to ensuring a reliable supply of healthy, clean drinking water now and in the future. The data provided in the Water Availability Assessments, and highlighted in our letter, shows that groundwater pumping will increase substantially during the horizon the Envision San Jose 2040 General Plan. Much of the water in the underground aquifers originates in the Sacramento Delta, is imported by the Water District and percolated into the ground through our ground recharge program. Given uncertainties related to threats to imported water supply due to environmental concerns in the Sacramento Delta, it is vital to continually monitor our water supply to sustain future growth and engage the District in each Major Review of the General Plan.

Water conservation is an important strategy the City can encourage in the form of progressive landscape and building standards. These policies can help make sure that future water supplies will be available. For this reason, the Water District appreciates the addition of Policy MS-17.8 to require the consideration of projected water supplies in each Major Review of the General Plan, and the evaluation of water conservation and recycling goals in Major Reviews in Policy IP-2.4.

For these reviews every four years to be effective, a baseline must be established. As written, Policy MS-18.5 states that citywide per capita water consumption will be reduced by 25% in

Mr. John Davidson
Page 3
September 28, 2011

2040 from a baseline using 2010 Urban Water Management Plans; Policy MS-18.7 calls for using the 2008 Water Conservation Plan as a baseline; and Policy MS-18.8 establishes a goal of saving 50 million gallons in water conservation and recycling, but does not establish a baseline total or year. Policies MS-18.5, MS-18.6, and MS-18.7 need to establish a single baseline to measure success against.

STREAM STEWARDSHIP

Strong and consistent implementation of the City's Riparian Corridor Policy is vital to protecting the creeks that flow through the City. Protection of creeks not only enhance the quality of life in San Jose, but is important to defend the sensitive ecology of riparian corridors, provide an adequate movement corridor for wildlife, provide adequate space to maintain creeks and levees, and protect surface and ground water quality.

The Water District is available to assist the City in protecting its community from flood hazards, providing a clean and reliable source of water, and protecting its riparian corridors in support of GP2040 Vision. We welcome the opportunity to work with the City in the major reviews and in the years to come as the Envision San Jose 2040 General Plan is implemented. If you have any questions or need further information, you can reach me at (408) 265-2607, extension 3095 or my colleague, Sarah Young at extension 2468.

Sincerely,

for Sue A Tippets

Michael Martin
Environmental Planner
Community Projects Review Unit

cc: Board of Directions (7), B. Goldie, J. Fiedler, L. Liang, J. Maher, M. Richardson,
R. Callender, A. Draper, C. Elias, S. Tippets, D. Hook, S. Young, B. Judd, B. Ahmadl,
R. Narsim, J. Wang, T. Alvarado, File

31811mm09-28



SANTA CLARA COUNTY

Airport Land Use Commission

County Government Center, 70 W. Hedding Street, East Wing, 7th Fl., San Jose, CA
95110
(408) 299-5786 FAX (408) 288-9198

October 5, 2011

Andrew Crabtree, Planner
City of San Jose
Planning Services Division
200 East Santa Clara Street
San Jose, CA 95113-1905

Re: Envision San Jose 2040 General Plan Referral

Dear Mr. Crabtree:

At the meeting of September 28, 2011, the ALUC considered the proposed project referral and found the above-cited General Plan request consistent with both the San Jose International Airport and Reid Hillview Comprehensive Land Use Plans (CLUPs).

The motion was as follows:

The Envision San Jose 2040 General Plan is found to be consistent with the San Jose International or Reid Hillview Airport Comprehensive Land Use Plan (CLUP) respectively, including the 180-day State mandated General Plan Amendment following adoption of the San Jose International CLUP. The motion includes revised General Plan Policy language proposed by the City to read: "General Plan Policy TR-14.3: For development in the Airport Influence Area (AIA) overlays, ensure that land uses and development is compatible with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) Comprehensive Land Use Plans for Mineta San Jose International and Reid Hillview Airports, or find, by a 2/3 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."

The ALUC file number is 8969-11R-03. If you have any questions, please do not hesitate to contact me at (408) 299-5786, or via e-mail at: mark.connolly@pln.sccgov.org.

Sincerely,

Mark J Connolly
ALUC Staff Coordinator
Tms/mjc

Cc: Cary Green; SJC Airport Planner
Carl Honaker, County Airports Director

Overview from AVCA

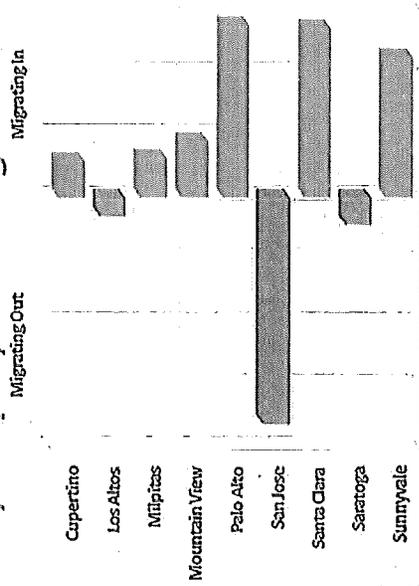
- ▶ Long list of good provisions in plan.
- ▶ Some represent best choices among group of less than happy options.
- ▶ Most controversial may be focus on making San Jose an employment base, not a bedroom for Santa Clara County.

Envision San José 2040

Points in support of the new General Plan

Bob Strain, AVCA

Daily Employment Migration



Jobs focus – worth defending

- ▶ On a daily basis, San Jose has a net outflow of about 90,000 workers.
- ▶ GP 2040 envisions San Jose as a regional employment center.
- ▶ Better for fiscal sustainability and for the quality of life.

Four to One Rule

- ▶ Baseline scenario calls for 4 new jobs per new housing unit.
- ▶ Low Growth scenario calls for 4 new jobs per new housing unit.
- ▶ This measure should be a litmus test for all proposals to increase local housing base.
- ▶ Adding employment will be more challenging than adding housing.



Periodic Reviews are Great!

- ▶ Test against the four-to-one rule.
- ▶ Evaluate efficacy of mass transit plans
- ▶ Assess success of Urban Villages



Digital Enablement

- ▶ Knowledge workers can work from anywhere they are digitally connected.
- ▶ San Jose should make its communications infrastructure solid and competitive.
- ▶ That will keep traffic off roads.



Support Envision San José 2040

Almaden Valley



Community Association

Sedgwick^{LLP}

Matthew D. Francoisi
(415) 627-3628
matthew.francois@sedgwicklaw.com

September 28, 2011

Honorable Hope Cahan, Chair
and Members of the San José Planning Commission
City of San José
200 E. Santa Clara Street
San Jose, CA 95113

Re: Proposed Envision San José 2040 General Plan

Dear Chair Cahan and Members of the Planning Commission:

We are writing on behalf of our client, Safeway Stores, Inc., in regard to the proposed Envision San José 2040 General Plan ("Proposed Plan").¹ As you know, the Planning Commission is scheduled to consider and make a recommendation to the City Council on the Proposed Plan at your hearing this evening. At the outset, we apologize for the lateness of our letter. We only received notice last week of the Commission's hearing on the Proposed Plan. In general, Safeway supports the goals, policies and long-range planning effort embodied in the Proposed Plan.

As the longtime owner and operator of twelve grocery stores within San José, Safeway is pleased to participate in the City's General Plan update process. We commend the City on the substantial amount of time and energy that went into the preparation of the Proposed Plan. Most of the Safeway store sites would continue to have a commercial land use designation under the Proposed Plan (with most designated Neighborhood/Community Commercial)² consistent with their current General Plan land use designations. However, six of the twelve Safeway store sites are located within an Urban Village Area boundary.³ As you know, these targeted growth areas are proposed to be developed at some point in the future with a mixture of residential and employment-generating non-residential uses pursuant to a yet-to-be-adopted Urban Village Plan. It is our understanding that the City will adopt these plans within one of three planning horizons. Most of the affected Safeway store sites are within the third (or final) planning horizon. Prior to the adoption of an Urban Village Plan, these properties can be retained and developed with uses consistent with those of the Neighborhood/Community Commercial land use designation.

¹ All citations herein are to the Proposed Plan.

² The proposed Neighborhood/Community Commercial land use designation is designed to "support[] 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." Chapter 5, p. 9.

³ These six stores are located at: 2558 Berryessa Road, 6150 Bollinger Road, 1771 E. Capitol Expressway, 1530 Hamilton Avenue, 1663 Branham Lane and 5146 Stevens Creek Boulevard.

Several policies and provisions of the Proposed Plan wisely make clear that commercial uses can continue and intensify prior to the adoption of an Urban Village Plan.⁴ Notwithstanding these fundamental and overarching policies designed to encourage the retention and continued viability of commercial uses prior to adoption of an Urban Village Plan, the Proposed Plan contains two policies – Policy CD-7.3 and Policy LU-5.3 – that could conflict with the overwhelming majority of policies that allow commercial development to continue and expand pending adoption of an Urban Village Plan. To ensure internal consistency within the Proposed Plan and for ease of future implementation, we request that these policies be modified or stricken from the Proposed Plan.

Policy CD-7.3 states that development proposed within an Urban Village Area should be reviewed prior to approval of an Urban Village Plan “for consistency with policies pertaining to the proposed use (e.g., general Urban Design policies)” and “[e]ncourage[s] such new development to be consistent with the Design Policies for Urban Villages.” However, the Proposed Plan envisions that the Design Policies for each Urban Village will be developed in conjunction with the future Urban Village Plan. *See, e.g.*, Chapter 4, p. 13; Policy CD-1.14; and Appendix 6. Since such plans have not yet been developed (and will not likely be developed for some time, in the case of the plans pertaining to the majority of the Safeway store sites), there currently are no such policies with which development on these sites can conform.⁵ To avoid the possibility of confusion and unpredictability in future land use planning actions, this policy should be stricken from the Proposed Plan. Alternatively, Policy CD-7.3 could be modified as follows:

Review development proposed with an Urban Village Area prior to approval of an Urban Village Plan for consistency with any applicable design policies pertaining to the proposed use (~~e.g., general Urban Design Policies~~). Encourage such new development to be consistent with the Design Policies for Urban Villages as and to the extent such policies are adopted in an applicable Urban Village Plan.

Policy LU-5.3 “[e]ncourage[s] new and intensification of existing commercial development in vertical mixed-use projects and, in some instances, integrated horizontal mixed-use projects, consistent with the Land Use/Transportation Diagram.” As to the Safeway store sites, mixed-use development would not be consistent with the existing underlying Neighborhood/Community Commercial land use designation (see footnote 2). Further, developing the sites with residential uses prior to adoption of an Urban Village Plan would conflict with various policies and provisions of the Proposed Plan, including those requiring neighborhood input on proposed mixed-use development plans. *See, e.g.*, Policy CD-7.2, Action CD-7.10, Policy IP-5.1, Policy IP-5.2, Policy IP-5.4 and Policy IP-5.10. Such mixed-use development thus would only be appropriate when an Urban Village Plan is adopted for such sites, at which point the Urban Village Plan would regulate the mix of uses. This policy puts the cart before the horse and thus should be eliminated from the Proposed Plan. Alternatively, Policy LU-5.3 could be

⁴ For instance, the Proposed Plan states that in designated Urban Village Areas, “proposals for commercial, office and other combinations of non-residential development can be pursued at any time, consistent with existing Land Use designations.” Chapter 7, p. 6. Policy CD-7.2 likewise states that commercial development and other non-residential projects “may proceed prior to acceptance or approval of the Urban Village Plan.” *Accord*, Action CD-7.10; Policy IP-2.2; Policy IP-5.1; Policy IP-5.10; Policy IP-5.11; Chapter 1, p. 68; and Chapter 7, p. 3.

⁵ Furthermore, once such plans and design policies are adopted as planning regulations, there would be no need for this policy.

Hon. Hope Cahan, Chair
and Members of the San Jose Planning Commission
September 28, 2011
Page 3

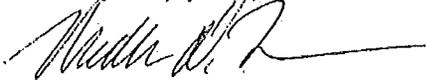
modified as follows:

For development outside Urban Village Areas, Encourage new and substantial intensification of existing commercial development in vertical mixed-use projects and, in some instances, integrated horizontal mixed-use projects, as and to the extent consistent with the Land Use/Transportation Diagram.

In short, while Safeway is not opposed to the Proposed Plan (including the Urban Village concept as a whole), it does wish to ensure that certain policies do not inadvertently preclude the viability of crucial commercial development within Urban Village Areas pending preparation and adoption of an Urban Village Plan. Safeway wishes to actively participate in the Urban Village Plan process for each of its applicable sites and requests to be notified as and when the City moves forward with this planning effort.

Thank you for your consideration of Safeway's views on this matter. Please do not hesitate to contact the undersigned or Natalie Mattei, Safeway's Real Estate Manager, at (925) 467-3063, with any questions concerning this correspondence.

Very truly yours,



Matthew Francois
Sedgwick LLP

cc: Natalie Mattei
Anna Shimko
John Baty



Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 • San Jose, CA 95158 • info@shpna.org • www.shpna.org

September 27, 2011

Attention: Chair, San Jose Planning Commission
200 East Santa Clara St., 3rd Floor Tower
San Jose, CA 95113
Re: PEIR for the Draft Envision San Jose 2040 General Plan Update (PP09-11)

Dear Members of the Commission,

The Shasta Hanchett Park Neighborhood Association (S/HPNA) supports the goals of the Envision 2040 General Plan. The Envision 2040 General Plan directs new housing growth to occur in high density mixed use format in clearly identified Growth Areas and establishes the Urban Village concept.

S/HPNA supports thoughtful, balanced growth that is focused in villages that will lead to a sustainable, pedestrian friendly and livable city. S/HPNA has a long-standing record of encouraging high-quality, high-density projects located in conjunction with transit. S/HPNA was a partner in the development of the Grand Boulevard Initiative for the redesign of The Alameda corridor. S/HPNA will be the home of Urban Villages The Alameda East (VT4) and West San Carlos (CR31). The Midtown Specific Plan area is within S/HPNA's boundaries.

No non-village projects should be allowed to harvest housing units and place the Urban Villages at risk. The success of S/HPNA's Urban Villages will depend on careful planning and a balance of housing, commercial and amenities that will make the villages livable. Parks are a necessary part of the Urban Village and are currently funded through housing PDO/PIO fees. Commercial success depends on sufficient nearby residents. It will be critically important that each village stay intact with its current planned housing numbers.

S/HPNA opposes the conversion of the Rancho del Pueblo property from open space/parkland to housing. By shifting housing numbers from nearby Urban Villages, the viability of those Urban Villages are placed at risk. Amenities are underwritten by housing. If housing is moved out of those Villages, they will have fewer amenities: parks and commercial/retail.

The PEIR analysis of the Rancho del Pueblo option is flawed. The EIR contains no proposal to mitigate the loss of open space nor does it address how the loss of wetlands will be mitigated. Rancho del Pueblo was listed in the 2009 Greenprint Update Parkland Inventory and no mention is made within the PEIR. The elimination of this open space would violate Envision General Plan Key Concept #9: "Life Amidst Abundant Natural Resources."

S/HPNA applauds the new infill policy for established neighborhoods. We agree that developments should match the character of the established neighborhoods. The previous "Two-

Acre Rule" for infill has outlived its usefulness. Elimination of this out-of-date rule will do much to encourage growth in high-density villages and will reduce conflict with existing residents and will allow staff and developers to focus their efforts where growth needs to be focused - in the designated Urban Villages and Transit Corridors.

We thank for the opportunity to comment and be apart of the Envision 2040 Planning process.

Sincerely,

A handwritten signature in cursive script that reads "Helen Chapman".

Helen Chapman
On behalf of the
S/HPNA Board of Directors

Davidson, John

From: Kerri Hamilton [kerrihamilton2004@yahoo.com]
Sent: Wednesday, September 28, 2011 5:10 PM
To: Norman Kline; Matt Kamkar; Hope Cahan; Ed.Abelite.1; edesa
Cc: Horwedel, Joseph; Prevetti, Laurel; Davidson, John; Walton, Susan
Subject: DPEIR Questions, Rancho Alternative GPA, Envision 2040 General Plan

Dear Commissioners and Professional Staff:

On behalf of Citizens for Environmental and Economic Justice and the District 5 United I would like to submit the following questions and comments regarding the DPEIR for the General Plan, the Rancho Alternative GPA, and the Envision 2040 General Plan.

DPEIR: Page 822 Section 3.15.5.4 Appears to need proper disclosure by separating the impact explanations for Rancho and I-Star and explain or reference the unit switch between the Alum Rock Planning Area and Rancho del Pueblo Golf Course and the connection. The assumptions aren't stated. There is no discussion of the fact that people will have to drive more if the allocation is shifted to Rancho since there is more current and planned transportation infrastructure at Alum Rock and it's an area that supports more compact urban mixed use form which enables walking and cycling as opposed to driving.

Page 823 Section 3.15.5.2 & 3.15.5.3 appear to be inaccurate and inconsistent with the State Climate Change Scoping Plan, specifically transportation-related ghg emissions for regions throughout California and within the BAAQMD jurisdiction, since the Rancho GPA would cause an increase of GHG and VMT since it is in a more auto-oriented setting that requires residents to take more trips by car and travel greater distances to shop, etc.

Page 120 Section 2.2.8.1 Regarding the Mixed Use Neighborhood designation, the analysis presumes that the site would redevelop solely with residential, even though the designation allows for commercial and private community gathering facilities such as churches.

We also think that it's appropriate to disclose and reference environmental hazards, transportation, air, ghg and biotic findings from the prior Rancho and Fairways KB development environmental studies. While we realize that this is a program level EIR, we believe that there should be some reference and disclosure made for this alternative GPA.

We have questions about the habitat issues on the site and whether the man-made ponds supporting wildlife can truly just be filled in as implied in the document.

Rancho Alternative GPA: We concur with the Envision Task Force in supporting keeping Rancho's designation as Public Park, Open Space and Habitat and the staff recommendation to exclude the Rancho Alternative GPA from the plan. We believe that is in conflict with many of the goals and policies embedded in the proposed 2040 General Plan that staff, the Task Force and community spent many years creating.

Envision: We have enjoyed participating in the process of creating this new vision that will guide San Jose planning decisions for years to come, and overall we are very happy with the proposed plan itself. We hope that the Planning Commission and City Council will make their recommendations and

9/28/2011

decisions accordingly in the best interests of the future of San Jose and its citizens as well as residents of our region. We are aware that very challenging fiscal times create pressures to deviate from the plan, and we hope that such actions would never be taken without serious and thoughtful consideration. Having participated in the process during the building boom and watching the City develop literally around the General Plan was enlightening and frightening. Quality implementation is the biggest concern of our members and the greater community, and we agree with Commissioner Platten that a focused and aggressive legislative agenda will help San Jose to garner some of the resources that it needs to provide the infrastructure to support the plan for years to come.

Thanks to staff for a wonderful, inclusive process and for doing a great job in challenging times with scarce resources.

Sincerely,

Kerri Hamilton (sent on behalf of Citizens for Environmental and Economic Justice and District 5 United)



September 21, 2011

Norman E. Matteoni

Peggy M. O'Laughlin

Bradley M. Matteoni

Barton G. Hechtman

Gerry Houlihan

City of San Jose Planning Commission
San Jose City Hall
200 East Santa Clara Street, Third Floor Tower
San Jose, CA 95113

Re: Barbaccia Investment Property (AP 678-13-012)

Dear Commission Members:

The property owner wishes to clarify the status of the preliminary 2040 designation for the Barbaccia Investment property along the east side Piercy Road in the East Edenvale Area.

It appears the draft land use map for the 2040 General Plan Update designates the lower and under 15 percent slope portion of the site as within the Urban Growth Boundary but outside the Urban Service Area. Moreover, it appears this small 3.2-acre site also has been preliminary designated as an "Urban Reserve" with a land use designation of "Lower Hillside", the latter that allows for only one unit per five acres.

When you look at the land uses on either side of the property (north – industrial, and south, residential) as well as to the west, on the Draft GP Land Use Map, this designation makes no sense. It shows a light orange color surrounded by blue and yellow. The green to the east is Non-Urban Hillside representing lands above the 15% slope line; that designation is common to all land above the East Edenvale area (see attachment).

The owner requests the draft plan be revised as follows:

- Exclude the site from the urban reserve designation.
- Realign the Urban Service Area so as to include the site, as all other properties are along Piercy Road.

- Apply an urban use designation benefiting the site's strategic location and development potential.

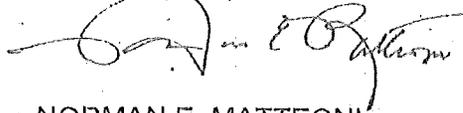
The current designations are a gross misinterpretation of the site and its attributes. And, moreover the proposed designations singles out and treats this property in manner unlike that of any other property in the city. The facts are as follows.

1. **Urban Service Area eligibility.** As documented in the City Council certified Initial Study prepared in 2008 in conjunction with a prior application by Barbaccia Investment, urban services and facilities, including streets, water, sewer and storm drainage, are readily available and have sufficient capacity to serve high-density residential site development.
2. **Inappropriateness as an Urban Reserve Area.** With the exception of the Barbaccia parcel, the Urban Reserve designation is reserved for substantial undeveloped land holdings along the city's outer limits. In contrast this site has a total area of approximately 3.2-acres and is bounded on the east by steep hillside designated for permanent open space retention, on the south by recently constructed residences and on the west and north by industrial use designated properties. All needed utilities either adjoin the site or are in close proximity and located within streets and lands currently available for development. Consequently any growth inducement brought about by development can occur only on lands that the city wishes to promote development and for which urban service and facilities are available. It is difficult to understand the rationale for the "Urban Reserve" designation for a 3.2-acre site given these conditions and the site's proximity to existing and planned jobs centers, closeness to freeways (less than two minutes travel time) and presence of CalTrain and Light rail stations within less than two miles.
3. **Incompatibility of Lower Hillside designation.** The proposed future land use designation of Lower Hillside, a designation that would permit a maximum site development of *one* single-family home per five acres, hardly befits a site with such excellent locational attributes and proximity to and availability of urban services. The conditions and intent set forth in the draft General Plan's description of Lower Hillside clearly do not apply to the Barbaccia parcel.

For example, the declared intent is "to preserve the visual and habitat benefits of open space areas..." 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." As shown in the previously certified Initial Study neither

of these conditions apply to this site. The draft plan further states the lower hillside designation is intended to "allow for limited infill that completes the existing pattern of development at its edge..." while allowing for only one dwelling unit per five acres. Yet in the case of the Barbaccia parcel existing residential development on the adjoining parcel to the south, with similar topographical and geologic conditions, far exceeds this density and adjoining parcels to the north and west are designated Industrial Park, a designation permitting up to a FAR of 10 per acre and building heights from two to 15 stories. Were a similar development intensity applied to the site floor area ranging from 87,000 to 435,600 square feet per acre would be permissible. Clearly a land use designation permitting only a single home, approximately 4,000 to 5,000 square feet, is inappropriate for this site.

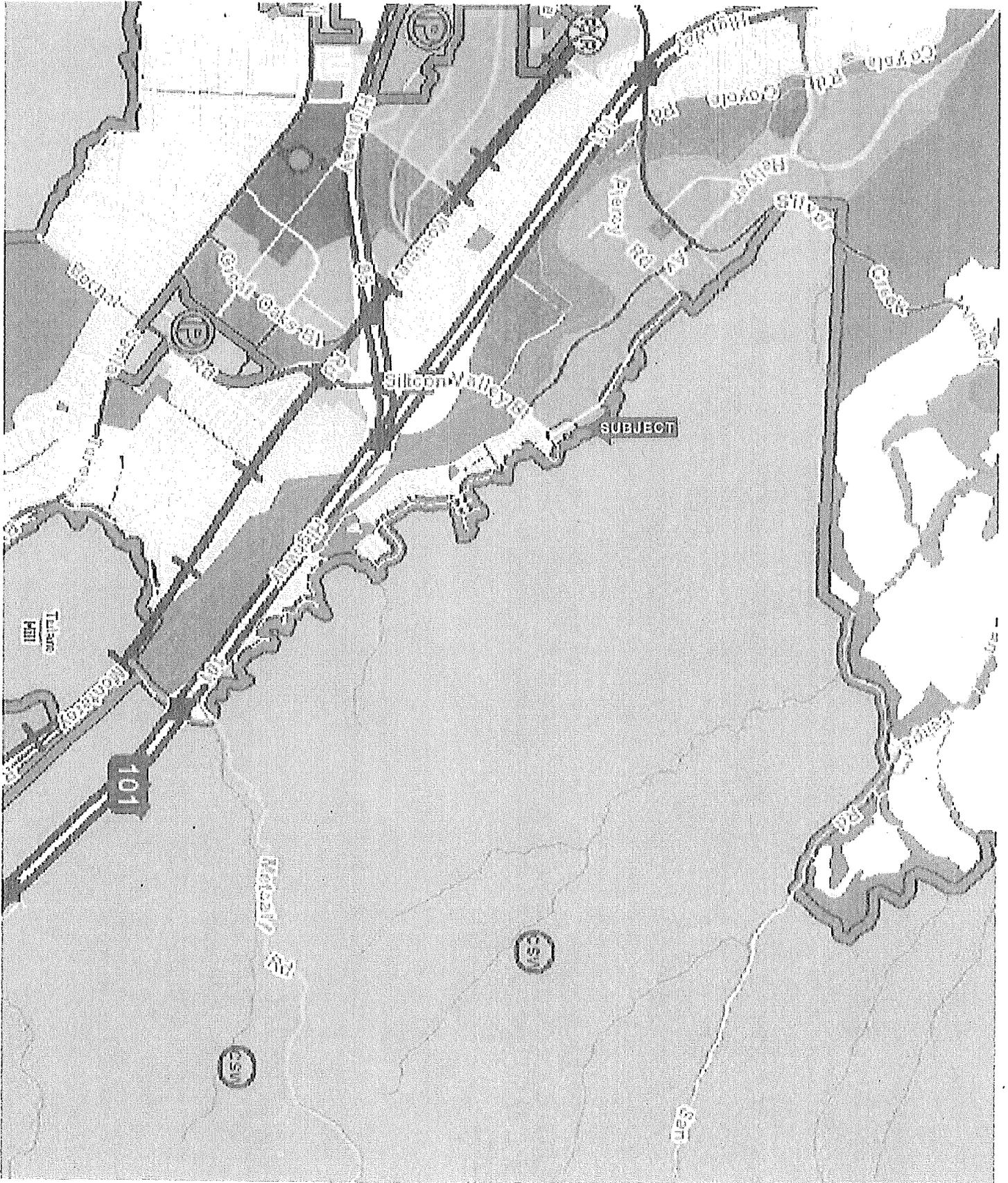
Yours very truly,



NORMAN E. MATTEONI

NEM/mr

cc: Joseph Horwedel, Planning Director
Jack Previte
Tom Cooke



CHRISTIAN Community CHURCH

...Loving God, Each Other, Our City and the Nations!

