

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN AND MIDTOWN SPECIFIC PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO MAKE MINOR MODIFICATIONS AND CLARIFYING REVISIONS

Fall 2020 General Plan Amendment Cycle (Cycle 3)

File Nos. GPT20-003/GP20-006

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 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 December 2, 2020, the Planning Commission held a public hearing to consider the proposed text and diagram amendments to the General Plan to make minor modifications and clarifying revisions, File No. GPT20-003/GP20-006 specified in Exhibit "A" hereto ("General Plan Amendment"), at which hearing interested persons were given

Fall 2020 General Plan Amendment (Cycle 3)
GPT20-003/GP20-006

the opportunity to appear and present their views with respect to said proposed amendment; and

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

WHEREAS, on December 15, 2020, the Council held a duly noticed public hearing; and

WHEREAS, a copy of the proposed General Plan Amendment is on file with the Director of Planning, Building and Code Enforcement of the City and available electronically on the Department of Planning, Building and Code Enforcement webpage, 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 December 15, 2020 at 6:00 p.m., the Council would hold a virtual public hearing where interested persons could appear virtually, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit “A”); and

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

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

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. GPT20-003/GP20-006 is hereby specified and set forth in Exhibit "A," attached hereto and incorporated herein by reference.

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

ADOPTED this _____ day of _____, 20__, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

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

Dated: _____

TONI J. TABER, CMC
City Clerk

EXHIBIT “A”

File No. GPT20-003/GP20-006. The Envision San José 2040 General Plan is hereby amended as follows:

1. Chapter 5, entitled “Interconnected City,” “Transportation Network Designations” section, “City Connector Street” and “Local Connector Street” subsections are hereby amended to read as follows:

City Connector Street

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

Local Connector Street

Automobiles, bicycles, pedestrians, transit, and trucks are prioritized equally in the roadway. ~~Transit use, if any, is incidental.~~ These streets ~~have 2 traffic lanes and would accommodate low to moderate volumes of through traffic within the City.~~

2. Chapter 5, entitled “Interconnected City,” “Land Use Diagram” section, “Generalized Land Use Designations” subsection, is hereby amended to read as follows:

Generalized Land Use Designations

To translate the strength of the General Plan Vision, goals, and policies into the Land Use /Transportation Diagram, and to promote successful implementation of the Envision General Plan, the Diagram includes a limited number of discrete designations applied to locations that clearly reinforce the Envision goals. The Diagram designations are particularly important to support the Growth Areas Strategy; to better support the development of mixed-use, high-density Urban Villages; and to restrict residential growth outside of identified Growth Areas.

The Envision San José 2040 General Plan has 29 land use designations, including ~~five~~ six overlay designations. These land use designations provide significant flexibility and opportunity for the development of employment uses in both mixed-use and standard configurations. They also preserve or potentially reduce lower

residential densities outside of the Growth Areas. The relationship between the 91 land use designations included in the San José 2020 General Plan and the 29 land use designations included in the Envision San José 2040 General Plan is provided in Appendix 4.

3. Chapter 5, entitled “Interconnected City,” “Land Use Designations” section, first full paragraph, is hereby amended to read as follows:

Land Use Designations

To implement the goals and policies of the Envision General Plan, the following designations are included on the Land Use / Transportation Diagram. Identified residential densities and Floor Area Ratios (FARs) are prescriptive, except when explicit exceptions are noted or when lower intensities are required in order to avoid significant aesthetic and other possible impacts under the California Environmental Quality Act (e.g., lower intensity development is needed to be compatible with a National Register or City Landmark Historic District).

FARs are calculated by the ratio of a building’s gross floor area to the net acreage of the lot upon which the building stands. Above ground structured parking is included in the calculation of the total structure/building square footage. For a residential parcel with a single-family house, the square footage of accessory structures, garages, attics, and basements are not included in the calculation. FAR calculations are further defined in the Zoning Ordinance.

Stated residential densities are often referenced as “up to” a certain number of dwelling units per acre. Policies in the Envision General Plan may dictate that a density lower than the maximum is appropriate for a site. Similarly, General Plan policies may dictate that a density close to the maximum allowable density is appropriate for a site. Identified ranges for number of stories are not prescriptive and are intended only as a general reference for understanding typical building scales expected within a given designation.

