

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Planning Commission

SUBJECT: SEE BELOW

DATE: November 16, 2023

COUNCIL DISTRICT: 7

SUBJECT: FILE NOS. GP23-008, C23-109, AND C23-110: CITY-INITIATED CAPITOL CALTRAIN URBAN VILLAGE PLAN ADOPTION TO FURTHER THE URBAN VILLAGE STRATEGY OF THE ENVISION SAN JOSE 2040 GENERAL PLAN, AND CITY-INITIATED CONFORMING REZONING OF PROPERTIES WITHIN THE EAST DISTRICT AREA OF THE CAPITAL CALTRAIN URBAN VILLAGE PLAN BOUNDARY.

RECOMMENDATION

The Planning Commission voted 7-0-4 (Commissioners Casey, Garcia, Rosario, and Young absent) to recommend that the City Council take the following actions on the proposed Capitol Caltrain Urban Village Plan (GP23-008; C23-109; and C23-110 and C21-001):

Capitol Caltrain Urban Village (GP23-008; C23-109; and C23-110)

1. Adopt a resolution adopting the Capitol Caltrain Urban Village Plan Addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution 77617), and Addenda thereto in accordance with CEQA;
2. Adopt a resolution approving the following:
 - a. Adoption of the Capitol Caltrain Urban Village Plan as the guiding policy document for new development and identified public improvements within the Urban Village area; and
 - b. General Plan Amendment (GP23-008) to the Envision San José 2040 General Plan to make changes to the Land Use/Transportation Diagram for properties within the boundaries of the Urban Village planning area as shown on the Capitol Caltrain Urban Village Land Use Diagram.

3. Approve an ordinance rezoning the following of a cumulative 10.4 acres:
 - a. Certain real property of approximately 3.4 gross acres (File No. C23-109) located in the Mid Block area of the Capitol Caltrain Urban Village Plan area generally bounded by Monterey Road to the west; Rancho Drive to the south, Fehren Drive to the north, and Pfieffe Avenue to the east from the CG Commercial General zoning district to the UR Urban Residential zoning district (APNs 497-07-028 and 497-07-029),
 - b. Certain real property of approximately 7.0 gross acres (File No. C23-110) located in the Mid Block and North Block area of the Capitol Caltrain Urban Village Plan area from the CP Commercial Pedestrian zoning district, CG Commercial General zoning district, and the CN Commercial Neighborhood zoning district to the UV Urban Village zoning district (APNs 497-07-030, 497-08-019, 497-08-020, 497-08-022, 497-08-023, 497-08-024, and 497-08-025).

The Planning Commission also recommends the following to the City Council:

1. That the City Council consider increasing the maximum allowable residential density and the maximum allowable residential height commensurate with the density beyond what is proposed in the Urban Village Plan.

SUMMARY AND OUTCOME

Should the City Council adopt the Capitol Caltrain Urban Village (CCUV) Plan as recommended by the Planning Commission, any new proposed development within the Capitol Caltrain Urban Village boundary would be analyzed for conformance with the goals and policies of the Urban Village Plan.

BACKGROUND

The Planning Commission held a public hearing on November 8, 2023, to consider the proposed CCUV Plan (GP23-008; C23-109; and C23-110).

November 8, 2023 Planning Commission Hearing

Staff provided an overview of the CCUV Plan, including the goals, policies, and development standards. Staff stated that all new developments approved as part of the CCUV Plan would be analyzed for consistency with the Plan.

The Planning Commission received no public comment regarding the CCUV Plan and the conforming rezonings.

The Planning Commission discussion focused on the potential increase in density and height due to the immediate proximity of the Urban Village to a fixed rail station with projected increases in ridership, from both Caltrain electrification service improvements and future service from the High-Speed Rail operation. The Commission discussed potential solutions including recommending increasing the maximum density in the North Block and the Mid Block, and commensurate maximum height resulting from formal projects proposed to the City.

Commissioner Chair Lardinois asked for a friendly amendment to the City Council to consider increasing the maximum density and commensurate height where residential uses are proposed. Commissioner Vice Chair Ornelas-Wise accepted the friendly amendment, followed by Commissioner Oliverio. Clarifications were requested by Commissioners Barocio, Ornelas-Wise, Oliverio, Bickford, Cantrell, Tordillos, Deputy Director of Planning Robert Manford, and Senior Deputy City Attorney.

Commissioner Bickford suggested that additional height should be allowed to a degree that respects the adjacent community's desire for compatible heights, as received during the outreach process for the CCUV.

In response to an additional comment made by Commissioner Vice Chair Ornelas-Wise regarding public engagement and early outreach opportunities, Michael Brilliot, Deputy Director of Citywide Planning, pointed out that recent State law changes have streamlined affordable housing entitlements through a ministerial process. These laws were created in response to the housing crisis and the perception that cities and communities have provided burdensome barriers to housing production. Ministerial processes do not require community meetings or public hearings. He noted that, given the current direction of Sacramento, the State could conceivably extend these ministerial provisions to market rate housing. Furthermore, he added that the City's approved Housing Element includes a work program item for the City to create a ministerial process for market rate housing projects that integrate some affordable units. Because of existing and potentially future laws or ordinances to streamline housing entitlements, Michael Brilliot emphasized the importance of community engagement in shaping plans such as this Capitol Caltrain Urban Village Plan. These planning process may be the only opportunity a community has to shape future housing development.

Commissioner Chair Lardinois then made a motion to recommend approval of the staff recommendations for the CCUV, including the friendly amendment for Council to consider increasing the maximum allowable residential density and the height consummate with the increase in density from what is proposed in the CCUV Plan. Commissioner Oliverio seconded the motion. The motion passed 7-0-4 (Commissioners Casey, Garcia, Rosario, & Young absent).

