

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Planning Commission

SUBJECT: SEE BELOW

DATE: November 20, 2017

COUNCIL DISTRICT: 6

SUBJECT: GP17-006. GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE/TRANSPORTATION DIAGRAM LAND USE DESIGNATION FROM MIXED USE COMMERCIAL TO URBAN VILLAGE ON A 1.22 GROSS ACRE SITE

GPT17-008. GENERAL PLAN TEXT AMENDMENT TO THE DIRIDON STATION AREA PLAN TO SHIFT 305 DWELLING UNITS FROM SUBAREA F TO SUBAREA C TO FACILITATE RESIDENTIAL DEVELOPMENT ON THE 1.22 GROSS ACRE SITE

C17-031. CONFORMING REZONING FROM THE LI LIGHT INDUSTRIAL ZONING DISTRICT TO THE CP COMMERCIAL PEDESTRIAN ZONING DISTRICT ON AN APPROXIMATELY 1.07 GROSS ACRE SITE

RECOMMENDATION

The Planning Commission voted unanimously (6-0-1, Ballard absent) to recommend that the City Council take the following actions:

1. Consider the Initial Study and Addendum (October 18, 2017) to the Diridon Station Area Plan Final Environmental Impact Report (FEIR) (Resolution No. 77096) for the project;
2. Adopt a resolution approving:
 - a. The General Plan Amendment to change the General Plan land use designation to Urban Village on a 1.22 gross acre site; and
 - b. The General Plan Text Amendment to the Diridon Station Area Plan to shift 305 units to Subarea C.
3. Adopt an ordinance approving the Conforming Rezoning to the CP Commercial Pedestrian Zoning District on a 1.07 gross acre site.

OUTCOME

Should the City Council approve the General Plan Amendment, General Plan Text Amendment, and Rezoning, the Envision San José 2040 General Plan Land Use/Transportation Diagram would be amended to reflect the proposed land use designation change to Urban Village, the Diridon Station Area Plan would be updated to reflect the shift of 305 units to Subarea C, and the 1.07 gross acre site would be rezoned to the CP Commercial Pedestrian Zoning District.

BACKGROUND

On November 8, 2017, the Planning Commission held a public hearing to consider the proposed General Plan Amendment, General Plan Text Amendment, and Conforming Rezoning. The Director of Planning, Building and Code Enforcement recommended approval of the General Plan Amendment, General Plan Text Amendment, and Conforming Rezoning. The Planning Commission made a recommendation to the City Council to adopt the Addendum and approve the applicant's proposed General Plan Amendment, General Plan Text Amendment, and Conforming Rezoning requests.

Public Comment

The applicant introduced himself to the Planning Commission and stated he was excited about the opportunity to bring higher-density development to the Diridon Station area, especially in light of the news that Google was potentially moving to the area.

Commissioner Abelite asked staff whether they were concerned about the loss of industrial land considering that site is zoned LI Light Industrial. Staff stated that while the site is zoned for light industrial uses, the General Plan land use designation is Mixed Use Commercial and has not been envisioned for industrial uses for many years. If the site were to have an industrial land use designation, staff would not be recommending approval for the proposal.

ANALYSIS

For a complete analysis, please see the Planning Commission staff report (attached).

EVALUATION AND FOLLOW UP

Should the City Council approve the General Plan Amendment, General Plan Text Amendment, and Rezoning, the Envision San José 2040 General Plan Land Use/Transportation Diagram would be amended to reflect the proposed land use designation change to Urban Village, the Diridon Station Area Plan would be updated to reflect the shift of 305 units to Subarea C, and the 1.07 gross acre site would be rezoned to the CP Commercial Pedestrian Zoning District.

PUBLIC OUTREACH

Staff followed Council Policy 6-30: Public Outreach Policy. 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.

COORDINATION

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

CEQA

An Initial Study (IS) and Addendum to the Diridon Station Area Plan FEIR (Resolution No. 77096) were prepared by the Director of Planning, Building and Code Enforcement for the subject General Plan Amendment, General Plan Text Amendment, and Conforming Rezoning. The IS and Addendum concluded that the Diridon Station Area plan FEIR adequately addresses the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the FEIR.

/s/

ROSALYNN HUGHEY, SECRETARY
Planning Commission

For questions please contact Michael Brilliot, Division Manager, at 408-535-7831.

