



Department of Planning, Building and Code Enforcement
 801 North First Street, Room 400
 San José, California 95110-1795

Hearing Date/Agenda Number:
 P.C. 11/25/02 Item:

File Number:
 GP01-02-01

Council District and SNI Area:
 2 – N/A

Major Thoroughfares Map Number:
 130 & 144

Assessor's Parcel Number(s):
 678-01-016 & 678-01-017

Project Manager: Mike Mena

GENERAL PLAN REPORT

2002 Fall Hearing

PROJECT DESCRIPTION:

A General Plan amendment request to change the Land Use/Transportation Diagram designation from Low Density Residential (5 DU/AC) and Non-Urban Hillside on 38.3 acres to Medium Density Residential (8-16 DU/AC).

LOCATION: Easterly side of U.S. 101 and northerly of Metcalf Road.

ACREAGE: 38.3

APPLICANT/OWNER:

HMH, Inc./Braddock & Logan Group

GENERAL PLAN LAND USE / TRANSPORTATION DIAGRAM DESIGNATION:

Existing Designation: Low Density Residential (5 DU/AC) and Non-Urban Hillside

Proposed Designation: Medium Density Residential (8-16 DU/AC)

EXISTING ZONING DISTRICT(S): R-1-1 Residential District (1 DU/AC)

SURROUNDING LAND USES AND GENERAL PLAN DESIGNATION(S):

North: Vacant – Non-Urban Hillside, Medium Density Residential (8-16 DU/AC) and Low Density Residential (5 DU/AC)

South: Metcalf Road and Vacant – Public/Quasi-Public and outside the Urban Service Area and Urban Growth Boundary

East: Vacant – Non-Urban Hillside and outside the Urban Service Area and Urban Growth Boundary

West: U.S. Highway 101 and Vacant – Low Density Residential (5 DU/AC) and Public Park/Open Space

ENVIRONMENTAL REVIEW STATUS: “Metcalf Road Property Environmental Impact Report - Pending

PLANNING STAFF RECOMMENDATION:

- Low Density Residential (5 DU/AC) (6.7 acres) and Non-Urban Hillside (2.8 acres) to Private/Open Space on 9.5 acres.
- Low Density Residential (5 DU/AC) (16.6 acres) and Non-Urban Hillside (6.5 acres) to Medium Density Residential (8-16 DU/AC) on 23.1 acres.
- Low Density Residential (5 DU/AC) (2.0 acres) and Non-Urban Hillside (5.0 acres) to Medium Low Density Residential (8 DU/AC) on 7.0 acres.
- Low Density Residential (5 DU/AC) to Private Open Space on 2.4 acres for the area between Highway 101 and Basking Ridge Road.
- Low Density Residential (5 DU/AC) to Non-Urban Hillside on 1.4 acres.
- The balance of the site (approximately 5.0 acres), designated Non-Urban Hillside, would remain unchanged.

Approved by:

Date:

PLANNING COMMISSION RECOMMENDATION:

CITY COUNCIL ACTION:

CITY DEPARTMENT AND PUBLIC AGENCY COMMENTS RECEIVED:

- Department of Transportation (DOT) – This amendment request underwent a traffic analysis and it was determined that it would not result in a significant long-term traffic impact.
- United States Department of the Interior Fish and Wildlife Service – The project may result in impacts to federally protected species (Bay Checkerspot Butterfly, SCC Dudleya, Coyote Ceanothus and Tuburon Paintbrush)
- Department of Public Works (DPW) – The project site is located in a geological hazard zone and is not located within the 100-year flood zone.

GENERAL CORRESPONDENCE:

Staff has received numerous letters and emails from the surrounding neighborhoods, which are discussed further in the Public Outreach section of this report.