ANALYSIS

Respecting the community input that occurred as part of the planning process, and the market analysis that found that higher densities are not feasible now or in the foreseeable future, staff is maintaining its current recommendation on the allowable heights and densities in the Capital Caltrain Urban Village. If the City Council desires to consider raising the maximum density and heights in the Plan, as recommended by the Planning Commission's accepted friendly amendment, staff will be prepared to provide suggestions during the City Council hearing. An increase in height would only impact the CEQA review if the increase in density would remain within the capacity of what the General Plan allows, as the Addendum considers consistency with the General Plan's capacity and land uses.

Policy Alternatives

By increasing the maximum residential density and commensurate height, the Planning Commission intends to reduce barriers for developers to meet high-intensity land uses at a key site. Based on market research conducted for the Urban Village area, single-family residential, townhomes, and higher density 100-percent affordable housing projects using public subsidies are currently viable projects. Over the long term, medium-density residential projects may become viable. However, higher-density development was not determined to be feasible over the long term. Currently, the proposed minimum and maximum densities for residential uses are between 40 and 95 dwelling units per acre in the Urban Residential district, and between 65 and 130 dwelling units per acre in the Urban Village district. Maximum heights for residential uses are 70 feet in height for the Urban Residential district and 90 feet for the Urban Village district.

Alternative #:1 Friendly Amendment

Pros: An increase in development potential may result in individual development projects building more density and height than the current market analysis indicates.

Cons: Increasing the maximum density and height of projects in this area may conflict with the desires of the community, as determined in the outreach process for the Capitol Caltrain Urban Village. Additionally, current State laws and direction for future legislation empower ministerial approval for affordable housing and potentially market-rate housing in the future. Outreach for taller and more dense development may not have the requirement or opportunity to be heard by the community prior to project approval.

Reason for not recommending: Increasing density and height to the extent that it is not feasible as determined by the market may inefficiently allocate housing opportunity sites. Staff intends to signal to the market accurate densities that can be accommodated by market conditions as well as respect community desire for compatible adjacent development.

Climate Smart San José Analysis

The recommendation in this memorandum aligns with one or more Climate Smart San José energy, water, or mobility goals. The CCUV Plan contains goals and policies that help implement Climate Smart San José, as follows:

- By concentrating housing adjacent to a fixed rail station, implementation of the CCUV would reduce energy use related to transportation and building operations relative to existing conditions.
- The density of new development would increase under the CCUV from 0 residential units to an estimated 700 units. Additionally, the existing 459,783 square feet of existing commercial area would increase in capacity by up to an additional 30,000 square feet.
- The CCUV locates medium-density residential uses and jobs within 0.25 miles of a fixed rail station and a major transit corridor, Monterey Road. Implementation of this Plan would result in VMT reductions by increasing access to high-quality transit.
- Implementation of the CCUV would facilitate an increase in mobility choices by locating residential and employment land uses within 0.25 miles of major transit corridors, including bus routes along Monterey Road and the Caltrain rail system, therefore offering more mobility choices than single-occupancy, gas-powered vehicles.
- The Plan facilitates new commercial uses within the City of San José limits and within close proximity to future and existing housing. Land use Policies aim to protect existing commercial uses and require ground-level commercial uses at the intersection of Monterey Road and Fehren Drive.

Future development would be reviewed under the CCUV as the guiding policy document for the area and would result in the implementation of goals outlined in Climate Smart San José.

EVALUATION AND FOLLOW-UP

Capitol Caltrain Urban Village Plan

If the proposed resolution is adopted (GP23-008), the land use designations depicted on the Plan's Land Use Diagram will be incorporated into the Envision San José 2040 General Plan Land Use/Transportation Diagram, and the CCUV Urban Village Plan will be approved. Should the ordinance (C23-109 and C23-110) be adopted, approximately 10.3 gross acres in the North Block and Mid Block of the CCUV area will be rezoned to align the affected properties' zoning with their General Plan land use designations.

If the CCUV Plan is adopted, all proposed projects in the Plan area will be analyzed for conformance with the goals and policies of the Urban Village Plan.

COORDINATION

During the preparation of the CCUV Plan, the Planning, Building, and Code Enforcement staff coordinated with several City departments including the Department of Transportation, the City Attorney's Office, the Department of Public Works, and the Department of Parks, Recreation and Neighborhood Services. In addition, City staff conducted coordination meetings with the Santa Clara Valley Transportation Authority and Caltrain on land use policy, parking, and development issues on Valley Transportation Authority-owned land in the CCUV Plan area.

The preparation of this memorandum has been coordinated with the City Attorney's Office.

PUBLIC OUTREACH

Staff followed Council Policy 6-30 Public Outreach Policy for the Capitol Caltrain Urban Village (CCUV) Plan preparation. The CCUV Plan is considered a "Significant Community Interest Proposal" for purposes of community engagement and outreach; such proposals have a high degree of interest either at a local or citywide level. Given this, public notice for public hearings and community hearings was distributed to the owners of all properties located within 1,000 feet of the Urban Village boundary which includes the 1,000 feet requirement for the rezoning.

CCUV Plan

City staff conducted outreach for the CCUV at two community workshops. Flyers for meetings were distributed by mail for the workshops. The flyers included information in Spanish and Vietnamese. The first workshop was held on May 12, 2022, and drew about 20 participants. The second workshop was held on June 23, 2023, and drew about 11 participants.

Notices for the Planning Commission and City Council hearings were published in a local newspaper, the Post Record and staff has been available to respond to questions from the public. This memorandum will be posted on the City's Council Agenda website for the November 28, 2023 City Council meeting.

COMMISSION RECOMMENDATION AND INPUT

As described above in the Analysis and Policy Alternative, a friendly amendment was accepted by the Planning Commission and was included in the motion for adoption of the CCUV Plan. Refer to the discussion above for analysis.

HONORABLE MAYOR AND CITY COUNCIL

November 16, 2023

Subject: File Nos. GP23-008, C23-109, AND C23-110-Capitol Caltrain Urban Village Plan Adoption

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CEQA

Capitol Caltrain Urban Village Plan (GP23-008; C23-109; and C23-110)

The environmental impacts of the Capitol Caltrain Urban Village Plan are addressed in an Addendum to the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and addenda thereto.