4. Chapter 5, entitled “Interconnected City,” “Land Use Designations” section, “Mixed Use Commercial” designation subsection is hereby amended to read as follows:

Mixed Use Commercial

Density: Up to 50 DU/AC; Residential/Commercial Mixed-Use FAR 0.5 to 4.5 (1 to 6 stories); Commercial FAR 0.25 to 4.5 (1 to 6 stories)

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity ~~as the primary use and residential activity allowed in a secondary role~~. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for residential/commercial mixed-use projects and 0.25 FAR for commercial projects with a typically appropriate overall FAR of up to 4.5, allowing for a medium intensity of development. This designation therefore is more commercially focused than the Mixed Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they are compatible and do not pose a hazard to other nearby uses.

5. Chapter 5, entitled “Interconnected City,” “Land Use Designations” section, “Public/Quasi-Public” designation subsection is hereby amended to read as follows:

Public/Quasi-Public

Density: FAR N/A

This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, permanent supportive housing ~~for the homeless~~, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including private schools, daycare centers, hospitals, public utilities, and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications facilities that are consistent in character with established public land uses. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation.

The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

One of the larger areas within the City designated as Public/Quasi-Public is the City-owned buffer lands surrounding the Regional Wastewater Facility. Due to planned changes to the Facility's operations, it is anticipated that the current extensive buffer land area will not be needed in the future. In 2013, the City is currently in the process of preparing a adopted the Plant Master Plan for reuse of a portion these buffer lands for a variety of new uses, including additional employment capacity. Accordingly, the Envision General Plan includes job growth capacity for the buffer land area to support future expansion of employment uses. Upon completion of the Facility Master Plan, the City may amend the Envision General Plan Land Use/Transportation Diagram and Plan policies to incorporate the outcome of the Facility Master Plan process.

6. Chapter 5, entitled "Interconnected City," "Land Use Designations" section, "Transit Residential" designation subsection is hereby amended to read as follows:

Transit Residential

Density: 50-250 DU/AC; Commercial FAR 2.0 to 12.0 (5 to 25 stories) Residential/Commercial Mixed-Use minimum of 50 DU/AC with maximum FAR of 12.0.

This is the primary designation for new high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation may also be appropriate for some sites within Urban Village areas as identified through an Urban Village Planning process. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals and private community gathering facilities. To help contribute to "complete communities," commercial uses should be included with new residential development in an amount consistent with achievement of the planned job growth and Urban Village Plan for the relevant Urban Village area. The allowable density/intensity for commercial projects is a FAR of 2.0 to 12.0 with a minimum FAR of 2.0. Residential/commercial mixed-use development shall require a minimum of 50 DU/AC will be determined using an with a maximum FAR 2.0 to of 12.0 to better address the urban form and potentially allow

~~fewer units per acre if in combination with other uses such as commercial or office.~~ The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document.

7. Chapter 5, entitled “Interconnected City,” “Land Use Designations” section, “Urban Residential” designation subsection is hereby amended to read as follows:

Urban Residential

Density: 30-95 DU/AC; Commercial FAR 1.0 to 4.0 (3 to 12 stories)
Residential/Commercial Mixed-Use minimum of 30 DU/AC with maximum FAR of 4.0

This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities, within identified Urban Villages, in other areas within the City that have existing residential development built at this density, within Specific Plan areas, or in areas in close proximity to an Urban Village or transit facility where intensification will support those facilities. Any new residential development at this density should be in Growth Areas or, on a very limited basis, as infill development within areas with characteristics similar to the Urban Village areas (generally developed at high-density and in proximity to transit, jobs, amenities and other services). The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document. This designation is also used to identify portions of Urban Village areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas within the Urban Village suitable for greater intensification. The allowable density/intensity for commercial projects is a FAR of 1.0 to 4.0 with a minimum FAR of 1.0. Residential/commercial mixed-use development shall require a minimum of 30 DU/AC ~~will be determined using an with a maximum FAR (1.0 to of 4.0) to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office.~~ Developments in this designation would typically be three to four stories of residential or commercial uses over parking.

