



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Planning Commission

**SUBJECT:** SEE BELOW

**DATE:** November 19, 2021

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**SUBJECT: FILE NO. GPT21-001, GPT21-005, GP21-013, GPT21-006, AND GPT21-007  
GENERAL PLAN DIAGRAM AND TEXT AMENDMENTS AS FOLLOWS:**

- **FILE NO. GPT21-001: GENERAL PLAN FOUR-YEAR MAJOR REVIEW  
GENERAL PLAN AMENDMENT: NEIGHBORHOOD BUSINESS  
DISTRICT OVERLAY**
- **FILE NO. GPT21-005: GENERAL PLAN FOUR-YEAR MAJOR REVIEW  
GENERAL PLAN AMENDMENT: URBAN VILLAGE TEXT  
AMENDMENTS**
- **FILE NO. GP21-013: GENERAL PLAN FOUR-YEAR MAJOR REVIEW  
GENERAL PLAN AMENDMENT: GROWTH AREA AMENDMENTS**
- **FILE NO. GPT21-006: GENERAL PLAN FOUR-YEAR MAJOR REVIEW  
GENERAL PLAN AMENDMENT: VEHICLE MILES TRAVELED (VMT)  
POLICY TEXT AMENDMENTS**
- **FILE NO. GPT21-007: GENERAL PLAN FOUR-YEAR MAJOR REVIEW  
GENERAL PLAN AMENDMENT: EVERGREEN EAST HILL  
DEVELOPMENT POLICY TEXT AMENDMENTS**

## **STAFF RECOMMENDATION**

Staff recommends that Council approve all of the actions listed below.

1. Consider the 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 General Plan Final Program Environmental Impact Report (Resolution No. 77617), and Addenda thereto in conformance with CEQA; and
2. Adopt a resolution approving the General Plan Text and Diagram Amendments associated with the Envision San José 2040 General Plan Four-Year Review.

## **PLANNING COMMISSION RECOMMENDATION**

Commissioner Torrens made a motion to approve the staff recommendation; seconded by Commissioner Caballero. Following the Commission's discussion of the motion, Commissioner Caballero made a motion to ask for a friendly amendment to Commissioner Torrens' motion to

approve the staff recommendations except to recommend adoption of the Task Force recommendations in those instances where they differ from the Planning staff’s recommendations. Commissioner Torrens agreed to accept the friendly amendment as did Commissioner Caballero (see [Exhibit D: Recommended General Plan Text and Diagram Amendments \(Strikethrough/Underline\)](#) from the Planning Commission Packet). Commissioner Torrens’ motion with the friendly amendment was approved (9-1-1, Oliverio opposed; Garcia absent).

The Staff recommendations are listed below, with the Planning Commission’s recommended changes to reflect the Task Force recommendations where they differ from the staff recommendation indicated in redline. [Exhibit A](#) is the draft resolution with the changes recommended by the Planning Commission, while [Exhibit B](#) is the draft resolution with the changes recommended by staff.

**1. Staff Recommended Signature Project Policy Standards with Planning Commission Recommended Changes in Redline**

<i>Urban Village Type</i>	<i>Neighborhood Village</i>	<i>Local Transit Village</i>	<i>Commercial Corridor &amp; Center Village</i>	<i>Regional Transit Urban Village</i>
<b>Site Location Requirement</b>	(1) Within an Urban Village AND (2) General Plan Land Use Designation of Urban Village, residential, or commercial			
<b>Site Selection Requirement</b>	(1) Corner parcel; OR (2) Interior parcel of at least <del>3 acres</del> 1.5 acres with <del>150 ft</del> 100 ft of street frontage and shall not result in any remnant or remainder parcels			
<b>Concurrent Development Requirement</b>	<del>Residential and commercial/office components must be constructed concurrently</del>			
<b>Commercial Requirement</b>	Provide 100% replacement of existing commercial/office square footage and provide <del>above</del> average job density			
<b>Requirement Above Average Jobs Density</b>	≥ 5%	≥ 10%	≥ 10%	≥ 15%
<b>Requirement of Additional Jobs Density Based on Parcel Size</b>	<del>5 to 10 acres: 5% additional commercial space &gt; 10 acres: 10% additional commercial space</del>			
<b>Minimum Residential Density</b>	<del>45 DU/AC</del> 30 DU/AC	55 DU/AC	55 DU/AC	75 DU/AC
<b>Open Space Requirement (Publicly Accessible)</b>	≥ 2,000 sq ft	≥ 5,000 sq ft	≥ 5,000 sq ft	≥ 10,000 sq ft

<b><i>City Policy Compliance</i></b>	Projects must comply with all of the following: (1) General Plan; (2) Zoning Ordinance; AND (3) Citywide Design Standards and Guidelines
<b><i>Public Meeting Requirement</i></b>	Create tailored community engagement strategy for each signature project for the most effective outreach to the community

**2. Staff Recommendation with Planning Commission Recommended Changes in ~~redlined~~ text: *Mixed-Income Housing within Mixed-Use Developments in Urban Villages (Policy IP-5.12):***

Policy IP-5.12 Residential projects that are 100% affordable deed-restricted by a public entity for a period not less than 55 years to low-income residents (earning 80% or less of the Area Median Income), can proceed within an Urban Village without an approved Plan., ~~if the project meets the following criteria:—~~Such projects are not required to provide commercial space, even if the site contained existing commercial uses.

1. ~~Development that demolishes and does not adaptively reuse existing commercial buildings shall replace at least 50% of the existing commercial square footage. If the 50% replacement is less than 3,000 square feet, provide a minimum of 3,000 square feet.—~~
2. ~~The project is not located on identified key employment opportunity sites, which are sites generally 2 acres or larger, located at intersections, and for which there is anticipated market demand for commercial uses within the next 10 to 15 years.—~~

Projects must meet all criteria above to use this policy and the criteria are not subject to State Density Bonus concessions or waivers.

**3. Residential Uses in Neighborhood Business Districts (GPT21-001): (highlighted in red text)**

The Task Force also recommended the following two additional action items that staff does not recommend:

1. Explore revising the 100 percent replacement of commercial to provide more flexibility on the amount to be replaced based on the status and success of each Neighborhood Business District (NBD).
2. Development projects be required to comply with future anti-displacement strategies that result from the Small Business Alum Rock Pilot Program.

## **OUTCOME**

1. If the Council adopts the Planning Commission recommendation, then the actions listed above will occur and the General Plan will be amended except for instances where staff recommendation differed from the Task Force recommendations, and in those instances, Task Force recommendations will be adopted. The resolutions listed for the items above would be adopted with modifications to Signature Project Policy IP-5.10, Affordable Housing Policy IP-5.12, and additional action items related to NBDs, as shown above, specifically the Resolution attached to this memo entitled “Exhibit A – Resolution: Planning Commission Recommendation.”
2. If the Council accepts the staff recommendation, then the actions listed above will occur and the General Plan will be amended and for instances where staff recommendation differed from the Task Force recommendation, staff recommendation would be adopted, specifically the Resolution attached to this memo entitled “Exhibit B – Resolution: Staff Recommendation.”

## **Public Testimony**

Fifteen members of the public spoke to express their concerns about additional housing in the Willow Street/Calle Willow NBD. Specifically, each member of the public was in support of staff recommendation to remove Calle Willow from the NBD overlay and believed additional residential would likely displace existing business owners within the Calle Willow NBD. Many of the speakers were local business owners and business employees who were worried about their small businesses or employers being displaced due to residential redevelopment. Many representatives from Sacred Heart Community Center spoke in support of the business owners and residents and shared similar concerns. Speakers spoke in support of strong anti-displacement policies for this neighborhood. Staff is not recommending changes to this NBD to facilitate residential uses, satisfying community concerns.

Regarding staff’s recommended change to the commercial requirements for affordable housing under Policy IP-5.12, Ray Bramson, representing Destination Home, spoke in support of the Task Force recommendation to eliminate commercial requirements for 100 percent affordable housing projects in Urban Villages. He stated commercial requirements were burdensome for affordable housing developers and believed any commercial requirement would limit the number of affordable housing projects in the future.

## **Planning Commission Discussion**

After the presentation on the elimination of Growth Horizons, Commissioner Ornelas-Wise and Commissioner Young asked clarifying questions about what would determine the priority for Urban Village Plan development. Commissioner Young expressed concern about the elimination of Growth Horizons. Staff responded that IP-2.10 would dictate the staffs’ priority for future Urban Village Planning efforts which are for areas near transit and especially Growth Areas with high-market demand. Commissioner Young asked specifically about when staff would initiate a

Camden/Hillsdale Urban Village Plan. Staff responded that there were no immediate plans to start work on the Camden/Hillsdale Urban Village and spoke about the limitations in funding for work on Urban Village plans. Commissioner Lardinois spoke in support of the staff recommendation to eliminate Horizons.

After the presentation of modifications to Policy IP-5.5, which requires Urban Village Plans to plan for the full amount of assigned jobs and housing capacity, Commissioner Oliverio asked if staff analyzed modifications to the policy instead of eliminating requirements. Staff responded that removal of the requirements would provide the most flexibility and felt that these requirements were not necessary because the General Plan has other policies that require planning for both housing and commercial.

After the presentation of modifications to Signature Project Policy IP-5.10, Commissioner Cantrell asked what defines a Signature Project, and if Signature Projects require affordable housing. Staff responded that Signature Projects are intended to serve as a catalyst project ahead of an Urban Village plan and do not require affordable housing by definition; however, such projects are required to comply with the City's Inclusionary Housing Ordinance. Commissioner Cantrell also asked staff if the Signature Project Policy contains any requirements to address equity, especially for small business owners. Staff responded that small-business displacement is a concern and there are large challenges to retention policies; however, the City is working on a holistic way to address anti-displacement concerns through potential future policies and research. Staff noted the best way to retain small business space is to not demolish commercial spaces in the first place. Commissioner Cantrell stated that developers who tend to profit from projects owe the community some consideration.

Commissioner Oliverio asked if Senate Bill (SB) 330 and SB 35 influence the Signature Project Policy. Staff responded that affordable housing developers do not need to use the Signature Project policy because of existing state laws and General Plan policies.

Commissioner Ornelas-Wise asked what defines a prominent location and if staff analyzed the difference in site locations in each Urban Village. Staff responded that an analysis was conducted to determine the difference between the staff recommendation and the Task Force recommendation and found the difference to be 23 parcels city-wide; however, staff noted that often developers aggregate parcels to qualify, making it difficult to determine the full number of potential locations.

After the presentation of modifications to Affordable Housing Policy IP-5.12, Commissioner Montañez asked to clarify a question about how the Policy works today. Staff explained that under the Policy today, any affordable project within an Urban Village would be required to replace 100 percent of the existing commercial square footage, but under the proposed Policy, 50 percent of the existing commercial square footage would need to be replaced. Staff noted that currently, affordable housing projects are using concessions under density bonus law to significantly reduce the amount of commercial the projects would otherwise be required to provide and concessions may further reduce the commercial requirement.

After the presentation on Urban Village Residential Capacity Pool, Commissioner Oliverio asked if an Urban Village that has adequate development capacity would still need to go through environmental review under CEQA. Staff responded that all projects in Urban Villages would still need project-level CEQA review. Staff clarified that if a project exceeded the development capacity allocated to the Urban Village in the General Plan, staff's proposal would allow projects to proceed outside of the annual General Plan review cycle but would still be required to prepare a General Plan Long-Range Transportation Analysis as part of the CEQA analysis for the project.

After the presentation on NBDs, Commission Chair Bonilla emphasized the importance of the community's voice in impacting staff's recommendation and changing their recommendation on the Willow Street/Calle Willow NBD. Commissioner Oliverio asked why Japantown is considered to be eligible as a National Historic District, and Deputy Director Brilliot stated that it was both historic culture of the district and the buildings associated with the history and culture of Japantown. Commissioner Ornelas-Wise expressed her thanks to staff for considering the cultural significance of Japantown and the NBDs.

After the presentation on VMT policies and actions, Commissioner Montañez asked if any VMT policies encouraged the adoption of electric vehicles and whether the VMT metric included any assumption on electrification. Staff responded that facilitating vehicle electrification was included in the City's recent adoption of the Building Reach Code but is not included in the VMT policy. Staff stated the policy is intended to lower the amount of driving and the policy would evolve as more electric vehicles are purchased and used. Staff noted that the reduction of VMT would still contribute to lower emissions as more electric vehicles are used.

Commissioner Oliverio asked how VMT can adversely impact San José's goal of adding more jobs. Staff presented a VMT heat map showing where commercial development would be high, medium, and low in VMT. Staff stated that VMT would be immitigable in red zones but that commercial or industrial development would still have a path forward; proposed commercial or industrial projects would be required to prepare an Environmental Impact Report and the Council would need to adopt a statement of overriding considerations to approve the project.

Commissioner Ornelas-Wise stated that she would like to see a strategy to clean up existing infrastructure such as trails to increase safety as a VMT strategy.

After the presentation on Evergreen East Hills Development Policy (EEHDP), Commissioner Lardinois asked whether the policy changes would require a transportation analysis and specifically referenced the Tropicana Shopping Center project, where a transportation analysis was not prepared. David Keyon, Principal Planner on the Environmental Review Team, responded that with the retirement of the EEHP as it would apply to future development, the transportation impacts of a project would be analyzed using VMT under the City's Transportation Analysis Policy (Policy 5-1). Projects could also be required to conduct a local transportation analysis to evaluate issues beyond those covered in the VMT analysis including project access, vehicle circulation, and local congestion. Staff explained that the Tropicana

Shopping Center project was within the capacity of the EEHDP, so a transportation analysis was not required because the transportation analysis and impacts were covered by the EEHDP.

Commissioner Ornelas-Wise asked how long it would take for staff to update the Zoning Ordinance to be consistent with the proposed General Plan Amendment. Staff responded that not all General Plan Amendments would require a Zoning Ordinance update but for the NBDs, the timeline would be approximately four to five months.

Chair Bonilla asked if we know of any plans for the Pleasant Hill golf course site. Staff responded that there are no projects proposed at this time; however, staff noted that the site is located within an area with high VMT for residential and employment. Chair Bonilla asked what could feasibly be developed and staff responded that potentially employment uses could be located on the site.

After public comments, Commissioner Cantrell commended staff for removing Calle Willow from the NBD Overlay but expressed his concern for the lack of plans and actions to address inequity. Commissioner Cantrell requested concrete plans and actions to change the dynamic of inequity and proposed that staff come back with a plan to address equity for all.

Commissioner Torrens asked to confirm that Calle Willow was removed from the NBD Overlay. Staff responded that Calle Willow was removed to preserve the existing businesses and community. Staff also proposed that the City Council add an action item for staff to change the existing land use designations to Neighborhood/Community Commercial to remove allowances for residential in order to prevent small business displacement.

Commissioner Young expressed his thanks and appreciation to the public for their comments and asked for staff's reasoning for including a commercial requirement for 100 percent affordable housing. Staff acknowledged that building affordable housing could be easier with no commercial requirement but noted that it is possible to build mixed-use affordable housing and there have been such projects built in the past. Staff's recommendation is intended to further the Urban Village Strategy's objective of creating mixed-use walkable communities by building both commercial and housing within Urban Villages, and not to reduce or eliminate commercial uses through housing development, consistent with this Strategy.

Commissioner Montañez asked whether staff's recommendation on commercial requirements would apply to Homekey affordable housing projects for existing hotels and motels. Staff responded that it is their understanding that Homekey projects fall under rules established by the State but added that they were not familiar enough with these laws or projects to understand whether commercial requirements established by the City would apply. Staff noted that many affordable housing projects, including supportive housing for formerly homeless people, are using SB 35 and Assembly Bill (AB) 2162 to lower their commercial requirements.

Commissioner Montañez asked if Planning staff is committed to helping organizations find commercial tenants and manage commercial tenants with our requirements or if staff are expecting organizations to navigate the Policy on their own. Staff responded that the Office of Economic Development (OED) is working on helping small businesses navigate the challenges.

Montañez stated her concerns for the vulnerable because there is a lack of clarity and leaves many unanswered questions.

Chair Bonilla echoed Commissioner Cantrell's statement and believes the City needs to reflect inward and staff should keep in mind that the ideas and plans it puts forward have an impact. He stated his appreciation for the robust conversation and values the Commission's feedback.

Commissioner Torrens made a motion to approve the staff recommendation except to replace the staff recommendation for the affordable commercial requirement in Policy IP-5.12 with the Task Force recommendation to remove commercial requirements for affordable housing in Policy IP-5.12. Seconded by Commissioner Cabellero. No vote was made on this motion as it was modified by a friendly amendment made by Commissioner Cabellero (as noted below).

Commissioner Young made a substitute motion to approve the staff recommendation, and Commissioner Oliverio seconded. The motion failed because it did not receive an affirmative vote of a majority of the Commissioners (5-5-1, Cabellero, Cantrell, Lardinois, Montañez, and Torrens Opposed; Garcia Absent).

Commissioner Cabellero made a friendly amendment to the original motion by Commission Torrens to approve the staff recommendations except for instances where the staff recommendations differed from the Task Force recommendations, and in those instances approve the Task Force recommendations. Commissioners Torrens and Caballero accepted the friendly amendment. The motion passed (9-1-1, Oliverio Opposed; Garcia Absent).

## **BACKGROUND**

The Planning Commission held a public hearing on November 10, 2021, to consider the proposed General Plan Amendment and General Plan Text Amendments associated with the Envision San José 2040 General Plan Four-Year Review.

Planning Division Deputy Director Michael Brilliot gave a Study Session level presentation to the Planning Commission with the background and history of each proposed General Plan Text and Diagram Amendments. The presentation was separated by topic and the Planning Commission asked clarifying questions between each topic. Planning Commission comments and questions are summarized within the "Planning Commission Discussion" section above. Staff's presentation is summarized and separated by each topic below:

### **GPT21-005 & GP21-013: Urban Village Text Amendments**

*Staff presented recommendations to modify Urban Village boundaries including:*

- Removal of the Evergreen Village (V55)
- Removal of E. Capitol/Foxdale Drive Urban Village (V52)
- Creation of Capitol Caltrain Station Area

- Creation of Story Road Urban Village

*Modifications to policies related to Urban Villages including:*

- Elimination of the Residential Pool Capacity Policy IP-2.1
- Modification of Implementation Policy IP-5.5
- Elimination of Growth Horizons

*Modifications to Signature Project Policy IP-5.10 including a brief background on:*

- SB330 requirements for objective standards
- Difference between Staff and the Task Force recommendations for site selection, commercial requirements, minimum density, and concurrent development requirement

*Modifications to Affordable Housing Policy IP-5.12:*

- Staff provided background information on the major policies permitting affordable housing in the General Plan
- Staff presented both Staff and Task Force recommendations for commercial requirements

*Shifts in residential and employment capacities:*

- Background on employment and residential shifts associated with Downtown West and Diridon Station Area Plan Amendment
- Staff's recommended shifts of residential and employment capacity
- Shared planned growth capacity between Urban Villages

GPT21-001: Neighborhood Business Districts (NBD)

Staff presented and defined Neighborhood Business Districts and explained how they functioned in the General Plan. Each proposed Neighborhood Business District was described showing its boundaries and existing street views. Staff recommendations included:

- Establish an initial pool of 600 units of residential capacity
- Changes to the commercial requirement
- Changes to the maximum heights
- Remove Willow Street/Calle Willow from the proposed overlay to combat small business displacement
- Presented Task Force recommendations to add two additional action items to explore changing the commercial requirements and requirements of the City's potential future anti-displacement policy

GPT21-006: Implementation of Tier II VMT Actions

Staff presented recommendations to change the General Plan to further support the reduction of Vehicle Miles Traveled (VMT) and the achievement of the greenhouse gas reduction goals of Climate Smart San José. Staff recommendations included:

- Move forward with implementation of Tier II VMT actions
- Align VMT reduction goals of Climate Smart reduction goals

#### GPT21-007: Evergreen East Hills Development Policy

Staff presented the history and background of the Evergreen East Hills Development Policy (EEHDP) and presented their recommendations. Staff recommendations included:

- Transition to the VMT Policy for growth control and effectively close out the EEHDP by amending the EEHDP so that it will only apply to projects that have received development approvals prior to the date of this amendment and that are required to pay the EEHDP traffic impact fees.
- As part of closing out the EEHDP, maintain the Evergreen-East Hills Visioning Strategy Guiding Principles and Design Guidelines to memorialize the broader goals and policies of the Evergreen-East Hills Vision Strategy
- Deliver transportation improvements that support development outcomes to-date

Planning staff recommended that the Planning Commission recommend that the City Council approve the General Plan Text and Diagram Amendments associated with the Envision San José 2040 General Plan Four-Year Review.

The Planning Commission adopted a motion to recommend that the City Council approve the staff recommendations except for instances where staff recommendations differed from the Task Force recommendations, and in those instances approve the Task Force recommendations.

#### **ANALYSIS**

For a complete analysis, including the related CEQA clearance, please see the [Planning Commission Staff Report](#) dated October 27, 2021 (attached).

#### **CONCLUSION**

The Planning Commission voted to recommend that the City Council approve the staff recommendations except for instances where staff recommendations differed from the Task Force recommendations, and in those instances approve the Task Force recommendations.

However, staff recommends that Council approve all of the staff recommendations without any of the modifications recommended by the Planning Commission.

## **EVALUATION AND FOLLOW UP**

If the proposed General Plan Amendment and General Plan Text Amendments are approved as recommended by the Planning Commission, the General Plan would be updated to reflect the staff recommendations except for instances where staff recommendations differ from the Task Force recommendations, and in those instances, the General Plan would be updated to reflect the Task Force recommendations.

Task Force recommendations would modify Signature Project Policy IP-5.10 to lower site selection requirements, lower commercial requirements, lower minimum density for neighborhood villages, and remove the concurrent commercial development requirement.

Based on the staff analysis, reducing the interior parcel site selection criteria to 1.5 acres and 100-foot frontage would only have marginal significance in increasing the number of sites that would be eligible for Signature Projects. Most of the potential sites for Signature Projects under the Staff recommended criteria are corner parcels, and at least one parcel exists in each urban village that would qualify as a Signature Project based upon the objective site location criteria.

Reducing the interior parcel requirements as recommended by the Task Force would only make 23 more sites available for Signature Projects (see Table 4), an increase of 6.5 percent in total available sites.

Additionally, loosening the requirements of the Signature Project Policy may defeat the purpose of allowing Signature Projects to move forward ahead of an adopted Village Plan because Signature Projects are intended to exceed typical City requirements. Reducing required property acreage and frontage, reducing the recommended job density requirement, and eliminating the requirement that commercial and residential development occur concurrently in such projects dilutes and does not accomplish the goals of a truly mixed-use “Signature” Project that would typically anchor an Urban Village and spur nearby development and ensure the timely development of those projects as expected and desired.

The Task Force recommends the elimination of any commercial requirement in Policy IP-5.12 due to the additional cost burden and financing difficulties that affordable housing developers face with mixed-use developments. Staff makes its recommendation to preserve at least half the existing commercial in such projects because, although Policy IP-5.12 requires substantially less commercial space than a Signature Project, it also remains consistent with the concept and goals of mixed-use development and zoning, advances the goals of creating job opportunities and destinations for the community, and furthers the General Plan’s goal to create mixed-use Urban Villages where people can meet many of their daily needs within proximity by walking, biking, or by taking a short transit ride.

Should the City Council adopt the Task Force recommendation to eliminate the commercial requirement of Policy IP-5.12, staff recommends that the City Council direct Staff to add an action item to the General Plan for staff to determine key employment sites where affordable

housing would not be allowed under Policy IP-5.12 or which would require commercial space as part of any housing project, including any affordable housing project.

Lastly, the Task Force recommended adding two items to the NBD policy framework. First, the Task Force recommended exploring revising the Policy requiring 100 percent replacement of commercial to provide more flexibility on the amount of commercial required based on the status and success of each NBD. Second, the Task Force recommended that development projects be required to comply with future anti-displacement strategies that result from the Small Business Alum Rock Pilot Program.

Staff analyzed the additional two items and found the first recommendation to explore providing flexibility to reduce the amount of commercial space required, could lead to less available commercial space in the City, particularly in a Neighborhood Business District where small businesses thrive and may increase the possibility of displacement. Further, Staff found that projects which provide a certain level and number of affordable units can use density bonus law to reduce commercial obligations, providing flexibility under existing regulations.

Regarding the second Task Force recommendation, it is not appropriate to add a policy that development projects comply with a business displacement policy that may be established in the future, as such a policy does not currently exist today. Furthermore, if such a policy were adopted by the City, developers could be required to comply with it anyway, making a General Plan Policy redundant.

Staff continues to recommend that Council approve all of the staff recommendations without any of the modifications recommended by the Planning Commission.

### **CLIMATE SMART SAN JOSE**

The proposed General Plan Amendment and General Plan Text Amendments align with Climate Smart San José's overall goals. Modifications to Urban Village policies give further flexibility to Staff in the implementation of Urban Villages and promote density and development within Urban Villages. Increased focus growth near transit and urban services discourages sprawl and encourages transit ridership which reduces driving and reduces carbon emissions and greenhouse gases associated with driving. Further, the proposed General Plan Amendment and Text Amendments align the General Plan with the VMT reduction goals recommended by Climate Smart. Aligning the VMT reduction goals would avoid confusion of different goals in the General Plan and Climate Smart and would strengthen the City's commitment to its continued implementation of Climate Smart strategies.

### **PUBLIC OUTREACH/INTEREST**

To inform the public of the proposed project, staff followed Council Policy 6-30: Public Outreach Policy, as described below.

A notice of the public hearing was published in the San José Post Record and on the City's website. The staff report is also posted on the City's website and staff has been available to respond to questions from the public.

Although not required in the General Plan Four-Year Review Scope of Work, City staff hosted multiple community meetings following the public Task Force process on various General Plan Four-Year Review Topics:

- Seven Signature Project-focused interviews with knowledgeable and experienced San José developers (March 2021)
- Neighborhood Business District Community Meetings
  - Calle Willow NBD – April 26, 2021 at 6 p.m. (English, Spanish)
  - Japantown NBD (Taylor Street only) – May 3, 2021 at 6 p.m. (English only)
  - North 13<sup>th</sup> Street NBD – May 6, 2021 at 6 p.m. (English, Spanish)
  - Willow Glen NBD – May 20, 2021 at 6 p.m. (English only)
  - Focus Group Meeting for NBD Businesses – June 2, 2021 at 8 a.m. and June 3, 2021 at 12:00 p.m. (English, Spanish)
  - Meeting with Calle Willow Business Owners hosted by Sacred Hart, September 1, 2021 at 6 p.m. (English and Spanish)
- Evergreen-East Hills Development Policy Community Meeting – May 27, 2021 at 6 p.m. (English, Spanish, and Vietnamese)
  - Also attended District 8 Community Roundtable meeting on April 1, 2021

A summary of attendees and comments from each meeting is summarized under each topic in the Planning Commission Staff Report.

## **COORDINATION**

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

## **CEQA**

The environmental impacts of the General Plan Four-Year Review were evaluated in an Initial Study/Addendum to the Envision San Jose 2040 General Plan Program Environmental Impact Report (EIR), Supplemental Environmental Impact Report, and Addenda thereto. As described in the Initial Study/Addendum, the General Plan Four-Year Review does not create any of the conditions described in Section 15162 of the CEQA Guidelines that call for the preparation of a subsequent Environmental Impact Report. 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.

HONORABLE MAYOR AND CITY COUNCIL

November 19, 2021

**Subject: File Nos. GPT21-001, GPT21-005, GP21-013, GPT21-006, AND GPT21-007**

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The Initial Study/Addendum is posted to the City's "Active EIRs" website at: (<https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/general-plan-four-year-review> ). The Envision San José 2040 General Plan EIR and SEIR can be found at [www.sanjoseca.gov/completedeirs](http://www.sanjoseca.gov/completedeirs).

/s/

Christopher Burton, Secretary  
Planning Commission

For questions, please contact Michael Brilliot, Deputy Director, at 408 896-0136 or [michael.brilliot@sanjoseca.gov](mailto:michael.brilliot@sanjoseca.gov)

Attachment: [Planning Commission Staff Report](#)  
Exhibit A – Resolution: Planning Commission Recommendation  
Exhibit B – Resolution: Staff Recommendation

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE SPECIFYING THE COUNCIL'S DETERMINATIONS ON PROPOSED AMENDMENTS TO THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE**

**Fall 2021 General Plan Amendment Cycle (Cycle 2)**

**General Plan Four-Year Major Review General Plan Amendments**

**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 November 10, 2021, the Planning Commission held a virtual public hearing to consider all of the following proposed amendments to the General Plan, at which hearing interested persons were given the opportunity to appear virtually and present their views with respect to said proposed amendments:

- A. General Plan Four-Year Major Review General Plan Amendment: Neighborhood Business District Overlay, File No. GPT21-001 specified in Exhibit A hereto;
- B. General Plan Four-Year Major Review General Plan Amendment: Urban Village Text Amendments, File No. GPT21-005 specified in Exhibit B hereto;
- C. General Plan Four-Year Major Review General Plan Amendment: Growth Area Amendments, File No. GP21-013 specified in Exhibit C hereto;
- D. General Plan Four-Year Major Review General Plan Amendment: VMT Policy Text Amendments, File No. GPT21-006 specified in Exhibit D hereto;
- E. General Plan Four-Year Major Review General Plan Amendment: EEHDP Text Amendments, File No. GPT21-007 specified in Exhibit E hereto; and

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

**WHEREAS**, on November 30, 2021 the Council held a duly noticed virtual public hearing to consider the General Plan Amendment File Nos. GPT21-001, GPT21-005, GP21-013, GPT21-006, and GPT21-007; and

**WHEREAS**, a copy of the proposed General Plan Amendments is on file in the office of the Director of Planning, Building and Code Enforcement of the City and online available digitally at [sjpermits.org](http://sjpermits.org), with copies submitted to the City Council for its consideration; and

**WHEREAS**, pursuant to Title 18 of the San José Municipal Code, public notice was given that on November 30, 2021 at 6:00 p.m. the Council would hold a virtual public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendments (Exhibits “A”, “B”, “C”, “D”, and “E”); and

**WHEREAS**, prior to making its determination on the General Plan Amendments, the Council reviewed and considered the Initial Study/Addendum (File Nos. GP21-012, GPT21-001, GPT21-002, GPT21-005, GPT21-006, GPT21-007, PP21-012, C21-031, and PDC21-033) to the Final Program Environmental Impact Report for the Envision San José 2040 General Plan adopted by Council on November 1, 2011 (Resolution No. 76041), and the Supplemental EIR (“SEIR”) to the Envision San José 2040 General Plan adopted by Council on December 15, 2015 (Resolution No. 77617), and addenda thereto, in accordance with CEQA; and

**WHEREAS**, the General Plan Amendments specified in Exhibit “A” will not result in inconsistent zoning because the General Plan Amendments in Exhibit “A” shall not take effect until the effective date of zoning amendments that are consistent with this General Plan amendments; and

**WHEREAS**, pursuant to California Senate Bill (SB) 330, a city is prohibited from enacting a development policy, standard, or condition, as defined, that would have the effect of changing the land use designation or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan or specific plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018; and

**WHEREAS**, California Government Code Section 66300(b)(1) allows a city to change a land use designation or zoning ordinance to a less intensive use if the city concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity; and

**WHEREAS**, the General Plan amendments set forth in Exhibits “B”, “C”, “D”, and “E” and associated with File No. GPT21-001 will result in no net loss of the City’s residential capacity, as defined California Senate Bill (SB) 330: and

**WHEREAS**, the General Plan amendments set forth in Exhibit “A” and associated with File No. GPT21-001 will not result in a loss of residential capacity as defined California Senate Bill (SB) 330 because they rely upon existing residential capacity in the City of San Jose coupled with future zoning amendments in accordance with SB 940; and

**WHEREAS**, in order to address the net loss of residential capacity from the General Plan amendments set forth in Exhibit “A” in compliance with SB330 and SB940, the General Plan amendments set forth in Exhibit “A” will not take effect until the effective date of the future zoning amendments including: (1) an amendment to San Jose Municipal Code section 20.85 increasing height and residential capacity in the Willow Glen NBD to partially balance the decrease in height and residential capacity in the Japantown (Taylor Street only) NBD, and/or (2) any other zoning amendment that will increase residential capacity as may be necessary to address the net loss of residential capacity under SB330 and SB940; and

**WHEREAS**, the Council 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 determination regarding General Plan Amendment File No. GPT21-001/GPT21-005/GP21-013/GPT21-006/GPT21-007 is specified and set forth in

Exhibit “A”, Exhibit “B”, Exhibit “C”, Exhibit “D”, and Exhibit “E” attached hereto and incorporated herein by reference.

**SECTION 2.** The General Plan Text Amendment listed under File No. GPT21-001, as set forth in Exhibit “A” of this Resolution, shall take effect upon the completion of the following:

1. The effective date of zoning amendments that are consistent with the General Plan amendment set forth in Exhibit “A”; and
2. (a) The effective date an amendment to San Jose Municipal Code section 20.85 increasing height and residential capacity in the Willow Glen NBD to partially balance the decrease in height and residential capacity in the Japantown (Taylor Street only) NBD; and/or  
(b) The effective date of any other zoning amendment that will increase residential capacity as may be necessary to address the net loss of residential capacity under SB330 and SB940.

**SECTION 3.** 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 Exhibits "A," "B," "C," "D," and "E" 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. GPT21-001.** This General Plan amendment shall take effect upon the completion of the following:

1. The effective date of zoning amendments that are consistent with this General Plan amendment; and
2. (a) The effective date of an amendment to San Jose Municipal Code section 20.85 increasing height and residential capacity in the Willow Glen NBD to partially balance the decrease in height and residential capacity in the Japantown (Taylor Street only) NBD; and/or  
(b) The effective date of any other zoning amendment that will increase residential capacity as may be necessary to address the net loss of residential capacity under SB330 and SB940  
(hereinafter "Effective Date").

The Envision San Jose 2040 General Plan is hereby amended and shall take effect upon the Effective Date as follows:

1. Chapter 5, "Interconnected City" section, page 24, Neighborhood Business Districts, is hereby amended to read as follows:

### **Neighborhood Business Districts**

This designation applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

Neighborhood Business Districts (NBDs) contain a variety of commercial and noncommercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. This designation facilitates the implementation of a NBD Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San José's neighborhood-serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events. Consistent with its Implementation and Community Design Policies, the City will schedule,

coordinate, and design public improvements in Neighborhood Business Districts so that allocated funding is consistent with the City's growth strategies.

The NBD designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. Residential uses are allowed in the Japantown (Taylor Street only), North 13th Street, and Willow Glen Neighborhood Business Districts. New residential or residential mixed-use developments shall:

1. Replace 100% of the existing square footage of commercial or industrial space on site with commercial space. Where commercial or industrial uses do not currently exist, no commercial space is required unless the property is bounded by (shares a property line) with existing employment uses that also front the primary neighborhood businesses street (e.g. Lincoln Avenue, Taylor Street or North 13th Street). In these locations, a residential project shall provide ground-floor commercial space to create continuity of the commercial frontage along the primary street; Commercial space is required to be provided along at least 60% of the primary street frontage and must meet the development standards for commercial space in mixed-use projects that are established in the Citywide Design Standards and Guidelines document;
2. Have the following maximum residential densities:
  - North 13th Street: 50 DU/AC
  - Willow Glen:
    - Sites less than 1.5 acres, 50 DU/AC
    - Sites 1.5 acres or more, 65 DU/AC
  - Japantown (Taylor Street): 50 DU/AC on the north side of Taylor Street and 65 DU/AC on the south side of Taylor Street;
3. Have the following height limits:
  - North 13th Street: 50 feet
  - Willow Glen:
    - Sites less than 1.5 acres, 50 feet
    - Sites 1.5 acres or more, 65 feet
  - Japantown (Taylor Street): 50 feet on the north side of Taylor Street and 65 feet on the south side of Taylor Street;
4. Shall comply with Citywide Design Standards and Guidelines; and
5. Shall adaptively reuse any historic structures that are on a property.

The NBD overlay is typically applied to two types of commercial areas. The first is older commercial areas where connected buildings create a predominant pattern of a continuous street façade with no, or very small setbacks from the

sidewalk. Examples of this include Lincoln Avenue between Coe and Minnesota Avenues, Jackson Street between 4th and 6th Streets, and the segment of Alum Rock Avenue between King Road and Interstate 680. The second commercial area where the NBD overlay is applied typically contains a series of one or more of the following development types: parking lot strips (buildings set back with parking in front), neighborhood centers (one or two anchors plus smaller stores in one complex), or traditional, older commercial areas as described in the first NBD typology.

NBDs generally surround Main Street designations on the Transportation Network Diagram. The exceptions are The Alameda and East Santa Clara Street, which are noted as Grand Boulevards. NBDs can extend beyond the parcels immediately adjacent to a Main Street or Grand Boulevard, and they often overlap with Urban Village Boundary Area designations. To enhance clarity and reduce visual clutter, the locations of NBDs are not shown on the paper copy of the Land Use/Transportation Diagram. A map showing the full extent of the NBDs is included in Appendix 9.

Within an NBD overlay, residential and commercial uses, together with related parking facilities, are seen to be complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-through service windows, are discouraged along major thoroughfares within NBD areas. In areas with an NBD overlay designation, any new development or redevelopment must conform to the underlying land use designation or, for Japantown (Taylor Street only), North 13th Street, and Willow Glen Neighborhood Business Districts, must conform to the NBD criteria above for the allowance of residential use, when housing is proposed. In addition, project should conform to **and** applicable Urban Village Plans, Land Use Policies, and Community Design Policies. Such development must also conform to design guidelines adopted by the City.

2. Chapter 4, “Vibrant Neighborhoods” section, page 6, “Actions – Vibrant, Attractive, and Complete Neighborhoods,” is hereby amended to read as follows:

VN – 1.17 Explore revising the 100 percent replacement of commercial to provide more flexibility based on the different status and success of each Neighborhood Business District.

VN– 1.18 Add a policy that development projects in Neighborhood Business Districts are required to comply with any future anti-displacement strategies that could result from the Small Business Alum Rock Pilot Program.

DRAFT

## **EXHIBIT “B”**

**File No. GPT21-005.** The Envision San Jose 2040 General Plan is hereby amended as follows:

1. Chapter 5, “Interconnected City” section, page 23, Urban Village Area Boundary, is hereby amended to read as follows:

### **Urban Village Area Boundary**

A primary strategy of the Envision San José 2040 General Plan is to direct new employment and housing growth to identified Urban Village Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. The Urban Village Area Boundary delineates these areas of the City identified as having the potential to support growth through redevelopment and intensification to implement the Envision General Plan Focused Growth Major Strategy. Urban Village areas are divided into several categories depending upon their location: Regional and Local Transit Urban Villages; Commercial Urban Villages; and Neighborhood Urban Villages. These Urban Village areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment over the timeframe of the Envision General Plan. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses.

The Urban Village Area Boundary can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Area Boundary is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties within an Urban Village Area Boundary have an underlying General Plan designation, and new development must conform to the underlying designation for the property. Most sites within areas designated as within the Urban Village Area Boundary, planned for full redevelopment in a later Plan Horizon, have a Neighborhood/Community Commercial or other non-residential designation, so that new residential development is planned only to occur when the

City commences the identified Plan Horizon for that Urban Village area. (see Chapter 7 – Implementation for a description of Planning Horizons and Urban Village Planning). Prior to implementation of the Urban Village through preparation of an Urban Village Plan and/or development of a mixed-use project, the underlying General Plan designation determines the appropriate use and application of General Plan land use policies for the property. Specific allowable uses within the Boundary Area may be further evaluated and identified through the Urban Village planning process and may result in amendments to the Land Use/Transportation Diagram.

As part of the decision to commence a new Plan Horizon, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Urban Village. In some cases limited housing growth is allowed on sites within a future Horizon Urban Village Area Boundary when explicitly consistent with the goals and policies in this General Plan. Specifically, it is possible to find conformance with the General Plan Land Use / Transportation Diagram for residential or residential-mixed use development projects on sites with a commercial or other designation, provided that those projects meet the Signature Project, ~~incidental residential or residential Pool project~~ criteria established within the General Plan Implementation chapter policies or conform to the uses identified for the site within an Urban Village Plan that has been accepted by the City Council. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses within an Urban Village.

2. Chapter 7, “Implementation” section, page 8, Policy IP-2.4, is hereby amended to read as follows:

IP-2.4 Conduct a Major Review of the Envision General Plan by the City Council every four years to evaluate the City’s achievement of key economic development, fiscal and infrastructure/service goals, greenhouse gas emission reduction goals and targets, water conservation and recycling goals, availability and affordability of housing supply, Healthful Community goals, and to review changes and trends in land use and development. ~~Based on this review, determine the City’s readiness to begin the next Envision General Plan Horizon or to modify the number of “pool” residential units available for non-specific Urban Village areas within the current Plan Horizon.~~ Amend the Land Use / Transportation Diagram and/or Envision General Plan goals, policies, and actions accordingly.

3. Chapter 7, "Implementation" section, page 10, Policy IP-2.11, is hereby amended to read as follows:

~~IP-2.11 Provide a "Pool" of residential unit capacity which may be allocated to allow entitlement of residential projects within Urban Village areas not included within the current Plan Horizon, and for Signature Projects as defined in Policy IP-5.10, that are part of the current Plan Horizon or a future Horizon. This Pool is initially established as 5,000 units, and may be replenished as part of a General Plan Major Review. The 5,000-unit Pool is not additional capacity to the General Plan's planned housing yield, but instead is drawn from the respective Urban Village's planned housing yield when utilized. Projects receiving allocation must conform to the Land Use / Transportation Diagram and advance the goals and policies of the respective Urban Village Plan. Preparation of an Urban Village Plan for the subject Urban Village is necessary prior to allocation of these units unless the project qualifies as a Signature Project in a future Horizon Urban Village.~~

4. Chapter 7, "Implementation" section, page 10, Policy IP-2.12, is hereby amended to read as follows:

~~IP-2.12~~ IP-2.11 Reconvene the Envision San José 2040 Task Force during each Major Review of the Envision General Plan to provide community and stakeholder engagement in reviewing and evaluating success in the implementation of this General Plan and recommending any mid-course actions needed to achieve its goals.

5. Chapter 7, "Implementation" section, page 18, Policy IP-5.5, is hereby amended to read as follows:

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 ensure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this Envision Plan. ~~The Urban Village Plan should be consistent with the following objectives:-~~

- ~~1. The Urban Village planning process is not a mechanism to convert employment lands to non-employment uses.-~~
- ~~2. Other City policies such as raising revenues, for example which could occur through the conversion of employment lands to non-employment uses shall not take precedent over the jobs first principle.-~~

~~3. The General Plan's jobs first principles apply to Urban Villages and that residential conversions are not allowed to proceed ahead of the job creation that is necessary to balance the residential elements of the Village Plan. This policy means that jobs and housing can move together on a case by case basis.~~

6. Chapter 7, "Implementation" section, page 9, Policy IP-2.10, is hereby amended to read as follows:

IP-2.10 ~~Open Horizons for development in planned phases~~ Prioritize the preparation of Urban Village plans to give priority for new residential growth to occur in areas proximate to Downtown, or with access to existing and planned transit facilities, or adequate infrastructure to support intensification, or proximate to other Growth Areas to contribute to the City's urban form. Growth Areas with high market demand shall also be prioritized to ensure that development follows the community's vision for the future.

7. Chapter 1, "Envision San José 2040" section, page 6, Use of the General Plan, is hereby amended to read as follows:

• **Implementing the Plan (Implementation Goals and Policies)** – Includes policies to guide use of the General Plan for the ongoing land use decision making process and development of related City policies, with further explanation of the Annual and Major General Plan review process, ~~use of Planning Horizons,~~ and the Urban Village Planning process.

8. Chapter 1, "Envision San José 2040" section, page 14, Major Strategies, is hereby amended to read as follows:

Twelve Major Strategies are embodied within the Envision San José 2040 General Plan. Collectively, these strategies build on the Vision to directly inform the Land Use / Transportation Diagram and the Goals, Policies and Implementation Actions formulated to guide the physical development of San José and the evolving delivery of City services over the life of the General Plan. These twelve, interrelated and mutually supportive strategies are considered fundamental to achievement of the City's Vision and together promote the continuing evolution of San José into a great city. The following section provides a description of these twelve Major Strategies:

1. Community Based Planning
2. Form Based Plan
3. Focused Growth

4. Innovation/Regional Employment Center
  5. Urban Villages
  6. Streetscapes for People
  7. Measurable Sustainability/Environmental Stewardship
  8. Fiscally Strong City
  9. Destination Downtown
  10. Life Amidst Abundant Natural Resources
  11. Design for a Healthful Community
  12. ~~Plan Horizons and~~ Periodic Major Review
9. Chapter 1, “Envision San José 2040” section, page 16, Major Strategy #3 – Focused Growth, is hereby amended to read as follows:

### **Major Strategy #3 – Focused Growth**

Strategically focus new growth into areas of San José that will enable the achievement of City goals for economic growth, fiscal sustainability and environmental stewardship and support the development of new, attractive urban neighborhoods. The Plan focuses significant growth, particularly to increase employment capacity, in areas surrounding the City’s regional Employment Center, achieve fiscal sustainability, and to maximize the use of transit systems within the region.

A Major Strategy of the Envision General Plan is to focus new growth capacity in specifically identified “Growth Areas,” while the majority of the City is not planned for additional growth or intensification. This approach reflects the built-out nature of San José, the limited availability of additional “infill” sites for development compatible with established neighborhood character, and the emphasis in the Plan Vision to reduce environmental impacts while fostering transit use and walkability.

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. Infill development within such neighborhoods, often at a density and form inconsistent with the existing neighborhood pattern, has been disruptive to the development of a positive neighborhood character. Focusing new growth into the Growth Areas will help to protect the quality of existing neighborhoods, while also enabling the

development of new Urban Village areas with a compact and dense form attractive to the City's projected growing demographic groups (i.e., an aging population and young workers seeking an urban experience), that support walking, provide opportunities to incorporate retail and other services in a mixed-use format, and support transit use.

The Plan supports a significant amount of new housing growth capacity, providing near term capacity for development of approximately 50,000 new dwelling units, with the ability **in future Plan Horizons** to ultimately build up to a total of 120,000 additional dwelling units.

As described in the Implementation chapter, the Plan's **first Plan Horizon** incorporates residential growth capacity for the Downtown, Specific Plan areas, North San José and vacant lands throughout the City (approximately 40,000 new dwelling units) and adds new Urban Village housing areas that support an additional 9,400 dwelling units.

Because the City is largely built-out within its city limits and the General Plan does not support the conversion of industrial areas to residential use or the urbanization of the Mid-Coyote Valley or South Almaden Valley Urban Reserves or lands outside of San José's Urban Growth Boundary, most new housing development will be achieved through higher-density redevelopment within existing urbanized areas.

This residential growth capacity is provided through the conversion of older commercial areas to mixed-use, including sites previously identified for housing development within North San José and the new commercial sites made available for mixed-use development within the Envision General Plan Urban Village areas. Planning such sites for higher, not lower, density residential development acknowledges their value as a finite land resource and enables the City to provide housing growth capacity consistent with demographic trends and the community objectives of the *Envision San José 2040 General Plan*. Further employment land conversions or dramatic expansions of the City outside of its current boundaries would have significant negative environmental, fiscal and economic implications and be clearly contrary to those objectives.