September 23, 2011

Office of Mayor Chuck Reed
200 East Santa Clara Street San Jose, CA 95113
tel. (408) 535-4800 fax (408) 292-6422 mayoremail@sanjoseca.gov

Mayor Reed,

We are writing to inform you of our concern of the proposed change of land use in the draft General Plan update that the San Jose City Council will be voting to approve in October. We were surprised that our congregation's land has been re-designated as public/quasi-public, a change from the previous low density residential plan designation which has been in place for many years. A land use designation we are relying on.

As you may be aware, the goal of the church is to sell the property to generate much needed revenue so that we may be able to pursue the continuation of our goals in the community. Specifically, our plan is to reinvest the proceeds from the sale into another property in San Jose that is more appropriately sized for our needs and use any excess from the sale for the renovation of the facility and service to the community.

Our advisors have demonstrated to us that there will be a large loss of revenue if we are unable to attract buyers who would develop the property under its current R1-8 Zoning. Not being able to have the property developed for its residential use will have a very negative impact on our congregation's plans.

Our concern, of course, is that we are being "down-zoned" without any input from us as it was not until very recently that we were made aware of the proposed change of the General Plan affecting our property from our advisors. Unfortunately, it appears very disingenuous to provide notice of the change to us mere weeks before it is presented to the council for vote, giving us little time to provide input and to demonstrate our disapproval of the unilateral action that is being proposed.

Destroying our ability to capture value from our only significant asset effectively undermines our congregation's plans in the community.

We're hopeful that you recognize what the impact a change of land use to our only significant asset means to us. We request that you direct planning staff to remove the general plan designation change to our property.

Respectfully,



Stephen Wilson
Senior Pastor



John D. Dermer
Executive Pastor

APN: 477-46-054

**Envision San Jose 2040
Preferred Scenario 7A
iStar Project Benefits**

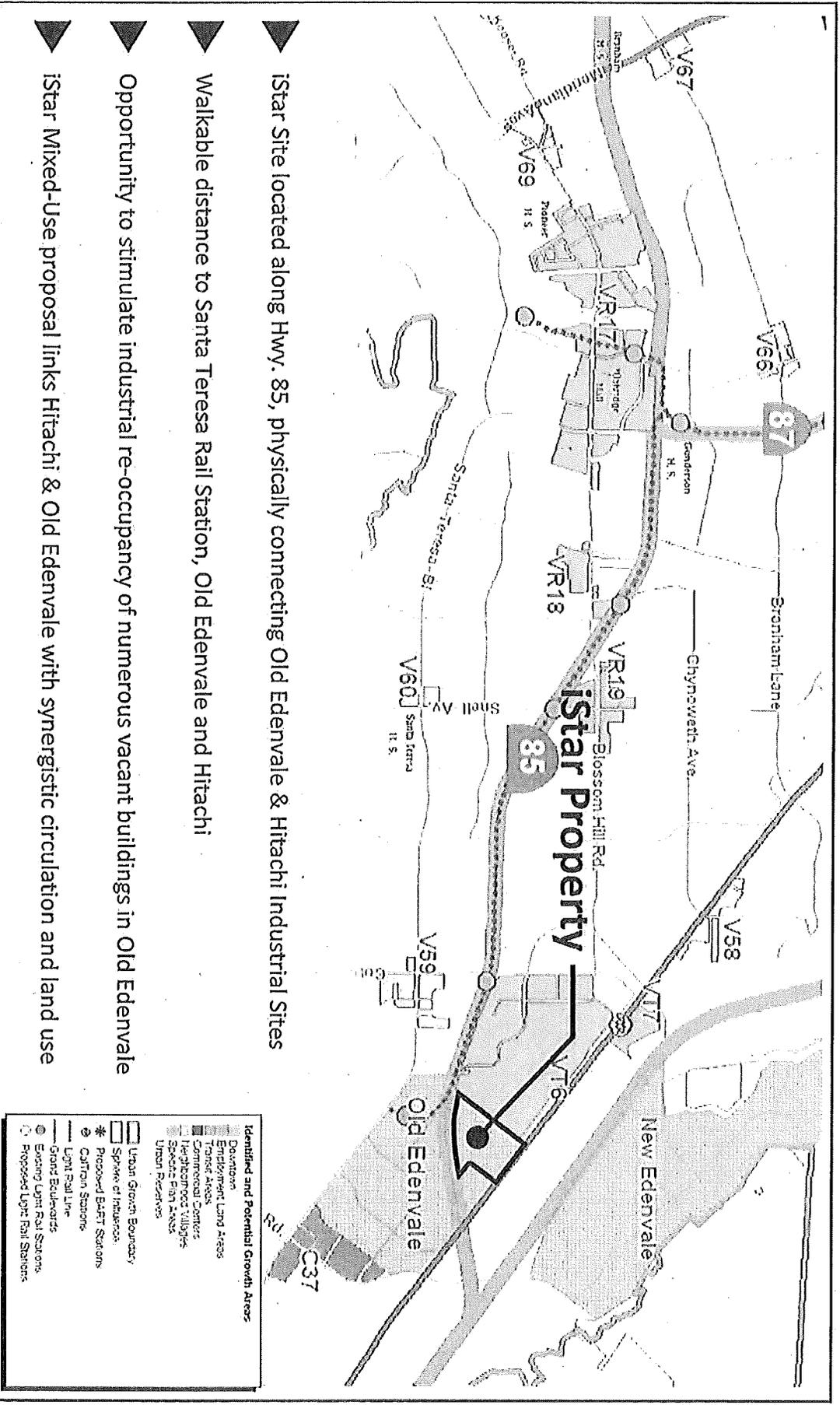
Planning Commission Hearing

September 28, 2011

HUNTER PROPERTIES

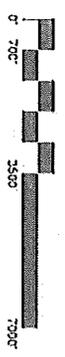
**LOEWKE PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING**

Designated Growth Areas

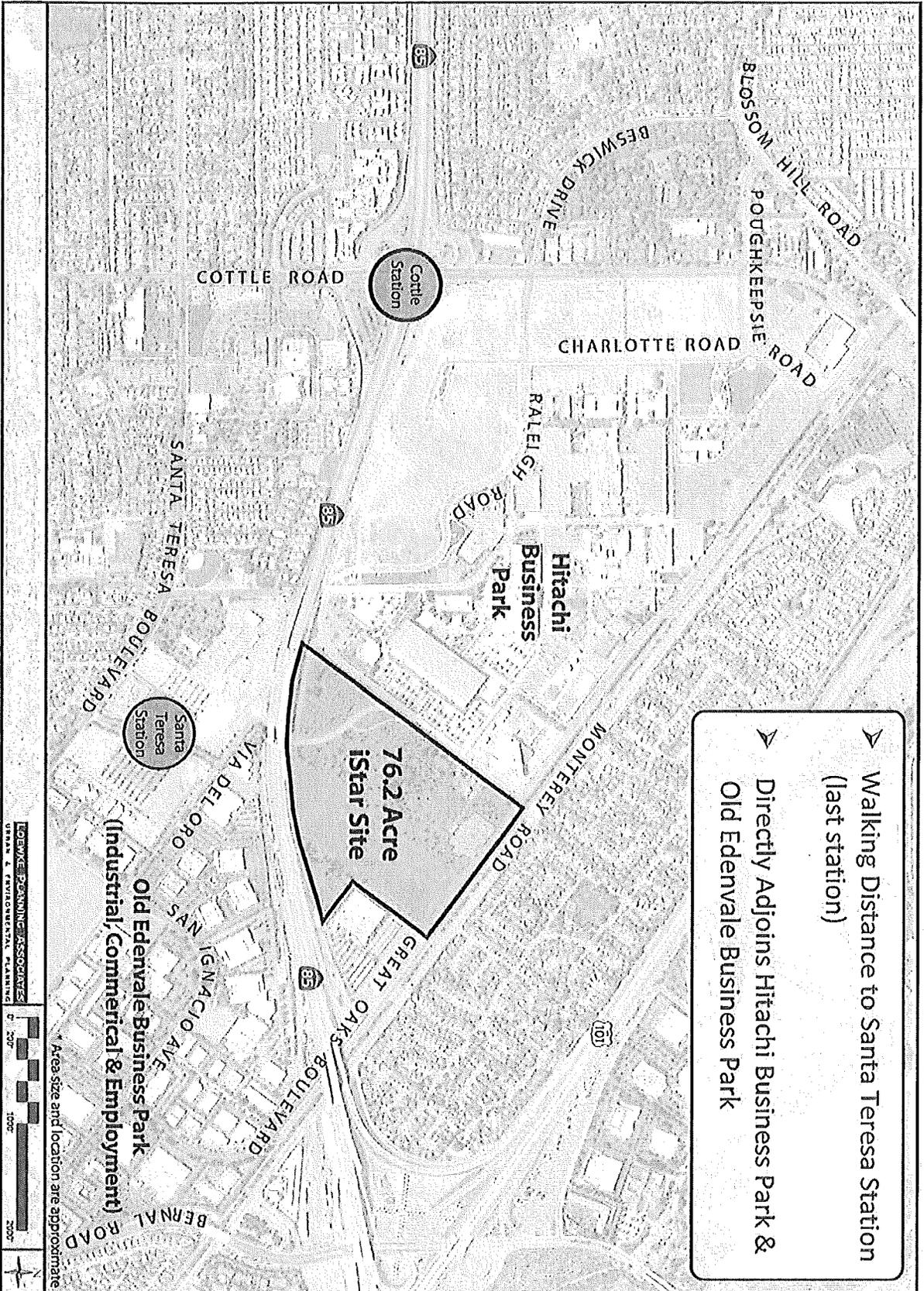


- ▶ Istar Site located along Hwy. 85, physically connecting Old Edenvale & Hitachi Industrial Sites
- ▶ Walkable distance to Santa Teresa Rail Station, Old Edenvale and Hitachi
- ▶ Opportunity to stimulate industrial re-occupancy of numerous vacant buildings in Old Edenvale
- ▶ Istar Mixed-Use proposal links Hitachi & Old Edenvale with synergistic circulation and land use

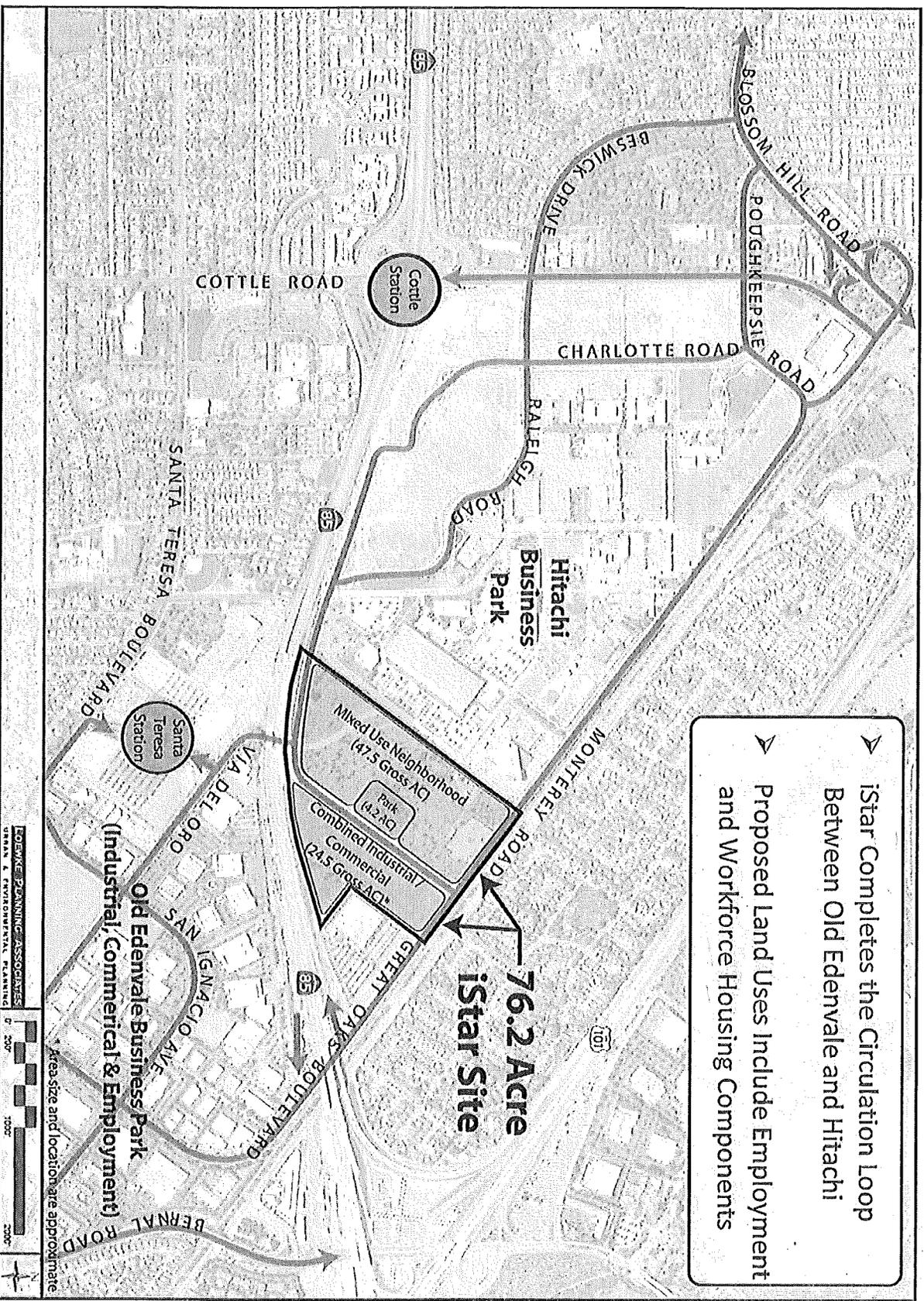
ESWICK PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING



istar Site Location



iStar Connectivity with Hitachi & Old Edenvale



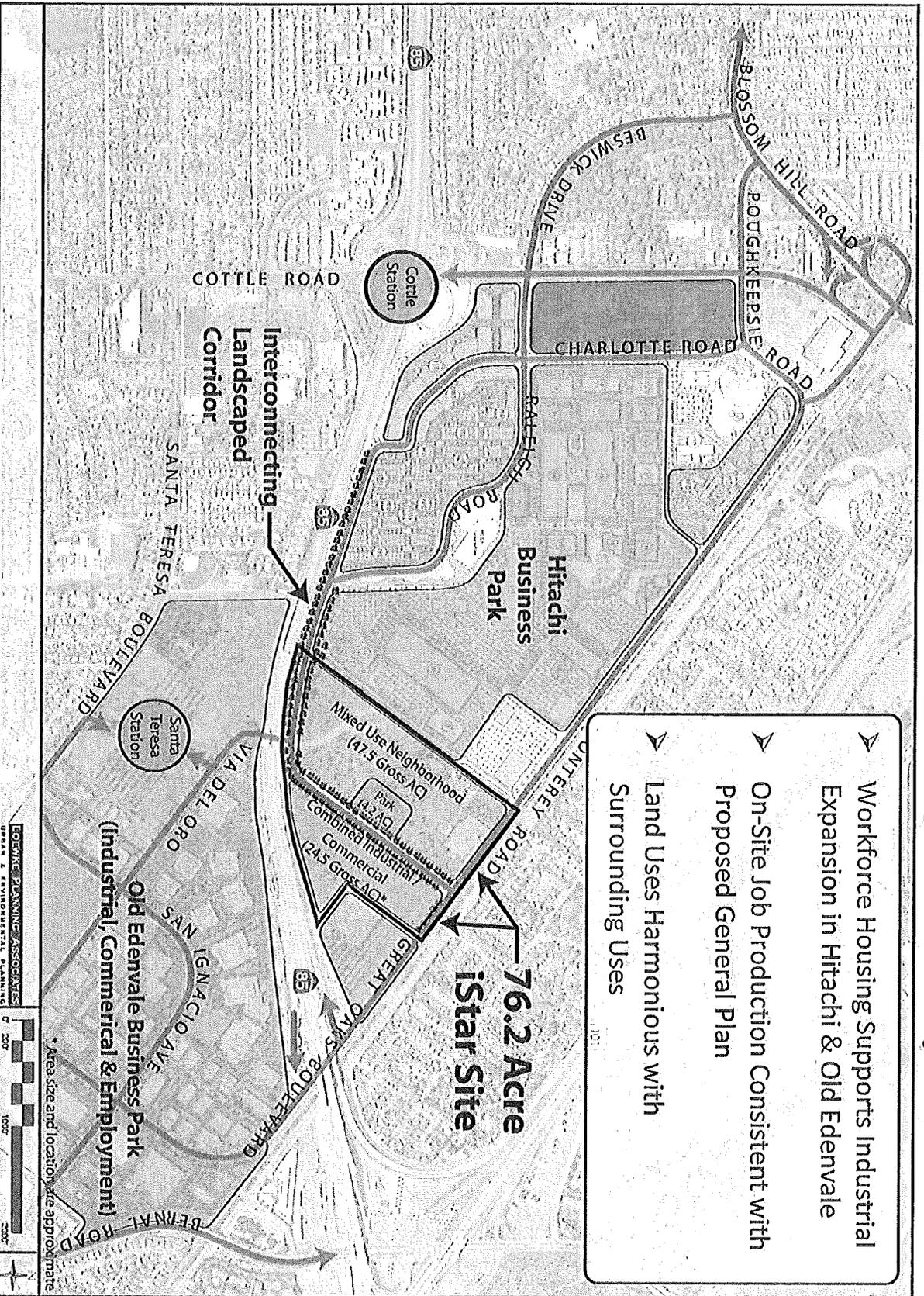
- iStar Completes the Circulation Loop Between Old Edenvale and Hitachi
- Proposed Land Uses Include Employment and Workforce Housing Components

LEGEND PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING



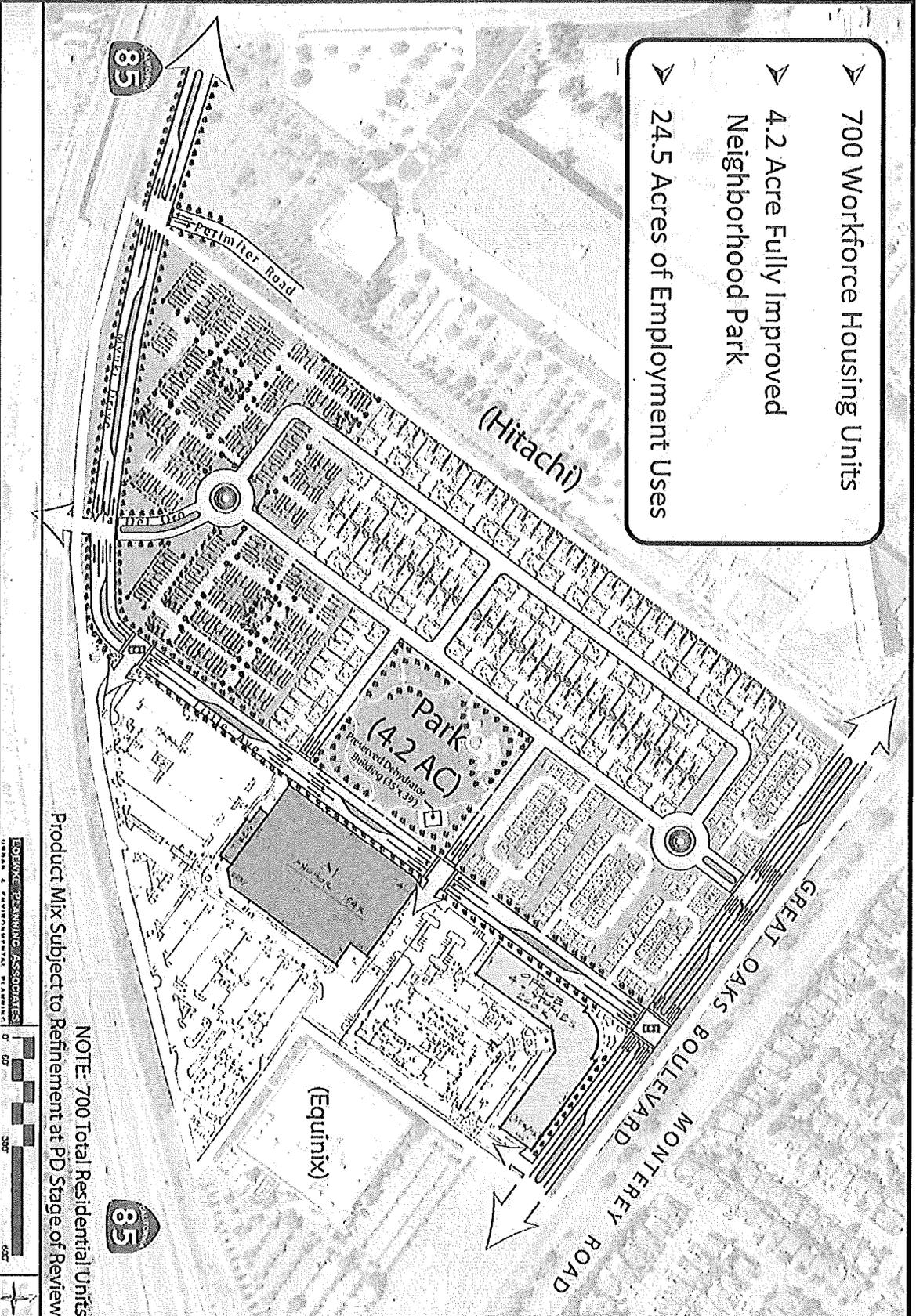
Area size and location are approximate

iStar Land Use Compatibility



iStar Site Detail & Conceptual Layout

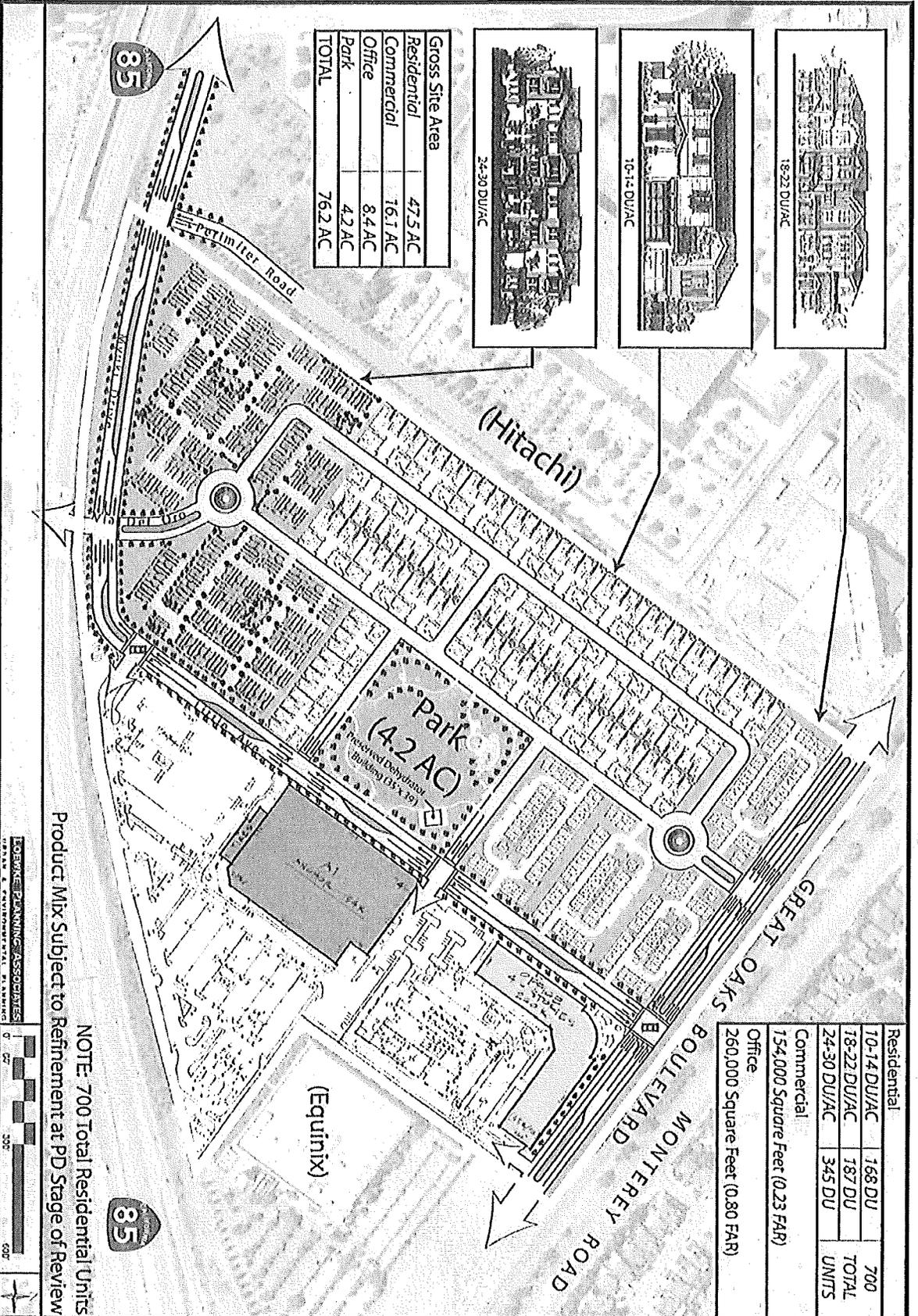
- 700 Workforce Housing Units
- 4.2 Acre Fully Improved Neighborhood Park
- 24.5 Acres of Employment Uses



