

RESOLUTION NO. _____

**A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN JOSE AMENDING THE ENVISION SAN JOSE 2040
GENERAL PLAN TO ALLOW IMPLEMENTATION OF
CITY COUNCIL POLICY 5-8, ENTITLED “TRANSIT
FIRST POLICY” AND TO UPDATE THE
TRANSPORTATION NETWORK DESIGNATIONS**

**2023 General Plan Amendment Cycle (Cycle 2)
File No. GPT23-002**

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

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

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

WHEREAS, on August 9, 2022, the City Council adopted a new City Council Policy 5-8, entitled “Transit First Policy”, to prioritize transit operations and access in plans and operational decision-making; and

WHEREAS, the City proposes to amend the Transportation Network Designations to prioritize the public transit system and riders along Grand Boulevards and other street

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typologies serving High Quality Transit to allow implementation of City Council Policy 5-8; and

WHEREAS, on May 24, 2023, the Planning Commission held a hybrid public hearing to consider the proposed text amendments to the General Plan to update the Transportation Network Designations (File No. GPT23-002), as specified in Exhibit A hereto (General Plan Amendment), at which hearing interested persons were given the opportunity to appear in person or virtually and provide public comments with respect to said proposed amendment; and

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

WHEREAS, on June 20, 2023, the Council held a duly noticed public hearing; and

WHEREAS, a copy of the proposed General Plan Amendment is on file with the City of San José Director of Planning, Building and Code Enforcement and available online digitally at sjpermits.org, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on June 20, 2023, at 1:30 p.m., the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit A); and

WHEREAS, pursuant to the provisions and requirements of the California Environmental Quality Act (CEQA), together with related State CEQA Guidelines and Title 21 of the San José Municipal Code, the Director of Planning, Building and Code Enforcement has determined that the provisions of this Resolution do not constitute a project, under File

No. PP17-008 (General Procedure & Policy Making resulting in no changes to the physical environment); and

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

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

SECTION 1. The Council’s determinations regarding General Plan Amendment File No. GPT23-002 is hereby specified and set forth in Exhibit A, attached hereto and incorporated herein by reference.

SECTION 2. The General Plan Amendment listed under File No. GPT23-002, as set forth in Exhibit A of this Resolution, shall take effect upon thirty (30) days of the adoption by the City Council.

ADOPTED this ____ day of _____, 2023, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

ATTEST:

MATT MAHAN
Mayor

TONI J. TABER, CMC
City Clerk

EXHIBIT A

File No. GPT23-002. The Envision San Jose 2040 General Plan is hereby amended as follows:

1. Chapter 5, “Transportation Network Designations” section, “Street Typologies” subsection, pages 33-35, is hereby amended to read as follows:

Grand Boulevard

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

Grand Boulevards are major transportation corridors that connect neighborhoods. They are primary transit routes and are sized to accommodate Santa Clara Valley Transportation Authority (VTA) light-rail, bus rapid transit (BRT), buses, and other forms of public transit. Grand

Boulevards are designed with transit as the primary mode of transportation. Other transportation modes such as automobiles, bicycles, pedestrians, and trucks are accommodated in the roadway. When conflicts arise between transit and other modes, transit operations and safe pedestrian access to transit are prioritized. Pursuant to City Council Policy 5-8, "Transit First Policy", the needs of equitable, reliable, and competitive transit must be placed over those of other street users. Emergency vehicle preemption overrides transit operations as necessary.

Local Connector Street

~~Automobiles, bicycles, pedestrians, transit, and trucks are prioritized equally in the roadway. These streets accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.~~

Local Connector Streets are primary driving routes to enter or leave a neighborhood. Not directly connected with freeway ramps, they are extensions of City Connector Streets as traffic disperse and carry moderate volumes of local traffic. Automobiles, bicycles, pedestrians, transit, and trucks are accommodated in the roadway. When conflicts arise between transportation modes, bicycle and pedestrian safety are prioritized. As these moderate-traffic corridors lead to more potential conflicts between drivers, bicyclists, and pedestrians, they must be designed to reduce vehicular speeds, ensure safe crossings, reduce confusion, and create a more livable environment. Where Local Connector Streets serve frequent transit services, those streets are designed with the same transit priority principals consistent with City Council Policy 5-8, "Transit First Policy", as appropriate and feasible.

Residential Street

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

Residential Streets are local routes between and within neighborhoods. They are intended to provide access to properties and serve slow, low-volume traffic. As these low-volume corridors may be used by non-local traffic as cut-through routes to bypass congested corridors, neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings.