10. Chapter 1, "Envision San José 2040" section, page 25, Major Strategy #12 – Plan Horizons and Periodic Major Review, is hereby amended to read as follows:

**Major Strategy #12 - **Plan Horizons and** Periodic Major Review**

Ensure that the Plan addresses the current community context and values and closely monitor the achievement of key Plan goals through a periodic major review of the General Plan and the use of Plan Horizons to phase implementation of the Plan over time.

The Plan provides a roadmap tool for phasing the development of new Urban Village areas and gives highest priority to the location of new housing growth in the Downtown, connecting transit corridors, BART station area, and North San José. The Envision General Plan establishes a 4-year Major Review cycle, which provides an opportunity for a community stakeholder task force and the City Council to evaluate significant changes in the planning context and the City's achievement of:

- Planned job and J/ER goals
- Implementation of the Urban Village concept
- Environmental indicators, including greenhouse gas reduction and the Green Vision
- Affordable housing needs

The Phasing-Plan's policies also includes flexibility to allow the implementation of Urban Villages to be responsive to market conditions, while meeting overall Plan objectives.

11. Chapter 1, "Envision San José 2040" section, page 26, Growth Areas, is hereby amended to read as follows:

### **Growth Areas**

The Land Use / Transportation Diagram, General Plan policies and the Growth Areas concept diagram identify specific areas of San José which are planned to accommodate the majority of the City's job and housing growth. The planned location of job and housing growth capacity supports the City's long-term goal to emphasize growth within the Downtown, North San José and Specific Plan areas, while focusing new job and housing growth capacity in identified Regional and Local Transit, Commercial Corridor and Center and Neighborhood Urban Village Growth Areas. The specific amounts of job and housing growth capacity for each of the Growth Areas are indicated in Appendix 5 – Growth Areas Planned Capacity by Horizon.

Regional Transit and Local Transit Urban Villages include vacant or under-utilized lands within close proximity of an existing or planned light rail, BART, Caltrain or Bus Rapid Transit (BRT) facility. Commercial Urban Villages include

corridors and centers, and may be vacant or under-utilized lands in existing, large-scale commercial areas (e.g., Oakridge Mall, Winchester Boulevard, Bascom Avenue, etc.) Neighborhood Urban Villages are smaller neighborhood-oriented commercial sites with redevelopment potential. While the Neighborhood Urban Villages are not located in proximity to major transit facilities, their intensification could serve to create a vibrant village setting within easy access of the nearby neighborhood. For all of the Urban Village areas it is expected that the existing amount of commercial square footage would be retained and enhanced as part of any redevelopment project so that existing commercial uses within San José are never diminished.

The following text summarizes the special characteristics of each one of the City's Growth Areas, with the Growth Areas Diagram following the text:

- Downtown
- Specific Plans
- North San José
- Employment Lands
- Regional Transit Urban Villages
- Local Transit Urban Villages
- Commercial Corridor and Center Urban Villages
- Neighborhood Urban Villages

12. Chapter 1, "Envision San José 2040" section, page 60, Envision San José 2040 Key Issues, is hereby amended to read as follows:

### **Envision San José 2040 Key Issues**

While the *Envision San José 2040* General Plan builds upon the City's land use planning history and core community values that have been addressed in previous General Plan documents, it also establishes a new direction in some key areas. Key decisions made by the City through the Envision process and subsequent Major Reviews have resulted in a General Plan that:

1. ~~Includes growth capacity for the development of up to 382,000 new jobs and up to 120,000 new dwelling units through 2040:~~ With its current development and this amount of growth capacity, San José could grow to 751,000 jobs and 430,000 dwelling units in total, supporting a residential population of approximately 1.3 million people and a Jobs / Employed Resident Ratio (J/ER) of 1.1/1.
2. Allows a high degree of flexibility for job growth to occur at appropriate locations throughout the City: These locations include the further intensification of

North San José, the Monterey Business Corridor / Senter Road area, and Old and New Edenvale. It also retains the planned job growth capacity in North Coyote Valley and Evergreen. The Envision San José 2040 Land Use Plan reflects a recommendation for significant new job growth in the eastern portion of Alviso, including the Regional Wastewater Facility Buffer Lands, and in the northeast corner of the Berryessa Business Park, proximate to the Milpitas BART station and Cropley Light Rail station. San José's goal is to provide adequate growth capacity for each type of employment land in order to meet the forecast job demand identified within the Employment Land Demand and Housing Demand report.

3. Establishes a land use plan and accompanying policies that support the City's evolution into a regional job center: In addition to supporting a large amount of job growth, the land use plan concentrates job growth opportunities at locations that support workers commuting into San José from throughout the region. In particular, the Caltrain, BART, and High Speed Rail station areas are planned for significant job growth.

4. Articulates an Urban Village concept, in which future growth within San José will be used to build high-quality, urban neighborhoods attractive to a wide variety of future employers and residents, including: young, creative workers; a population increasingly made of older, smaller households; and residents seeking a place to live less reliant on automobile travel as a primary means of personal mobility.

5. Directs new housing growth to occur in a high-density, mixed-use format in clearly identified Growth Areas: These areas include the Downtown, North San José, Specific Plan areas, and new Urban Village areas located near transit (BART, Light Rail, Bus Rapid Transit) corridors and station areas, commercial centers and at central locations within neighborhood settings.

6. Identifies a planning strategy ~~three Planning Horizons~~, giving priority to planning for new growth in the Downtown, connecting transit corridors (Santa Clara, San Carlos, Alum Rock, Stevens Creek and The Alameda), BART station areas and North San José.

13. Chapter 1, "Envision San José 2040" section, page 71, Envision San José 2040 Key Issues, is hereby amended to read as follows:

~~Planning Horizons~~

~~The Envision General Plan supports the potential development of up to 382,000 new jobs and 120,000 new housing units for the timeframe 2011 through 2040. The Envision Task Force expressed considerable concern that this large amount~~

~~of growth might proceed in an imbalanced or poorly implemented fashion, undermining the overall goals of the Envision General Plan. Accordingly, the General Plan timeframe is divided into multiple "Planning Horizons" in order to:~~

- ~~• Allow for a periodic major review by the City Council of progress toward the achievement of General Plan economic, environmental, fiscal and/or other goals or objectives;~~
- ~~• Guide new development to priority Growth Areas within the City to best utilize and support existing infrastructure investments, minimize environmental impacts, and achieve other General Plan goals; and~~
- ~~• Facilitate coordinated planning and community engagement in advance of development moving forward within new Growth Areas.~~

~~Each Horizon includes multiple goals or Objectives to be evaluated on an annual basis and as part of a major City Council review prior to the conclusion of one Horizon and commencement of the next. This allows the City to evaluate success in meeting goals on a near-term basis and determine if adjustments are necessary to continue progress toward ultimate achievement of General Plan Objectives.~~

~~The General Plan Land Use / Transportation Diagram closely aligns with the Objectives in each Horizon. The General Plan Land Use/Transportation Diagram is intended to be potentially modified from one Horizon to the next in order to allow for gradual implementation of the Growth Areas strategy and to direct growth strategically into specific areas to best meet the Horizon goals. In the initial Horizon, new growth capacity is added in the corridors that directly link to the Downtown and which have or are planned to have a high degree of access to transit facilities and other sufficient infrastructure in place to support intensification.~~

~~Implementation of the Growth Areas strategy requires that some areas previously planned for commercial or other employment uses be redeveloped with intensified mixed-use development, including high-density residential uses. This is because the City is largely built-out, so that redevelopment of lower-intensity sites is the primary means through which the City can add more housing capacity. By making a subset of the Growth Areas available for redevelopment with intensified mixed-use within each Horizon, the City can better meter over time the addition of residential uses within employment areas, carefully considering new development to insure that job capacity is maintained and enhanced, and allowing community engagement in more detailed land use planning of the new Growth Areas through the Urban Village Planning process.~~

14. Chapter 1, “Envision San José 2040” section, page 72, Envision San José 2040 Key Issues, is hereby amended to read as follows:

~~Planning Horizon Objectives~~

~~The Envision Task Force discussed and articulated various goals related to how best to plan the City’s future growth in an orderly, sustainable, and responsible manner. Task Force and community members:~~

- ~~• Identified economic development, fiscal sustainability, and environmental leadership as the key goals for land use planning;~~
- ~~• Indicated that new growth capacity should be planned to strongly support transit use and to create walkable, Urban Village areas which incorporate retail and other commercial uses, public services and adequate infrastructure, including parks and public open spaces;~~
- ~~• Acknowledged the value of providing growth capacity for jobs and housing designed to accommodate the City’s changing demographics and located within high-quality mixed-use, urban settings; and~~
- ~~• Expressed considerable concern that continuing to provide large amounts of new housing capacity will further undermine San José’s ability to provide high quality government services.~~

~~The specific Objectives are identified in more detail in the Goals, Policies and Implementation Actions contained within the General Plan. These Objectives include specific fiscal sustainability, environmental sustainability, economic growth, or other goals to be considered during annual or Major Reviews of the General Plan. The intent is that the amount, type and location of growth supported by the General Plan be carefully evaluated on a periodic basis to ensure progress toward the realization of those goals, while also giving consideration to the legal requirements for General Plans within the State of California, which require local jurisdictions to provide housing growth capacity.~~

15. Chapter 1, “Envision San José 2040” section, page 72, Envision San José 2040 Key Issues, is hereby amended to read as follows:

~~Phased Land Use Diagram~~

The General Plan Land Use/Transportation Diagram is planned to change ~~incrementally for each Horizon~~ to allow for gradual implementation of the Growth Areas strategy, to direct growth toward strategic locations within each phase, to coordinate with periodic review of the City’s progress towards its General Plan goals, and to facilitate more detailed planning efforts for targeted

Growth Areas. The Envision Growth Areas strategy accommodates new housing growth through the redevelopment and intensification of properties that currently are planned and developed for commercial or other employment uses and were included within the General Plan prior to this update. This strategy was developed recognizing that as San José is essentially built-out, it is not feasible to accommodate significant amounts of new residential growth without planning for the reuse of properties already developed with lower-intensity uses and likely to be available for redevelopment sometime in the future. Because it is generally not feasible nor desirable to plan intensification within existing, fully developed single-family neighborhoods, the identified Growth Areas largely correspond to lands currently planned and developed for commercial or other employment uses and which are also in proximity to transit or other major infrastructure or facilities that support their intensification.

In most cases, the underlying Land Use Designation for properties within the Growth Areas continues to support employment uses, and should be maintained until the City is ready to plan and implement the redevelopment of these properties for new high-density, residential mixed-use development. An important Envision General Plan goal is to promote job growth and to improve the City's Jobs / Employed Resident ratio. ~~Beginning in the first Horizon, all Growth Areas and other areas in the City with commercial or industrial General Plan designations will be fully available for intensification of employment uses.~~ The General Plan provides for the gradual intensification of some of these lands to also include new high-density, residential, mixed-use development with provisions to ensure that job capacity is thereby fully retained and enhanced.

16. Chapter 2, "Thriving Community" section, page 17, Policy FS-3.5, is hereby amended to read as follows:

FS-3.5 Prepare Urban Village Plans that provide a clear and feasible strategy for achievement of Village job growth targets and incorporation of public services and other amenities consistent with Fiscal Sustainability and other General Plan goals and policies prior to the development of new housing projects within Urban Village Growth Areas. Commercial projects, including those with ancillary residential uses, may proceed in advance of the preparation of an Urban Village Plan. The job growth target for each Urban Village Growth Area is indicated in Appendix 5 - Growth Areas Planned Capacity ~~by Horizon.~~

17. Chapter 5, "Interconnected City" section, page 7, Urban Village Land Use Designation, is hereby amended to read as follows:

## Urban Village

Density: Up to 250 DU/AC; FAR Up to 10.0

The Urban Village designation is applied within the Urban Village areas ~~that are planned in the current Horizon (see Chapter 7—Implementation for a description of Planning Horizons and Urban Village Planning)~~ to accommodate higher density housing growth along with a significant amount of job growth. This designation is also applied in some cases to specific sites within Urban Village Area Boundaries that have received entitlements for Urban Village type development. This designation supports a wide variety of commercial, residential, institutional or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area. Prior to preparation of an Urban Village Plan, this designation supports uses consistent with those of the Neighborhood/Community Commercial designation, as well as development of Signature Projects as described in the Envision General Plan Implementation policies. Following preparation of an Urban Village Plan, the appropriate use for a site will be commercial, residential, mixed-use, public facility or other use as indicated within the Urban Village plan as well as those uses supported by the Neighborhood/Community Commercial designation.

Urban Village Plans provide more detailed information related to the allowed uses, density and FAR for particular sites within each Urban Village area and may also recommend that some sites within the Urban Village area be changed to another Land Use designation in order to better represent the uses identified within the Urban Village Plan. The minimum density for development that includes a significant residential component is at least 55 DU/AC, although lower residential densities are acceptable for mixed-use projects that include small amounts of residential in combination with significant amounts of nonresidential square footage or on specific sites identified within the Urban Village plan as being appropriate for development at a lower density so as to be compatible with adjacent land uses. The appropriate density for mixed-use projects is that which can be accommodated under a maximum FAR of 10.0, or as determined by a more specific density range established within the Urban Village Plan. For projects that are wholly employment uses, a lower FAR than indicated in the Urban Village Plan is also appropriate to facilitate development of interim employment uses. All projects must still meet the Community Design Policies in this plan and in the applicable Urban Village Plan. For Signature Projects, the

appropriate minimum density is the density needed to be consistent with the Signature Project policies. 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. The height and building form of development within the Urban Village areas can vary significantly depending upon the type and character of the Urban Village, consistent with the Urban Village policies provided within Chapter 6 of this Plan.

18. Chapter 5, “Interconnected City” section, page 23, Urban Village Boundary, Urban Village Boundary, is hereby amended to read as follows:

A primary strategy of the Envision San José 2040 General Plan is to direct new employment and housing growth to identified Urban Village Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. The Urban Village Area Boundary delineates these areas of the City identified as having the potential to support growth through redevelopment and intensification to implement the Envision General Plan Focused Growth Major Strategy. Urban Village areas are divided into several categories depending upon their location: Regional and Local Transit Urban Villages; Commercial Urban Villages; and Neighborhood Urban Villages. These Urban Village areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment over the timeframe of the Envision General Plan. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses.

The Urban Village Area Boundary can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Area Boundary is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties within an Urban Village Area Boundary have an underlying General Plan designation, and new development must conform to the underlying designation for the property. Most sites within areas designated as within the Urban Village Area Boundary, ~~planned for full redevelopment in a later Plan Horizon,~~ have a Neighborhood/Community Commercial or other non-residential

designation, so that new residential development is planned only following Council approval of an Urban Village Plan. ~~to occur when the City commences the identified Plan Horizon for that Urban Village area. (see Chapter 7 – Implementation for a description of Planning Horizons and Urban Village Planning).~~ Prior to approval of implementation of the Urban Village through preparation of an Urban Village Plan ~~and/or development of a mixed-use project~~, the underlying General Plan designation determines the appropriate use and application of General Plan land use policies for the property. Specific allowable uses within the Boundary Area may be further evaluated and identified through the Urban Village planning process and may result in amendments to the Land Use/Transportation Diagram.

As part of ~~the Council approval of decision to commence~~ an Urban Village Planning process new Plan Horizon, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Urban Village. In some cases limited housing growth is allowed on sites within ~~a future Horizon an Urban Village Area Boundary~~ without an approved Plan when the housing is explicitly consistent with the goals and policies in this General Plan. Specifically, it is possible to find conformance with the General Plan Land Use / Transportation Diagram for residential or residential-mixed use development projects on sites with a commercial or other designation, provided that those projects meet the Signature Project, incidental residential or Policy IP 5.12 residential Pool project criteria established within the General Plan Implementation chapter policies, or when projects conform to the uses identified for the site within an Urban Village Plan that has been ~~accepted~~ approved by the City Council. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses within an Urban Village

19. Chapter 7, “Implementation” section, page 2, Introduction, is hereby amended to read as follows:

Major City processes independent of the Envision San José 2040 General Plan provide the main vehicle for its implementation. Major implementation processes described in this chapter include those related to its ongoing application and maintenance, including ~~the use of Plan Horizons~~, the Major General Plan Review process and the General Plan Annual Review process. This chapter also addresses Village Planning, the Capital Improvement and Budget Program, and land use entitlements (including zoning and development permits). These programs, already in existence or proposed, provide a means to carry out objectives of this Plan.

General Plan implementation depends on much more than merely the actions or decisions of municipal government alone. Inter-governmental and private sector decisions and investments also play a major role in implementation. The Envision General Plan is intended to serve a coordinating function for those decisions which affect the physical development of San José. Several of the major intergovernmental decisions which warrant attention include the Federal Government's funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; the Federal Government's funding of Water Pollution Control Plant improvements and airport approach zone acquisition; and the Federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and welfare facilities and services.

General Plan Goals and Policies are intentionally high-level and broad. The City regularly updates subsidiary policy documents, such as its Economic Strategy, Cultural Vision Plan, and Greenprint (the Parks Master Plan) to provide more in-depth analysis and actions to implement Goals and Policies outlined in the Envision General Plan. This framework allows for variation in strategies to achieve the intent of the General Plan without the need to modify the General Plan itself. As subsidiary policy documents are formed or amended, they will be evaluated for conformance with Envision General Plan Goals and Policies. This approach ensures consistency between the implementation tools and the broad City objectives outlined in the Goals and Policies of the *Envision General Plan*.

~~A major *Envision General Plan* implementation concept is Plan Horizons, or phases, that carefully manage the City's expected residential growth. The full amount of employment growth capacity is available at the onset, while housing growth is geographically limited to identified Growth Areas included in the first Plan Horizon. As part of a Major General Plan Review, which occurs every four years, the City Council will consider whether the jobs/ housing balance, fiscal sustainability, and infrastructure are sufficiently strong to move into a subsequent Plan Horizon. Each Plan Horizon would open additional geographic areas to the possibility of residential development. A table and map at the end of this chapter show the planned yield of residential units by identified Growth Area and by Plan Horizon.~~

~~In addition to the Major General Plan Review, the General Plan Annual Review process provides for review of site-specific proposals for possible amendment of~~

~~the General Plan text and the Land Use / Transportation Diagram by private applicants on a yearly basis.~~

The Urban Village Planning process is the primary vehicle to realize the vision of the “Urban Villages” City Concept. Urban Village Plans are a prerequisite to residential development in Urban Village areas, identified with an Urban Village Area Boundary on the Land Use / Transportation Diagram. An Urban Village Plan establishes the framework to ensure that each Urban Village develops in a manner consistent with the Goals and Policies of this General Plan. Urban Village Plans identify appropriate uses, densities, and connections throughout the Urban Village area. They also consider how and where parks, schools, libraries, open space, retail, and other amenities should be incorporated. To evaluate the progress in accomplishing the objectives of this General Plan and to help inform the City’s budget, Implementation Actions and Performance Measures are interspersed throughout the Goal and Policy sets. The Implementation Actions are specific directives to further the Goals and Policies. They are typically discrete tasks that, once completed, are removed from the General Plan text through the Annual General Plan Review process and documented in Appendix 10 – Record of General Plan Amendments. Performance Measures provide measurable standards that allow the City to track progress towards meeting objectives of the Envision General Plan. Performance Measures are interspersed throughout this document. Those directly related to environmental sustainability are also consolidated in this chapter under Goal IP-4 for easy reference.

Construction of public facilities and infrastructure is a critical link between the development of the City and the implementation of the Envision General Plan. San José’s five year Capital Improvement Program (CIP) itemizes specific improvements and indicates the schedule and anticipated funding for them. The CIP is the primary tool that aligns City investments with General Plan Goals and Policies.

The City’s Development Review process is a multifaceted one involving the programs of several City departments. This process has the most direct influence on the City’s ability to carry out the primary development goals and policies of this General Plan. The Development Review process also implements the land use designations as shown on the Land Use / Transportation Diagram. Community engagement is an important aspect of the Development Review process; it influences recommendations and decisions.

The private sector finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will, on the whole, continue to be. However, the City is taking an increasingly active role in shaping development decisions in order to improve the relationship between private development and public facilities, services, and interests.

20. Chapter 7, "Implementation" section, page 6, General Plan Phasing / Planning Horizons / Major Review, is hereby amended to read as follows:

~~General Plan Phasing / Planning Horizons~~

~~Residential development under the Envision General Plan is planned to occur in phases, referred to as Horizons, in order to carefully manage San José's expected housing growth. The Envision General Plan Land Use / Transportation Diagram identifies the locations of all focused Growth Areas available citywide from the present through the 2040 timeframe of the Envision General Plan. Many of these sites are currently in commercial use. In these identified Growth Areas, redevelopment of underutilized properties is strongly encouraged as a strategy to create intensified mixed-use development. In some locations this Plan calls for primarily retail, office and non-residential uses to develop employment centers. In other areas, mixed-use residential (residential with supportive retail and service uses) is planned.~~

~~Full development of all Growth Areas citywide is not proposed to happen concurrently. Because key elements of the Vision for this General Plan are to achieve the City's fiscal sustainability and to improve its Jobs-to-Housing balance, proposals for commercial, office, and other combinations of non-residential development can be pursued at any time, consistent with existing Land Use designations. However, to provide for residential development, this Plan includes each Growth Area, and the development capacity planned for that area, in one of a series of three (3) incremental growth Horizons so that the amount of new housing and the City's need to provide services for those new residents are increased gradually over the timeframe of the Plan. Each sequential Horizon identifies additional Urban Villages to be designated for residential mixed-use development, consistent with the City's ability to provide infrastructure and services. New development proposals should be guided to those Growth Areas within the City which are supported by existing adequate infrastructure and service facilities, especially transit, or which have secure plans for facilities needed to support new growth.~~

~~With the adoption of the Envision General Plan, all Growth Areas included in the first Horizon will be designated on the Land Use / Transportation Diagram and will be available for residential and mixed-use development up to their entire planned capacity. In addition, existing entitlements for both residential and non-residential development may proceed at any time. As the City grows and there is interest in creating mixed use residential communities in more Growth Areas, the steps of the Planning Horizons provide the City with an opportunity to assess progress toward achievement of its General Plan Vision and goals before moving to the next Horizon and opening those additional Growth Areas for intensive, mixed use residential development. Such review should focus on consideration of progress made in economic development, the City's fiscal health, and its ability to support continued population growth. As new Growth Areas are made available for mixed use residential development, the Land Use / Transportation Diagram shall be amended to reflect its new Land Use designations.~~

21. Chapter 7, "Implementation" section, page 7, Major Review of the General Plan, Major Review of the General Plan, is hereby amended to read as follows:

The *Envision General Plan* establishes an ongoing program for the City to monitor and evaluate its success in implementation, fundamental elements of which include both Annual and Major Reviews. Unlike the Annual Review which provides for review of site specific proposals for possible amendment of the *Envision General Plan* text and the Land Use / Transportation Diagram by private applicants on a yearly basis, a Major Review of the *Envision General Plan* is a periodic review by the City Council every four years, allowing an assessment of progress and mid-course adjustments toward implementation of the *Envision General Plan*, using key economic, fiscal, and environmental indicators identified herein. A Major General Plan Review therefore provides the structure and opportunity for the City Council to determine whether revisions are needed to *Envision General Plan* policies to better meet the General Plan goals. ~~to move into the next growth Horizon identified in the *Envision General Plan*.~~ ~~Plan Horizons establish~~ The *Envision General Plan* sets clear priorities for locations, type and amount of new development in the Growth Areas, to support efficient use of the City's land resources and delivery of City services, and to minimize potential environmental impacts. Their highest priority is to focus new housing growth in established transit corridors, transit station areas in close proximity to the Downtown, and in large employment districts. As part of the periodic Major Review of the *Envision General Plan*, the City will specifically consider progress toward the achievement of economic, fiscal, and transportation

goals, as well as the availability of infrastructure and other services to support the City's continued residential population growth.

22. Chapter 7, "Implementation" section, page 7, Goal IP-2 General Plan Phasing/ Planning Horizons/ Major Review, is hereby amended to read as follows:

Goal IP-2 – ~~General Plan Phasing / Planning Horizons / Major Review~~  
Monitor progress toward General Plan Vision, goals and policies through a periodic Major Review. Evaluate the success of the Envision General Plan's implementation and consider refinement of the Land Use / Transportation Diagram and the Envision General Plan policies to ensure their achievement. ~~Use General Plan Major Reviews to consider increases in available residential development capacity by opening an additional Horizon for development and to assign priority to growth areas within San José for new housing.~~

### **Policies – General Plan Phasing / Planning Horizons / Major Review**

23. Chapter 7, "Implementation" section, page 7, Policy IP-2.1, is hereby amended to read as follows:

~~Gradually implement the development of new Urban Village areas by dividing them into three Plan Horizons and allowing a specific portion of the Urban Village areas to be developed within each Horizon. Identify the locations of current Plan Horizon Urban Villages, presently available for residential development, on the Land Use / Transportation Diagram.~~

24. Chapter 7, "Implementation" section, page 7, Policy IP-2.2, is hereby amended to read as follows:

~~Identify the Urban Villages to be made available for new housing in future Plan Horizons, and allow continued commercial and mixed use non-residential development in all Urban Villages.~~

25. Chapter 7, "Implementation" section, page 7, Policy IP-2.4, is hereby amended to read as follows:

Conduct a Major Review of the Envision General Plan by the City Council every four years to evaluate the City's achievement of key economic development, fiscal and infrastructure/service goals, greenhouse gas emission reduction goals

and targets, water conservation and recycling goals, availability and affordability of housing supply, Healthful Community goals, and to review changes and trends in land use and development. ~~Based on this review, determine the City's readiness to begin the next Envision General Plan Horizon or to modify the number of "pool" residential units available for non-specific Urban Village areas within the current Plan Horizon.~~ Amend the Land Use / Transportation Diagram and/or Envision General Plan goals, policies, and actions accordingly.

26. Chapter 7, "Implementation" section, page 7, Policy IP-2.5, is hereby amended to read as follows:

During each Major Review of the Envision General Plan evaluate input provided by the reconvened Task Force and achievement of the following key General Plan goals to inform the City Council's decision, regarding needed changes, ~~to begin the next General Plan Horizon,~~ or to increase the number of residential units available for non-specific Urban Village areas:

1. Jobs/Housing Balance – Demonstrate improvement of the City's jobs to employed resident ratio (J/ER) consistent with achievement of 1.0 job per employed resident by 2025, and 1.1 jobs per employed resident by the year 2040.
2. Fiscal Sustainability – Demonstrate sustainable improvement above 2010 levels in the level of service for City services provided to the San José community.
3. Housing Supply – Verify that ~~there is~~ current Planning Horizon ~~contains~~ adequate capacity to meet San José's Regional Housing Needs Allocation for the upcoming 4-year term.
4. Infrastructure – Confirm that adequate infrastructure and service facilities, especially transit, exist or that a secure plan for them is in place to support the planned jobs and housing capacity. ~~in the current and contemplated Horizon.~~

27. Chapter 7, "Implementation" section, page 7, Policy IP-2.7, is hereby amended to read as follows:

Encourage employment uses in all Urban Village areas identified for potential housing growth. ~~available during any Horizon. Allow intensified residential mixed use in Urban Villages in those Horizons as determined by the City Council in the sequence shown in the Table, Planned Job Capacity and Housing Growth Areas by Horizon, in Appendix 5.. Amend the Land Use / Transportation Diagram to identify new housing Growth Areas with each new Horizon.~~

28. Chapter 7, “Implementation” section, page 7, Policy IP-2.8, is hereby amended to read as follows:

Allow development of residential units at the density and in the form approved in land use entitlements in place upon adoption of the Envision San José 2040 General Plan, including capacity specified in the adopted Downtown Strategy, North San José Area Development Policy, ~~Evergreen-East Hills Development Policy~~, Specific Plans, and potential dwelling unit yield from residential properties identified on the City’s Vacant Land Inventory. ~~When the City Council commences the second Horizon of the Envision General Plan, n~~New or revised proposals for development on sites with previously approved residential entitlements should conform to the Land Use / Transportation Diagram.

29. Chapter 7, “Implementation” section, page 9, Policy IP-2.9, is hereby amended to read as follows:

~~Focus new residential development into specified Growth Areas to foster the cohesive transformation of these areas into complete Urban Villages. Allow immediate development of all residential capacity planned for the Growth Areas included in the current Plan Horizons.~~

Plan Horizon	Growth Area
<p><del>“Base” Capacity for new housing development not regulated by Plan Horizons</del></p>	<ul style="list-style-type: none"> <li><del>• Downtown</del></li> <li><del>• Specific Plan Areas</del></li> <li><del>• North San José Area Development Policy</del></li> <li><del>• Vacant / Underutilized Lands</del></li> <li><del>• Residential Neighborhoods</del></li> <li><del>• Existing Entitlements</del></li> </ul>
<p><del>Horizon 1 Residential Growth Areas</del></p>	<ul style="list-style-type: none"> <li><del>• Downtown Urban Village Corridors (East Santa Clara Street, Alum Rock Avenue, West San Carlos Street, and The Alameda), Berryessa BART Urban Village, North 1st Street, Race Street Light Rail, Southwest Expressway, Alum Rock Avenue (East of 680), Stevens Creek Boulevard, Santana Row/ Valley Fair, Winchester Boulevard, and South Bascom Avenue (North)</del></li> </ul>
<p><del>Horizon 2 Residential Growth Areas</del></p>	<ul style="list-style-type: none"> <li><del>• Five Wounds BART and Local Transit (Existing) Urban Villages</del></li> </ul>
<p><del>Horizon 3 Residential Growth Areas</del></p>	<ul style="list-style-type: none"> <li><del>• Local Transit (Planned), Commercial Corridors and Centers, and Neighborhood Urban Villages</del></li> </ul>

30. Chapter 7, "Implementation" section, page 11, Policy IP-3.5, is hereby amended to read as follows:

Annual Review may include consideration of required General Plan Amendments for proposals to modify identified Urban Village Growth Areas, including creation of new Urban Villages, removal of existing Urban Villages, modification of an Urban Village Plan, or modification of a Growth Area's boundaries, ~~or modification of the identified Plan Horizon for an Urban Village~~. Creation of a new Urban Village may be considered to facilitate development of an exceptional project that meets standards and objectives comparable to those identified for Signature Projects, including exceeding minimum densities for employment and residential uses and consistency with site and architectural design guidelines. Creation of a new Urban Village area will require transfer of the planned amount of housing growth capacity from some other identified Growth Area that has housing growth capacity

31. Chapter 7, "Implementation" section, page 17, Policy IP-5.4, is hereby amended to read as follows:

Prepare and implement Urban Village Plans carefully, with sensitivity to concerns of the surrounding community, residents, and property owners and developers who propose redevelopment of properties within the Urban Village areas. Proceed generally in the order of the following timeline, although some steps may be taken concurrently:

~~1. City Council approves commencement of the Plan growth Horizon which includes the Urban Village Area during a Major General Plan Review. Completing Urban Village Plans for Urban Villages within the current Horizon is of greatest priority, but it is possible to prepare an Urban Village Plan for an Urban Village in an upcoming Horizon.~~

21. The City completes preparation of and Council reviews an Urban Village Plan.

32. The City ~~or private property~~ owners initiates rezonings concurrently with preparation of an Urban Village Plan for specific properties within the Urban Village as needed to implement the Urban Village Plan. ~~Because most Urban Village sites initially have commercial zoning, rezoning will be necessary to provide for redevelopment and intensification with residential or residential mixed use projects on those sites.~~

43. Private property owners or developers propose individual site designs and building architecture to be reviewed and determined through a Development Permit application and review process.

32. Chapter 7, "Implementation" section, page 21, Policy IP-6.1, is hereby amended to read as follows:

Align the CIP with Envision General Plan Land Use / Transportation Diagram planned land uses and densities and with its policies, including level of service goals. Use the Land Use / Transportation Diagram, ~~including the Planning Horizons~~, to determine CIP investment and construction priorities and to plan and design the capacity of public facilities necessary to meet their anticipated demand.

33. Chapter 7, "Implementation" section, page 34, Housing Element, is hereby amended to read as follows:

### Housing Element

San José's Housing Element 2007-2014 was adopted in June 2009 and was subsequently certified that year by the State Department of Housing and Community Development (HCD). State certification creates a presumption that the Housing Element is in compliance with State law. Having a certified Housing Element maintains San José's eligibility for key infrastructure and housing funds from Federal, State, and regional sources.

State law requires cities to update their Housing Element every five to seven years. The current Housing Element addresses housing needs for the period between January 1, 2007 and June 30, 2014. It serves as a starting point for developing the housing goals and policies for the Envision San José 2040 General Plan.

San José has been a leader in providing housing for a growing regional population. The San José 2020 General Plan had capacity for approximately 60,000 new housing units. ~~As currently proposed, the Envision General Plan will provide capacity for approximately 48,000 new housing units through the conclusion of Horizon 1.~~ For 2007-2014, San José's Regional Housing Needs Allocation (RHNA), the City's share of housing for the Bay Area Region is 34,721 new housing units. Of those 34,721 new housing units, 13,073 units should serve low-, very-low, and extremely-low income households and 6,198 units should serve moderate-income households. The Housing Element for 2007-2014

addresses how the City can facilitate development of these new homes consistent with affordability requirements while planning for neighborhoods with parks, schools, and access to transportation, jobs, shopping, and other services.

34. Chapter 7, "Implementation" section, page 19, Policy IP-5.10, is hereby amended to read as follows:

Allow non-residential and mixed-use (with residential) developments to proceed within Urban Village areas prior to the adoption in advance of the preparation of an Urban Village Plan as a "Signature Project." ~~In addition, a residential, mixed-use "Signature" project may also proceed ahead of preparation of a Village Plan.~~ A The Signature Project shall act as a catalyst for future development within the Urban Village, as prescribed in General Plan Major Strategy #5: Urban Villages, clearly advances and can serve as a catalyst for the full implementation of the Envision General Plan Urban Village strategy. A Signature project may be developed within an Urban Village designated as part of the current Plan Horizon, or in a future Horizon Urban Village area by making use of the residential Pool capacity. A residential, mixed-use Signature project may proceed within Urban Village areas in advance of the preparation of an Urban Village Plan if it fully meets the following requirements: A signature project shall:

1. ~~Within the Urban Village areas, Signature projects are appropriate~~ Locate on a sites within an Urban Village with a Land Use / Transportation Diagram designation of Urban Village, residential, or commercial, or a mix of either Land Use / Transportation Diagram designation.

2. ~~Incorporates job growth capacity above the average density of~~ Provide the average planned jobs/acre planned for the developable portions of the entire Village Planning area.

~~and, for portions of a Signature project that include housing, those portions incorporate housing density at or above the average density of dwelling units per acre planned for the entire Village Planning area. The commercial/office component of the Signature project must be constructed before or concurrently with the residential component.~~

In addition, projects including residential units shall be at densities of 30 dwelling units per acre or greater for projects in Neighborhood Villages, 55 dwelling units per acre or greater for projects in Local Transit and Commercial Corridor and Center Villages, and 75 dwelling units per acre or greater for projects in Regional Transit Villages.

3. ~~Is~~ Located at a visible, prominent strategic location within the urban village area to serve as an example for future development, so that it can be an example for, but not impose obstacles to, subsequent other development within the Village area. Strategic locations shall be defined as a

corner within the village, or an interior parcel of at least 1.5 acres with at least 100 feet of street frontage. A signature project shall not result in the creation of remnant parcels of less than one acre.

~~Additionally, a proposed Signature project will be reviewed for substantial conformance with the following objectives:-~~

4. ~~Include public parklands and/or privately maintained,~~ publicly-accessible ~~plazas or~~ open space areas (such as a public park or privately-maintained plaza). Size requirements for a privately-maintained open space are as follows: at least 2,000 square feet for Neighborhood Urban Villages; at least 5,000 square feet for Local Transit and Commercial Corridor and Center Urban Villages; and at least 10,000 square feet for Regional Transit Urban Villages.

5. ~~Achieves the pedestrian friendly design guideline objectives identified within this General Plan. Comply with the City's Urban Village Zoning Districts and Citywide Design Guidelines design standards.~~

6. ~~Is planned and designed through a process that provided a substantive opportunity for input by interested community members.- Create a tailored community engagement strategy to optimize broad and diverse stakeholder engagement in the community where the project is located to better collect feedback of the design and quality of the project. The community engagement strategy must adhere to and include the policies outlined under General Plan Goal CE-1 Active Community Engagement.~~

7. ~~Demonstrates high-quality architectural, landscape and site design features.-~~

8. ~~Is consistent with the recommendations of the City's Urban Design Review process or equivalent recommending process if the project is subject to review by such a process.-~~

35. Chapter 7, "Implementation" section, page 20, Policy IP-5.12, is hereby amended to read as follows:

Policy IP-5.12 Residential projects that are 100% affordable deed restricted by a public entity for a period not less than 55 years to low income residents (earning 80% or less of the Area Median Income), can proceed within an Urban Village without an approved Plan, ahead of a Growth Horizon, or in a Village in a current Horizon that does not have a Council approved Plan regardless of Growth Horizon or a Council Approved Plan, following criteria below. Such projects are not required to provide commercial space, even if the site contained existing commercial uses:

1. ~~The project does not result in more than 25% of the total residential capacity of a given Urban Village being developed with affordable housing ahead of that Village's Growth Horizon. For Villages with less than a total housing capacity of~~

~~500 units, up to 125 affordable units could be developed, however the total number of affordable units cannot exceed the total planned housing capacity of the given Village.~~

~~2. The development is consistent with the goals, policies, and land use designation of the Urban Village Plan for a given Village, if one has been approved by the City Council.~~

~~3. Development that demolishes and does not adaptively reuse existing commercial buildings should substantially shall replace at least 50% of the existing commercial square footage.~~

~~4. The project is not located on identified key employment opportunity sites, which are sites generally 2 acres or larger, located at intersections and for which there is anticipated market demand for commercial uses within the next 10 to 15 years.~~

~~5. Affordable housing projects built in Villages under this policy would not pull from the residential Pool capacity.~~

36. Chapter 7, "Implementation" section, page 21, Policy IP-5.13, is hereby amended to read as follows:

[IP-5.13 Entitlement of residential and non-residential projects in Urban Villages is drawn from the total number of planned jobs and housing units of all Urban Villages collectively. The planned jobs and housing capacity of the Urban Villages in Appendix 5 \(Planned Job Capacity and Housing Growth Areas table\) is intended for future Urban Village planning purposes.](#)

37. Chapter 7, "Implementation" section, page 21, Policy IP-5.14, is hereby amended to read as follows:

[IP-5.14 Projects in Urban Villages that exceed allocated residential or jobs capacity as identified in Appendix 5 \(Planned Job Capacity and Housing Growth Areas table\) may conduct CEQA environmental analysis outside of the General Plan Annual Review and General Plan Four-Year Review to shift necessary planned residential units or jobs and access the shared capacity across Urban Villages.](#)

38. Chapter 7, "Implementation" section, page 21, Policy IP-5.15, is hereby amended to read as follows:

**IP-5.13<sup>5</sup>** Develop Urban Village Plans for Village areas identified for housing growth in the current Horizon proactively, ahead of developer demand to begin

residential development there. Actively pursue outside funding opportunities for the Village planning process.

39. The Table in Appendix 5, pages 2-3, is hereby amended to read as follow:

DRAFT

<b>Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)</b>											
<b>751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER</b>											
<i>Existing 2008 Development: 369,450 Jobs &amp; 309,350 DU</i>											
<i>Growth Above Existing: 382,000 Jobs &amp; 120,000 DU</i>											
		CAPACITY				TRACKING					
	Gross Acres	Planned Job Capacity	Planned Housing Yield (DU)		Base	Planned DU Growth Capacity for Urban Villages <i>by Horizon (Timeframe)</i>			NSJ ADP		
					Already Entitled	Horizon-1	Horizon-2	Horizon-3	Remaining Capacity	Phases 2-4	
<b>Total Plan Growth Capacity</b>		<b>382,000</b>	<b>120,000</b>		<b>38,787</b>	<b>44,445</b>	<b>43,645</b>	<b>7,297</b>	<b>4,175</b>	<b>57,667</b>	<b>23,546</b>
<b>Downtown</b>											
Downtown (including Diridon Station Area Urban Village) (v)	943	105,809	27,779		10,705	17,074	-	-	17,074		
<b>Downtown Sub-Total</b>		<b>105,809</b>	<b>27,779</b>		<b>10,705</b>	<b>17,074</b>	-	-	<b>17,074</b>		
<b>Specific Plan Areas</b>											
Communications Hill Specific Plan	942	1,700	2,775		2,775	-	-	-	-		
Jackson-Taylor Residential Strategy	109	100	1,190		656	534	-	-	534		
Martha Gardens Specific Plan	145	0	1,760		-	1,760	-	-	1,760		
Midtown Specific Plan	125	841	800		0	800	-	-	800		
Tamien Station Area Specific Plan	149	600	1,060		169	891	-	-	891		
Alviso Master Plan (v)	10,730	18,700	70		-	70	-	-	70		
Evergreen Specific Plan (not including V55)	879	0	25		25	-	-	-	-		
<b>Specific Plan Sub-Total</b>		<b>21,941</b>	<b>7,680</b>		<b>3,625</b>	<b>4,055</b>	-	-	<b>4,055</b>		
<b>Employment Land Areas</b>											
Monterey Business Corridor (v)	453	1,095	0		-	-	-	-	-		
New Edenvale	735	10,000	0		-	-	-	-	-		
Old Edenvale Area (Bernal)	474	15,000	780		780	-	-	-	-		
<del>North Coyote Valley</del>	<del>1,722</del>	<del>0</del>	<del>0</del>		<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>
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	16,350	0							
Berryessa / International Business Park (v)	497	4,583	0							
Mabury (v)	290	7,863	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							
<del>VT25 - W. Capitol Expy / Monterey Rd</del>	<del>35</del>	<del>400</del>	<del>0</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>
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							
<del>C42 - Story Rd (v)</del>	<del>223</del>	<del>1,823</del>	<del>0</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>
C45 - County Fairgrounds	184	100	0							
<b>Employment Land Sub-Total</b>		<b>173,506 <del>175,429</del></b>	<b>33,420</b>			<b>9,874</b>				<b>23,546</b>
<b>Regional Transit Urban Villages</b>										
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	16,502	6,516			1,416	5,100			5,100
VT3 - Five Wounds BART	74	4,050	845					845		845
VT4 - The Alameda (East)	46	1,610	411			177	234			234
VT6 - Blossom Hill / Hitachi	142	0	2,930			2,930				
VT8 - Capitol Caltrain Station Area	16	100	700				700			700
<b>Regional Transit Villages Sub-Total</b>		<b>22,262 <del>22,162</del></b>	<b>11,402 <del>10,702</del></b>			<b>4,523</b>	<b>6,034 <del>5,334</del></b>	<b>845</b>		<b>6,879</b>
<b>Local Transit Urban Villages (Existing LRT)</b>										
VR8 - Curtner Light Rail / Caltrain (v)	69	500	496			61		435		435
VR9 - Race Street Light Rail (v)	123									
A (west of Sunol)		2,000	1,937			532	1,405			1,405
B (Reed & Graham Site)		1,200	675				675			675
VR10 - Capitol / 87 Light Rail (v)	56	650	<del>531</del> 734	-				<del>531</del> 734	-	531
VR11 - Penitencia Creek Light Rail	24	0	384					384		384
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	628					628		628
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	<del>670</del> 870					<del>670</del> 870	-	670
VR14 - N. Capitol Ave / Mabury Rd	5	100	276					276		276
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,074			188		886		886
VR17 - Oakridge Mall and Vicinity (v)	380									
A (Cambrian / Pioneer)		<del>2,375</del> 3375	<del>900</del> 1650	-				<del>900</del> 1650	-	900
B (Edenvale)		<del>2,615</del> 5715	<del>1,000</del> 2100	-				<del>1,000</del> 2100	-	1,000
VR18 - Blossom Hill Rd / Cahalan Av	30	500	533					533		533

VR19 - Blossom Hill Rd / Snell Av	64	500	364	155		209	209
CR20 - N. 1st Street	132	2,520	1,678	448	1,230		1,230
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668		2,668
<b>Local Transit Villages (Existing LRT) Sub-Total</b>		<b>16,210 20310</b>	<b>14,153 16403</b>	<b>1,723</b>	<b>5,978</b>	<b>6,452 8702</b>	<b>12430</b>
<b>Local Transit Urban Villages (Planned BRT/LRT)</b>							
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250			
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	67			67	67
<b>CR28 - E. Santa Clara Street</b>							
A (West of 17th Street)	74	795	850	86	764		764
B (Roosevelt Park)	51	605	650	80	570		570
<b>CR29 - Alum Rock Avenue</b>							
A (Little Portugal)	18	100	410 310	71	339 239		339
B (Alum Rock)	72	870	1,010	187	823		823
C (East of 680)	61	650	1,175		1,175		1,175
CR30 - The Alameda (West)	21	200	400			400	400
<b>CR31 - W. San Carlos Street</b>		980	1,245	395	850		850
CR32 - Stevens Creek Boulevard	269	8,500 4500	3,860	508	3,352		3,352
<b>Local Transit Villages (Planned BRT/LRT) Sub-Total</b>		<b>14,300 10300</b>	<b>9,917 9817</b>	<b>1,577</b>	<b>7,873 7773</b>	<b>467</b>	<b>8,340</b>
<b>Commercial Corridor &amp; Center Urban Villages</b>							
C34 - Tully Rd / S. King Rd	102	900	119			119	119
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635	1,768	867		867
C36 - Paseo de Saratoga and Vicinity	174	1,500	919 4069			919 4069	919
C37 - Santa Teresa Bl / Bernal Rd	75	850	57			57	57
C38 - Winchester Boulevard	300	2,000	2,200	441	1,759		1,759
C39 - S. Bascom Avenue (North)	215	1,500 4000	1,560	755	805		805
C40 - S. Bascom Avenue (South) (v)	117	500	269	74		195	195
C41 - Saratoga Avenue (v)	159	1,500	616	391		225	225
C43 - S. De Anza Boulevard (v)	84	2,140	508	45		463	463
C44 - Camden / Hillsdale Avenue	108	2,000	450 400			450 400	450
<b>C42 - Story Rd (v)</b>	<b>223</b>	<b>1,823</b>	<b>1,000</b>			<b>1,000</b>	<b>1,000</b>
<b>Commercial Corridor &amp; Center Villages Sub-Total</b>		<b>23,213 20890</b>	<b>10,333 9433</b>	<b>3,474</b>	<b>3,431</b>	<b>3,428 2528</b>	<b>6,859</b>
<b>Neighborhood Villages</b>							
V47 - Landess Av / Morrill Av	16	100	65			65	1,430
V48 - Piedmont Rd / Sierra Rd	11	100	40			40	
V49 - McKee Rd / Toyon Av	25	0 400	43			43	
V50 - McKee Rd / White Rd (v)	19	100	68	7		61	