ANALYSIS AND RECOMMENDATIONS:

PROJECT DESCRIPTION

This is a privately initiated General Plan amendment request to change the San Jose 2020 General Plan Land Use/Transportation Diagram from Non-Urban Hillside and Low Density Residential (5 DU/AC) to Medium Density Residential (8-16 DU/AC) on a 38.3-acre portion of a larger 257.2 gross acre site located easterly of U.S. Highway 101 and northerly of Metcalf Road (Figure 1). Using the General Plan methodology the proposed Medium Density Residential (8-16 DU/AC) designation on 38.3 acres could potentially facilitate the development of 413 dwelling units, assuming a density of 10.8 dwelling units to the acre.

A Planned Development Rezoning application (File No. PDC01-10-098) is being reviewed concurrently with this General Plan amendment. The proposed rezoning is to allow for the development of up to 213 single-family detached dwelling units and the extension of Basking Ridge Road from its current terminus to connect with Metcalf Road. This report analyzes the appropriateness of the proposed amendment to the Land Use/Transportation Diagram. The proposed rezoning is discussed in a separate staff report.

The land use designations pertinent to the subject General Plan amendment request are described below:

- Low Density Residential (5 DU/AC) – is typified by 8,000 square foot lots, which can reduce excessive grading on slopes between five and fifteen percent.

Medium Low Density Residential (8 DU/AC) – is typified by 6,000 square foot lots, and is the density at which the majority of San Jose’s single-family housing has been built.

Medium Density Residential (8-16 DU/AC) – is generally typified by patio homes, townhouses and duplexes.

- Non-Urban Hillside – is a land use designation applied mostly in hillside areas above the fifteen percent slope line. Due to the pervasive geological conditions in the hills and the extraordinary public cost of hillside development, uses must be limited to those having very little physical impact on the land and requiring no urban facilities or services.

BACKGROUND

During the last major update of the General Plan (*San Jose 2020 General Plan*) and the 1993 General Plan Annual Review, the Land Use/Transportation Diagram designation on the subject property was changed from Campus Industrial to Low Density Residential (5 DU/AC). The Low Density Residential (5 DU/AC) designation was found to be the most appropriate land use due to constraints of distance to services, topography, high-pressure gas lines and seismic fault lines. The amendment was approved with the understanding that development would occur only on those lands below the 15 percent slope line, generally defined by the abandoned Santa Clara Valley Water District (SCVWD) canal. The land use designation on the adjacent 11.4 acre parcel to the north of the subject amendment (Levin Ranch site) was amended in 1991 from Campus Industrial to Medium Density Residential (8-16 DU/AC). This area has since been developed with the Basking Ridge development, consisting of a variety of housing types and densities.

The Campus Industrial General Plan designation on these properties prior to 1991, necessitated the designation of Basking Ridge Road on the General Plan Land Use/Transportation Diagram, as an Arterial (80-106 feet) in order to provide access to the site on which 2,200 jobs were projected to be generated by industrial development. In 1993, reflecting the designation change in the immediate area of the subject General Plan amendment to residential, Basking Ridge Road was redesignated to a Major Collector (60-90 feet), in order to provide capacity consistent with the residential designations. A Major Collector serves internal traffic movements within an area and connects this area with the major arterial system.

Site and Surrounding Uses

The amendment site is currently vacant, composed of open space grassland used for agricultural purposes (e.g., grazing). The western portion of the site that is proposed for development is at the eastern edge of the Urban Service Area (USA) and the Greenline/Urban Growth Boundary (UGB). The UGB is a strategy to define the ultimate perimeter of urbanization in San Jose and to preserve valuable open space resources. The USA identifies where urban development can safely and reasonably be accommodated and where urban services can efficiently be provided. Lands outside the UGB and the USA are intended to remain permanently rural in character.

Surrounding uses to the east are an abandoned Santa Clara Valley Water District (SCVWD) canal and vacant hillsides. To the north, there is vacant land with single-family attached and detached residential units (Basking Ridge Development) further north. Metcalf Road and the

Santa Clara County Motorcycle Park are located southerly of the site. Uses to the west consist of U.S. Highway 101, Coyote Creek and the Coyote Creek Park Chain. The subject site would be accessed by the planned Basking Ridge Road, a Major Collector on the General Plan.