Attachment: Planning Commission Staff Report



PLANNING COMMISSION STAFF REPORT

File No.	GP17-006 / GPT17-008 / C17-031
Applicant	Kurt B. Anderson
Location	715 & 739 West Julian Street
Existing General Plan Land Use Designation	Mixed Use Commercial
Proposed General Plan Land Use Designation	Urban Village
Existing Zoning Districts	CP – Commercial Pedestrian LI – Light Industrial
Proposed Zoning Districts	CP – Commercial Pedestrian
Council District	6
Historic Resource	No
Annexation Date:	December 25, 1908 (College Park/Burbank Sunol)
CEQA:	Addendum (October 18, 2017) to the Diridon Station Area Plan Final Program Environmental Impact Report

APPLICATION SUMMARY:

GP17-006: General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Commercial to Urban Village on an approximately 1.22 gross acre site.

GPT17-008: General Plan Text Amendment to the Diridon Station Area Plan to shift 305 dwelling units from Subarea F: Park/San Carlos to Subarea C: Stockton Corridor to facilitate residential development on the approximately 1.22 gross acre site.

C17-031: Conforming Rezoning application from LI Light Industrial to CP Commercial Pedestrian on an approximately 1.07 gross acre site.

RECOMMENDATION:

Planning staff recommends that the Planning Commission recommend the City Council to:

1. Consider the Addendum (October 18, 2017) to the Final Diridon Station Area Plan Final Program Environmental Impact Report.
2. Adopt a resolution amending the *Envision San José 2040 General Plan Land Use/Transportation Diagram* land use designation from Mixed Use Commercial to Urban Village on a 1.22 gross acre site, located on the northwest corner of Julian Street and Stockton Avenue (715 & 739 West Julian Street); and amending the Diridon Station Area Plan to shift 305 dwelling units from Subarea F to Subarea C.

3. Adopt an ordinance of the City of San José rezoning an approximately 1.07 gross acre site, located on the northwest corner of Julian Street and Stockton Avenue (715 & 739 West Julian Street) from the LI Light Industrial Zoning District to the CP Commercial Pedestrian Zoning District.

PROJECT DATA

GENERAL PLAN		<input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	
SURROUNDING USES			
	General Plan Land Use	Zoning	Existing Use
North	Mixed Use Commercial	A(PD) Planned Development	Multi-family residential
South	Residential Neighborhood Urban Village	CO Commercial Office LI Light Industrial CG Commercial General A(PD) Planned Development	Senior citizen center, preschool, machine shop Neighborhood-serving commercial
East	Transit Employment Center	HI Heavy Industrial	PG&E Services Center (surface parking lot and service building)
West	Mixed Use Commercial	LI Light Industrial	Wine tasting room

RELATED APPROVALS	
Date	Action
2001	Conditional Use Permit to allow a restaurant and beauty shop on a 0.15 gross acre site (File No. CP00-007)
2001	General Plan Amendment to change the land use designation from Light Industrial with Mixed Industrial Overlay to Mixed Use with no underlying land use designation (File No. GP00-008)
2009	Conforming Rezoning from the LI Light Industrial Zoning District to CP Commercial Pedestrian Zoning District to allow residential/commercial mixed uses on a 0.15 gross acre site (File No. C09-005). Please note, this Rezoning pertained only to the southeast corner of the subject site.
2014	Diridon Station Area Plan and related amendments to the <i>Envision San José 2040 General Plan</i> (Resolution No. 77098)

PROJECT DESCRIPTION

Background

On March 8, 2017, the applicant applied for a General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Mixed Use Commercial to Urban Village on a 1.22 acre site, and a General Plan Text Amendment to the Diridon Station Area Plan to shift 305 units from the Southern Zone to the Northern Zone to allow residential development on the subject site. Changing the General Plan land use designation to Urban Village would allow a wide variety of commercial, residential, and institutional land uses with an emphasis on establishing an attractive and pedestrian-oriented urban form. The Diridon Station Area Plan was adopted by City Council in June 2014 as an Urban Village Plan (Diridon Station Area/Urban Village Plan), which allows the Urban Village designation to be applied within the boundaries of the Plan.

