



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Rosalynn Hughey

SUBJECT: SEE BELOW

DATE: October 16, 2018

Approved

Date

10/18/18

COUNCIL DISTRICT: 3

SUPPLEMENTAL

SUBJECT: FILE NO. GP18-009. ADOPTION OF THE EAST SANTA CLARA STREET URBAN VILLAGE PLAN PREPARED BY THE CITY AND THE COMMUNITY TO FURTHER THE URBAN VILLAGE MAJOR STRATEGY OF THE ENVISION SAN JOSE 2040 GENERAL PLAN.

REASON FOR THE SUPPLEMENTAL

This supplemental memorandum summarizes the changes to the East Santa Clara Street Urban Village Plan document made after the September 12, 2018 Planning Commission meeting.

RECOMMENDATION

1. Consider the Determination of Consistency to the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Supplemental EIR to Envision San José General Plan EIR, Resolution No. 77617, and Addendum thereto, in accordance with CEQA.
2. Adopt a resolution adopting:
 - a. A General Plan Amendment modifying the East Santa Clara Street (West of 17th Street) Urban Village boundary and changing the land use designations on properties within the boundary of the Urban Village Plan area on the General Plan land use diagram; and
 - b. The East Santa Clara Street (West of 17th Street) Urban Village Plan.

EXECUTIVE SUMMARY

Following the September 12, 2018 Planning Commission recommendation of approval of this Plan, Planning staff made minor modifications to the draft East Santa Clara Street Urban Village Plan based upon the recommendation of the Planning Commission and City Attorney. The more substantive changes include, (i) changes to the Urban Village boundary to include the entirety of the East Santa Clara Street bridge not already included within the Roosevelt Park Urban Village boundary (which crosses Coyote Creek), and (ii) allowing the City Attorney's Office to review the changes prior to the City Council hearing.

BACKGROUND

Modifications to the Urban Village Plan Document

The memorandum from the Planning Commission to the City Council (dated September 26, 2018) included modifications to the Plan document as follows:

1. Changes to the Urban Village boundary to include the entirety of the East Santa Clara Street bridge not already included within the Roosevelt Park Urban Village boundary (which crosses Coyote Creek), and
2. Allow the City Attorney's Office to review the changes prior to the City Council hearing.

In addition to the changes requested by the Planning Commission, Planning staff made other non-substantive text changes (i.e., typo corrections and policy alignment) which are discussed in detail below.

ANALYSIS

Prior to the City Council hearing, Planning staff incorporated the changes to the East Santa Clara Street Urban Village Plan (Village Plan) document as requested by the Planning Commission, as well as other non-substantive text changes (i.e., typo corrections and policy alignment). The following are the changes made to diagrams and the document text, with additions made in **red text** and deletions made in **red-strikethrough-text**. Also, the redlined Village Plan is linked in this memorandum.

Changes to the Introduction Chapter:

- Added the entirety of the East Santa Clara Street bridge into the Urban Village Plan boundary. The section of the bridge that is within the Roosevelt Park Urban Village was not included (pg. 1-8, Figure 1.3).
- Added reference to the adopted Complete Streets Design Guidelines (Pg. 1-10). These Guidelines provide guidance and best practices for developers and the City to build streets that safety accommodate walkers, bikers, and transit takers in addition to vehicle drivers.

- Updated the Housing Policies discussion to reflect the most updated information (pg. 1-10):
 - The City of San José ~~is currently working on various~~ has various adopted policies which address displacement and affordable housing policies at a ~~the~~ Citywide level, including: the Affordable Housing Impact Fee (AHIF), the Inclusionary Housing Ordinance (IHO), the Ellis Act Ordinance, and the Tenant Protection Ordinance. ~~to, and for this reason, these policies are not mentioned in this document.~~

Changes to the Land Use and Historic Preservation Chapter:

- Updated all the maps to include the part of the East Santa Clara Street Bridge that is not already included within the Roosevelt Park Urban Village boundary.
- Added a discussion of the City Council adopted Urban Village Implementation and Amenities Framework (pgs. 3-3 and 3-5).
 - As part of the preparation of an urban village plan, the General Plan states, “consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned with the Urban Village Plan.” On May 22, 2018, the City Council adopted City Council Resolution No. 78603 for the Urban Village Implementation and Amenities Framework (Framework), as may be amended in the future, to facilitate a rezoning process to allow the conversion of employment lands to residential or residential mixed-use uses consistent with the Framework within adopted urban village plans. The role of the Framework is to:
 - 1) Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.
 - 2) Provide the community and developers with a mechanism to have residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.
 - It should be noted that rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, Urban Residential, and Residential Neighborhood) will be required to comply with the Framework.
- Removed the Walgreens building from Figure 3.2: Historic Preservation Overlay Diagram because the historic building was demolished and a new building resembling the historic building was built in its place (pg. 3-9).
- Removed Land Use Policy LU-1.4 (pg. 3-11) as the other policies in the Village Plan provide the framework to require the replacement of key commercial square footages in appropriate locations as well as designates higher commercial floor area ratio requirements in strategic areas.
 - ~~Policy LU-1.4: The overall FAR of the Urban Village shall not drop below 0.2 when new residential development is proposed, unless the land is designated solely for residential uses.~~
- Added clarification for Land Use Policy LU-3.8 (pg. 3-12)
 - Policy LU-3.8: With the redevelopment of the former San José Medical Center site, a publicly-accessible urban plaza/park of a minimum 20,000 square feet at a location visible to East Santa Clara Street ~~should~~ shall be provided by developer.