NOTE: 700 Total Residential Units
 Product Mix Subject to Refinement at PD Stage of Review

ROSENBLUTH PLANNING ASSOCIATES
 10000 W. CENTENNIAL AVENUE, SUITE 1000, DENVER, CO 80202
 303.755.8800
 www.rosenbluthplanning.com

iStar Site Detail & Conceptual Layout



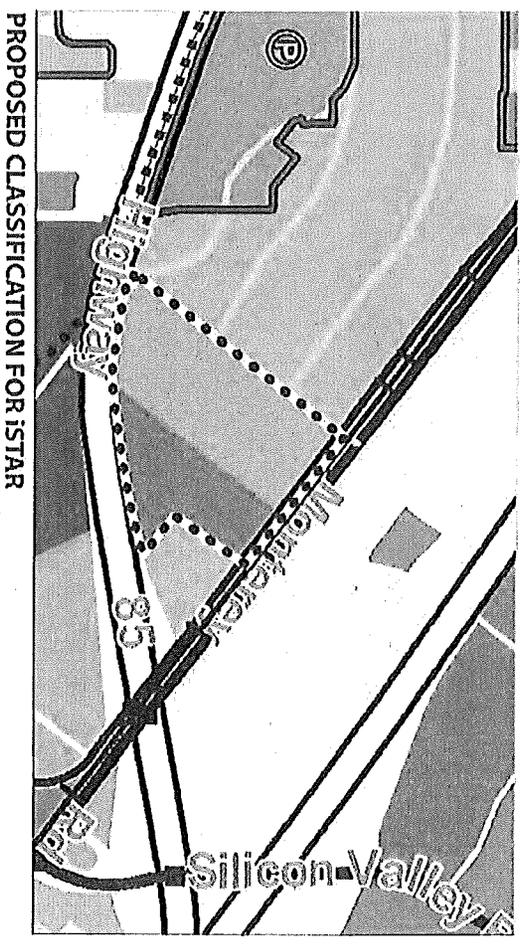
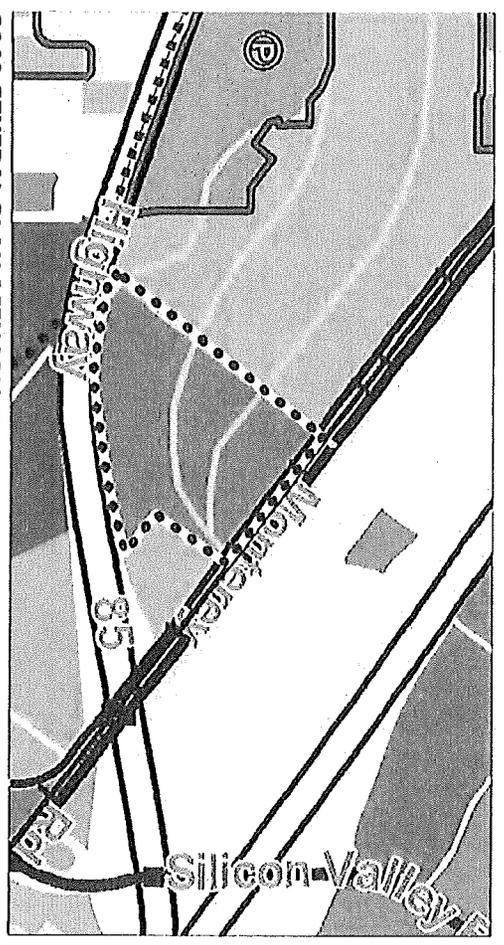
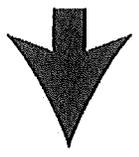
NOTE: 700 Total Residential Units
Product Mix Subject to Refinement at PD Stage of Review



Land Use Classification for iStar Site

- Envision San Jose 2040 Designations:**
- Agriculture
 - Commercial Industrial/Commercial
 - Downtown
 - Transit-Development Center
 - Heavy Industrial
 - Industrial Park
 - Light Industrial
 - Mid-rise
 - Mixed Use Commercial
 - Mixed Use Neighborhood
 - Neighborhood Community Commercial
 - Open Hillside
 - Open Space, Park and Habitat
 - Private Recreation
 - Public/Quasi-Public
 - Regional Commercial
 - Regional Neighborhood
 - Rural Residential
 - Transit Residential
 - Urban Residential
 - Village
 - Village Overlay Area
 - Transit Employment Residential Overlay
 - Urban Revitalize
 - Specific Plan Area
 - Preferred iStar Site Overlay
 - Urban Service Area
 - Sphere of Influence
 - Floating Park
 - Proposed BART Stations
 - BART Line
 - Caltrain Stations
 - Caltrain Line
 - Light Rail Line
 - Interchange
 - Separation
 - Planning Area Boundary

Proposed Land Uses to Support Mixed-Use iStar Proposal

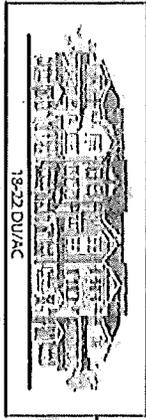


Why Workforce Housing on Portion of iStar Site?

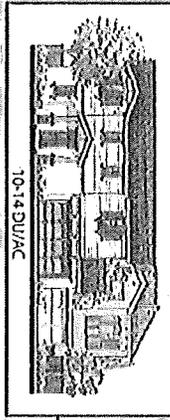
1. Modified proposal focused on **Mixed-Use Development** with 700 units and 24.5 acres of employment uses
2. Accommodates **up to 1,000,000 s.f. of Employment Uses**, consistent with 2040 General Plan Scenario 7
3. 700 units of **Workforce Housing** as stimulus for on-site **employment and revitalization of Old Edenvale**
4. Plan creates **strong Neighborhood Identity** with diverse **Site** workforce products, compatibility to job centers & neighborhood park
5. **Mixed-Use** development establishes **compatible and sustainable land use pattern** supportive of continuing job growth
6. **Project completes and enhances circulation system** for entire Hitachi-Old Edenvale Focused Growth Areas

- End -

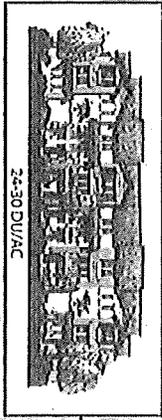
iStar Alternative Site Layout E



18-22 DU/AC



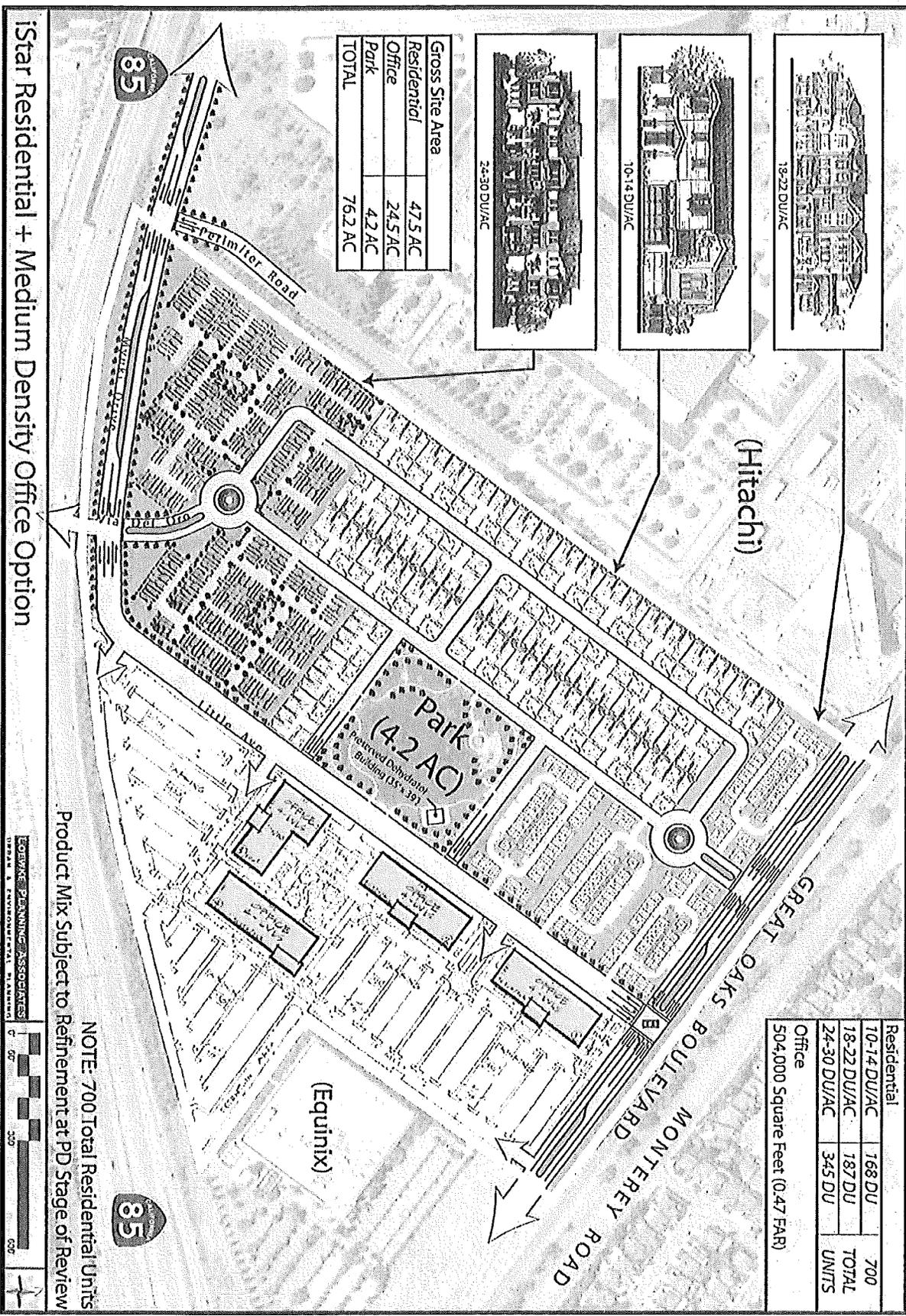
10-14 DU/AC



24-30 DU/AC

Gross Site Area	
Residential	47.5 AC
Office	24.5 AC
Park	4.2 AC
TOTAL	76.2 AC

Residential			700
10-14 DU/AC	168 DU		TOTAL
18-22 DU/AC	187 DU		UNITS
24-30 DU/AC	345 DU		
Office			
504,000 Square Feet (0.47 FAR)			



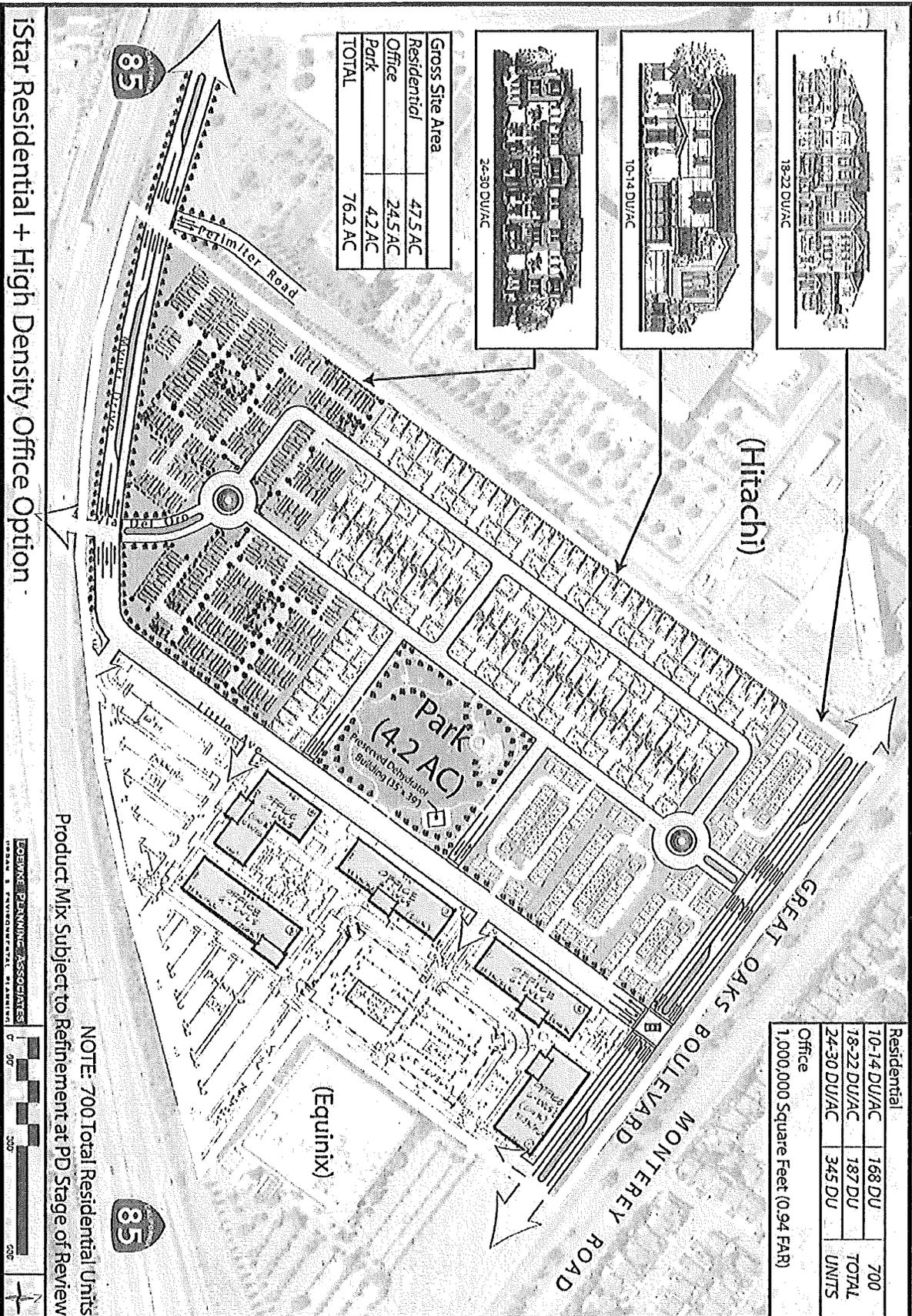
iStar Residential + Medium Density Office Option

NOTE: 700 Total Residential Units
Product Mix Subject to Refinement at PD Stage of Review

LOEWEN PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING

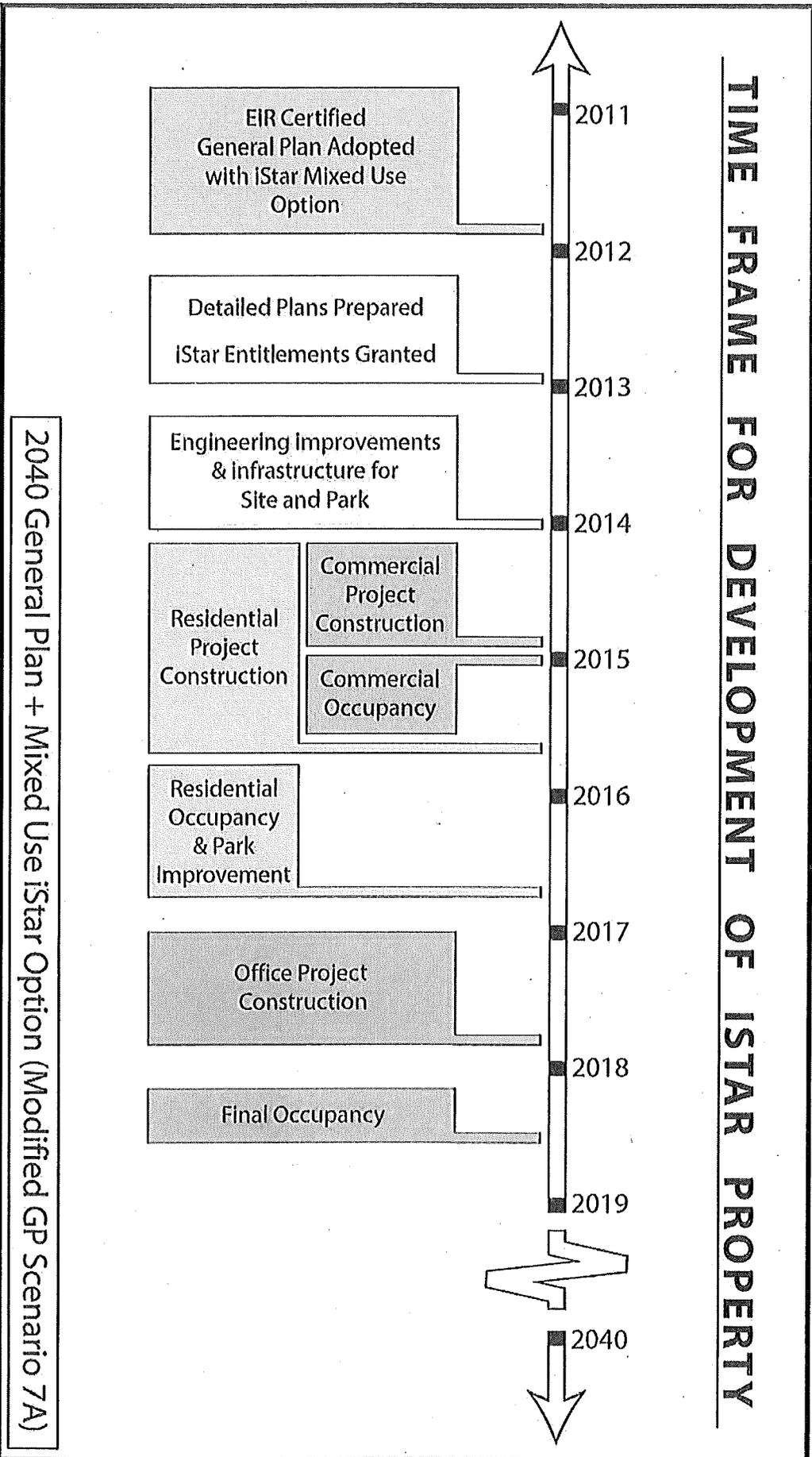


iStar Alternative Site Layout F



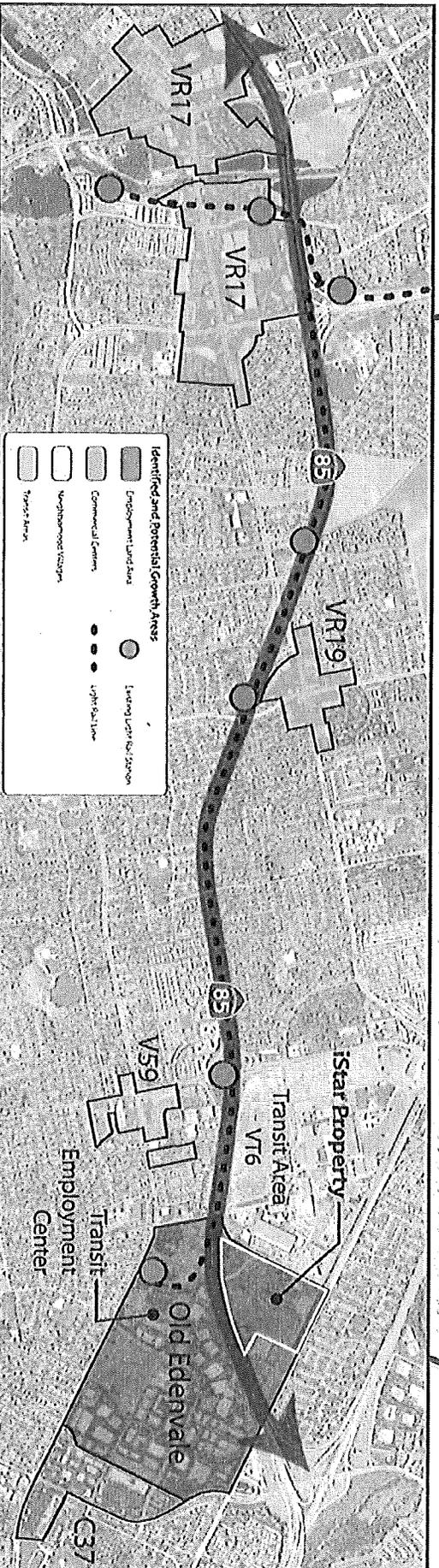
Time Frame for Development of iStar

TIME FRAME FOR DEVELOPMENT OF ISTAR PROPERTY



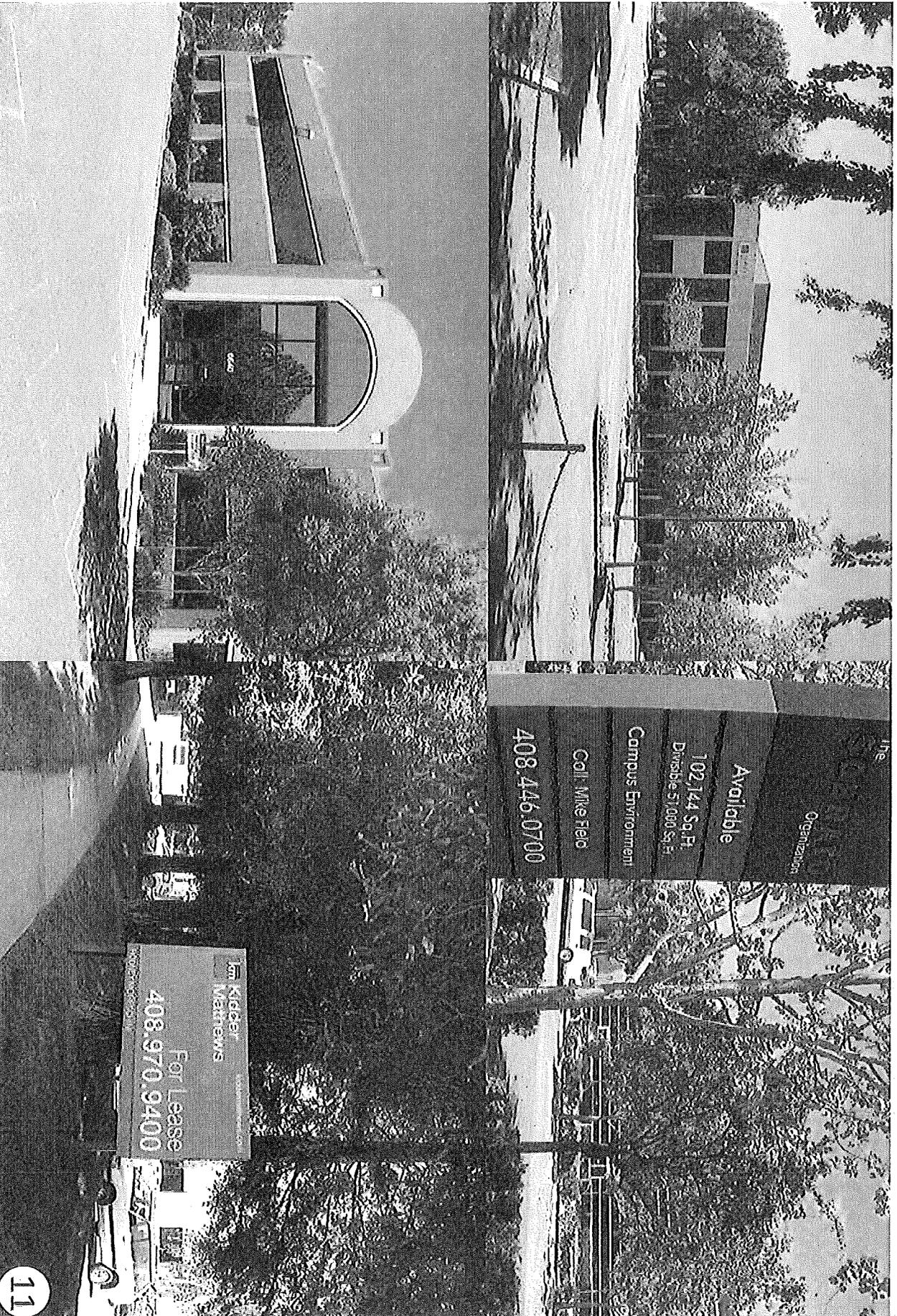
2040 General Plan + Mixed Use iStar Option (Modified GP Scenario 7A)

Proposed iStar Scenario 7A Summary

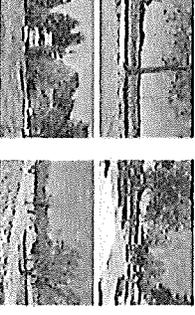
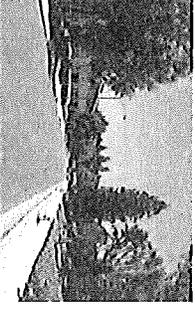
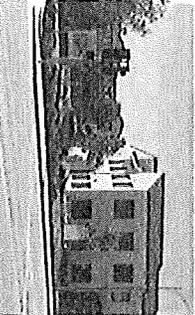
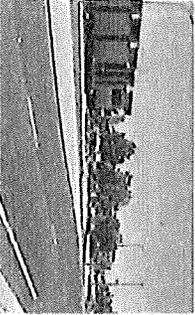
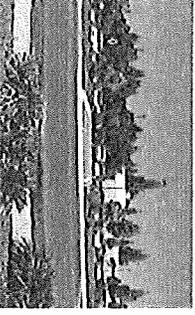
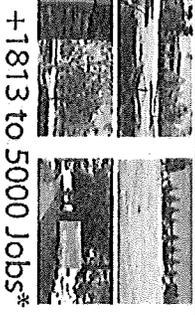
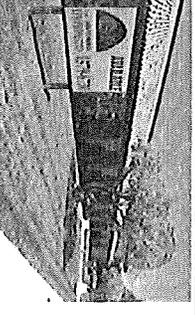