<del>V52 - E. Capitol Expy / Foxdale Dr</del>	14	400	0				0	
V53 - Quimby Rd / S. White Rd	19	100	66				66	
V54 - Aborn Rd / San Felipe Rd	37	100	71				71	
<del>V55 - Evergreen Village</del>	49	0	0	-	-	0	-	
V57 - S. 24th St / William Ct (v)	52	100	217	67			150	
V58 - Monterey Rd / Chynoweth Rd	37	100	82				82	
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	47				47	
V60 - Santa Teresa Bl / Snell Av	11	0 400	69				69	
V61 - Bollinger Rd / Miller Av	13	100	94				94	
V62 - Bollinger Rd / Lawrence Expy	11	100	50				50	
V63 - Hamilton Av / Meridian Av	53	500	150				150	
V64 - Almaden Expy / Hillsdale Av	49	400	84				84	
V65 - Foxworthy Av / Meridian Av	16	100	110	55			55	
V67 - Branham Ln / Meridian Av	18	100	59				59	
V68 - Camden Av / Branham Ln	21	200	50 400				50 400	
V69 - Kooser Rd / Meridian Av	34	200	71				71	
V70 - Camden Av / Kooser Rd (v)	49	100	56				56	
V71 - Meridian Av / Redmond Av	10	0 400	67				67	
<b>Neighborhood Villages Sub-Total</b>		<b>3,000 3400</b>	<b>1,559 1609</b>	<b>129</b>	<b>0</b>		<b>1,430 1480</b>	<b>1,430</b>
<b>Other Identified Growth Areas</b>								
Non-Growth Area Neighborhood Business Districts	-	0	600					
Vacant Lands	558	1,759	1,460	1,460				600
Entitled & Not Built	513	0	1,697	1,697				
<b>Other Identified Growth Areas Sub-Total</b>		<b>1,759</b>	<b>3,757 3157</b>	<b>3,157</b>				<b>600</b>
<b>Notes:</b>								
<b>DU = Dwelling Units (Occupied and Vacant)</b>								

**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).

40. **Corresponding Urban Village Plan Revisions for Removal of the Residential Pool Policy and Elimination of Horizons**, the following Urban Village Plans are hereby amended to read as follows:

1. **Five Wounds Urban Village**

Five Wounds		
Chapter	Page	Redline Text
Land Use	10	<del>Under the San José 2040 General Plan, residential development on property within an Urban Village is planned to occur in three growth phases, referred to as Horizons. The Five Wounds Urban Village is located within the second Horizon, Horizon II. Residential growth is not supported within a Horizon II Urban Village on lands with an Urban Village or non-residential land use designation until the City Council determines that the City is moving towards achievement of its employment and fiscal goals, and then allocates residential growth capacity to this Horizon (as allowed in General Plan Implementation Policy IP-3.5); non-residential or employment development, is not subject to Horizons and can occur at any time consistent with the goals and policies of the General Plan and this Urban Village Plan.</del>
Land Use	11	<del>Given General Plan Industrial Preservation Policy LU-6.1, even if the City Council allocates residential growth to Horizon II growth areas, t</del> These properties <del>could not</del> <u>cannot have</u> their land use designation changed to Urban Village or another land use designation that allows residential development, until the VTA has secured a Full Funding Grant Agreement for the 28th Street BART station.
Land Use	11	As a result of both General Plan Industrial Preservation Policy LU-6.1 and Land Use Policies contained in the Land Use Chapter of this Urban Village Plan, residential development will not be supported by this Village Plan until <del>both the City Council allocates growth from Horizon II and</del> the VTA has secured a Full Funding Grant Agreement for the 28th Street BART station.
Land Use	11	<del>The General Plan contains two implementation policies for properties within Urban Village areas. These two General Plan policies, known as “Signature Projects” and</del>

		<del>“Pool Projects” give the City Council some flexibility to approve the development of housing units before a Horizon is “opened” (General Plan Policies IP-5.10 and IP-2.11). Given the BART station trigger for residential development, this Village Plan does not support the use of either of these policies until such a time that the VTA secures a Full Funding Grant Agreement for the 28th Street BART station.</del>
Land Use	12-13	Interim Land Use Policy 2: No residential development shall occur on properties designated Urban Village until <del>the City Council allocates residential growth from Horizon II and</del> the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street Five Wounds Urban Village Plan 13 BART station, with the exception of residential developments with a minimum density of 75 DU/AC.
Land Use	13	<del>Interim Land Use Policy 4: The General Plan “Signature Project” policy (General Plan Urban Village Planning Policy IP-5.10) and the General Plan “Pool Project” policy (General Plan General Plan Phasing/Planning Horizons/Major Review Policy IP-2.11) shall not be applicable on properties with an Urban Village Land Use designation until the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street BART station, with the exception of residential developments with a minimum density of 75 DU/AC.</del>
Implementation	53	<del>The General Plan phases the development of urban village areas into three development Horizons. The Five Wounds Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

**2. East Santa Clara Urban Village**

East Santa Clara Street		
Chapter	Page	Redline Text
7	7-2	<del>The General Plan phases the development of urban village areas into three development Horizons. The East Santa Clara Street Urban Village Plan is part of the first Horizon of the Envision San José 2040 General Plan to facilitate near-term redevelopment.</del>

Glossary	G-8	<del>Plan Horizons: The Plan Horizons establish clear priorities for locations, type, and amount of new development in the Growth Areas, to support efficient use of the City's land resources and delivery of City services, and to minimize potential environmental impacts.</del>
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**3. Little Portugal Urban Village**

Little Portugal		
Chapter	Page	Redline Text
Implementation	40	<del>The General Plan phases the development of urban village areas into three development Horizons. The Little Portugal Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

**4. Roosevelt Park Urban Village**

Roosevelt Park		
Chapter	Page	Redline Text
Implementation	40	<del>The General Plan phases the development of urban village areas into three development Horizons. The Roosevelt Park Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

**5. Stevens Creek Urban Village**

Stevens Creek		
Chapter	Page	Redline Text
1	15	<del>Growth Horizons The Envision San Jose 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Stevens Creek Urban Village is included in Horizon 3. At the time of the adoption of this Plan, only Horizon 1 Growth Areas are available for residential development.</del>
1	15	<del>Residential Pool Policy Residential and residential mixed-use development projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order to move forward with entitlements. Alternatively, residential projects may be developed using the "Residential Pool" policy (IP-2.11), as defined in the Envision</del>

		<del>San Jose 2040 General Plan, at the discretion of the City Council.</del>
3	33	<del>Policy LU-2.4 Residential projects utilizing the Envision San Jose 2040 General Plan “Residential Pool” policy (Policy IP-2.11), which can allow residential mixed-use projects prior to the opening of an urban village’s designed horizon, shall replace any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.</del>
3	33	<del>Policy LU-2.5 Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently.</del>
7	156	<del>The General Plan phases the development of Urban Village areas into three development Horizons.</del>
7	156	<del>As such, the Village was part of the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to phase the amount and location of new housing developments in order to achieve a more sustainable jobs-to-housing balance and facilitate new employment opportunities in San Jose. Jobs development can move forward in any of the Urban Villages at any time.</del>

6. **Santana Row/Valley Fair Urban Village**

Santana Row/Valley Fair and Vicinity		
Chapter	Page	Redline Text
1	8	<del><b>General Plan Amendment: Urban Village Commercial Land Use Designation</b> Residential Entitlements: Horizon 3 and Residential Pool: The Envision San José 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Winchester Urban Village is included in Horizon 3. At this time, only Horizon 1 Growth Areas are available for residential development when the Growth Area has an approved Urban Village Plan. Completing Urban Village plans for Growth Areas in the current Horizon 1 is a priority of the General Plan and will further implement the Urban Village Strategy of the General Plan. Residential and</del>

		<del>mixed-use projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order for entitlements or to move forward or, in the alternative, they may develop residential using the residential pool capacity of 5,000 units that are allocated in Urban Village areas with approved Urban Village Plans by applying as a “residential pool project” that requires the approval of the City Council. The planning process for this Urban Village began sooner than its Horizon became open by City Council because of the development activities in these areas and also because the City received a Priority Development Area Grant from the Metropolitan Transportation Commission (MTC).</del>
3	18	3.2-1 EMPLOYMENT GROWTH The SRVF Urban Village currently has 2,939,300 square feet of commercial space, including retail shops, professional office, restaurants, and hotels. The planned job capacity for the Santana Row/Valley Fair Urban Village is <u>established in the Envision San Jose 2040 General Plan Appendix 5, 8,500 jobs.</u> <del>This establishes the total amount of commercial and employment growth that is planned to be accommodated in the Santana Row/Valley Fair Urban Village over the planning horizon (2040). In order to achieve this objective, roughly 2,550,000 square feet of net new commercial space is required.</del>
3	18	3.2-2 HOUSING GROWTH As of Plan adoption, there are approximately 862 existing dwelling units within the Village. <del>In addition to those existing units, the planned housing capacity for the residential portion of the Urban Village is 2,635 new units.</del>
3	27	<del>Policy 3-11: Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently.</del>
3	27	<del>Policy 3-12: Residential projects utilizing the Envision San Jose 2040 General Plan “Residential Pool” policy (Policy IP-2.11), which can allow residential mixed use projects prior to the opening of an urban village’s designated horizon, shall replace any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.</del>

7	PDF page 129	<del>The General Plan phases the development of Urban Village areas into three development Horizons. The SRVF Urban Village Plan is placed in the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to phase the amount and location of new housing developments in order to achieve a more sustainable balance between jobs and housing; emphasizing new employment opportunities in San Jose, these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time.</del>
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**7. South Bascom (North) Urban Village**

South Bascom (North)		
Chapter	Page	Redline Text
3	26	Residential uses that are developed under this designation are encouraged to be built at densities greater than 70 dwelling units to the acre. Lower residential densities are acceptable, however, for mixed-use projects that include small amounts of residential in combination with significant amounts of non-residential square footage. <del>Residential uses are not envisioned to be developed under this land use designation until the City Council opens Horizon III for development (See Phasing of Residential Development section below).</del> The Urban Village designation requires new development to have an urban form in keeping with the pedestrian-oriented Urban Village concept.
3	28	<b>Phasing of Residential Development</b> <del>The phasing of residential uses on lands with the Urban Village designation is subject to the General Plan's Growth Horizons. These Horizons are intended to phase the amount and location of housing development that gets built in the City of San José. Given that the South Bascom Urban Village is in Growth Horizon III, the General Plan does not support residential growth on lands designated Urban Village until the City Council decides to open the horizon for development. The City Council can decide to move an Urban Village into a future growth Horizon through a major review of the General Plan if the City finds it is moving towards achievement of its employment and fiscal</del>

		<p><del>goals. Again, the Horizons only concern residential construction so jobs development can move forward in the South Bascom Urban Village at any time.</del></p> <p><del>The General Plan, however, contains a policy that gives the City Council some flexibility to approve housing before a residential Growth Horizon is commenced. This policy (General Plan Policy IP-2.11) provides a “pool” of 5,000 residential units that the Council can allocate to Urban Villages that are not within a current Growth Horizon, but have a Council approved Village Plan. As a result of this policy, the City could approve mixed-use commercial residential development within areas designated Urban Village prior to opening Horizon III for residential development, if this development is consistent with the goals and policies of this Urban Village Plan.</del></p>
7	106	<p>The General Plan phases the development of Urban Village areas into three development Horizons. The South Bascom Urban Village Plan is part of the third Horizon of the Envision San José 2040 General Plan to facilitate long-term redevelopment. The Horizons are intended to phase the amount and location of new housing development in order to achieve a more sustainable jobs to housing balance and facilitate new employment opportunities in San Jose. Jobs development can move forward in any of the Urban Villages at any time.</p>

### 8. Winchester Boulevard Urban Village

Winchester Boulevard		
Chapter	Page	Redline Text
1	8	<p><del><b>General Plan Amendment: Urban Village Commercial Land Use Designation – Residential Entitlements: Horizon 3 and Residential Pool: The Envision San José 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Winchester Urban Village is included in Horizon 3. At this time, only Horizon 1.</b></del></p>

		<p><del>Growth Areas are available for residential development when the Growth Area has an approved Urban Village Plan. Completing Urban Village plans for Growth Areas in the current Horizon 1 is a priority of the General Plan and will further implement the Urban Village Strategy of the General Plan. Residential and mixed-use projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order for entitlements or to move forward or, in the alternative, they may develop residential using the residential pool capacity of 5,000 units that are allocated in Urban Village areas with approved Urban Village Plans by applying as a “residential pool project” that requires the approval of the City Council. The planning process for this Urban Villages began sooner than its Horizon became open by City Council because of the development activities in these areas and also because the City received a Priority Development Area Grant from the Metropolitan Transportation Commission (MTC).</del></p>
3	27	<p><del>Policy 3-13: Residential projects utilizing the Envision San Jose 2040 General Plan “Residential Pool” policy (Policy IP-2.11), which can allow residential mixed use projects prior to the opening of an urban village’s designated horizon, shall replace any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.</del></p>
Implementation	PDF Pg 135	<p><del>The General Plan phases the development of Urban Village areas into three development Horizons. The Winchester Urban Village Plan is placed in the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to phase the amount and location of new housing developments in order to achieve a more sustainable balance between jobs and housing; emphasizing new employment opportunities in San</del></p>

		<del>Jose, these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time.</del>
3	26	<del>Policy 3-12: Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently</del>

9. **24th & Williams Urban Village**

24 <sup>th</sup> and William		
Chapter	Page	Redline Text
Land Use	8	As discussed below, in the Phasing of Residential Development (Section B) of this Chapter, new residential uses integrated with employment uses, will be allowed by this Village Plan when <del>the City Council decides to allocate housing capacity from Growth Horizon III and</del> the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement (FFGA) for the 28th Street BART station. The inclusion of additional residential development and residents would further support existing businesses in the area, as well as new businesses desired along 24th Street, and would contribute to the overall vitality of the area.
Land Use	9-10	<del>B. PHASING OF RESIDENTIAL DEVELOPMENT To achieve San José's economic and fiscal goals, the San José 2040 General Plan meters out planned residential growth into three Growth Horizons (Horizon I, II and III), as per General Plan Implementation Policy IP-2.1. Residential growth is not supported within an Urban Village until residential growth capacity is allocated from a given Horizon or if a General Plan Amendment is pursued to modify the Plan Horizon for an Urban Village, as allowed by General Plan Implementation Policy IP-3.5. The planned residential growth in the 24th &amp; William Urban Village is in Horizon III. Non-residential or employment development is not subject to the Growth Horizons and can occur at any time, consistent with the goals and policies of the General Plan and the applicable Urban Village Plan.</del>

		<p><del>In addition, the <u>The</u> General Plan contains Land Use Policy LU-6.1 which only allows conversion of Light Industrial, Heavy Industrial or other employment uses to nonemployment uses (i.e. residential uses) in the 24th &amp; William Urban Village, with the completion of the planned 28th Street BART Station, <u>and</u> - <u>As a result of both of these policies, there are two different rules regarding when residential can occur within this Village. The first rule applies to areas presently designated, and shown in the 24th &amp; William Existing/Interim Land Use Diagram (Figure 1), as Light Industrial or Combined Industrial/Commercial. The other rule applies to lands designated Neighborhood/Community Commercial. Both of these rules are described in the next section below.</u></del></p>
Land Use	10-11	<p>1. PHASING OF RESIDENTIAL GROWTH ON LAND DESIGNATED LIGHT INDUSTRIAL OR COMBINED INDUSTRIAL/COMMERCIAL Lands designated on the 24th &amp; William Existing/Interim Land Use Diagram (Figure 1) as Light Industrial or Combined Industrial/Commercial do not allow residential uses until the Valley Transportation Authority secures a Full Funding Grant Agreement for the planned 28th Street BART station. Consequently, the land use designation of these Light Industrial or Combined Industrial/Commercial areas will not be changed to Urban Village (through a General Plan Amendment process), as shown on the 24th &amp; William Future Land Use Diagram (Figure 2), or another designation that allows housing, until the VTA secures a Full Funding Grant Agreement (FFGA) for the 28th Street BART station. <del>General Plan Policy LU-6.4 precludes the allocation of planned residential capacity onto these employment lands though the use of either the Signature Project policy (Implementation Policy IP-5.10) or Residential Unit Capacity “Pool” policy (Implementation Policy IP-2.11) in the General Plan. The Phasing of Residential Growth on Lands Designation Neighborhood/Community Commercial (Section B.2) below discusses these policies in more detail.</del></p>

		<p>2. PHASING OF RESIDENTIAL GROWTH ON LANDS DESIGNATED NEIGHBORHOOD/ COMMUNITY COMMERCIAL</p> <p><del>The phasing of residential uses on lands designated Neighborhood/Community Commercial is subject to the General Plan's Growth Horizons. Given that the 24th &amp; William Urban Village is in Growth Horizon III, the General Plan does not support residential growth on lands designated Neighborhood/Community Commercial until the City Council decides to allocate residential growth capacity to Horizon III. The City Council can also decide to move this Urban Village into another growth Horizon as part of an Annual Review of the General Plan, if the City is moving towards achievement of its employment and fiscal goals, as allowed by General Plan Implementation Policy IP-3.5.</del></p> <p>The General Plan however contains two implementation policies which gives the City Council some flexibility to approve housing before a residential Growth Horizon is activated. These two General Plan policies allow flexibility to allow mixed-use commercial/residential development within areas designated Neighborhood/Community Commercial prior to the allocation of residential growth from Horizon III, if this development is consistent with the goals and policies of this Urban Village Plan. <del>The first policy allows mixed-use residential/commercial projects to be approved ahead of a Growth Horizon if a project includes a significant jobs component and meets the other criteria of a Signature Project (for a description of a Signature Project, see General Plan Implementation Policy IP-5.10). The second implementation policy provides a "pool" of 5,000 residential units that the Council can allocate to Signature Projects and/or Urban Villages that are not within a current Growth Horizon but have a Council-approved Village Plan (General Plan Implementation Policy IP-2.11).</del></p>
Land Use	11	<p>C. LAND USE DIAGRAM</p> <p>This Village Plan contains two Land Use diagrams. The first diagram (Figure 1) is the Existing/Interim Land Use</p>

		<p>diagram that identifies land uses and intensity of uses that are supported by this Village Plan, prior to <del>the allocation of Horizon III growth and</del> when the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street BART station. The second diagram (Figure 2) is the Future Land Use diagram that is proposed <del>with the allocation of Horizon III growth and</del> when the VTA secures a Full Funding Grant Agreement for the 28th Street BART Station. <del>Both are described in more detail below.</del></p>
Land Use	12	<p>3. FUTURE LAND USE DIAGRAM</p> <p>The Future Land Use Diagram (Figure 2) is the planned land use diagram that would be approved by the City Council through a General Plan amendment process once the <del>City Council allocates residential growth from Horizon III and once the</del> VTA has secured a Full Funding Grant Agreement for the 28th Street BART station. <del>Because, as described in the Phasing of Residential Development (Section B) above, there are different policies that affect the phasing of new residential uses, this Future Land Use Diagram could be approved in stages. The areas designated Neighborhood/Community Commercial could be converted to Urban Village Land Use designation through a General Plan amendment process when the Council decides to allocate growth from Horizon III.</del> Per General Plan Land Use Policy LU-6.1, the areas currently designated Combined Industrial/Commercial and Light Industrial might be converted later once BART station is planned and scheduled for completion.</p> <p><del>While it is not anticipated that BART will be completed before allocation of Horizon III growth, if BART is completed first, the City Council could amend the General Plan through a General Plan Amendment process to allow residential uses on the Combined Industrial/Commercial and Light Industrial areas (as shown in Figure 1) prior to Horizon III allocation.</del></p>
Land Use	15	<p>1. EXISTING/INTERIM LAND USE DESIGNATIONS</p>

		Below are descriptions of the land use designations that are applied in the Existing/Interim Land Use Diagram (Figure 1) that is in place until <del>the City Council allocates growth from Horizon III and until</del> the VTA secures a Full Funding Grant Agreement for the 28th Street BART Station.
Land Use	16	<p><b>Neighborhood/Community Commercial</b> <i>Density: Varies</i></p> <p>The Neighborhood/Community Commercial Land Use Designation supports a broad range of commercial uses such as neighborhood serving retail stores and services, office uses and private community gathering facilities including places of worship. Residential uses are not supported by this Land Use Designation.</p> <p>The only properties on the Existing/Interim land use diagram that are designated Neighborhood/Community Commercial are located at or adjacent to the northeast, southeast and southwest corner of 24th and William Streets. All, but one of these properties, are ultimately planned to be changed to an Urban Village Land Use designation with <del>Council allocation Growth Horizon III</del> <a href="#">the VTA securing a Full Funding Grant Agreement for the 28<sup>th</sup> Street BART Station</a>. This one property that is intended to remain Neighborhood/Community Commercial is located on the northeast corner of 24th Street and William Court. This property contains a single-family house that is estimated to be over 100 years old. A historic analysis has not been conducted for this property; however, a survey of this property could determine that this property is eligible for the City's historic inventory. The goal of this Village Plan is to preserve this early 20th century single family house, while allowing the structure to be used for neighborhood serving commercial uses or offices uses. Although the Neighborhood/Community Commercial designation does not allow the redevelopment of the site to new residential uses, this Village Plan does support the continued residential use of this structure.</p>

Land Use	18-19	Interim Land Use Policy 4: No residential development may occur on properties that are designated Neighborhood/Community Commercial on the Existing/Interim Land Use Diagram within the Village Plan boundary, until <del>the City Council allocates residential growth from Horizon III and</del> the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the planned 28th Street BART Station.
Land Use	19	2. LAND USE DESIGNATIONS ADDED TO THE FUTURE LAND USE DIAGRAM Below is a description of the Urban Village Land Use Designation which will be applied <del>with the City Council allocation of Growth from Horizon III and</del> when the VTA secures a Full Funding Grant Agreement for the planned BART Station. To identify where this designation is planned to be applied refer to Figure 2 (24th & William Future Land Use Diagram).
Urban Design	21	A. BUILDING HEIGHT The surrounding community has expressed support for the redevelopment of the existing, predominately single-story commercial and industrial buildings along 24th and William Streets with multi-story commercial or mixed-use residential/commercial development. However, the surrounding neighborhood is largely composed of one-story single-family homes, and as the area redevelops, it will be critical to ensure that new development is compatible and in scale and height. To ensure neighborhood compatibility, this Village Plan establishes the height limit for new commercial and high-density mixed-use residential/commercial development. Height limits for the Existing/Interim Land Use Diagram (pre-BART) are shown in Figure 3. Height limits for the <del>Horizon III and</del> completed BART station land use diagram are shown in Figure 4. The height limits established in the Village Plan are lower than the illustrative height ranges established in the Envision San José 2040 General Plan for the Combined Industrial/Commercial Land Use Designations.
Urban Design	22	Building Height Policy 2: The height of new development within the 24th & William Urban Village shall not exceed

		the height limits shown on the 24th & William Existing/Interim Height Limits (Figure 3), prior to <del>the City Council opening Horizon III for residential development and</del> when the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the planned 28th Street BART Station. The height of new development within the 24th & William Urban Village shall not exceed the height limits shown on 24th & William Future Height Limits (Figure 4), until <del>the City Council opens Horizon III for residential development and</del> when the VTA secures a Full Funding Grant Agreement for the planned 28th Street BART Station.
Implementation	44	<del>The General Plan phases the development of urban village areas into three development Horizons. The 24th &amp; William Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

41. **Corresponding Urban Village Plan Revisions for Shared Capacity & Jobs-First Language**, the following Urban Village Plans are hereby amended to read as follows:

1. **Alameda Urban Village**

The Alameda		
Chapter	Page	Redline Text
1	1	This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, <del>providing the capacity for development of approximately 411 new dwelling units and 1,443 new jobs</del> <a href="#">Appendix 5: Planned Job Capacity and Housing Growth Areas.</a>
3	20	<del>This Plan establishes a commercial/ employment square footage objective and residential unit planned capacity for the overall Village.</del>
3	20	The commercial square footage objective establishes the amount of commercial/ employment growth that is planned to be accommodated in The Alameda Urban Village. The amount of new commercial square footage <del>of 432,900 square feet</del> is based upon the Envision San Jose 2040 General Plan's planned capacity <a href="#">from Appendix 5: Planned Job Capacity and Housing Growth Areas.</a> <del>of 1,443 new jobs for The Alameda Urban Village. The number of jobs is calculated based on the General</del>

		<del>Plan's metric of one job for every 300 square feet and does not equate to the actual number of jobs.</del>
3	20	<del>The planned dwelling unit capacity for the residential portion of the Urban Village is 411 new units.</del>

**2. Five Wounds Urban Village**

Five Wounds		
Chapter	Page	Redline Text
Land Use	9	<del>For the remaining areas of the Village, the overall objective is to Five Wounds Urban Village Plan 10 develop an additional approximately 1,215,000 square feet of commercial/employment space in addition to the existing approximately 597,594 commercial square footage.</del>
Land Use	10	<del>The Urban Village jobs growth is based upon the Envision San Jose 2040 General Plan's planned capacity from Appendix 5: Planned Job Capacity and Housing Growth Areas. objective of approximately 1,215,000 additional square feet is based upon the "jobs first" General Plan planned capacity of 4,050 new jobs for the Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on a planned capacity of 4,050 new jobs, this commercial square footage equates to 1,215,000 square feet.</del>
Land Use	10	<del>The planned dwelling unit capacity for the residential portion of mixed-use developments is 845 units for the entire Village area. This overall residential unit capacity is the maximum residential growth planned for the Urban Village as stated in the General Plan based upon the Envision San Jose 2040 General Plan's planned capacity from Appendix 5: Planned Job Capacity and Housing Growth Areas.</del>

**3. East Santa Clara Urban Village**

East Santa Clara Street		
Chapter	Page	Redline Text
3	3-2	The planned residential dwelling unit capacity for the East Santa Clara Street Urban Village is <del>1,650 units, adding 850 units to the</del>

		<p><del>existing 800 dwelling units</del> based upon the <a href="#">Envision San José 2040 General Plan Appendix 5: Planned Job Capacity and Housing Growth Areas.</a></p>																										
Appendix A	A-3	<p><b>Planned Housing</b></p> <p>Table B indicates that no land use entitlements for new residential housing have been approved in the East Santa Clara Street Urban Village since the General Plan Four Year Major Review in December 2016.</p> <p><b>Table B: Planned Housing<sup>1</sup></b></p> <table border="1"> <thead> <tr> <th>Status of Residences Planned</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Planned Housing Units</td> <td>850</td> </tr> <tr> <td>Approved Housing Units – Market-rate</td> <td>0</td> </tr> <tr> <td>Approved Housing Units – Known Income-restricted Affordable</td> <td>0</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>850</td> </tr> <tr> <td>Rent-stabilized Mobilehome Housing<sup>2</sup></td> <td>0</td> </tr> <tr> <td>Total Existing Housing Units</td> <td>800</td> </tr> </tbody> </table> <p><b>Affordable Housing Goals</b></p> <p>Table C quantifies the income-restricted affordable housing goal as proposed in the Village Plan. Since no residential land use entitlements have been approved since Envision San José 2040 General Plan (General Plan) was adopted in 2011, at least 25% of the area's remaining housing capacity would need to be income-restricted to meet the General Plan's 25% affordable housing goal for Urban Villages.</p> <p><b>Table C: Income-restricted Affordable Housing Goal</b></p> <table border="1"> <thead> <tr> <th>Affordable Housing Requirements</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Goal (total of 25% of planned housing)</td> <td>213</td> </tr> <tr> <td>Extremely Low-income Housing (15%) – At or below 30% of AMI</td> <td>128</td> </tr> <tr> <td>Other Affordable Housing (10%) – At or below 120% of AMI</td> <td>85</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>850</td> </tr> <tr> <td>Proportion of Remaining Capacity to be Income-restricted Affordable</td> <td>25%</td> </tr> </tbody> </table> <p>Removal of the graphic above</p>	Status of Residences Planned	Residences	Planned Housing Units	850	Approved Housing Units – Market-rate	0	Approved Housing Units – Known Income-restricted Affordable	0	Remaining Housing Capacity	850	Rent-stabilized Mobilehome Housing <sup>2</sup>	0	Total Existing Housing Units	800	Affordable Housing Requirements	Residences	Affordable Housing Goal (total of 25% of planned housing)	213	Extremely Low-income Housing (15%) – At or below 30% of AMI	128	Other Affordable Housing (10%) – At or below 120% of AMI	85	Remaining Housing Capacity	850	Proportion of Remaining Capacity to be Income-restricted Affordable	25%
Status of Residences Planned	Residences																											
Planned Housing Units	850																											
Approved Housing Units – Market-rate	0																											
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Remaining Housing Capacity	850																											
Proportion of Remaining Capacity to be Income-restricted Affordable	25%																											

#### 4. Little Portugal Urban Village

Little Portugal		
Chapter	Page	Redline Text
Land Use	9	<p>The Little Portugal Urban Village Plan (Village Plan) <del>establishes a</del> <a href="#">plans for the addition of new commercial/employment square footage</a> <del>objective and residential units</del> <del>planned capacity</del> for the Urban Village overall. <del>The commercial objectives and residential capacities shown are totals, consisting of the existing number of residential units and commercial square footage, plus the planned new residential units and commercial square footage.</del></p>
Land Use	9-10	<p>The <a href="#">existing commercial</a> employment <del>objective for the Little Portugal Urban Village is to add approximately 30,000 square footage in the Village Plan area</del> <del>feet of commercial square feet to the existing</del> <a href="#">is approximately 118,000 square feet</a> <del>of commercial for an overall amount of approximately 148,000 square feet of commercial square footage. This amount represents almost a 25% increase in the amount of commercial square footage above the existing level.</del></p>

		<p><del>The commercial square footage requirement establishes the amount of employment growth that is desired and is planned to be accommodated in the Little Portugal Urban Village. The Urban Village amount of approximately 148,000 square feet of commercial (which includes the existing approximately 118,000 square feet and the additional approximately 30,000 square feet of planned commercial/employment square feet) is based upon the “jobs first” General Plan planned capacity of 100 jobs for the Little Portugal Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on the planned capacity of 100 new jobs, this commercial square footage equates to 30,000 square feet.</del></p> <p>This Village Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are generally envisioned to be a mix of retail shops and services, and professional and general offices.</p> <p>To assist the City with achieving the overall commercial square footage amount within the Little Portugal Urban Village, this Village Plan <del>translates the 148,000 square foot objective into</del> <u>uses</u> a commercial Floor Area Ratio (FAR) for each those areas within the Village that allow housing. These areas, which are designated with the Urban Village Land Use Designation, are designated as Areas B and C on the Land Use and Height Diagram (see Figure 1). The commercial FAR requirement for Area B is 0.35 FAR and the commercial FAR requirement for Area C is 0.24. The FAR’s for Areas B and C are different to reflect the depth of the lots, and therefore, the different development potentials for each area.</p>
Land Use	10	<p>The <del>overall planned dwelling unit capacity for the</del> Little Portugal Urban Village <del>is 400 dwelling units,</del> <u>which</u> includes <del>the</del> <u>an</u> estimated 90 existing dwelling</p>

		<p>units and the 310 new planned housing units. This overall residential unit capacity is the maximum residential growth planned for the Little Portugal Urban Village in the General Plan. In this Village Plan, the community recognizes the importance of providing new housing in the Little Portugal Urban Village as a means of creating a more vibrant and active place; however, because the General Plan is a jobs focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</p>
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5. Roosevelt Park Urban Village

Roosevelt Park		
Chapter	Page	Redline Text
Land Use	8	<p>The Roosevelt Park Urban Village Plan (Village Plan) <del>establishes a</del> <u>plans for the addition of new</u> commercial/employment square footage <del>objective</del> and residential units <del>planned capacity</del> for the Urban Village overall. <del>The commercial objectives and residential capacities shown are totals, consisting of the existing number of residential units and commercial square footage, plus the planned new residential units and commercial square footage.</del></p>
Land Use	8-9	<p>Area A, as identified in the Roosevelt Park Land Use Plan (Figure 1) is not anticipated for any additional commercial/employment uses as the area encompasses only the Roosevelt Community Center and Park and the San José Water Works facility. <del>For the remaining Areas, the overall objective for the whole Urban Village is to develop a total of approximately 526,000 square feet of commercial/employment space, which equates to the existing job square Roosevelt Park Urban Village Plan 9 footage (of approximately 344,500 square feet) plus new planned jobs square footage (of approximately 181,500 square feet).</del></p> <p><del>The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Urban Village. The Urban Village objective of approximately 526,000</del></p>

		commercial square feet is based upon the “jobs first” General Plan planned capacity of new 605 jobs for this Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on the planned capacity of 605 new jobs, this commercial square footage equates to 181,500 square feet.
Land Use	9	The planned dwelling unit capacity for the residential portion of mixed-use residential/commercial developments is 650 units for all Areas, except Subarea A. This overall residential unit capacity is the maximum residential growth planned for the Urban Village as stated in the General Plan. In this Village Plan, the community recognizes the importance of providing new housing in the Urban Village as a means of creating a more vibrant and active place; however, because the General Plan is jobs focused and it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Urban Village. <u>The Village plans to accommodate additional housing growth in all areas except Subarea A.</u>

6. Stevens Creek Urban Village

Stevens Creek		
Chapter	Page	Redline Text
1	3	This Plan supports the identified growth capacity for this Urban Village <u>as shown</u> in the Envision San José 2040 General Plan <u>Appendix 5: Planned Job Capacity and Housing Growth Areas</u> , <del>providing the capacity for development of approximately 3,860 new dwelling units and 4,500 new jobs.</del>
1	15	<del>Santana Row/ Valley Fair Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 8,500 new jobs and 2,635 new housing units by 2040.</del>
3	28	<del>The employment growth objective for the Stevens Creek Urban Village is to add 4,500 new jobs. This establishes the total amount of commercial and employment growth that is planned</del>

		<del>to be accommodated in the Stevens Creek Urban Village over the planning horizon (2040) and amounts to roughly 1,350,000 square feet of net new commercial space required to achieve this objective. This is approximately a 48 percent increase in the commercial space square footage over the existing square footage within the Village.</del>
3	28	<del>The planned residential dwelling unit capacity for the Stevens Creek Urban Village is 3,860 new units</del>
3	28	<del>The overall residential unit capacity is the maximum residential growth planned for the Stevens Creek Urban Village in the Envision San Jose 2040 General Plan. This Plan recognizes the importance of providing new housing as a means of creating a more vibrant and active place; however, the Envision San Jose 2040 General Plan does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</del>
3	34	<del>Action Item LU-2.1 When the commercial allocation (4,500 new jobs) is met for Stevens Creek Urban Village, explore an Urban Village Plan update during the nearest General Plan 4-year review, and during the update, consider allowing residential in a mixed-use format on commercial land use designations, outlined in the Plan.</del>

**7. West San Carlos Urban Village**

West San Carlos		
Chapter	Page	Redline Text
1	6	<del>The General Plan encourages “jobs first” and places emphasis on protecting and increasing commercial uses in San José, especially in the designated Urban Villages.</del>
3	18	<del>The growth capacity for the West San Carlos Urban Village is 980 jobs and 1,245 residential units. As a general rule, this Plan considers one job as equal to 300 square feet of a commercial building’s square footage, which translates into 294,000 square feet of capacity for new commercial development.</del>

Appendix B	B-4	<p style="text-align: center;"><b>PLANNED HOUSING</b></p> <p>Table B indicates that no land use entitlements for new residential housing have been approved in the West San Carlos Urban Village since the General Plan Four Year Major Review in December 2016. The Housing Department is aware of one prospective affordable housing development in this urban village. Meridian/Page, being developed by Charities Housing at 329 Page Street, is expected to provide 81 affordable apartments.</p> <p><b>Table B: Planned Housing</b></p> <table border="1"> <thead> <tr> <th>Status of Residences Planned</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Planned Housing Units</td> <td>1,245</td> </tr> <tr> <td>Approved Housing Units – Market-rate</td> <td>0</td> </tr> <tr> <td>Approved Housing Units – Known Income-restricted Affordable</td> <td>0</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,245</td> </tr> </tbody> </table> <p>Removal of the graphic above</p>	Status of Residences Planned	Residences	Planned Housing Units	1,245	Approved Housing Units – Market-rate	0	Approved Housing Units – Known Income-restricted Affordable	0	Remaining Housing Capacity	1,245
Status of Residences Planned	Residences											
Planned Housing Units	1,245											
Approved Housing Units – Market-rate	0											
Approved Housing Units – Known Income-restricted Affordable	0											
Remaining Housing Capacity	1,245											

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Appendix B	B-5	<h2 style="text-align: center;">AFFORDABLE HOUSING GOALS</h2> <p>Table C quantifies the income-restricted affordable housing goal as proposed in the draft Plan. Since no residential land use entitlements have been approved since the General Plan was adopted in 2011, 25% of the area’s remaining housing capacity would need to be income-restricted to meet the General Plan’s 25% affordable housing goal for Urban Villages.</p> <p><b>Table C: Income-restricted Affordable Housing Goal</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Affordable Housing Requirements</th> <th style="text-align: left;">Residences</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Goal (total of 25% of planned housing)</td> <td style="text-align: center;">311</td> </tr> <tr> <td>Extremely Low-income Housing (15%) – At or below 30% AMI</td> <td style="text-align: center;">187</td> </tr> <tr> <td>Other Affordable Housing (10%) – At or below 120% AMI</td> <td style="text-align: center;">125</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td style="text-align: center;">1,245</td> </tr> <tr> <td>Proportion of Remaining Capacity to be Income-restricted Affordable</td> <td style="text-align: center;">25%</td> </tr> </tbody> </table> <p style="text-align: center;">Removal of the graphic above</p>	Affordable Housing Requirements	Residences	Affordable Housing Goal (total of 25% of planned housing)	311	Extremely Low-income Housing (15%) – At or below 30% AMI	187	Other Affordable Housing (10%) – At or below 120% AMI	125	Remaining Housing Capacity	1,245	Proportion of Remaining Capacity to be Income-restricted Affordable	25%
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Remaining Housing Capacity	1,245													
Proportion of Remaining Capacity to be Income-restricted Affordable	25%													

**8. Santana Row/Valley Fair Urban Village**

Santana Row/Valley Fair and Vicinity		
Chapter	Page	Redline Text
1	1	<del>This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, providing the capacity for development of approximately 2,635 new dwelling units and 8,500 new jobs.</del>
1	9	<del>Santana Row/Valley Fair Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 8,500 new jobs and 2,635 new housing units by 2040.</del>
3	26	<del>GOAL LU-1 Support new job-generating and area-regional serving commercial development in the Santana Row/Valley Fair Urban Village by increasing the Village’s commercial building square footage by at least 85 percent, or about 2,550,000 square feet.</del>

**9. South Bascom (North) Urban Village**

South Bascom (North)												
Chapter	Page	Redline Text										
1	6	<p><b>Plan Purpose</b></p> <p>The purpose of this Urban Village Plan is to guide new development and public investment in ways that further the goals outlined in the Envision San José 2040 General Plan (General Plan). <del>The General Plan encourages “jobs first” and places emphasis on protecting and increasing commercial uses in San José, especially in the designated Urban Villages.</del></p>										
3	18	<p><b>PLANNED GROWTH</b></p> <p>The Envision San José 2040 General Plan (General Plan) establishes specific employment and residential growth capacities for all Urban Villages, <del>and the</del> <u>The</u> growth capacity for the South Bascom Urban Village <u>is outlined in General Plan Appendix 5.</u> <del>1,000 jobs and 1,560 residential units. As a general rule, this Plan considers one job as equal to 300 square feet of commercial building which translates into 300,000 square feet of capacity for new commercial development.</del> This Plan’s land use concept includes land use designations to specifically meet this planned growth (see Figure 3:1).</p>										
3	33	<p>Goal LU-4: Support a range of housing types within the South Bascom Urban Village and increase the supply of the Village’s residential units consistent with the housing growth assigned by the Envision San José 2040 General Plan, <del>about 1,560 units.</del></p>										
Appendix A	A-4	<p><b>PLANNED HOUSING</b></p> <p>Table B indicates that no land use entitlements for new residential housing have been approved in the South Bascom Urban Village since the General Plan Four Year Major Review in December 2016.</p> <p><b>Table B: Planned Housing</b></p> <table border="1"> <thead> <tr> <th>Status of Residences Planned</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Planned Housing Units</td> <td>1,560</td> </tr> <tr> <td>Approved Housing Units – Market-rate</td> <td>0</td> </tr> <tr> <td>Approved Housing Units – Known Income-restricted Affordable</td> <td>0</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,560</td> </tr> </tbody> </table> <p>Removal of the graphic above</p>	Status of Residences Planned	Residences	Planned Housing Units	1,560	Approved Housing Units – Market-rate	0	Approved Housing Units – Known Income-restricted Affordable	0	Remaining Housing Capacity	1,560
Status of Residences Planned	Residences											
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Appendix A	A-5	<p><b>AFFORDABLE HOUSING GOALS</b></p> <p>Table C quantifies the income-restricted affordable housing goal as proposed in the draft Plan. Since no residential land use entitlements have been approved since the General Plan was adopted in 2011, 25% of the area's remaining housing capacity would need to be income-restricted to meet the General Plan's 25% affordable housing goal for Urban Villages.</p> <p><b>Table C: Income-restricted Affordable Housing Goal</b></p> <table border="1"> <thead> <tr> <th>Affordable Housing Requirements</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Goal (total of 25% of planned housing)</td> <td>390</td> </tr> <tr> <td>Extremely Low-income Housing (15%) – At or below 30% AMI</td> <td>234</td> </tr> <tr> <td>Other Affordable Housing (10%) – At or below 120% AMI</td> <td>156</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,560</td> </tr> <tr> <td>Proportion of Remaining Capacity to be Income-restricted Affordable</td> <td>25%</td> </tr> </tbody> </table> <p>Removal of the graphic above</p>	Affordable Housing Requirements	Residences	Affordable Housing Goal (total of 25% of planned housing)	390	Extremely Low-income Housing (15%) – At or below 30% AMI	234	Other Affordable Housing (10%) – At or below 120% AMI	156	Remaining Housing Capacity	1,560	Proportion of Remaining Capacity to be Income-restricted Affordable	25%
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**10. Winchester Boulevard Urban Village**

Winchester Boulevard		
Chapter	Page	Redline Text
1	1	<p><b>1. INTRODUCTION</b></p> <p>The Winchester Boulevard (Winchester) Urban Village Plan is prepared by the City and community to provide a policy framework to guide new job and housing growth within the Urban Village boundary. The Plan will also guide the characteristics of future development, including buildings, parks, plazas and placemaking, streetscape and circulation within this area. This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, <del>providing the capacity for development of approximately 2,200 new dwelling units and 2,000 new jobs.</del></p>
3	17	<p><b>3.2-1 EMPLOYMENT GROWTH</b></p> <p>The Winchester Boulevard Urban Village currently has about 712,600 square feet of existing commercial space (retail, professional office, restaurants, etc.). <del>The planned job capacity for the Winchester Boulevard Urban Village is 2,000 jobs. This establishes the total amount of commercial and employment growth that is planned to be accommodated in the Winchester Boulevard Urban Village over the planning horizon (2040) and amounts to roughly 600,000 square feet of net new commercial space. The current approved commercial development for this Urban</del></p>

		<del>Village is 18,511 square feet, or approximately 67 jobs, based on the General Plan's assumption of one job for every 300 square feet.</del>
3	17	<p><b>3.2-2 HOUSING GROWTH</b></p> <p><del>The planned housing capacity for the residential portion of the Winchester Boulevard Urban Village is 2,200 new units.</del> There are currently about 3,648 existing dwelling units within the Village boundaries and an approved project that will add 424 new units. <del>These 424 approved dwelling units pull from the 2,200 units of housing capacity, leaving a remainder of 1,776 units.</del></p> <p>The overall residential unit capacity is the maximum residential growth planned for the Winchester Boulevard Urban Village in the Envision San José 2040 General Plan. In this Plan, the community recognizes the importance of providing new housing as a means of creating a more vibrant and active place; however, the Envision San José 2040 General Plan does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</p>
3	25	<p><b>GOAL LU-1</b> Support new job-generating and area-regional serving commercial development in the Winchester Urban Village by increasing the Village's commercial building square footage by at least 85 percent, <del>or about 600,000 square feet.</del></p>
1	9-10	<p><b>General Plan</b></p> <p>A major strategy of the Envision San José 2040 General Plan is to transform strategically identified Growth Areas into higher-density, mixed-use, urban districts or "Urban Villages", which can accommodate employment and housing growth and reduce the environmental impacts of that growth by promoting transit use, bicycle facilities and walkability.</p> <p><del>Winchester Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 2,000 new jobs and 2,200 new housing units by 2040.</del></p>

**11. 24th & Williams Urban Village**

24 <sup>th</sup> and William		
Chapter	Page	Redline Text
Land Use	8-9	<p><b>EMPLOYMENT GROWTH</b></p> <p>The overall objective for the whole Village is to develop an additional <del>30,000 square feet of</del> non-residential/employment square footage over the existing amount of commercial and industrial square footage. <del>With</del> <u>The existing non-residential/employment square footage is</u> approximately 167,000 square feet of existing industrial and commercial space, <del>this objective represents an approximately 18 percent increase in the amount of employment square footage above existing levels. The Village employment growth objective is based upon the “jobs first” Envision San José 2040 General Plan planned capacity of 100 new jobs for the 24th &amp; William Urban Village. The non-residential/employment square footage objective was calculated per the methodology outlined in the General Plan by assuming that each job requires, on average, 300 square feet of gross building area, and then multiplying 100 by 300.</del></p>
Land Use	9	<p><b>HOUSING GROWTH</b></p> <p>The planned dwelling unit capacity for the <del>Village overall is 217 new housing units, to be developed as part of mixed-use development. This residential unit capacity is the maximum new residential growth planned for the</del> 24th &amp; William Urban Village <u>as is</u> outlined in the Envision San José 2040 General Plan <u>Appendix 5</u>. This Village Plan recognizes that housing can contribute to creating a vibrant Urban Village; however, <del>because the Envision San José 2040 General Plan is a jobs-focused Plan,</del> it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</p>

**42. Corresponding Urban Village Plan Revisions for Cleanup from Past Policy Changes (e.g., Removal of Implementation Framework, Mixed Use Commercial Land Use Designation Changes Consistent with the General Plan, Architectural Projection Allowances), the following Urban Village Plans are hereby amended to read as follows:**

1. Alameda Urban Village

The Alameda		
Chapter	Page	Redline Text
TOC	PDF pg 5	<del>CHAPTER 8: Implementation and Financing Strategy (Reserved)</del>
1	10	<del>Chapter 8: Implementation and Financing Strategy Outlines implementation and financing strategies to fund the development of identified amenities, infrastructure, and public needs.</del>
8	102	Delete this and all mentions as the chapter was not adopted by CC: <a href="https://records.sanjoseca.gov/Resolutions/RES78048.PDF">https://records.sanjoseca.gov/Resolutions/RES78048.PDF</a> (Resolution: 78048 under "Fall 2016 General Plan Amendments")
3	23	MIXED-USE COMMERCIAL DENSITY: UP TO 50 DU/AC; RESIDENTIAL/COMMERCIAL MIXED -USE FAR: 0.5 TO 4.5 RESIDENTIAL FAR: 0.25 TO 4.5  This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del> . 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	60	13. Non-occupiable architectural features such as roof forms, chimneys, stairwells, window washing related equipment installations, and elevator housings may project <del>up to 10</del>

		<del>feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>
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2. **Five Wounds Urban Village**

Five Wounds		
Chapter	Page	Redline Text
Streetscape	33	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping, streetscapes, and connections to public transit.</del>
Streetscape	35	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place-making art installations that are viewable to the public.</del>
Streetscape	35	<del>Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place-making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Streetscape	35-36	Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable. <del>This policy could be implemented through the Urban Village Implementation and Amenity Framework.</del>
Streetscape	36	Public Art Action 1: Explore establishment of a public art fee, <del>either through the Urban Village Implementation and Amenity Framework or through</del> a special arts district, on new private development in the Five Wounds Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San José 2040 General Plan.