On July 24, 2017, the applicant also applied for a Conforming Rezoning to change the Zoning District from LI Light Industrial to CP Commercial Pedestrian on a 1.07 acre portion of the total 1.22 gross acre site.

Site Location

The site is located on the northwest corner of Julian Street and Stockton Avenue, and is located within the Diridon Station Area Urban Village. The site is currently occupied by five buildings: two residences, a commercial building, and two vacant buildings.



Figure 1: Site Location

ANALYSIS

The proposed project was analyzed for conformance with the following: 1) the Envision San José 2040 General Plan, 2) the Diridon Station Area/Urban Village Plan, 3) the Zoning Ordinance, and 4) the California Environmental Quality Act (CEQA).

Envision San José 2040 General Plan Conformance

Existing General Plan Land Use Designation: Mixed Use Commercial

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for residential/commercial mixed-use projects

and 0.25 FAR for commercial projects with a typically appropriate overall FAR of up to 4.5, allowing for a medium intensity of development. This designation, therefore, is more commercially focused than the Mixed Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they are compatible and do not pose a hazard to other nearby uses. The Mixed Use Commercial land use designation also allows up to 50 dwelling units per acre.

Proposed General Plan Land Use Designation: Urban Village

The Urban Village designation is applied within Urban Village areas that are planned in the current Horizon to accommodate higher density housing growth along with a significant amount of job growth. 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. The Urban Village land use designation within the Diridon Station Area/Urban Village Plan supports a wide variety of commercial, residential, and institutional land uses with an emphasis on establishing an attractive and pedestrian-oriented urban form. This land use designation supports a residential density of up to 250 dwelling units per acre and an FAR of up to 10.0, with a minimum commercial FAR of 0.5 for projects containing residential uses.

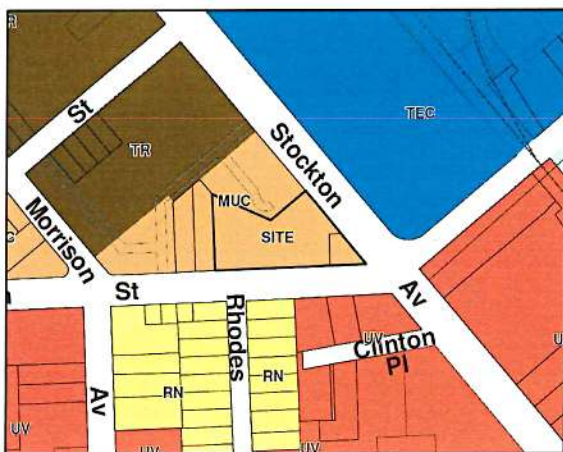


Figure 2: Existing General Plan Land Use Designation

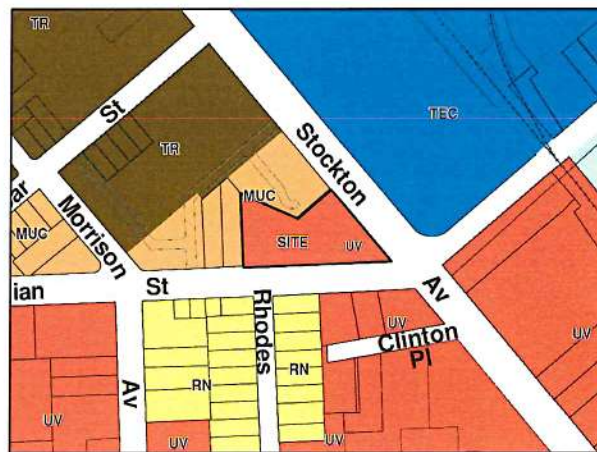


Figure 3: Proposed General Plan Land Use Designation

General Plan Goals and Policies

The proposed General Plan Amendment, General Plan Text Amendment, and Conforming Rezoning are **consistent** with the following General Plan Major Strategies, goals, and policies:

1. **Urban Village Major Strategy:** The Urban Village Major Strategy promotes the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals. The General Plan establishes the Urban Villages concept to create a policy framework to direct most new job and housing growth to occur within walkable and bike friendly Urban Villages that have good access to transit and other existing infrastructure and facilities.