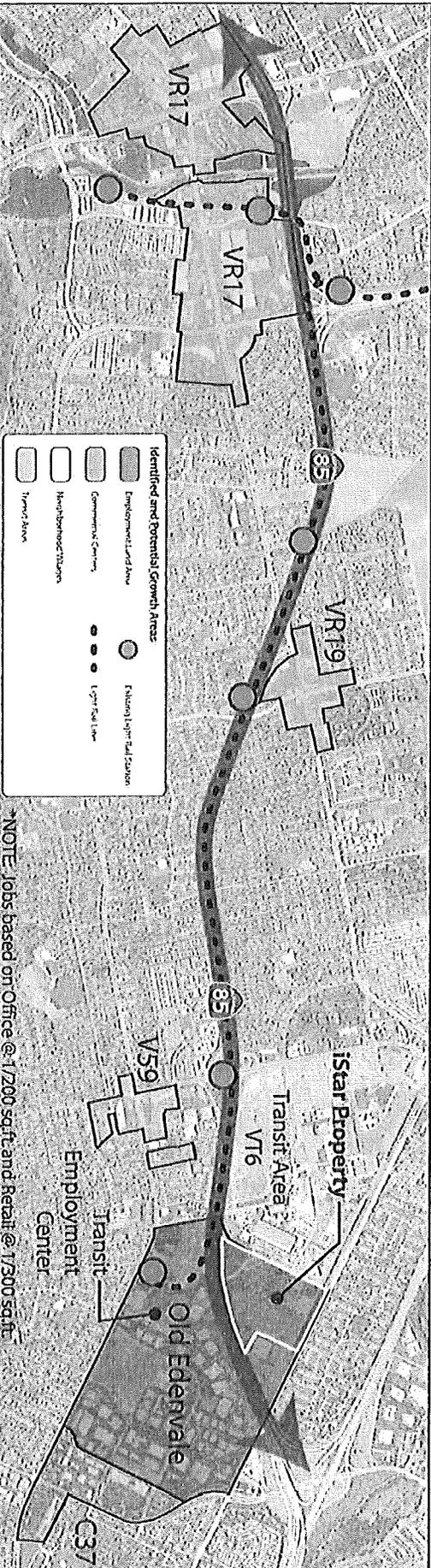
- Accommodates up to 1,000,000 sq. ft. of employment uses consistent with the Edenvale Area Development Plan
- Workforce housing supports sustainable expansion of jobs within walking distance in Old Edenvale
- 24.5 acres of Office/R&D and Commercial uses will maintain the jobs/housing objectives in 2040 GP
- Mixed-use project places housing, retail & employment uses all within walking distance of rail transit
- 700 workforce units in a variety of product types designed to create strong sense of place & identity
- Commercial option for use of up to 16 ac. to accommodate major retail use to serve South San Jose
- On-site employment planned at floor area ratio of up to 1.0, consistent with the Envision San Jose 2040 General Plan
- 4.2-acre park site, fully improved and dedicated to serve neighborhood and surrounding businesses

Typical Vacancies in Old Edenvale



Jobs / Housing in Growth Areas

VR17 -93 Dwelling Units	VR19 -280 Dwelling Units	V59 -169 Dwelling Units	Old Edenvale +700 Dwelling Units	C37 -158 Dwelling Units
				
VR17 -116 Jobs	VR19 -672 Jobs	V59 -368 Jobs	Old Edenvale +1813 to 5000 Jobs* (1,494 Needed)	C37 -338 Jobs
				

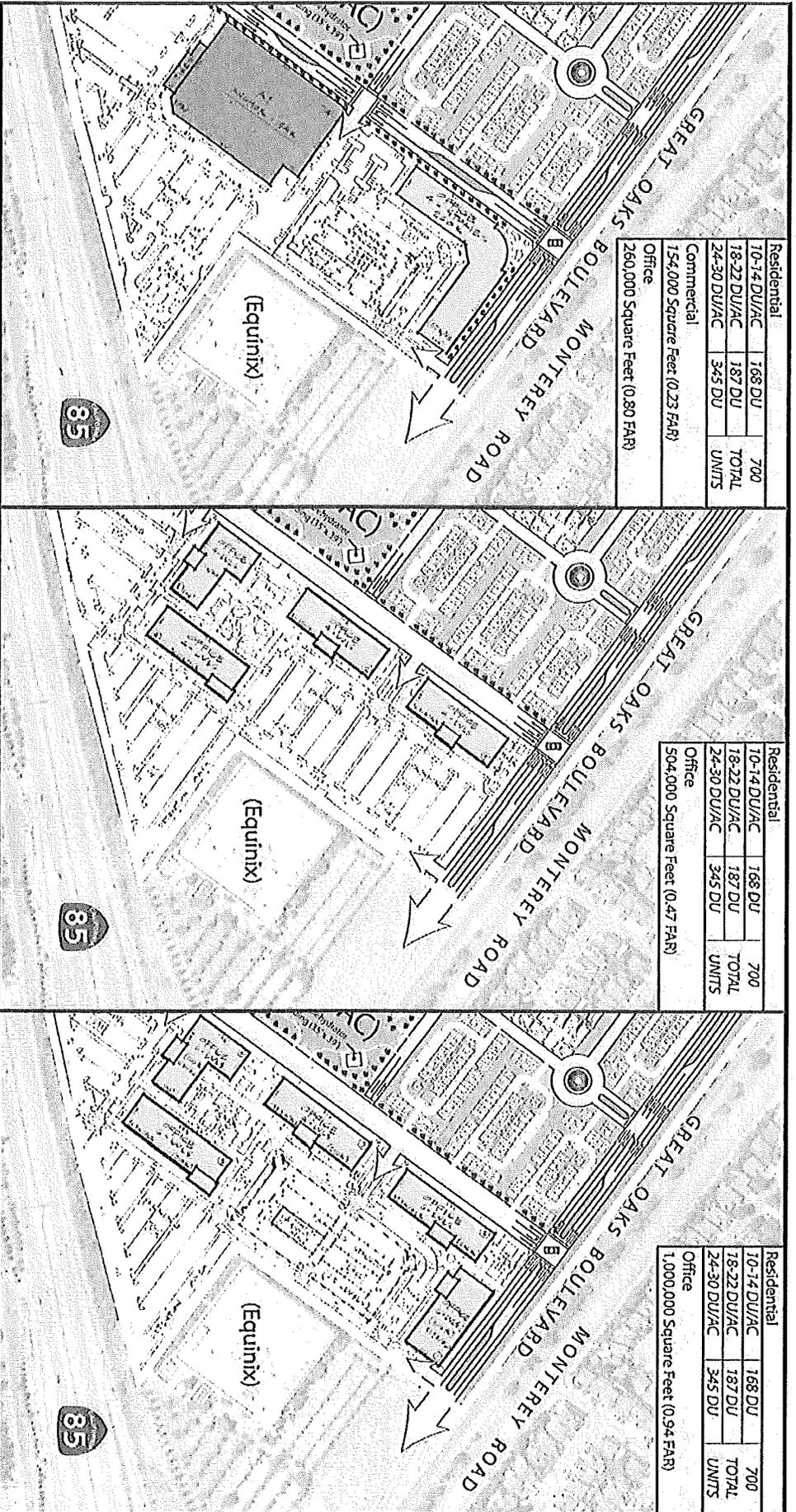


SAN JOSE: GP 2040 Scenario 7A

LOEWKE PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING



iStar Job Production On-Site



ISTAR LAYOUT PLAN D

1,813 Jobs On-Site
(Retail @ 1/300 sq.ft. / Office @ 1/200 sq.ft.)

ISTAR LAYOUT PLANE

2,520 Jobs On-Site
(Retail @ 1/300 sq.ft. / Office @ 1/200 sq.ft.)

ISTAR LAYOUT PLAN F

5,000 Jobs On-Site
(Retail @ 1/300 sq.ft. / Office @ 1/200 sq.ft.)

LOEWKE PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING





Memorandum

TO: PLANNING COMMISSION

FROM: Joseph Horwedel

SUBJECT: SEE BELOW

DATE: September 21, 2011

Approved

Date

COUNCIL DISTRICT: City-Wide
SNI AREA: All

**SUBJECT: DRAFT ENVISION SAN JOSE 2040 GENERAL PLAN AND ENVISION
SAN JOSE 2040 GENERAL PLAN PROGRAM ENVIRONMENTAL
IMPACT REPORT**

RECOMMENDATION

Planning staff recommends that:

1. The Planning Commission find that the Final Program Environmental Impact Report (PEIR) prepared for the Envision San José 2040 General Plan has been completed in compliance with and in conformance with the requirements of the California Environmental Quality Act, and that the Final PEIR reflects the City's independent judgment and analysis. Planning staff further recommends that the Planning Commission direct staff to forward and present the certified Final PEIR to the City Council for review and consideration.
2. The Planning Commission consider the Environmental Impact Report in accordance with CEQA and recommend approval to the City Council of the Envision San José 2040 General Plan and Land Use/Transportation Diagram as recommended by the Envision Task Force and staff as contained in the PEIR, without including (a) modifications to the Open Hillside development standards (Plan Option #1) and modifications to the Land Use/Transportation Diagram (Plan Option #2 and Plan Option#3); (b) the Rancho del Pueblo Residential Option (Plan Option #4); and (c) the iStar Residential Option (Plan Option #5) contained in the PEIR.

PROJECT DESCRIPTION

The project being considered, the Envision San José 2040 General Plan Update, is a comprehensive update of the current *Focus on the Future San José 2020 General Plan*, adopted by the City Council in 1994. The City's General Plan is a long-term plan that describes the amount, type and phasing of development needed to achieve the City's social, economic and environmental goals. The General Plan is the policy framework which creates a blueprint for future development and addresses all

geographic areas contained within San José's Sphere of Influence and also incorporates goals and policies for a wide variety of municipal services provided by the City of San José.

Consideration of the Envision San José 2040 General Plan Update includes consideration of the following Options: (a) modifications to the Open Hillside development standards (Plan Option #1) and modifications to the Land Use/Transportation Diagram (Plan Option #2 and Plan Option#3); (b) the Rancho del Pueblo Residential Option (Plan Option #4); and (c) the iStar Residential Option (Plan Option #5) contained in the PEIR:

- a. Land use and policy options submitted by community stakeholders as part of the Envision San José 2040 General Plan update process, such as but not limited to:
 - (1) Open Hillside Development (Plan Option #1): an option forwarded by the Envision Task Force for City Council consideration to modify the text of the Envision San José 2040 General Plan, Policy Goal LU-19 to add further restrictions on the allowable intensity of development for lands with the Open Hillside designation.
 - (2) 1506 Hamilton Avenue (Plan Option #2): a privately requested option for Envision Land Use/Transportation Diagram designation of Mixed-Use Neighborhood (up to 30 DU/AC, FAR 0.25 to 2.0) to allow attached residential units instead of Neighborhood Community/Commercial to for the 0.92-acre property located at 1506 Hamilton Avenue.
 - (3) 12750 and 12751 Mabury Road (Plan Option #3): a privately requested option for Envision Land Use/Transportation Diagram designation of Mixed-Use Neighborhood (up to 30 DU/AC, FAR 0.25 to 2.0) to allow attached residential units instead of Residential Neighborhood (up to 8 DU/AC) for the 3.1-acre property located at 12750 and 12751 Mabury Road.
- b. Rancho del Pueblo Residential Option (GP10-05-01) (Plan Option #4): an option for Envision Land Use/Transportation Diagram designation of Mixed Use Neighborhood (up to 30 DU/AC, FAR 0.25 to 2.0) to allow approximately 700 townhouse units, instead of Open Space, Parklands and Habitat as recommended by the Envision Task Force and staff on the approximately 31-acre site(City-owned Ranch del Pueblo golf course) located at the northwest corner of King Road and Hermocilla Way (City of San José, Owner). Council District 5. SNI/RDA: Gateway East SNI area
- c. iStar Residential Option (GP07-02-01) (Plan Option #5): an option for Envision Land Use/Transportation Diagram designation of Mixed Use Neighborhood (up to 30 DU/AC, FAR 0.25 to 2.0) to allow approximately 700 attached residential units instead of Combined Industrial/Commercial as recommended on a 51.7-acre portion of the approximately 76-acre site (iStar site) located north of State Route 85, west of Monterey Highway (iStar, Owner). Council District 2. SNI/RDA: Edenvale RDA area

OUTCOME

Approval of the Draft Envision San José 2040 General Plan will comprehensively update the City of San José General Plan to align the City's long-term land use and municipal service delivery policies with the community's values, goals and objectives.

EXECUTIVE SUMMARY

Staff is recommending that the Planning Commission recommend to the City Council the approval of the proposed Draft Envision San José 2040 General Plan (Draft Plan). The Draft Plan was recommended unanimously by the Envision Task Force and directly embodies the values of an extensive, broad and diverse group of community stakeholders who participated in the Envision General Plan update process. Accordingly, the Draft Plan policies emphasize: 1) Job Growth; 2) Fiscal Strength; 3) Environmental Leadership; 4) Transit Use; and 5) Development of Urban Villages as the top five community priorities for the City's General Plan.

Economic development and fiscal stability objectives, fueled in part by the City's current fiscal condition along with a desire to advance San José's national stature, led staff, the Task Force and the City Council to develop 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, while providing sufficient densities and sites for future housing needs. The proposed Draft Plan policies and Land Use/Transportation Diagram Preferred Land Use Scenario provide the policy framework for implementation of this Preferred Land Use Scenario.

The Draft Plan 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 Draft Plan supports 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.

The key issues addressed in the Draft Plan have all been extensively considered through the Envision Task Force and community process, resulting in the Task Force unanimously supporting the current Draft Plan as the best summation of community stakeholder values. Even so, the scope of the Envision process includes the opportunity for the Planning Commission and City Council to further discuss specific land use options as part of their consideration of the Draft Plan. The Task Force recommendation specifically requested that the Planning Commission and Council also consider alternative policies that would further restrict the allowable intensity of development on Open Hillside lands. Commission and Council consideration of the Draft Plan may also include four Land Use/Transportation Diagram Options which are described in the Policy Alternatives sections.

In summary, staff and the Envision Task Force are recommending a Draft General Plan that:

1. Includes 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 current development and this amount of growth capacity, San José could grow to 840,000 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 1.3/1.
2. Through a "form-based" approach to the General Plan allows a high degree of flexibility for job growth to occur at appropriate locations throughout the City while protecting and enhancing the character of established residential neighborhoods.

3. Develops 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 Draft 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 should be planned for significant job growth.
4. Directs new housing growth to occur in a high-density, mixed-use format in clearly identified Growth Areas: The Draft Plan focuses most of the planned growth into the Downtown, North San José, Specific Plan areas, and Urban Villages located along transit (BART, Light Rail, Bus Rapid Transit) corridors and station areas, commercial centers and neighborhood-oriented villages. The Draft Plan will thus help to protect the character of the City's established residential neighborhoods while providing for the development of new services and amenities in their proximity.
5. Establishes the Urban Village concept as a key instrument for the city's future development: Planned Urban Villages will accommodate significant amounts of new employment and housing growth through the redevelopment of existing, underutilized properties at strategy locations throughout San José. These Urban Villages will utilize high-quality urban design, a mix of land use activities, and the creation of a pedestrian-friendly environment to foster the development of urban environments attractive to a broad range of future residents of San José.
6. Provides for gradual implementation and regular review of the Plan's implementation: The Draft Plan includes policies that establish a phasing system (Planning Horizons) for the conversion of commercial areas to mixed-use Urban Villages and a Major Review process, including the evaluation of major economic, social and environmental indicators and a reconvening of a community stakeholder task force, to take place on a four-year cycle.

Task Force Recommendation

The Envision Task Force conducted its Final Task Force meeting on September 12, 2011. At that meeting the Task Force unanimously voted to forward the final Draft Envision San José General Plan to the Planning Commission and City Council for their consideration. As part of this action, the Task Force requested that the Planning Commission and City Council also consider Plan Option #1 to include within the Final Plan more restrictive limitations for future development on lands designated as Open Hillside on the Plan Land Use/Transportation Diagram. The Task Force discussed four other Land Use/Transportation Diagram Options (Plan Options # 2 – 5) and decided not to recommend those Options as part of the Final Plan.

BACKGROUND

Working together over the past four years, the City Council, Envision Task Force, community members and staff have developed a Draft Envision San José 2040 General Plan, including a Draft Land Use/Transportation Diagram, that embodies the City's goals and objectives for its future and establish policies to guide the long-term use of land and delivery of municipal services within San José. The City Council has provided direction at major milestones to guide the Envision process:

- **June 26, 2007** – Initiation of the Envision General Plan Update with Guiding Principles for the effort (Task Force appointed on August 7, 2007)
- **April 21/June 16 2009** - Acceptance of Community-based Vision for San José, Draft Land Use/Transportation Scenario Guidelines and Planned Growth Areas Diagram
- **April 20, 2010** - Selection of the Preferred Land Use Scenario recommended by the Task Force for 470,000 new jobs, and 120,000 new housing units with goal of 1.3 jobs-to-employed resident ratio

Since the initiation of Envision San José 2040 in June of 2007, there have been fifty-one Task Force meetings, seven community workshops, and two online survey opportunities and 125 outreach meetings. In addition to the 35-member Council appointed Task Force and staff from all City departments, over 5,000 community members have contributed to the Envision General Plan Update initiative through either on-line or conventional community engagement opportunities. All Task Force Meeting agendas, materials, and presentations; workshop summaries; technical reports and other background information and community engagement materials, including online survey data, are available for review in the Background Information on the Envision San José 2040 web page located at www.sanjoseca.gov/planning/gp_update/background.asp.

The Envision General Plan Update process was divided into three work program phases. The key outcomes of each phase were:

- **Work Program Phase 1 (September 2007 – June 2009):** Exploration of issues, development of a Draft Vision and Land Use Scenario Guidelines, and selection of five Land Use Study Scenarios. Community engagement focused on creating interest in the update process and the identification of community values.
- **Work Program Phase 2 (July 2009 – June 2010):** Development of Draft Plan Goals, Policies and Implementation Actions, and selection of a Preferred Land Use Scenario. Community engagement focused on identifying the amount and location of growth to support within the plan, as well as informing the specific details of plan policy.
- **Work Program Phase 3 (July 2010 – October 2011):** Preparation of a final Draft Plan and Program Environmental Impact Report. Community engagement activities emphasized presentation of the Draft Plan to stakeholder groups, including neighborhood organizations, developer industry representatives, other public agencies and potentially affected property owners.

A more extensive synopsis of the Envision General Plan Update process is included as Appendix 3 of the Draft Plan at:

http://www.sanjoseca.gov/planning/gp_update/TFDraftPlan/014_Appendix03.pdf

ANALYSIS

Staff is recommending that the Planning Commission recommend to the Council approval of the proposed Draft Envision San José 2040 General Plan. The Draft Plan was recommended unanimously by the Envision Task Force and directly embodies the values of an extensive, broad and diverse group of community stakeholders who participated in the Envision General Plan update process. Accordingly, the Draft Plan goals and policies emphasize: 1) Job Growth; 2) Fiscal Strength; 3) Environmental Leadership; 4) Transit Use; and 5) Development of Urban Villages as the top five community priorities for the City's General Plan. These objectives were expressed by nearly 1,000 community members who participated in an online community engagement survey (http://www.sanjoseca.gov/planning/gp_update/documents/SurveySummaryResponse-3-29-10_000.pdf). The following analysis provides an overview of how the Draft Plan embodies these objectives in a cohesive policy document to guide the City's long-term land use decision making and delivery of municipal services. The following analysis also highlights some particular issues of interest that emerged during the 4-year Envision planning effort and which are addressed within the Draft Plan document.

General Plan Document Structure

The proposed Envision San José 2040 General Plan is a comprehensive long-term plan for the City's future development and delivery of municipal services. The Draft 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 Draft Plan is an integrated general plan that consolidates mandatory elements with optional elements targeted at addressing the unique planning needs of the City. The Draft Plan meets the minimum requirements and intent of the California Government Code while accommodating local conditions and circumstances. The Draft Plan contains each of the State mandated elements 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.

The Envision San José 2040 General Plan has been 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 ten overarching City Design Concepts, 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

the 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 goal for the incorporation of specific measurable standards in the General Plan related to green building, 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 policies for community empowerment, access to healthy foods, promotion of cultural opportunities, and private community gathering facilities.
- **Shaping the 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.
- **Interconnected City (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, use of Planning Horizons, and the 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.

The full text of the Draft Envision San José 2040 General Plan is posted on the City's website at:

http://www.sanjoseca.gov/planning/gp_update/draftplan.asp

The Draft Land Use/Transportation Diagram is posted on the City's website at:

http://www.sanjoseca.gov/planning/gp_update/LandUse_Diagram_Gmaps.asp

The following Table summarizes 12 key themes or concepts that are of particular importance in defining the Draft Envision San José 2040 General Plan. While the Draft Plan is a comprehensive policy document that addresses many topics, the 12 themes identified in this table are highlighted as of particular importance in that they particularly distinguish the Envision San José 2040 General Plan.

12 Key Concepts for the Envision San José General Plan

#1 Community Based 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:

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

#2 Form Based General Plan



The Plan uses Land Use and Transportation designations that address form and character as well as use and density in order to:

- Provide greater flexibility for economic activity
- Address neighborhood concerns about compatibility of new development
- Promote the ongoing development of complete, cohesive neighborhoods

#3 Focused Growth Strategy



The Plan focuses the growth of 470,000 new jobs and 120,000 new housing units at strategically identified locations to maximize environmental, fiscal and social benefits. With the City's current development and this amount of growth capacity, San José could grow to 840,000 jobs and 430,000 dwelling units in total. The Focused Growth strategy:

- Directs most of the planned growth into the Downtown, North San José, Specific Plan areas, and Urban Villages located along transit (BART, Light Rail, Bus Rapid Transit) corridors and station areas, commercial centers and neighborhood-oriented villages.
- Protects the character of the City's established residential neighborhoods
- Provides for the development of new services and amenities in the proximity of existing neighborhoods to build complete communities
- Strengthens San José's Green Belt
- Maximizes Access to Transit and other Services for San José's new residents and employees
- Preserves the mid-Coyote Valley and South Almaden Valley urban reserve areas for the duration of the Draft Plan.

12 Key Concepts for the Envision San José General Plan

#4 Innovation Center for Silicon Valley



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 470,000 new jobs and a Jobs / Employed Resident Ratio (J/ER) of 1.3/1
- 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

#5 Urban Village Strategy



Development of 70 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

#6 Streetscapes for People



The Plan promotes the development of "Complete Streets" that support a full range of activities, including pedestrians, bicycles, utilities, outdoor gathering spaces and vehicle movement. These Complete Streets, along with the Land Use/Transportation Diagram, support the Draft Plan goal to reduce the automobile commute mode share by 40% by 2040. Consistent with the Form Based General Plan concept, streets are defined within the Plan by their character and the role they play within the city. Street types include:

- Grand Boulevards
- Main Streets
- Bicycle Networks
- Local Neighborhood Streets

12 Key Concepts for the Envision San José General Plan

#7 Fiscally Strong City



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 the City's Employment Lands Preservation Framework and other 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

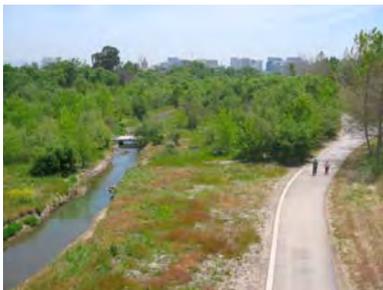
#8 Destination Downtown



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 Draft Plan policies address how the Downtown is a:

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

#9 Life Amidst Abundant Natural Resources



The Plan promotes access to the natural environment and a favorable climate as important strengths for San José, and accordingly includes policies that emphasize:

- Building a world-class trail network
- Strengthening the City's greenbelt
- Adding parks and other recreational amenities to service existing and new populations
- Promoting the Guadalupe River and Gardens as the City's most prominent urban park resource

12 Key Concepts for the Envision San José General Plan

#10 Measurable Sustainability



The Envision San José 2040 General Plan advances the City's Green Vision, 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

#11 Healthful Community



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

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

#12 Phasing (Plan Horizons) and Periodic Major Review



The Plan provides a tool for phasing 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 areas and North San José. The Envision Plan establishes a 4-year Major Review cycle, which provides an opportunity for a community stakeholder task force 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 and the Green Vision
- Affordable housing needs

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

Planning for a 1.3:1 Jobs to Employed Resident Ratio

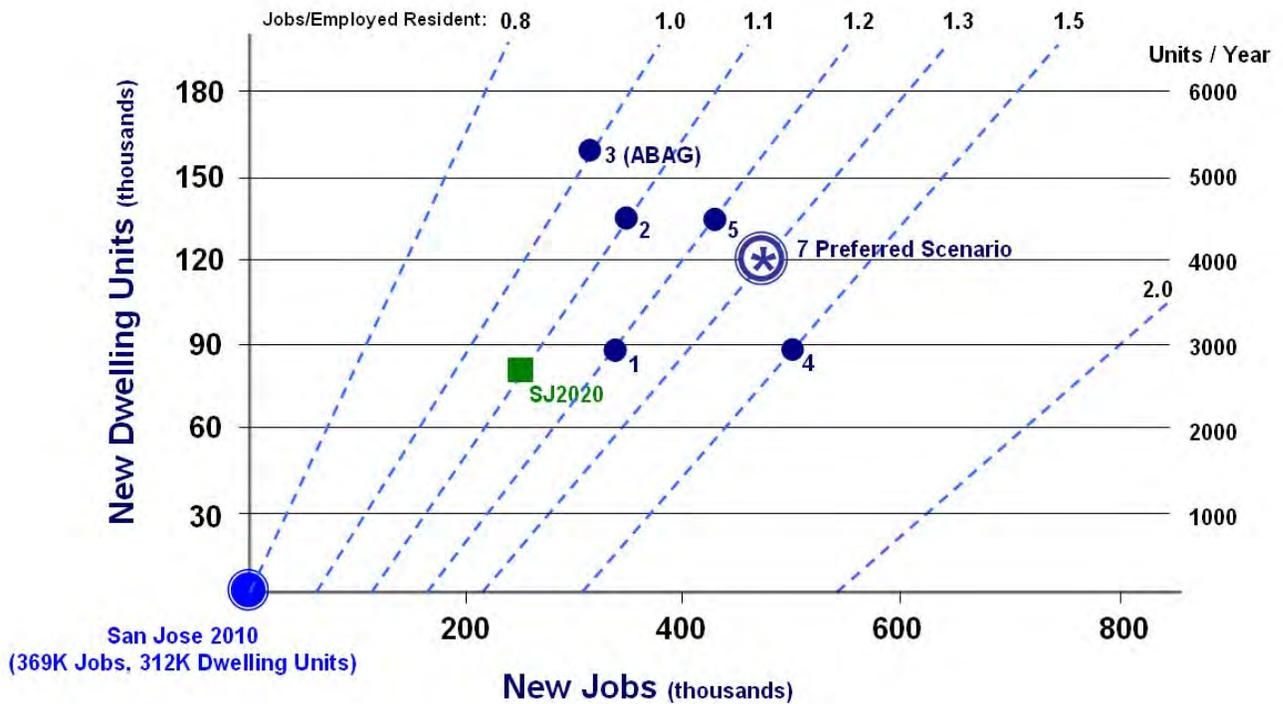
A significant portion of the Envision process was dedicated to the discussion and selection of a Preferred Land Use Scenario which established targets for the amount of housing and job growth for the Envision San José 2040 General Plan. Task Force members, community members and staff used the Jobs to Employed Resident (J/ER) ratio as an important indicator of the City's economic vitality, fiscal strength and leadership role within the region. As an outcome of this extensive discussion, the Task Force and City Council selected a Preferred Land Use Scenario that provides capacity for up to 470,000 new jobs and up to 120,000 new housing units, allowing a Job to Employed Resident ratio (J/ER) of 1.3/1 at build-out. With the City's current development and this amount of growth capacity, San José could grow 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 would support a residential population of approximately 1.3 million people.