Urban Plazas and Trails	47	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.</del>
Implementation	52	<p><del>A. IMPLEMENTATION STRATEGIES</del></p> <p><del>This Chapter provides the framework for the implementation of the Five Wounds Urban Village Plan (Village Plan). The private development community will play a key role in the implementation of this Village Plan as it relies on development investment within the Village Plan area to achieve the identified improvements and many of the Village Plan’s goals. While some sites in the Village Plan may generate early development interest, others could take significantly longer and implementation of the entire Five Wounds Urban Village (Urban Village) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Village Plan. The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities. Implementation topics covered in this Chapter include:-</del></p> <ul style="list-style-type: none"> <li><del>• Consistency with the Envision San José 2040 General Plan-</del></li> <li><del>• Land Use Regulation-</del></li> <li><del>• Zoning-</del></li> <li><del>• Affordable Housing-</del></li> <li><del>• Urban Village Implementation Framework-</del></li> </ul>

		<ul style="list-style-type: none"> <li>• <del>Implementation Priorities, Policies, and Actions</del></li> </ul>
Implementation	54	<del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) is required to comply with the Urban Village Implementation and Amenities Framework.</del>
Implementation	54	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del>
Implementation	55	<p>Urban Village Implementation Framework</p> <p>This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, <del>including the options for compliance that are required of projects that are subject to the Framework.</del></p>
Implementation	55	<del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del>
Implementation	56	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	56-57	<del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.</del>

Implementation	57	<del>As it is anticipated that there will continue to be strong interest in building new housing in San José and in the Five Wounds Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village. The Five Wounds Trail Improvements is the top priority for the community.</del>
Implementation	57	<del>The UVA program could be used to provide them as part of development projects:</del>
Implementation	57	<del>Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of-way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required contributions of the Parks Impact Fee would be considered an Urban Village Amenity Framework option.</del>
Implementation	57-58	<del>Market rate projects could provide affordable housing units above and beyond City ordinance requirements; however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be Five Wounds Urban Village Plan 58 consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.</del>
Implementation	58	<del>The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.</del>
Implementation	58	Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along

		its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del>
Implementation	58	Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del>
Implementation	58	<del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	58	<del>Commercial Development Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.</del>
Implementation	59	<del>Implementation Policy Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Urban Design	26	Building Height Policy 5: Non-habitable architectural projections, and mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit <del>by 10 feet</del> <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

### 3. East Santa Clara Urban Village

East Santa Clara Street		
Chapter	Page	Redline Text
TOC	ii	<del>Urban Village Implementation Framework . . . . . 7-3</del>
1	1-10	<del>This chapter also describes consistency with the Urban Village Implementation and Amenities Framework.</del>

1	1-11	<del>Future development proposals requiring rezoning for residential uses will be required to comply with the Urban Village Implementation and Amenities Framework.</del>
3	3-3	<del>Urban Village Implementation and Amenities Framework 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 approving the Urban Village Implementation and Amenities Framework (Framework), as maybe 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.</del>
4	4-5	<del>It should be noted that future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing open space or park amenities and improvements.</del>
4	4-5	<del>Future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public or onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
4	4-12	<del>Future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public.</del>

5	5-2	Any future development will be subject to the requirements of the entirety of the Village Plan and applicable Municipal Code regulations, <del>and residential development requiring a rezoning will comply with the City Council adopted Urban Village Implementation Framework.</del>
5	5-24	Any future development will be subject to the requirements of the entirety of the Village Plan and applicable Municipal Code regulations, <del>and residential development requiring a rezoning will comply with the City Council adopted Urban Village Implementation Framework.</del>
6	6-2	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing off-site streetscape amenities or multi-modal improvements.</del>
6	6-10	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing off-site streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting; landscaping, sidewalks, or streetscapes and connections to public transit.</del>
7	Title page (pdf pg 123)	IN THIS CHAPTER Introduction <del>Urban Village Implementation Framework</del> Implementation Priorities Implementation Policies
7	7-2	Nevertheless, there are other steps the City can take to implement the Plan, <del>including conditions in the Urban Village Implementation and Amenities Framework 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. This facilitates development consistent with the land use and urban design policies of this Village Plan.</del>  Implementation topics covered in this Chapter include: <ul style="list-style-type: none"> <li>• Consistency with the Envision San José 2040 General Plan</li> <li>• Land Use Regulation</li> <li>• Zoning</li> </ul>

		<ul style="list-style-type: none"> <li>• <del>Consistency with the Urban Village Implementation Framework</del></li> <li>• Implementation <del>Priorites</del> <u>Priorities</u> and Policies</li> </ul>
7	7-3	<del>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.</del>
7	7-4	<del>Future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public.</del>
7	7-4	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to Urban Village Amenities and other framework requirements.</del>
7	7-5	<p><del>As it <u>it</u> is anticipated that there will continue to be strong interest in building new housing in San José and in the East Santa Clara Street Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community in priority order, with the percentage of community votes in parentheses. <del>The UVA program could be used to provide them as part of development projects:</del></p>
7	7-6	<p><del>Implementation Policy</del></p> <p><del>Implementation Policy 1.1: Projects must conform to the City Council Urban Village Implementation and Amenities</del></p>

		<del>Framework, adopted May 22, 2018, as may be amended in the future.</del>
3	3-6	<p>Mixed-Use Commercial DENSITY: 30-250 DU/AC Mixed-Use Residential/Commercial FAR 0.5 to 3.0</p> <p>The Mixed-Use Commercial designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use, and residential use allowed in a secondary role.</del> New development in this designation should include commercial space equivalent to a minimum 0.5 FAR for mixed-use residential/commercial projects and 0.25 FAR for commercial projects, with a typically appropriate overall FAR of up to 3.0, allowing for a medium-intensity of development. Appropriate commercial uses include neighborhood retail, mid-rise office, medium-scale hospitals or other health care facilities, and medium-scale private community gathering facilities.</p> <p>Four city blocks at the northeast end of the Urban Village are designated as Mixed-Use Commercial. This area was previously developed with the Santa Clara County Medical Center and related medical office facilities. The Medical Center was closed in December 2004 and demolished in early 2011, making this vacant site (except for the newer Gardner Downtown Health Center) the most significant opportunity site within the Urban Village. It is anticipated to redevelop at an urban scale with buildings up to 140 feet in height, or about 12 stories, along the East Santa Clara Street frontage, with building heights transitioning down to 45 feet in height (or four stories) along East St. John Street to the north.</p>
5	5-14	<p><b>STANDARDS</b></p> <p><u>Building Height (see Figure 5.4 Building Height Diagram)</u></p> <p>1. The Building Heights Diagram (Figure 5.4) indicates maximum heights in the Urban Village area. As the diagram shows, typical maximum building height along East Santa Clara Street is 65 feet, or approximately six stories. The tallest buildings would</p>

		<p>be on the former San José Medical Center site, up to 140 feet. The shortest buildings would be in mid-block, predominantly single-family residential portions of the numbered cross-streets. The Land Use and Historic Preservation Chapter includes additional guidance on appropriate development intensities.</p> <p>2. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project <del>up to ten feet</del> above the maximum height limits, <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u>, but shall not exceed the established daylight plane.</p> <p>Height shall be measured as required by the San José Municipal Code.</p>
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4. **Little Portugal Urban Village**

Little Portugal		
Chapter	Page	Redline Text
Background and Planning Process	6	<p><del>The Little Portugal Urban Village Plan was taken forward to the City Council in 2016 to adopt the Implementation Chapter, but was placed on hold for work on the Urban Village Implementation and Amenities Framework. The Urban Village Implementation and Amenities Framework was adopted by the City Council on May 22, 2018. This Framework was incorporated into an updated Implementation Chapter for the Little Portugal Urban Village Plan, which was approved by Council on December 11, 2018.</del></p> <p><b>Urban Village Implementation and Amenities Framework</b></p> <p><del>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 maybe amended in the</del></p>

		<p><del>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:-</del></p> <ol style="list-style-type: none"> <li><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.-</del></li> <li><del>2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.-</del></li> </ol>
Land Use	11	<p><del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Framework.</del></p>
Land Use	14-15	<p>Land Use Policy 10: A new pedestrian paseo shall be established upon the redevelopment (which would be subject to planning entitlements) of the properties located directly south of the Eastwood Court dead end, as referenced on the Little Portugal Land Use Designation and Height Diagram (Figure 1). This paseo is envisioned as an active space framed by multi-story buildings on either side (where pedestrian entrances to these buildings would face the paseo) containing as ground floor commercial uses (e.g. retail, restaurants with outdoor seating), as envisioned in the Pedestrian Circulation Chapter of this Village Plan. <del>The establishment of this pedestrian paseo may be through the Urban Village Implementation and Amenity Framework.</del></p>
Streetscape	23	<p><del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.</del></p>

Streetscape	23	<del>As discussed in the Implementation Chapter, the Urban Village Implementation and Amenity Framework establishes a mechanism for these streetscape amenities to be built or to be funded through private development. This strategy could include development impact fees, as well as the establishment of a special financing district, established through approval by property and/or business owners.</del>
Streetscape	24	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping, streetscapes, and connections to public transit.</del>
Streetscape	24	<del>Streetscape Policy 2: During the development entitlement process, encourage development along Alum Rock Avenue to contribute towards or construct streetscape amenities through the Urban Village Implementation and Amenities Framework.</del>
Streetscape	25	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place-making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Streetscape	25	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place-making art installations that are viewable to the public.</del>
Streetscape	26	Public Art Policy 1: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Little Portugal Urban Village to public arts projects within this Urban Village. <del>This may be coordinated with the Office of Cultural Affairs or implemented through the Urban Village Implementation and Amenity Framework.</del>
Streetscape	26	Public Art Action 1: Explore establishment of a public art fee, <del>either through the Urban Village Implementation and Amenity Framework or</del> perhaps through a special arts

		district, on new private development in the Little Portugal Urban Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the General Plan.
Pedestrian Circulation	29	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards these types of improvements.</del>
Pedestrian Circulation	30	Pedestrian Connection Action 1: With the redevelopment of surrounding properties establish a new pedestrian paseo between the end of Eastwood Court and Alum Rock Avenue. <del>This may be performed through the Urban Village Implementation and Amenity Framework</del>
Urban Plazas and Trails	36	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing urban plazas, additional open space or park amenities and improvements.</del>
Implementation	40	<p>The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. <del>Nevertheless, the City has taken steps to implement the Village Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.</del></p> <p>Implementation topics covered in this Chapter include:</p> <ul style="list-style-type: none"> <li>· Consistency with the Envision San José 2040 General Plan</li> <li>· Land Use Regulation</li> <li>· Zoning</li> <li>· Affordable Housing</li> <li><del>· Urban Village Implementation Framework</del></li> <li>· Implementation Priorities, Policies, and Actions</li> </ul>

Implementation	41	<del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.</del>
Implementation	42	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del>
Implementation	43	<p><u><del>Urban Village Implementation Framework</del></u></p> <p><del>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 approving the Urban Village Implementation and Amenities Framework (Framework), as maybe 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:</del></p> <ol style="list-style-type: none"> <li><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></li> <li><del>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.</del></li> </ol>
Implementation	43	<del>The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.</del>
Implementation	44	<del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the</del>

		<del>Framework to provide or contribute funds toward such improvements.</del>
Implementation	44	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	45	<del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for For this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.</del>
Implementation	45-46	<del>As it It is anticipated that there will continue to be strong interest in building new housing in San José and in the Little Portugal Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del>  The following is the list of public improvements and amenities that are desired by the community. <del>The UVA program could be used to provide them as part of development projects:</del>
Implementation	46	<del>The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework</del>
Implementation	46	Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del>

Implementation	47	Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del>
Implementation	47	<del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	47	<del>Implementation Policy Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Urban Design	16-17	The maximum height limit for properties on the north side of Alum Rock Avenue is 70 feet. 70 feet would typically accommodate up to a 5 story office building or a 6 story residential building with ground floor commercial uses. The height limit for properties on the south side of Alum Rock Avenue is 58 feet, which would typically accommodate a four story office building or a five story residential building with ground floor commercial uses. To allow for variation in roof lines and to accommodate mechanical equipment such as elevator shafts, non-habitable architectural projections, building heights can exceed the 70 foot and 55 height limits <del>by an additional ten feet</del> as allowed in Building Height Policy 3.
Urban Design	17	Building Height Policy 3: Limited projects of non-habitable architectural projections, and mechanical and equipment rooms, and architectural special treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit <del>by 10 feet</del> , as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future. Mechanical and building equipment shall not be visible from the surrounding streets, and shall be set back from the road edge and/or by screened with architectural elements.

## 5. Roosevelt Park Urban Village

Roosevelt Park		
Chapter	Page	Redline Text
Background and Planning Process	7	<p><del>The Roosevelt Park Urban Village Plan was taken forward to the City Council in 2016 to adopt a revised Implementation Chapter, but was placed on hold for work on the Urban Village Implementation and Amenities Framework. The Urban Village Implementation and Amenities Framework was adopted by the City Council on May 22, 2018. This Framework was incorporated into an updated Implementation Chapter for the Little Portugal Urban Village Plan, which was approved by Council on December 11, 2018.</del></p> <p><b>Urban Village Implementation and Amenities Framework</b></p> <p><del>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 maybe 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:-</del></p> <ol style="list-style-type: none"> <li><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></li> <li><del>2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.</del></li> </ol>
Land Use	11	<p><del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban</del></p>

		<del>Residential) will be required to comply with the Framework.</del>
Streetscape	25	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.</del>
Streetscape	27	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing off-site streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting, landscaping, sidewalks, or streetscapes and connections to public transit.</del>
Streetscape	27	<del>Streetscape Amenities Policy 4: During the development entitlement process, encourage developers along East Santa Clara Street to contribute towards or construct streetscape amenities through the Urban Village Implementation and Amenities Framework.</del>
Streetscape	28	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place-making art installations that are viewable to the public.</del>
Streetscape	28	<del>Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place-making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Streetscape	29	Public Art Policy 2: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Roosevelt Park Urban Village to public arts projects within this Urban Village. <del>This may be coordinated with the Office of Cultural Affairs or implemented through the Urban Village Implementation and Amenity Framework.</del>

Streetscape	29	Public Art Action 1: Explore establishment of a public art fee, <del>either</del> perhaps through <del>the Urban Village Implementation and Amenity Framework or through</del> a special arts district, on new private development in the Roosevelt Park Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San José 2040 General Plan.
Urban Plazas and Trails	36	Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.
Implementation	40	<p>The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. <del>Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.</del></p> <p>Implementation topics covered in this Chapter include:</p> <ul style="list-style-type: none"> <li>· Consistency with the Envision San José 2040 General Plan</li> <li>· Land Use Regulation</li> <li>· Zoning</li> <li>· Affordable Housing</li> <li><del>· Urban Village Implementation Framework</del></li> <li>· Implementation Priorities, Policies, and Actions</li> </ul>
Implementation	41	<del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.</del>

Implementation	42	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del>
Implementation	43	<del><b>Urban Village Implementation Framework</b> This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City's established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.</del>
Implementation	43	<del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del>
Implementation	44	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	44	<del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public.</del>
Implementation	45	<del>As it <u>is</u> anticipated that there will continue to be strong interest in building new housing in San José and in the Roosevelt Park Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically</del>

		<p><del>requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community. <del>The UVA program could be used to provide them as part of development projects:</del></p>
Implementation	45	<p><del>Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan</del></p>
Implementation	45	<p><del>Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of-way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.</del></p>
Implementation	46	<p><del>Types of spaces include dog parks and residential open spaces. The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.</del></p>
Implementation	46	<p>Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del></p>
Implementation	46	<p>Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del></p>
Implementation	46	<p><del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del></p>
Implementation	46	<p><b>Commercial Development</b></p>

		<del>Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.</del>
Implementation	46	<del><b>Implementation Policy- Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</b></del>
Urban Design	20	Building Height Policy 3: Limited projections of non-habitable architectural elements, mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted above the maximum height limit by a maximum of 10 feet. Such projections shall not effectively create an overall building elevation that is greater than the established height limit (as shown in Figure 2) and only allow limited projections of non-habitable architectural elements, mechanical and equipment rooms, and architectural treatments to extend over the maximum height limit <del>by a maximum of 10 feet</del> <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

**6. Stevens Creek Urban Village**

Stevens Creek		
Chapter	Page	Redline Text
7	170	<del>As it is</del> <u>it</u> is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Stevens Creek Urban Village area, <del>this Plan recommends the establishment of additional funding mechanisms that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community, which may be beyond the City's normal requirements.</del> The following is the list of public improvements and amenities that are desired by the community:

7	176	<del>Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.</del>
7	176	<del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del>
7	176	Implementation Chapter 6: Implementation Chapter for Stevens Creek Urban Village must allow for substantial heights above the approved village height if a project provides substantial Urban Village amenities
3	43	<p>MIXED USE COMMERCIAL DENSITY: Depends on project type Wholly Commercial Projects FAR: 0.25 to 4.5 Residential Mixed Use Projects: Commercial Use FAR minimum 0.50; Up to 50 DU/AC; Up to 75 DU/AC for sites larger than 0.7 acres</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. This designation also allows development that only includes commercial uses. New mixed use commercial and residential development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multi-story development is envisioned. This designation is applied to both large (0.7 acres or more) and small parcels of land. The smaller parcels of land are generally shallow in depth and width and as such cannot accommodate the same amount of density as a larger parcel. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities.</p>
4	72	3. Architectural projections and rooftop equipment, such as elevator shafts and stair wells, may extend up <del>to 10 feet</del> above the maximum height limit <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

**7. West San Carlos Urban Village**

West San Carlos		
Chapter	Page	Redline Text
TOC	PDF pg 5	Urban Village Implementation <del>Framework</del> 112
7	109	Urban Village Implementation <del>Framework</del> 112
7	109	<del>Consistency with the Urban Village Implementation Framework</del>
7	112	URBAN VILLAGE IMPLEMENTATION <del>FRAMEWORK</del>
7	117	<del>As it is anticipated that there will continue to be strong interest in building new housing in San José and in the West San Carlos Urban Village area, the Urban Village Implementation Framework, when adopted by the City Council, will be the mechanism to require the community's desired amenities as part of a project. The UVI Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Village.</del>  <del>The following is the list of public improvements and amenities that are desired by the community in priority order, with the percentage of community votes in parentheses, and the UVA program could be used to provide these as part of development projects:</del>
7	118	AFFORDABLE HOUSING (21%) Market rate projects could provide affordable housing units above and beyond City ordinance requirements. <del>Projects that are 100% affordable would not need to provide additional amenities, but would need to be consistent with the goals and policies of this Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Plan.</del>
7	118	DEVELOPMENT OF COMMERCIAL SPACE (4.3%) <del>Should a residential mixed-use project construct 50% or more commercial space than required under this Plan, it</del>

		<p><del>can be considered as an amenity. Other potential amenities</del> <b>Projects</b> could include designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer’s market, or providing a space specifically for food trucks.</p>
7	120	<p><del>POLICIES- Implementation Policy 1.1: Projects must conform to the Urban Village Implementation Framework, when adopted by the City Council.</del></p>
3	24	<p>Mixed-Use Commercial Density: FAR 0.5 to 4.0 Up to 50 DU/AC (Dwelling Units per Acre)</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for the property with a typically appropriate overall FAR of up to 4.0, allowing for medium-intensity development. Consistent with the General Plan, residential density is allowed up to 50 DU/AC in the Mixed-Use Commercial designation. Appropriate commercial uses include neighborhood retail, office, medium-scale hospitals or other health facilities, and medium-scale private community gathering facilities.</p>
3	29	<p><b>BUILDING HEIGHT</b></p> <p>This Plan identifies maximum heights of development within the West San Carlos Urban Village. The building heights correspond to both the land use diagram and the urban design framework discussed in Chapter 5 of this Plan. The goal of this height diagram is to establish height locations for higher-intensity development and locations where lower height is necessary in order to step down toward existing low-intensity residential uses. Refer to the Urban Design Chapter for more policies and</p>

		guidelines. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housing may project <del>up to ten feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u> , but may not exceed the established daylight plane.
5	57	Policy UD-5.7: Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project <del>up to ten feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u> , but shall not exceed the established daylight plane

**8. Santana Row/Valley Fair Urban Village**

Santana Row/Valley Fair and Vicinity		
Chapter	Page	Redline Text
7 – Implementation	Pdf page 135	Individual developments that offer 100% restricted affordable housing are considered a benefit to the community in and of themselves; therefore, development of this housing is encouraged wherever possible in locations close to transit, commercial, and other community amenities. <del>Projects that are 100% affordable would not need to provide additional amenities, but would still need to be consistent with the goals and policies of this Plan, and would need to provide at least the minimum amount of employment/commercial space identified for a given area by the Plan.</del>
7 – Implementation	PDF page 136	<u>Commercial Development</u> <del>Should a residential mixed use project construct commercial space at 50% or more above the minimum commercial space requirement under this Plan, it can be considered as a community benefit.</del> Other potential community benefits could include; designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer’s market, or providing a space specifically for food trucks.

7 – Implementation	PDF page 137	<del>Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.</del>
7 – Implementation	PDF page 137	<del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del>
7 – Implementation	PDF page 137	<del>Implementation Action 5: Require that the Winchester Advisory Group, in conjunction with the Stevens Creek Advisory Group, reconvene on an as needed basis in order to provide feedback on the Implementation Chapters.</del>
7 – Implementation	PDF page 137	<del>Implementation Action 6: Allow for increased heights above the approved village heights if a project provides substantial additional urban village amenities.</del>
3	22	<p><b>MIXED USE COMMERCIAL</b> Wholly Commercial Projects FAR: 0.25 to 4.5 Residential Mixed Use Projects: Commercial Use FAR minimum 0.50; Up to 50 DU/AC; Up to 75 DU/AC for sites larger than 0.7 acres.</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. This designation also allows development that only includes commercial uses. New mixed use commercial and residential development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multistory development is envisioned. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities. Projects that aggregate parcels and have a of minimum 0.7 acre site, can increase their residential density to 75 dwelling units per acre to take advantage of</p>

		larger developments. This land use designation is used on the west side of Winchester Boulevard between Olin Avenue and Stevens Creek Boulevard and on the east side of south Monroe Street between Hemlock Avenue and Stevens Creek Boulevard.
5	57	Guidelines DG-35 Non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project <del>up to ten feet</del> above the maximum height <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

9. **South Bascom (North) Urban Village**

South Bascom (North)		
Chapter	Page	Redline Text
N/A	TOC	Urban Village Implementation <del>Framework</del> 108
7	105	Implementation topics covered in this Chapter include: <ul style="list-style-type: none"> <li>• Consistency with the General Plan</li> <li>• Land Use Regulation</li> <li>• Zoning</li> <li>• <del>Consistency with the Urban Village Implementation Framework</del></li> <li>• Implementation Policies</li> </ul>
7	105	IN THIS CHAPTER... Introduction 105 Urban Village Implementation <del>Framework</del> 108 Implementation Priorities 112 Implementation Policies 115
7	108	URBAN VILLAGE IMPLEMENTATION <del>FRAMEWORK</del> This Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Plan. The public projects/ improvements identified in the Plan are listed below with a discussion on existing funding and implementation tools.
7	112	IMPLEMENTATION PRIORITIES <del>As it</del> <u>It</u> is anticipated that there will continue to be strong interest in building new housing in San José and in the South Bascom Urban Village area, <del>the Urban Village</del>

		<p><del>Implementation Framework, when adopted by the City Council, is the mechanism to require the community's desired amenities as part of a project. The UVI Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community in priority order, with the percentage of community votes in parentheses, <del>and the UVA program could be used to provide these as part of development projects:</del></p>
7	112	<p><b>Affordable Housing (21%)</b> Market rate projects could provide affordable housing units above and beyond City ordinance requirements. <del>Projects that are 100% affordable would not need to provide additional amenities, but would need to be consistent with the goals and policies of this Plan, and provide at least the minimum amount of employment/ commercial space identified for a given area by the Plan.</del></p>
7	113	<p><b>Development of Commercial Space (Tied 3.6%)</b> <del>Should a residential mixed-use project construct 50% or more commercial space than required under this Plan, it can be considered as an amenity. Other</del> <u>A</u> potential amenity<u>ies</u> could include designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer's market, or providing a space specifically for food trucks.</p>
7	115	<p><b>IMPLEMENTATION POLICIES</b> <del>Implementation Policy 1.1: Projects must conform to the Urban Village Implementation Framework, when adopted by the City Council.</del></p>
3	29	<b>BUILDING HEIGHT</b>

		This Plan identifies maximum heights of development within the South Bascom Urban Village. The building heights correspond to both the Land Use Diagram and the urban design framework discussed in Chapter 5 of this Plan. The goal of this height diagram is to establish height locations for higher-intensity development and locations where lower height is necessary in order to step down toward existing low-intensity residential uses. Refer to the Urban Design Chapter for more policies and guidelines. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housing may project <del>up to ten feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u> , but may not exceed the established daylight plane.
5	57	Policy UD-4.5: Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project <del>up to ten feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u> , but shall not exceed the established daylight plane.

### 10. Winchester Boulevard Urban Village

Winchester Boulevard		
Chapter	Page	Redline Text
Implementation	PDF pg 142	<p><del>Commercial Development</del></p> <p><del>Should a residential mixed use project construct commercial space at 50% or more above the minimum commercial space requirement under this Plan, it can be considered as a community benefit.</del> Other potential community benefits could include; designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer's market, or providing a space specifically for food trucks.</p> <p><del>As with all Urban Villages throughout San José, entirely commercial development that is in keeping</del></p>

		with the applicable Zoning Code and General Plan Land Use Designation can go forward at any time.
Implementation	PDF pg 143	<p><del>Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.</del></p> <p><del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del></p> <p>Implementation Action <u>1</u> <u>3</u>: Develop a Multimodal Transportation and Streetscape Plan for Winchester Boulevard. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City's CIP program or by outside grant funding.</p> <p>Implementation Action <u>2</u> <u>4</u>: Actively seek external funding to finance and implement advancement of this Plan.</p> <p><del>Implementation Action 5: Require that the Winchester Advisory Group, in conjunction with the Stevens Creek Advisory Group, reconvene on an as needed basis in order to provide feedback on the Implementation Chapters.</del></p>
Implementation	PDF pg 143	<p><del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del></p>

3	21	<p>Mixed Use Commercial Commercial-Only Projects: FAR 0.25 to 4.5 Residential Mixed Use Projects: Commercial use FAR minimum 0.50; up to 50 DU/AC; up to 75 DU/AC for sites larger than 0.7 acres.</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. This designation also allows development that only includes commercial uses. New mixed use commercial and residential development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multistory development is envisioned. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities. Projects that aggregate parcels and have a of minimum 0.7 acre site, can increase their residential density to 75 dwelling units per acre to take advantage of larger developments. This land use designation is used on the parcels between Williams Road and south of Greentree Way of the west side of Winchester Boulevard and on the parcels on the Northeast corner of Payne Avenue and Winchester Boulevard.-</p>
5	61	<p>DS-11 Non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project <del>up to ten feet</del> above the maximum height <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u></p>

**11. 24<sup>th</sup> & Williams Urban Village**

24 <sup>th</sup> and William		
Chapter	Page	Redline Text

Land Use	6	<p><b>Urban Village Implementation and Amenities Framework</b></p> <p><del>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 maybe 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 Implementation Framework within adopted urban village plans. The role of the Framework is to:</del></p> <ol style="list-style-type: none"> <li><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></li> <li><del>2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.</del></li> </ol> <p><del>This Implementation Framework was incorporated into an updated Implementation Chapter for the 24th &amp; William Village Plan, which was approved by Council on December 11, 2018.</del></p>
Land Use	15	<p>It should be noted that rezoning may be required for consistency with the land use designations. <del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Implementation Framework.</del></p>
Public Art	30	<p>In addition to requirements for City or private contributions towards public art, developers can be encouraged, as part of the entitlement process, to integrate unique and/or artist designed building and site elements into their project. <del>Future developments that are the Urban Village Implementation and Amenities</del></p>

		<del>Framework have a compliance option under the Framework to provide or contribute towards place making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Public Art	30	Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable. <del>This policy could be implemented through the Urban Village Implementation and Amenity Framework.</del>
Street and Pedestrian Circulation System	32-33	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.</del>
Street and Pedestrian Circulation System	34	To facilitate north-south trail travel across San Antonio Street, this Village Plan also recommends improvements at San Antonio Street, and 23rd and William Street's intersection with the planned Five Wounds Trail. At these intersections, the San Antonio, 23rd and William Street trail crossing could be narrowed by extending the curbs into the street to create "trail head bulb-out." The trail street crossing could also be paved with a distinctive paving treatment. In addition, raising the pavement of the trail crossing relative to the roadway could also help improve the visibility of the trail to motorist and slow down traffic, much like a speed hump. Conceptual plans of these intersections are shown on Figures 6 and 7. <del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards these types of improvements.</del>
Street and Pedestrian	36	All of the recommended trail and roadway intersection improvements are intended to be developed in conjunction with the development of the Five Wounds

Circulation System		Trail. In addition to capital or construction money, funding will need to be identified to maintain any enhanced pavement treatments, given that the City does not currently have a dedicated funding source for maintaining such non-standard facilities. Future developments <del>that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to</del> <u>could</u> provide or contribute towards providing offsite streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting; landscaping, sidewalks, or streetscapes and connections to public transit.
Five Wounds Trail	41	It must be noted that the Five Wounds Trail is presently listed as an unfunded second level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements of the project and it therefore anticipated that it will take a number of years to complete project. <del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.</del>
Implementation	43	<p>The City of San José (City) often does not have the level of resources needed to build the capital improvements and amenities identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.</p> <p>Implementation topics covered in this Chapter include:</p> <ul style="list-style-type: none"> <li>• Consistency with the Envision San José 2040 General Plan</li> </ul>

		<ul style="list-style-type: none"> <li>• Land Use Regulation</li> <li>• Zoning</li> <li>• Affordable Housing</li> <li>• Urban Village Implementation Framework</li> <li>• Implementation Priorities, Policies, and Actions</li> </ul>
Implementation	44-45	<p><b>Zoning</b> Rezoning may be required for consistency with the land use designations. <del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.</del></p>
Implementation	45	<p><b>Affordable Housing</b> Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the General Plan. In addition, the Village Plan also contains a policy to integrate affordable housing within the Urban Village. <del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del></p>
Implementation	46	<p><b>Urban Village Implementation Framework</b> This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, <del>including the options for compliance that are required of projects that are subject to the Framework.</del></p>
Implementation	47	<p><del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del></p>

Implementation	47	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	48	The inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. <del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public.</del> However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.
Implementation	48	<p><b>Implementation Priorities</b></p> <p><del>As it is anticipated that there will continue to be strong interest in building new housing in San José and in the 24th &amp; William Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community. <del>The UVA program could be used to provide them as part of development projects:</del></p>
Implementation	48-49	<p><b>Affordable Housing</b></p> <p>Market rate projects could provide affordable housing units above and beyond City ordinance requirements; <del>however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100%</del></p>

		<del>affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.</del>
Implementation	49	<b>Five Wounds Trail Improvements</b> Development of the Five Wounds Trail is a high priority Urban Village Amenity for which there is limited funding. Residential development is encouraged to contribute towards the design and development of the trail. <del>Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of-way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.</del>
Implementation	49	<b>Urban Plazas</b> Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Village Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces. <del>The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.</del>
Implementation	49	<b>Streetscape Amenities</b> Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del> These can include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles
Implementation	49	<b>Circulation Improvements</b> Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above

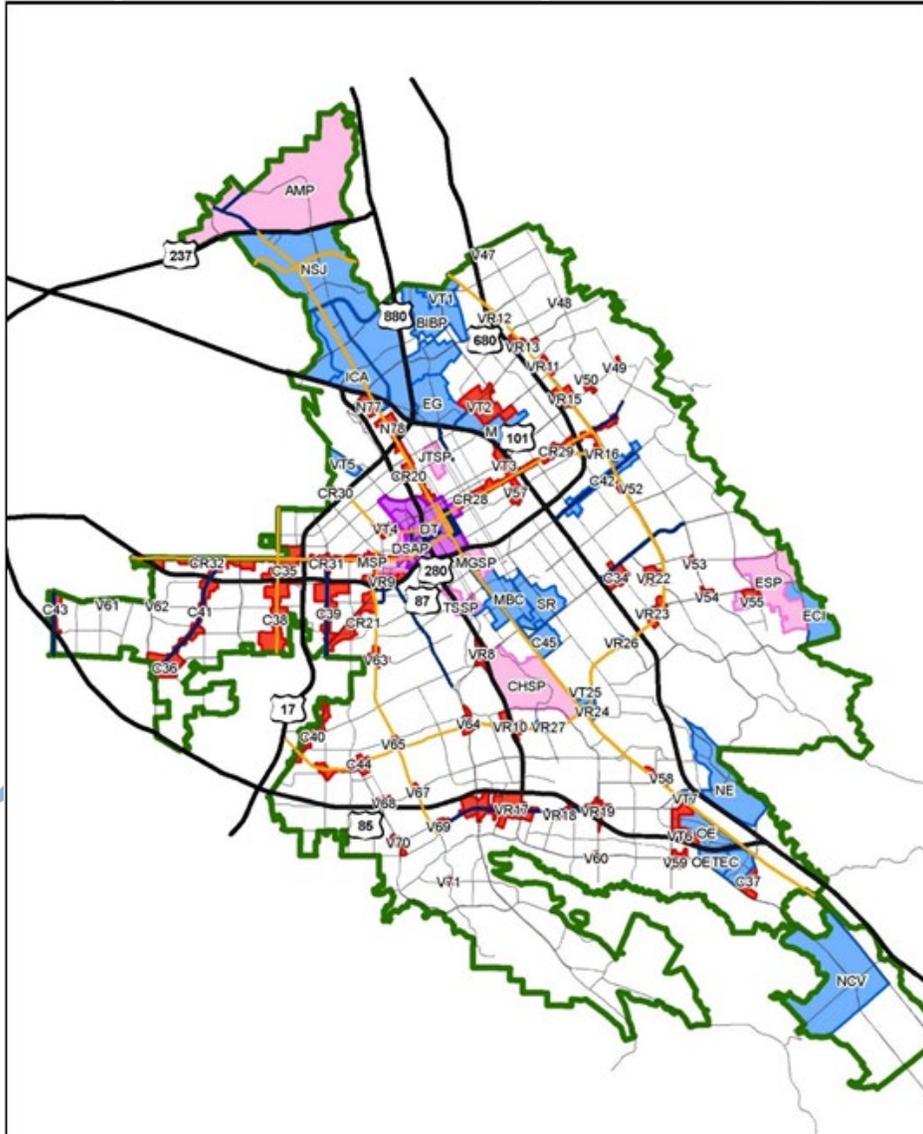
		and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del>
Implementation	49-50	<b>Public Art</b> To encourage the integration of public art features within the 24th & William Urban Village, development could incorporate publicly viewable private art within the given project, or provide public art or money to fund public art elsewhere within the Urban Village area. <del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	50	<b>Commercial Development</b> Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, <del>it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.</del>
Implementation	50	<del><b>Implementation Policy</b> Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Land Use	15-16	<b>Mixed-Use Commercial</b> Density: Up to 35 DU/AC; FAR 0.5 to 1.5 (1 to 3 stories) for mixed-use projects that include residential, with a minimum commercial FAR of 0.5; FAR Up to 1.5 (1 to 3 stories) for stand-alone non-residential uses.  The Mixed-Use Commercial designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role.</del> Two blocks are designated with this land use designation. These blocks are bounded by Shorridge Avenue, South 28th Street, Whitton Avenue, and South 26th Street, and presently contain a mix of single-family homes and industrial uses, with the industrial uses generally clustered around the former railroad right-of-way/planned

		<p>Five Wounds Trail. The commercial uses that are envisioned and supported by this designation include neighborhood serving retail and small offices. This land use designation also supports art related uses including artist studios, art education uses, and rehearsal and production uses. Low impact industrial or light manufacturing uses could be appropriate within this land use designation if they are compatible with and do not pose a hazard to surrounding residential uses.</p> <p>The Mixed-Use Commercial land use designation does support residential uses as part of a mixed-use development, but not as a stand-alone use. New development that includes residential shall include a minimum commercial FAR of 0.5. The type of residential envisioned for this area includes live/work uses. New non-residential uses that do not include residential do not have a minimum FAR.</p> <p>The area designated Mixed-Use Commercial contains a number of existing single family homes and some duplexes. The intention of this Village Plan is that these existing residential only uses can remain indefinitely. Requirements for the inclusion of commercial or non-residential uses only apply when an existing residential property is redeveloped.</p>
Urban Design	22	<p>Building Height Policy 3: Non-habitable architectural projections, and mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit <b>by 10 feet as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</b></p>

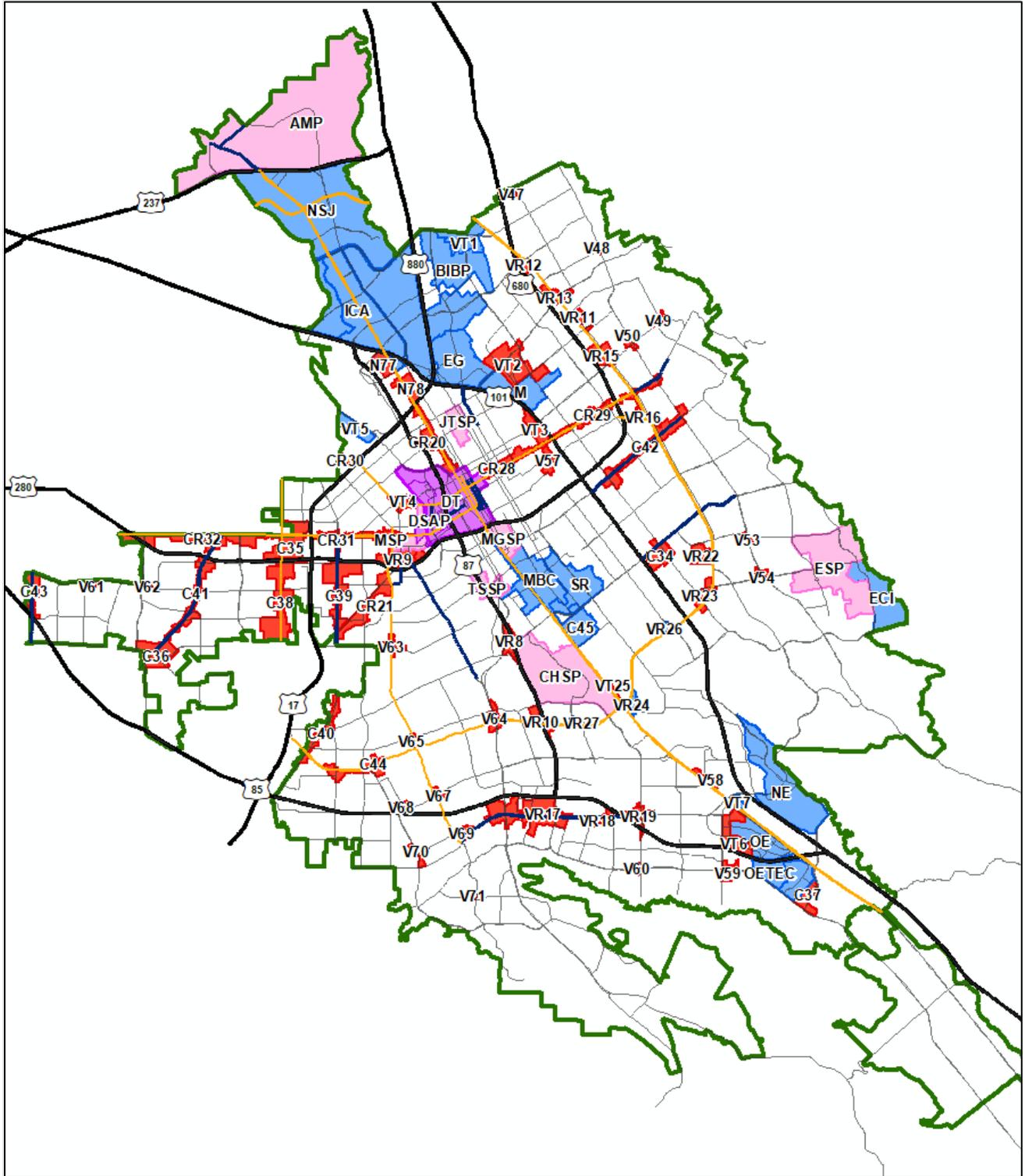
**EXHIBIT "C"**

- 1. File No. GP21-013.** The Growth Area Diagram on Page 31 of Chapter 1 is hereby amended as follows:

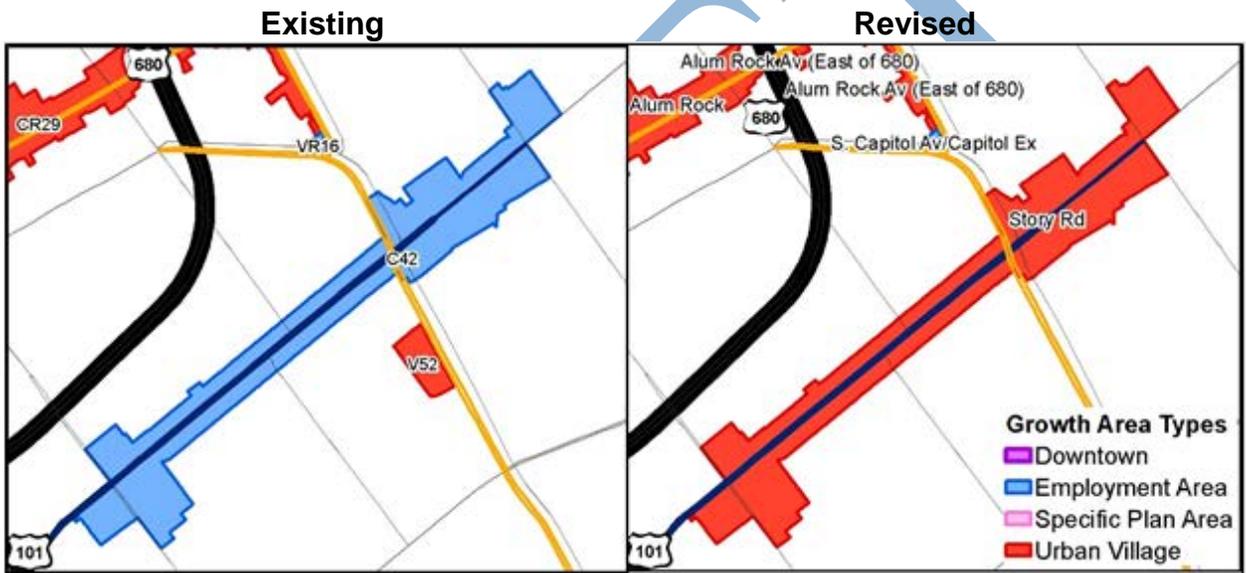
**Existing Planned Growth Areas Diagram:**



**Revised Planned Growth Areas Diagram:**

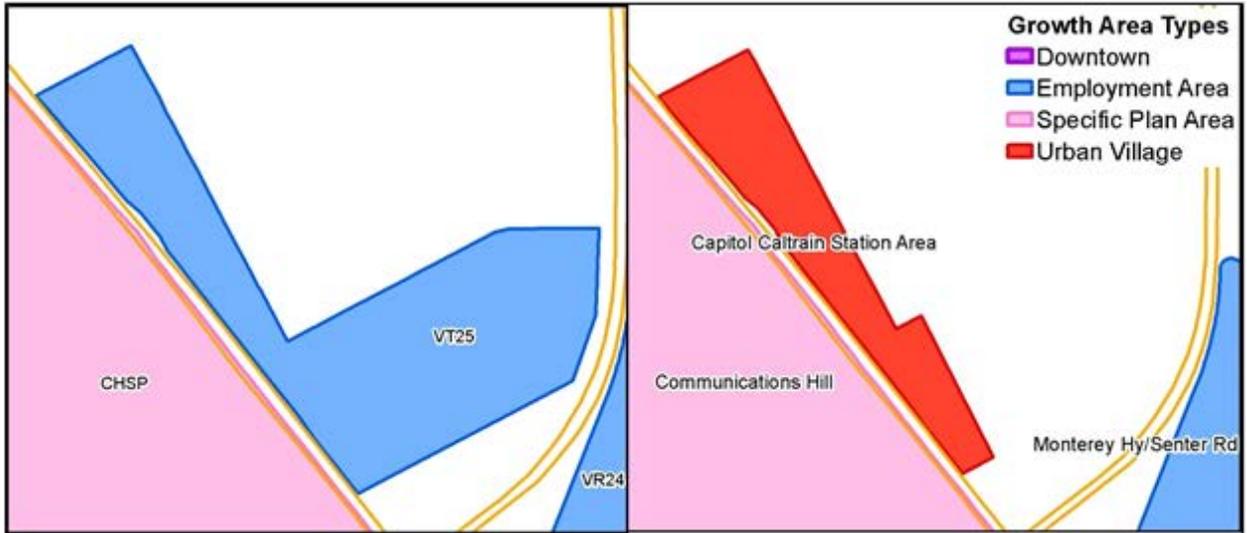


**Close-Up Maps of Existing vs. Revised:**



**Existing**

**Revised**



DRAFT

**EXHIBIT “D”**

**File No. GPT21-006.** The Envision San Jose 2040 General Plan is hereby amended as follows:

- Chapter 6, “Land Use and Transportation” section, page 36, Balanced Transportation System, TR-1.3, is hereby amended to read as follows:

Policy TR-1.3 Increase sustainability the proportion of ~~commute~~ travel using modes other than the single-occupant vehicle. The 2030 and 2040 ~~commute~~-mode split targets for all trips made by San José residents, workers, and visitors ~~and workers~~ are presented in the following table.

Table TR-1: ~~Commute~~ Mode Split Targets for 2030 and 2040

MODE	<b>COMMUTE TRIPS TO AND FROM SAN JOSE ALL TRIPS STARTING AND/OR ENDING IN SAN JOSÉ</b>		
	<del>2008</del> 19	<u>2030 GOAL</u>	<u>2040 GOAL</u>
Drive alone	<del>77.8%</del> <u>80%</u>	<u>No more than 45%</u>	No more than <del>40%</del> <u>25%</u>
<u>Shared Mobility/Carpool</u>	<del>9.2%</del> <u>12%</u>	<u>At least 25%</u>	At least <del>40%</del> <u>25%</u>
Transit	<del>4.1%</del> <u>5%</u>	<u>At least 10%</u>	At least 20%
Bicycle	<del>1.2%</del> <u>Less than 2%</u>	<u>At least 10%</u>	At least 15%
Walk	<del>1.8%</del> <u>Less than 2%</u>	<u>At least 10%</u>	At least 15%
<del>Other means (including work at home)</del>	<del>5.8%</del>		<del>See Note 1</del>

Source: The 2008 mode split data were obtained from the American Community Survey (2008).