Several man-made and natural constraints exist on the site which include: a 34-inch high pressure natural gas pipeline crossing the westerly portion of the site, seasonal wetland and freshwater marsh areas, Special Status Species, five to fifteen percent slopes (below the abandoned Santa Clara Valley Water District canal), earthquake fault-lines, tension cracks and potential naturally occurring asbestos.

A 6.5-acre property located adjacent to and between Highway 101 and the subject amendment site (Ceraolo Property), currently has a pending Planned Development Rezoning application (PDC02-038) filed with the City to rezone from R-1-1 to A(PD) Planned Development Zoning District to allow 25 single-family detached residences. This area is designated Low Density Residential (5 DU/AC) on the General Plan Land Use/Transportation Diagram.

The entire amendment site is visible from U.S. Highway 101, which is designated as a Rural Scenic Corridor and Urban Throughway on the General Plan Scenic Routes and Trails Diagram. Rural Scenic Corridors are located in areas of picturesque natural landscapes and areas of significant scenic value such as the hillside areas. The hillsides of San Jose are an important visual and natural resource, which should be preserved. Urban Throughways consist of the highways that traverse San Jose, many of which function as gateways to the City and should present the best possible views of the natural and urban environment.

Ceraolo Property

As referenced above, an adjacent property (APN 678-02-018) located west of the amendment site and east of Highway 101 is currently vacant, and has a pending Planned Development Rezoning to allow the development of 25 single-family detached residential units. The site currently has no public street access. Due to the site's irregular configuration and proximity to U.S. 101, the subject site would not be appropriate for future residential development. Staff has encouraged the applicant of the subject General Plan amendment to work with the adjacent property owner to incorporate the site as part of the pending General Plan amendment and PD Rezoning (PDC01-10-098). At this point, it appears that the applicant has not been successful in achieving an integrated project. Therefore, staff will be considering further General Plan amendments to address the development constraints on the adjacent property (APN 678-02-018).

Metcalf Road/US 101 Interchange

The intersection of Metcalf Road/US 101 is shown on the City's General Plan as a future interchange. Based upon staff discussion with Caltrans, staff has concluded that it is unlikely that this would be constructed as a full interchange given other planned interchanges to the south that are proceeding through the design process. Staff will consider initiating a future General Plan amendment to delete the subject interchange.

ANALYSIS

The proposed amendment to Medium Density Residential (8-16 DU/AC) on a 38.3-acre site would be anticipated to develop with more than 400 residential units. Staff considers the allowance of up to 400-units to be excessive on this remote, environmentally sensitive and visibly prominent location. However, staff does consider a modest increase in residential density on certain portions of the site to be appropriate. The allowance of an attached and detached residential project would provide for flexibility in site design as a means to avoid environmentally-sensitive areas such as sloped hillsides, grasslands/woodlands, scenic viewsheds, geologic hazard zones (e.g., fault zones) and areas where substantial portions of the site should be left in undisturbed natural open space. Future development on the proposed residential area should occur below the abandoned Santa Clara Valley Water District canal, generally defined as the fifteen-percent slope line.

As opposed to designating the entire amendment area as Medium High Density Residential (8-16 DU/AC), staff proposes a modified approach in which density is generally greatest in the northerly section of the amendment site, closer to the existing development on Basking Ridge Road with lower densities in the more southerly portions of the amendment site. No urban land use designation is recommended in areas determined to be environmentally sensitive or needed for water retention.

The subject site can be divided into six distinct areas as shown on Figure 2 . Staff's recommendation for the various subareas is described below.

Sub-Area A.