The planned amounts of job and housing growth, along with the planned J/ER ratio, were selected as the best, feasible scenario for maximizing the top five community identified priorities: economic development, fiscal strength, environmental leadership, transit ridership, and the development of urban villages.

- Including an ambitious amount of job growth capacity within the Draft Plan strongly communicates the City's goal of being an employment center. Maintaining a substantial supply of employment lands and providing flexibility for employment activities will help the City to achieve this goal.
- Because fiscal strength is tied to the J/ER ratio, planning for an improved J/ER ratio supports an improvement to the City's fiscal resources. Focusing job and housing growth into more compact, urban centers, including the Downtown, North San José and new Urban Villages, contributes to fiscal strength by helping to reduce service delivery costs.
- Planning for San José to increasingly be an employment center within the region supports the Draft Plan goals for environmental leadership. Analysis of long-term traffic patterns concluded that scenarios with a lower J/ER ratio would have comparable amounts of regional automobile traffic and increased amounts of local automobile traffic. In contrast, higher J/ER ratio scenarios were projected to result in higher degrees of transit ridership. The analysis conducted for the Envision process is supported by various academic studies and observation of real-world conditions, which show that the development of traditional urban job centers reduces the potential environmental impacts associated with automobile travel.
- The Envision long-term traffic analysis indicated that focusing jobs within San José and in particular within proximity to regional transit systems would best promote use of those transit systems. Placing housing along transit systems is also important, particularly for slower-moving light rail systems which effectively serve a smaller geographic area.
- Adding commercial uses within Urban Villages is important in order to provide services to residents of the existing surrounding neighborhoods as well as the new residents within the Urban Village areas.

The following figure illustrates the different Study Scenarios that were analyzed through the Envision process and used as a basis of discussion by the Task Force, community members and City Council in their selection of a Preferred Land Use Scenario upon which the Draft Plan is based.

Figure: Land Use Study Scenarios Considered by the Envision Task Force



Housing Growth Capacity by Horizon

The Draft Plan includes a carefully developed phasing plan, developed through extensive discussion by the Task Force. Under this plan, the Urban Village areas are divided into three “Plan Horizons” and the Land Use/Transportation Diagram would be modified over time to add Urban Village areas by Horizon to provide residential growth capacity as certain Draft Plan goals are met.

The Planning Horizons apply only to new housing growth capacity being added within the City through the potential redevelopment of mostly underutilized commercial lands into Urban Villages. The Draft Envision San José 2040 General Plan also incorporates existing residential growth capacity from the *San José Focus on the Future 2020 General Plan* that could potentially support the development of approximately 40,000 new residential units. This “Base” capacity consists of units planned: in the Downtown Strategy (10,360); in existing Specific Plan areas (8,480); on Vacant/Underutilized Lands (3,157); in Phase 1 of the North San José Area Development Policy (8,640); or in existing Planning Permit Entitlements distributed throughout other parts of the City (9,563). Additionally, an unknown number of small infill development projects (i.e., typically 3 units or less) may occur within *Residential Neighborhood* areas as part of the Base Plan capacity. The North San José Area Development Policy provides capacity for 24,000 units subject to a Phasing Plan included within that Policy.

The Draft Plan three Planning Horizons policy meets the following characteristics:

- 1) **Three Planning Horizons.** After discussion of other options, the Task Force chose three Planning Horizons to provide greater clarity and simplicity, and to increase the likelihood that all Planning Horizons will be utilized.

- 2) **Small scale for Horizon 1.** The Urban Villages included within Horizon 1 and a “pool” of additional 5,000 unassigned units together add approximately 10,000 additional units to the Plan Base capacity, resulting in a total Plan capacity in Horizon 1 (including the “Base” 40,000 units) for approximately 50,000 new housing units.
- 3) **The distribution of Urban Villages for each Planning Horizon.** The selection of Urban Villages is consistent with the goals of a limiting the scale for Horizon 1, providing a stronger system for prioritization of the planned residential Growth Areas, and roughly balancing the amount of planned growth for each Horizon. The Urban Villages included within Horizon 1 are the East Santa Clara corridor, the Alum Rock corridor, the West San Carlos Street corridor and The Alameda East Urban Villages. These areas are closely connected to the Downtown and in several cases already have planning efforts underway. Horizon 2 includes the BART Station, Light Rail Station and the Light Rail Corridor Urban Villages. Horizon 3 includes the Planned Light Rail Stations and Corridors, the Commercial Centers and the Neighborhood Urban Villages.
- 4) **Flexibility.** Horizon 1 and Horizon 2 each include a “pool” of 5,000 dwelling units which may be used to grant entitlements to projects within Urban Village Areas not otherwise included within the current Planning Horizon. In order for such projects to move forward, either an Urban Village Plan will need to have been completed for the Urban Village area or the project would need to meet the Signature Project criteria. (Preparation of Urban Village Plans is not limited to Urban Village areas in the current Horizon.) As part of the Major Review of the General Plan conducted every four calendar years, the City Council may replenish this unit pool to accommodate additional development. Preparation of a Village Plan is necessary prior to approval of projects using this pool.
- 5) **Cohesive development of Urban Villages with Signature Projects.** After the Task Force discussion of the General Plan Horizons, the Task Force developed an exception for “Signature Projects” to move forward within Urban Village areas in advance of the preparation of an Urban Village Plan. To allow for continued development of an Urban Village in which a Signature Project has been constructed (not just entitled) and to have the Signature Project catalyze additional activity, any such Urban Village will be moved forward to be part of the current Horizon.

Summary of General Plan Planned Growth Dwelling Unit Capacity through Horizon 1

The following table provides a summary of planned growth capacity for different Growth Areas of the City and by Planning Horizon

The Base planned capacity includes the number of new residential units planned for development in areas that would not be regulated by Horizons.

Planned Growth (Unphased Base)	Planned Unit Capacity				Total Planned Units
Downtown	10,360				10,360
Specific Plan Areas	8,480				8,480
Vacant Land Inventory	3,157				3,157
Residential Neighborhood Infill	N/A				N/A
Subtotal Unphased Growth Areas	21,997				21,997

Residential growth planned for North San José is regulated by a Phasing Plan included within the North San José Area Development Policy

North San José Policy Area	NSJ Phase 1 / Entitlements	Phases 2-4 Subject to NSJ Policy Phasing			Total Planned Units
NSJ Planned Residential Overlay Areas	8,640				32,640

The Envision San José 2040 General Plan adds the following new housing growth capacity within Urban Village Areas and gradually made available over the course of three Plan Horizons. New Urban Villages are identified as available for residential development in each Horizon on the Land Use / Transportation Diagram. A pool of 5,000 dwelling units is also available for use in any Urban Village location regardless of Horizon. The pool may get replenished during a Major Review of the General Plan.

Urban Village Areas (Phased by Horizon)	Units Already Entitled (Base)	Horizon 1 Units	Horizon 2 Units	Horizon 3 Units	Total Planned Units
Transit Village Areas	8,501	4,061	25,916	6,435	44,913
<i>BART/Caltrain Villages</i>	6,823	402	1,775	0	9,000
<i>Light Rail Villages (Existing LRT)</i>	350	0	20,128	0	20,478
<i>Light Rail Corridors (Existing LRT)</i>	672	0	4,013	0	4,685
<i>Light Rail Villages (Planned LRT)</i>	250	0	0	1,000	1,250
<i>Light Rail Corridors (Planned BRT/LRT)</i>	406	3,659	0	5,435	9,500
Commercial Centers	933	0	0	13,227	14,160
Neighborhood Villages	129	385	0	5,776	6,290
Non-Designated Pool (Available in any Village)	0	5,000	5,000	0	N/A
Subtotal Village Areas	9,563	9,446	30,916	25,438	65,363

Units Available in each Horizon	40,200	9,446	30,916	25,438	
Total Planned Units (Cumulative)	40,200	49,646	80,562	106,000	120,000

2007-2014 RHNA Target	34,721
------------------------------	---------------

Envision San José 2040 General Plan Implementation

As a notable departure from the *San José Focus on the Future* 2020 General Plan, the Envision San José 2040 General Plan includes a substantial number of Policies and Implementation Actions intended to help implement the overall vision and goals expressed within the Plan. The following discussion highlights three topics of particular interest: Urban Village Planning, Zoning Ordinance changes, and Non-Conforming and “Pipeline” Projects.

Urban Village Planning

The development of Urban Villages is a key strategy of the Envision San José 2040 General Plan. Because the Draft Plan supports the development of more than 70 designated Urban Village areas and each Urban Village will need to be carefully integrated with surrounding neighborhoods, the Draft Plan establishes an Urban Village Planning process that requires preparation of an Urban Village Plan as a prerequisite to most residential development moving forward within an Urban Village area. This requirement was extensively debated by the Task Force and community stakeholders and in response to a concern that it would become a barrier to the implementation of desirable projects, the Draft Plan includes several policies to address possible exceptions to this requirement, including a substantial exception for “Signature Projects” which clearly meet overall Plan goals and objectives.

The Envision Task Force, community stakeholders and staff all recognize the potential benefit of moving forward quickly to prepare Urban Village Plans, particularly for areas which the City has identified as being of higher priority to accommodate near-term growth. Planning Division staff is pursuing grant funding from outside agencies to enable the preparation of Urban Village Plans and is currently working with the Five Wounds community to prepare Urban Village Plans for four of the Urban Village areas in proximity to the planned Five Wounds BART station. Funding has also been preliminarily awarded for planning of Urban Village areas along Alum Rock Avenue and San Carlos Street. Additional funding from City or private property owners will likely be necessary to complete the preparation of Urban Village Plans over the lifespan of the Envision San José 2040 General Plan.

The Draft Plan also incorporates the City’s existing plans for the Downtown, Specific Plan areas, the Diridon Station Area and North San José. The North San José Neighborhoods Plan is specifically incorporated to serve as an Urban Village Plan for each of the planned residential growth areas within North San José.

Zoning Ordinance Work Program

Following adoption of the Envision San José 2040 General Plan it will be necessary for the City to update the Zoning Ordinance (Title 20) in order to realign the Zoning Ordinance with new goals and policies set forth in the General Plan. Proposed Zoning Ordinance changes may be categorized into three tiers according to their priority:

- **Tier 1** changes include basic changes needed to remove or update references to the San José 2020 General Plan that will become obsolete upon adoption of the Draft Envision Plan.
- **Tier 2** changes include new Ordinance sections to reflect key new Envision General Plan concepts (e.g., establishment of an Urban Village zoning district, changes to land use regulations to support Urban Agriculture, etc.).
- **Tier 3** changes bring the Zoning Ordinance more broadly into alignment with the Envision General Plan by comprehensively adjusting land use and development standards to align with

the Draft Plan land use policies and to resolve multiple Draft Plan Implementation Actions that call for updates to the Zoning Ordinance.

As the first level changes are necessary for the normal implementation of the Zoning Ordinance, staff anticipates that an update to the Zoning Ordinance addressing these changes will be brought to the Planning Commission and City Council for consideration with or shortly after adoption of the Draft Plan. The second tier changes are considered a high priority but most likely require additional staff resources in order to implement. The third tier changes represent a significant new work program.

Non-Conforming and “Pipeline” Projects

The Draft Plan Chapter 7 – Implementation includes provisions to address three types of non-conforming or “Pipeline” projects. Non-conforming projects include established land-uses (addressed by Policy IP-1.3) and projects which have completed a planned development zoning and/or land use permits, but which have not yet completed all steps in their development (addressed by Policy IP-1.4). “Pipeline” projects are those which have pending land use applications, but have not yet completed a rezoning or land use permit (addressed by Policy IP-1.9). The proposed policy text has been developed with input from development industry representatives throughout the Envision process. The following Draft Plan text excerpts include edits made to address concerns raised by development industry representatives at the September 16, 2011 Developers Roundtable conducted by the Department of Planning Building and Code Enforcement (underlined text represents additions and text with strike-outs represent deletions since the publication of the Draft Plan):

- 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 this 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 General Plan goals.
- IP-1.4 Implementation of existing planned development zonings and/or approved and effective development permits (including use permits and subdivision maps), which were previously found to be in conformance with the General Plan prior to its comprehensive update, ~~may be~~ are generally considered as being in conformance with this General Plan ~~when provided that~~ the implementation of such entitlements supports the goals and policies of the San José 2040 General Plan.
- IP-1.9 For a period of up to 18 months following the adoption date of this General Plan, discretionary ~~land use entitlements~~ planned development zonings and/or 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 ~~provided that~~ when such “Pipeline” applications, including full payment of initial application fees, were submitted to the City prior to adoption of this General Plan.

Envision San José 2040 General Plan Options

Five Options are being specifically forwarded to the Planning Commission and City Council for review as part of consideration of the Draft Plan. Twelve other options were considered earlier in the process, and where they aligned with the goals of the Draft Plan, they were incorporated into the Draft Plan. The Task Force supported those additions. The five items below are the remaining Options for consideration. Staff and the Task Force do not recommend that any of these options be included within the adoption of the General Plan. The Draft Plan PEIR, however, provides clearance for their consideration. These Options are:

- **Option #1 Open Hillside** – an option forwarded by the Envision Task Force for consideration to modify the text of the Envision San José 2040 General Plan, Policy Goal LU-19 to add further restrictions on the allowable intensity of development for lands with the Open Hillside designation. The Task Force was split on this issue and as part of their final action on the Draft Plan, they requested that it be brought forward to the City to determine how best to address potential development of the hillside areas outside of the City's Urban Growth Boundary.
- **Option #2 Hamilton Avenue** – a privately requested option for an Envision Land Use/Transportation Diagram designation of Mixed-Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) to allow attached residential units instead of Neighborhood Community/Commercial to for the 0.92-acre property located at 1506 Hamilton Avenue. This option is one of two unresolved Requests out of the initial 14 that were submitted through the Envision Request process accepted by City Council for the Envision process.
- **Option #3 Mabury Road** – a privately requested option for Envision Land Use/Transportation Diagram designation of Mixed-Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) to allow attached residential units instead of Residential Neighborhood (up to for the 3.1-acre property located at 12750 and 12751 Mabury Road. This option is one of two unresolved Requests out of the initial 14 that were submitted through the Envision Request process accepted by City Council for the Envision process.
- **Option #4 Rancho del Pueblo** – an option independently put forward by the City for an Envision Land Use/Transportation Diagram designation of Mixed Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) to allow approximately 700 townhouse units, instead of Open Space, Parklands and Habitat as recommended by the Envision Task Force and staff on the approximately 31-acre site (City-owned Ranch del Pueblo golf course) located at the northwest corner of King Road and Hermocilla Way. This is one of two pending General Plan Amendment applications on file to amend the 2020 General Plan Land Use/Transportation Diagram.
- **Option #5 iStar** – a privately requested option for Envision Land Use/Transportation Diagram designation of Mixed Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) to allow approximately 700 attached residential units instead of Combined Industrial/Commercial as recommended on a 51.7-acre portion of the approximately 76-acre site (iStar site) located north of State Route 85, west of Monterey Highway. This is one of two pending General Plan Amendment applications on file to amend the 2020 General Plan Land Use/Transportation Diagram.

PLANNING COMMISSION

September 21, 2011

Subject: Draft Envision San José 2040 General Plan

Page 20

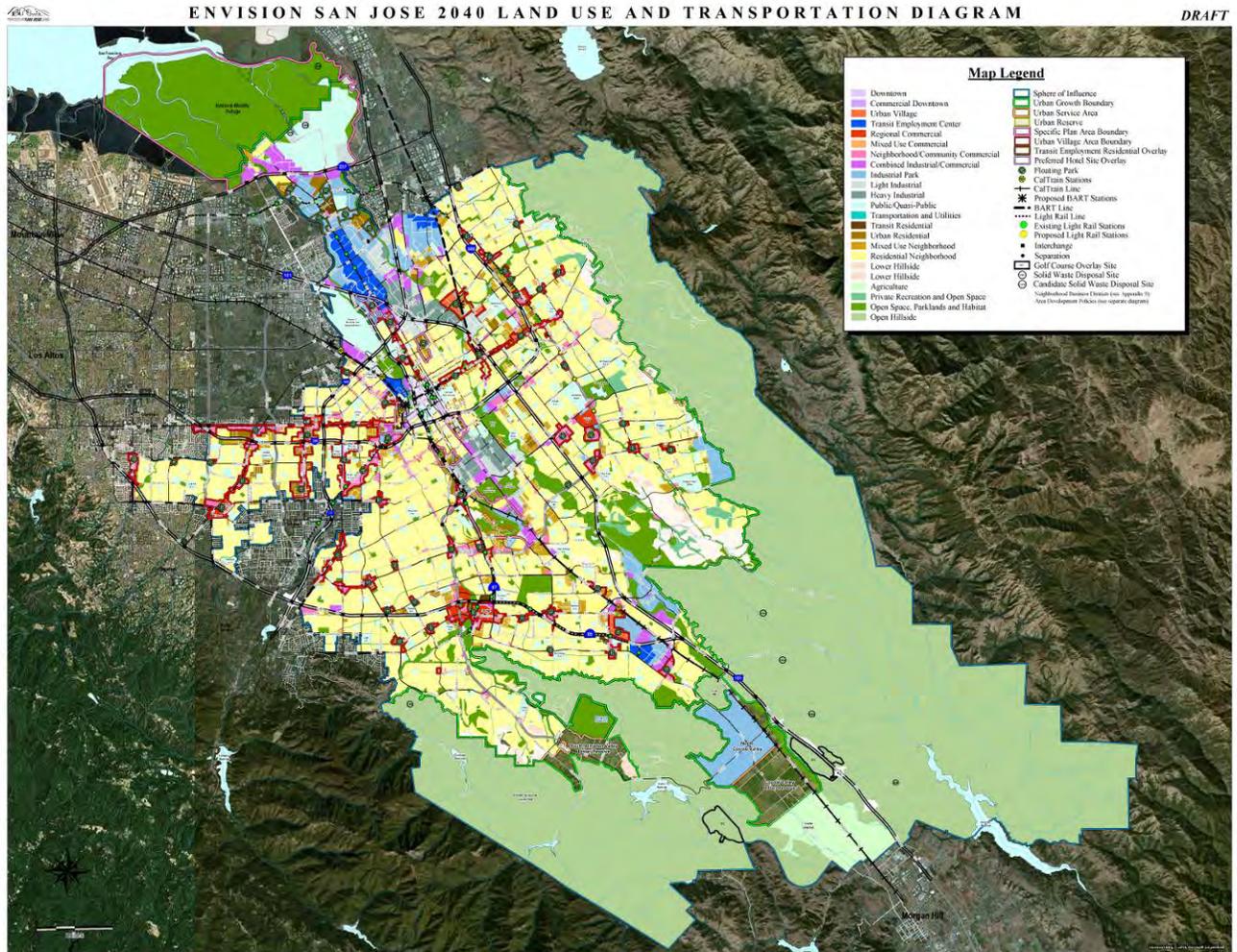
The following analysis addresses each of these five Envision Options.

Option #1 (Open Hillside Policies; Task Force Referral)

DESCRIPTION: Option to add further restrictions on the allowable intensity of development for lands with the Open Hillside designation. Possible policy changes include eliminating the potential for future golf courses, reducing the allowable area of disturbance for non-agricultural uses from 50% and/or specific prohibitions on use of non-native vegetation or grading activities.

LOCATION: Open Hillside Areas (outside of Urban Growth Boundary)

Citywide



Option #1 (Open Hillside) Analysis

The Draft Envision San José 2040 General Plan, as forwarded to the Planning Commission and City Council, include policies within the definitions land use designations (Draft Plan Chapter 5) and within the land use policies (Draft Plan Chapter 6) that set policy for the allowable uses and intensity of development for lands with the Open Hillside designation. The Open Hillside designation is applied exclusively to lands outside of the City’s Urban Growth Boundary and is the proposed designation for most of the hillsides located to the east and south of the City’s urbanized area; Coyote Valley also includes lands designated as Agriculture and Alviso includes lands designated as Open Space, Parklands and Habitat.

As part of the City Council's direction on the scope of options to include within the Envision PEIR, the City Council provided guidance specific to land uses within the Open Hillside area:

http://www.sanjoseca.gov/planning/gp_update/meetings/2_28_11/Resources/Council_Memo_Mayor_AndCouncil.pdf. The Task Force subsequently discussed Open Hillside policies at their February

28, 2011 and March 21, 2011 meetings, including a proposed limitation of 10% upon developable area for Open Hillside properties, but did not reach a consensus on a recommendation for the Draft Plan. Staff subsequently, after further discussion with the consultant representing a property owner interested in developing a cemetery on proposed Open Hillside lands, brought forward revised policies for the Task Force to consider as part of their consideration of the final Draft Plan at the August 22, 2011 Task Force meeting. Based upon input from the property owner's consultant that such a restriction would make development of either a cemetery or golf course infeasible, the revised policy did not include a 10% limitation upon development area. These revisions were highlighted in a document provided to the Task Force:

http://www.sanjoseca.gov/planning/gp_update/meetings/8-22-11/SummaryofDraft7KeyChanges.pdf

As noted above, the Task Force voted unanimously to recommend the final Draft Plan to the Planning Commission and City Council, but as part of that action, in order to fully represent the multiple positions held by Task Force members on this particular issue also asked that staff forward to the Commission and Council a policy alternative that would further restrict the potential development and use of Open Hillside lands. Three possible restrictions that would meet this intent are identified below.

The Draft Plan policies limit residential use of Open Hillside lands, consistent with Santa Clara County General Plan policies, to single-family residential development with a standard minimum lot size of 160 acres (which may be reduced to 20 acres if certain conditions are met). Potential Open Hillside non-residential uses include agriculture and appropriate institutional or commercial uses, such as rural conference centers, rehabilitation centers, hiking trails, camp sites and research centers). The Open Hillside designation also supports golf courses (two of which are existing) and cemeteries as potential uses provided that they conform to specific land use policies. Development of a golf course on an Open Hillside site also requires that the site be designated with an Open Hillside Golf Course Site Overlay designation.

The Draft Plan includes land use policies that further define how residential and non-residential uses may be conducted on Open Hillside lands, including the following key policies:

Open Hillside designation: "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."

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:

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-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-19.8 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-19.10 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.

Option #1 (Open Hillside) – Alternative Policy Language

While staff supports the existing Draft Plan, based upon input provided by Task Force and community members, staff has identified the following modifications to the Draft Plan policies for Planning Commission and City Council consideration. These modifications were developed subsequent to the final Task Force meeting based on general guidance provided by the Task Force and were not specifically discussed by the Task Force. The modifications would incrementally increase the protection of the Open Hillside areas as an important environmental resource for the community, while also maintaining a degree of flexibility for a variety of uses to be developed on Open Hillside lands and thus would be consistent with the Draft Plan goals for environmental leadership. The Planning Commission and City Council may recommend any combination of the following modifications to the Draft Plan.

Option #1.a (Prohibit new golf courses):

Modify the Open Hillside designation and Open Hillside Golf Course Site overlay text as follows:

The Open Hillside designation also supports ~~golf courses and~~ cemeteries as a 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.~~

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 continued operation of an existing~~ potential development and continued operation of an existing golf course as an alternative to the uses otherwise allowed by the underlying base designations for those properties, but does not allow for their expansion or intensification, including increased use of urban services. ~~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.~~

Option #1.b (Further restrict site disturbance)

Modify the percentage of allowable disturbance in Land Use Policy LU-19.10.5 as follows:

For non-agricultural land uses, disturb no more than ~~50%~~ 10% of the total site area through grading, changes to vegetation or other development activity.

Option #1.c (Further restrict use of non-native vegetation)

Modify Land Use Policy LU-19.10.5 as follows:

For non-agricultural land uses, disturb no more than 50% of the total site area through grading, changes to vegetation or other development activity. Limit the use of non-native vegetation to no more than 10% of the project site area.