Changes to the Open Space, Placemaking, and Wayfinding Chapter

- Added reference to the Urban Village Implementation and Amenities Framework.
- Added reference to the East Santa Clara Street Bridge.
- Removed Action Item OS-5.1 as current streamlining regulations are being pursued by the City rendering this action item redundant (pg. 4-13).
 - ~~Action Item OS-5.1: Streamline the parklet approval process to establish a parklet program that includes guidelines for prototyped/pre-constructed components, and standard approaches for maintenance and insurance to facilitate the process for developers and business owners, reduce costs, and streamline the approval process.~~
- Added clarification that the art or plazas within the Urban Village can be either public art or open spaces or private art or open spaces that are publicly viewable or usable.
- Made Pocket Park Guidelines 4 and 5 into Policies (pg. 4-9).
 - ~~Policy OS-3.3: Pocket Park Guideline 4:~~ Pocket parks shall be highly-visible and accessible from adjacent streets.
 - ~~Policy OS-3.4: Pocket Park Guideline 5:~~ Pocket parks shall have direct sunlight, sufficient shade during the warm months, and a generous amount of seating
- Simplified the Parklets discussion to better reflect the ongoing changes to the related regulations, including removal to references of curb cafes (pgs. 4-11 to 4-12).
- Removed Policy W-1.1 because it was redundant (same as Goal W-1.1) (pg. 4-20).
 - ~~Policy W-1.1: Design and implement a comprehensive wayfinding and community identification sign system that is unique to the history and cultural identity of East Santa Clara Street and its location between the Northside and Naglee Park neighborhoods, and differentiates it from the rest of the City.~~
- Removed the Guidelines for the specific types of wayfinding signage to avoid conflict with City Council Policy 9-3, Community Identification Signs and Wayfinding (pgs. 4-20 to 4-22).

Changes to the Urban Design Chapter

- Added clarification that, ~~“The case study diagrams demonstrate the potential build out of the opportunity sites and are for illustrative purposes only. Any future development will be subject to the requirements of the entirety of the Village Plan and applicable Municipal Code regulations, and residential development requiring a rezoning will comply with the City Council adopted Urban Village Implementation Framework.”~~ (pgs. 5-2 and 5-25).
- Removed mention of 15th Street becoming a public street.
- Moved the policies under the Case Study Opportunity Site section to the main policy section of the Chapter and deleted redundant policies that are shown in red strikethrough text:
 - *Development Character Policies Removed Due to Redundancy:*
 - ~~Buildings, streets, and ways should connect to the neighborhoods to the north and south with a basic grid pattern and generous walks and public spaces.~~
 - *Development Character Policies Added to Other Sections:*