This 23.1-acre area located between the SCVWD canal and the future Basking Ridge Road is the area most appropriate for residential development. The subject area is currently planned for residential development on 16.6 acres and is designated Non-Urban Hillside on approximately 6.5 acres. The subject area designated Non-Urban Hillside has a slope generally greater than fifteen percent; however, is below the SCVWD canal. The SCVWD canal generally serves as the defining line of the Urban Service Area and the Urban Growth Boundary. Although development is typically not permitted in areas where there is a slope greater than or equal to fifteen percent, historic development patterns have allowed some development to occur above this slope grade. In this particular case, given this sub-area is within close proximity to the Urban Service Area and Urban Growth Boundary, this site is suitable for residential development. In addition, given the proximity to the Shea Homes/Basking Ridge Development, this sub-area is more suitable for the Medium High Density Residential (8-16 DU/AC) designation, below the SCVWD canal line, in order to facilitate a variety of housing types in similar character to the adjacent Shea Homes/Basking Ridge development.

Sub-Area B

This sub-area is currently designated Low Density Residential (5 DU/AC) on 2.0 acres and Non-Urban Hillside on 5.0 acres, below the SCVWD canal line and within the Urban Service Area and the Urban Growth Boundary. This 7.0-acre sub-area is recommended by staff to be amended to Medium Low Density Residential (8 DU/AC) in order to serve as a transitional zone of lower density development to the environmentally sensitive and steeper sloped areas at the

southern portion of the property. The combination of the proposed Medium Density Residential (8-16 DU/AC) designation in sub-area A and the proposed designation on this portion of the site would provide for flexibility in the design of the site in order to avoid the site's environmental constraints discussed in this report.

Sub-Area C and D

Sub-area "C" (1.4 acres) is currently designated Low Density Residential (5 DU/AC). The Environmental Impact Report prepared for this amendment and the subsequent Planned Development Zoning (PDC01-10-098), is identified as a wetland mitigation area and therefore is not suitable for development. This portion of the site would also serve as habitat area for the California Red-Legged Frog (Species of Special Concern). Designating this area Private Open Space would help to assist in the discouragement of intrusions into this mitigation area. Therefore, staff is recommending to amend the Land Use/Transportation Diagram from Low Density Residential (5 DU/AC) to Non-Urban Hillside in order to ensure future development cannot occur within the subject wetland mitigation portion of the subject site.

Additional review has determined that the southerly 5.0-acre portion of the amendment site would not be suitable for development as proposed by the applicant. This sub-area is steeply sloped (greater than fifteen percent slope) and portions are outside the Urban Service Area and the Urban Growth Boundary, supporting staff's recommendation for no change from Non-Urban Hillside to Medium Density Residential (8-16 DU/AC).

Sub-Area E

This 9.5-acre area is located at the most northerly portion of the amendment site and is within an identified riparian corridor and should be preserved for a mitigation area, as identified in the Environmental Impact Report prepared for this amendment request. Therefore, staff is recommending that this portion of the site be amended from Low Density Residential (5 DU/AC) on 6.7 acres and Non-Urban Hillside on 2.8 acres to Private Open Space in order to ensure that development would not occur on this portion of the site.

Sub-Area F

This 3.0 acre sub-area, located between U.S. 101 and the planned Basking Ridge Road has been determined through staff's analysis as unsuitable for development due to the configuration of the area and its proximity to U.S. 101. Therefore, staff is recommending to change the Land Use/Transportation Diagram from Low Density Residential (5 DU/AC) to Private Open Space in order to reflect this undevelopable portion of the amendment site.

Land Use Compatibility

Overall, the staff recommendation would result in a compatible mix of land uses for this sensitive area. The subject site is located within close proximity to the Shea Homes/Basking Ridge development, a single-family development of 600 attached and detached units. The proposed project contemplates up to 213 single-family residential units on lots averaging 3,000 square feet (Planned Development Rezoning File No. PDC01-10-098) on the amendment site. While not the subject of the General Plan amendment, review of the proposed PD Zoning site

design (PDC01-10-098) is useful as a means of understanding the potential design of future development on the site.