8. Chapter 5, entitled “Interconnected City,” “Transportation Network Designations” section, “Transportation Network Diagram” is hereby amended to include the following changes indicated on the amended diagram below.
 - Include On-street Primary Bike Facilities on the following roadways:
 - St John Street (west of Coyote Creek)
 - San Fernando Street (13th Street to 17th Street)
 - 17th Street (south of E Santa Clara Street)
 - Eden Avenue (Moorpark Avenue to Rosemary Lane)
 - Monroe Street (Ori Avenue to Williams Road)
 - Westfield Avenue (west of Daniel Way)
 - Genevieve Lane (Ori Avenue to Westfield Avenue)
 - Change Forest Avenue from a City Connector Street to a Local Connector Street
 - Identify Winchester Boulevard as a Grand Boulevard

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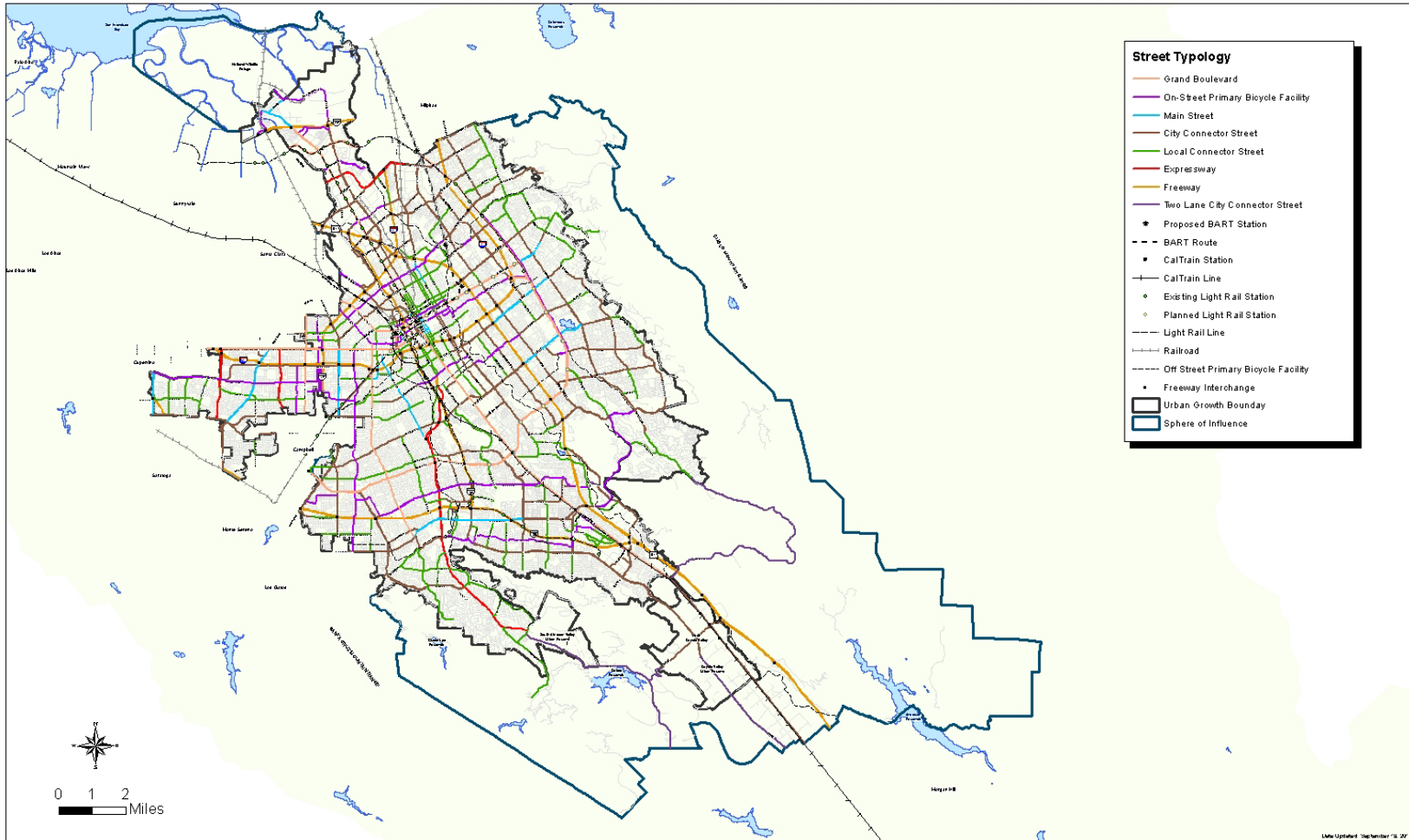
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ENVISION SAN JOSE 2040 GENERAL PLAN TRANSPORTATION NETWORK DIAGRAM



9. Policy IP-1.11 is hereby added to Chapter 7, entitled “Implementation,” “Implementation” section, “Land Use/Transportation Diagram” subsection, as follows:

IP-1.11 City services and facilities necessary to serve the community are allowed on all properties within the Urban Service Area, regardless of General Plan land use designation or Zoning District.