The Capitol Caltrain Urban Village Plan, and as described in the Addendum, does not create any of the conditions described in Section 15162 of the CEQA Guidelines that call for the preparation of a subsequent EIR. No new significant impacts would occur, and no previously examined significant effects would be substantially more severe than shown in the Envision San José 2040 General Plan EIR and SEIR. Thus, an Addendum to the adopted EIRs is the appropriate environmental documentation to analyze the potential environmental impact.

The Addendum is posted to the City’s “Active EIRs” website at: www.sanjoseca.gov/activeeirs. The Envision San José 2040 General Plan EIR and SEIR can also be found at www.sanjoseca.gov/activeeirs.

PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City’s Open Government Resolution.

/s/

Christopher Burton, Secretary
Planning Commission

For questions, please contact Michael Brilliot, Deputy Director of Citywide Planning, at 408-535-7831

ATTACHMENTS

Planning Commission Staff Report and associated attachments



Memorandum

TO: PLANNING COMMISSION
FROM: Chris Burton
SUBJECT: File No. GP23-008; C23-109 & C23-110
DATE: November 8, 2023

COUNCIL DISTRICT: 7

Type of Permit	General Plan amendments associated with the Capitol Caltrain Urban Village (CCUV) Plan, adoption of the CCUV Plan, and Conforming Rezoning associated with the CCUV
Project Planner	Eric Roberts
CEQA Clearance	Addendum to 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, File No. ER23-225.
CEQA Planner	Kara Hawkins

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council all of the following actions:

1. Adopt an addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution 77617), and Addenda thereto in accordance with CEQA;
2. Adopt a resolution approving the following:
 - a. General Plan Amendment (File No. GP23-008) to the Envision San José 2040 General Plan to make changes to the Land Use/Transportation Diagram for properties within the boundaries of the Urban Village planning area as shown on the Capitol Caltrain Urban Village Land Use Diagram (See exhibit B);
 - b. Adoption of the Capitol Caltrain Urban Village Plan as the guiding policy document for new development and identified public improvements within the urban village area; and
3. Approve an ordinance rezoning the following of a cumulative 10.3 acres:
 - a. Certain real property of approximately 3.4 gross acres (File No. C23-109) located in the Mid Block area of the Capitol Caltrain Urban Village Plan area generally bounded by Monterey Road to the west; Rancho Drive to the south, Fehren Drive to the north, and Pfieffe Avenue to the east from the CG Commercial General zoning district to the UR Urban Residential zoning district (APNs 497-07-028 and 497-07-029),

- b. Certain real property of approximately 7.0 gross acres (File No. C23-110) located in the Mid Block and North Block area of the Capitol Caltrain Urban Village Plan area from the CP Commercial Pedestrian zoning district, CG Commercial General zoning district, and the CN Commercial Neighborhood zoning district to the UV Urban Village zoning district (APNs 497-07-030, 497-08-019, 497-08-020, 497-08-022, 497-08-023, 497-08-024, and 497-08-025).

PROPERTY INFORMATION

Location	Generally bounded by Monterey Road to the west, Kenbrook Circle to the north, Pfeifle Avenue to the east, and E Capitol Expressway to the south.
Growth Area	Capitol Caltrain Station Area
Historic Resource	N/A
Council District	7
Acreage	Approximately 16 acres

PROJECT BACKGROUND

As shown on the attached vicinity map (Exhibit A), the Capitol Caltrain Urban Village is generally located in the south-east area of the City of San José. More specifically, the 16-acre Village is generally bounded by residential development along Kenbrook Circle to the north, residential development along Pfeifle Avenue to the east, E Capitol Expressway to the south, and Monterey Road to the west. Fehren Drive and Rancho Drive run east-west and divides the Urban Village north-south into three blocks, and the Caltrain tracks run north-south on the west side of Monterey Road, which contains six lanes of vehicular traffic. The Capitol Caltrain Station is located on the west side of Monterey Road near the intersection with Fehren Drive.

The planning area includes hotel lodging uses, the Capitol Caltrain Park and Ride lot, auto-oriented uses, restaurants, and small and medium sized retail uses. Existing hotel lodging uses and the Caltrain park and ride are located north of Fehren Drive at the North Block; tire sales, used auto sales, and vacant land are located south of Fehren Drive at the mid block; and a supermarket, liquor store, vacant commercial building, restaurant establishments, and faith-based community centers surround Rancho Drive to the north and south at the south block. The vast majority of the Urban Village planning area is within a quarter-mile of Capitol Caltrain station, and is entirely within a half-mile radius.

The Capitol Caltrain Urban Village is a designated Regional Transit Urban Village plan in the Envision San José 2040 General Plan. Regional Transit Urban Villages are locations within San José with unique access to major transit facilities. The Capitol Caltrain Station, located across Monterey Road from the intersection with Fehren Drive, is a regionally significant transit facility that connects San José with the larger Bay Area region and is projected to have up to 1,690 weekday riders daily by 2040. Improvements to Monterey Road are forthcoming to introduce transit signal priority, dedicated bus lanes, and improved bicycle facilities.

The Capitol Caltrain Urban Village Plan (CCUV) Plan (the "Plan") provides a policy framework that will guide new job and housing growth within the Urban Village boundary. The City prepared the Plan with community input received in workshops held on May 12, 2022 and June 22, 2023. The Plan concentrates residential density and commercial development within walking distance from the Capitol Caltrain station, while preserving existing neighborhood

commercial uses. This Plan will also provide guidance for the characteristics of future development, including building form, open space, placemaking elements, streetscape, and circulation. It provides capacity for the development of 100 new jobs (roughly 30,000 square feet of commercial space) and 700 new dwelling units. The CCUV Plan allocates the employment and housing capacities into three blocks, including the North Block, Mid Block, and South Block.