The existing land use designation of Low Density Residential (5 DU/AC) provides for typical 8,000 square foot lots, which can prevent excessive grading on slopes between five and fifteen percent, such as the subject site. Due to the proximity of the site to the existing Basking Ridge development and to existing and future job centers of the Edenvale Industrial Redevelopment Area and Coyote Valley, the site is suitable for increased density. Staff recommends a combination of residential designations, which include Medium Low Density Residential (8DU/AC) and Medium Density Residential (8-16 DU/AC) on specific portions of the proposed 38.3-acre site to allow for development similar to the variety of attached and detached housing on the adjacent Levin property.

The future build-out of Basking Ridge Road would provide north/south connectivity from Silicon Valley Boulevard southerly through the proposed amendment site to Metcalf Road. A portion of the planned Basking Ridge Road currently exists, providing access to the existing Basking Ridge development. The exact alignment and operational issues, which should be considered with the ultimate build-out of Basking Ridge Road, are considered in a separate staff report for the pending Planned Development Zoning (PDC01-10-098). Several community members have stated their concern over the ultimate build-out of Basking Ridge Road. These concerns are discussed further in the public outreach portion of this report.

If a future project is to be considered without Basking Ridge Road as a through connection, a General Plan amendment would first need to be initiated to delete the Major Collector designation. This proposal would require additional environmental review.

Residential development should be limited to those areas identified by staff as suitable for development in order to: (1) avoid and/or minimize potential public safety impacts from landslides and fault activity, (2) ensure that future development of the property is set back approximately 200 feet from the riparian corridor located on the northerly portion of the property, and (3) to avoid wetland and special status species mitigation areas as identified in the Metcalf Road Property Environmental Impact Report (EIR), while allowing for the applicants desired goal of ultimately developing a 200 unit residential neighborhood. Further project level mitigation would be required prior to approving the pending planned development rezoning (PDC01-10-098).

Policy Consistency

The proposed amendment directly relates to several General Plan Major Strategies, including Growth Management, Greenline/Urban Growth Boundary (UGB), Housing and the Sustainable City Major Strategies. Basic principles of these Major Strategies are listed below:

- ❖ Creating a balance between the need for new housing to support a growing population and the need to provide an acceptable level of municipal services.
- ❖ Future development is expected to pay for the infrastructure required to support it, such as major roads, storm and sanitary sewers.

- ❖ Development is intended to occur only within the City's Urban Service Area (USA) where new development can be provided with an adequate level of urban services.
- ❖ Providing a wide variety of housing opportunities to meet the need of all the economic segments of the community in neighborhoods that are stable and have adequate urban services.

The proposed amendment as recommended by staff is generally consistent with the aforementioned Major Strategies of the General Plan in that the proposed amendment is located within the Urban Service Area and the Greenline/Urban Growth Boundary and is in close proximity to the existing and planned, future job centers of Edenvale and Coyote Valley. Future development of the site would be required to pay/provide the infrastructure needed to support it, such as the completion of Basking Ridge Road (designated as a Major Collector) to Metcalf Road.

The subject General Plan amendment to the Land Use/Transportation Diagram is consistent with the Residential Land Use and Hillside Development Policies. The applicable policies are listed below:

- ❖ Residential Land Use Policy #1 – states that residential development at urban densities (one dwelling unit per acre or greater) should be located only where adequate services and facilities can be feasibly provided. The proposed amendment site is located within the Urban Service Area and is generally consistent with this policy.
- ❖ Residential Land Use Policy #5 – states that residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated. A proposed future development would be required to incorporate the mitigation measures identified within the adopted Environmental Impact Report for the subject General Plan amendment and zoning. Therefore, the proposed amendment is consistent with this policy.
- ❖ Residential Land Use Policy #11 – stipulates that residential developments should be designed to include adequate open spaces in either private yards or common areas to partially provide residents' open space and recreation needs. The staff recommended amendment would designate approximately 11.4 acres Private Open Space and maintain the majority of the greater 257-acre site as Non-Urban Hillside, consistent with this policy.