Staff Recommendation: Do not include further modifications to the Open Hillside policies within the Plan.

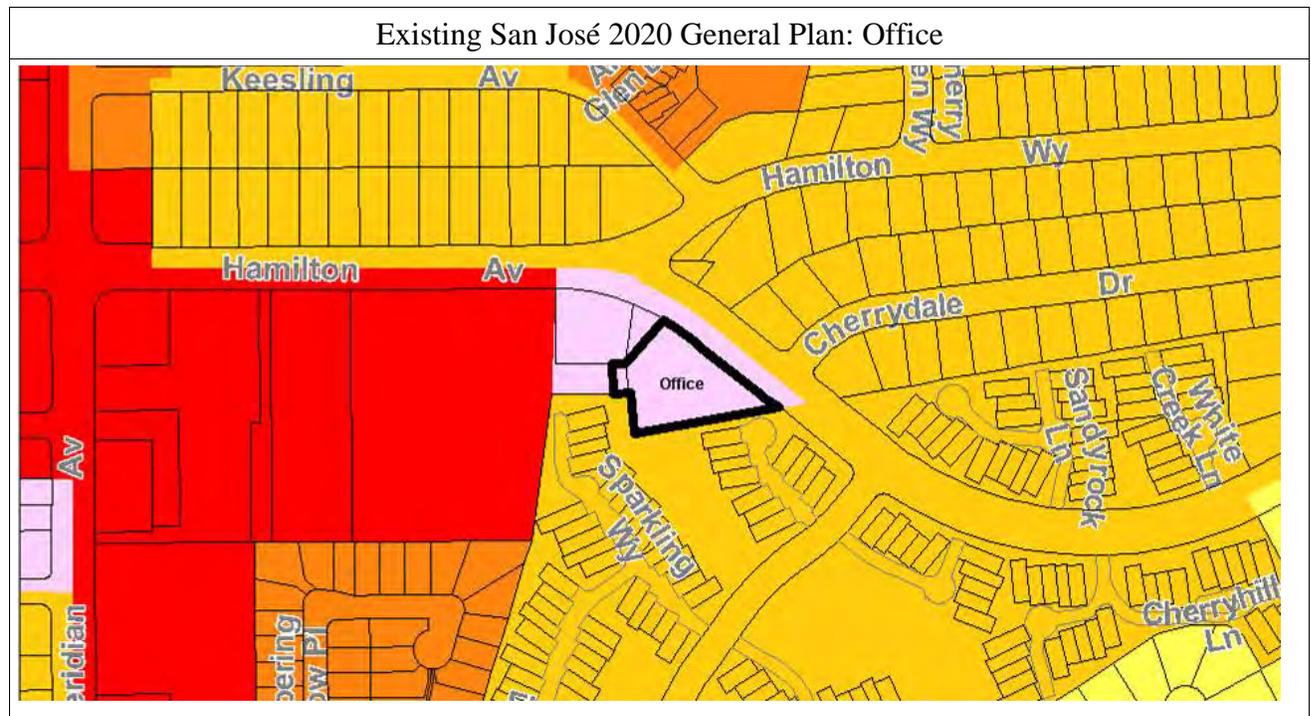
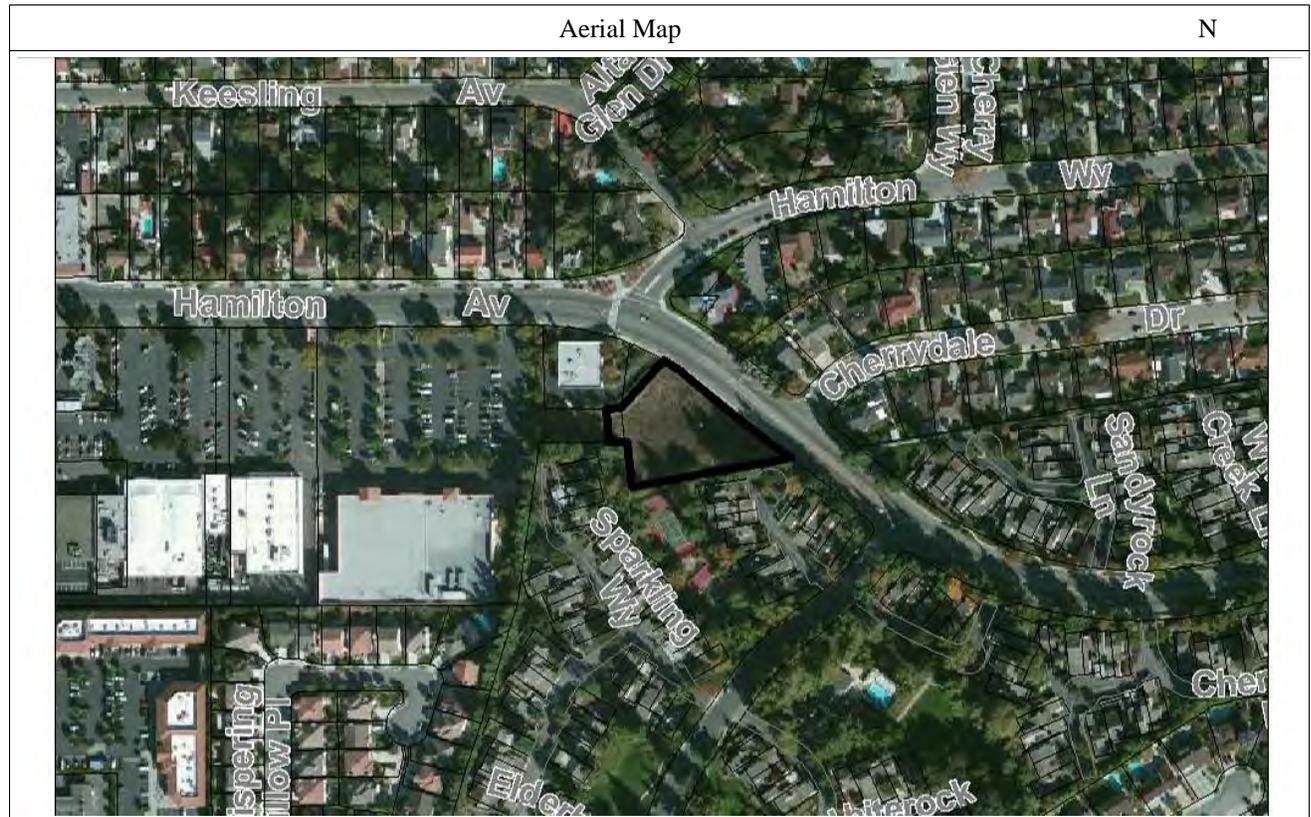
Option #2 (Hamilton; Envision Request ESJ2040-004)

DESCRIPTION: Option to change the Envision Draft Land Use / Transportation Diagram designation to Mixed Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) from Neighborhood/Community Commercial within an Urban Village Area Boundary on a 0.92 acre site.

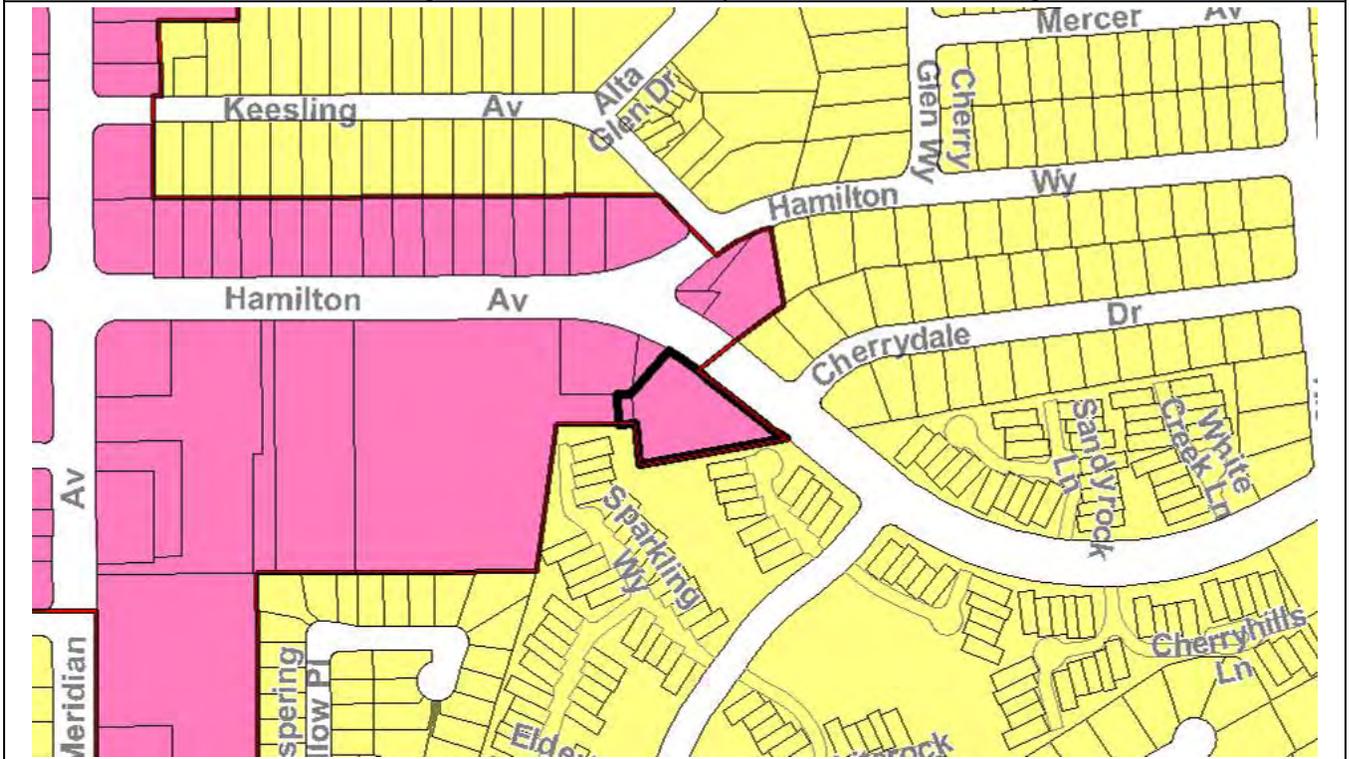
LOCATION: 1506 Hamilton Avenue

Council District: 6

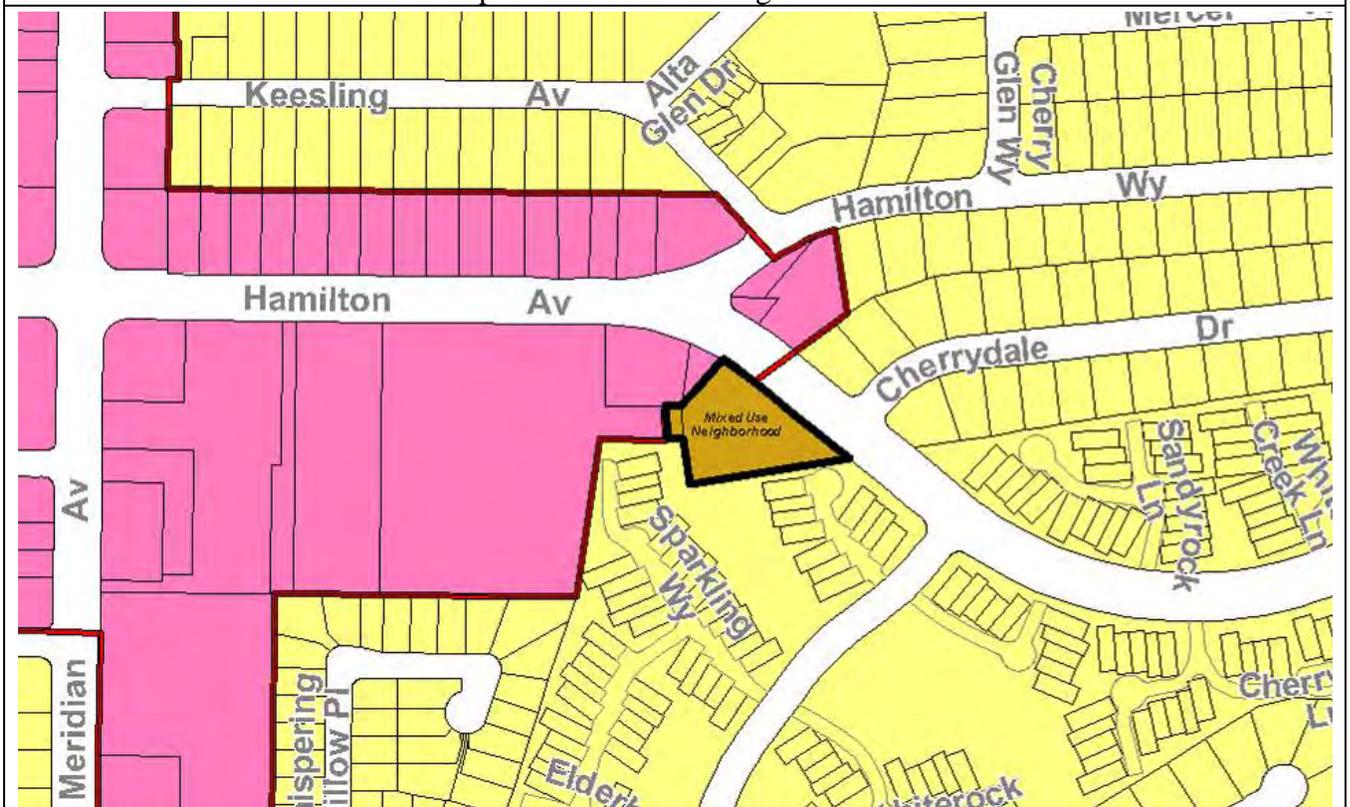
SNI/RDA: N/A



Draft Plan: Neighborhood / Community Commercial and Village V63



Option: Mixed Use Neighborhood



Option #2 (Hamilton; Envision Request ESJ2040-004) Analysis

The proposed Option #2 (Hamilton) is not consistent with the overarching goals of the Envision San José 2040 General Plan for Focused Growth, Regional Employment Center, Urban Village and Environmental Leadership as follows:

- 1) The proposed Option would reduce the amount of land within the City intended for employment use by converting the site from a mixed-use Urban Village designation to a Mixed-Use Neighborhood designation. While the Urban Village designation requires preparation of an Urban Village Plan that provides capacity for a specified amount of employment growth within the Urban Village area, the Mixed-Use Neighborhood designation allows exclusive residential use an option for future development. The property owner has indicated a desire to develop townhouses on this site.
- 2) The proposed Option reduces the amount of residential growth planned to occur within Urban Village areas. In order to maintain the planned housing capacity identified in the Preferred Land Use Scenario and supported by the Draft Plan, the planned residential growth capacity of the adjacent Urban Village area would be reduced in order to provide new residential growth capacity on the Option site. This would reduce the impetus for development of that Urban Village area consistent with Plan goals and policies.
- 3) The proposed Option is not consistent with the goal of building complete, cohesive neighborhoods. Development of townhouses at this site without connection to a larger, planned Urban Village would likely result in a small, isolated residential pocket separated from other neighborhood areas.

Staff Recommendation: Do not include the proposed Hamilton modification within the Plan.

Option #3 (Mabury; Envision Request ESJ2040-010)

DESCRIPTION: Option to change the Envision Draft Land Use / Transportation Diagram designation to Mixed Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) from Residential Neighborhood (Average 8 DU/AC) on a 3.1 acre site.

LOCATION: 12750 Mabury Road

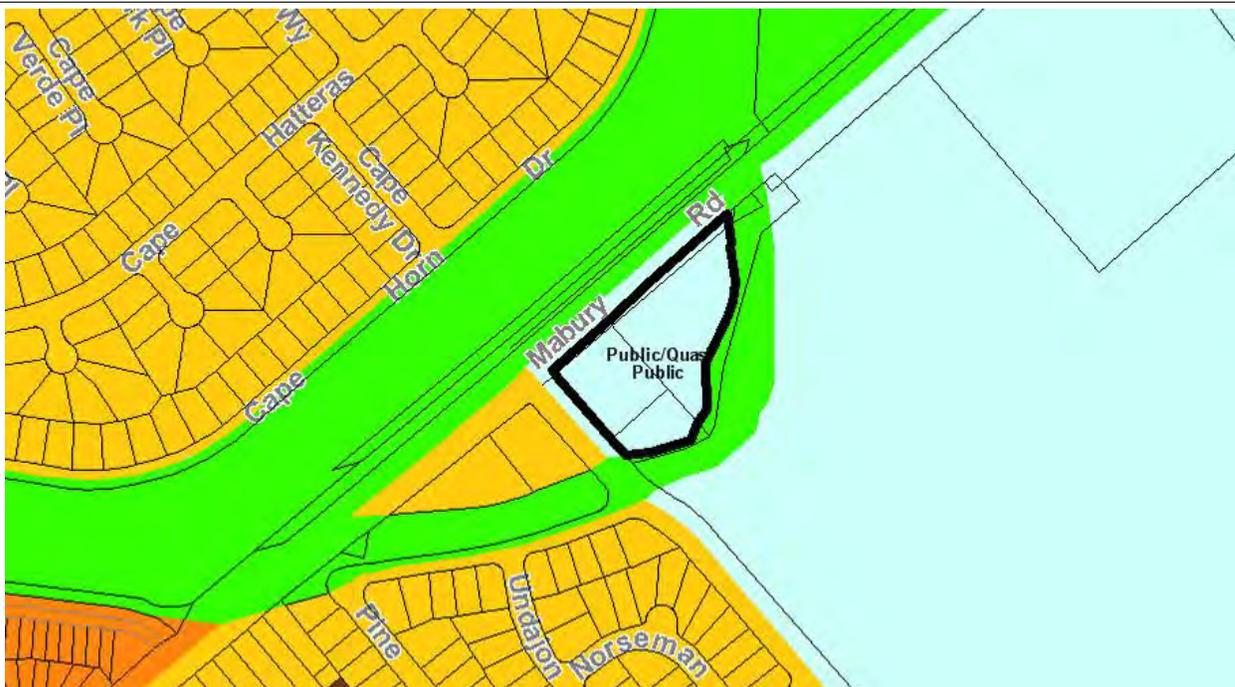
Council District: 4

SNI/RDA: N/A

Aerial Map



Existing San José 2020 General Plan: Public / Quasi Public



Draft Plan: Residential Neighborhood



Option: Mixed Use Neighborhood



Option #3 (Mabury; Envision Request ESJ2040-0010) Analysis

The proposed Option #3 (Mabury) is not consistent with the overarching goals of the Envision San José 2040 General Plan for Focused Growth and Environmental Leadership as follows:

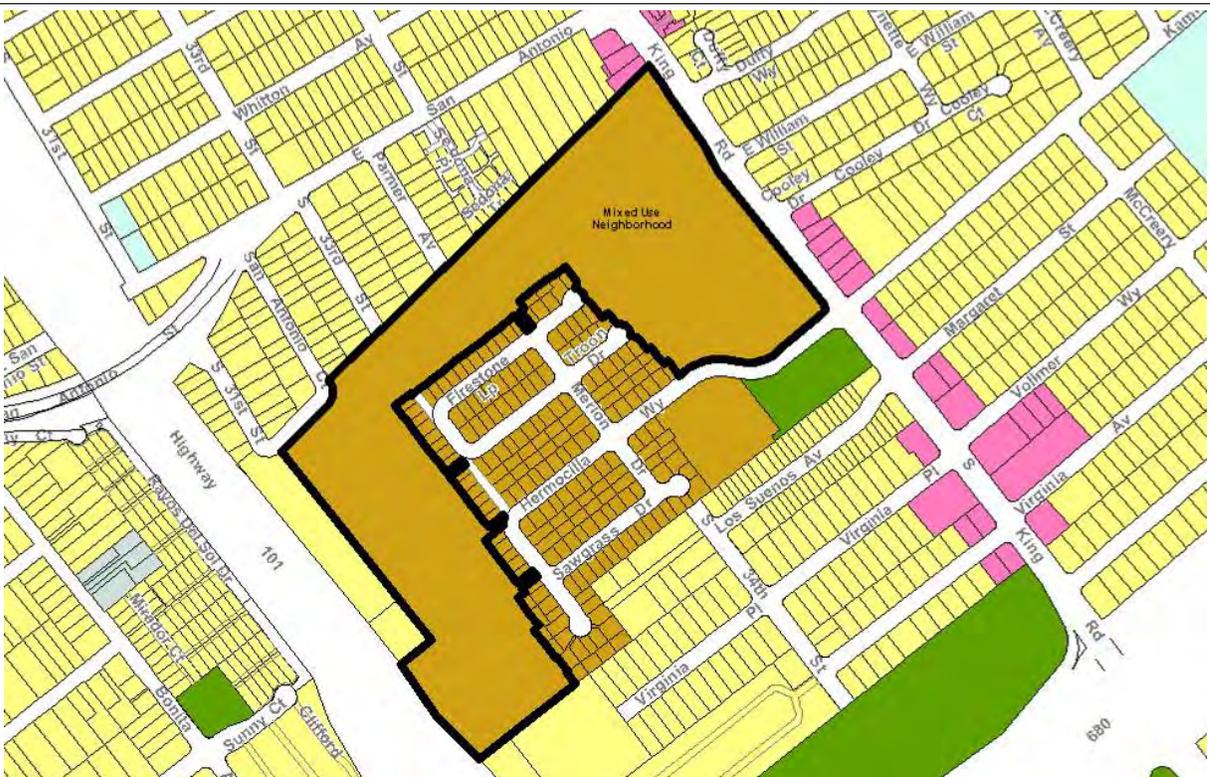
- 1) The proposed Option would increase the intensity of residential development in an area that does not have good access to existing services, including transit facilities and neighborhood-serving retail. Intensification of residential uses in such areas promotes automobile travel. The Draft Plan as proposed carefully focuses most residential growth into areas with good access to such services in order to encourage transit ridership, and pedestrian and bicycle activity.
- 2) The proposed Option is not consistent with the goal of building complete, cohesive neighborhoods. Development of townhouses at this site would result in a small, isolated residential pocket separated from other neighborhood areas. The Draft Plan Residential Neighborhood designation supports single-family residential and/or commercial use of the properties consistent with the existing character of the area.

Staff Recommendation: Do not include the proposed Mabury modification within the Plan.

Draft Plan: Open Space, Parklands and Habitat



Option: Mixed Use Neighborhood



Option #4 (Rancho Del Pueblo; Pending General Plan Amendment GP10-05-01) Analysis

The proposed Option #4 (Rancho del Pueblo) is not consistent with the goals of the Envision San José 2040 General Plan for Focused Growth, Urban Village and Environmental Leadership from a land use perspective, as follows:

- 1) The proposed Option reduces the amount of residential growth planned to occur within nearby Urban Village areas, which may reduce the successful implementation of those Urban Villages consistent with the Draft Plan goals and policies.
- 2) The proposed Option would move residential development away from existing services, including transit facilities and neighborhood-serving retail. Reducing access to such services discourages transit ridership, and pedestrian and bicycle activity and is contrary to the development of a complete community.
- 3) The proposed Option would decrease open space and recreational opportunities by converting a portion of the Rancho del Pueblo site from park to residential use.

Staff Recommendation: Do not include the proposed Rancho Del Pueblo modification within the Plan.

Option #5 (iStar; pending General Plan Amendment GP07-02-01)

DESCRIPTION: Change the Draft Plan Land Use/Transportation Diagram designation from Combined Industrial/Commercial to Mixed-Use Neighborhood (up to 30 DU, FAR 0.25 to 2.0) on a 47.5-acre portion of a 76-acre site.