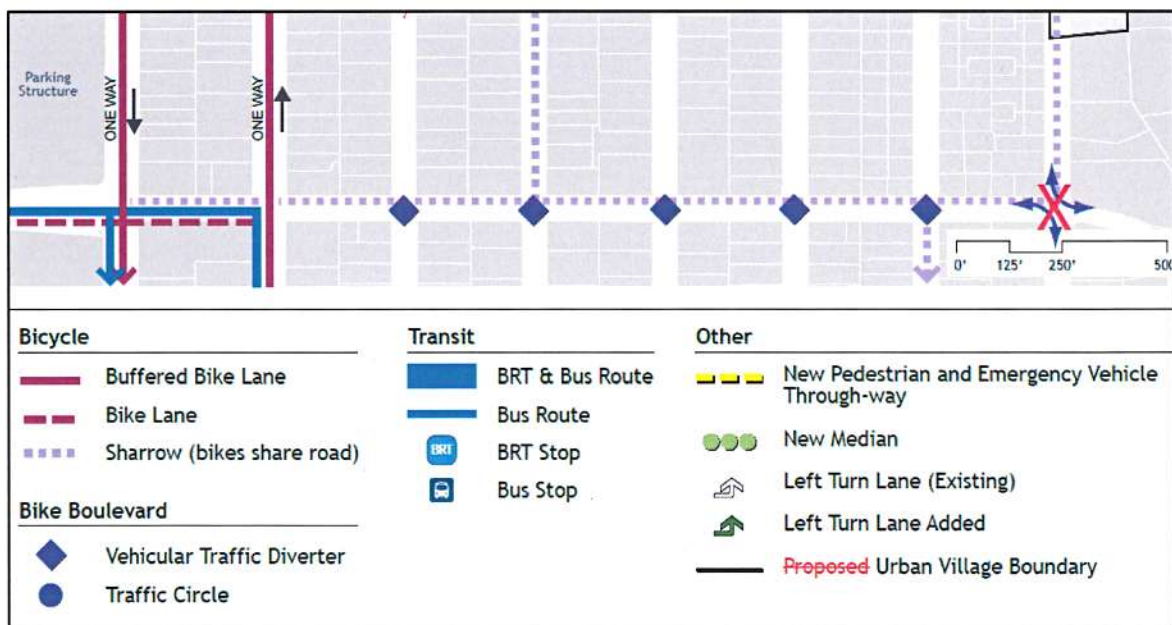
- Added to Active Street Frontage Design Guideline Section: ~~Retail, residential, and/or office buildings should be arranged to shape~~ designed to create distinct people-friendly spaces, such as courtyards, paseos, and plazas.
- Added to Building Form and Architecture Standards Section: Building forms and materials should be varied, so that new development does not appear to be a single monolithic project. Ideally, new buildings should complement the variety of forms and materials of adjacent neighborhoods.
- Added to Active Street Frontage Design Guideline Section: Landscaped terraces, pool/recreation decks, and other activity spaces should be considered on parking structure rooftop areas.
- *Open Space Policies Removed Due to Redundancy:*
 - ~~A minimum half-acre public open space should shall be provided along and visible from East Santa Clara Street as part of new residential or mixed-use development. This space should be faced by ground floor commercial uses that help to keep the space lively and supervised.~~
 - ~~The public open space should be designed to be flexible, to allow for special events such as farmers' markets, food vendors (like food trucks), and live performances.~~
- *Open Space Policies Added to Other Sections:*
 - Added to Active Street Frontage Design Guideline Section: A network of semi-public spaces, including at-grade pedestrian and bike ways and garage podium-level gardens and/or recreation facilities, should be provided.
- *Connectivity Policies Removed due to Redundancy or Irrelevance:*
 - ~~New Street — Right-of-way shall be 60 feet. Curb-to-curb width shall be 36 feet to accommodate two travel lanes and parallel parking. Back-of-curb area shall include 12-foot sidewalks, street trees, and attractive pedestrian-oriented street lights.~~
 - ~~Pathway — A minimum 20-foot wide pedestrian and bicycle pathway shall be provided. The paved area shall be minimum 12 feet wide. Landscaping shall be incorporated in the form of shade trees, planters, and/or landscaped border areas.~~
 - ~~East-West Connections — One mid-block east-west pedestrian and bicycle passage within the site is required. An additional connection is strongly encouraged.~~
 - ~~Activity-Generating Features — Primary building entrances, residential stoops, and upper floor office and residential balconies are recommended along pedestrian pathways.~~
 - ~~Shade Trees — Street trees and trees along internal ways should generally be deciduous canopy trees that provide shade in summer, enclose ground-level spaces, and screen taller buildings to create an intimate pedestrian environment.~~
- *Connectivity Policies Added to Other Sections:*
 - Added to Active Street Frontage Design Guideline Section: Socializing Amenities — Seating, tables, interactive public art, play areas, bicycle racks, and other elements should be provided to encourage social activity.
 - Added to Active Street Frontage Design Guideline Section: Lighting — Plentiful, attractive lighting should be provided in all public and semi-public spaces to encourage evening activity and ensure safety. All lighting shall conform to the City's adopted lighting policy.