~~Note 1: Working at home is not included in the transportation model, so that 2040 Goal shows percentages for only those modes currently included in the model.~~

- Chapter 6, “Land Use and Transportation” section, page 51, Reduction of Vehicle Miles Traveled, is hereby amended to read as follows:

Reduction of Vehicle Miles Traveled As a means to reduce energy consumption, to reduce green house gas emissions and to create a healthier community, San

José maintains a goal to reduce the ~~number of citywide~~ vehicle miles traveled per service population in the city by ~~40%~~ 20% ~~per service population in 2030 and by 45% in 2040~~. Achieving this goal will require a multi-pronged strategy that includes both land use and transportation. This section includes the transportation goals, policies and actions that are intended to achieve ~~an initial VMT reduction of 10% in Tier I, followed by a 20% reduction in Tier II, and ultimately a 40% reduction by 2040~~ both the 2030 and 2040 reduction goals. All reductions are measured from the ~~2009 base year~~ 2017 base year level.

~~Not all of the goals and policies in this section are effective immediately. Although the Tier I VMT Reduction goal and policies are effective as of the City Council approval date of the Envision General Plan, the Tier II VMT Reduction policies will not be in effect until the City Council determines, as part of a future Major Review, to move forward and apply them; see Chapter 6 for a discussion and description of a Major Review of the Envision General Plan.~~

~~The Tier III VMT reduction policies involve coordinating with the VTA, MTC and the State on developing regional strategies to reduce VMT. Although the VMT reduction benefits of these efforts will not likely be realized for years to come, coordination to develop regional VMT reduction strategies can begin immediately. Therefore, the Tier III policies are effective upon City Council approval of the Envision General Plan.~~

3. Chapter 6, "Land Use and Transportation" section, page 51-53, Goal TR-9 – Tier I Reduction of Vehicle Miles Traveled, is hereby amended to read as follows:

**Goal TR-9 – ~~Tier I~~ Reduction of Vehicle Miles Traveled**

Reduce Vehicle Miles Traveled (VMT) ~~by 10%~~ per service population by 20% ~~(as the 2030 goal) and by 45% as the (2040 goal)~~, from the 2009/2017 levels, ~~as an interim goal~~.

Policies – ~~Tier I~~ Reduction of Vehicle Miles Traveled

**Policy TR-9.1** Enhance, expand and maintain facilities for walking and bicycling to provide neighborhoods with safe and direct access to transit and key destinations, a, ~~particularly to connect neighborhoods with and ensure access to transit stops, stations, and key destinatand to provide a safe and~~ complete alternative transportation network that facilitates non-automobile trips, and enjoyable outdoor open space.

**Policy TR-9.2** Serve as a model city for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

**Policy TR-9.3** Enhance the overall travel experience of transit riders, pedestrian, bicyclists, and shared micromobility users to encourage mode shift.

In addition to the policies above, the Balanced Transportation System, the Transportation Demand Management (TDM) and Parking Strategy policies below are intended to contribute to ~~a 10%~~ VMT reduction. These policies are contained within their respective Balanced Transportation System, TDM and Parking sections of this Chapter and are repeated to illustrate the City's overall transportation strategy to achieve Goal TR-9.

Transportation Demand Management Policies furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-7.1** Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and ~~to~~ reduce vehicle trips ~~generated by their employees.~~

**Policy TR-7.2** Support establishment of transportation management associations made up of employers, developers, and property managers in transit-oriented areas working together to manage transportation through incentives, programs, events, and advocacy that help reduce the number of drive-alone trips, minimize vehicle emissions, and improve access to transportation options.

Parking Strategy Policies furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-8.3** Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

**Policy TR-8.4** Discourage, as part of the entitlement process, ~~the provision of oversupply of~~ parking spaces ~~significantly above the number of spaces required by code for a given use~~ in new development to yield more productive land use, more affordable housing, and more efficient transportation options.

**Policy TR-8.5** Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

**Policy TR-8.8** Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.

**Policy TR-8.9** Consider adjacent on-street and City-owned off-street parking spaces in assessing ~~need for additional parking required~~ the provision of private off-street parking for a given land use or new development.

Actions – ~~Tier I~~ Reduction of Vehicle Miles Traveled.

**Policy TR-9.4** Explore development of a program to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.

**Policy TR-9.5** Eliminate minimum parking requirements citywide for new developments.

**Policy TR-9.6** Update the citywide TDM requirements for new developments to ensure adequate investments in TDM services and multimodal transportation improvements for residents, full-time and subcontracted workers, and visitors.

**Policy TR-9.7** Encourage participation in car share programs for new and existing development in identified growth areas.

**Policy TR-9.8** Establish criteria that could allow a portion of adjacent on-street and City owned off-street parking spaces be counted toward meeting the zoning code's parking and TDM requirements.

**Policy TR-9.9** Work with developers and employers to monitor developers' and employers' achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.

**Policy TR-9.10** Work with members of the development and financial communities and neighborhood residents to establish maximum parking rates, or "parking caps" for new development where appropriate.

**Policy TR-9.11** Adjust the impact thresholds in the Council Policy Transportation Analysis Policy 5-1 as appropriate to advance the City's land use goal of

reducing job and housing imbalance as well as the VMT reduction goals. Analyze and monitor the City's progress towards these goals.

**Policy TR-9.12** Explore development of transportation management associations (TMA) in transit-oriented developments, mixed-use developments, developments within Urban Villages, and across the City.

**Policy TR-9.13** Implement transportation focused actions identified in the Climate Smart San José Plan and the City's Greenhouse Gas Reduction Strategy.

**Policy TR-9.14** Develop, implement, and regularly update, as needed, a citywide pedestrian plan.

**Policy TR-9.15** Develop a citywide transportation plan that identifies, priorities, and monitors the City's transportation investment strategies.

**Policy TR-9.16** Develop area transportation plans that identify, prioritize, and monitor long-term transportation projects and programs in the City's planned growth areas in alignment with Goal TR-9.

**Policy TR-9.17** Explore development of a regional VMT bank and exchange program in which development mitigation contributions can be pooled to pay for more effective VMT reduction strategies that would not be feasible for individual development projects to implement.

**Policy TR-9.18** Develop and implement strategies to increase shared mobility options.

**Policy TR-9.19** Develop and implement strategies to rapidly improve the operations of and expand transit and shared mobility options throughout the City. Explore development of new routes services by rail, bus, and new transit technologies as well as the effect on VMT reduction.

**Policy TR-9.20** Adopt a transit-first policy that priorities transit travel speeds over other vehicles on the road by means of signal operations and street space allocation. Provide transit services pre-emptive signal priority, dedicated transit lanes and rights-of-way wherever feasible.

**Policy TR-9.21** Develop strategies to ensure that development and implementation of autonomous vehicle technology is aligned with Goal TR-9 and fosters sustainable, affordable, and efficient modes.

**Policy TR-9.22** Develop regulations to promote safe and responsible operation of micromobility such as shared bikes, shared e-scooters, and e-bikes.

**Policy TR-9.23** Implement Vision Zero strategies to eliminate all traffic fatalities, significantly reduce injury crashes, and create safe and comfortable walk and bike environments.

**Policy TR-9.24** Evaluate the changing patterns to employment and the effect on VMT reduction. Develop strategies to promote flexible work patterns for existing and new developments.

**Policy TR-9.25** Develop and implement strategies to ensure equitable community engagement process and fair distribution of transportation resources, benefits, costs, and services for everyone, including seniors, people with disabilities and low income, people of color, and individuals living in underserved areas.

The following actions, located under their respective sections in this Chapter and repeated below, further Goal TR-9. ~~the City's goal of achieving a 10% VMT reduction in Tier I.~~

Balanced Transportation System Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-1.13** Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.

Maximize Use of Public Transit Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-3.5** Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

Parking Strategy Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-8.10** ~~Update existing parking standards to reduce~~ Eliminate minimum parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update ~~existing parking standards~~ the TDM requirements ~~to address TDM actions and~~ to require amenities and programs ~~to support reduced parking requirements~~ that encourage use of non-automobile modes and reduce parking demand.

Transportation Demand Management Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy ~~TR-7.3~~ TR-7.4** Work together with large developments and employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers and property managers to allow ongoing assessment of results.

4. Chapter 6, "Land Use and Transportation" section, page 53, Goal TR-10 – Tier II Vehicle Miles Traveled Reduction, is hereby amended to read as follows:

~~**Goal TR-10 – Tier II Vehicle Miles Traveled Reduction**~~

~~Reduce vehicle miles traveled by an additional 10% per service population above Goal TR-9 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City's achieved and anticipated success in reducing VMT.~~

~~**Actions – Tier II Vehicle Miles Traveled Reduction**~~

~~**Policy TR-10.1** Explore development of a program for implementation as part of Tier II, to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.~~

~~**Policy TR-10.2** In Tier II, reduce the minimum parking requirements citywide.~~

~~**Policy TR-10.3** Encourage participation in car share programs for new development in identified growth areas.~~

~~**Policy TR-10.4** In Tier II, establish criteria that could allow a portion of adjacent on-street and City owned off-street parking spaces be counted toward meeting the zoning code's parking space requirements.~~

~~**Policy TR-10.5** Work with employers in Tier II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.~~

~~**Policy TR-10.6** Working with members of the development and financial communities, and neighborhood residents, establish, in Tier II, citywide parking standards in the Zoning Code which establish maximum parking rates, or "parking caps" for new development.~~

~~**Policy TR-10.7** Strengthen the VMT thresholds in the Council Policy Transportation Analysis Policy 5-1 in line with the Tier II VMT reduction goals.~~

5. Chapter 6, "Land Use and Transportation" section, page 53, Goal TR-11 – Regional and State VMT Reduction Efforts, is hereby amended to read as follows:

~~**Goal TR-11 Goal TR-10 – Regional and State VMT Reduction Efforts** Reduce VMT ~~an additional 20% per service population above Goals TR-9 and TR-10 (a total reduction of 40% as measured from 2009) by~~ through participating and taking a leadership role in on-going regional and statewide VMT reduction efforts ~~to reduce VMT.~~~~

Actions – Regional and State VMT Reduction Efforts

~~**Policy TR-11.1**~~ **TR-10.1** Support, at the state level, the establishment of vehicle taxes or VMT tax targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.

~~**Policy TR-11.2**~~ **TR-10.2** Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing or VMT tax for automobile travel through and within Santa Clara County.

~~**Policy TR-11.3**~~ **TR-10.3** Support and collaborate on the development of toll lanes on all major freeways and expressways in Santa Clara County.

**Policy ~~TR-11.4~~ ~~TR-10.4~~** Support a regional parking policy that levels the playing field and incentivizes local reforms. Do this in coordination with other regional climate/smart growth strategies such as the Sustainable Communities Strategy.

6. Chapter 6, “Land Use and Transportation” section, page 49, Goal TR-7 – Transportation Demand Management, is hereby amended to read as follows:

**Policy TR-7.1** Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and ~~to~~ reduce vehicle trips ~~generated by their employees.~~

**Policy TR-7.2** Support establishment of transportation management associations (TMA) made up of employers, developers, and property managers in transit-oriented areas working together to manage transportation through incentives, programs, events, and advocacy that help reduce the number of drive-alone trips, minimize vehicle emissions, and improve access to transportation options.

**Policy ~~TR-7.2~~ ~~TR-7.3~~** Update and enhance the existing TDM program for City of San José employees. This program may include the expansion of transit pass subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, bicycle sharing, and other measures.

**Policy ~~TR-7.3~~ ~~TR-7.4~~** Work together with large developments and employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers and property managers to allow ongoing assessment of results.

7. Chapter 6, “Land Use and Transportation” section, page 49, Goal TR-8 – Parking Strategies, is hereby amended to read as follows:

**Policy TR-8.10** ~~Update existing parking standards to reduce~~ Eliminate the minimum parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update ~~existing parking standards~~ the TDM requirements ~~to address TDM actions and~~ to require amenities and programs ~~to support reduced parking requirements~~ that encourage use of non-automobile modes and reduce parking demand.

DRAFT

## EXHIBIT “E”

**File No. GPT21-007.** The Envision San Jose 2040 General Plan is hereby amended as follows:

1. Chapter 1, “Envision San José 2040” section, page 52, History of Planning in San José – Specific Plans and Area Plans, is hereby amended to read as follows:

Evergreen-East Hills Development Policy (1976, revised in 2008 and near term future changes)

The Evergreen Development Policy (EDP) was originally adopted in 1976 to address the issues of flood protection and limited traffic capacity in the Evergreen area south of Story Road and east of US Highway 101. In 1991 and 1995, the EDP was revised to identify specific transportation and flood control improvements needed for the implementation of the Evergreen Specific Plan and the greater policy area, respectively. Revisions were also made in 2008 to provide a new framework to allow a limited amount of additional development capacity. The resulting policy was renamed the Evergreen-East Hills Development Policy (EEHDP). The EEHDP is also anticipated to be amended by the City Council in 2022 to transition from the EEHDP to the VMT Policy as the policy to control growth in the area. This amendment was made to (1) include a small increment of new housing and commercial growth and refer further consideration of land uses within the EEHDP policy area to the Envision San José 2040 General Plan update; (2) to limit the applicability of the EEHDP to development projects within the EEHDP that received land use approvals prior to the effective date of the 2021 amendment of the EEHDP that required as a condition of approval the payment of traffic impact fees pursuant to Chapter 14.32 of the San Jose Municipal Code; and (3) the community-gathered guiding principles for land use, transportation, and design, developed through Evergreen East Hills Visioning Strategy, will continue to apply to projects within the Evergreen-East Hills Development Policy area.

2. Chapter 7, “Implementation” section, page 9, Policy IP-2.8, is hereby amended to read as follows:

**Policy IP-2.8** Allow development of residential units at the density and in the form approved in land use entitlements in place upon adoption of the Envision San José 2040 General Plan, including capacity specified in the adopted Downtown Strategy, North San José Area Development Policy, ~~Evergreen-East Hills Development Policy~~, Specific Plans, and potential dwelling unit yield from residential properties identified on the City's Vacant Land Inventory. ~~When the City Council commences the second Horizon of the Envision General Plan, new or revised proposals for development on sites with previously approved residential entitlements should conform to the Land Use / Transportation Diagram.~~

DRAFT

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE SPECIFYING THE COUNCIL'S DETERMINATIONS ON PROPOSED AMENDMENTS TO THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE**

**Fall 2021 General Plan Amendment Cycle (Cycle 2)**

**General Plan Four-Year Major Review General Plan Amendments**

**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 November 10, 2021, the Planning Commission held a virtual public hearing to consider all of the following proposed amendments to the General Plan, at which hearing interested persons were given the opportunity to appear virtually and present their views with respect to said proposed amendments:

- A. General Plan Four-Year Major Review General Plan Amendment: Neighborhood Business District Overlay, File No. GPT21-001 specified in Exhibit A hereto;

- B. General Plan Four-Year Major Review General Plan Amendment: Urban Village Text Amendments, File No. GPT21-005 specified in Exhibit B hereto;
- C. General Plan Four-Year Major Review General Plan Amendment: Growth Area Amendments, File No. GP21-013 specified in Exhibit C hereto;
- D. General Plan Four-Year Major Review General Plan Amendment: VMT Policy Text Amendments, File No. GPT21-006 specified in Exhibit D hereto;
- E. General Plan Four-Year Major Review General Plan Amendment: EEHDP Text Amendments, File No. GPT21-007 specified in Exhibit E hereto; and

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

**WHEREAS**, on November 30, 2021 the Council held a duly noticed virtual public hearing to consider the General Plan Amendment File Nos. GPT21-001, GPT21-005, GP21-013, GPT21-006, and GPT21-007; and

**WHEREAS**, a copy of the proposed General Plan Amendments is on file in the office of the Director of Planning, Building and Code Enforcement of the City and online available digitally at [sjpermits.org](http://sjpermits.org), with copies submitted to the City Council for its consideration; and

**WHEREAS**, pursuant to Title 18 of the San José Municipal Code, public notice was given that on November 30, 2021 at 6:00 p.m. the Council would hold a virtual public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendments (Exhibits “A”, “B”, “C”, “D”, and “E”); and

**WHEREAS**, prior to making its determination on the General Plan Amendments, the Council reviewed and considered the Initial Study/Addendum (File Nos. GP21-012,

GPT21-001, GPT21-002, GPT21-005, GPT21-006, GPT21-007, PP21-012, C21-031, and PDC21-033) to the Final Program Environmental Impact Report for the Envision San José 2040 General Plan adopted by Council on November 1, 2011 (Resolution No. 76041), and the Supplemental EIR (“SEIR”) to the Envision San José 2040 General Plan adopted by Council on December 15, 2015 (Resolution No. 77617), and addenda thereto, in accordance with CEQA; and

**WHEREAS**, the General Plan Amendments specified in Exhibit “A” will not result in inconsistent zoning because the General Plan Amendments in Exhibit “A” shall not take effect until the effective date of zoning amendments that are consistent with this General Plan amendments; and

**WHEREAS**, pursuant to California Senate Bill (SB) 330, a city is prohibited from enacting a development policy, standard, or condition, as defined, that would have the effect of changing the land use designation or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan or specific plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018; and

**WHEREAS**, California Government Code Section 66300(b)(1) allows a city to change a land use designation or zoning ordinance to a less intensive use if the city concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity; and

**WHEREAS**, the General Plan amendments set forth in Exhibits “B”, “C”, “D”, and “E” and associated with File No. GPT21-001 will result in no net loss of the City’s residential capacity, as defined California Senate Bill (SB) 330: and

**WHEREAS**, the General Plan amendments set forth in Exhibit “A” and associated with File No. GPT21-001 will not result in a loss of residential capacity as defined California Senate Bill (SB) 330 because they rely upon existing residential capacity in the City of San Jose coupled with future zoning amendments in accordance with SB 940; and

**WHEREAS**, in order to address the net loss of residential capacity from the General Plan amendments set forth in Exhibit “A” in compliance with SB330 and SB940, the General Plan amendments set forth in Exhibit “A” will not take effect until the effective date of the future zoning amendments including: (1) an amendment to San Jose Municipal Code section 20.85 increasing height and residential capacity in the Willow Glen NBD to partially balance the decrease in height and residential capacity in the Japantown (Taylor Street only) NBD, and/or (2) any other zoning amendment that will increase residential capacity as may be necessary to address the net loss of residential capacity under SB330 and SB940; and

**WHEREAS**, the Council 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 determination regarding General Plan Amendment File No. GPT21-001/GPT21-005/GP21-013/GPT21-006/GPT21-007 is specified and set forth in Exhibit “A”, Exhibit “B”, Exhibit “C”, Exhibit “D”, and Exhibit “E” attached hereto and incorporated herein by reference.

**SECTION 2.** The General Plan Text Amendment listed under File No. GPT21-001, as set forth in Exhibit “A” of this Resolution, shall take effect upon the completion of the following:

1. The effective date of zoning amendments that are consistent with the General Plan amendment set forth in Exhibit "A"; and
2. (a) The effective date an amendment to San Jose Municipal Code section 20.85 increasing height and residential capacity in the Willow Glen NBD to partially balance the decrease in height and residential capacity in the Japantown (Taylor Street only) NBD; and/or  
(b) The effective date of any other zoning amendment that will increase residential capacity as may be necessary to address the net loss of residential capacity under SB330 and SB940.

**SECTION 3.** 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:

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SAM LICCARDO  
Mayor

ATTEST:

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TONI J. TABER, CMC  
City Clerk



## **EXHIBIT "A"**

**File No. GPT21-001.** This General Plan amendment shall take effect upon the completion of the following:

1. The effective date of zoning amendments that are consistent with this General Plan amendment; and
2. (a) The effective date of an amendment to San Jose Municipal Code section 20.85 increasing height and residential capacity in the Willow Glen NBD to partially balance the decrease in height and residential capacity in the Japantown (Taylor Street only) NBD; and/or  
(b) The effective date of any other zoning amendment that will increase residential capacity as may be necessary to address the net loss of residential capacity under SB330 and SB940  
(hereinafter "Effective Date").

The Envision San Jose 2040 General Plan is hereby amended and shall take effect upon the Effective Date as follows:

1. Chapter 5, "Interconnected City" section, page 24, Neighborhood Business Districts, is hereby amended to read as follows:

### **Neighborhood Business Districts**

This designation applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

Neighborhood Business Districts (NBDs) contain a variety of commercial and noncommercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. This designation facilitates the implementation of a NBD Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San José's neighborhood-serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events. Consistent with its Implementation and Community Design Policies, the City will schedule, coordinate, and design public improvements in Neighborhood Business Districts so that allocated funding is consistent with the City's growth strategies.

The NBD designation functions as an “overlay” designation which is applied to predominantly commercial land use designations. Residential uses are allowed in the Japantown (Taylor Street only), North 13th Street, and Willow Glen Neighborhood Business Districts. New residential or residential mixed-use developments shall:

1. Replace 100% of the existing square footage of commercial or industrial space on site with commercial space. Where commercial or industrial uses do not currently exist, no commercial space is required unless the property is bounded by (shares a property line) with existing employment uses that also front the primary neighborhood businesses street (e.g. Lincoln Avenue, Taylor Street or North 13th Street). In these locations, a residential project shall provide ground-floor commercial space to create continuity of the commercial frontage along the primary street; Commercial space is required to be provided along at least 60% of the primary street frontage and must meet the development standards for commercial space in mixed-use projects that are established in the Citywide Design Standards and Guidelines document;
2. Have the following maximum residential densities:
  - North 13th Street: 50 DU/AC
  - Willow Glen:
    - Sites less than 1.5 acres, 50 DU/AC
    - Sites 1.5 acres or more, 65 DU/AC
  - Japantown (Taylor Street): 50 DU/AC on the north side of Taylor Street and 65 DU/AC on the south side of Taylor Street;
3. Have the following height limits:
  - North 13th Street: 50 feet
  - Willow Glen:
    - Sites less than 1.5 acres, 50 feet
    - Sites 1.5 acres or more, 65 feet
  - Japantown (Taylor Street): 50 feet on the north side of Taylor Street and 65 feet on the south side of Taylor Street;
4. Shall comply with Citywide Design Standards and Guidelines; and
5. Shall adaptively reuse any historic structures that are on a property.

The NBD overlay is typically applied to two types of commercial areas. The first is older commercial areas where connected buildings create a predominant pattern of a continuous street façade with no, or very small setbacks from the sidewalk. Examples of this include Lincoln Avenue between Coe and Minnesota Avenues, Jackson Street between 4th and 6th Streets, and the segment of Alum Rock Avenue between King Road and Interstate 680. The second commercial area where the NBD overlay is applied typically contains a series of one or more of the following development types: parking lot strips (buildings set back with

parking in front), neighborhood centers (one or two anchors plus smaller stores in one complex), or traditional, older commercial areas as described in the first NBD typology.

NBDs generally surround Main Street designations on the Transportation Network Diagram. The exceptions are The Alameda and East Santa Clara Street, which are noted as Grand Boulevards. NBDs can extend beyond the parcels immediately adjacent to a Main Street or Grand Boulevard, and they often overlap with Urban Village Boundary Area designations. To enhance clarity and reduce visual clutter, the locations of NBDs are not shown on the paper copy of the Land Use/Transportation Diagram. A map showing the full extent of the NBDs is included in Appendix 9.

Within an NBD overlay, residential and commercial uses, together with related parking facilities, are seen to be complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-through service windows, are discouraged along major thoroughfares within NBD areas. In areas with an NBD overlay designation, any new development or redevelopment must conform to the underlying land use designation or, for Japantown (Taylor Street only), North 13th Street, and Willow Glen Neighborhood Business Districts, must conform to the NBD criteria above for the allowance of residential use, when housing is proposed. In addition, project should conform to ~~and~~ applicable Urban Village Plans, Land Use Policies, and Community Design Policies. Such development must also conform to design guidelines adopted by the City.

## **EXHIBIT “B”**

**File No. GPT21-005.** The Envision San Jose 2040 General Plan is hereby amended as follows:

1. Chapter 5, “Interconnected City” section, page 23, Urban Village Area Boundary, is hereby amended to read as follows:

### **Urban Village Area Boundary**

A primary strategy of the Envision San José 2040 General Plan is to direct new employment and housing growth to identified Urban Village Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. The Urban Village Area Boundary delineates these areas of the City identified as having the potential to support growth through redevelopment and intensification to implement the Envision General Plan Focused Growth Major Strategy. Urban Village areas are divided into several categories depending upon their location: Regional and Local Transit Urban Villages; Commercial Urban Villages; and Neighborhood Urban Villages. These Urban Village areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment over the timeframe of the Envision General Plan. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses.

The Urban Village Area Boundary can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Area Boundary is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties within an Urban Village Area Boundary have an underlying General Plan designation, and new development must conform to the underlying designation for the property. Most sites within areas designated as within the Urban Village Area Boundary, planned for full redevelopment in a later Plan Horizon, have a Neighborhood/Community Commercial or other non-residential designation, so that new residential development is planned only to occur when the City commences the identified Plan Horizon for that Urban Village area. (see Chapter 7 – Implementation for a description of Planning Horizons and Urban

Village Planning). Prior to implementation of the Urban Village through preparation of an Urban Village Plan and/or development of a mixed-use project, the underlying General Plan designation determines the appropriate use and application of General Plan land use policies for the property. Specific allowable uses within the Boundary Area may be further evaluated and identified through the Urban Village planning process and may result in amendments to the Land Use/Transportation Diagram.

As part of the decision to commence a new Plan Horizon, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Urban Village. In some cases limited housing growth is allowed on sites within a future Horizon Urban Village Area Boundary when explicitly consistent with the goals and policies in this General Plan. Specifically, it is possible to find conformance with the General Plan Land Use / Transportation Diagram for residential or residential-mixed use development projects on sites with a commercial or other designation, provided that those projects meet the Signature Project, ~~incidental residential or residential Pool project~~ criteria established within the General Plan Implementation chapter policies or conform to the uses identified for the site within an Urban Village Plan that has been accepted by the City Council. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses within an Urban Village.

2. Chapter 7, "Implementation" section, page 8, Policy IP-2.4, is hereby amended to read as follows:

IP-2.4 Conduct a Major Review of the Envision General Plan by the City Council every four years to evaluate the City's achievement of key economic development, fiscal and infrastructure/service goals, greenhouse gas emission reduction goals and targets, water conservation and recycling goals, availability and affordability of housing supply, Healthful Community goals, and to review changes and trends in land use and development. ~~Based on this review, determine the City's readiness to begin the next Envision General Plan Horizon or to modify the number of "pool" residential units available for non-specific Urban Village areas within the current Plan Horizon.~~ Amend the Land Use / Transportation Diagram and/or Envision General Plan goals, policies, and actions accordingly.

3. Chapter 7, "Implementation" section, page 10, Policy IP-2.11, is hereby amended to read as follows:

~~IP-2.11 Provide a "Pool" of residential unit capacity which may be allocated to allow entitlement of residential projects within Urban Village areas not included within the~~

~~current Plan Horizon, and for Signature Projects as defined in Policy IP-5.10, that are part of the current Plan Horizon or a future Horizon. This Pool is initially established as 5,000 units, and may be replenished as part of a General Plan Major Review. The 5,000-unit Pool is not additional capacity to the General Plan's planned housing yield, but instead is drawn from the respective Urban Village's planned housing yield when utilized. Projects receiving allocation must conform to the Land Use / Transportation Diagram and advance the goals and policies of the respective Urban Village Plan. Preparation of an Urban Village Plan for the subject Urban Village is necessary prior to allocation of these units unless the project qualifies as a Signature Project in a future Horizon Urban Village.~~

4. Chapter 7, "Implementation" section, page 10, Policy IP-2.12, is hereby amended to read as follows:

~~IP-2.12-11~~ Reconvene the Envision San José 2040 Task Force during each Major Review of the Envision General Plan to provide community and stakeholder engagement in reviewing and evaluating success in the implementation of this General Plan and recommending any mid-course actions needed to achieve its goals.

5. Chapter 7, "Implementation" section, page 18, Policy IP-5.5, is hereby amended to read as follows:

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 ensure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this Envision Plan. ~~The Urban Village Plan should be consistent with the following objectives:-~~

- ~~1. The Urban Village planning process is not a mechanism to convert employment lands to non-employment uses.-~~
- ~~2. Other City policies such as raising revenues, for example which could occur through the conversion of employment lands to non-employment uses shall not take precedent over the jobs first principle.-~~
- ~~3. The General Plan's jobs first principles apply to Urban Villages and that residential conversions are not allowed to proceed ahead of the job creation that is necessary to balance the residential elements of the Village Plan. This policy means that jobs and housing can move together on a case by case basis.-~~

6. Chapter 7, "Implementation" section, page 9, Policy IP-2.10, is hereby amended to read as follows:

IP-2.10 ~~Open Horizons for development in planned phases~~ Prioritize the preparation of Urban Village plans to give priority for new residential growth to occur in areas proximate to Downtown, or with access to existing and planned transit facilities, or adequate infrastructure to support intensification, or proximate to other Growth Areas to contribute to the City's urban form. Growth Areas with high market demand shall also be prioritized to ensure that development follows the community's vision for the future.

7. Chapter 1, "Envision San José 2040" section, page 6, Use of the General Plan, is hereby amended to read as follows:

• **Implementing the Plan (Implementation Goals and Policies)** – Includes policies to guide use of the General Plan for the ongoing land use decision making process and development of related City policies, with further explanation of the Annual and Major General Plan review process, ~~use of Planning Horizons,~~ and the Urban Village Planning process.

8. Chapter 1, "Envision San José 2040" section, page 14, Major Strategies, is hereby amended to read as follows:

Twelve Major Strategies are embodied within the Envision San José 2040 General Plan. Collectively, these strategies build on the Vision to directly inform the Land Use / Transportation Diagram and the Goals, Policies and Implementation Actions formulated to guide the physical development of San José and the evolving delivery of City services over the life of the General Plan. These twelve, interrelated and mutually supportive strategies are considered fundamental to achievement of the City's Vision and together promote the continuing evolution of San José into a great city. The following section provides a description of these twelve Major Strategies:

1. Community Based Planning
2. Form Based Plan
3. Focused Growth
4. Innovation/Regional Employment Center
5. Urban Villages
6. Streetscapes for People
7. Measurable Sustainability/Environmental Stewardship
8. Fiscally Strong City
9. Destination Downtown
10. Life Amidst Abundant Natural Resources
11. Design for a Healthful Community
12. ~~Plan Horizons and~~ Periodic Major Review

9. Chapter 1, “Envision San José 2040” section, page 16, Major Strategy #3 – Focused Growth, is hereby amended to read as follows:

### **Major Strategy #3 – Focused Growth**

Strategically focus new growth into areas of San José that will enable the achievement of City goals for economic growth, fiscal sustainability and environmental stewardship and support the development of new, attractive urban neighborhoods. The Plan focuses significant growth, particularly to increase employment capacity, in areas surrounding the City’s regional Employment Center, achieve fiscal sustainability, and to maximize the use of transit systems within the region.

A Major Strategy of the Envision General Plan is to focus new growth capacity in specifically identified “Growth Areas,” while the majority of the City is not planned for additional growth or intensification. This approach reflects the built-out nature of San José, the limited availability of additional “infill” sites for development compatible with established neighborhood character, and the emphasis in the Plan Vision to reduce environmental impacts while fostering transit use and walkability.

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. Infill development within such neighborhoods, often at a density and form inconsistent with the existing neighborhood pattern, has been disruptive to the development of a positive neighborhood character. Focusing new growth into the Growth Areas will help to protect the quality of existing neighborhoods, while also enabling the development of new Urban Village areas with a compact and dense form attractive to the City’s projected growing demographic groups (i.e., an aging population and young workers seeking an urban experience), that support walking, provide opportunities to incorporate retail and other services in a mixed-use format, and support transit use.

The Plan supports a significant amount of new housing growth capacity, providing near term capacity for development of approximately 50,000 new dwelling units, with the ability ~~in future Plan Horizons~~ to ultimately build up to a total of 120,000 additional dwelling units.

As described in the Implementation chapter, the Plan's ~~first Plan Horizon~~ incorporates residential growth capacity for the Downtown, Specific Plan areas, North San José and vacant lands throughout the City (approximately 40,000 new dwelling units) and adds new Urban Village housing areas that support an additional 9,400 dwelling units.

Because the City is largely built-out within its city limits and the General Plan does not support the conversion of industrial areas to residential use or the urbanization of the Mid-Coyote Valley or South Almaden Valley Urban Reserves or lands outside of San José's Urban Growth Boundary, most new housing development will be achieved through higher-density redevelopment within existing urbanized areas.

This residential growth capacity is provided through the conversion of older commercial areas to mixed-use, including sites previously identified for housing development within North San José and the new commercial sites made available for mixed-use development within the Envision General Plan Urban Village areas. Planning such sites for higher, not lower, density residential development acknowledges their value as a finite land resource and enables the City to provide housing growth capacity consistent with demographic trends and the community objectives of the *Envision San José 2040 General Plan*. Further employment land conversions or dramatic expansions of the City outside of its current boundaries would have significant negative environmental, fiscal and economic implications and be clearly contrary to those objectives.

10. Chapter 1, "Envision San José 2040" section, page 25, Major Strategy #12 – Plan Horizons and Periodic Major Review, is hereby amended to read as follows:

**Major Strategy #12 - ~~Plan Horizons and~~ Periodic Major Review**

Ensure that the Plan addresses the current community context and values and closely monitor the achievement of key Plan goals through a periodic major review of the General Plan and the use of Plan Horizons to phase implementation of the Plan over time.

The Plan provides a roadmap tool for ~~phasing~~ the development of new Urban Village areas and gives highest priority to the location of new housing growth in the Downtown, connecting transit corridors, BART station area, and North San José. The Envision General Plan establishes a 4-year Major Review cycle, which provides an opportunity for a community stakeholder task force and the City Council to evaluate significant changes in the planning context and the City's achievement of:

- Planned job and J/ER goals

- Implementation of the Urban Village concept
  - Environmental indicators, including greenhouse gas reduction and the Green Vision
  - Affordable housing needs
- The ~~Phasing Plan's~~ policies ~~also~~ includes flexibility to allow the implementation of Urban Villages to be responsive to market conditions, while meeting overall Plan objectives.

11. Chapter 1, "Envision San José 2040" section, page 26, Growth Areas, is hereby amended to read as follows:

### **Growth Areas**

The Land Use / Transportation Diagram, General Plan policies and the Growth Areas concept diagram identify specific areas of San José which are planned to accommodate the majority of the City's job and housing growth. The planned location of job and housing growth capacity supports the City's long-term goal to emphasize growth within the Downtown, North San José and Specific Plan areas, while focusing new job and housing growth capacity in identified Regional and Local Transit, Commercial Corridor and Center and Neighborhood Urban Village Growth Areas. The specific amounts of job and housing growth capacity for each of the Growth Areas are indicated in Appendix 5 – Growth Areas Planned Capacity ~~by Horizon~~.

Regional Transit and Local Transit Urban Villages include vacant or under-utilized lands within close proximity of an existing or planned light rail, BART, Caltrain or Bus Rapid Transit (BRT) facility. Commercial Urban Villages include corridors and centers, and may be vacant or under-utilized lands in existing, large-scale commercial areas (e.g., Oakridge Mall, Winchester Boulevard, Bascom Avenue, etc.) Neighborhood Urban Villages are smaller neighborhood-oriented commercial sites with redevelopment potential. While the Neighborhood Urban Villages are not located in proximity to major transit facilities, their intensification could serve to create a vibrant village setting within easy access of the nearby neighborhood. For all of the Urban Village areas it is expected that the existing amount of commercial square footage would be retained and enhanced as part of any redevelopment project so that existing commercial uses within San José are never diminished.

The following text summarizes the special characteristics of each one of the City's Growth Areas, with the Growth Areas Diagram following the text:

- Downtown
- Specific Plans

- North San José
- Employment Lands
- Regional Transit Urban Villages
- Local Transit Urban Villages
- Commercial Corridor and Center Urban Villages
- Neighborhood Urban Villages

12. Chapter 1, “Envision San José 2040” section, page 60, Envision San José 2040 Key Issues, is hereby amended to read as follows:

### **Envision San José 2040 Key Issues**

While the *Envision San José 2040* General Plan builds upon the City’s land use planning history and core community values that have been addressed in previous General Plan documents, it also establishes a new direction in some key areas. Key decisions made by the City through the Envision process and subsequent Major Reviews have resulted in a General Plan that:

1. Includes growth capacity for the development of up to 382,000 new jobs and up to 120,000 new dwelling units through 2040: With its current development and this amount of growth capacity, San José could grow to 751,000 jobs and 430,000 dwelling units in total, supporting a residential population of approximately 1.3 million people and a Jobs / Employed Resident Ratio (J/ER) of 1.1/1.
2. Allows a high degree of flexibility for job growth to occur at appropriate locations throughout the City: These locations include the further intensification of North San José, the Monterey Business Corridor / Senter Road area, and Old and New Edenvale. It also retains the planned job growth capacity in North Coyote Valley and Evergreen. The Envision San José 2040 Land Use Plan reflects a recommendation for significant new job growth in the eastern portion of Alviso, including the Regional Wastewater Facility Buffer Lands, and in the northeast corner of the Berryessa Business Park, proximate to the Milpitas BART station and Cropley Light Rail station. San José’s goal is to provide adequate growth capacity for each type of employment land in order to meet the forecast job demand identified within the Employment Land Demand and Housing Demand report.
3. Establishes a land use plan and accompanying policies that support the City’s evolution into a regional job center: In addition to supporting a large amount of job growth, the land use plan concentrates job growth opportunities at locations that support workers commuting into San José from throughout the region. In particular, the Caltrain, BART, and High Speed Rail station areas are planned for significant job growth.

4. Articulates an Urban Village concept, in which future growth within San José will be used to build high-quality, urban neighborhoods attractive to a wide variety of future employers and residents, including: young, creative workers; a population increasingly made of older, smaller households; and residents seeking a place to live less reliant on automobile travel as a primary means of personal mobility.
5. Directs new housing growth to occur in a high-density, mixed-use format in clearly identified Growth Areas: These areas include the Downtown, North San José, Specific Plan areas, and new Urban Village areas located near transit (BART, Light Rail, Bus Rapid Transit) corridors and station areas, commercial centers and at central locations within neighborhood settings.
6. Identifies a planning strategy ~~three Planning Horizons~~, giving priority to planning for new growth in the Downtown, connecting transit corridors (Santa Clara, San Carlos, Alum Rock, Stevens Creek and The Alameda), BART station areas and North San José.

13. Chapter 1, “Envision San José 2040” section, page 71, Envision San José 2040 Key Issues, is hereby amended to read as follows:

~~Planning Horizons~~

~~The Envision General Plan supports the potential development of up to 382,000 new jobs and 120,000 new housing units for the timeframe 2011 through 2040. The Envision Task Force expressed considerable concern that this large amount of growth might proceed in an imbalanced or poorly implemented fashion, undermining the overall goals of the Envision General Plan. Accordingly, the General Plan timeframe is divided into multiple “Planning Horizons” in order to:~~

- ~~• Allow for a periodic major review by the City Council of progress toward the achievement of General Plan economic, environmental, fiscal and/or other goals or objectives;~~
- ~~• Guide new development to priority Growth Areas within the City to best utilize and support existing infrastructure investments, minimize environmental impacts, and achieve other General Plan goals; and~~
- ~~• Facilitate coordinated planning and community engagement in advance of development moving forward within new Growth Areas.~~

~~Each Horizon includes multiple goals or Objectives to be evaluated on an annual basis and as part of a major City Council review prior to the conclusion of one Horizon and commencement of the next. This allows the City to evaluate success in meeting goals on a near-term basis and determine if adjustments are necessary to continue progress toward ultimate achievement of General Plan Objectives.~~

~~The General Plan Land Use / Transportation Diagram closely aligns with the Objectives in each Horizon. The General Plan Land Use/Transportation Diagram is intended to be potentially modified from one Horizon to the next in order to allow for gradual implementation of the Growth Areas strategy and to direct growth strategically into specific areas to best meet the Horizon goals. In the initial Horizon, new growth capacity is added in the corridors that directly link to the Downtown and which have or are planned to have a high degree of access to transit facilities and other sufficient infrastructure in place to support intensification.~~

~~Implementation of the Growth Areas strategy requires that some areas previously planned for commercial or other employment uses be redeveloped with intensified mixed-use development, including high-density residential uses. This is because the City is largely built-out, so that redevelopment of lower-intensity sites is the primary means through which the City can add more housing capacity. By making a subset of the Growth Areas available for redevelopment with intensified mixed-use within each Horizon, the City can better meter over time the addition of residential uses within employment areas, carefully considering new development to insure that job capacity is maintained and enhanced, and allowing community engagement in more detailed land use planning of the new Growth Areas through the Urban Village Planning process.~~

14. Chapter 1, "Envision San José 2040" section, page 72, Envision San José 2040 Key Issues, is hereby amended to read as follows:

~~Planning Horizon Objectives~~

~~The Envision Task Force discussed and articulated various goals related to how best to plan the City's future growth in an orderly, sustainable, and responsible manner. Task Force and community members:~~

- ~~• Identified economic development, fiscal sustainability, and environmental leadership as the key goals for land use planning;~~
- ~~• Indicated that new growth capacity should be planned to strongly support transit use and to create walkable, Urban Village areas which incorporate retail and other commercial uses, public services and adequate infrastructure, including parks and public open spaces;~~
- ~~• Acknowledged the value of providing growth capacity for jobs and housing designed to accommodate the City's changing demographics and located within high-quality mixed-use, urban settings; and~~
- ~~• Expressed considerable concern that continuing to provide large amounts of new housing capacity will further undermine San José's ability to provide high quality government services.~~

~~The specific Objectives are identified in more detail in the Goals, Policies and Implementation Actions contained within the General Plan. These Objectives include specific fiscal sustainability, environmental sustainability, economic growth, or other goals to be considered during annual or Major Reviews of the General Plan. The intent is that the amount, type and location of growth supported by the General Plan be carefully evaluated on a periodic basis to ensure progress toward the realization of those goals, while also giving consideration to the legal requirements for General Plans within the State of California, which require local jurisdictions to provide housing growth capacity.~~

15. Chapter 1, “Envision San José 2040” section, page 72, Envision San José 2040 Key Issues, is hereby amended to read as follows:

~~Phased~~ Land Use Diagram

The General Plan Land Use/Transportation Diagram is planned to change ~~incrementally for each Horizon~~ to allow for gradual implementation of the Growth Areas strategy, to direct growth toward strategic locations within each phase, to coordinate with periodic review of the City’s progress towards its General Plan goals, and to facilitate more detailed planning efforts for targeted Growth Areas. The Envision Growth Areas strategy accommodates new housing growth through the redevelopment and intensification of properties that currently are planned and developed for commercial or other employment uses and were included within the General Plan prior to this update. This strategy was developed recognizing that as San José is essentially built-out, it is not feasible to accommodate significant amounts of new residential growth without planning for the reuse of properties already developed with lower-intensity uses and likely to be available for redevelopment sometime in the future. Because it is generally not feasible nor desirable to plan intensification within existing, fully developed single-family neighborhoods, the identified Growth Areas largely correspond to lands currently planned and developed for commercial or other employment uses and which are also in proximity to transit or other major infrastructure or facilities that support their intensification.

In most cases, the underlying Land Use Designation for properties within the Growth Areas continues to support employment uses, and should be maintained until the City is ready to plan and implement the redevelopment of these properties for new high-density, residential mixed-use development. An important Envision General Plan goal is to promote job growth and to improve the City’s Jobs / Employed Resident ratio. ~~Beginning in the first Horizon, all Growth Areas and other areas in the City with commercial or industrial General Plan designations will be fully available for intensification of employment uses.~~ The

General Plan provides for the gradual intensification of some of these lands to also include new high-density, residential, mixed-use development with provisions to ensure that job capacity is thereby fully retained and enhanced.

16. Chapter 2, “Thriving Community” section, page 17, Policy FS-3.5, is hereby amended to read as follows:

FS-3.5 Prepare Urban Village Plans that provide a clear and feasible strategy for achievement of Village job growth targets and incorporation of public services and other amenities consistent with Fiscal Sustainability and other General Plan goals and policies prior to the development of new housing projects within Urban Village Growth Areas. Commercial projects, including those with ancillary residential uses, may proceed in advance of the preparation of an Urban Village Plan. The job growth target for each Urban Village Growth Area is indicated in Appendix 5 - Growth Areas Planned Capacity ~~by Horizon~~.

17. Chapter 5, “Interconnected City” section, page 7, Urban Village Land Use Designation, is hereby amended to read as follows:

**Urban Village**

Density: Up to 250 DU/AC; FAR Up to 10.0

The Urban Village designation is applied within the Urban Village areas ~~that are planned in the current Horizon (see Chapter 7 – Implementation for a description of Planning Horizons and Urban Village Planning)~~ to accommodate higher density housing growth along with a significant amount of job growth. This designation is also applied in some cases to specific sites within Urban Village Area Boundaries that have received entitlements for Urban Village type development. This designation supports a wide variety of commercial, residential, institutional or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. Development within the Urban Village designation should conform to land use and design standards established with an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area. Prior to preparation of an Urban Village Plan, this designation supports uses consistent with those of the Neighborhood/Community Commercial designation, as well as development of Signature Projects as described in the Envision General Plan Implementation policies. Following preparation of an Urban Village Plan, the appropriate use for a site will be commercial, residential, mixed-use, public facility or other use as indicated within the Urban Village plan as well as those uses supported by the Neighborhood/Community Commercial designation.

Urban Village Plans provide more detailed information related to the allowed uses, density and FAR for particular sites within each Urban Village area and may also recommend that some sites within the Urban Village area be changed to another Land Use designation in order to better represent the uses identified within the Urban Village Plan. The minimum density for development that includes a significant residential component is at least 55 DU/AC, although lower residential densities are acceptable for mixed-use projects that include small amounts of residential in combination with significant amounts of nonresidential square footage or on specific sites identified within the Urban Village plan as being appropriate for development at a lower density so as to be compatible with adjacent land uses. The appropriate density for mixed-use projects is that which can be accommodated under a maximum FAR of 10.0, or as determined by a more specific density range established within the Urban Village Plan. For projects that are wholly employment uses, a lower FAR than indicated in the Urban Village Plan is also appropriate to facilitate development of interim employment uses. All projects must still meet the Community Design Policies in this plan and in the applicable Urban Village Plan. For Signature Projects, the appropriate minimum density is the density needed to be consistent with the Signature Project policies. 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. The height and building form of development within the Urban Village areas can vary significantly depending upon the type and character of the Urban Village, consistent with the Urban Village policies provided within Chapter 6 of this Plan.