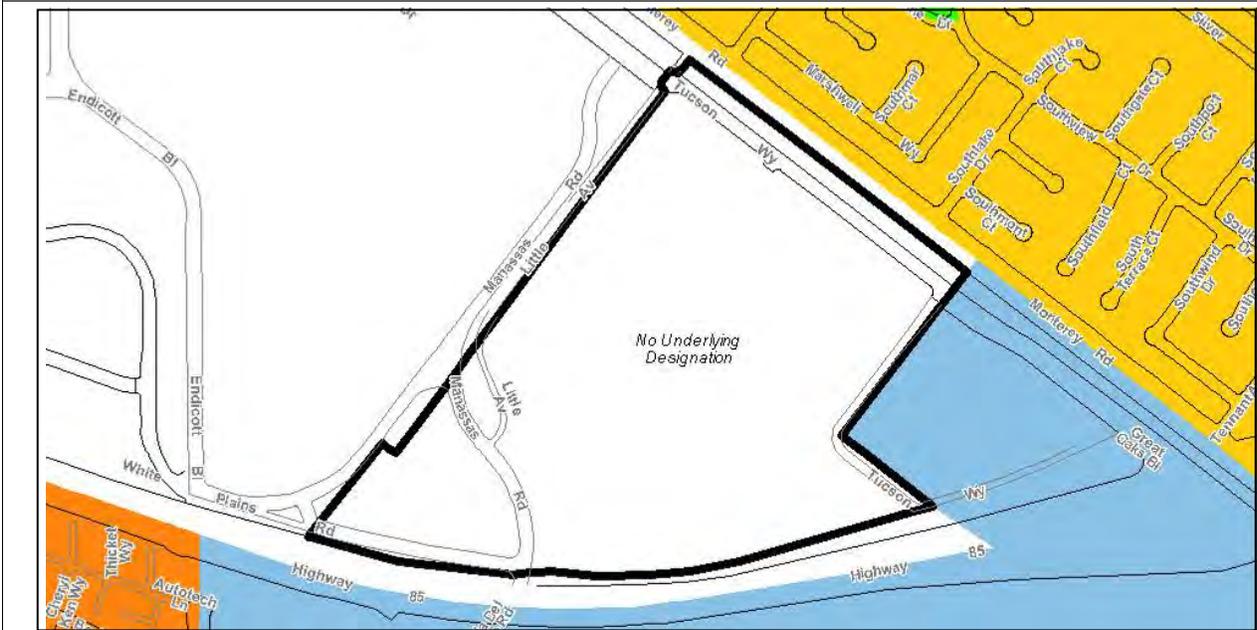
LOCATION: North side of Hwy 85, approximately 1200' West of Monterey Road

Council District: 2 SNI/RDA: Edenvale

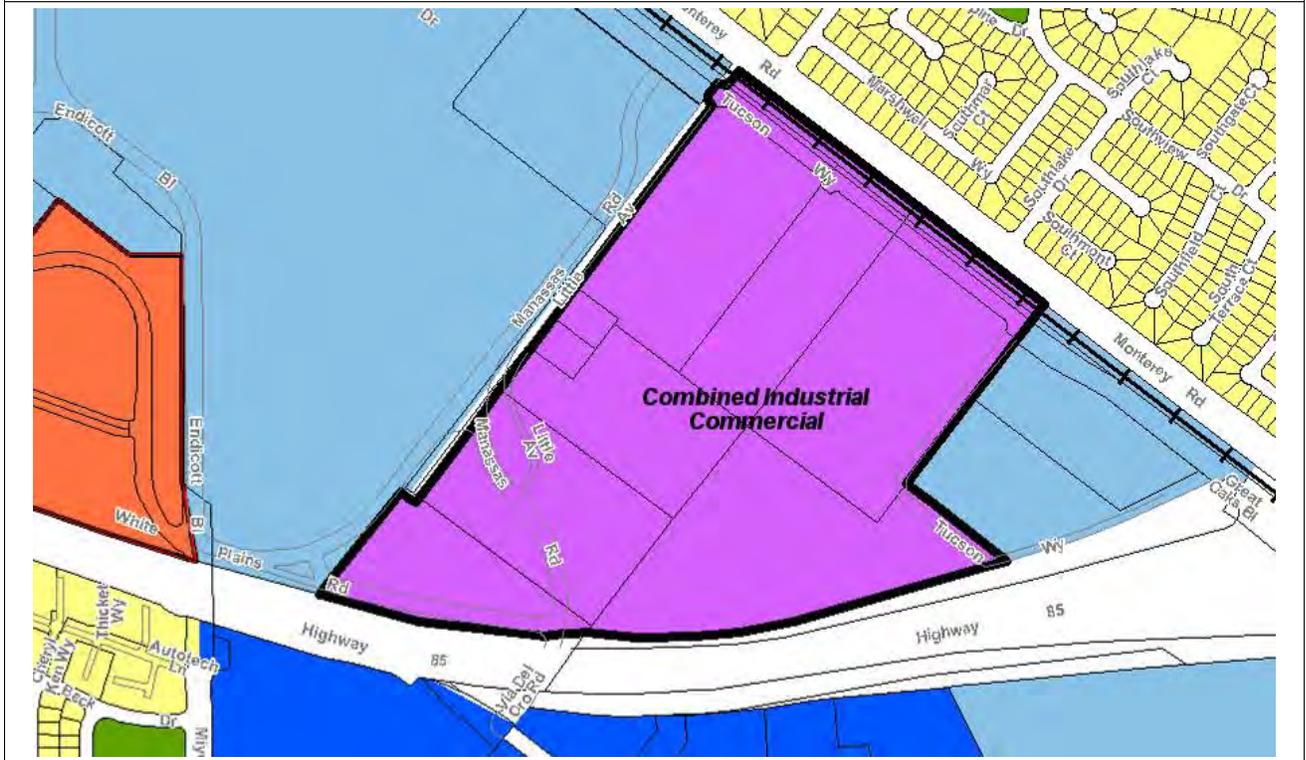
Aerial Map



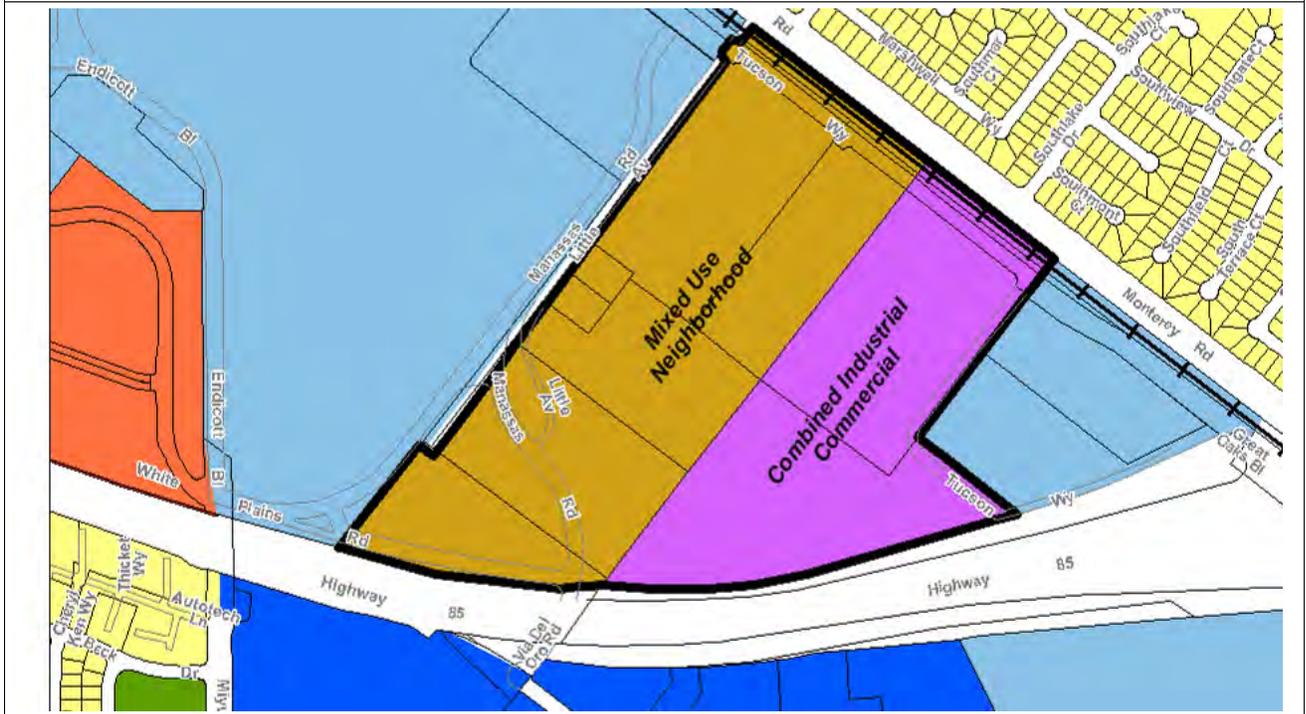
Existing San José 2020 General Plan: Mixed Used with No Underlying Designation



Draft Plan: Combined Industrial / Commercial



Option: Mixed Use Neighborhood



Option #5 (iStar; pending General Plan Amendment GP07-02-01) Analysis

The proposed Option #5 (iStar) is not consistent with the goals of the Envision San José 2040 General Plan for Focused Growth, Regional Employment Center, Urban Village and Environmental Leadership from a land use perspective as follows:

- 1) The proposed Option reduces the amount of land within the City designated for employment use through the conversion of 47.5 acres of prime industrial land to residential use. In order to maintain the overall planned job capacity identified in the Preferred Land Use Scenario and supported by the Draft Plan, these jobs would need to remain on the site through intensification on the iStar property. This would be secured through subsequent entitlements.
- 2) The proposed Option undermines the long-term viability of the Old Edenvale employment district by introducing a residential use near the center of the district. The proposed conversion would further isolate the remaining industrial lands to the north and may encourage their eventual conversion to non-employment use.
- 3) The proposed Option reduces the amount of residential growth planned to occur within Urban Village areas. In order to maintain the planned housing capacity identified in the Preferred Land Use Scenario and supported by the Draft Plan, the planned residential growth capacity of nearby Urban Village areas would be reduced in order to provide new residential growth capacity on the iStar site. This may reduce the successful implementation of those Urban Village areas consistent with the Draft Plan goals and policies.

Staff Recommendation: Do not include the proposed iStar modification within the Plan.

Conclusion

The Draft Envision San José 2040 General Plan is a cohesive policy document that directly embodies the values, aspirations, goals and insights of a broad number of stakeholders, including Envision Task Force members appointed by the City Council to represent various community interests, a large number of interested community participants, and City staff, representing all City departments, working together to provide their professional expertise.

The Draft Plan redirects the City's land use and service delivery policies to give greater emphasis to economic growth, fiscal strength, environmental leadership, the promotion of transit use, and the development of Urban Villages. The Draft Plan sets forth several innovative strategies and policy tools that will enable the City to implement an ambitious vision for its future.

CEQA

The General Plan Update EIR is a Program EIR (PEIR) that has been prepared to address a series of actions that can be characterized as one large project and will be carried out as individual activities which have generally similar environmental effects which can be mitigated in similar ways. A PEIR provides a more exhaustive consideration of effects and alternatives than would be practical in many EIRs on individual General Plan Amendments or entitlement projects, ensures consideration of cumulative impacts, and allows the City of San José to consider broad policy alternatives and program-wide mitigation measures to deal with basic environmental issues or cumulative effects.

Environmental Impacts identified in the General Plan Update PEIR as significant and unavoidable prior to any consideration of possible feasible mitigation measures include:

- Land Use, in relation to the loss of prime agricultural land due to development;
- Transportation impacts related to Vehicle Miles Traveled (VMT) increasing faster than the service population of San José, defined as employees plus residents;
- Transportation impacts related to increasing congestion, both in San José, and throughout the region;
- Noise impacts from increased traffic;
- Aesthetic impacts due to the loss of views of wooded and grassy hillsides;
- Air Quality impacts due to increasing VMT;
- Biological Resources impacts due to impacts on serpentine grassland from nitrogen deposition from vehicle emissions;
- Population and Housing impacts from a jobs/housing imbalance and the associated additional traffic caused by that imbalance;
- Greenhouse Gas Emissions impacts from the City's inability to meet the State's aggressive reduction targets for the year 2035.

The City took a conservative position regarding mitigation measures that would require additional regulatory programs that would encumber the City with additional costs. This means that instead of attempting to mitigate a region-wide impact through a new regulatory program, the City has described some of the impacts associated with the General Plan Update PEIR as significant and unavoidable due to the infeasibility of new regulatory programs in an era of limited budget resources for the City. An example of this situation is the indirect effects on serpentine habitat through the

deposition of nitrogen. Mitigation measures for these impacts could be implemented through a Habitat Conservation Plan (HCP), an ongoing, county-wide effort to address impacts from development to sensitive habitat. However, since no present City funding has been earmarked to implement such an HCP in the City, no assumptions that an HCP is adopted and implemented in the City have been included in the PEIR. If an HCP is adopted and implemented in the City, the actual impacts to serpentine habitats through the deposition of nitrogen will, in all likelihood, be less than that identified in the PEIR. So, in other words, the PEIR identifies a “worst-case” scenario.

Other significant impacts, such as Transportation, are unavoidable due to the uncertainty surrounding the efficacy of General Plan policies that act as mitigation, along with the fact that roadway widening would not be economically or physically feasible due to the physical constraints surrounding roadway widening (such as the need to purchase too many real properties that would be necessary for such widenings and the fact that currently occupied businesses and residences exist in the areas needed for such widenings).

Mitigation measures required to bring Greenhouse Gas reductions in line with 2035 reduction targets were also determined to be infeasible due to the technological advances and the policy decisions at the State and Federal levels (outside of City’s control) that would be required to achieve reductions of the magnitude of the 2035 reduction targets.

The Department of Conservation, and others, made a case for requiring conservation easements to mitigate the loss of prime agricultural land. In staff’s opinion, conservation easements can protect some existing farmland, but do not replace farmland lost to development and cannot reduce the impact to a less than significant level, and therefore cannot be considered as full mitigation. This comment and other comments received on the DPEIR are contained in the First Amendment to the DPEIR, together with detailed responses to those comments received. Reference to that First Amendment should be made for the full content of those comments and the responses provided in their particulars.

As a part of the CEQA process, there were a total of seven alternatives analyzed in the PEIR to determine whether any alternatives of design, scope or location would substantially lessen the significant impacts of a project, even if those alternatives “impede to some degree the attainment of the project objectives,” or are more expensive.

As discussed in the PEIR, the project has significant unmitigated or unavoidable impacts clustered around the direct or indirect effects of automobile travel, characterized through the metric Vehicle Miles Traveled (VMT), which contributes to or cause almost all of the significant unavoidable impacts, including air quality, transportation, roadway noise, nitrogen deposition on sensitive serpentine habitats, and greenhouse gas impacts.

Key objectives of the project are for the city to become more of a regional job center, to increase utilization of regional transportation systems, and support the City’s fiscal health. Although some of the proposed alternatives reduced some of the environmental impacts associated with additional VMT, none of the alternatives met the fundamental objectives of the project. The fuller discussion of these objectives and their ability to fulfill project objectives can be found at Section 8 of the PEIR.

Five land use/policy Options, separate from the environmental alternatives required under CEQA, were analyzed as a part of the preparation of the PEIR and two are specifically addressed within the

PEIR document due to their scale and potential for environmental impact. These two Options, relating to the Rancho del Pueblo Golf Course (Draft Plan Option #4), and the iStar site (Draft Plan Option #5), would allow different land use designations than the ones proposed as a part of the base project. The Rancho del Pueblo Residential Option would change the proposed land use designation on the 31-acre site in the Alum Rock Planning Area from *Open Space, Parklands and Habitat* under the Preferred Scenario to *Mixed Use Neighborhood*. The *Mixed Use Neighborhood* land use designation is intended for development primarily with either townhouse or small lot single-family residences, and could include convenience commercial and assembly uses. The other three land use/policy options are consistent with the project as analyzed in the PEIR and do not warrant separate discussion of their potential for environmental impacts. Option #1 would add further restriction upon allowable development intensities for lands designated as Open Space. Option #2 and Option #3 would make affect Land Use/Transportation Diagram changes, but would not alter the scope of growth analyzed for the project. Consequently, further CEQA review is not required for any of the five Options identified in this staff report.

The iStar Residential Option would change the proposed land use designation on a 76-acre site in the Edenvale Planning Area from *Combined Industrial/Commercial* under the Preferred Scenario to *Mixed Use Neighborhood*.

Option #4 and Option #5 were analyzed at a program level, at the same level of detail as the rest of the General Plan Update. Project-specific impacts, such as impacts from a particular roadway configuration, or level-of-service impacts to a particular intersection, or loss of biological habitat due to a specific development proposal were not analyzed in detail because such detail is not currently available, and would require a subsequent, more detailed environmental analysis when a development project is proposed.

The General Plan Update Draft PEIR was circulated from June 17, 2011 to August 15, 2011. The City received approximately 80 comment letters during that time.

The bulk of the comments on the Draft PEIR fell into three categories: comments from governmental and quasi-public agencies on their areas of expertise as it relates to the general plan; comments on the Rancho del Pueblo option and especially specific concerns on the removal of the golf course that could result from that proposed land use change; and the desire to have Lincoln Avenue through downtown Willow Glen considered an Urban Village, and to reduce the number of travel lanes through Willow Glen from four to two, and add bike lanes to the right-of-way.

Governmental and Quasi-public Agency Comments

Briefly, the responses to comments included clarification and text changes as a result of the agency letters, including revisions as a result of the Bay Area Air Quality Management District letter, revisions as a result of comment letters on biological resources from the USFWS, DFG, Greenbelt Alliance, and the Silicon Valley Audubon Society. None of the comment letters identified new significant impacts or presented new evidence that changed an impact determination.

Rancho del Pueblo Policy Option Comments

Many of the comments relating to the Rancho del Pueblo Option were either against the proposed land use designation change itself or in relation to the impacts from a development proposal. The comments that were simply against the proposed project do not raise any new environmental issues that need to be analyzed. Project-level environmental analysis has not been completed because as of

the present moment, there is no development proposal on file. A program-level analysis is appropriate for the Rancho del Pueblo option, given the fact that this option represents a change in the land use designation for a property, absent a development proposal, being considered in the context of an update to the City's General Plan, which covers a 180 square mile area and a time horizon of nearly 30 years.

Lincoln Avenue Comments

As part of the Envision process, many streets are proposed to "go on a diet," reducing the number of lanes and facilitating bicycle and pedestrian travel. The issue of the number of lanes being reduced along Lincoln Avenue was raised by members of the Task Force and discussed extensively. At their June 2009 meeting, the Task Force asked staff to respond to this and a number of other proposed modifications to the General Plan street network. Staff recommended that no change to Lincoln Avenue be considered as part of the Draft Plan, and the Task Force agreed at that time. Therefore, it was not part of the project description of the Draft Plan and the analysis for the Environmental Impact Report.

The issue of reducing the capacity of Lincoln Avenue has been studied in the past. It is a complex issue both because of the traffic it currently carries and the businesses it serves and because of the likelihood of significant effects on intersection Levels of Service, adjacent streets and surrounding neighborhoods. Analysis would be needed to understand impacts on intersections, adjacent streets, and neighborhood traffic circulation. The question of reducing the number of lanes on Lincoln Avenue can be studied after the *Envision San José 2040* process, if desired by the City Council.

Final PEIR

As previously noted, the City's responses as a result of the comments received on the Draft PEIR are contained in the First Amendment to the Draft PEIR. Together with the Draft PEIR, they comprise the Final PEIR.

Planning Staff recommends that the Planning Commission find the Final Program Environmental Impact Report has been prepared in compliance with the California Environmental Quality Act (CEQA), and that the analysis reflects the independent judgment of the City of San José, and recommends that the Planning Commission certify the Final Program Environmental Impact Report for the Envision 2040 General Plan Update.

PUBLIC OUTREACH/INTEREST

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- ✓ **Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a

Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

As noted above, extensive public outreach has been an integral part of the Envision San José 2-4- General Plan update process. Public outreach activities have included mailings, on-line activities, and community meetings involving more than 200,000 community stakeholders as follows:

175 Documented Outreach Meetings

- 31 Neighborhood Association
- 18 Property Owner/Developer Organization
- 17 Foundation/Professional Organization
- 16 Other Jurisdiction
- 13 Commission/Committee
- 7 Envision Community Workshops
- 22 Regional Agency, Environmental, Education, Civic/Cultural/Religious/Ethnic
- 51 Task Force Meetings

On-line Activities:

- 5,000 Participants in a WikiPlanning website
- 1,000 Participants in on-line surveys

Mailed Notices:

- 194,000 Envision Brochures (April to June 2011)
- 9,500 Notices to affected property owners

Recent outreach activities include follow-up communications with approximately 100 property owners who received notice of the General Plan change for their property. Because the General Plan includes unincorporated areas of San José's sphere of influence, many of these property owners live outside of the City's boundaries and are concerned about potential annexation, near-term development regulations and other issues which will not be a direct outcome of the General Plan update process.

In addition, the Parks Commission and Historic Landmarks Commission reviewed and discussed the Draft Plan. The Parks Commission did not propose any further modifications to the Draft Plan. The Historic Landmarks Commission also supported the Plan and had these specific comments on the Plan:

- LU14.2 ~~Prioritize~~ Give high priority to the preservation of historic structures that contribute to an informal cluster or 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 good designer; etc.
- LU14.4 The City encourages avoiding 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.

- LU14.6 Preservation of Structures of Merit and Contributing Structures in Conservation Areas is a key consideration in the development review process. As development proposals are submitted, the City should 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 in to development proposal, particularly those structures that contribute to the fabric of Conservation Areas.
- Add a definition of non-Historic American Building Survey to the Glossary.
- Add language in the early chapters that acknowledges the role of historic structures in San Jose's heritage beyond the Downtown.

COORDINATION

This development of the Draft Envision San José 2040 General Plan was closely coordinated with representatives of all City departments and representatives of those departments directly contributed to its contents as well as to the Envision General Plan update process. The preparation of this memorandum was coordinated with the City Attorney's Office.


JOSEPH HORWEDEL, DIRECTOR
Planning, Building and Code Enforcement

For questions please contact Andrew Crabtree, Senior Planner at 408-535-7893.

Envision San Jose 2040

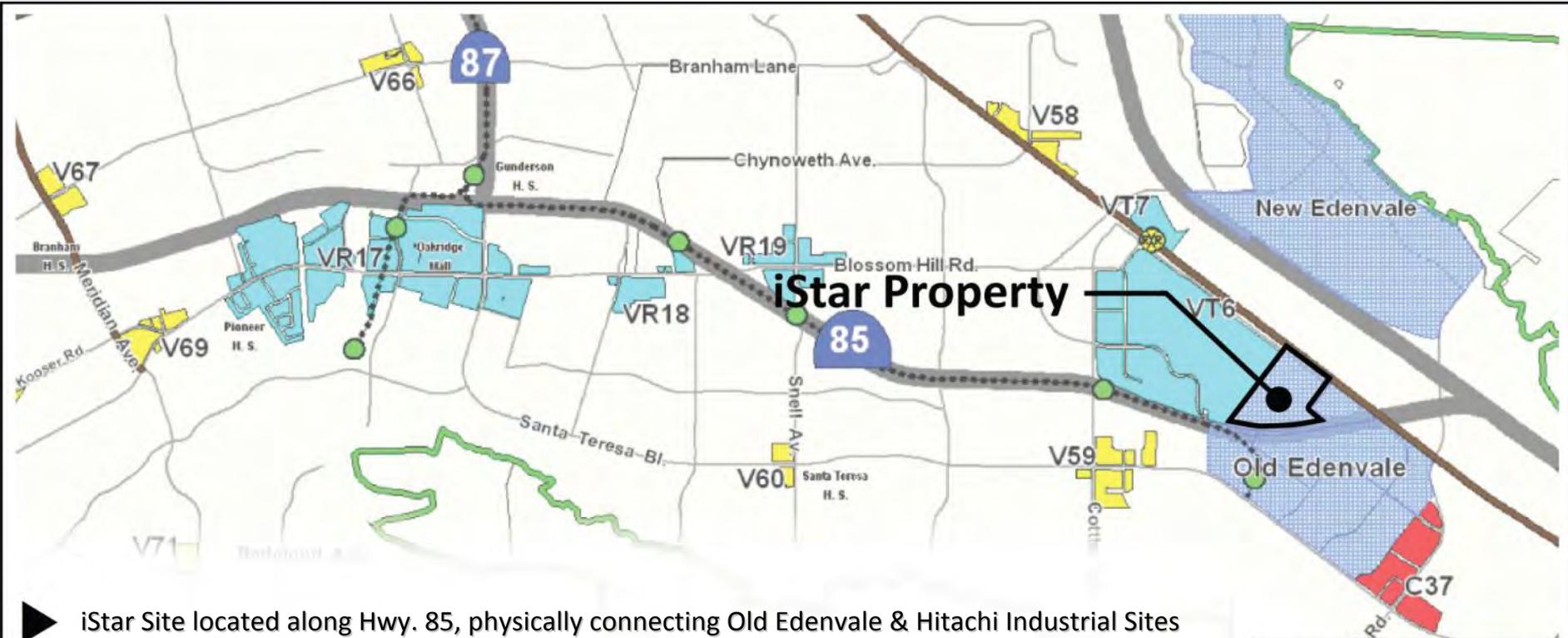
Preferred Scenario 7A

iStar Project Benefits

Planning Commission Hearing

September 28, 2011

Designated Growth Areas

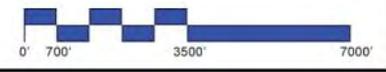


- ▶ iStar Site located along Hwy. 85, physically connecting Old Edenvale & Hitachi Industrial Sites
- ▶ Walkable distance to Santa Teresa Rail Station, Old Edenvale and Hitachi
- ▶ Opportunity to stimulate industrial re-occupancy of numerous vacant buildings in Old Edenvale
- ▶ iStar Mixed-Use proposal links Hitachi & Old Edenvale with synergistic circulation and land use

Identified and Potential Growth Areas

- Downtown
- Employment Land Areas
- Transit Areas
- Commercial Centers
- Neighborhood Villages
- Specific Plan Areas
- Urban Reserves