The Plan visions an interconnected live-work-play urban environment with placemaking activities that make this gateway along the Monterey corridor a unique destination and place to work and live. The concentration of planned capacities adjacent to the Capitol Caltrain station will result in mid-rise mixed-use and residential buildings, with highest development density located to the north of Fehren Drive, called the North Block in the Plan, where development potential is the highest. The Plan concept provides integrated Caltrain park and ride use with residential, commercial, and open space uses on the North Block. The Plan locates low- to mid-rise residential development south of Fehren and north of the existing supermarket and liquor store, called the Mid Block in the Plan. At the Mid Block, the Plan concept provides primarily residential uses with strategic commercial and privately owned and publicly accessible open space uses. At the intersection of Fehren Drive and Monterey Road, called the Village Gateway in the Plan, commercial uses are required at the ground level in a vertical mixed-use format. The gateway contains portions of both the North Block and the Mid Block.

The southern portion of the Plan area including the existing supermarket and liquor store and all lands to the south, called the South Block in the Plan, remains unchanged in land use designation and zoning to preserve viable commercial uses. At the intersection of Rancho Drive and Monterey Road, called the Neighborhood Node in the Plan, preservation of existing commercial uses, improvements to the public realm, and short-term activation sites are planned to build on the successes of this area.

The adoption of the CCUV Plan will allow development projects to move forward with entitlements that are consistent with the goals, policies, standards, guidelines, action items and implementation strategies identified in the Urban Village Plan.

General Plan Growth Areas and the Creation of the Capitol Urban Village Plan.

The Envision San José 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area. Based on the recommendations of the Monterey Corridor Working Group, City Council identified a 16-acre area with growth potential around the Capitol Caltrain Station as part of the second Four-Year Review of the General Plan in 2022. This process established a new a Regional Transit Urban Village called the Capitol Caltrain Urban Village Plan. With the adoption of the CCUV Plan, residential and residential mixed-use projects can move forward if they are in conformance with the adopted Urban Village Plan.

General Plan Amendments

General Plan Amendments associated with the adoption the CCUV Plan include changes to General Plan land use designations on properties within the boundaries of the Urban Village planning area. Specifically, changes to land use designations are proposed for all lands north of Fehren Drive and northern portions of lands north of Rancho Drive within the CCUV boundary as shown on the proposed CCUV Plan land use diagram (see Exhibit B).

Conforming Rezoning

To comply with State law (SB 1333) requiring conformity of zoning with the General Plan, adoption of the CCUV Plan requires Council action for conforming rezoning of lands recommended for redesignation in the General Plan. City-initiated rezonings (Files Nos. C23-109 and C23-110) are proposed in the North Block and Mid Block of the CCUV Plan to align the Zoning Ordinance with the General Plan. Through adoption of the CCUV Plan, the General Plan land use designations in North Block and Mid Block are proposed to change from the Neighborhood Community Commercial (NCC) designation to the Urban Village (UV) and Urban Residential (UR) designations (see Exhibit B). Conforming rezonings on nine properties from the Commercial General (CG), Commercial Pedestrian (CP), and Commercial Neighborhood (CN) zoning districts to the Urban Village (UV) and Urban Residential (UR) zoning districts will bring conformance between the City's Zoning Ordinance and the General Plan land use map adopted with the CCUV Plan (see Exhibit C).

ANALYSIS

The Capitol Caltrain Urban Village (CCUV) Plan includes goals, policies, and action items to guide new development and private and public investment to achieve the vision of the Plan, consistent with the Urban Village Strategy outlined in the Envision San José 2040 General Plan.

Urban Village Plan Summary

The CCUV Plan includes nine chapters, as follows:

1. Introduction: Describes the planning area and Plan purpose, provides an overview of the planning process, and outlines the organization of the Plan document.
2. Vision: Articulates the Plan's vision statement and describes the overarching guiding principles used to formulate the Plan's policies, standards, and guidelines. Conveys a community-preferred future for the Capitol Caltrain Urban Village Plan.
3. Land Use: Describes planned and anticipated growth, which guided the land use designations that are depicted on the land use map for the Urban Village.
4. Urban Design: Presents a comprehensive design concept for the Village, including block-specific conceptual designs and guidelines to realize the concept, and provides design standards for private development.
5. Open Space: Identifies opportunities for new small-scale open space facilities and guides the creation of a new one half-acre public park, designated as a floating park, and publicly accessible paseo. The chapter offers opportunities to integrate these assets into the circulation system and built environment of the CCUV.
6. Circulation and Streetscape: The chapter promotes connectivity for riders, pedestrians, cyclists, and motorists to leverage the Capitol Caltrain station and transit along the Monterey Corridor as mobility assets. It reviews the existing conditions and highlights a range of recommendations to improve multimodal access; identifies goals, policies, and action items related to the circulation network; presents streetscape design concepts to guide public realm improvements; and enumerates a parking concept designed to efficiently supply parking for development intensity envisioned in the CCUV plan area and promote the use of non-automobile transportation options.

7. **Implementation:** This Chapter provides the framework for the implementation of the Capitol Caltrain Urban Village Plan. Implementation of the Plan refers to identifying strategies that will fund the construction of physical infrastructure, improvements, and amenities that cumulatively build the Plan’s vision and meet its many goals.