The Hillside Development Policies are intended to preserve the valuable natural resources of the hillsides and minimize the exposure of the public to potential environmental hazards associated with development on the hillsides. The subject amendment as recommended by staff is consistent with the following Hillside Development Policies:

- ❖ Hillside Development Policy #2 – encourages clustering of residential development in hillside areas to minimize the exposure of development to environmental hazards and maximize the preservation of the natural resources in the hillsides. The staff recommended amendment would facilitate development on the appropriate portions of this hillside site and therefore, would be consistent with this policy.
- ❖ Hillside Development Policy #13 – states that development should only be permitted in hillside areas if potential danger to the health, safety and welfare of the residents, due to

landslides, fire, or other environmental hazards, can be mitigated to an acceptable level. Future development of the site would be required to incorporate mitigation measures in order to reduce any potential impact to a less than significant level; therefore, the subject amendment is generally consistent with this policy.

In summary, the subject amendment with staff revisions would be consistent with the applicable General Plan Major Strategies and Goals and Policies, which encourage and facilitate development in order to ensure a safe, high quality living environment for San Jose residents.

Environmental Issues

The Metcalf Road Property Environmental Impact Report (EIR) was prepared in conformance with the California Environmental Quality Act (CEQA). The EIR provides program level environmental review appropriate for the consideration of amendments to the San Jose 2020 General Plan. Program level environmental review contains a more general discussion of impacts, alternatives, and mitigation measures for evaluating community-wide and regional impacts. The EIR also includes project level analysis of the proposed Planned Development Zoning for the site. The EIR analyzed impacts and proposed mitigation measures, where possible, for the following items:

- **Aesthetics** – The future development located adjacent to a designated Rural Scenic Corridor and an Urban Throughway would change existing scenic vistas and views of the site from Highway 101 and Monterey Road. Although General Plan policies which relate to development on hillsides and environmentally sensitive areas would somewhat reduce the aesthetic impacts of the loss of open space and change in visual character of the area, the EIR identifies Aesthetics as a significant unavoidable impact.
- **Geology and Soils** – Geology and soils were analyzed in the EIR and several thrust faults and tension cracks are located on the proposed project site. In order to reduce these risks, incorporating General Plan policy mitigation (e.g., hillside development policies and soil and geologic conditions policy) at the project stage would reduce impacts from existing geologic hazards to a less than significant level.
- **Biological Resources** – Biological resources are abundant on the proposed project site. These resources consist of special status species such as the Bay Checkerspot Butterfly, California Red-Legged Frog, California Tiger Salamander, Western Pool Turtle, Burrowing Owl, and special status bat species. These species rely on the onsite riparian habitat, trees and marsh/wetlands for foraging and/or breeding. Several General Plan policies, which relate to protecting these species from impacts due to development, are identified within the EIR as mitigation. Additional mitigation measures identified within the environmental impact report would need to be incorporated into a future project. The EIR identifies Biological Resource impacts as less than significant with the incorporation of General Plan policy mitigation.
- **Hazards and Hazardous Materials** – The proposed amendment would result in potential impacts from asbestos-containing building materials and lead based paint in the existing structures, and a high pressure natural gas pipeline. The incorporation of General Plan policy mitigation would reduce potential hazard impacts to a less than significant level.

- Hydrology and Water Quality – The amendment area is not located within the 100-year flood zone. A future residential development would increase flows on Coyote Creek and erosion conditions in the Coyote Creek stream channel from runoff. Incorporating General Plan and project level mitigation measures into the project would reduce these potential impacts to a less than significant level with mitigation incorporated.