10. Appendix 5 “Growth Areas Planned Capacity by Horizon” “Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)” table is hereby amended to read as follows:

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons) 751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER Existing 2008 Development: 369,450 Jobs & 309,350 DU Growth Above Existing: 382,000 Jobs & 120,000 DU								
	Gross Acres	CAPACITY		TRACKING				NSJ ADP
		Planned Job Capacity	Planned Housing Yield (DU)	Base	Planned DU Growth Capacity for Urban Villages by Horizon (Timeframe)			
				Already Entitled	Horizon 1	Horizon 2	Horizon 3	Phases 2-4
Total Plan Growth Capacity		382,000	120,000	<u>38,787</u> 36,726	<u>29,709</u> 31,811	<u>17,890</u> 18,098	10,370	23,546
Downtown								
Downtown (including Diridon Station Area Urban Village) (v)	943	58,659	15,160	<u>10,705</u> 10,035	<u>4,455</u> 5,125			
Downtown Sub-Total		58,659	15,160	<u>10,705</u> 10,035	<u>4,455</u> 5,125			
Specific Plan Areas								
Communications Hill Specific Plan	942	1,700	2,775	2,775				
Jackson-Taylor Residential Strategy	109	100	1,190	656	534			
Martha Gardens Specific Plan	145	0	1,760		1,760			
Midtown Specific Plan	125	841	800	0	800			

Tamien Station Area Specific Plan	149	600	1,060	169	891			
Alviso Master Plan (v)	10,730	18,700	70		70			
Evergreen Specific Plan (not including V55)	879	0	25	25				
Specific Plan Sub-Total		21,941	7,680	3,625	4,055			
Employment Land Areas								
Monterey Business Corridor (v)	453	1,095	0					
New Edenvale	735	10,000	0					
Old Edenvale Area (Bernal)	474	15,000	780	780				
North Coyote Valley	1,722	35,000	0					
Evergreen Campus Industrial Area	368	10,000	0					
North San José (including Rincon South)	4,382	100,000	32,640	9,094				23,546
VT1 - Lundy / Milpitas BART	167	28,400	0					
Berryessa / International Business Park (v)	497	4,583	0					
Mabury (v)	290	2,265	0					
East Gish (v)	495	2,300	0					
Senter Road (v)	361	2,275	0					
VT5 - Santa Clara / Airport West (FMC)	94	1,600	0					
VT7 - Blossom Hill / Monterey Rd	24	1,940	0					
VT25 - W. Capitol Expy / Monterey Rd	35	100	0					
VR16 - S. Capitol Av / Capitol Expy	2	100	0					
VR24 - Monterey Hwy / Senter Rd	35	100	0					
VR26 - E. Capitol Expy / McLaughlin Dr	16	100	0					
VR27 - W. Capitol Expy / Vistapark Dr	15	100	0					
C42 - Story Rd (v)	223	1,823	0					

C45 - County Fairgrounds	184	100	0					
Employment Land Sub-Total		216,881	33,420	9,874				23,546
Regional Transit Urban Villages								
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	22,100	4,814	1,416 1755	3,398	3,059		
VT3 - Five Wounds BART	74	4,050	845			845		
VT4 - The Alameda (East)	46	1,610	411	177	234			
VT6 - Blossom Hill / Hitachi	142	0	2,930	2,930				
Regional Transit Villages Sub-Total		27,760	9,000	4,523 4,862	3,632 3,293	845		
Local Transit Urban Villages (Existing LRT)								
VR8 - Curtner Light Rail / Caltrain (v)	69	500	1,440	61		1,379		
VR9 - Race Street Light Rail (v)	123							
A (west of Sunol)		2,000	1,937	532	1,405	-		
B (Reed & Graham Site)		1,200	675		675	-		
VR10 - Capitol / 87 Light Rail (v)	56	750	1,195			1,195		
VR11 - Penitencia Creek Light Rail	24	0	920			920		
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	1,230			1,230		
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	1,465			1,465		
VR14 - N. Capitol Ave / Mabury Rd	5	100	700			700		
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,930	188 376		1,742 1,554		
VR17 - Oakridge Mall and Vicinity (v)	380							
A (Cambrian / Pioneer)		3,375	2,712			2,712		
B (Edenvale)		5,715	4,487			4,487		