18. Chapter 5, "Interconnected City" section, page 23, Urban Village Boundary, Urban Village Boundary, is hereby amended to read as follows:

A primary strategy of the Envision San José 2040 General Plan is to direct new employment and housing growth to identified Urban Village Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. The Urban Village Area Boundary delineates these areas of the City identified as having the potential to support growth through redevelopment and intensification to implement the Envision General Plan Focused Growth Major Strategy. Urban Village areas are divided into several categories depending upon their location: Regional and Local Transit Urban Villages; Commercial Urban Villages; and Neighborhood Urban Villages. These Urban Village areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment over the timeframe of the Envision General Plan. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth

capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses.

The Urban Village Area Boundary can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Area Boundary is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties within an Urban Village Area Boundary have an underlying General Plan designation, and new development must conform to the underlying designation for the property. Most sites within areas designated as within the Urban Village Area Boundary, ~~planned for full redevelopment in a later Plan Horizon,~~ have a Neighborhood/Community Commercial or other non-residential designation, so that new residential development is planned only following Council approval of an Urban Village Plan. ~~to occur when the City commences the identified Plan Horizon for that Urban Village area. (see Chapter 7— Implementation for a description of Planning Horizons and Urban Village Planning).~~ Prior to approval of implementation of the Urban Village through preparation of an Urban Village Plan ~~and/or development of a mixed-use project,~~ the underlying General Plan designation determines the appropriate use and application of General Plan land use policies for the property. Specific allowable uses within the Boundary Area may be further evaluated and identified through the Urban Village planning process and may result in amendments to the Land Use/Transportation Diagram.

As part of ~~the Council approval of decision to commence~~ an Urban Village Planning process new Plan Horizon, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Urban Village. In some cases limited housing growth is allowed on sites within ~~a future Horizon~~ an Urban Village Area Boundary without an approved Plan when the housing is explicitly consistent with the goals and policies in this General Plan. Specifically, it is possible to find conformance with the General Plan Land Use / Transportation Diagram for residential or residential-mixed use development projects on sites with a commercial or other designation, provided that those projects meet the Signature Project, incidental residential or Policy IP 5.12 residential Pool project criteria established within the General Plan Implementation chapter policies, or when projects conform to the uses identified for the site within an Urban Village Plan that has been ~~accepted~~

approved by the City Council. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses within an Urban Village

19. Chapter 7, "Implementation" section, page 2, Introduction, is hereby amended to read as follows:

Major City processes independent of the Envision San José 2040 General Plan provide the main vehicle for its implementation. Major implementation processes described in this chapter include those related to its ongoing application and maintenance, including ~~the use of Plan Horizons~~, the Major General Plan Review process and the General Plan Annual Review process. This chapter also addresses Village Planning, the Capital Improvement and Budget Program, and land use entitlements (including zoning and development permits). These programs, already in existence or proposed, provide a means to carry out objectives of this Plan.

General Plan implementation depends on much more than merely the actions or decisions of municipal government alone. Inter-governmental and private sector decisions and investments also play a major role in implementation. The Envision General Plan is intended to serve a coordinating function for those decisions which affect the physical development of San José. Several of the major intergovernmental decisions which warrant attention include the Federal Government's funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; the Federal Government's funding of Water Pollution Control Plant improvements and airport approach zone acquisition; and the Federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and welfare facilities and services.

General Plan Goals and Policies are intentionally high-level and broad. The City regularly updates subsidiary policy documents, such as its Economic Strategy, Cultural Vision Plan, and Greenprint (the Parks Master Plan) to provide more in-depth analysis and actions to implement Goals and Policies outlined in the Envision General Plan. This framework allows for variation in strategies to achieve the intent of the General Plan without the need to modify the General Plan itself. As subsidiary policy documents are formed or amended, they will be evaluated for conformance with Envision General Plan Goals and Policies. This approach ensures consistency between the implementation tools and the broad City objectives outlined in the Goals and Policies of the *Envision General Plan*. ~~A major Envision General Plan implementation concept is Plan Horizons, or phases, that carefully manage the City's expected residential growth. The full~~

~~amount of employment growth capacity is available at the onset, while housing growth is geographically limited to identified Growth Areas included in the first Plan Horizon. As part of a Major General Plan Review, which occurs every four years, the City Council will consider whether the jobs/ housing balance, fiscal sustainability, and infrastructure are sufficiently strong to move into a subsequent Plan Horizon. Each Plan Horizon would open additional geographic areas to the possibility of residential development. A table and map at the end of this chapter show the planned yield of residential units by identified Growth Area and by Plan Horizon.~~

~~In addition to the Major General Plan Review, the General Plan Annual Review process provides for review of site-specific proposals for possible amendment of the General Plan text and the Land Use / Transportation Diagram by private applicants on a yearly basis.~~

The Urban Village Planning process is the primary vehicle to realize the vision of the “Urban Villages” City Concept. Urban Village Plans are a prerequisite to residential development in Urban Village areas, identified with an Urban Village Area Boundary on the Land Use / Transportation Diagram. An Urban Village Plan establishes the framework to ensure that each Urban Village develops in a manner consistent with the Goals and Policies of this General Plan. Urban Village Plans identify appropriate uses, densities, and connections throughout the Urban Village area. They also consider how and where parks, schools, libraries, open space, retail, and other amenities should be incorporated. To evaluate the progress in accomplishing the objectives of this General Plan and to help inform the City’s budget, Implementation Actions and Performance Measures are interspersed throughout the Goal and Policy sets. The Implementation Actions are specific directives to further the Goals and Policies. They are typically discrete tasks that, once completed, are removed from the General Plan text through the Annual General Plan Review process and documented in Appendix 10 – Record of General Plan Amendments. Performance Measures provide measurable standards that allow the City to track progress towards meeting objectives of the Envision General Plan. Performance Measures are interspersed throughout this document. Those directly related to environmental sustainability are also consolidated in this chapter under Goal IP-4 for easy reference.

Construction of public facilities and infrastructure is a critical link between the development of the City and the implementation of the Envision General Plan. San José’s five year Capital Improvement Program (CIP) itemizes specific improvements and indicates the schedule and anticipated funding for them. The

CIP is the primary tool that aligns City investments with General Plan Goals and Policies.

The City's Development Review process is a multifaceted one involving the programs of several City departments. This process has the most direct influence on the City's ability to carry out the primary development goals and policies of this General Plan. The Development Review process also implements the land use designations as shown on the Land Use / Transportation Diagram. Community engagement is an important aspect of the Development Review process; it influences recommendations and decisions.

The private sector finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will, on the whole, continue to be. However, the City is taking an increasingly active role in shaping development decisions in order to improve the relationship between private development and public facilities, services, and interests.

20. Chapter 7, "Implementation" section, page 6, General Plan Phasing / Planning Horizons / Major Review, is hereby amended to read as follows:

General Plan Phasing / Planning Horizons

~~Residential development under the Envision General Plan is planned to occur in phases, referred to as Horizons, in order to carefully manage San José's expected housing growth. The Envision General Plan Land Use / Transportation Diagram identifies the locations of all focused Growth Areas available citywide from the present through the 2040 timeframe of the Envision General Plan. Many of these sites are currently in commercial use. In these identified Growth Areas, redevelopment of underutilized properties is strongly encouraged as a strategy to create intensified mixed-use development. In some locations this Plan calls for primarily retail, office and non-residential uses to develop employment centers. In other areas, mixed-use residential (residential with supportive retail and service uses) is planned.~~

~~Full development of all Growth Areas citywide is not proposed to happen concurrently. Because key elements of the Vision for this General Plan are to achieve the City's fiscal sustainability and to improve its Jobs-to-Housing balance, proposals for commercial, office, and other combinations of non-residential development can be pursued at any time, consistent with existing Land Use designations. However, to provide for residential development, this Plan includes each Growth Area, and the development capacity planned for that~~

~~area, in one of a series of three (3) incremental growth Horizons so that the amount of new housing and the City's need to provide services for those new residents are increased gradually over the timeframe of the Plan. Each sequential Horizon identifies additional Urban Villages to be designated for residential mixed-use development, consistent with the City's ability to provide infrastructure and services. New development proposals should be guided to those Growth Areas within the City which are supported by existing adequate infrastructure and service facilities, especially transit, or which have secure plans for facilities needed to support new growth.~~

~~With the adoption of the Envision General Plan, all Growth Areas included in the first Horizon will be designated on the Land Use / Transportation Diagram and will be available for residential and mixed-use development up to their entire planned capacity. In addition, existing entitlements for both residential and non-residential development may proceed at any time. As the City grows and there is interest in creating mixed-use residential communities in more Growth Areas, the steps of the Planning Horizons provide the City with an opportunity to assess progress toward achievement of its General Plan Vision and goals before moving to the next Horizon and opening those additional Growth Areas for intensive, mixed use residential development. Such review should focus on consideration of progress made in economic development, the City's fiscal health, and its ability to support continued population growth. As new Growth Areas are made available for mixed use residential development, the Land Use / Transportation Diagram shall be amended to reflect its new Land Use designations.~~

21. Chapter 7, "Implementation" section, page 7, Major Review of the General Plan, Major Review of the General Plan, is hereby amended to read as follows:

The *Envision General Plan* establishes an ongoing program for the City to monitor and evaluate its success in implementation, fundamental elements of which include both Annual and Major Reviews. Unlike the Annual Review which provides for review of site specific proposals for possible amendment of the Envision General Plan text and the Land Use / Transportation Diagram by private applicants on a yearly basis, a Major Review of the Envision General Plan is a periodic review by the City Council every four years, allowing an assessment of progress and mid-course adjustments toward implementation of the *Envision General Plan*, using key economic, fiscal, and environmental indicators identified herein. A Major General Plan Review therefore provides the structure and opportunity for the City Council to determine whether revisions are needed to Envision General Plan policies to better meet the General Plan goals. ~~to move into the next growth Horizon identified in the Envision General Plan.~~

~~Plan Horizons establish~~ The Envision General Plan sets clear priorities for locations, type and amount of new development in the Growth Areas, to support efficient use of the City's land resources and delivery of City services, and to minimize potential environmental impacts. Their highest priority is to focus new housing growth in established transit corridors, transit station areas in close proximity to the Downtown, and in large employment districts. As part of the periodic Major Review of the Envision General Plan, the City will specifically consider progress toward the achievement of economic, fiscal, and transportation goals, as well as the availability of infrastructure and other services to support the City's continued residential population growth.

22. Chapter 7, "Implementation" section, page 7, Goal IP-2 General Plan Phasing/ Planning Horizons/ Major Review, is hereby amended to read as follows:

Goal IP-2 – General Plan Phasing / Planning Horizons / Major Review  
Monitor progress toward General Plan Vision, goals and policies through a periodic Major Review. Evaluate the success of the Envision General Plan's implementation and consider refinement of the Land Use / Transportation Diagram and the Envision General Plan policies to ensure their achievement. ~~Use General Plan Major Reviews to consider increases in available residential development capacity by opening an additional Horizon for development and to assign priority to growth areas within San José for new housing.~~

### **Policies – General Plan Phasing / Planning Horizons / Major Review**

23. Chapter 7, "Implementation" section, page 7, Policy IP-2.1, is hereby amended to read as follows:

~~Gradually implement the development of new Urban Village areas by dividing them into three Plan Horizons and allowing a specific portion of the Urban Village areas to be developed within each Horizon. Identify the locations of current Plan Horizon Urban Villages, presently available for residential development, on the Land Use / Transportation Diagram.~~

24. Chapter 7, "Implementation" section, page 7, Policy IP-2.2, is hereby amended to read as follows:

~~Identify the Urban Villages to be made available for new housing in future Plan Horizons, and allow continued commercial and mixed use non-residential development in all Urban Villages.~~

25. Chapter 7, "Implementation" section, page 7, Policy IP-2.4, is hereby amended to read as follows:

Conduct a Major Review of the Envision General Plan by the City Council every four years to evaluate the City's achievement of key economic development, fiscal and infrastructure/service goals, greenhouse gas emission reduction goals and targets, water conservation and recycling goals, availability and affordability of housing supply, Healthful Community goals, and to review changes and trends in land use and development. ~~Based on this review, determine the City's readiness to begin the next Envision General Plan Horizon or to modify the number of "pool" residential units available for non-specific Urban Village areas within the current Plan Horizon.~~ Amend the Land Use / Transportation Diagram and/or Envision General Plan goals, policies, and actions accordingly.

26. Chapter 7, "Implementation" section, page 7, Policy IP-2.5, is hereby amended to read as follows:

During each Major Review of the Envision General Plan evaluate input provided by the reconvened Task Force and achievement of the following key General Plan goals to inform the City Council's decision, regarding needed changes, ~~to begin the next General Plan Horizon,~~ or to increase the number of residential units available for non-specific Urban Village areas:

1. Jobs/Housing Balance – Demonstrate improvement of the City's jobs to employed resident ratio (J/ER) consistent with achievement of 1.0 job per employed resident by 2025, and 1.1 jobs per employed resident by the year 2040.
2. Fiscal Sustainability – Demonstrate sustainable improvement above 2010 levels in the level of service for City services provided to the San José community.
3. Housing Supply – Verify that ~~there is~~ current Planning Horizon ~~contains~~ adequate capacity to meet San José's Regional Housing Needs Allocation for the upcoming 4-year term.
4. Infrastructure – Confirm that adequate infrastructure and service facilities, especially transit, exist or that a secure plan for them is in place to support the planned jobs and housing capacity. ~~in the current and contemplated Horizon.~~

27. Chapter 7, "Implementation" section, page 7, Policy IP-2.7, is hereby amended to read as follows:

Encourage employment uses in all Urban Village areas identified for potential housing growth. ~~available during any Horizon. Allow intensified residential mixed use in Urban Villages in those Horizons as determined by the City Council in the~~

~~sequence shown in the Table, Planned Job Capacity and Housing Growth Areas by Horizon, in Appendix 5.. Amend the Land Use / Transportation Diagram to identify new housing Growth Areas with each new Horizon.~~

28. Chapter 7, "Implementation" section, page 7, Policy IP-2.8, is hereby amended to read as follows:

Allow development of residential units at the density and in the form approved in land use entitlements in place upon adoption of the Envision San José 2040 General Plan, including capacity specified in the adopted Downtown Strategy, North San José Area Development Policy, ~~Evergreen East Hills Development Policy~~, Specific Plans, and potential dwelling unit yield from residential properties identified on the City's Vacant Land Inventory. ~~When the City Council commences the second Horizon of the Envision General Plan, n~~New or revised proposals for development on sites with previously approved residential entitlements should conform to the Land Use / Transportation Diagram.

29. Chapter 7, "Implementation" section, page 9, Policy IP-2.9, is hereby amended to read as follows:

~~Focus new residential development into specified Growth Areas to foster the cohesive transformation of these areas into complete Urban Villages. Allow immediate development of all residential capacity planned for the Growth Areas included in the current Plan Horizons.~~

<b>Plan Horizon</b>	<b>Growth Area</b>
<del>"Base" Capacity for new housing development not regulated by Plan Horizons</del>	<del> <ul style="list-style-type: none"> <li>• Downtown</li> <li>• Specific Plan Areas</li> <li>• North San José Area Development Policy</li> <li>• Vacant / Underutilized Lands</li> <li>• Residential Neighborhoods</li> <li>• Existing Entitlements</li> </ul> </del>
<del>Horizon 1 Residential Growth Areas</del>	<del> <ul style="list-style-type: none"> <li>• Downtown Urban Village Corridors (East Santa Clara Street, Alum Rock Avenue, West San Carlos Street, and The Alameda), Berryessa BART Urban Village, North 1st Street, Race Street Light Rail, Southwest Expressway, Alum Rock Avenue (East of 680), Stevens Creek Boulevard, Santana Row/ Valley Fair, Winchester Boulevard, and South Bascom Avenue (North)</li> </ul> </del>
<del>Horizon 2 Residential Growth Areas</del>	<del> <ul style="list-style-type: none"> <li>• Five Wounds BART and Local Transit (Existing)</li> </ul>                     Urban Villages                 </del>

Horizon 3 Residential Growth Areas	Local Transit (Planned), Commercial Corridors and Centers, and Neighborhood Urban Villages
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30. Chapter 7, "Implementation" section, page 11, Policy IP-3.5, is hereby amended to read as follows:

Annual Review may include consideration of required General Plan Amendments for proposals to modify identified Urban Village Growth Areas, including creation of new Urban Villages, removal of existing Urban Villages, modification of an Urban Village Plan, or modification of a Growth Area's boundaries, ~~or modification of the identified Plan Horizon for an Urban Village~~. Creation of a new Urban Village may be considered to facilitate development of an exceptional project that meets standards and objectives comparable to those identified for Signature Projects, including exceeding minimum densities for employment and residential uses and consistency with site and architectural design guidelines. Creation of a new Urban Village area will require transfer of the planned amount of housing growth capacity from some other identified Growth Area that has housing growth capacity

31. Chapter 7, "Implementation" section, page 17, Policy IP-5.4, is hereby amended to read as follows:

Prepare and implement Urban Village Plans carefully, with sensitivity to concerns of the surrounding community, residents, and property owners and developers who propose redevelopment of properties within the Urban Village areas. Proceed generally in the order of the following timeline, although some steps may be taken concurrently:

~~1. City Council approves commencement of the Plan growth Horizon which includes the Urban Village Area during a Major General Plan Review. Completing Urban Village Plans for Urban Villages within the current Horizon is of greatest priority, but it is possible to prepare an Urban Village Plan for an Urban Village in an upcoming Horizon.~~

~~21.~~ The City completes preparation of and Council reviews an Urban Village Plan.

~~32.~~ The City ~~or private property owners~~ initiates rezonings concurrently with preparation of an Urban Village Plan for specific properties within the Urban Village as needed to implement the Urban Village Plan. ~~Because most Urban Village sites initially have commercial zoning, rezoning will be necessary to provide for redevelopment and intensification with residential or residential mixed use projects on those sites.~~

43. Private property owners or developers propose individual site designs and building architecture to be reviewed and determined through a Development Permit application and review process.

32. Chapter 7, "Implementation" section, page 21, Policy IP-6.1, is hereby amended to read as follows:

Align the CIP with Envision General Plan Land Use / Transportation Diagram planned land uses and densities and with its policies, including level of service goals. Use the Land Use / Transportation Diagram, ~~including the Planning Horizons,~~ to determine CIP investment and construction priorities and to plan and design the capacity of public facilities necessary to meet their anticipated demand.

33. Chapter 7, "Implementation" section, page 34, Housing Element, is hereby amended to read as follows:

### **Housing Element**

San José's Housing Element 2007-2014 was adopted in June 2009 and was subsequently certified that year by the State Department of Housing and Community Development (HCD). State certification creates a presumption that the Housing Element is in compliance with State law. Having a certified Housing Element maintains San José's eligibility for key infrastructure and housing funds from Federal, State, and regional sources.

State law requires cities to update their Housing Element every five to seven years. The current Housing Element addresses housing needs for the period between January 1, 2007 and June 30, 2014. It serves as a starting point for developing the housing goals and policies for the Envision San José 2040 General Plan.

San José has been a leader in providing housing for a growing regional population. The San José 2020 General Plan had capacity for approximately 60,000 new housing units. ~~As currently proposed, the Envision General Plan will provide capacity for approximately 48,000 new housing units through the conclusion of Horizon 1.~~ For 2007-2014, San José's Regional Housing Needs Allocation (RHNA), the City's share of housing for the Bay Area Region is 34,721 new housing units. Of those 34,721 new housing units, 13,073 units should serve low-, very-low, and extremely-low income households and 6,198 units should serve moderate-income households. The Housing Element for 2007-2014 addresses how the City can facilitate development of these new homes

consistent with affordability requirements while planning for neighborhoods with parks, schools, and access to transportation, jobs, shopping, and other services.

34. Chapter 7, "Implementation" section, page 19, Policy IP-5.10, is hereby amended to read as follows:

Allow non-residential and mixed-use (with residential) developments to proceed within Urban Village areas prior to the adoption in advance of the preparation of an Urban Village Plan as a "Signature Project." ~~In addition, a residential, mixed-use "Signature" project may also proceed ahead of preparation of a Village Plan. A The Signature Project shall act as a catalyst for future development within the Urban Village, as prescribed in General Plan Major Strategy #5: Urban Villages. clearly advances and can serve as a catalyst for the full implementation of the Envision General Plan Urban Village strategy. A Signature project may be developed within an Urban Village designated as part of the current Plan Horizon, or in a future Horizon Urban Village area by making use of the residential Pool capacity. A residential, mixed-use Signature project may proceed within Urban Village areas in advance of the preparation of an Urban Village Plan if it fully meets the following requirements: A signature project shall:~~

- ~~1. Within the Urban Village areas, Signature projects are appropriate~~ Locate on a sites within an Urban Village with a Land Use / Transportation Diagram designation of Urban Village, residential, or commercial, or a mix of either Land Use / Transportation Diagram designation.
- ~~2. Incorporates job growth capacity above the average density of~~ Replace the existing commercial or office space on site and exceed projections of jobs/acre planned for the developable portions of the entire Village Planning area (see Appendix 5) with 5% more for Neighborhood Villages; 10% for Local Transit and Commercial Corridor and Center Villages; and 15% for Regional Transit Urban Villages. Additionally, regardless of urban village type, additional commercial is required as follows for a project site if: project site is between five and up to 10 acres in size must provide additional 5%; project site is above 10 acres provide additional 10%. This additional percentage is a cumulative amount with the original above and beyond requirement. and, for portions of a Signature project that include housing, those portions incorporate housing density at or above the average density of dwelling units per acre planned for the entire Village Planning area. In addition, projects including residential units shall be at densities of 45 dwelling units per acre or greater for projects in Neighborhood Villages, 55 dwelling units per acre or greater for projects in Local Transit and Commercial Corridor and Center Villages, and 75 dwelling units per acre or greater for projects in Regional Transit Villages. The commercial/office component of the Signature project must be constructed before or concurrently with the residential component.

3. ~~Is~~ Located at a ~~visible, prominent~~ strategic location within the urban village area to serve as an example for future development, so that it can be an example for, but not impose obstacles to, subsequent other development within the Village area. Strategic locations shall be defined as a corner within the village, or an interior parcel of at least three acres with at least 150 feet of street frontage. A signature project shall not result in the creation of remnant parcels of less than one acre.

~~Additionally, a proposed Signature project will be reviewed for substantial conformance with the following objectives:-~~

4. Include ~~public parklands and/or privately maintained,~~ publicly-accessible ~~plazas or~~ open space areas (such as a public park or privately-maintained plaza). Size requirements for a privately-maintained open space are as follows: at least 2,000 square feet for Neighborhood Urban Villages; at least 5,000 square feet for Local Transit and Commercial Corridor and Center Urban Villages; and at least 10,000 square feet for Regional Transit Urban Villages.

5. ~~Achieves the pedestrian friendly design guideline objectives identified within this General Plan.~~ Comply with the City's Urban Village Zoning Districts and Citywide Design Guidelines design standards.

6. ~~Is planned and designed through a process that provided a substantive opportunity for input by interested community members.~~ Create a tailored community engagement strategy to optimize broad and diverse stakeholder engagement in the community where the project is located to better collect feedback of the design and quality of the project. The community engagement strategy must adhere to and include the policies outlined under General Plan Goal CE-1 Active Community Engagement.

7. ~~Demonstrates high-quality architectural, landscape and site design features.~~

8. ~~Is consistent with the recommendations of the City's Urban Design Review process or equivalent recommending process if the project is subject to review by such a process.~~

35. Chapter 7, "Implementation" section, page 20, Policy IP-5.12, is hereby amended to read as follows:

Policy IP-5.12 Residential projects that are 100% affordable deed restricted by a public entity for a period not less than 55 years to low income residents (earning 80% or less of the Area Median Income), can proceed within an Urban Village without an approved Plan, ahead of a Growth Horizon, or in a Village in a current Horizon that does not have a Council approved Plan regardless of Growth Horizon or a Council Approved Plan, if the project meets the following criteria:

1. ~~The project does not result in more than 25% of the total residential capacity of a given Urban Village being developed with affordable housing ahead of that Village's Growth Horizon. For Villages with less than a total housing capacity of~~

~~500 units, up to 125 affordable units could be developed, however the total number of affordable units cannot exceed the total planned housing capacity of the given Village.~~

~~2. The development is consistent with the goals, policies, and land use designation of the Urban Village Plan for a given Village, if one has been approved by the City Council.~~

13. Development that demolishes and does not adaptively reuse existing commercial buildings ~~should substantially~~ shall replace at least 50% of the existing commercial square footage. If the 50% replacement is less than 3,000 square feet, provide a minimum of 3,000 square feet.

24. The project is not located on identified key employment opportunity sites, which are sites generally 2 acres or larger, located at ~~major~~ intersections and for which there is anticipated market demand for commercial uses within the next 10 to 15 years.

~~5. Affordable housing projects built in Villages under this policy would not pull from the residential Pool capacity.~~

Projects must meet all criteria above to ~~utilize~~ use this policy and the criteria are not subject to ~~State Density Bonus~~ concessions or waivers.

36. Chapter 7, "Implementation" section, page 21, Policy IP-5.13, is hereby amended to read as follows:

IP-5.13 Entitlement of residential and non-residential projects in Urban Villages is drawn from the total number of planned jobs and housing units of all Urban Villages collectively. The planned jobs and housing capacity of the Urban Villages in Appendix 5 (Planned Job Capacity and Housing Growth Areas table) is intended for future Urban Village planning purposes.

37. Chapter 7, "Implementation" section, page 21, Policy IP-5.14, is hereby amended to read as follows:

IP-5.14 Projects in Urban Villages that exceed allocated residential or jobs capacity as identified in Appendix 5 (Planned Job Capacity and Housing Growth Areas table) may conduct CEQA environmental analysis outside of the General Plan Annual Review and General Plan Four-Year Review to shift necessary planned residential units or jobs and access the shared capacity across Urban Villages.

38. Chapter 7, "Implementation" section, page 21, Policy IP-5.15, is hereby amended to read as follows:

**IP-5.135** Develop Urban Village Plans for Village areas identified for housing growth in the current Horizon proactively, ahead of developer demand to begin residential development there. Actively pursue outside funding opportunities for the Village planning process.

39. The Table in Appendix 5, pages 2-3, is hereby amended to read as follow:

DRAFT

<b>Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)</b>										
<b>751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER</b>										
<i>Existing 2008 Development: 369,450 Jobs &amp; 309,350 DU</i>										
<i>Growth Above Existing: 382,000 Jobs &amp; 120,000 DU</i>										
		CAPACITY			TRACKING					
	Gross Acres	Planned Job Capacity	Planned Housing Yield (DU)	Base	Planned DU Growth Capacity for Urban Villages by Horizon (Timeframe)			Remaining Capacity	NSJ ADP	
				Already Entitled	Horizon-1	Horizon-2	Horizon-3		Phases 2-4	
<b>Total Plan Growth Capacity</b>		<b>382,000</b>	<b>120,000</b>	<b>38,787</b>	<b>44,445</b>	<b>43,645</b>	<b>7,297</b>	<b>4,175</b>	<b>57,667</b>	<b>23,546</b>
<b>Downtown</b>										
Downtown (including Diridon Station Area Urban Village) (v)	943	105,809	27,779	10,705	17,074	-	-	-	17,074	
<b>Downtown Sub-Total</b>		<b>105,809</b>	<b>27,779</b>	<b>10,705</b>	<b>17,074</b>	-	-	-	<b>17,074</b>	
<b>Specific Plan Areas</b>										
Communications Hill Specific Plan	942	1,700	2,775	2,775	-	-	-	-		
Jackson-Taylor Residential Strategy	109	100	1,190	656	534	-	-	-	534	
Martha Gardens Specific Plan	145	0	1,760		1,760	-	-	-	1,760	
Midtown Specific Plan	125	841	800	0	800	-	-	-	800	
Tamien Station Area Specific Plan	149	600	1,060	169	891	-	-	-	891	
Alviso Master Plan (v)	10,730	18,700	70		70	-	-	-	70	
Evergreen Specific Plan (not including V55)	879	0	25	25	-	-	-	-		
<b>Specific Plan Sub-Total</b>		<b>21,941</b>	<b>7,680</b>	<b>3,625</b>	<b>4,055</b>	-	-	-	<b>4,055</b>	
<b>Employment Land Areas</b>										
Monterey Business Corridor (v)	453	1,095	0		-	-	-	-		
New Edenvale	735	10,000	0		-	-	-	-		
Old Edenvale Area (Bernal)	474	15,000	780	780	-	-	-	-		
<del>North Coyote Valley</del>	<del>1,722</del>	<del>0</del>	<del>0</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>
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	16,350	0		-	-	-	-		

Berryessa / International Business Park (v)	497	4,583	0						
Mabury (v)	290	7,863	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						
<del>VT25 - W. Capitol Expy / Monterey Rd</del>	<del>35</del>	<del>400</del>	<del>0</del>	-	-	-	-	-	-
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						
<del>C42 - Story Rd (v)</del>	<del>223</del>	<del>1,823</del>	<del>0</del>	-	-	-	-	-	-
C45 - County Fairgrounds	184	100	0						
<b>Employment Land Sub-Total</b>		<b>173,506 <del>175,429</del></b>	<b>33,420</b>		<b>9,874</b>				<b>23,546</b>
<b>Regional Transit Urban Villages</b>									
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	16,502	6,516		1,416	5,100			5,100
VT3 - Five Wounds BART	74	4,050	845				845		845
VT4 - The Alameda (East)	46	1,610	411		177	234			234
VT6 - Blossom Hill / Hitachi	142	0	2,930		2,930				
VT8 - Capitol Caltrain Station Area	16	100	700			700			700
<b>Regional Transit Villages Sub-Total</b>		<b>22,262 <del>22,162</del></b>	<b>11,402 <del>10,702</del></b>		<b>4,523</b>	<b>6,034 <del>5,334</del></b>		<b>845</b>	<b>6,879</b>
<b>Local Transit Urban Villages (Existing LRT)</b>									
VR8 - Curtner Light Rail / Caltrain (v)	69	500	496		61		435		435
VR9 - Race Street Light Rail (v)	123								
A (west of Sunol)		2,000	1,937		532	1,405			1,405
B (Reed & Graham Site)		1,200	675			675			675
VR10 - Capitol / 87 Light Rail (v)	56	650	<del>531</del> <del>734</del>	-			<del>531</del> <del>734</del>	-	<del>531</del>
VR11 - Penitencia Creek Light Rail	24	0	384				384		384
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	628				628		628
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	<del>670</del> <del>870</del>				<del>670</del> <del>870</del>	-	<del>670</del>
VR14 - N. Capitol Ave / Mabury Rd	5	100	276				276		276
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,074		188		886		886
VR17 - Oakridge Mall and Vicinity (v)	380								
A (Cambrian / Pioneer)		<del>2,375</del> <del>3375</del>	<del>900</del> <del>1650</del>	-			<del>900</del> <del>1650</del>	-	<del>900</del>
B (Edenvale)		<del>2,615</del> <del>5715</del>	<del>1,000</del> <del>2100</del>	-			<del>1,000</del> <del>2100</del>	-	<del>1,000</del>
VR18 - Blossom Hill Rd / Cahalan Av	30	500	533				533		533
VR19 - Blossom Hill Rd / Snell Av	64	500	364		155		209		209

CR20 - N. 1st Street	132	2,520	1,678	448	1,230	1,230
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668	2,668
<b>Local Transit Villages (Existing LRT) Sub-Total</b>		<b>16,210 20310</b>	<b>14,153 16403</b>	<b>1,723</b>	<b>5,978</b>	<b>6,452 8702</b>
<b>Local Transit Urban Villages (Planned BRT/LRT)</b>						
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250		
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	67		67	67
<b>CR28 - E. Santa Clara Street</b>						
A (West of 17th Street)	74	795	850	86	764	764
B (Roosevelt Park)	51	605	650	80	570	570
<b>CR29 - Alum Rock Avenue</b>						
A (Little Portugal)	18	100	410 310	71	339 239	339
B (Alum Rock)	72	870	1,010	187	823	823
C (East of 680)	61	650	1,175		1,175	1,175
CR30 - The Alameda (West)	21	200	400			400 400
<b>CR31 - W. San Carlos Street</b>		980	1,245	395	850	850
CR32 - Stevens Creek Boulevard	269	8,500 4500	3,860	508	3,352	3,352
<b>Local Transit Villages (Planned BRT/LRT) Sub-Total</b>		<b>14,300 10300</b>	<b>9,917 9817</b>	<b>1,577</b>	<b>7,873 7773</b>	<b>467 8,340</b>
<b>Commercial Corridor &amp; Center Urban Villages</b>						
C34 - Tully Rd / S. King Rd	102	900	119			119 119
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635	1,768	867	867
C36 - Paseo de Saratoga and Vicinity	174	1,500	919 1069			919 1069 919
C37 - Santa Teresa Bl / Bernal Rd	75	850	57			57 57
C38 - Winchester Boulevard	300	2,000	2,200	441	1,759	1,759
C39 - S. Bascom Avenue (North)	215	1,500 1000	1,560	755	805	805
C40 - S. Bascom Avenue (South) (v)	117	500	269	74		195 195
C41 - Saratoga Avenue (v)	159	1,500	616	391		225 225
C43 - S. De Anza Boulevard (v)	84	2,140	508	45		463 463
C44 - Camden / Hillsdale Avenue	108	2,000	450 400			450 400 450
C42 - Story Rd (v)	223	1,823	1,000			1,000 1,000
<b>Commercial Corridor &amp; Center Villages Sub-Total</b>		<b>23,213 20890</b>	<b>10,333 9433</b>	<b>3,474</b>	<b>3,431</b>	<b>3,428 2528 6,859</b>
<b>Neighborhood Villages</b>						
V47 - Landess Av / Morrill Av	16	100	65			65
V48 - Piedmont Rd / Sierra Rd	11	100	40			40
V49 - McKee Rd / Toyon Av	25	0 100	43			43
V50 - McKee Rd / White Rd (v)	19	100	68	7		61
<del>V52 - E. Capitol Expy / Foxdale Dr</del>	<del>14</del>	<del>100</del>	<del>0</del>			<del>0</del>
V53 - Quimby Rd / S. White Rd	19	100	66			66

V54 - Aborn Rd / San Felipe Rd	37	100	71					71	
<del>V55 - Evergreen Village</del>	<del>49</del>	<del>0</del>	<del>0</del>	-	-	0	-	-	-
V57 - S. 24th St / William Ct (v)	52	100	217		67			150	
V58 - Monterey Rd / Chynoweth Rd	37	100	82					82	
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	47					47	
V60 - Santa Teresa Bl / Snell Av	11	0 400	69					69	
V61 - Bollinger Rd / Miller Av	13	100	94					94	
V62 - Bollinger Rd / Lawrence Expy	11	100	50					50	
V63 - Hamilton Av / Meridian Av	53	500	150					150	
V64 - Almaden Expy / Hillsdale Av	49	400	84					84	
V65 - Foxworthy Av / Meridian Av	16	100	110		55			55	
V67 - Branham Ln / Meridian Av	18	100	59					59	
V68 - Camden Av / Branham Ln	21	200	50 100					50 100	
V69 - Kooser Rd / Meridian Av	34	200	71					71	
V70 - Camden Av / Kooser Rd (v)	49	100	56					56	
V71 - Meridian Av / Redmond Av	10	0 400	67					67	
<b>Neighborhood Villages Sub-Total</b>		<b>3,000 3400</b>	<b>1,559 1609</b>		<b>129</b>	<b>0</b>		<b>1,430 1480</b>	<b>1,430</b>
<b>Other Identified Growth Areas</b>									
Non-Growth Area Neighborhood Business Districts	-	0	600						
Vacant Lands	558	1,759	1,460		1,460			600	
Entitled & Not Built	513	0	1,697		1,697				
<b>Other Identified Growth Areas Sub-Total</b>		<b>1,759</b>	<b>3,757 3157</b>		<b>3,157</b>			<b>600</b>	
Notes:									
DU = Dwelling Units (Occupied and Vacant)									
<b>Projected DU Growth by Horizon (Timeframe)</b> = 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.									
<b>Base</b> - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.									
<b>Vacant Lands</b> = 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).									

40. **Corresponding Urban Village Plan Revisions for Removal of the Residential Pool Policy and Elimination of Horizons**, the following Urban Village Plans are hereby amended to read as follows:

1. **Five Wounds Urban Village**

Five Wounds		
Chapter	Page	Redline Text
Land Use	10	<del>Under the San José 2040 General Plan, residential development on property within an Urban Village is planned to occur in three growth phases, referred to as Horizons. The Five Wounds Urban Village is located within the second Horizon, Horizon II. Residential growth is not supported within a Horizon II Urban Village on lands with an Urban Village or non-residential land use designation until the City Council determines that the City is moving towards achievement of its employment and fiscal goals, and then allocates residential growth capacity to this Horizon (as allowed in General Plan Implementation Policy IP-3.5); non-residential or employment development, is not subject to Horizons and can occur at any time consistent with the goals and policies of the General Plan and this Urban Village Plan.</del>
Land Use	11	<del>Given General Plan Industrial Preservation Policy LU-6.1, even if the City Council allocates residential growth to Horizon II growth areas, t</del> These properties <del>could not</del> <u>cannot have</u> their land use designation changed to Urban Village or another land use designation that allows residential development, until the VTA has secured a Full Funding Grant Agreement for the 28th Street BART station.
Land Use	11	As a result of both General Plan Industrial Preservation Policy LU-6.1 and Land Use Policies contained in the Land Use Chapter of this Urban Village Plan, residential development will not be supported by this Village Plan until <del>both the City Council allocates growth from Horizon II and</del> the VTA has secured a Full Funding Grant Agreement for the 28th Street BART station.
Land Use	11	<del>The General Plan contains two implementation policies for properties within Urban Village areas. These two General Plan policies, known as “Signature Projects” and “Pool Projects” give the City Council some flexibility to approve the development of housing units before a</del>

		<del>Horizon is “opened” (General Plan Policies IP-5.10 and IP-2.11). Given the BART station trigger for residential development, this Village Plan does not support the use of either of these policies until such a time that the VTA secures a Full Funding Grant Agreement for the 28th Street BART station.</del>
Land Use	12-13	<del>Interim Land Use Policy 2: No residential development shall occur on properties designated Urban Village until the City Council allocates residential growth from Horizon II and the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street Five Wounds Urban Village Plan 13 BART station, with the exception of residential developments with a minimum density of 75 DU/AC.</del>
Land Use	13	<del>Interim Land Use Policy 4: The General Plan “Signature Project” policy (General Plan Urban Village Planning Policy IP-5.10) and the General Plan “Pool Project” policy (General Plan General Plan Phasing/Planning Horizons/Major Review Policy IP-2.11) shall not be applicable on properties with an Urban Village Land Use designation until the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street BART station, with the exception of residential developments with a minimum density of 75 DU/AC.</del>
Implementation	53	<del>The General Plan phases the development of urban village areas into three development Horizons. The Five Wounds Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

**2. East Santa Clara Urban Village**

East Santa Clara Street		
Chapter	Page	Redline Text
7	7-2	<del>The General Plan phases the development of urban village areas into three development Horizons. The East Santa Clara Street Urban Village Plan is part of the first Horizon of the Envision San José 2040 General Plan to facilitate near-term redevelopment.</del>
Glossary	G-8	<del>Plan Horizons: The Plan Horizons establish clear priorities for locations, type, and amount of new development in the Growth Areas, to support efficient use of the City’s land resources and delivery of City services, and to minimize potential environmental impacts.</del>

### 3. Little Portugal Urban Village

Little Portugal		
Chapter	Page	Redline Text
Implementation	40	<del>The General Plan phases the development of urban village areas into three development Horizons. The Little Portugal Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

### 4. Roosevelt Park Urban Village

Roosevelt Park		
Chapter	Page	Redline Text
Implementation	40	<del>The General Plan phases the development of urban village areas into three development Horizons. The Roosevelt Park Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

### 5. Stevens Creek Urban Village

Stevens Creek		
Chapter	Page	Redline Text
1	15	<del>Growth Horizons The Envision San Jose 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Stevens Creek Urban Village is included in Horizon 3. At the time of the adoption of this Plan, only Horizon 1 Growth Areas are available for residential development.</del>
1	15	<del>Residential Pool Policy Residential and residential mixed-use development projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order to move forward with entitlements. Alternatively, residential projects may be developed using the "Residential Pool" policy (IP-2.11), as defined in the Envision San Jose 2040 General Plan, at the discretion of the City Council.</del>
3	33	<del>Policy LU-2.4 Residential projects utilizing the Envision San Jose 2040 General Plan "Residential Pool" policy (Policy IP-2.11), which can allow residential mixed-use projects prior to the opening of an urban village's designed horizon, shall replace</del>

		<del>any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.</del>
3	33	<del>Policy LU-2.5 Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently.</del>
7	156	<del>The General Plan phases the development of Urban Village areas into three development Horizons.</del>
7	156	<del>As such, the Village was part of the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to phase the amount and location of new housing developments in order to achieve a more sustainable jobs to housing balance and facilitate new employment opportunities in San Jose. Jobs development can move forward in any of the Urban Villages at any time.</del>

6. **Santana Row/Valley Fair Urban Village**

Santana Row/Valley Fair and Vicinity		
Chapter	Page	Redline Text
1	8	<del><b>General Plan Amendment: Urban Village Commercial Land Use Designation</b> Residential Entitlements: Horizon 3 and Residential Pool: The Envision San José 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Winchester Urban Village is included in Horizon 3. At this time, only Horizon 1 Growth Areas are available for residential development when the Growth Area has an approved Urban Village Plan. Completing Urban Village plans for Growth Areas in the current Horizon 1 is a priority of the General Plan and will further implement the Urban Village Strategy of the General Plan. Residential and mixed-use projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order for entitlements or to move forward or, in the alternative, they may develop residential using the residential pool capacity of 5,000 units that are allocated in Urban Village areas with approved Urban Village Plans by applying as a “residential pool project” that requires the approval of the City Council. The planning process for this Urban Village began sooner</del>

		<del>than its Horizon became open by City Council because of the development activities in these areas and also because the City received a Priority Development Area Grant from the Metropolitan Transportation Commission (MTC).</del>
3	18	<p><b>3.2-1 EMPLOYMENT GROWTH</b></p> <p>The SRVF Urban Village currently has 2,939,300 square feet of commercial space, including retail shops, professional office, restaurants, and hotels. The planned job capacity for the Santana Row/Valley Fair Urban Village is <u>established in the Envision San Jose 2040 General Plan Appendix 5. 8,500 jobs.</u> <del>This establishes the total amount of commercial and employment growth that is planned to be accommodated in the Santana Row/Valley Fair Urban Village over the planning horizon (2040). In order to achieve this objective, roughly 2,550,000 square feet of net new commercial space is required.</del></p>
3	18	<p><b>3.2-2 HOUSING GROWTH</b></p> <p>As of Plan adoption, there are approximately 862 existing dwelling units within the Village. <del>In addition to those existing units, the planned housing capacity for the residential portion of the Urban Village is 2,635 new units.</del></p>
3	27	<del>Policy 3-11: Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently.</del>
3	27	<del>Policy 3-12: Residential projects utilizing the Envision San Jose 2040 General Plan "Residential Pool" policy (Policy IP-2.11), which can allow residential mixed-use projects prior to the opening of an urban village's designated horizon, shall replace any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.</del>
7	PDF page 129	<del>The General Plan phases the development of Urban Village areas into three development Horizons. The SRVF Urban Village Plan is placed in the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to phase the amount and location of new housing developments in order to achieve a more sustainable balance between jobs and housing; emphasizing new employment opportunities in San Jose, these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time.</del>

**7. South Bascom (North) Urban Village**

South Bascom (North)		
Chapter	Page	Redline Text
3	26	Residential uses that are developed under this designation are encouraged to be built at densities greater than 70 dwelling units to the acre. Lower residential densities are acceptable, however, for mixed-use projects that include small amounts of residential in combination with significant amounts of non-residential square footage. <del>Residential uses are not envisioned to be developed under this land use designation until the City Council opens Horizon III for development (See Phasing of Residential Development section below).</del> The Urban Village designation requires new development to have an urban form in keeping with the pedestrian-oriented Urban Village concept.
3	28	<p><b>Phasing of Residential Development</b></p> <p><del>The phasing of residential uses on lands with the Urban Village designation is subject to the General Plan’s Growth Horizons. These Horizons are intended to phase the amount and location of housing development that gets built in the City of San José. Given that the South Bascom Urban Village is in Growth Horizon III, the General Plan does not support residential growth on lands designated Urban Village until the City Council decides to open the horizon for development. The City Council can decide to move an Urban Village into a future growth Horizon through a major review of the General Plan if the City finds it is moving towards achievement of its employment and fiscal goals. Again, the Horizons only concern residential construction so jobs development can move forward in the South Bascom Urban Village at any time.</del></p> <p><del>The General Plan, however, contains a policy that gives the City Council some flexibility to approve housing before a residential Growth Horizon is commenced. This policy (General Plan Policy IP-2.11) provides a “pool” of 5,000 residential units that the Council can allocate to Urban Villages that are not within a current Growth Horizon, but have a Council approved Village Plan. As a result of this policy, the City could approve mixed-use commercial residential development within areas designated Urban</del></p>

		<del>Village prior to opening Horizon III for residential development, if this development is consistent with the goals and policies of this Urban Village Plan.</del>
7	106	The General Plan phases the development of Urban Village areas into three development Horizons. The South Bascom Urban Village Plan is part of the third Horizon of the Envision San José 2040 General Plan to facilitate long-term redevelopment. The Horizons are intended to phase the amount and location of new housing development in order to achieve a more sustainable jobs to housing balance and facilitate new employment opportunities in San Jose. Jobs development can move forward in any of the Urban Villages at any time.