Analysis: The subject site is located a quarter mile from Diridon Station and is in the Diridon Station Area Urban Village, which has an adopted Urban Village Plan. The proposed General Plan Amendment and conforming Rezoning would further the Urban Village Major Strategy by allowing higher density residential uses near the City's foremost transit hub, while still providing the minimum 0.5 FAR for employment uses required by the current land use designation.

2. **Growth Areas Goal LU-2:** Focus new growth into identified Growth Areas to preserve and protect the quality of existing neighborhoods, including mobilehome parks, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City's projected demographics i.e., a young and senior population, and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.

Growth Area Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.

Land Use Policy LU-10.2: Distribute higher residential densities throughout our city in identified growth areas and facilitate the development of residences in mixed-use development within these growth areas.

Land Use Policy LU-10.3: Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.

Land Use and Employment Policy IE-1.5: Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.

Analysis: The proposed Urban Village land use designation of the subject site facilitates housing and job growth in an identified Growth Area - the Diridon Station Area Urban Village - as well as nearby high-quality transit, the Diridon Station. The high job and housing densities permitted by the Urban Village land use designation would promote the use of the adjacent transit facilities and would contribute to a more vibrant, walkable environment within the Diridon Station Area Urban Village. The proposed Urban Village designation would also promote employment uses at the same density as the existing Mixed Use Commercial designation because the Diridon Station Area/Urban Village Plan requires that new mixed-use commercial/residential development under the Urban Village land use designation have a minimum 0.5 floor are ratio (FAR). This would require a future mixed-use residential project to include a minimum of approximately 26,570 square feet of commercial space on site.

3. **Residential and Mixed Use Policy LU-9.8:** When changes in residential densities in established neighborhoods are proposed, the City shall consider such factors as neighborhood character and identity; historic preservation; compatibility of land uses and impacts on livability; impacts on services and facilities, including schools, to the extent permitted by

law; accessibility to transit facilities; and impacts on traffic levels on both neighborhood streets and major thoroughfares.

Analysis: The development of the Diridon Station Area/Urban Village Plan involved a series of community meetings and engagement with residents, businesses, and developers in the local area. The Plan reflects their desire for a vibrant, mixed-use urban destination with connectivity to Diridon Station. The proposed Urban Village designation supports the character and identity of the Diridon Station area and adopted Urban Village Plan as the designation supports a wide variety of uses through the development of high-density housing, office, and retail.

4. **Implementation Policy IP-1.6:** Ensure that proposals to rezone and pre-zone properties conform to the Land Use/Transportation Diagram, and advance the Envision General Plan Vision, goals, and policies.

Implementation Policy IP-8.2: Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the Envision General Plan Land Use/Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective Envision General Plan land use designations, while providing greater detail as to the appropriate land uses and form of development.

Implementation Policy IP-8.4: Within Urban Village areas review rezoning actions for consistency with applicable Urban Village Plans. Align the location, density and form of new residential or residential mixed-use development with standards established within the applicable Urban Village plan or consistent with the requirements for Signature projects or ancillary residential development as provided for in the General Plan.

Analysis: The existing LI Light Industrial Zoning District is intended for a wide variety of industrial uses, but does not permit the mixed-use, high-density development that is envisioned in the General Plan and the adopted Diridon Station Area/Urban Village Plan for this site. Development standards of the LI Light Industrial Zoning District also prohibit the density allowed by the Urban Village land use designation that support the objectives of the General Plan's Vision, goals, and policies. Furthermore, the proposed CP Commercial Pedestrian Zoning District is the conforming zoning district for the Envision San José 2040 General Plan Land Use/Transportation Diagram's designation of Urban Village, as indicated by Zoning Ordinance Section 20.120.110. The CP Commercial Pedestrian Zoning District furthers the Urban Village land use designation by allowing pedestrian-oriented, mixed-use residential/commercial development at high densities and intensities.