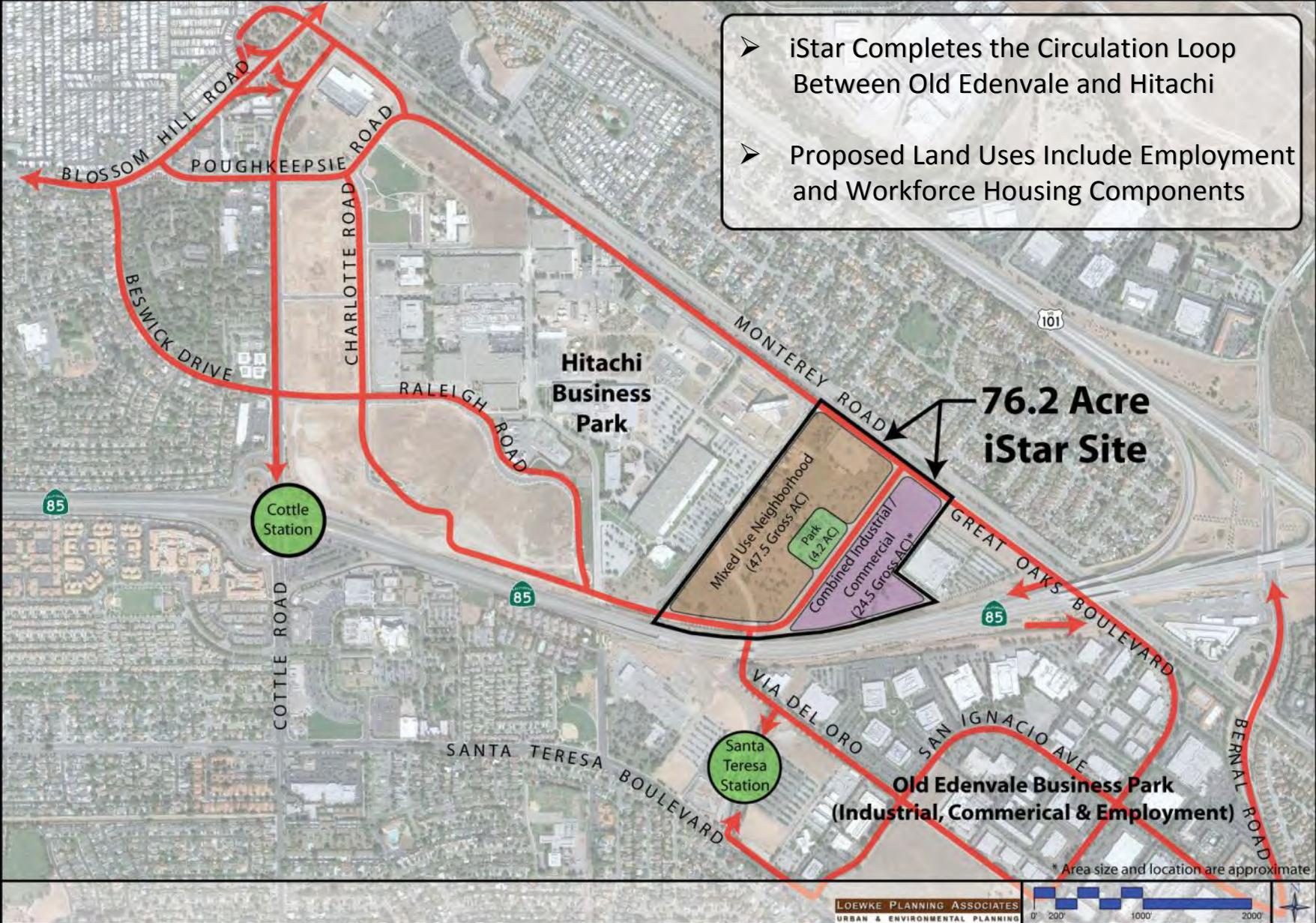
- Urban Growth Boundary
- Sphere of Influence
- Proposed BART Stations
- CalTrain Stations
- Light Rail Line
- Grand Boulevards
- Existing Light Rail Stations
- Proposed Light Rail Stations



iStar Site Location



iStar Connectivity with Hitachi & Old Edenvale



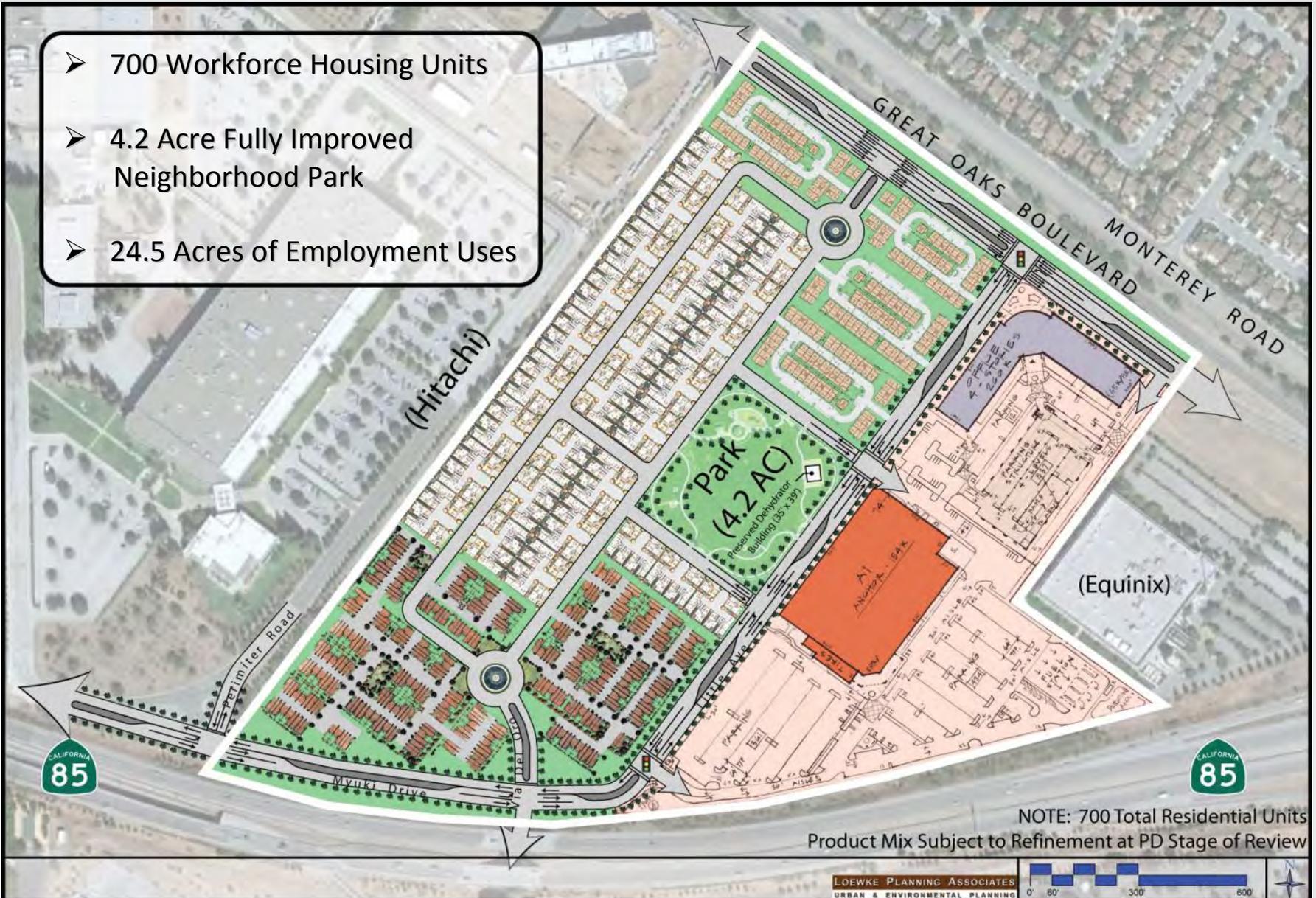
- iStar Completes the Circulation Loop Between Old Edenvale and Hitachi
- Proposed Land Uses Include Employment and Workforce Housing Components

iStar Land Use Compatibility



iStar Site Detail & Conceptual Layout

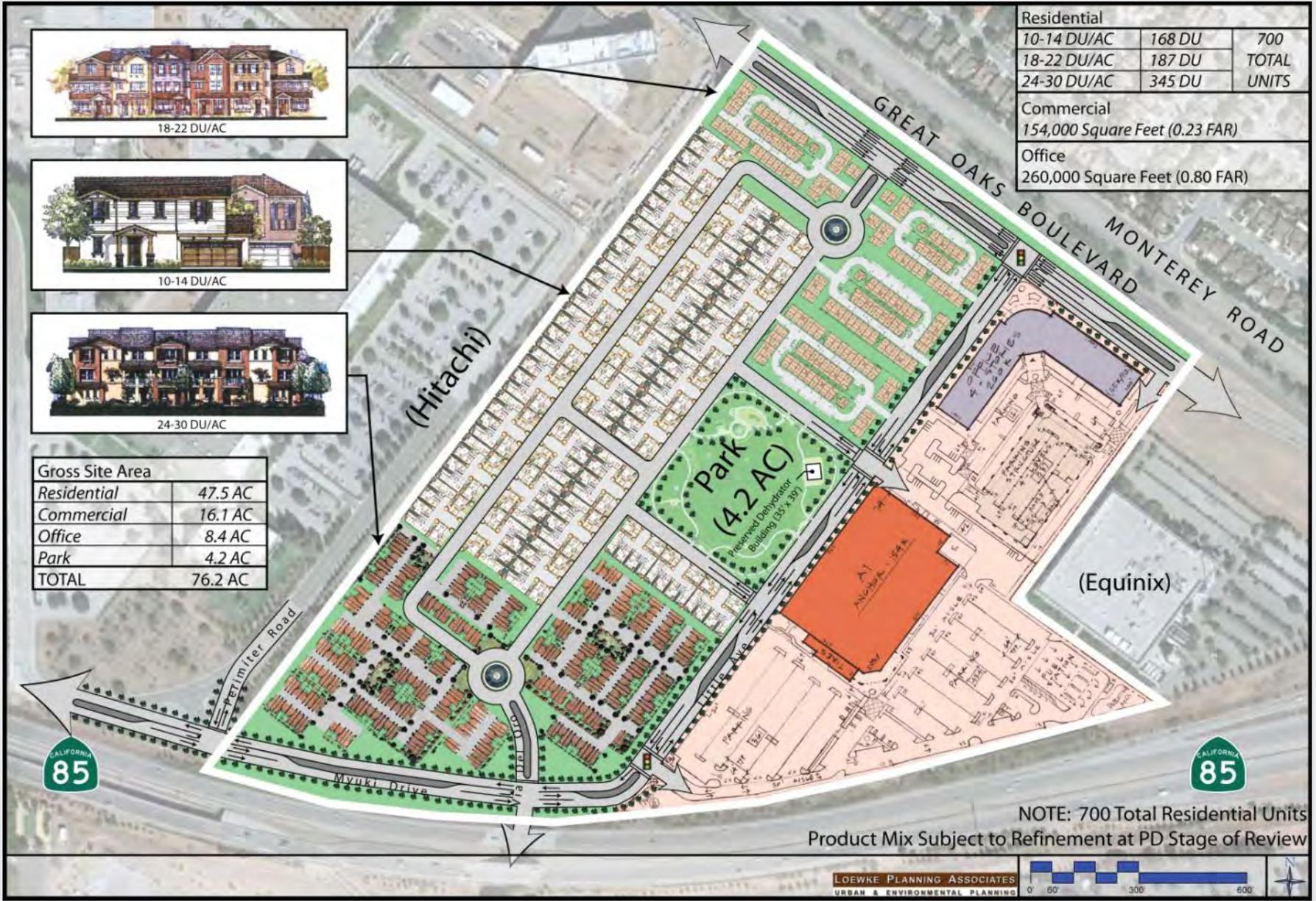
- 700 Workforce Housing Units
- 4.2 Acre Fully Improved Neighborhood Park
- 24.5 Acres of Employment Uses



NOTE: 700 Total Residential Units
Product Mix Subject to Refinement at PD Stage of Review



iStar Site Detail & Conceptual Layout



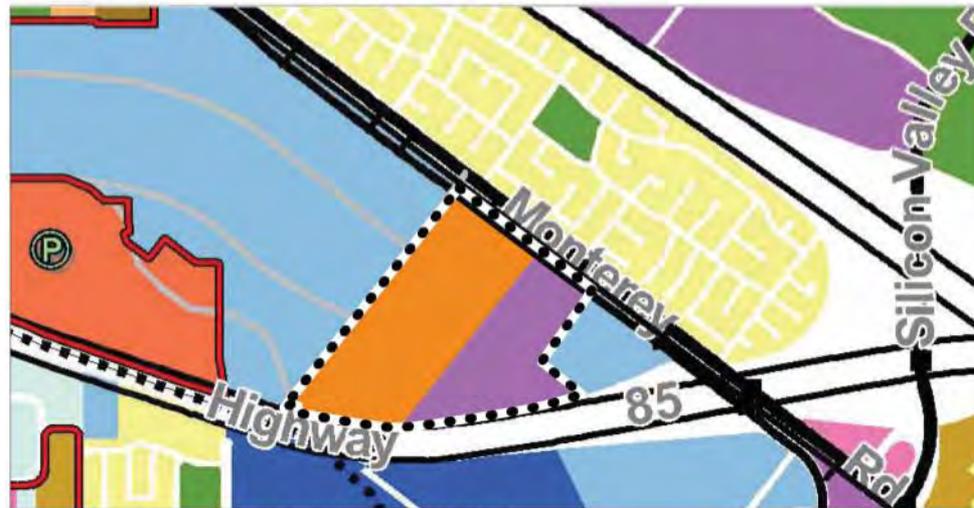
Land Use Classification for iStar Site

Envision San Jose 2040 Designations

- Agriculture
- Combined Industrial/Commercial
- Downtown
- Transit Employment Center
- Heavy Industrial
- Industrial Park
- Light Industrial
- Hillside
- Mixed Use Commercial
- Mixed Use Neighborhood
- Neighborhood/Community Commercial
- Open Hillside
- Open Space, Park and Habitat
- Private Recreation
- Public/Quasi-Public
- Regional Commercial
- Residential Neighborhood
- Rural Residential
- Transit Residential
- Urban Residential
- Village
- Village Overlay Areas
- Transit Employment Residential Overlay
- Urban Reserves
- Specific Plan Areas
- Preferred Hotel Site Overlay
- Urban Growth Boundary
- Urban Service Area
- Sphere of Influence
- Floating Park
- Proposed BART Stations
- BART Line
- CalTrain Stations
- CalTrain Line
- Light Rail Line
- Interchange
- Separation
- Planning Areas Boundary



2040 GENERAL PLAN SCENARIO 7



PROPOSED CLASSIFICATION FOR ISTAR

Proposed Land Uses to Support Mixed-Use iStar Proposal

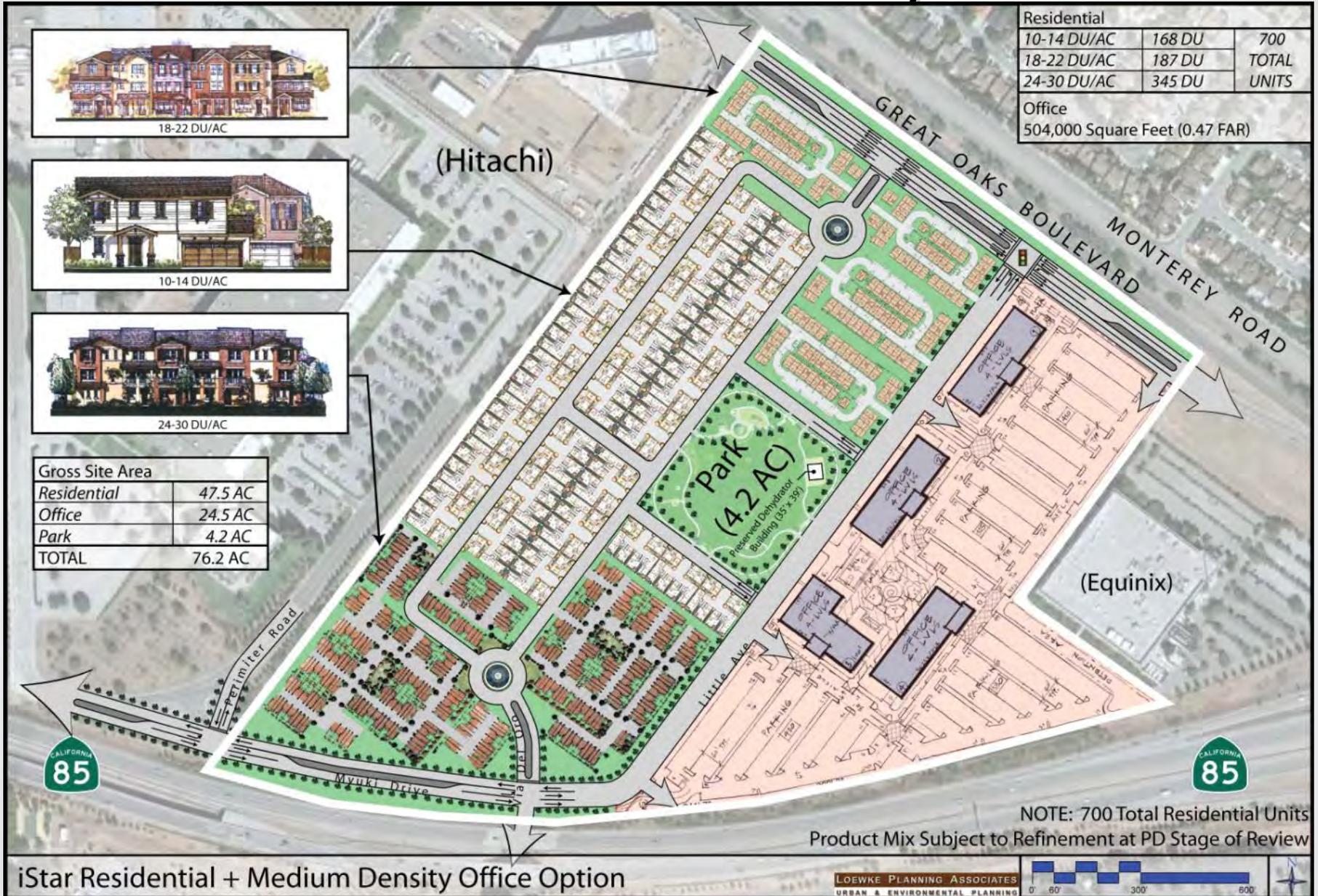


Why Workforce Housing on Portion of iStar Site?

1. Modified proposal focused on **Mixed-Use Development** with 700 units and 24.5 acres of employment uses
2. Accommodates **up to 1,000,000 s.f. of Employment Uses**, consistent with 2040 General Plan Scenario 7
3. 700 units of **Workforce Housing as stimulus for on-site employment and revitalization of Old Edenvale**
4. Plan creates **strong Neighborhood Identity** with diverse workforce products, compatibility to job centers & neighborhood park
5. Mixed-Use development establishes **compatible and sustainable land use pattern** supportive of continuing job growth
6. Project **completes and enhances circulation system** for entire Hitachi-Old Edenvale Focused Growth Areas

- End -

iStar Alternative Site Layout E



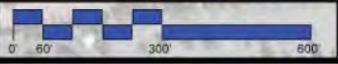
Residential		
10-14 DU/AC	168 DU	700
18-22 DU/AC	187 DU	TOTAL
24-30 DU/AC	345 DU	UNITS
Office		
504,000 Square Feet (0.47 FAR)		

Gross Site Area	
Residential	47.5 AC
Office	24.5 AC
Park	4.2 AC
TOTAL	76.2 AC

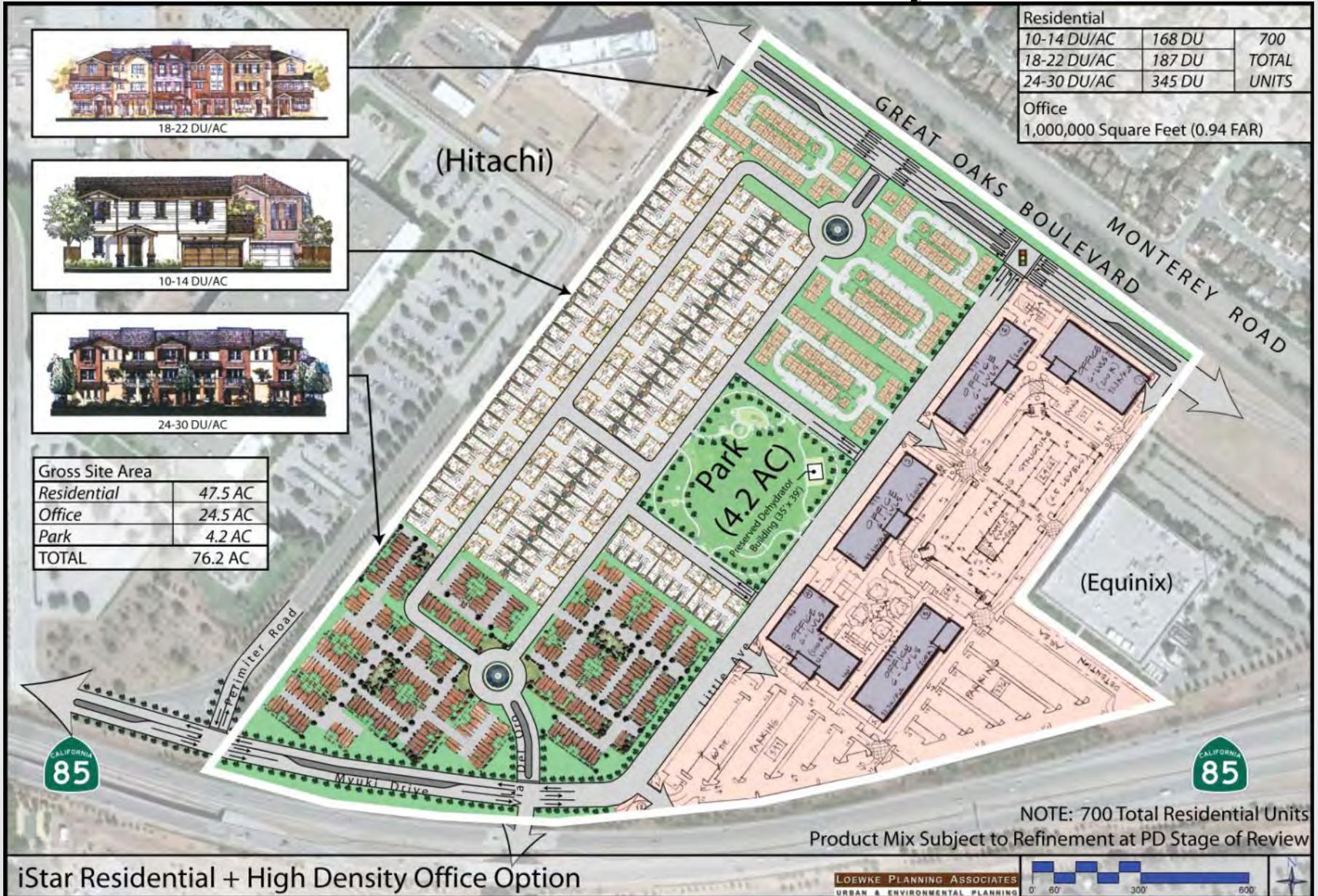
NOTE: 700 Total Residential Units
Product Mix Subject to Refinement at PD Stage of Review

iStar Residential + Medium Density Office Option

LOEWKE PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING



iStar Alternative Site Layout F



Residential		
10-14 DU/AC	168 DU	700
18-22 DU/AC	187 DU	TOTAL
24-30 DU/AC	345 DU	UNITS
Office		
1,000,000 Square Feet (0.94 FAR)		

Gross Site Area	
Residential	47.5 AC
Office	24.5 AC
Park	4.2 AC
TOTAL	76.2 AC

NOTE: 700 Total Residential Units
Product Mix Subject to Refinement at PD Stage of Review

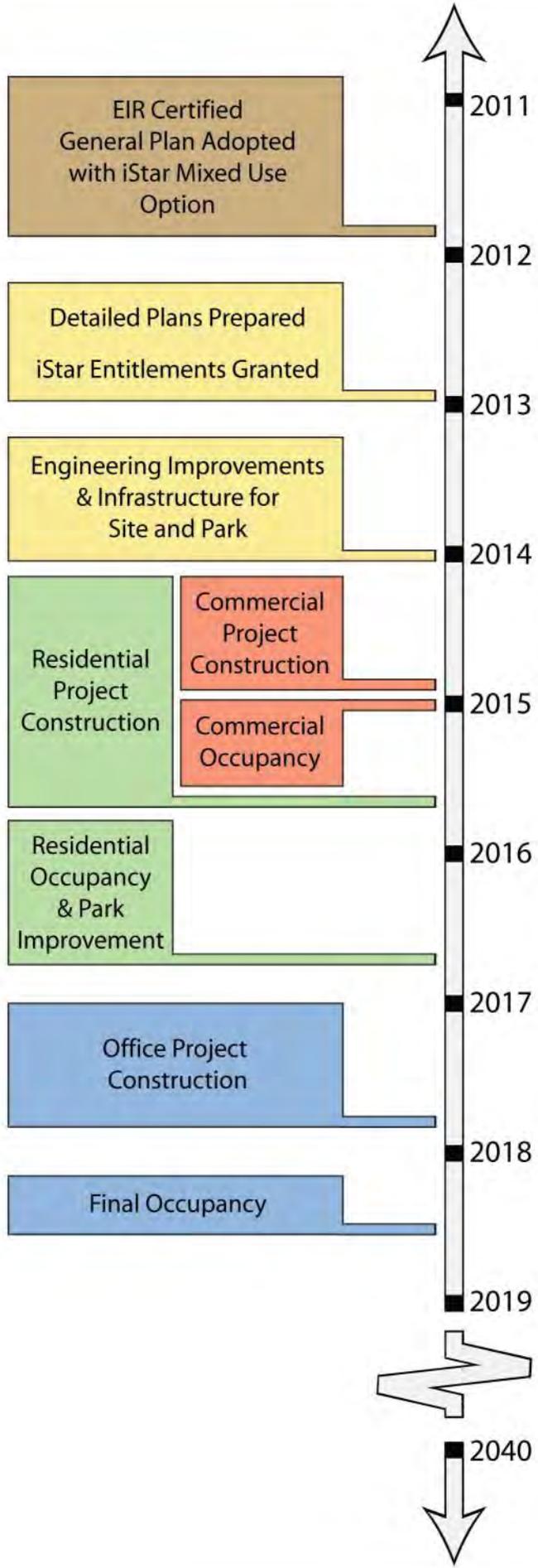
iStar Residential + High Density Office Option

LOEWKE PLANNING ASSOCIATES
URBAN & ENVIRONMENTAL PLANNING



Time Frame for Development of iStar

TIME FRAME FOR DEVELOPMENT OF ISTAR PROPERTY



2040 General Plan + Mixed Use iStar Option (Modified GP Scenario 7A)

Proposed iStar Scenario 7A Summary



- Accommodates up to 1,000,000 sq. ft. of employment uses consistent with the Edenvale Area Development Plan
- Workforce housing supports sustainable expansion of jobs within walking distance in Old Edenvale
- 24.5 acres of Office/R&D and Commercial uses will maintain the jobs/housing objectives in 2040 GP
- Mixed-use project places housing, retail & employment uses all within walking distance of rail transit
- 700 workforce units in a variety of product types designed to create strong sense of place & identity
- Commercial option for use of up to 16 ac. to accommodate major retail use to serve South San Jose
- On-site employment planned at floor area ratio of up to 1.0, consistent with the Envision San Jose 2040 General Plan
- 4.2-acre park site, fully improved and dedicated to serve neighborhood and surrounding businesses