Adoption of the proposed Urban Village Plan and associated General Plan Amendment and Conforming Rezoning was analyzed with respect to:

- a. Envision San José 2040 General Plan
- b. Title 20 of the Municipal Code (Zoning Ordinance)
- c. Senate Bill 330
- d. California Environmental Quality Act (CEQA)

Envision San José 2040 General Plan Conformance

The following describes this Plan’s consistency with the Envision San José 2040 General Plan Major Strategies, goals, and policies:

1. **Major Strategy # 5 - Urban Villages:** This strategy promotes the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan’s environmental goals. The General Plan establishes the Urban Village concept to create a policy framework to direct most new job and housing growth to occur within walkable and bike-friendly Urban Villages that have good access to transit and other existing infrastructure and facilities. San José Urban Villages are planned for a balanced mix of job and housing growth at relatively high densities with greater emphasis placed upon building complete communities at each Urban Village location while also supporting use of the local transit system.
2. **Major Strategy #3: Focused Growth:** The Focused Growth Major Strategy plans for new residential and commercial growth capacity in specifically identified “Growth Areas” (Urban Villages, Specific Plan areas, Employment Areas, Downtown). The strategy focuses new growth into areas of San José that will enable the achievement of economic growth, fiscal sustainability, and environmental stewardship goals, while supporting the development of new, attractive urban neighborhoods. While the Focused Growth strategy directs and promotes growth within identified Growth Areas, it also strictly limits new residential development through neighborhood infill outside of these Growth Areas to preserve and enhance the quality of established neighborhoods, to reduce environmental and fiscal impacts, and to strengthen the City’s Urban Growth Boundary.

Analysis: The Capitol Caltrain Urban Village (CCUV) Plan include goals, policies, and action items to guide new development and private and public investment to achieve the Urban Village and Focused Growth Major Strategies. The CCUV Plan concentrates the planned capacities into two of three “blocks” within the Plan area. The Mid Block and North Block can accommodate the planned capacities adequately while preserving the established commercial uses at the south block. This approach allows for the adequate transitioning to the adjacent single-family residential neighborhood to the east.

In addition, the CCUV Plan supports the fiscal and social benefits of shifting to a more compact and dense urban form by permitting residential development and encouraging new commercial development at specific areas in the Urban Village, at higher residential densities and employment intensities than currently exist. Concentrating commercial development at sites nearest to the Capitol Caltrain station minimizes building height impacts on existing neighborhoods and favors transit ridership. Overall, a mixed-use development pattern in a 16-acre area within one quarter mile from regional transit facilities fosters pedestrian-activated and transit-oriented development. This development pattern provides residents with local services to meet the daily needs of residents within walking distance from the Capitol Caltrain station.

The following describes how each of the chapters of the Urban Village Plan are consistent with General Plan goals and policies.

Chapter 1 and Chapter 2: Introduction and Vision

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

Analysis: Community input gathered during the planning process provided the basis for overarching vision and guiding principles for the CCUV Plan. This input includes feedback gathered from two community workshops and early project collaboration with the Monterey Corridor Working Group. The vision statement represents the community values that will shape future development and transformation of the Capitol Caltrain Urban Village around the following principles:

- *Principle 1 – Promote New Commercial Development*
- *Principle 2 – Create a Central Open Space Corridor (Paseo)*
- *Principle 3 – Enhance Pedestrian Safety and Priority*
- *Principle 4 – Foster Housing Development*

Chapter 3: Land Use

1. Innovative Economy - Land Use and Employment Policy E-1.2: Plan for the retention and expansion of a strategic mix of employment activities at appropriate locations throughout the City to support a balanced economic base, including industrial suppliers and services, commercial/retail support services, clean technologies, life sciences, as well as high technology manufacturers and other related industries.
2. Innovative Economy - Land Use and Employment Policy IE-1.6: Plan land uses, infrastructure development, and other initiatives to maximize utilization of existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, promote development potential proximate to these transit system investments compatible with their full utilization.
3. Land Use – Efficient Use of Residential and Mixed-Use Lands Policy LU-10.1: Develop land use plans and implementation tools that result in the construction of mixed-use

development in appropriate places throughout the City as a means to establish walkable, complete communities.

4. Implementation – Urban Village Planning Policy IP-5.1(1): Job and Housing Growth Capacity: Identify suitable areas for retail and other employment uses, giving careful consideration to existing and future demand for retail space, the appropriate location and design of retail spaces, opportunities for large-scale and small-scale retail uses, and adequate and appropriate sites for other employment uses consistent with the total planned job capacity for the particular Growth Area. Identify suitable areas for residential development, capable of supporting the full amount of planned residential growth capacity. Apply corresponding Land Use / Transportation Diagram or zoning designations to support the proposed employment and residential density ranges.
5. Implementation – Urban Village Planning Policy IP-5.5: Employ the Urban Village Planning process to plan land uses that include adequate capacity for the full amount of planned job and housing growth, including identification of optimal sites for new retail development and careful consideration of appropriate minimum and maximum densities for residential and employment uses to insure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this Envision Plan.
6. Measurable Environmental Sustainability – Reduce Consumption and Increase Efficiency Policy MS-14.1: Promote job and housing growth in areas served by public transit and that have community amenities within a 20-minute walking distance.
7. Measurable Environmental Sustainability – Reduce Consumption and Increase Efficiency Policy MS-14.2: Enhance existing neighborhoods by adding a mix of uses that facilitate biking, walking, or transit ridership through improved access to shopping, employment, community services, and gathering places.

Analysis: A key objective of the CCUV Plan, primarily discussed in Chapter 3, is to accommodate the employment and housing capacities assigned in Appendix 5 of the General Plan to this Urban Village. Per Appendix 5, the Capitol Caltrain Urban Village has a planned employment capacity of 100 new jobs equivalent to approximately 30,000 square feet of commercial development. Staff and consultants developed a test fit analysis to develop conceptual plans of projects that could feasibly be accommodated in the Urban Village. These conceptual plans include development of roughly 7,680 square feet of commercial area (approximately 26 jobs) and 721 units. Staff used these conceptual plans to accommodate capacities provided in Appendix 5 of the General Plan while allowing flexibility for development to respond to current market conditions.

The planned capacity would result in mostly mid-rise buildings with heights that are compatible with the surrounding neighborhoods, and result in residential and commercial densities desired to adequately support Caltrain ridership.

The changes in land use designations in this Urban Village accommodate the General Plan's planned jobs and housing capacity for the Capitol Caltrain Urban Village and creates a mixed-use, compact and bike-, pedestrian- and transit-friendly environment. Additionally, the proximity of this Urban Village to the Capitol Caltrain station and bus transit along the

Monterey Corridor is an ideal opportunity to reduce greenhouse gas emissions that accompany increased development intensity.