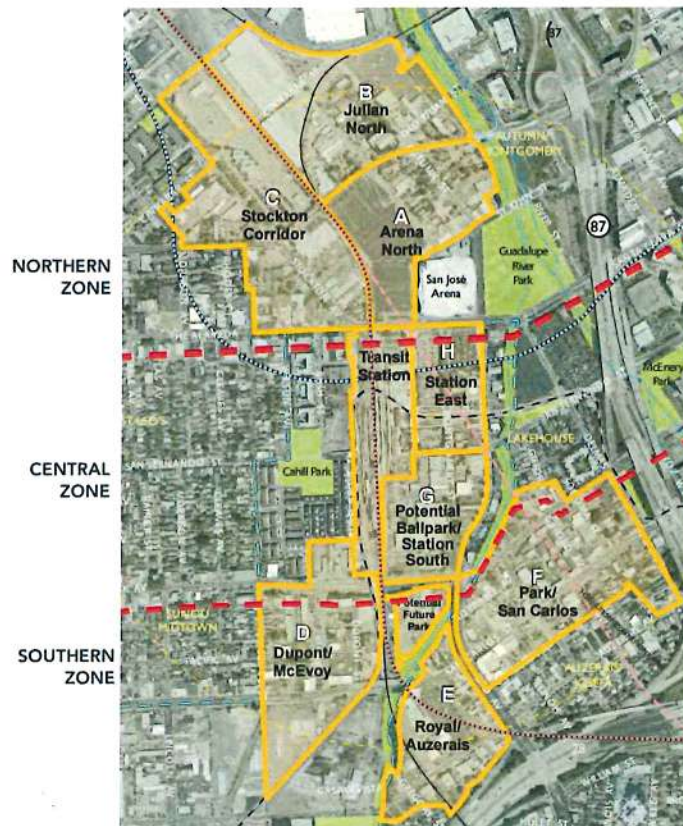
Diridon Station Area/Urban Village Plan Conformance

On June 17, 2014, City Council adopted the Diridon Station Area/Urban Village Plan (DSAP) and the Diridon Station Area Plan Final Program Environmental Impact Report (PEIR). One of the primary objectives of the DSAP was to develop a land use, urban design, circulation, and open space plan that would be supportive of and integrated with the planned major transportation investments at Diridon Station including BART, Bus Rapid Transit, the electrification of Caltrain, and High Speed Rail. The DSAP area is broken into three distinct areas; the Northern Zone (the innovation zone), Central Zone (the commerce and entertainment zone), and Southern

Zone (the urban neighborhoods zone). The subject site is located in the Northern Zone in Subarea C, the Stockton Corridor (see Figure 4). The Subarea C portion of the Northern Zone plans for high-density mixed-use residential and commercial uses adjacent to The Alameda (East) Urban Village, with high-intensity office and research and development facilities north of Julian Street and east of Stockton Avenue.

During development of the DSAP, staff recommended Urban Residential as the appropriate land use designation for this site, which allows 30-95 DU/AC. City Council, however, voted not to approve the Urban Residential land use designation on this property until an Implementation Financing Plan was adopted. As a result, the site maintained its Mixed Use Commercial land use designation. While the Urban Residential land use designation was not adopted by City Council in 2014, staff believes the proposed Urban Village designation would further support the overall vision and intent of the DSAP than the current Mixed Use Commercial designation for the following reasons:

- The Urban Village land use designation allows an FAR of up to 10.0, and requires a minimum FAR of 0.5 for mixed-use commercial/residential projects, thus meeting the same commercial square footage requirement of the current Mixed Use Commercial land use designation; and
- The Urban Village land use designation supports high-density, mixed-use residential development meeting the intent of the originally proposed Urban Residential land use designation, and consistent with the urban design and placemaking proposals outlined in the DSAP for the Northern Zone.



Aerial alignment through Diridon Station area provided by HSR Business Plan 11/11/11.

Figure 4. Diridon Station Primary Zones

The DSAP establishes a capacity of 2,588 dwelling units, 4,963,400 square feet of commercial/R&D/light industrial, 424,100 square feet of retail/restaurants, and 900 hotel rooms. These capacities are distributed amongst the Plan's eight subareas based on site constraints, land use, existing development, and other factors. The DSAP sets a residential capacity for the Northern Zone of 223 units, 0 units for the Central Zone, and 2,365 units for the Southern Zone. The Northern Zone has utilized its entire residential capacity since the Plan's adoption in 2014; thus, the applicant has applied for a General Plan Text Amendment to move 305 units from Subarea F in the Southern Zone to Subarea C in the Northern Zone. This shift in units would permit additional residential development within the Northern Zone, but would not increase the overall capacity of the DSAP. The proposed text amendments are shown in Attachment A.