8. **Winchester Boulevard Urban Village**

Winchester Boulevard		
Chapter	Page	Redline Text
1	8	<del><b>General Plan Amendment: Urban Village Commercial Land Use Designation</b>— Residential Entitlements: Horizon 3 and Residential Pool: The Envision San José 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Winchester Urban Village is included in Horizon 3. At this time, only Horizon 1 Growth Areas are available for residential development when the Growth Area has an approved Urban Village Plan. Completing Urban Village plans for Growth Areas in the current Horizon 1 is a priority of the General Plan and will further implement the Urban Village Strategy of the General Plan. Residential and mixed-use projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order for entitlements or to move forward or, in the alternative, they may develop residential using the residential pool capacity of 5,000 units that are allocated in Urban Village areas with approved Urban Village Plans by applying as a “residential pool project” that requires the approval of the City</del>

		<del>Council. The planning process for this Urban Villages began sooner than its Horizon became open by City Council because of the development activities in these areas and also because the City received a Priority Development Area Grant from the Metropolitan Transportation Commission (MTC).-</del>
3	27	<del>Policy 3-13: Residential projects utilizing the Envision San Jose 2040 General Plan “Residential Pool” policy (Policy IP-2.11), which can allow residential mixed use projects prior to the opening of an urban village’s designated horizon, shall replace any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.</del>
Implementation	PDF Pg 135	<del>The General Plan phases the development of Urban Village areas into three development Horizons. The Winchester Urban Village Plan is placed in the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to phase the amount and location of new housing developments in order to achieve a more sustainable balance between jobs and housing; emphasizing new employment opportunities in San Jose, these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time.</del>
3	26	<del>Policy 3-12: Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently</del>

**9. 24th & Williams Urban Village**

24 <sup>th</sup> and William		
Chapter	Page	Redline Text
Land Use	8	<del>As discussed below, in the Phasing of Residential Development (Section B) of this Chapter, new residential uses integrated with employment uses, will be allowed by this Village Plan when the City Council decides to allocate housing capacity from Growth Horizon III and the Valley Transportation Authority (VTA) secures a Full Funding</del>

		Grant Agreement (FFGA) for the 28th Street BART station. The inclusion of additional residential development and residents would further support existing businesses in the area, as well as new businesses desired along 24th Street, and would contribute to the overall vitality of the area.
Land Use	9-10	<p><b>B. PHASING OF RESIDENTIAL DEVELOPMENT</b></p> <p><del>To achieve San José’s economic and fiscal goals, the San José 2040 General Plan meters out planned residential growth into three Growth Horizons (Horizon I, II and III), as per General Plan Implementation Policy IP-2.1. Residential growth is not supported within an Urban Village until residential growth capacity is allocated from a given Horizon or if a General Plan Amendment is pursued to modify the Plan Horizon for an Urban Village, as allowed by General Plan Implementation Policy IP-3.5. The planned residential growth in the 24th &amp; William Urban Village is in Horizon III. Non-residential or employment development is not subject to the Growth Horizons and can occur at any time, consistent with the goals and policies of the General Plan and the applicable Urban Village Plan.</del></p> <p><del>In addition, the <u>The</u> General Plan contains Land Use Policy LU-6.1 which only allows conversion of Light Industrial, Heavy Industrial or other employment uses to nonemployment uses (i.e. residential uses) in the 24th &amp; William Urban Village, with the completion of the planned 28th Street BART Station, <u>and</u> . As a result of both of these policies, there are two different rules regarding when residential can occur within this Village. The first rule applies to areas presently designated, and shown in the 24th &amp; William Existing/Interim Land Use Diagram (Figure 1), as Light Industrial or Combined Industrial/Commercial. The other rule applies to lands designated Neighborhood/Community Commercial. Both of these rules are described in the next section below.</del></p>
Land Use	10-11	<p><b>1. PHASING OF RESIDENTIAL GROWTH ON LAND DESIGNATED LIGHT INDUSTRIAL OR COMBINED INDUSTRIAL/COMMERCIAL</b></p> <p>Lands designated on the 24th &amp; William Existing/Interim Land Use Diagram (Figure 1) as Light Industrial or</p>

	<p>Combined Industrial/Commercial do not allow residential uses until the Valley Transportation Authority secures a Full Funding Grant Agreement for the planned 28th Street BART station. Consequently, the land use designation of these Light Industrial or Combined Industrial/Commercial areas will not be changed to Urban Village (through a General Plan Amendment process), as shown on the 24th &amp; William Future Land Use Diagram (Figure 2), or another designation that allows housing, until the VTA secures a Full Funding Grant Agreement (FFGA) for the 28th Street BART station. <del>General Plan Policy LU-6.4 precludes the allocation of planned residential capacity onto these employment lands though the use of either the Signature Project policy (Implementation Policy IP-5.10) or Residential Unit Capacity "Pool" policy (Implementation Policy IP-2.11) in the General Plan. The Phasing of Residential Growth on Lands Designation Neighborhood/Community Commercial (Section B.2) below discusses these policies in more detail.</del></p> <p style="text-align: center;">2. PHASING OF RESIDENTIAL GROWTH ON LANDS DESIGNATED NEIGHBORHOOD/ COMMUNITY COMMERCIAL</p> <p><del>The phasing of residential uses on lands designated Neighborhood/Community Commercial is subject to the General Plan's Growth Horizons. Given that the 24th &amp; William Urban Village is in Growth Horizon III, the General Plan does not support residential growth on lands designated Neighborhood/Community Commercial until the City Council decides to allocate residential growth capacity to Horizon III. The City Council can also decide to move this Urban Village into another growth Horizon as part of an Annual Review of the General Plan, if the City is moving towards achievement of its employment and fiscal goals, as allowed by General Plan Implementation Policy IP-3.5.</del></p> <p>The General Plan however contains two implementation policies which gives the City Council some flexibility to approve housing before a residential Growth Horizon is activated. These two General Plan policies allow flexibility to allow mixed-use commercial/residential development</p>
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		<p>within areas designated Neighborhood/Community Commercial prior to the allocation of residential growth from Horizon III, if this development is consistent with the goals and policies of this Urban Village Plan. <del>The first policy allows mixed-use residential/commercial projects to be approved ahead of a Growth Horizon if a project includes a significant jobs component and meets the other criteria of a Signature Project (for a description of a Signature Project, see General Plan Implementation Policy IP-5.10). The second implementation policy provides a “pool” of 5,000 residential units that the Council can allocate to Signature Projects and/or Urban Villages that are not within a current Growth Horizon but have a Council-approved Village Plan (General Plan Implementation Policy IP-2.11).</del></p>
Land Use	11	<p><b>C. LAND USE DIAGRAM</b> This Village Plan contains two Land Use diagrams. The first diagram (Figure 1) is the Existing/Interim Land Use diagram that identifies land uses and intensity of uses that are supported by this Village Plan, prior to <del>the allocation of Horizon III growth and</del> when the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street BART station. The second diagram (Figure 2) is the Future Land Use diagram that is proposed <del>with the allocation of Horizon III growth and</del> when the VTA secures a Full Funding Grant Agreement for the 28th Street BART Station. <del>Both are described in more detail below.</del></p>
Land Use	12	<p><b>3. FUTURE LAND USE DIAGRAM</b> The Future Land Use Diagram (Figure 2) is the planned land use diagram that would be approved by the City Council through a General Plan amendment process once the <del>City Council allocates residential growth from Horizon III and once the</del> VTA has secured a Full Funding Grant Agreement for the 28th Street BART station. <del>Because, as described in the Phasing of Residential Development (Section B) above, there are different policies that affect the phasing of new residential uses, this Future Land Use Diagram could be approved in stages. The areas designated Neighborhood/Community Commercial could be converted to Urban Village Land Use designation through a General Plan amendment</del></p>

		<p><del>process when the Council decides to allocate growth from Horizon III.</del> Per General Plan Land Use Policy LU-6.1, the areas currently designated Combined Industrial/Commercial and Light Industrial might be converted later once BART station is planned and scheduled for completion.</p> <p><del>While it is not anticipated that BART will be completed before allocation of Horizon III growth, if BART is completed first, the City Council could amend the General Plan through a General Plan Amendment process to allow residential uses on the Combined Industrial/Commercial and Light Industrial areas (as shown in Figure 1) prior to Horizon III allocation.</del></p>
Land Use	15	<p><b>1. EXISTING/INTERIM LAND USE DESIGNATIONS</b></p> <p>Below are descriptions of the land use designations that are applied in the Existing/Interim Land Use Diagram (Figure 1) that is in place until <del>the City Council allocates growth from Horizon III and until</del> the VTA secures a Full Funding Grant Agreement for the 28th Street BART Station.</p>
Land Use	16	<p><b>Neighborhood/Community Commercial</b> <i>Density: Varies</i></p> <p>The Neighborhood/Community Commercial Land Use Designation supports a broad range of commercial uses such as neighborhood serving retail stores and services, office uses and private community gathering facilities including places of worship. Residential uses are not supported by this Land Use Designation.</p> <p>The only properties on the Existing/Interim land use diagram that are designated Neighborhood/Community Commercial are located at or adjacent to the northeast, southeast and southwest corner of 24th and William Streets. All, but one of these properties, are ultimately planned to be changed to an Urban Village Land Use designation with <del>Council allocation Growth Horizon III</del> <a href="#">the VTA securing a Full Funding Grant Agreement for the 28<sup>th</sup> Street BART Station</a>. This one property that is intended to remain Neighborhood/Community Commercial is located on the northeast corner of 24th</p>

		<p>Street and William Court. This property contains a single-family house that is estimated to be over 100 years old. A historic analysis has not been conducted for this property; however, a survey of this property could determine that this property is eligible for the City’s historic inventory. The goal of this Village Plan is to preserve this early 20th century single family house, while allowing the structure to be used for neighborhood serving commercial uses or offices uses. Although the Neighborhood/Community Commercial designation does not allow the redevelopment of the site to new residential uses, this Village Plan does support the continued residential use of this structure.</p>
Land Use	18-19	<p>Interim Land Use Policy 4: No residential development may occur on properties that are designated Neighborhood/Community Commercial on the Existing/Interim Land Use Diagram within the Village Plan boundary, until <del>the City Council allocates residential growth from Horizon III and</del> the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the planned 28th Street BART Station.</p>
Land Use	19	<p>2. LAND USE DESIGNATIONS ADDED TO THE FUTURE LAND USE DIAGRAM</p> <p>Below is a description of the Urban Village Land Use Designation which will be applied <del>with the City Council allocation of Growth from Horizon III and</del> when the VTA secures a Full Funding Grant Agreement for the planned BART Station. To identify where this designation is planned to be applied refer to Figure 2 (24th &amp; William Future Land Use Diagram).</p>
Urban Design	21	<p>A. BUILDING HEIGHT</p> <p>The surrounding community has expressed support for the redevelopment of the existing, predominately single-story commercial and industrial buildings along 24th and William Streets with multi-story commercial or mixed-use residential/commercial development. However, the surrounding neighborhood is largely composed of one-story single-family homes, and as the area redevelops, it will be critical to ensure that new development is compatible and in scale and height. To ensure neighborhood compatibility, this Village Plan establishes the height limit for new commercial and high-density</p>

		mixed-use residential/commercial development. Height limits for the Existing/Interim Land Use Diagram (pre-BART) are shown in Figure 3. Height limits for the <del>Horizon III</del> and completed BART station land use diagram are shown in Figure 4. The height limits established in the Village Plan are lower than the illustrative height ranges established in the Envision San José 2040 General Plan for the Combined Industrial/Commercial Land Use Designations.
Urban Design	22	Building Height Policy 2: The height of new development within the 24th & William Urban Village shall not exceed the height limits shown on the 24th & William Existing/Interim Height Limits (Figure 3), prior to <del>the City Council opening Horizon III for residential development</del> and when the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the planned 28th Street BART Station. The height of new development within the 24th & William Urban Village shall not exceed the height limits shown on 24th & William Future Height Limits (Figure 4), until <del>the City Council opens Horizon III for residential development</del> and when the VTA secures a Full Funding Grant Agreement for the planned 28th Street BART Station.
Implementation	44	<del>The General Plan phases the development of urban village areas into three development Horizons. The 24th &amp; William Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.</del>

41. **Corresponding Urban Village Plan Revisions for Shared Capacity & Jobs-First Language**, the following Urban Village Plans are hereby amended to read as follows:

1. **Alameda Urban Village**

The Alameda		
Chapter	Page	Redline Text
1	1	This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, <del>providing the capacity for development of approximately 411 new dwelling units and 1,443 new jobs</del> <a href="#">Appendix 5: Planned Job Capacity and Housing Growth Areas</a> .

3	20	<del>This Plan establishes a commercial/ employment square footage objective and residential unit planned capacity for the overall Village.</del>
3	20	The commercial square footage objective establishes the amount of commercial/ employment growth that is planned to be accommodated in The Alameda Urban Village. The amount of new commercial square footage <del>of 432,900 square feet</del> is based upon the Envision San Jose 2040 General Plan’s planned capacity <a href="#">from Appendix 5: Planned Job Capacity and Housing Growth Areas.</a> <del>of 1,443 new jobs for The Alameda Urban Village. The number of jobs is calculated based on the General Plan’s metric of one job for every 300 square feet and does not equate to the actual number of jobs.</del>
3	20	<del>The planned dwelling unit capacity for the residential portion of the Urban Village is 411 new units.</del>

**2. Five Wounds Urban Village**

Five Wounds		
Chapter	Page	Redline Text
Land Use	9	<del>For the remaining areas of the Village, the overall objective is to Five Wounds Urban Village Plan 10 develop an additional approximately 1,215,000 square feet of commercial/employment space in addition to the existing approximately 597,594 commercial square footage.</del>
Land Use	10	The Urban Village <a href="#">jobs growth is based upon the Envision San Jose 2040 General Plan’s planned capacity from Appendix 5: Planned Job Capacity and Housing Growth Areas.</a> <del>objective of approximately 1,215,000 additional square feet is based upon the “jobs first” General Plan planned capacity of 4,050 new jobs for the Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on a planned capacity of 4,050 new jobs, this commercial square footage equates to 1,215,000 square feet.</del>
Land Use	10	<del>The planned dwelling unit capacity for the residential portion of mixed-use developments is 845 units for the entire Village area.</del> This overall residential unit capacity is the maximum residential growth planned for the Urban Village <del>as stated in the</del>

		<del>General Plan</del> based upon the <a href="#">Envision San Jose 2040 General Plan's planned capacity from Appendix 5: Planned Job Capacity and Housing Growth Areas.</a>
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### 3. East Santa Clara Urban Village

East Santa Clara Street																												
Chapter	Page	Redline Text																										
3	3-2	The planned residential dwelling unit capacity for the East Santa Clara Street Urban Village is <del>1,650 units, adding 850 units to the existing 800 dwelling units</del> based upon the <a href="#">Envision San José 2040 General Plan Appendix 5: Planned Job Capacity and Housing Growth Areas.</a>																										
Appendix A	A-3	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><b>Planned Housing</b></p> <p>Table B indicates that no land use entitlements for new residential housing have been approved in the East Santa Clara Street Urban Village since the General Plan Four Year Major Review in December 2016.</p> <p><i>Table B: Planned Housing<sup>1</sup></i></p> <table border="1"> <thead> <tr> <th>Status of Residences Planned</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Planned Housing Units</td> <td>850</td> </tr> <tr> <td>Approved Housing Units – Market-rate</td> <td>0</td> </tr> <tr> <td>Approved Housing Units – Known Income-restricted Affordable</td> <td>0</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>850</td> </tr> <tr> <td>Rent-stabilized Mobilehome Housing<sup>2</sup></td> <td>0</td> </tr> <tr> <td>Total Existing Housing Units</td> <td>800</td> </tr> </tbody> </table> </div> <div style="width: 48%;"> <p><b>Affordable Housing Goals</b></p> <p>Table C quantifies the income-restricted affordable housing goal as proposed in the Village Plan. Since no residential land use entitlements have been approved since Envision San José 2040 General Plan (General Plan) was adopted in 2011, at least 25% of the area's remaining housing capacity would need to be income-restricted to meet the General Plan's 25% affordable housing goal for Urban Villages.</p> <p><i>Table C: Income-restricted Affordable Housing Goal</i></p> <table border="1"> <thead> <tr> <th>Affordable Housing Requirements</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Goal (total of 25% of planned housing)</td> <td>213</td> </tr> <tr> <td>Extremely Low-income Housing (15%) – At or below 30% of AMI</td> <td>128</td> </tr> <tr> <td>Other Affordable Housing (10%) – At or below 120% of AMI</td> <td>85</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>850</td> </tr> <tr> <td>Proportion of Remaining Capacity to be Income-restricted Affordable</td> <td>25%</td> </tr> </tbody> </table> </div> </div> <p style="text-align: center;">Removal of the graphic above</p>	Status of Residences Planned	Residences	Planned Housing Units	850	Approved Housing Units – Market-rate	0	Approved Housing Units – Known Income-restricted Affordable	0	Remaining Housing Capacity	850	Rent-stabilized Mobilehome Housing <sup>2</sup>	0	Total Existing Housing Units	800	Affordable Housing Requirements	Residences	Affordable Housing Goal (total of 25% of planned housing)	213	Extremely Low-income Housing (15%) – At or below 30% of AMI	128	Other Affordable Housing (10%) – At or below 120% of AMI	85	Remaining Housing Capacity	850	Proportion of Remaining Capacity to be Income-restricted Affordable	25%
Status of Residences Planned	Residences																											
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Approved Housing Units – Market-rate	0																											
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Remaining Housing Capacity	850																											
Proportion of Remaining Capacity to be Income-restricted Affordable	25%																											

### 4. Little Portugal Urban Village

Little Portugal		
Chapter	Page	Redline Text
Land Use	9	The Little Portugal Urban Village Plan (Village Plan) <del>establishes a plans for the addition of new commercial/employment square footage objective and residential units planned capacity</del> for the Urban Village overall. <del>The commercial objectives and residential capacities shown are totals, consisting of the existing number of residential units and commercial square footage, plus the planned new residential units and commercial square footage.</del>
Land Use	9-10	The <del>existing commercial</del> employment <del>objective for the Little Portugal Urban Village is to add approximately 30,000 square footage in the Village Plan area</del> feet of <del>commercial square feet to the existing</del> <a href="#">is approximately</a>

	<p><del>118,000 square feet of commercial for an overall amount of approximately 148,000 square feet of commercial square footage. This amount represents almost a 25% increase in the amount of commercial square footage above the existing level.</del></p> <p><del>The commercial square footage requirement establishes the amount of employment growth that is desired and is planned to be accommodated in the Little Portugal Urban Village. The Urban Village amount of approximately 148,000 square feet of commercial (which includes the existing approximately 118,000 square feet and the additional approximately 30,000 square feet of planned commercial/employment square feet) is based upon the “jobs first” General Plan planned capacity of 100 jobs for the Little Portugal Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on the planned capacity of 100 new jobs, this commercial square footage equates to 30,000 square feet.</del></p> <p>This Village Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are generally envisioned to be a mix of retail shops and services, and professional and general offices.</p> <p>To assist the City with achieving the overall commercial square footage amount within the Little Portugal Urban Village, this Village Plan <del>translates the 148,000 square feet objective into</del> <u>uses</u> a commercial Floor Area Ratio (FAR) for each those areas within the Village that allow housing. These areas, which are designated with the Urban Village Land Use Designation, are designated as Areas B and C on the Land Use and Height Diagram (see Figure 1). The commercial FAR requirement for Area B is 0.35 FAR and the commercial FAR requirement for Area C is 0.24. The FAR’s for Areas B and C are different to reflect the depth of</p>
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		the lots, and therefore, the different development potentials for each area.
Land Use	10	The <del>overall planned dwelling unit capacity for the</del> Little Portugal Urban Village <del>is 400 dwelling units,</del> which includes <del>the an</del> estimated 90 existing dwelling units <del>and the 310 new planned housing units. This overall residential unit capacity is the maximum residential growth planned for the Little Portugal Urban Village in the General Plan.</del> In this Village Plan, the community recognizes the importance of providing new housing in the Little Portugal Urban Village as a means of creating a more vibrant and active place; <del>however, because the General Plan is a jobs focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</del>

5. Roosevelt Park Urban Village

Roosevelt Park		
Chapter	Page	Redline Text
Land Use	8	The Roosevelt Park Urban Village Plan (Village Plan) <del>establishes a plans for the addition of</del> <u>new</u> commercial/employment square footage <del>objective</del> and residential units <del>planned capacity</del> for the Urban Village overall. <del>The commercial objectives and residential capacities shown are totals, consisting of the existing number of residential units and commercial square footage, plus the planned new residential units and commercial square footage.</del>
Land Use	8-9	Area A, as identified in the Roosevelt Park Land Use Plan (Figure 1) is not anticipated for any additional commercial/employment uses as the area encompasses only the Roosevelt Community Center and Park and the San José Water Works facility. <del>For the remaining Areas, the overall objective for the whole Urban Village is to develop a total of approximately 526,000 square feet of commercial/employment space, which equates to the existing job square Roosevelt Park Urban Village Plan 9 footage (of approximately 344,500 square feet) plus new planned jobs square footage (of approximately 181,500 square feet).</del>

		<del>The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Urban Village. The Urban Village objective of approximately 526,000 commercial square feet is based upon the “jobs first” General Plan planned capacity of new 605 jobs for this Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on the planned capacity of 605 new jobs, this commercial square footage equates to 181,500 square feet.</del>
Land Use	9	<del>The planned dwelling unit capacity for the residential portion of mixed-use residential/commercial developments is 650 units for all Areas, except Subarea A. This overall residential unit capacity is the maximum residential growth planned for the Urban Village as stated in the General Plan. In this Village Plan, the community recognizes the importance of providing new housing in the Urban Village as a means of creating a more vibrant and active place; however, because the General Plan is jobs focused and it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Urban Village. <u>The Village plans to accommodate additional housing growth in all areas except Subarea A.</u></del>

**6. Stevens Creek Urban Village**

Stevens Creek		
Chapter	Page	Redline Text
1	3	<del>This Plan supports the identified growth capacity for this Urban Village <u>as shown</u> in the Envision San José 2040 General Plan <u>Appendix 5: Planned Job Capacity and Housing Growth Areas</u>, providing the capacity for development of approximately 3,860 new dwelling units and 4,500 new jobs.</del>
1	15	<del>Santana Row/ Valley Fair Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 8,500 new jobs and 2,635 new housing units by 2040.</del>

3	28	The employment growth objective for the Stevens Creek Urban Village is to add 4,500 new jobs. This establishes the total amount of commercial and employment growth that is planned to be accommodated in the Stevens Creek Urban Village over the planning horizon (2040) and amounts to roughly 1,350,000 square feet of net new commercial space required to achieve this objective. This is approximately a 48 percent increase in the commercial space square footage over the existing square footage within the Village.
3	28	The planned residential dwelling unit capacity for the Stevens Creek Urban Village is 3,860 new units
3	28	The overall residential unit capacity is the maximum residential growth planned for the Stevens Creek Urban Village in the Envision San Jose 2040 General Plan. This Plan recognizes the importance of providing new housing as a means of creating a more vibrant and active place; however, the Envision San Jose 2040 General Plan does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.
3	34	Action Item LU-2.1 When the commercial allocation (4,500 new jobs) is met for Stevens Creek Urban Village, explore an Urban Village Plan update during the nearest General Plan 4-year review, and during the update, consider allowing residential in a mixed-use format on commercial land use designations, outlined in the Plan.

## 7. West San Carlos Urban Village

West San Carlos		
Chapter	Page	Redline Text
1	6	The General Plan encourages “jobs first” and places emphasis on protecting and increasing commercial uses in San José, especially in the designated Urban Villages.
3	18	The growth capacity for the West San Carlos Urban Village is 980 jobs and 1,245 residential units. As a general rule, this Plan considers one job as equal to 300 square feet of a commercial building’s square footage, which translates into 294,000 square feet of capacity for new commercial development.

<p>Appendix B</p>	<p>B-4</p>	<p style="text-align: center;"><b>PLANNED HOUSING</b></p> <p>Table B indicates that no land use entitlements for new residential housing have been approved in the West San Carlos Urban Village since the General Plan Four Year Major Review in December 2016. The Housing Department is aware of one prospective affordable housing development in this urban village. Meridian/Page, being developed by Charities Housing at 329 Page Street, is expected to provide 81 affordable apartments.</p> <p><b>Table B: Planned Housing</b></p> <table border="1"> <thead> <tr> <th>Status of Residences Planned</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Planned Housing Units</td> <td>1,245</td> </tr> <tr> <td>Approved Housing Units – Market-rate</td> <td>0</td> </tr> <tr> <td>Approved Housing Units – Known Income-restricted Affordable</td> <td>0</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,245</td> </tr> </tbody> </table> <p style="text-align: center;">Removal of the graphic above</p>	Status of Residences Planned	Residences	Planned Housing Units	1,245	Approved Housing Units – Market-rate	0	Approved Housing Units – Known Income-restricted Affordable	0	Remaining Housing Capacity	1,245		
Status of Residences Planned	Residences													
Planned Housing Units	1,245													
Approved Housing Units – Market-rate	0													
Approved Housing Units – Known Income-restricted Affordable	0													
Remaining Housing Capacity	1,245													
<p>Appendix B</p>	<p>B-5</p>	<p style="text-align: center;"><b>AFFORDABLE HOUSING GOALS</b></p> <p>Table C quantifies the income-restricted affordable housing goal as proposed in the draft Plan. Since no residential land use entitlements have been approved since the General Plan was adopted in 2011, 25% of the area’s remaining housing capacity would need to be income-restricted to meet the General Plan’s 25% affordable housing goal for Urban Villages.</p> <p><b>Table C: Income-restricted Affordable Housing Goal</b></p> <table border="1"> <thead> <tr> <th>Affordable Housing Requirements</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Goal (total of 25% of planned housing)</td> <td>311</td> </tr> <tr> <td>Extremely Low-income Housing (15%) – At or below 30% AMI</td> <td>187</td> </tr> <tr> <td>Other Affordable Housing (10%) – At or below 120% AMI</td> <td>125</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,245</td> </tr> <tr> <td>Proportion of Remaining Capacity to be Income-restricted Affordable</td> <td>25%</td> </tr> </tbody> </table> <p style="text-align: center;">Removal of the graphic above</p>	Affordable Housing Requirements	Residences	Affordable Housing Goal (total of 25% of planned housing)	311	Extremely Low-income Housing (15%) – At or below 30% AMI	187	Other Affordable Housing (10%) – At or below 120% AMI	125	Remaining Housing Capacity	1,245	Proportion of Remaining Capacity to be Income-restricted Affordable	25%
Affordable Housing Requirements	Residences													
Affordable Housing Goal (total of 25% of planned housing)	311													
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Other Affordable Housing (10%) – At or below 120% AMI	125													
Remaining Housing Capacity	1,245													
Proportion of Remaining Capacity to be Income-restricted Affordable	25%													

**8. Santana Row/Valley Fair Urban Village**

Santana Row/Valley Fair and Vicinity		
Chapter	Page	Redline Text
1	1	<del>This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, providing the capacity for development of approximately 2,635 new dwelling units and 8,500 new jobs.</del>
1	9	<del>Santana Row/Valley Fair Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 8,500 new jobs and 2,635 new housing units by 2040.</del>
3	26	GOAL LU-1 Support new job-generating and area-regional serving commercial development in the Santana Row/Valley Fair Urban Village <del>by increasing the Village's commercial building square footage by at least 85 percent, or about 2,550,000 square feet.</del>

**9. South Bascom (North) Urban Village**

South Bascom (North)		
Chapter	Page	Redline Text
1	6	<b>Plan Purpose</b> The purpose of this Urban Village Plan is to guide new development and public investment in ways that further the goals outlined in the Envision San José 2040 General Plan (General Plan). <del>The General Plan encourages “jobs first” and places emphasis on protecting and increasing commercial uses in San José, especially in the designated Urban Villages.</del>
3	18	<b>PLANNED GROWTH</b> The Envision San José 2040 General Plan (General Plan) establishes specific employment and residential growth capacities for all Urban Villages, <del>and the</del> <u>The</u> growth capacity for the South Bascom Urban Village <u>is outlined in General Plan Appendix 5.</u> <del>1,000 jobs and 1,560 residential units. As a general rule, this Plan considers one job as equal to 300 square feet of commercial building which translates into 300,000 square feet of capacity for new commercial development.</del> This Plan's land use concept includes land use designations to specifically meet this planned growth (see Figure 3:1).
3	33	Goal LU-4: Support a range of housing types within the South Bascom Urban Village and increase the supply of the Village's

		residential units consistent with the housing growth assigned by the Envision San José 2040 General Plan, <del>about 1,560 units.</del>												
Appendix A	A-4	<p><b>PLANNED HOUSING</b></p> <p>Table B indicates that no land use entitlements for new residential housing have been approved in the South Bascom Urban Village since the General Plan Four Year Major Review in December 2016.</p> <p><b>Table B: Planned Housing</b></p> <table border="1"> <thead> <tr> <th>Status of Residences Planned</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Planned Housing Units</td> <td>1,560</td> </tr> <tr> <td>Approved Housing Units – Market-rate</td> <td>0</td> </tr> <tr> <td>Approved Housing Units – Known Income-restricted Affordable</td> <td>0</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,560</td> </tr> </tbody> </table> <p>Removal of the graphic above</p>	Status of Residences Planned	Residences	Planned Housing Units	1,560	Approved Housing Units – Market-rate	0	Approved Housing Units – Known Income-restricted Affordable	0	Remaining Housing Capacity	1,560		
Status of Residences Planned	Residences													
Planned Housing Units	1,560													
Approved Housing Units – Market-rate	0													
Approved Housing Units – Known Income-restricted Affordable	0													
Remaining Housing Capacity	1,560													
Appendix A	A-5	<p><b>AFFORDABLE HOUSING GOALS</b></p> <p>Table C quantifies the income-restricted affordable housing goal as proposed in the draft Plan. Since no residential land use entitlements have been approved since the General Plan was adopted in 2011, 25% of the area’s remaining housing capacity would need to be income-restricted to meet the General Plan’s 25% affordable housing goal for Urban Villages.</p> <p><b>Table C: Income-restricted Affordable Housing Goal</b></p> <table border="1"> <thead> <tr> <th>Affordable Housing Requirements</th> <th>Residences</th> </tr> </thead> <tbody> <tr> <td>Affordable Housing Goal (total of 25% of planned housing)</td> <td>390</td> </tr> <tr> <td>Extremely Low-income Housing (15%) – At or below 30% AMI</td> <td>234</td> </tr> <tr> <td>Other Affordable Housing (10%) – At or below 120% AMI</td> <td>156</td> </tr> <tr> <td>Remaining Housing Capacity</td> <td>1,560</td> </tr> <tr> <td>Proportion of Remaining Capacity to be Income-restricted Affordable</td> <td>25%</td> </tr> </tbody> </table> <p>Removal of the graphic above</p>	Affordable Housing Requirements	Residences	Affordable Housing Goal (total of 25% of planned housing)	390	Extremely Low-income Housing (15%) – At or below 30% AMI	234	Other Affordable Housing (10%) – At or below 120% AMI	156	Remaining Housing Capacity	1,560	Proportion of Remaining Capacity to be Income-restricted Affordable	25%
Affordable Housing Requirements	Residences													
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**10. Winchester Boulevard Urban Village**

Winchester Boulevard		
Chapter	Page	Redline Text
1	1	<p>1. INTRODUCTION</p> <p>The Winchester Boulevard (Winchester) Urban Village Plan is prepared by the City and community to provide a policy framework to guide new job and housing growth within the Urban Village boundary. The Plan will also guide the characteristics of future development, including buildings, parks, plazas and placemaking, streetscape and circulation within this area. This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, <del>providing the capacity for development of approximately 2,200 new dwelling units and 2,000 new jobs.</del></p>

3	17	<p><b>3.2-1 EMPLOYMENT GROWTH</b>            The Winchester Boulevard Urban Village currently has about 712,600 square feet of existing commercial space (retail, professional office, restaurants, etc.). <del>The planned job capacity for the Winchester Boulevard Urban Village is 2,000 jobs. This establishes the total amount of commercial and employment growth that is planned to be accommodated in the Winchester Boulevard Urban Village over the planning horizon (2040) and amounts to roughly 600,000 square feet of net new commercial space. The current approved commercial development for this Urban Village is 18,511 square feet, or approximately 67 jobs, based on the General Plan's assumption of one job for every 300 square feet.</del></p>
3	17	<p><b>3.2-2 HOUSING GROWTH</b>  <del>The planned housing capacity for the residential portion of the Winchester Boulevard Urban Village is 2,200 new units.</del> There are currently about 3,648 existing dwelling units within the Village boundaries and an approved project that will add 424 new units. <del>These 424 approved dwelling units pull from the 2,200 units of housing capacity, leaving a remainder of 1,776 units.</del></p> <p>The overall residential unit capacity is the maximum residential growth planned for the Winchester Boulevard Urban Village in the Envision San José 2040 General Plan. In this Plan, the community recognizes the importance of providing new housing as a means of creating a more vibrant and active place; however, the Envision San José 2040 General Plan does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</p>
3	25	<p><b>GOAL LU-1</b> Support new job-generating and area-regional serving commercial development in the Winchester Urban Village by increasing the Village's commercial building square footage by at least 85 percent, <del>or about 600,000 square feet.</del></p>
1	9-10	<p><b>General Plan</b>            A major strategy of the Envision San José 2040 General Plan is to transform strategically identified Growth Areas into higher-density, mixed-use, urban districts or "Urban Villages", which can accommodate employment and</p>

		<p>housing growth and reduce the environmental impacts of that growth by promoting transit use, bicycle facilities and walkability.</p> <p><del>Winchester Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 2,000 new jobs and 2,200 new housing units by 20140.</del></p>
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**11. 24th & Williams Urban Village**

24 <sup>th</sup> and William		
Chapter	Page	Redline Text
Land Use	8-9	<p><b>EMPLOYMENT GROWTH</b></p> <p>The overall objective for the whole Village is to develop an additional <del>30,000 square feet of</del> non-residential/employment square footage over the existing amount of commercial and industrial square footage. <del>With</del> <u>The existing non-residential/employment square footage is</u> approximately 167,000 square feet of existing industrial and commercial space, <del>this objective represents an approximately 18 percent increase in the amount of employment square footage above existing levels. The Village employment growth objective is based upon the “jobs first” Envision San José 2040 General Plan planned capacity of 100 new jobs for the 24th &amp; William Urban Village. The non-residential/employment square footage objective was calculated per the methodology outlined in the General Plan by assuming that each job requires, on average, 300 square feet of gross building area, and then multiplying 100 by 300.</del></p>
Land Use	9	<p><b>HOUSING GROWTH</b></p> <p>The planned dwelling unit capacity for the <del>Village overall is 217 new housing units, to be developed as part of mixed-use development. This residential unit capacity is the maximum new residential growth planned for the</del> 24th &amp; William Urban Village <u>as is</u> outlined in the Envision San José 2040 General Plan <u>Appendix 5</u>. This Village Plan recognizes that housing can contribute to creating a vibrant Urban Village; however, <del>because the Envision San José 2040 General Plan is a jobs-focused Plan,</del> it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.</p>

42. **Corresponding Urban Village Plan Revisions for Cleanup from Past Policy Changes (e.g., Removal of Implementation Framework, Mixed Use Commercial Land Use Designation Changes Consistent with the General Plan, Architectural Projection Allowances)**, the following Urban Village Plans are hereby amended to read as follows:

1. **Alameda Urban Village**

The Alameda		
Chapter	Page	Redline Text
TOC	PDF pg 5	<del>CHAPTER 8: Implementation and Financing Strategy (Reserved)</del>
1	10	<del>Chapter 8: Implementation and Financing Strategy Outlines implementation and financing strategies to fund the development of identified amenities, infrastructure, and public needs.</del>
8	102	Delete this and all mentions as the chapter was not adopted by CC: <a href="https://records.sanjoseca.gov/Resolutions/RES78048.PDF">https://records.sanjoseca.gov/Resolutions/RES78048.PDF</a> (Resolution: 78048 under "Fall 2016 General Plan Amendments")
3	23	<p>MIXED-USE COMMERCIAL DENSITY: UP TO 50 DU/AC; RESIDENTIAL/COMMERCIAL MIXED -USE FAR: 0.5 TO 4.5 RESIDENTIAL FAR: 0.25 TO 4.5</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. 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</p>

		they are compatible and do not pose a hazard to other nearby uses
5	60	13. Non-occupiable architectural features such as roof forms, chimneys, stairwells, window washing related equipment installations, and elevator housings may project <del>up to 10 feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

2. **Five Wounds Urban Village**

Five Wounds		
Chapter	Page	Redline Text
Streetscape	33	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping, streetscapes, and connections to public transit.</del>
Streetscape	35	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place-making art installations that are viewable to the public.</del>
Streetscape	35	<del>Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place-making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Streetscape	35-36	Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable. <del>This policy could be implemented through the Urban Village Implementation and Amenity Framework.</del>
Streetscape	36	Public Art Action 1: Explore establishment of a public art fee, <del>either through the Urban Village Implementation and Amenity Framework or through</del> a special arts district, on new private development in the Five Wounds Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot

		project that could be expanded to other Urban Villages and growth areas identified in the Envision San José 2040 General Plan.
Urban Plazas and Trails	47	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.</del>
Implementation	52	<p><del>A. IMPLEMENTATION STRATEGIES</del></p> <p><del>This Chapter provides the framework for the implementation of the Five Wounds Urban Village Plan (Village Plan). The private development community will play a key role in the implementation of this Village Plan as it relies on development investment within the Village Plan area to achieve the identified improvements and many of the Village Plan’s goals. While some sites in the Village Plan may generate early development interest, others could take significantly longer and implementation of the entire Five Wounds Urban Village (Urban Village) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Village Plan. The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities. Implementation topics covered in this Chapter include:-</del></p> <ul style="list-style-type: none"> <li><del>• Consistency with the Envision San José 2040 General Plan</del></li> <li><del>• Land Use Regulation</del></li> <li><del>• Zoning</del></li> <li><del>• Affordable Housing</del></li> <li><del>• Urban Village Implementation Framework</del></li> </ul>

		<ul style="list-style-type: none"> <li>Implementation Priorities, Policies, and Actions</li> </ul>
Implementation	54	<del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) is required to comply with the Urban Village Implementation and Amenities Framework.</del>
Implementation	54	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del>
Implementation	55	Urban Village Implementation Framework This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City's established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, <del>including the options for compliance that are required of projects that are subject to the Framework.</del>
Implementation	55	<del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del>
Implementation	56	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	56-57	<del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.</del>
Implementation	57	<del>As it</del> It is anticipated that there will continue to be strong interest in building new housing in San José and in the Five Wounds Urban Village area, <del>the City Council</del>

		<del>adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village. The Five Wounds Trail Improvements is the top priority for the community.</del>
Implementation	57	<del>The UVA program could be used to provide them as part of development projects:</del>
Implementation	57	<del>Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of-way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required contributions of the Parks Impact Fee would be considered an Urban Village Amenity Framework option.</del>
Implementation	57-58	<del>Market rate projects could provide affordable housing units above and beyond City ordinance requirements; however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be Five Wounds Urban Village Plan 58 consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.</del>
Implementation	58	<del>The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.</del>
Implementation	58	<del>Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond and are a compliance option for projects subject to the Implementation Framework.</del>
Implementation	58	<del>Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced</del>

		sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del>
Implementation	58	<del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	58	<del>Commercial Development Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.</del>
Implementation	59	<del>Implementation Policy Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Urban Design	26	Building Height Policy 5: Non-habitable architectural projections, and mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit <del>by 10 feet</del> <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

### 3. East Santa Clara Urban Village

East Santa Clara Street		
Chapter	Page	Redline Text
TOC	ii	<del>Urban Village Implementation Framework . . . . . 7-3</del>
1	1-10	<del>This chapter also describes consistency with the Urban Village Implementation and Amenities Framework.</del>
1	1-11	<del>Future development proposals requiring rezoning for residential uses will be required to comply with the Urban Village Implementation and Amenities Framework.</del>
3	3-3	<del>Urban Village Implementation and Amenities Framework 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,</del>

		<p><del>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 approving the Urban Village Implementation and Amenities Framework (Framework), as maybe 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:</del></p> <p><del>1) Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></p> <p><del>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.</del></p>
4	4-5	<p><del>It should be noted that future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing open space or park amenities and improvements.</del></p>
4	4-5	<p><del>Future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public or onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del></p>
4	4-12	<p><del>Future developments that are subject to the the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public.</del></p>
5	5-2	<p>Any future development will be subject to the requirements of the entirety of the Village Plan and applicable Municipal Code regulations, <del>and residential development requiring a rezoning will comply with the City Council adopted Urban Village Implementation Framework.</del></p>
5	5-24	<p>Any future development will be subject to the requirements of the entirety of the Village Plan and applicable Municipal Code regulations, <del>and residential development requiring a rezoning will comply with the City Council adopted Urban Village Implementation Framework.</del></p>

6	6-2	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing off-site streetscape amenities or multi-modal improvements.</del>
6	6-10	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing off-site streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting, landscaping, sidewalks, or streetscapes and connections to public transit.</del>
7	Title page (pdf pg 123)	IN THIS CHAPTER Introduction <del>Urban Village Implementation Framework</del> Implementation Priorities Implementation Policies
7	7-2	Nevertheless, there are other steps the City can take to implement the Plan, <del>including conditions in the Urban Village Implementation and Amenities Framework 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. This facilitates development consistent with the land use and urban design policies of this Village Plan.</del>  Implementation topics covered in this Chapter include: <ul style="list-style-type: none"> <li>• Consistency with the Envision San José 2040 General Plan</li> <li>• Land Use Regulation</li> <li>• Zoning</li> <li>• <del>Consistency with the Urban Village Implementation Framework</del></li> <li>• Implementation <del>Priorities</del> <u>Priorities</u> and Policies</li> </ul>
7	7-3	<del>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.</del>
7	7-4	<del>Future developments that are subject to the the Urban Village Implementation and Amenities Framework may</del>

		<del>consider providing placemaking art installations both public or private in locations viewable by the public.</del>
7	7-4	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to Urban Village Amenities and other framework requirements.</del>
7	7-5	<p><del>As it is anticipated that there will continue to be strong interest in building new housing in San José and in the East Santa Clara Street Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community in priority order, with the percentage of community votes in parentheses. <del>The UVA program could be used to provide them as part of development projects:</del></p>
7	7-6	<del>Implementation Policy Implementation Policy 1.1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
3	3-6	<p>Mixed-Use Commercial DENSITY: 30-250 DU/AC Mixed-Use Residential/Commercial FAR 0.5 to 3.0</p> <p>The Mixed-Use Commercial designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use, and residential use allowed in a secondary role</del>. New development in this designation should include commercial space equivalent to a minimum 0.5 FAR for mixed-use residential/commercial projects and 0.25 FAR for commercial projects, with a typically appropriate overall</p>

		<p>FAR of up to 3.0, allowing for a medium-intensity of development. Appropriate commercial uses include neighborhood retail, mid-rise office, medium-scale hospitals or other health care facilities, and medium-scale private community gathering facilities.</p> <p>Four city blocks at the northeast end of the Urban Village are designated as Mixed-Use Commercial. This area was previously developed with the Santa Clara County Medical Center and related medical office facilities. The Medical Center was closed in December 2004 and demolished in early 2011, making this vacant site (except for the newer Gardner Downtown Health Center) the most significant opportunity site within the Urban Village. It is anticipated to redevelop at an urban scale with buildings up to 140 feet in height, or about 12 stories, along the East Santa Clara Street frontage, with building heights transitioning down to 45 feet in height (or four stories) along East St. John Street to the north.</p>
5	5-14	<p><b>STANDARDS</b></p> <p><u>Building Height (see Figure 5.4 Building Height Diagram)</u></p> <ol style="list-style-type: none"> <li>1. The Building Heights Diagram (Figure 5.4) indicates maximum heights in the Urban Village area. As the diagram shows, typical maximum building height along East Santa Clara Street is 65 feet, or approximately six stories. The tallest buildings would be on the former San José Medical Center site, up to 140 feet. The shortest buildings would be in mid-block, predominantly single-family residential portions of the numbered cross-streets. The Land Use and Historic Preservation Chapter includes additional guidance on appropriate development intensities.</li> <li>2. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project <del>up to ten feet</del> above the maximum height limits, <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u>, but shall not exceed the established daylight plane.</li> </ol> <p>Height shall be measured as required by the San José Municipal Code.</p>

4. Little Portugal Urban Village

Little Portugal		
Chapter	Page	Redline Text
Background and Planning Process	6	<p><del>The Little Portugal Urban Village Plan was taken forward to the City Council in 2016 to adopt the Implementation Chapter, but was placed on hold for work on the Urban Village Implementation and Amenities Framework. The Urban Village Implementation and Amenities Framework was adopted by the City Council on May 22, 2018. This Framework was incorporated into an updated Implementation Chapter for the Little Portugal Urban Village Plan, which was approved by Council on December 11, 2018.</del></p> <p><del><b>Urban Village Implementation and Amenities Framework</b></del></p> <p><del>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 maybe 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:</del></p> <ol style="list-style-type: none"> <li><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></li> <li><del>2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.</del></li> </ol>
Land Use	11	<p><del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban</del></p>

		<del>Residential) will be required to comply with the Framework.</del>
Land Use	14-15	Land Use Policy 10: A new pedestrian paseo shall be established upon the redevelopment (which would be subject to planning entitlements) of the properties located directly south of the Eastwood Court dead end, as referenced on the Little Portugal Land Use Designation and Height Diagram (Figure 1). This paseo is envisioned as an active space framed by multi-story buildings on either side (where pedestrian entrances to these buildings would face the paseo) containing as ground floor commercial uses (e.g. retail, restaurants with outdoor seating), as envisioned in the Pedestrian Circulation Chapter of this Village Plan. <del>The establishment of this pedestrian paseo may be through the Urban Village Implementation and Amenity Framework.</del>
Streetscape	23	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.</del>
Streetscape	23	<del>As discussed in the Implementation Chapter, the Urban Village Implementation and Amenity Framework establishes a mechanism for these streetscape amenities to be built or to be funded through private development. This strategy could include development impact fees, as well as the establishment of a special financing district, established through approval by property and/or business owners.</del>
Streetscape	24	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping, streetscapes, and connections to public transit.</del>
Streetscape	24	<del>Streetscape Policy 2: During the development entitlement process, encourage development along Alum Rock Avenue to contribute towards or construct streetscape amenities through the Urban Village Implementation and Amenities Framework.</del>

Streetscape	25	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place-making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Streetscape	25	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place-making art installations that are viewable to the public.</del>
Streetscape	26	Public Art Policy 1: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Little Portugal Urban Village to public arts projects within this Urban Village. <del>This may be coordinated with the Office of Cultural Affairs or implemented through the Urban Village Implementation and Amenity Framework.</del>
Streetscape	26	Public Art Action 1: Explore establishment of a public art fee, <del>either through the Urban Village Implementation and Amenity Framework or</del> perhaps through a special arts district, on new private development in the Little Portugal Urban Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the General Plan.
Pedestrian Circulation	29	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards these types of improvements.</del>
Pedestrian Circulation	30	Pedestrian Connection Action 1: With the redevelopment of surrounding properties establish a new pedestrian paseo between the end of Eastwood Court and Alum Rock Avenue. <del>This may be performed through the Urban Village Implementation and Amenity Framework</del>
Urban Plazas and Trails	36	<del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing urban plazas, additional open space or park amenities and improvements.</del>
Implementation	40	The City of San José (City) does not have the level of resources needed to achieve the capital improvements

		<p><del>identified in this Village Plan. Nevertheless, the City has taken steps to implement the Village Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.</del></p> <p>Implementation topics covered in this Chapter include:</p> <ul style="list-style-type: none"> <li>· Consistency with the Envision San José 2040 General Plan</li> <li>· Land Use Regulation</li> <li>· Zoning</li> <li>· Affordable Housing</li> <li><del>· Urban Village Implementation Framework</del></li> <li>· Implementation Priorities, Policies, and Actions</li> </ul>
Implementation	41	<p><del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.</del></p>
Implementation	42	<p><del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del></p>
Implementation	43	<p><del><b><u>Urban Village Implementation Framework</u></b></del></p> <p><del>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 approving the Urban Village Implementation and Amenities Framework (Framework), as maybe 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:-</del></p>

		<p><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></p> <p><del>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.</del></p>
Implementation	43	<p>The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, <del>including the options for compliance that are required of projects that are subject to the Framework.</del></p>
Implementation	44	<p><del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del></p>
Implementation	44	<p><del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del></p>
Implementation	45	<p><del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for <b>For</b> this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.</del></p>
Implementation	45-46	<p><del>As it <b>It</b> is anticipated that there will continue to be strong interest in building new housing in San José and in the Little Portugal Urban Village area, <del>the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework</del></del></p>