VR18 - Blossom Hill Rd / Cahalan Av	30	500	600			600		
VR19 - Blossom Hill Rd / Snell Av	64	500	770	155 8		615 762		
CR20 - N. 1st Street	132	2,520	1,678	448 333	1,230	1,345	-	
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668	-		
Local Transit Villages (Existing LRT) Sub-Total		20,410	24,746	1,723 1,649	5,978 6,093	17,045 17,004		
Local Transit Urban Villages (Planned BRT/LRT)								
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250				
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	650				650	
CR28 - E. Santa Clara Street A (West of 17th Street)	74 64	795	850	86	764			
B (Roosevelt Park)	51	605	650	80	570			
CR29 - Alum Rock Avenue A (Little Portugal)	18	100	310	71	239 340			
B (Alum Rock)	72	870	1,010	187	823			
C (East of 680)	61	650	1,175		1,175		-	
CR30 - The Alameda (West)	21	200	400				400	
CR31 - W. San Carlos Street		980	1,245	395	850			
CR32 - Stevens Creek Boulevard	269	4,500	3,860	508	3,352		-	
Local Transit Villages (Planned BRT/LRT) Sub-Total		10,300	10,400	1,577 1,506	7,773 7,844		1,050	
Commercial Corridor & Center Urban Villages								
C34 - Tully Rd / S. King Rd	102	900	650				650	

C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635	1,768 773	1,862 867	-	
C36 - Paseo de Saratoga and Vicinity	174	1,500	1,632			1,632	
C37 - Santa Teresa Bl / Bernal Rd	75	850	419			419	
C38 - Winchester Boulevard	300	2,000	2,200	441	1,759	-	
C39 - S. Bascom Avenue (North)	215	1,000	1,560	755 465	1,395 805	-	
C40 - S. Bascom Avenue (South) (v)	117	500	563	74		489	
C41 - Saratoga Avenue (v)	159	1,500	725	391		334	
C43 - S. De Anza Boulevard (v)	84	2,140	598	45		553	
C44 - Camden / Hillsdale Avenue	108	2,000	560			560	
Commercial Corridor & Center Villages Sub-Total		20,890	11,542	1,889 3,474	5,016 3,431	4,637	
Neighborhood Villages							
V47 - Landess Av / Morrill Av	16	100	216			216	
V48 - Piedmont Rd / Sierra Rd	11	100	120			120	
V49 - McKee Rd / Toyon Av	25	100	144			144	
V50 - McKee Rd / White Rd (v)	19	100	134	7		127	
V52 - E. Capitol Expy / Foxdale Dr	14	100	170			170	
V53 - Quimby Rd / S. White Rd	19	100	180			180	
V54 - Aborn Rd / San Felipe Rd	37	100	248			248	
V55 - Evergreen Village	49	0	385		385		
V57 - S. 24th St / William Ct (v)	52	100	217	67		150	
V58 - Monterey Rd / Chynoweth Rd	37	100	96			96	
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	250			250	

V60 - Santa Teresa Bl / Snell Av	11	100	112				112
V61 - Bollinger Rd / Miller Av	13	100	128				128
V62 - Bollinger Rd / Lawrence Expy	11	100	56				56
V63 - Hamilton Av / Meridian Av	53	500	461				461
V64 - Almaden Expy / Hillsdale Av	49	400	296				296
V65 - Foxworthy Av / Meridian Av	16	100	200	55			145
V67 - Branham Ln / Meridian Av	18	100	248				248
V68 - Camden Av / Branham Ln	21	200	360				360
V69 - Kooser Rd / Meridian Av	34	200	280				280
V70 - Camden Av / Kooser Rd (v)	49	100	498				498
V71 - Meridian Av / Redmond Av	10	100	96				96
Neighborhood Villages Sub-Total		3,400	4,895	129	385		4,381
Other Identified Growth Areas							
Vacant Lands	558	1,759	1,460	1,460			
Entitled & Not Built	513	0	1,697	1,697			
Other Identified Growth Areas Sub-Total		1,759	3,157	3,157			

Notes:

DU - Dwelling Units (Occupied and Vacant)

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands - Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

11. The Midtown Specific Plan, is hereby amended to add the following text, Figure I - Midtown Specific Plan – Context Map, and Figure ii - Midtown Specific Plan Boundary preceding the “Plan Over View” section on page 1:

In 2014, the City of San José adopted the Diridon Station Area Plan (DSAP). A number of properties in the DSAP were originally in the Midtown Specific Plan area. The new figures and text below are added to the Midtown Specific Plan to clarify which properties that are subject to the Midtown Specific Plan.