Other impacts the EIR analyzed include the following:

- Land Use and Planning
- Noise
- Public Services
- Energy
- Utilities and Service Systems
- Air Quality
- Transportation and Traffic

The proposed amendment would result in several cumulatively significant impacts. These impacts are briefly discussed below:

- Cumulative Traffic – The implementation of all the proposed General Plan amendments for the 2002 year would result in a cumulatively significant increase in overall traffic congestion citywide.
- Cumulative Air Quality – Air quality is considered a cumulatively significant unavoidable impact because the project proposes additional residential units that are not reflected in the Bay Area Air Quality Management District (BAAQMD) Regional Clean Air Plan. The inclusion of identified mitigation measures would reduce the impacts on regional air quality, but because the proposed General Plan amendments would add population not already reflected in the regional Clean Air Plan, the air quality impacts of their approval would still be considered a significant impact.
- Cumulative Aesthetics – The proposed amendment would result in adding to the cumulative visual impacts of future development along Highway 101 in the southerly portion of the City.
- Cumulative Loss of Open Space – There are no measures that would reduce the loss of open space that would result from the full development of the amendment site and the nearby developments (e.g., Metcalf Energy Center). While these projects would include open space and landscaping, the cumulative loss of open space along Highway 101 from future development cannot be fully mitigated.

PUBLIC OUTREACH

The property owners within the amendment boundaries and/or property owners within a 1000-foot radius were sent a newsletter regarding the two community meetings that were held on October 8 and 10, 2002. They also received a hearing notice of the public hearings to be held on the subject amendment before the Planning Commission and City Council. Planning staff in conjunction with the City Council Office held a special community meeting for this amendment on November 14, 2002, to get further community input on the proposed amendment and Planned Development Rezoning. In addition, the Department's web-site contains information regarding the General Plan process, amendments, staff reports, and hearing schedule. This site is used by the community to keep informed of the status of the amendments.

Comments received at the subject community meeting(s) addressed concern over traffic issues on Basking Ridge Road specifically after the proposed future development of the site is complete. Additionally, staff has received several letters and emails from community members, which oppose the subject amendment. These letters and emails address concerns regarding the following issues:

- The proposed amendment does not represent the type of development people want in the Coyote Valley.
- Traffic congestion and road noise are already at an unacceptable level.
- The proposed amendment will increase traffic levels in the immediate area.
- Basking Ridge Road will become an alternate route for commuters and subsequently affect the residents in the area.
- Aesthetic, traffic and environmental issues identified within the Environmental Impact Report should prevent the adoption of the proposed General Plan amendment.
- More access equals more crime in the area.
- Adding open space areas will increase unwanted noise and drug activity in the area.

Additional comments from residents in the adjacent neighborhood at the November 14, 2002 meeting suggested that the Planning staff and the elected decision-makers consider diverting traffic from a new development on the subject site southerly to Metcalf Road by placing a “crash gate” on Basking Ridge Road separating the two adjacent developments. Diverting traffic southerly to Metcalf Road would take into consideration the community’s concerns over increased traffic using Basking Ridge Road as a through street to avoid Highway 101 traffic, while maintaining the ability for emergency vehicles to have two access points to the developments along Basking Ridge Road.

RECOMMENDATION

The Department of Planning, Building and Code Enforcement recommends the Land Use/Transportation Diagram be amended as follows:

- Low Density Residential (5 DU/AC) (6.7 acres) and Non-Urban Hillside (2.8 acres) to Private/Open Space on 9.5 acres.
- Low Density Residential (5 DU/AC) (16.6 acres) and Non-Urban Hillside (6.5 acres) to Medium Density Residential (8-16 DU/AC) on 23.1 acres.
- Low Density Residential (5 DU/AC) (2.0 acres) and Non-Urban Hillside (5.0 acres) to Medium Low Density Residential (8 DU/AC) on 7.0 acres.
- Low Density Residential (5 DU/AC) to Private Open Space on 2.4 acres for the area between Highway 101 and Basking Ridge Road.
- Low Density Residential (5 DU/AC) to Non-Urban Hillside on 1.4 acres.

The balance of the site (approximately 5.0 acres), designated Non-Urban Hillside, would remain unchanged

Attachments