The CCUV land use plan was prepared considering; (1) the appropriate locations for mixed use and residential uses; (2) how pedestrian, bicycle, and vehicular connections happen throughout the Urban Village area; and, (3) how and where public spaces and other amenities could occur (See Exhibit B).

The Urban Village (UV) land use designation in the CCUV Plan ranges from 0.1 to 4.0 FAR and allows residential density from 65 DU/Acre to 130 DU/Acre, which fosters mixed-use development. The UV land use designation is strategically located close to the Caltrain station on sites with the greatest parcel depth, and therefore development potential on these parcels offers the greatest level of intensity.

As discussed below in the analysis of Chapter 5: Open Space, a one half-acre park is proposed adjacent to Fehren Drive at the North Block. A primary measure to ensure implementation of this park is the designation of the intended site as a floating park site, which designates a general area that a public or private park should be located within. (See Exhibit B).

The CCUV Plan concentrates housing growth and employment uses within walking distance of the Capitol Caltrain station. The Plan includes one residential land use designation, Urban Residential (UR), calibrated to meet the specific urban context of the parcels receiving this designation. Residential density in the UR designation is less than that of the UV designation, ranging from 40 DU/Acre to 95 DU/Acre. The UR land use designation is located on sites at the Mid Block between Fehren Drive and Rancho Drive where parcel depth limits high-intensity development potential. Overall, while the Plan allows commercial development, most of the development opportunities will be for residential development. In addition, the Plan envisions residential development at higher densities than the existing development pattern. High-density residential development with strategic ground level commercial use fosters transit ridership, enhances pedestrian activation at the ground level, and provides neighborhood commercial uses for new and adjacent residents.

Chapter 4: Urban Design

1. Community Design – Urban Villages Design Policy CD-7.1: Support intensive development and uses within Urban Villages, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.
2. Community Design – Urban Villages Design Policy CD-7.4: Identify a vision for urban design character consistent with development standards, including but not limited to building scale, relationship to the street, and setbacks, as part of the Urban Village planning process. Accommodate all planned employment and housing growth capacity within each Urban Village and consider how to accommodate projected employment growth demand by sector in each respective Urban Village Plan.
3. Community Design – Attractive City Policy CD-1.11: To create a more pleasing pedestrian-oriented environment, for new building frontages, include design elements with a human scale, varied and facades using a variety of materials, and entries oriented to public sidewalks or pedestrian pathways. Encourage inviting, transparent façades for ground-floor

commercial spaces that attract customers by revealing active uses and merchandise displays.

4. Community Design – Attractive City Policy CD-1.14: Use the Urban Village Planning process to establish standards for their architecture, height, and massing.
5. Community Design – Compatibility Policy CD-4.8: Include development standards in Urban Village Plans that establish streetscape consistency in terms of street sections, street-level massing, setbacks, building facades, and building heights.
6. Arts and Culture - High Impact Public Art Policy AC-2.2: Integrate planning for public art in other City planning efforts, including area specific planning processes, and Urban Village master planning processes.
7. Implementation – Urban Village Planning Policy IP-5.1(5): Urban Character: Include streetscape and building frontage design, pedestrian facility improvements and other urban design actions necessary to successfully implement the Village concept.

Analysis: The Urban Design chapter introduces block-specific conceptual development plans for three areas, including the North Block north of Fehren Drive, the Mid Block between Fehren Drive and the existing commercial currently building occupied by Mi Rancho Supermarket, and the South Block which extends from the Mid Block to the southern boundary of the Urban Village at the off-ramp for E Capitol Expressway. The Urban Design chapter also introduces an urban design strategy that enhances the Urban Village with placemaking, wayfinding, public art, and building design.

The chapter describes overarching goals, urban design principles, and general standards that are applicable to the entire Plan. Per recently approved State Bill (SB 330), residential standards and guidelines shall be objective, quantifiable and measurable. The law does not apply to non-residential development. The chapter enumerates the conceptual design for each block to demonstrate effective implementation of the land use plan with enhancements to the public realm and urban form. Each block in the Plan has a unique urban design character, so the chapter enumerates a different vision for each area, including defining the Village gateway where the greatest intensity of ground level activation and development intensity is planned. Plan-wide standards are applied to enhance landscaping, pedestrian and transit user experience, and compatibility with existing development. For general residential and commercial design standards and guidelines, the CCUV plan defers to the Citywide Design Standards and Guidelines. Overall, the standards and guidelines support a pedestrian-oriented development with appropriate building massing and architecture, connectivity, interactive ground floor interface, neighborhood integrity, and sense of community.

Chapter 5: Open Space

1. Community Design – Function Policy CD-2.4, Function: Incorporate public spaces (squares, plazas, etc.) into private developments to encourage social interaction, particularly where such spaces promote symbiotic relationships between businesses, residents, and visitors.
2. Community Design – Urban Villages Design Policy CD-7.8: Encourage development along edges of public parks or plazas within or adjacent to Urban Villages to incorporate site and architectural design measures which promote access to and encourage use of the park and

which minimize potentially negative shade and shadow impacts upon the park or plaza space.

3. Parks, Open Space, and Recreation - High Quality Facilities and Programs Policy PR-1.9: As Urban Village areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately or, in limited instances, publicly owned and maintained pocket parks; neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.
4. Implementation – Urban Village Planning Policy IP-5.1(4): Infrastructure: Identify locations for parks, plazas, public and quasi-public open spaces, and sites to potentially incorporate libraries, public safety facilities and other public uses, along with other infrastructure needs. A Village Plan should also consider the adequacy of public and private utilities to serve the planned growth capacity.

Analysis: The CCUV Plan recommends a one half-acre floating park north of Fehren Drive that anchors the Urban Village open space system. Floating parks are used to designate general areas that should contain a public or private park. A central paseo traverses from and through the North Block, connects with the park, and continues across Fehren Drive through the Mid Block, surrounded with community amenities all along. The park serves as a central open space and the central paseo connects and activates its use by users from nearby properties. The central paseo provides direct connections between residences, employment/retail, and recreation, and provides an indirect connection for pedestrians to transit.