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Figure i – Midtown Specific Plan - Context Map

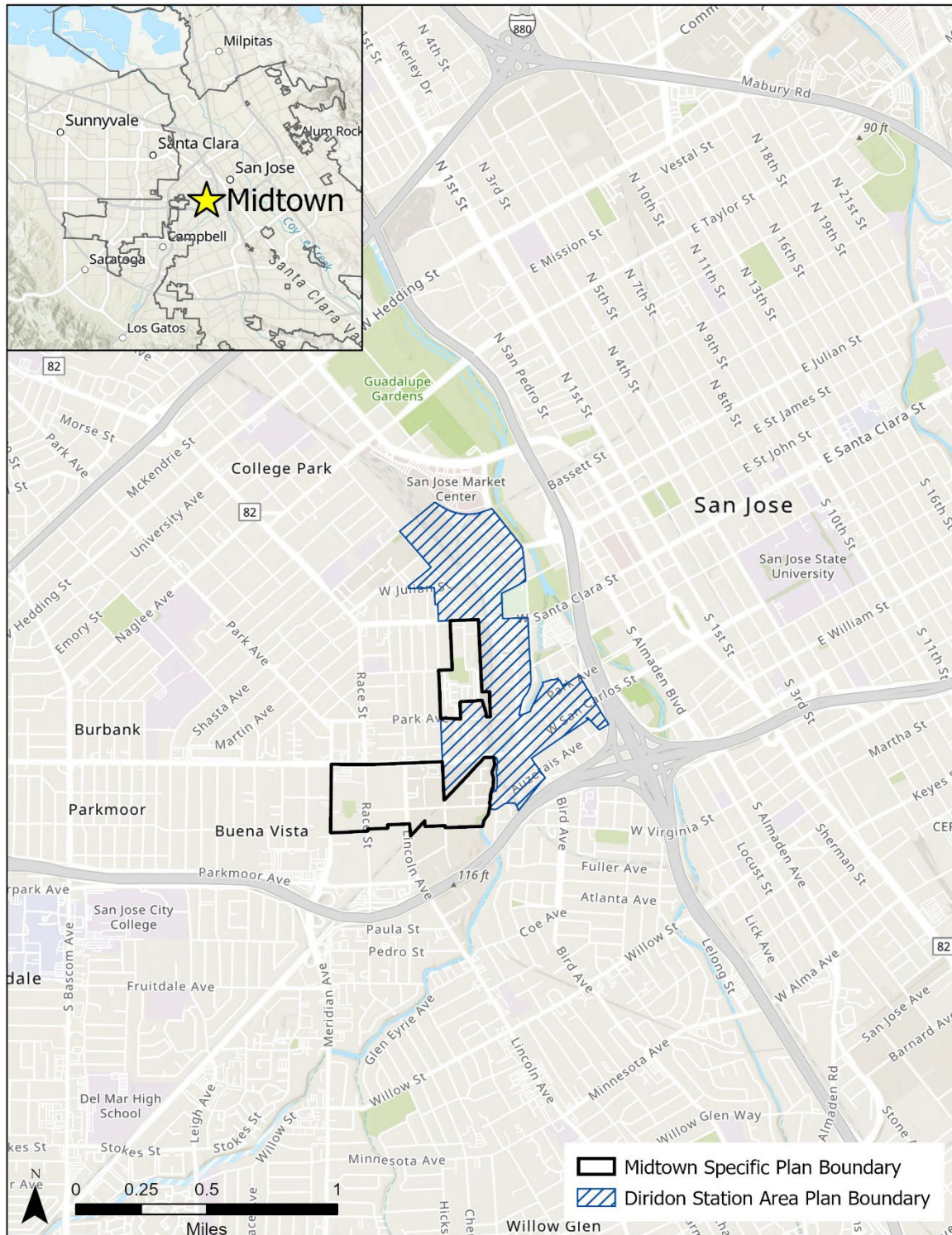


Figure ii – Midtown Specific Plan Boundary