Expressway

~~These facilities provide limited access to abutting land uses and are designated primarily for traffic movement by serving~~ Expressways are major transportation corridors that provide limited access to abutting land uses and serve high volumes ~~and high-speed of~~ regional traffic including automobiles, trucks, and express transit buses. Bicycles and pedestrians are either permitted or accommodated on separate parallel facilities. Expressways are maintained and operated by the Santa Clara County Roads and Airports Department.

Freeway

These facilities are designated solely for traffic movement of automobiles, trucks, and express transit buses. Freeways provide no access to abutting properties and are designed to separate all conflicting movements through the use of grade-separated interchanges. Bicycles and pedestrians are prohibited or accommodated on separate parallel facilities. Freeways are maintained and operated by Caltrans.

On-Street Primary Bicycle Facility

~~On-Street Primary Bicycle Facilities are either classified with Class II (bike lanes) or Class III (signed routes) and are through routes for bicycles providing continuous access and connections to the local and regional bicycle network. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway, but if there are conflicts, bicycles have priority. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated.~~

~~On-Street Primary Bicycle Facility Streets are the best biking and scootering routes between and within neighborhoods. Serving slow and low-volume traffic, these streets are designed with bike and micromobility as the primary modes of transportation. Other transportation modes including automobiles, pedestrians, transit, and trucks are accommodated in the roadway. When conflicts arise between transportation modes, bike and micromobility facilities are prioritized to the extent needed to attract and accommodate high volumes of bike and scooter riders and make biking and scootering safe and comfortable for all ages and skill levels. Examples of bike and micromobility facilities include protected bike lanes, protected intersections,~~

bike and scooter parking, bike and scooter share stations, and wayfinding signs allowing for easy transfers between bikes, e-scooters, and transit. Signals should be designed to minimize bicycle delay. Neighborhood traffic management strategies should be applied as appropriate to slow and reduce through automobile and truck traffic, discourage dangerous driving behaviors, and ensure safe crossings. Where On-Street Primary Bike Facility Streets serve frequent transit services, those streets are designed with the same transit priority principals consistent with City Council Policy 5-8, "Transit First Policy", as appropriate and feasible.

Main Street

Main Streets are roadways that play an important commercial and social role for the local neighborhood area, supporting retail and service activities that serve the local neighborhood residents, and providing an urban street space for social community gathering and recreational activities. Main Street locations are identified within new planned Growth Areas where the City envisions increased density of commercial and residential development or within established neighborhoods that have maintained a traditional central commercial area. Each Main Street may be different in character, and should reflect the key characteristics of the surrounding neighborhoods, while also contributing toward a sense of place, the facilitation of social interaction, and the improvement of adjacent land values through careful attention to the design of streetscape and adjoining public spaces.

Main Streets are the best walking routes between key destinations within neighborhoods. They are pleasant places to stroll and are often lined with ground-floor storefronts and multi-use buildings that attract people to the street. These streets accommodate high volumes of people walking on the

sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian-scale lightings, pedestrian curb extensions, enhanced street crossings, parklets, and pedestrian signage identifying trails and points of interest. Signals should be designed to minimize pedestrian delay. Pedestrian crossings have a high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to sidewalks. Additionally, Main Streets should allow for temporary road closure during certain times of the day for business and public events. They can accommodate street vendors, outdoor dining, festivals, farmers' markets, and other regular open-street programs.

~~The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Like all City streets, Main Streets should also be "Complete Streets", designed and operated to enable safe, attractive and comfortable access and travel for all users, so that pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a Main Street roadway. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, enhanced street crossings, and pedestrian-oriented signage identifying trails and points of interest. Additionally, signals should be timed to minimize pedestrian delay. Pedestrian crossings should have a high priority at intersections. Building frontages should be pedestrian-oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks.~~

~~All~~ Main Streets are also recognized as Neighborhood Business Districts, which are discussed further in the Land Use/Transportation Diagram Designations section of this chapter.

City Connector Street

~~Automobiles, bicycles, pedestrians, transit, and trucks are prioritized equally in this roadway type. These streets typically accommodate moderate to high volumes of through traffic within and beyond the City. Pedestrians are accommodated with sidewalks.~~

City Connector Streets are primary driving routes between neighborhoods. Connected with freeway ramps, these streets carry moderate to high volumes of regional traffic. Automobiles, bicycles, pedestrians, transit, and trucks are accommodated in the roadway. When conflicts arise between transportation modes, bicycle and pedestrian safety are prioritized. As these corridors lead to more potential conflicts between drivers, bicyclists, and pedestrians, they must be designed to discourage speeding, ensure safe crossings at high-traffic intersections and freeway ramps, and create a more livable environment. Where City Connector Streets serve frequent transit services, those streets are designed with the same transit priority principals consistent with City Council Policy 5-8, "Transit First Policy", as appropriate and feasible.