The envisioned one half-acre floating park north of Fehren Drive will be the largest public gathering amenity and placemaking area in the Plan. It will also play a significant role in creating a pedestrian-oriented environment conducive to support transit ridership. New development fronting Monterey Road buffers and encloses the park from the roadway. The park will be publicly accessible for pedestrians from both Fehren Drive and the connecting paseo. The policies of the Plan also incentivize development of Privately owned and publicly accessible open spaces (POPOS) along the paseo, with waivers from requirements in the Citywide Design Standards and Guidelines regarding private and common open spaces. Together with the park, the central paseo, and the POPOs, the Plan supports the development of various and complementary community amenities, resulting in a comprehensive open space system that better serves residents, employees, and transit users.

Chapter 6: Circulation and Streetscape

1. Community Design – Attractive City Policy CD-1.9: Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as Downtown, Urban Villages, or along Main Streets, place commercial and mixed-use building frontages at or near the street-facing property line with entrances directly to the public sidewalk, provide high-quality pedestrian facilities that promote pedestrian activity, including adequate sidewalk dimensions for both circulation and outdoor activities related to adjacent land uses, a continuous tree canopy, and other pedestrian amenities. In these areas, strongly

discourage parking areas located between the front of buildings and the street to promote a safe and attractive street facade and pedestrian access to buildings.

2. Community Design – Function Policy CD-2.3: Include attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian-scale lighting, pedestrian-oriented way-finding signage, clocks, fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways.
3. Community Design – Connections Policy CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.
4. Community Design – Attractive City Policy CD-1.9: Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as Downtown, Urban Villages, or along Main Streets, place commercial and mixed-use building frontages at or near the street-facing property line with entrances directly to the public sidewalk, provide high-quality pedestrian facilities that promote pedestrian activity, including adequate sidewalk dimensions for both circulation and outdoor activities related to adjacent land uses, a continuous tree canopy, and other pedestrian amenities. In these areas, strongly discourage parking areas located between the front of buildings and the street to promote a safe and attractive street facade and pedestrian access to buildings.
5. Transportation – Parking Strategies Policy TR-8.1: Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.
6. Transportation – Parking Strategies Policy TR-8.2: Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.
7. Transportation – Parking Strategies Policy TR-8.6: Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.
8. Transportation – Parking Strategies Policy TR-8.7: Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
9. Transportation – Parking Strategies Policy TR-8.8: Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.
10. Transportation – Parking Strategies Policy TR-8.11: Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.

Analysis: The CCUV Plan circulation chapter sets forth a transportation network that is designed to move people to and within the Plan area in the most efficient, accessible, and comfortable way. To do this, the circulation network prioritizes pedestrian mobility within the Village and to other modes with separated networks for each mode. A central focus is to prioritize walking and public transit in the Village, particularly near the Caltrain Station, and by keeping automobile circulation and parking facilities on the perimeter of the Urban Village area located behind buildings. This allows motorists to drive around the perimeter of the Urban Village area to parking areas without compromising the pedestrian and transit-oriented quality of the core area, particularly near the Village gateway that the Capitol Caltrain station and the intersection improvements create.

The proposed circulation and streetscape improvements are fully integrated with the urban design and land use frameworks of the Plan. The improvements are designed to enhance safety and accessibility to existing and future destinations. Monterey Road and Fehren Drive will see the most improvements, including enhanced sidewalks and crossings, modified cross-sections to reallocate right-of-way appropriately to users of the roadway, and a traffic signal at a key location. As parking for the Caltrain station is located across Monterey and therefore can only be accessed by foot or bicycle, these improvements will facilitate accessibility to the Capitol Caltrain station. The enhanced right-of-way cross section at Fehren Drive incorporates Complete Streets principles with a multi-modal design approach. The right-of-way cross section complements the proposed land use and urban design strategies of the plan, designed to support an attractive and interesting pedestrian-oriented streetscape. The policies of the open space and urban design chapters supplement the circulation network by adding features such as a separated paseo, street furniture, pedestrian lighting, wayfinding, and landscaping.

In addition to circulation and streetscape improvements, the CCUV provides conceptual parking calculations to better understand the impacts in land utilization and building form configuration. The conceptual parking calculations also considered the impacts in construction cost resulting from a market feasibility study prepared for the Plan. While the City no longer has mandatory minimum parking requirements, staff expects parking to be provided in new development based on market conditions. The market study determined minimum demands for residential parking of one parking per residential unit.

The chapter discusses policies designed to manage parking supply and demand in the Mid Block and North Block. The overarching parking concept facilitates shared parking between residential, commercial, and Caltrain Park and Ride users while providing a minimum parking

Zoning Ordinance Conformance

State law (SB 1333, 2019) now requires charter cities, such as the City of San Jose, to have conformance between a City's ordinance (zoning) and the General Plan. When an area plan such as the CCUV is adopted, the zoning therefore needs to be made consistent with the adopted plan's land use designations, where inconsistencies exist. If a rezoning does not occur concurrently with the re-designation of a property under the General Plan, the General Plan amendment proposed for such property would not take effect until the Council approves a conforming rezoning. General Plan land use designation changes are proposed in two of three "blocks" in the CCUV Plan; the Mid Block and the North Block. To be consistent with state law, rezoning must occur on these properties.

Analysis: City-initiated conforming rezonings (C23109 and C23-110) are proposed on nine properties in the Mid Block and North Block to bring conformance between the Zoning Ordinance and the General Plan. Through adoption of the CCUV Plan, the General Plan land use designations on the North Block and Mid Block are proposed to change from the Neighborhood Community Commercial designation to the Urban Village (UV) and the Urban Residential (UR) designations. (See Exhibit B). Conforming rezonings on these nine properties from the Commercial General (CG), Commercial Pedestrian (CP), and Commercial Neighborhood (CN) zoning districts to the Urban Village (UV) and the Urban Residential (UR) zoning districts will bring conformance between the City's Zoning Ordinance and the General Plan land use map adopted in the CCUV Plan. (See Exhibit C).