- Removed Active Street Frontage Standard No. 3 because it is covered under the Circulation and Streetscape policy CS-1.8 (pg. 5-8).
 - ~~Active Street Frontage Standard No. 3: Sidewalks along East Santa Clara and East San Fernando Streets shall be 20 feet wide, with a front building setback/build-to-line for new development at 20 feet from the curb line, to create space for a public, pedestrian-friendly, boulevard street environment.~~
- Removed Active Street Frontage Guideline No. 18 and added it as a Policy in the Circulation Chapter (pg. 5-8).
 - ~~Guideline No. 18: Driveways and curb cuts shall be shared whenever possible. Vehicle access to corner parcels along East Santa Clara and East San Fernando Streets shall be from side streets.~~
- Removed Neighborhood Integrity and Compatibility Parking Standard No. 8 (pg. 5-16) and added as policy in Circulation and Streetscape Chapter.
 - ~~Guideline No. 8: Primary parking access for corner lots shall be located along side streets. Parking access for mid-block lots shall be provided through the building, excepting from East Santa Clara or East San Fernando Streets. Curb cuts shall be limited to minimize pedestrian and vehicular circulation conflicts.~~
- Moved the following guideline to be an Active Street Frontage Standard (pg. 5-8):
 - Construct interior tenant spaces in new development projects with “stubbed-out” plumbing, electrical, mechanical, and ventilation systems, including installation of a grease interceptor on-site, or grease trap(s) in the tenant spaces. These improvements will facilitate and increase their marketability and ready the spaces for restaurant and food service/bakery uses.
- Removed the discussion of sidewalks as it is covered in the Circulation and Streetscape Chapter (pgs. 5-14 to 5-16)
 - ~~Sidewalks~~
 - ~~A 20 foot wide sidewalk is required for new development. Narrower or wider sidewalks may be appropriate if:~~
 - a. ~~Entry courtyards, plazas, outdoor eating and display areas, or other uncovered areas designed and accessible for public use are located between the setback line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area; or~~
 - b. ~~The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or~~
 - c. ~~A greater setback is necessary for design compatibility with an historic resource.~~
- Removed Guideline 3.c. as these allowances are already covered under the Village Plan (pg. 5-18).
 - ~~For special architectural features such as towers, atria, and other features are encouraged and may be permitted to exceed height limits subject to City review.~~
- Removed Neighborhood Integrity and Compatibility Height Guidelines to avoid conflict with height standards (pg. 5-18).
 - ~~Height Exceptions — Maximum height exceptions of up to five feet may be approved for the following:~~
 - a. ~~Where underground parking is provided. Subsurface structures shall extend no higher than three feet above finished grade.~~

- ~~b. Where added height is needed to provide an appropriate gable or other sloped roof.~~
- ~~e. For special architectural features such as towers, atria, and other features are encouraged and may be permitted to exceed height limits subject to City review.~~
- ~~d. Rooftop mechanical equipment may extend up to 15 feet above the maximum building height standard provided equipment is screened and is set back at least 10 feet from the building edge.~~
- Added Building Height Standards 2 and 3 (pg. 5-14).
 - Building Height Standard 2: Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project up to ten feet above the maximum height limits, but shall not exceed the established daylight plane.
 - Building Height Standard 3: Height shall be measured as required by the San José Municipal Code.
- Removed Parking Guideline No. 6 as it is a policy in the Circulation and Streetscape chapter (pg. 5-18).
 - ~~Shared parking within and between sites should be promoted.~~

Changes to the Circulation and Streetscape Chapter

- Added reference to the Urban Village Implementation and Amenities Framework.
- Added reference to the East Santa Clara Street Bridge.
- Changed the vehicular traffic diverter symbol on Figure 6.5: Circulation Improvement Concept Diagram from arrows to a diamond to avoid confusion as the diagram is conceptual only (pg. 6-11).



- Removed Policy CS-1.5 as it was identical to Policy CS-2.2 (pg. 6-14).
 - ~~Policy CS-1.5: At a minimum, ensure that all streets within the Village are consistent with the Americans with Disabilities Act (ADA) guidelines for accessibility of elements such as sidewalks and curb ramps.~~
- Removed Policy CS-2.3 because it was similar to Policy CS-1.8 (pg. 6-16).

October 16, 2018

Subject: File No. GP18-009

Page 8

- ~~Policy CS-2.3: Design sidewalks along East Santa Clara Street to a minimum of 20 feet wide, typically achieved with building setbacks as new development occurs.~~
- Added (pg. 6-16): Policy CS-2.11: Provide one mid-block east-west pedestrian and bicycle passage within the former San José Medical Center site. An additional connection is strongly encouraged.
- Added (pg. 6-16): Policy CS-2.14: Driveways and curb cuts shall be shared whenever possible. Vehicle access to corner parcels along East Santa Clara and East San Fernando Streets shall be from side streets.
- Added (pg. 6-16): Policy CS-2.15: Primary parking access for corner lots shall be located along side streets. Parking access for mid-block lots shall be provided through the building, excepting from East Santa Clara or East San Fernando Streets. Curb-cuts shall be limited to minimize pedestrian and vehicular circulation conflicts.

Changes to the Glossary

- Added a definition for Area Median Income (pg. G-2).
 - **Area Median Income (AMI):** The area median income (AMI) is the household income for the median — or middle — household in a region (HUD Region 9) as reported annually by the U.S. Department of Housing and Urban Development (HUD).

/s/

ROSALYNN HUGHEY, Director
Planning, Building and Code Enforcement

For questions, please call Michael Brilliot, Deputy Director (408) 535-7831.

Attachments: Attach A - Public Correspondence Post Planning Commission Hearing
Attach B - Redlined East Santa Clara Street Urban Village Plan