		<p><del>provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community. <del>The UVA program could be used to provide them as part of development projects:</del></p>
Implementation	46	<del>The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework</del>
Implementation	46	Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del>
Implementation	47	Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del>
Implementation	47	<del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	47	<del><b>Implementation Policy</b> Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Urban Design	16-17	The maximum height limit for properties on the north side of Alum Rock Avenue is 70 feet. 70 feet would typically accommodate up to a 5 story office building or a 6 story residential building with ground floor commercial uses. The height limit for properties on the south side of Alum Rock Avenue is 58 feet, which would typically accommodate a four story office building or a five story residential building with ground floor commercial uses. To allow for variation in roof lines and to accommodate mechanical equipment such as elevator shafts, non-habitable architectural projections, building heights can exceed the 70 foot and 55 height limits <del>by an additional ten feet</del> <u>as allowed in Building Height Policy 3.</u>

Urban Design	17	<p>Building Height Policy 3: Limited projects of non-habitable architectural projections, and mechanical and equipment rooms, and architectural special treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit <del>by 10 feet,</del> <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u> Mechanical and building equipment shall not be visible from the surrounding streets, and shall be set back from the road edge and/or by screened with architectural elements.</p>
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5. Roosevelt Park Urban Village

Roosevelt Park		
Chapter	Page	Redline Text
Background and Planning Process	7	<p><del>The Roosevelt Park Urban Village Plan was taken forward to the City Council in 2016 to adopt a revised Implementation Chapter, but was placed on hold for work on the Urban Village Implementation and Amenities Framework. The Urban Village Implementation and Amenities Framework was adopted by the City Council on May 22, 2018. This Framework was incorporated into an updated Implementation Chapter for the Little Portugal Urban Village Plan, which was approved by Council on December 11, 2018.</del></p> <p><b>Urban Village Implementation and Amenities Framework</b></p> <p><del>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 maybe 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:-</del></p>

		<p><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.</del></p> <p><del>2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.</del></p>
Land Use	11	<p><del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Framework.</del></p>
Streetscape	25	<p><del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.</del></p>
Streetscape	27	<p><del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing off-site streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting; landscaping, sidewalks, or streetscapes and connections to public transit.</del></p>
Streetscape	27	<p><del>Streetscape Amenities Policy 4: During the development entitlement process, encourage developers along East Santa Clara Street to contribute towards or construct streetscape amenities through the Urban Village Implementation and Amenities Framework.</del></p>
Streetscape	28	<p><del>Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public.</del></p>
Streetscape	28	<p><del>Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place making public art installations or publicly visible private art installations, as well as onsite</del></p>

		<del>privately owned and publicly accessible open spaces (POPOS) such as plazas.</del>
Streetscape	29	Public Art Policy 2: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Roosevelt Park Urban Village to public arts projects within this Urban Village. <del>This may be coordinated with the Office of Cultural Affairs or implemented through the Urban Village Implementation and Amenity Framework.</del>
Streetscape	29	Public Art Action 1: Explore establishment of a public art fee, <del>either</del> perhaps through <del>the Urban Village Implementation and Amenity Framework or through</del> a special arts district, on new private development in the Roosevelt Park Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San José 2040 General Plan.
Urban Plazas and Trails	36	Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.
Implementation	40	<p>The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. <del>Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.</del></p> <p>Implementation topics covered in this Chapter include:</p> <ul style="list-style-type: none"> <li>· Consistency with the Envision San José 2040 General Plan</li> <li>· Land Use Regulation</li> <li>· Zoning</li> <li>· Affordable Housing</li> <li><del>· Urban Village Implementation Framework</del></li> </ul>

		Implementation Priorities, Policies, and Actions
Implementation	41	<del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.</del>
Implementation	42	<del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del>
Implementation	43	<del><b>Urban Village Implementation Framework</b> This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City's established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.</del>
Implementation	43	<del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del>
Implementation	44	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	44	<del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public.</del>
Implementation	45	<del>As it <u>It</u> is anticipated that there will continue to be strong interest in building new housing in San José and in the Roosevelt Park Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The</del>

		<p><del>Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community. <del>The UVA program could be used to provide them as part of development projects:</del></p>
Implementation	45	<p><del>Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan</del></p>
Implementation	45	<p><del>Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of-way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.</del></p>
Implementation	46	<p><del>Types of spaces include dog parks and residential open spaces. The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.</del></p>
Implementation	46	<p>Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del></p>
Implementation	46	<p>Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del></p>

Implementation	46	<del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	46	<del>Commercial Development Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.</del>
Implementation	46	<del>Implementation Policy Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Urban Design	20	Building Height Policy 3: Limited projections of non-habitable architectural elements, mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted above the maximum height limit by a maximum of 10 feet. Such projections shall not effectively create an overall building elevation that is greater than the established height limit (as shown in Figure 2) and only allow limited projections of non-habitable architectural elements, mechanical and equipment rooms, and architectural treatments to extend over the maximum height limit <del>by a maximum of 10 feet</del> <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

6. **Stevens Creek Urban Village**

Stevens Creek		
Chapter	Page	Redline Text
7	170	<del>As it <u>It</u> is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Stevens Creek Urban Village area, this Plan recommends the establishment of additional funding mechanisms that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community, which may be beyond the City's normal requirements.</del> The following is the list of public

		improvements and amenities that are desired by the community:
7	176	<del>Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.</del>
7	176	<del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del>
7	176	Implementation Chapter 6: Implementation Chapter for Stevens Creek Urban Village must allow for substantial heights above the approved village height if a project provides substantial Urban Village amenities
3	43	<p>MIXED USE COMMERCIAL DENSITY: Depends on project type Wholly Commercial Projects FAR: 0.25 to 4.5 Residential Mixed Use Projects: Commercial Use FAR minimum 0.50; Up to 50 DU/AC; Up to 75 DU/AC for sites larger than 0.7 acres</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. This designation also allows development that only includes commercial uses. New mixed use commercial and residential development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multi-story development is envisioned. This designation is applied to both large (0.7 acres or more) and small parcels of land. The smaller parcels of land are generally shallow in depth and width and as such cannot accommodate the same amount of density as a larger parcel. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities.</p>
4	72	3. Architectural projections and rooftop equipment, such as elevator shafts and stair wells, may extend up <del>to 10 feet</del> above the maximum height limit <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</u>

**7. West San Carlos Urban Village**

West San Carlos		
Chapter	Page	Redline Text
TOC	PDF pg 5	Urban Village Implementation <del>Framework</del> 112
7	109	Urban Village Implementation <del>Framework</del> 112
7	109	<del>Consistency with the Urban Village Implementation Framework</del>
7	112	URBAN VILLAGE IMPLEMENTATION <del>FRAMEWORK</del>
7	117	<del>As it is anticipated that there will continue to be strong interest in building new housing in San José and in the West San Carlos Urban Village area, the Urban Village Implementation Framework, when adopted by the City Council, will be the mechanism to require the community's desired amenities as part of a project. The UVI Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Village.</del>  The following is the list of public improvements and amenities that are desired by the community in priority order, <del>with the percentage of community votes in parentheses, and the UVA program could be used to provide these as part of development projects:</del>
7	118	AFFORDABLE HOUSING (21%) Market rate projects could provide affordable housing units above and beyond City ordinance requirements. <del>Projects that are 100% affordable would not need to provide additional amenities, but would need to be consistent with the goals and policies of this Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Plan.</del>
7	118	DEVELOPMENT OF COMMERCIAL SPACE (4.3%) <del>Should a residential mixed-use project construct 50% or more commercial space than required under this Plan, it can be considered as an amenity. Other potential amenities</del> <b>Projects</b> could include designing and building

		commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer's market, or providing a space specifically for food trucks.
7	120	<del>POLICIES Implementation Policy 1.1: Projects must conform to the Urban Village Implementation Framework, when adopted by the City Council.</del>
3	24	Mixed-Use Commercial Density: FAR 0.5 to 4.0 Up to 50 DU/AC (Dwelling Units per Acre)  This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del> . New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for the property with a typically appropriate overall FAR of up to 4.0, allowing for medium-intensity development. Consistent with the General Plan, residential density is allowed up to 50 DU/AC in the Mixed-Use Commercial designation. Appropriate commercial uses include neighborhood retail, office, medium-scale hospitals or other health facilities, and medium-scale private community gathering facilities.
3	29	BUILDING HEIGHT  This Plan identifies maximum heights of development within the West San Carlos Urban Village. The building heights correspond to both the land use diagram and the urban design framework discussed in Chapter 5 of this Plan. The goal of this height diagram is to establish height locations for higher-intensity development and locations where lower height is necessary in order to step down toward existing low-intensity residential uses. Refer to the Urban Design Chapter for more policies and guidelines. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housing may project <del>up to ten feet</del> above the maximum height limits <a href="#">as allowed per San José Municipal Code Section</a>

		<a href="#">20.85.040, as may be amended in the future</a> , but may not exceed the established daylight plane.
5	57	Policy UD-5.7: Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project <del>up to ten feet</del> above the maximum height limits <a href="#">as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</a> , but shall not exceed the established daylight plane

**8. Santana Row/Valley Fair Urban Village**

Santana Row/Valley Fair and Vicinity		
Chapter	Page	Redline Text
7 – Implementation	Pdf page 135	Individual developments that offer 100% restricted affordable housing are considered a benefit to the community in and of themselves; therefore, development of this housing is encouraged wherever possible in locations close to transit, commercial, and other community amenities. <del>Projects that are 100% affordable would not need to provide additional amenities, but would still need to be consistent with the goals and policies of this Plan, and would need to provide at least the minimum amount of employment/commercial space identified for a given area by the Plan.</del>
7 – Implementation	PDF page 136	<u>Commercial Development</u> <del>Should a residential mixed use project construct commercial space at 50% or more above the minimum commercial space requirement under this Plan, it can be considered as a community benefit.</del> Other potential community benefits could include; designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer’s market, or providing a space specifically for food trucks.
7 – Implementation	PDF page 137	<del>Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.</del>
7 – Implementation	PDF page 137	<del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the</del>

		<del>improvements and amenities identified by the community.</del>
7 – Implementation	PDF page 137	<del>Implementation Action 5: Require that the Winchester Advisory Group, in conjunction with the Stevens Creek Advisory Group, reconvene on an as needed basis in order to provide feedback on the Implementation Chapters.</del>
7 – Implementation	PDF page 137	<del>Implementation Action 6: Allow for increased heights above the approved village heights if a project provides substantial additional urban village amenities.</del>
3	22	<p>MIXED USE COMMERCIAL Wholly Commercial Projects FAR: 0.25 to 4.5 Residential Mixed Use Projects: Commercial Use FAR minimum 0.50; Up to 50 DU/AC; Up to 75 DU/AC for sites larger than 0.7 acres.</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. This designation also allows development that only includes commercial uses. New mixed use commercial and residential development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multistory development is envisioned. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities. Projects that aggregate parcels and have a of minimum 0.7 acre site, can increase their residential density to 75 dwelling units per acre to take advantage of larger developments. This land use designation is used on the west side of Winchester Boulevard between Olin Avenue and Stevens Creek Boulevard and on the east side of south Monroe Street between Hemlock Avenue and Stevens Creek Boulevard.</p>
5	57	<p>Guidelines DG-35 Non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project <del>up to ten feet</del> above the maximum height <del>as allowed per San</del></p>

		<a href="#">José Municipal Code Section 20.85.040, as may be amended in the future.</a>
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**9. South Bascom (North) Urban Village**

South Bascom (North)		
Chapter	Page	Redline Text
N/A	TOC	Urban Village Implementation <del>Framework</del> 108
7	105	Implementation topics covered in this Chapter include: <ul style="list-style-type: none"> <li>• Consistency with the General Plan</li> <li>• Land Use Regulation</li> <li>• Zoning</li> <li>• <del>Consistency with the Urban Village Implementation Framework</del></li> <li>• Implementation Policies</li> </ul>
7	105	IN THIS CHAPTER... Introduction 105 Urban Village Implementation <del>Framework</del> 108 Implementation Priorities 112 Implementation Policies 115
7	108	<del>URBAN VILLAGE IMPLEMENTATION FRAMEWORK</del> This Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Plan. The public projects/ improvements identified in the Plan are listed below with a discussion on existing funding and implementation tools.
7	112	<del>IMPLEMENTATION PRIORITIES</del> <del>As it is</del> <del>It</del> is anticipated that there will continue to be strong interest in building new housing in San José and in the South Bascom Urban Village area, <del>the Urban Village Implementation Framework, when adopted by the City Council, is the mechanism to require the community’s desired amenities as part of a project. The UVI Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Village.</del>

		The following is the list of public improvements and amenities that are desired by the community in priority order, with the percentage of community votes in parentheses, <del>and the UVA program could be used to provide these as part of development projects:</del>
7	112	<b>Affordable Housing (21%)</b> Market rate projects could provide affordable housing units above and beyond City ordinance requirements. <del>Projects that are 100% affordable would not need to provide additional amenities, but would need to be consistent with the goals and policies of this Plan, and provide at least the minimum amount of employment/ commercial space identified for a given area by the Plan.</del>
7	113	<b>Development of Commercial Space (Tied 3.6%)</b> <del>Should a residential mixed-use project construct 50% or more commercial space than required under this Plan, it can be considered as an amenity.</del> <u>A</u> potential amenity <u>ies</u> could include designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer's market, or providing a space specifically for food trucks.
7	115	<b>IMPLEMENTATION POLICIES</b> <del>Implementation Policy 1.1: Projects must conform to the Urban Village Implementation Framework, when adopted by the City Council.</del>
3	29	<b>BUILDING HEIGHT</b> This Plan identifies maximum heights of development within the South Bascom Urban Village. The building heights correspond to both the Land Use Diagram and the urban design framework discussed in Chapter 5 of this Plan. The goal of this height diagram is to establish height locations for higher-intensity development and locations where lower height is necessary in order to step down toward existing low-intensity residential uses. Refer to the Urban Design Chapter for more policies and guidelines. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housing may project <del>up to ten feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be</u>

		<u>amended in the future</u> , but may not exceed the established daylight plane.
5	57	Policy UD-4.5: Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project <del>up to ten feet</del> above the maximum height limits <u>as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future</u> , but shall not exceed the established daylight plane.

### 10. Winchester Boulevard Urban Village

Winchester Boulevard		
Chapter	Page	Redline Text
Implementation	PDF pg 142	<p><u>Commercial Development</u>  <del>Should a residential mixed use project construct commercial space at 50% or more above the minimum commercial space requirement under this Plan, it can be considered as a community benefit.</del> Other potential community benefits could include; designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer's market, or providing a space specifically for food trucks.</p> <p><del>As with all Urban Villages throughout San José, entirely commercial development that is in keeping with the applicable Zoning Code and General Plan Land Use Designation can go forward at any time.</del></p>
Implementation	PDF pg 143	<p><del>Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.</del></p> <p><del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del></p>

		<p>Implementation Action <del>1</del> <b>3</b>: Develop a Multimodal Transportation and Streetscape Plan for Winchester Boulevard. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City’s CIP program or by outside grant funding.</p> <p>Implementation Action <del>2</del> <b>4</b>: Actively seek external funding to finance and implement advancement of this Plan.</p> <p><del>Implementation Action 5: Require that the Winchester Advisory Group, in conjunction with the Stevens Creek Advisory Group, reconvene on an as needed basis in order to provide feedback on the Implementation Chapters.</del></p>
Implementation	PDF pg 143	<p><del>Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.</del></p>
3	21	<p>Mixed Use Commercial Commercial-Only Projects: FAR 0.25 to 4.5 Residential Mixed Use Projects: Commercial use FAR minimum 0.50; up to 50 DU/AC; up to 75 DU/AC for sites larger than 0.7 acres.</p> <p>This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>. This designation also allows development that only includes commercial uses. New mixed use commercial and residential development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multistory development is</p>

		envisioned. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities. Projects that aggregate parcels and have a of minimum 0.7 acre site, can increase their residential density to 75 dwelling units per acre to take advantage of larger developments. This land use designation is used on the parcels between Williams Road and south of Greentree Way of the west side of Winchester Boulevard and on the parcels on the Northeast corner of Payne Avenue and Winchester Boulevard.-
5	61	DS-11 Non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project <del>up to ten feet</del> above the maximum height <a href="#">as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</a>

### 11. 24<sup>th</sup> & Williams Urban Village

24 <sup>th</sup> and William		
Chapter	Page	Redline Text
Land Use	6	<p><del><b>Urban Village Implementation and Amenities Framework</b></del></p> <p><del>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 maybe 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 Implementation Framework within adopted urban village plans. The role of the Framework is to:-</del></p> <ol style="list-style-type: none"> <li><del>1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.-</del></li> </ol>

		<p>2. <del>Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.</del></p> <p><del>This Implementation Framework was incorporated into an updated Implementation Chapter for the 24th &amp; William Village Plan, which was approved by Council on December 11, 2018.</del></p>
Land Use	15	<p>It should be noted that rezoning may be required for consistency with the land use designations. <del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Implementation Framework.</del></p>
Public Art	30	<p>In addition to requirements for City or private contributions towards public art, developers can be encouraged, as part of the entitlement process, to integrate unique and/or artist designed building and site elements into their project. <del>Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place-making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.</del></p>
Public Art	30	<p>Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable. <del>This policy could be implemented through the Urban Village Implementation and Amenity Framework.</del></p>
Street and Pedestrian Circulation System	32-33	<p><del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.</del></p>

Street and Pedestrian Circulation System	34	To facilitate north-south trail travel across San Antonio Street, this Village Plan also recommends improvements at San Antonio Street, and 23rd and William Street’s intersection with the planned Five Wounds Trail. At these intersections, the San Antonio, 23rd and William Street trail crossing could be narrowed by extending the curbs into the street to create “trail head bulb-out.” The trail street crossing could also be paved with a distinctive paving treatment. In addition, raising the pavement of the trail crossing relative to the roadway could also help improve the visibility of the trail to motorist and slow down traffic, much like a speed hump. Conceptual plans of these intersections are shown on Figures 6 and 7. <del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards these types of improvements.</del>
Street and Pedestrian Circulation System	36	All of the recommended trail and roadway intersection improvements are intended to be developed in conjunction with the development of the Five Wounds Trail. In addition to capital or construction money, funding will need to be identified to maintain any enhanced pavement treatments, given that the City does not currently have a dedicated funding source for maintaining such non-standard facilities. Future developments <del>that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to</del> could provide or contribute towards providing offsite streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting; landscaping, sidewalks, or streetscapes and connections to public transit.
Five Wounds Trail	41	It must be noted that the Five Wounds Trail is presently listed as an unfunded second level priority in the City’s 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements of the project and it therefore anticipated that it will take a number of years to complete project. <del>Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or</del>

		<del>contribute towards providing additional open space or park amenities and improvements.</del>
Implementation	43	<p>The City of San José (City) often does not have the level of resources needed to build the capital improvements and amenities identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.</p> <p>Implementation topics covered in this Chapter include:</p> <ul style="list-style-type: none"> <li>• Consistency with the Envision San José 2040 General Plan</li> <li>• Land Use Regulation</li> <li>• Zoning</li> <li>• Affordable Housing</li> <li>• Urban Village Implementation <b>Framework</b></li> <li>• Implementation Priorities, Policies, and Actions</li> </ul>
Implementation	44-45	<p><b>Zoning</b> Rezoning may be required for consistency with the land use designations. <del>Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.</del></p>
Implementation	45	<p><b>Affordable Housing</b> Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the General Plan. In addition, the Village Plan also contains a policy to integrate affordable housing within the Urban Village. <del>Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.</del></p>

Implementation	46	Urban Village Implementation <del>Framework</del> This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, <del>including the options for compliance that are required of projects that are subject to the Framework.</del>
Implementation	47	<del>One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.</del>
Implementation	47	<del>Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.</del>
Implementation	48	The inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. <del>It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public.</del> However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.
Implementation	48	<b>Implementation Priorities</b> <del>As it <u>it</u> is anticipated that there will continue to be strong interest in building new housing in San José and in the 24th &amp; William Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community’s desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically</del>

		<p><del>requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.</del></p> <p>The following is the list of public improvements and amenities that are desired by the community. <del>The UVA program could be used to provide them as part of development projects:</del></p>
Implementation	48-49	<p><b>Affordable Housing</b></p> <p>Market rate projects could provide affordable housing units above and beyond City ordinance requirements; <del>however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.</del></p>
Implementation	49	<p><b>Five Wounds Trail Improvements</b></p> <p>Development of the Five Wounds Trail is a high priority Urban Village Amenity for which there is limited funding. Residential development is encouraged to contribute towards the design and development of the trail. <del>Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right of way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.</del></p>
Implementation	49	<p><b>Urban Plazas</b></p> <p>Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Village Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces. <del>The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.</del></p>
Implementation	49	<p><b>Streetscape Amenities</b></p>

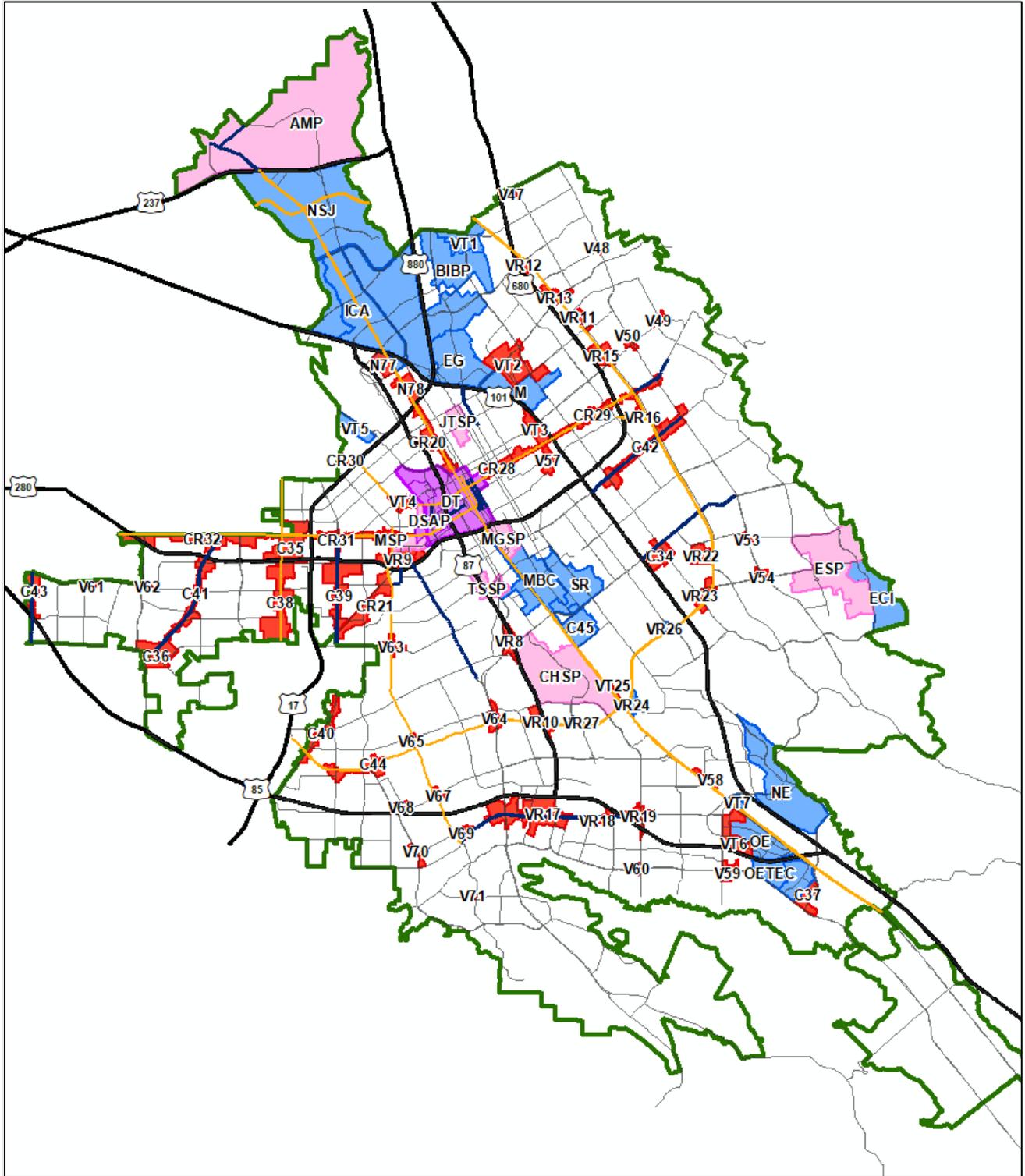
		Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond <del>and are a compliance option for projects subject to the Implementation Framework.</del> These can include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles
Implementation	49	<b>Circulation Improvements</b> Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements <del>as a compliance option for projects subject to the Implementation Framework.</del>
Implementation	49-50	<b>Public Art</b> To encourage the integration of public art features within the 24th & William Urban Village, development could incorporate publicly viewable private art within the given project, or provide public art or money to fund public art elsewhere within the Urban Village area. <del>The provision of such art is a compliance option for projects subject to the Implementation Framework.</del>
Implementation	50	<b>Commercial Development</b> Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, <del>it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.</del>
Implementation	50	<del><b>Implementation Policy</b> Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.</del>
Land Use	15-16	Mixed-Use Commercial Density: Up to 35 DU/AC; FAR 0.5 to 1.5 (1 to 3 stories) for mixed-use projects that include residential, with a minimum commercial FAR of 0.5; FAR Up to 1.5 (1 to 3 stories) for stand-alone non-residential uses.

		<p>The Mixed-Use Commercial designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity <del>as the primary use and residential activity allowed in a secondary role</del>.</p> <p>Two blocks are designated with this land use designation. These blocks are bounded by Shorridge Avenue, South 28th Street, Whitton Avenue, and South 26th Street, and presently contain a mix of single-family homes and industrial uses, with the industrial uses generally clustered around the former railroad right-of-way/planned Five Wounds Trail. The commercial uses that are envisioned and supported by this designation include neighborhood serving retail and small offices. This land use designation also supports art related uses including artist studios, art education uses, and rehearsal and production uses. Low impact industrial or light manufacturing uses could be appropriate within this land use designation if they are compatible with and do not pose a hazard to surrounding residential uses.</p> <p>The Mixed-Use Commercial land use designation does support residential uses as part of a mixed-use development, but not as a stand-alone use. New development that includes residential shall include a minimum commercial FAR of 0.5. The type of residential envisioned for this area includes live/work uses. New non-residential uses that do not include residential do not have a minimum FAR.</p> <p>The area designated Mixed-Use Commercial contains a number of existing single family homes and some duplexes. The intention of this Village Plan is that these existing residential only uses can remain indefinitely. Requirements for the inclusion of commercial or non-residential uses only apply when an existing residential property is redeveloped.</p>
Urban Design	22	Building Height Policy 3: Non-habitable architectural projections, and mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit <del>by 10 feet</del> <u>as</u>

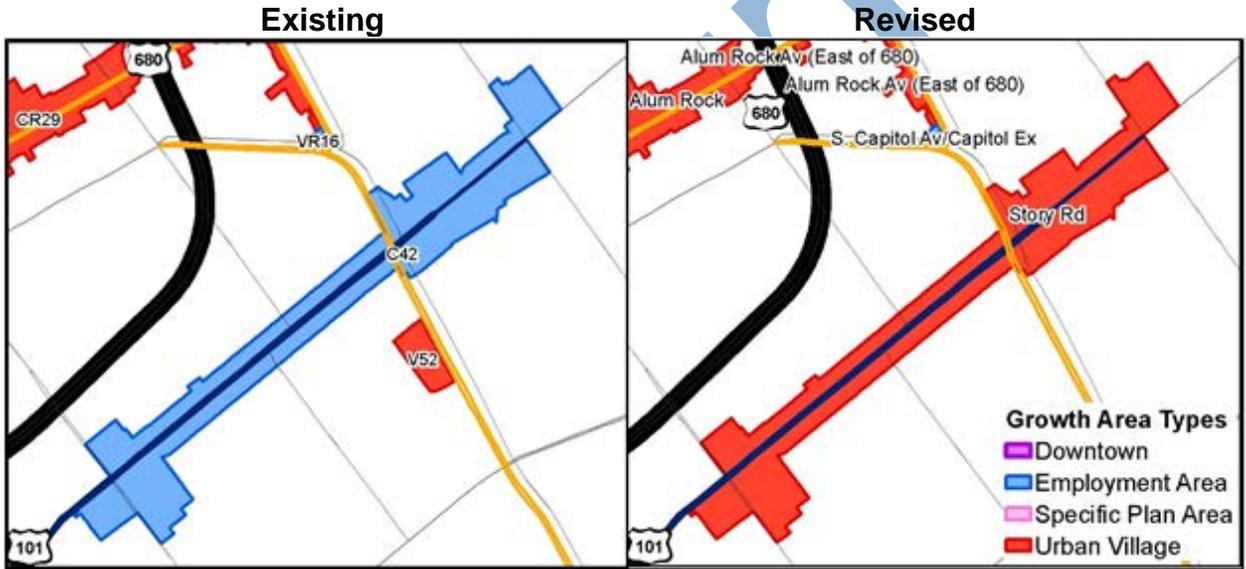
		<a href="#">allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.</a>
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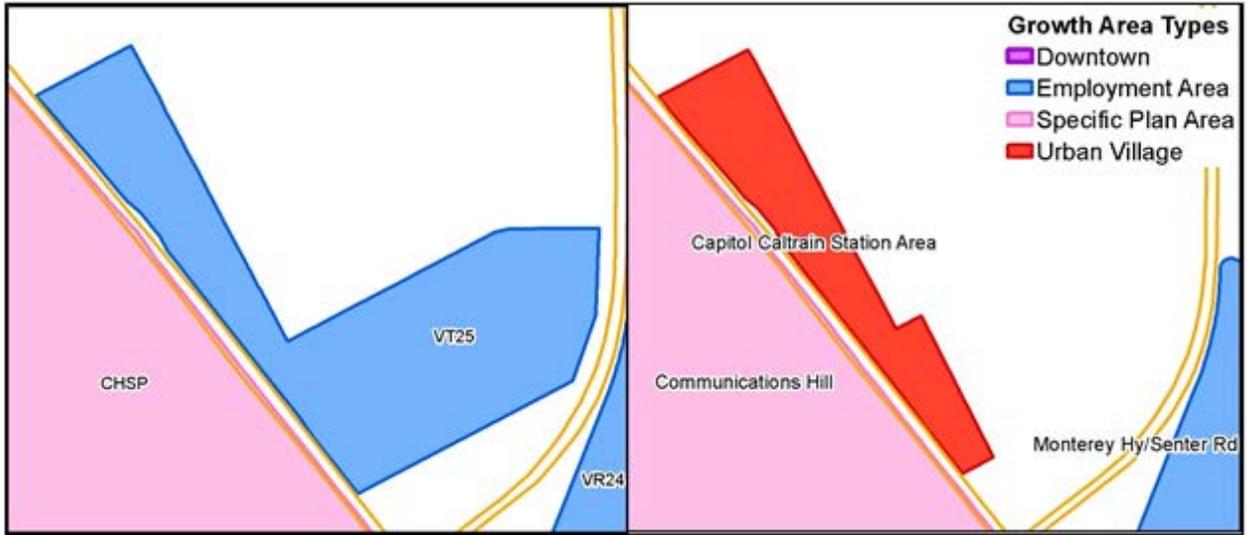


**Close-Up Maps of Existing vs. Revised:**



**Existing**

**Revised**



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**EXHIBIT “D”**

**File No. GPT21-006.** The Envision San Jose 2040 General Plan is hereby amended as follows:

- Chapter 6, “Land Use and Transportation” section, page 36, Balanced Transportation System, TR-1.3, is hereby amended to read as follows:

Policy TR-1.3 Increase sustainability the proportion of ~~commute~~ travel using modes other than the single-occupant vehicle. The 2030 and 2040 ~~commute~~-mode split targets for all trips made by San José residents, workers, and visitors ~~and workers~~ are presented in the following table.

Table TR-1: ~~Commute~~ Mode Split Targets for 2030 and 2040

MODE	<b>COMMUTE TRIPS TO AND FROM SAN JOSE ALL TRIPS STARTING AND/OR ENDING IN SAN JOSÉ</b>		
	<del>2008</del> <u>19</u>	<u>2030 GOAL</u>	<u>2040 GOAL</u>
Drive alone	<del>77.8%</del> <u>80%</u>	<u>No more than 45%</u>	No more than <del>40%</del> <u>25%</u>
<u>Shared Mobility/</u> Carpool	<del>9.2%</del> <u>12%</u>	<u>At least 25%</u>	At least <del>40%</del> <u>25%</u>
Transit	<del>4.1%</del> <u>5%</u>	<u>At least 10%</u>	At least 20%
Bicycle	<del>1.2%</del> <u>Less than 2%</u>	<u>At least 10%</u>	At least 15%
Walk	<del>1.8%</del> <u>Less than 2%</u>	<u>At least 10%</u>	At least 15%
<del>Other means (including work at home)</del>	<del>5.8%</del>		<del>See Note 1</del>

Source: The 2008 mode split data were obtained from the American Community Survey (2008).

~~Note 1: Working at home is not included in the transportation model, so that 2040 Goal shows percentages for only those modes currently included in the model.~~

- Chapter 6, “Land Use and Transportation” section, page 51, Reduction of Vehicle Miles Traveled, is hereby amended to read as follows:

Reduction of Vehicle Miles Traveled As a means to reduce energy consumption, to reduce green house gas emissions and to create a healthier community, San José maintains a goal to reduce the ~~number of~~ citywide vehicle miles traveled per

~~service population in the city by 40%~~ 20% per service population in 2030 and by 45% in 2040. Achieving this goal will require a multi-pronged strategy that includes both land use and transportation. This section includes the transportation goals, policies and actions that are intended to achieve ~~an initial VMT reduction of 10% in Tier I, followed by a 20% reduction in Tier II, and ultimately a 40% reduction by 2040~~ both the 2030 and 2040 reduction goals. All reductions are measured from the ~~2009 base year~~ 2017 base year level.

~~Not all of the goals and policies in this section are effective immediately. Although the Tier I VMT Reduction goal and policies are effective as of the City Council approval date of the Envision General Plan, the Tier II VMT Reduction policies will not be in effect until the City Council determines, as part of a future Major Review, to move forward and apply them; see Chapter 6 for a discussion and description of a Major Review of the Envision General Plan.~~

~~The Tier III VMT reduction policies involve coordinating with the VTA, MTC and the State on developing regional strategies to reduce VMT. Although the VMT reduction benefits of these efforts will not likely be realized for years to come, coordination to develop regional VMT reduction strategies can begin immediately. Therefore, the Tier III policies are effective upon City Council approval of the Envision General Plan.~~

3. Chapter 6, "Land Use and Transportation" section, page 51-53, Goal TR-9 – Tier I Reduction of Vehicle Miles Traveled, is hereby amended to read as follows:

**Goal TR-9 – ~~Tier I~~ Reduction of Vehicle Miles Traveled**

Reduce Vehicle Miles Traveled (VMT) ~~by 10%~~ per service population by 20% (as the 2030 goal) and by 45% as the (2040 goal), from the 2009/2017 levels, ~~as an interim goal.~~

Policies – ~~Tier I~~ Reduction of Vehicle Miles Traveled

**Policy TR-9.1** Enhance, expand and maintain facilities for walking and bicycling to provide neighborhoods with safe and direct access to transit and key destinations, a ~~, particularly to connect neighborhoods with and ensure access to transit stops, stations, and key destinatand to provide a safe and complete alternative transportation network that facilitates non-automobile trips, and enjoyable outdoor open space.~~

**Policy TR-9.2** Serve as a model city for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

**Policy TR-9.3** Enhance the overall travel experience of transit riders, pedestrian, bicyclists, and shared micromobility users to encourage mode shift.

In addition to the policies above, the Balanced Transportation System, the Transportation Demand Management (TDM) and Parking Strategy policies below are intended to contribute to ~~a 10%~~ VMT reduction. These policies are contained within their respective Balanced Transportation System, TDM and Parking sections of this Chapter and are repeated to illustrate the City's overall transportation strategy to achieve Goal TR-9.

Transportation Demand Management Policies furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-7.1** Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and ~~to~~ reduce vehicle trips ~~generated by their employees.~~

**Policy TR-7.2** Support establishment of transportation management associations made up of employers, developers, and property managers in transit-oriented areas working together to manage transportation through incentives, programs, events, and advocacy that help reduce the number of drive-alone trips, minimize vehicle emissions, and improve access to transportation options.

Parking Strategy Policies furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-8.3** Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

**Policy TR-8.4** Discourage, as part of the entitlement process, ~~the provision of oversupply of~~ parking spaces ~~significantly above the number of spaces required by code for a given use~~ in new development to yield more productive land use, more affordable housing, and more efficient transportation options.

**Policy TR-8.5** Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

**Policy TR-8.8** Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.

**Policy TR-8.9** Consider adjacent on-street and City-owned off-street parking spaces in assessing ~~need for additional parking required~~ the provision of private off-street parking for a given land use or new development.

Actions – ~~Tier 1~~ Reduction of Vehicle Miles Traveled

**Policy TR-9.4** Explore development of a program to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.

**Policy TR-9.5** Eliminate minimum parking requirements citywide for new developments.

**Policy TR-9.6** Update the citywide TDM requirements for new developments to ensure adequate investments in TDM services and multimodal transportation improvements for residents, full-time and subcontracted workers, and visitors.

**Policy TR-9.7** Encourage participation in car share programs for new and existing development in identified growth areas.

**Policy TR-9.8** Establish criteria that could allow a portion of adjacent on-street and City owned off-street parking spaces be counted toward meeting the zoning code's parking and TDM requirements.

**Policy TR-9.9** Work with developers and employers to monitor developers' and employers' achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.

**Policy TR-9.10** Work with members of the development and financial communities and neighborhood residents to establish maximum parking rates, or "parking caps" for new development where appropriate.

**Policy TR-9.11** Adjust the impact thresholds in the Council Policy Transportation Analysis Policy 5-1 as appropriate to advance the City's land use goal of reducing job and housing imbalance as well as the VMT reduction goals. Analyze and monitor the City's progress towards these goals.

**Policy TR-9.12** Explore development of transportation management associations (TMA) in transit-oriented developments, mixed-use developments, developments within Urban Villages, and across the City.

**Policy TR-9.13** Implement transportation focused actions identified in the Climate Smart San José Plan and the City's Greenhouse Gas Reduction Strategy.

**Policy TR-9.14** Develop, implement, and regularly update, as needed, a citywide pedestrian plan.

**Policy TR-9.15** Develop a citywide transportation plan that identifies, priorities, and monitors the City's transportation investment strategies.

**Policy TR-9.16** Develop area transportation plans that identify, prioritize, and monitor long-term transportation projects and programs in the City's planned growth areas in alignment with Goal TR-9.

**Policy TR-9.17** Explore development of a regional VMT bank and exchange program in which development mitigation contributions can be pooled to pay for more effective VMT reduction strategies that would not be feasible for individual development projects to implement.

**Policy TR-9.18** Develop and implement strategies to increase shared mobility options.

**Policy TR-9.19** Develop and implement strategies to rapidly improve the operations of and expand transit and shared mobility options throughout the City. Explore development of new routes services by rail, bus, and new transit technologies as well as the effect on VMT reduction.

**Policy TR-9.20** Adopt a transit-first policy that priorities transit travel speeds over other vehicles on the road by means of signal operations and street space allocation. Provide transit services pre-emptive signal priority, dedicated transit lanes and rights-of-way wherever feasible.

**Policy TR-9.21** Develop strategies to ensure that development and implementation of autonomous vehicle technology is aligned with Goal TR-9 and fosters sustainable, affordable, and efficient modes.

**Policy TR-9.22** Develop regulations to promote safe and responsible operation of micromobility such as shared bikes, shared e-scooters, and e-bikes.

**Policy TR-9.23** Implement Vision Zero strategies to eliminate all traffic fatalities, significantly reduce injury crashes, and create safe and comfortable walk and bike environments.

[Policy TR-9.24 Evaluate the changing patterns to employment and the effect on VMT reduction. Develop strategies to promote flexible work patterns for existing and new developments.](#)

[Policy TR-9.25 Develop and implement strategies to ensure equitable community engagement process and fair distribution of transportation resources, benefits, costs, and services for everyone, including seniors, people with disabilities and low income, people of color, and individuals living in underserved areas.](#)

The following actions, located under their respective sections in this Chapter and repeated below, further [Goal TR-9.](#) ~~the City's goal of achieving a 10% VMT reduction in Tier I.~~

Balanced Transportation System Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-1.13** Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.

Maximize Use of Public Transit Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-3.5** Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

Parking Strategy Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy TR-8.10** ~~Update existing parking standards to reduce~~ Eliminate minimum parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update ~~existing parking standards~~ the TDM requirements ~~to address TDM actions and~~ to require amenities and programs ~~to support reduced parking requirements~~ that encourage use of non-automobile modes and reduce parking demand.

Transportation Demand Management Actions furthering the ~~Tier I~~ VMT reduction goal

**Policy ~~TR-7.3~~ TR-7.4** Work together with large developments and employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers and property managers to allow ongoing assessment of results.

4. Chapter 6, “Land Use and Transportation” section, page 53, Goal TR-10 – Tier II Vehicle Miles Traveled Reduction, is hereby amended to read as follows:

**~~Goal TR-10 – Tier II Vehicle Miles Traveled Reduction~~**

~~Reduce vehicle miles traveled by an additional 10% per service population above Goal TR-9 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City’s achieved and anticipated success in reducing VMT.~~

~~Actions – Tier II Vehicle Miles Traveled Reduction~~

~~**Policy TR-10.1** Explore development of a program for implementation as part of Tier II, to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.~~

~~**Policy TR-10.2** In Tier II, reduce the minimum parking requirements citywide.~~

~~**Policy TR-10.3** Encourage participation in car share programs for new development in identified growth areas.~~

~~**Policy TR-10.4** In Tier II, establish criteria that could allow a portion of adjacent on-street and City owned off-street parking spaces be counted toward meeting the zoning code’s parking space requirements.~~

~~**Policy TR-10.5** Work with employers in Tier II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.~~

~~**Policy TR-10.6** Working with members of the development and financial communities, and neighborhood residents, establish, in Tier II, citywide parking standards in the Zoning Code which establish maximum parking rates, or “parking caps” for new development.~~

~~Policy TR-10.7 Strengthen the VMT thresholds in the Council Policy Transportation Analysis Policy 5-1 in line with the Tier II VMT reduction goals.~~

5. Chapter 6, “Land Use and Transportation” section, page 53, Goal TR-11 – Regional and State VMT Reduction Efforts, is hereby amended to read as follows:

**Goal TR-11 Goal TR-10 – Regional and State VMT Reduction Efforts** Reduce VMT ~~an additional 20% per service population above Goals TR-9 and TR-10 (a total reduction of 40% as measured from 2009) by~~ through participating and taking a leadership role in on-going regional and statewide VMT reduction efforts ~~to reduce VMT~~.

Actions – Regional and State VMT Reduction Efforts

**Policy TR-11.1 TR-10.1** Support, at the state level, the establishment of vehicle taxes or VMT tax targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.

**Policy TR-11.2 TR-10.2** Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing or VMT tax for automobile travel through and within Santa Clara County.

**Policy TR-11.3 TR-10.3** Support and collaborate on the development of toll lanes on all major freeways and expressways in Santa Clara County.

**Policy TR-11.4 TR-10.4** Support a regional parking policy that levels the playing field and incentivizes local reforms. Do this in coordination with other regional climate/smart growth strategies such as the Sustainable Communities Strategy.

6. Chapter 6, “Land Use and Transportation” section, page 49, Goal TR-7 – Transportation Demand Management, is hereby amended to read as follows:

**Policy TR-7.1** Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and ~~to~~ reduce vehicle trips ~~generated by their employees~~.

**Policy TR-7.2** Support establishment of transportation management associations (TMA) made up of employers, developers, and property managers in transit-oriented areas working together to manage transportation through

incentives, programs, events, and advocacy that help reduce the number of drive-alone trips, minimize vehicle emissions, and improve access to transportation options.

**Policy ~~TR-7.2~~ TR-7.3** Update and enhance the existing TDM program for City of San José employees. This program may include the expansion of transit pass subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, bicycle sharing, and other measures.

**Policy ~~TR-7.3~~ TR-7.4** Work together with large developments and employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers and property managers to allow ongoing assessment of results.

7. Chapter 6, “Land Use and Transportation” section, page 49, Goal TR-8 – Parking Strategies, is hereby amended to read as follows:

**Policy TR-8.10** ~~Update existing parking standards to reduce~~ Eliminate the minimum parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update ~~existing parking standards~~ the TDM requirements ~~to address TDM actions and~~ to require amenities and programs ~~to support reduced parking requirements~~ that encourage use of non-automobile modes and reduce parking demand.

## EXHIBIT “E”

**File No. GPT21-007.** The Envision San Jose 2040 General Plan is hereby amended as follows:

1. Chapter 1, “Envision San José 2040” section, page 52, History of Planning in San José – Specific Plans and Area Plans, is hereby amended to read as follows:

Evergreen-East Hills Development Policy (1976, revised in 2008 and near term future changes

The Evergreen Development Policy (EDP) was originally adopted in 1976 to address the issues of flood protection and limited traffic capacity in the Evergreen area south of Story Road and east of US Highway 101. In 1991 and 1995, the EDP was revised to identify specific transportation and flood control improvements needed for the implementation of the Evergreen Specific Plan and the greater policy area, respectively. Revisions were also made in 2008 to provide a new framework to allow a limited amount of additional development capacity. The resulting policy was renamed the Evergreen-East Hills Development Policy (EEHDP). The EEHDP is also anticipated to be amended by the City Council in 2022 to transition from the EEHDP to the VMT Policy as the policy to control growth in the area. This amendment was made to (1) include a small increment of new housing and commercial growth and refer further consideration of land uses within the EEHDP policy area to the Envision San José 2040 General Plan update; (2) to limit the applicability of the EEHDP to development projects within the EEHDP that received land use approvals prior to the effective date of the 2021 amendment of the EEHDP that required as a condition of approval the payment of traffic impact fees pursuant to Chapter 14.32 of the San Jose Municipal Code; and (3) the community-gathered guiding principles for land use, transportation, and design, developed through Evergreen East Hills Visioning Strategy, will continue to apply to projects within the Evergreen-East Hills Development Policy area.

2. Chapter 7, “Implementation” section, page 9, Policy IP-2.8, is hereby amended to read as follows:

**Policy IP-2.8** Allow development of residential units at the density and in the form approved in land use entitlements in place upon adoption of the Envision San José 2040 General Plan, including capacity specified in the adopted

Downtown Strategy, North San José Area Development Policy, ~~Evergreen-East Hills Development Policy~~, Specific Plans, and potential dwelling unit yield from residential properties identified on the City's Vacant Land Inventory. ~~When the City Council commences the second Horizon of the Envision General Plan, new or revised proposals for development on sites with previously approved residential entitlements should conform to the Land Use / Transportation Diagram.~~

DRAFT