No changes to General Plan land use designations in the south block are proposed in the CCUV Plan and existing zoning on properties within the south block are consistent with their General Plan land use designations.

Senate Bill 330

In 2019 Governor Gavin Newsom signed Senate Bill 330, Housing Crisis Act of 2019, to catalyze housing that would offset the high rents and home ownership costs leading to increasing homelessness. The bill is intended to speed up housing construction in California by decreasing the time it takes to obtain building permits and limiting fee increases on housing applications. The bill limits local agencies from reducing the number of residential units that can be built on properties that allow housing by changing general or specific plan land use designations and/or zoning in a manner that would result in a reduction of housing capacity without taking action to replace that housing capacity elsewhere in the agency's jurisdiction. The local agency is required to amend its general plan land use designations or zoning elsewhere to ensure no net loss in residential capacity within the jurisdiction whenever it down-designates or down-zones reducing residential capacity.

Analysis: The proposed CCUV Plan and associated General Plan Amendment (GP23-008) does not reduce the intensity of residential uses, as the Plan proposes to increase housing capacity by redesignating nine of thirteen parcels within the Urban Village from Neighborhood/Community Commercial to Urban Village and Urban Residential, which permits residential use at intensities set forth in the Plan.

Approval of File Nos. C23109 and C23-110 would not result in a decrease of residential capacity. Among the properties that are the subject of the proposed rezoning, 0 properties would have a reduction of residential unit capacity, 9 properties would have a cumulative increase of 122 residential unit capacity, and 4 properties would not have any change in residential capacity. Thus, the proposed rezoning would not result in any decrease in residential unit capacity. Instead, the proposed rezonings will result in a 122-unit residential capacity increase, which complies with SB330 requirements.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The environmental impacts of the Capitol Caltrain Urban Village Plan are addressed in an Addendum to the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and addenda thereto.

The proposed project is within the scope of the Envision San José 2040 General Plan, General Plan EIR, General Plan Supplemental EIR, and addenda thereto, pursuant to CEQA Guidelines Section 15168(c)(2). The proposed CCUV Plan does not involve any physical changes to the environment and no new significant impacts will occur pursuant to CEQA Guidelines 15162. Any further actions, such as future development permits, will require additional environmental review at the time such a permit application is submitted. No new significant impacts would occur, and no previously examined significant impacts would be greater than analyzed in the Envision San José 2040 General Plan EIR and SEIR.

The Addendum, the Envision San José 2040 General Plan EIR, and the SEIR can be found at the City's "Active EIRs" website at www.sanjoseca.gov/activeeirs.

PUBLIC OUTREACH

Planning Process

On February 27, 2020, the Envision San Jose 2040 Task force formally recommended in the second 4-year review cycle the establishment of a new Regional Transit Urban Village called the Capitol Caltrain Station Area. The creation of the Plan by the Task Force followed the recommendations of the Monterey Corridor Working Group, which identified this specific area along the Monterey Corridor for the allocation of 700 residential units and 100 jobs. With the approval of the recommendations of the Task Force and designation of the Capitol Urban Village plan area, including the establishment of its commercial and residential planned capacities, City staff developed a scope of work, schedule, and budget to prepare for the planning process of this Urban Village Plan. In January 2022, the Citywide Planning Division began defining the project scope, goals and timeline, secured the technical consultants and established a community engagement strategy consisting of two community workshops. Planning staff engaged community stakeholders to identify community issues, challenges, and opportunities that guided and informed the development of the CCUV Plan.

Community Outreach and Engagement

The City conducted two community workshops with the community at key milestones of the planning process. The first workshop was held on May 12, 2022 and discussed existing conditions and efforts within the Plan area, followed by a discussion of community vision, opportunities, and constraints to inform the Plan's goals and objectives. The second workshop was held on June 22, 2023 and discussed the concept plans and proposed development strategies to be incorporated into the Plan. All neighborhood residents, property owners, business owners, and other interested individuals were invited to participate and provide input on the formation of this Plan.

In general, the public comments made were regarding:

- Greater availability of neighborhood retail that can be accessed by foot, including small shops, community spaces, and food vendors.
- Concentration of building heights and development intensity adjacent to Monterey Road and the Caltrain station and away from existing neighborhoods.
- Preservation of existing commercial development in the southern areas of the Urban Village.

- Prioritization of a safe pedestrian-oriented environment to access the Capitol Caltrain station across Monterey Road.
- Creation of new open space opportunities such as dog parks, paseos, or a park to satisfy lacking public open space in the area.

Interdepartmental and External Government Coordination

The preparation of the CCUV Plan involved a variety of City departments and outside City agencies and organizations. Following technical issue identification and urban design/conceptual development strategy from consultants and public comment feedback, draft plan documents were circulated and discussed among members of various City departments and outside City agencies and held meetings over the course of draft plan development. The participating City departments included the Departments of Parks, Recreation and Neighborhood Services, Transportation, Public Works, and staff from the Santa Clara Valley Transportation Authority (VTA) and Caltrain.

A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the Urban Village boundary and posted on the City website. The staff report is posted on the City's website. Staff has been available to respond to questions from the public.

Project Manager: Eric Roberts

Approved by: /s/ Robert Manford, Deputy Director for Christopher Burton, Planning Director

Attachments:
Exhibit A: Vicinity Map
Exhibit B: Existing and Proposed General Plan Land Use Diagram
Exhibit C: Existing and Proposed Zoning Diagram
Exhibit D: Draft Resolution
Exhibit E: Draft Resolution (CEQA)
Exhibit F: Draft Ordinance
Exhibit G: Capitol Caltrain Urban Village Draft Plan

GP23-008, C23-109 & C23-110

Links to Attachment A - G

Click on the title to view document.

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