The proposed General Plan Text Amendment is consistent with the Diridon Station Area/Urban Village Plan as the shift in residential capacity to the Northern Zone does not negatively affect the Plan's ability to provide high-density commercial, office, and residential development throughout the project area. Moving 305 residential units to the Northern Zone does not diminish the Northern Zone's employment opportunities because there is not a decrease to the zone's employment land. The Southern Zone's identity as the urban neighborhoods zone is also not diminished as over 2,000 units remain to be developed in the zone.

Zoning Ordinance

The approximately 0.15 acre parcel (APN No. 261-01-030) located on the southeast corner of the subject site is currently zoned CP Commercial Pedestrian, while the remaining approximately 1.07 acre portion of the site (APN No. 261-01-094) is zoned LI Light Industrial. The proposed conforming rezoning would change the portion of the site zoned LI Light Industrial to CP Commercial Pedestrian. Pursuant to Municipal Code Section 20.40.010, the CP Commercial Pedestrian Zoning District is intended to support pedestrian-oriented retail activity at a scale compatible with surrounding residential neighborhoods, encourages mixed residential/commercial development where appropriate, and is designed to support intensive pedestrian-oriented commercial activity and development consistent with general plan urban design policies. The CP Zoning District may also be located in areas that have an Urban Village land use designation, and as such, uses and development must conform to the approved Urban Village Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Addendum (October 18, 2017) to the Diridon Station Area Plan Final Environmental Impact Report (FEIR) was approved by the Director of Planning, Building, and Code Enforcement for the subject General Plan Amendment, General Plan Text Amendment, and Rezoning. The Diridon Station Area Plan FEIR contains sufficient information to provide project-level environmental clearance for certain impacts by including standard measures that apply to all projects in San José. The proposed project is eligible for an Addendum to the Diridon Station Area Plan FEIR pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 and was completed in compliance with CEQA to reflect an independent judgment and analysis of the project.

An Initial Study was prepared in support of the Addendum that provided analysis of the proposed actions. The Initial Study concluded that the Diridon Station Area Plan FEIR adequately addresses the environmental effects of the proposed project with supplemental evaluation, and the project would not result in significant environmental effects that are not already identified in the FEIR.

The Planning Commission must consider the addendum prior to making a recommendation to the Council on this project. The Council must also consider this addendum, along with the Diridon Station Area Plan FEIR, prior to making its decision on the project. The Addendum identified that the implementation of the project would not result in any significant effects on the environment. The Addendum, Initial Study, associated appendices, and other related environmental documents are available on the Planning website at:

<http://www.sanjoseca.gov/index.aspx?NID=5716>.

PUBLIC HEARING NOTIFICATION

Staff followed Council Policy 6-30: Public Outreach Policy. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and all members of the project's contact list. The notice and staff report are posted on the City's website. Staff has been available to respond to questions from the public.

Community Meeting

Staff held a community meeting on September 11, 2017. Approximately 35 community members attended the meeting with the majority in support of high-density mixed-use residential uses at the subject site. Comments from attendees included the following:

- Desire for traffic calming and bicycle infrastructure improvements on Taylor Street, Stockton Avenue, and Julian Street
- Need for ADA accessibility under the bridge on Julian Street
- Future development should be built at a human scale and include parking reductions, strong placemaking, affordable units, and quality retail
- Moving 305 units from the Southern Zone to the Northern Zone could create an imbalance within DSAP
- The property is currently blighted and feels unsafe
- Noise study for construction is needed
- Stockton Avenue should be improved in a similar design to The Alameda with a tree-lined center strip
- Stockton Avenue should not be allowed to be used as a commercial truck route

- Street light enhancements desired along Stockton Avenue

Project Manager: Kimberly Vacca

Approved by:

, Planning Official for Rosalynn Hughey,
Interim Planning Director

Date:

10/31/17

Owner:

Damian Spano
73 N. Keeble Avenue
San José, CA

Attachments:

- A) Strike-through/Underline of proposed Diridon Station Area Plan Text Amendments
- B) Draft Ordinance with Legal Description and Plat Map
- C) Draft Resolution
- D) Initial Study and Addendum
- E) Public Correspondence

ATTACHMENT A

STRIKETHROUGH/UNDERLINE OF PROPOSED TEXT CHANGES

Diridon Station Area Plan, pg. 2-139

The Northern Zone would include 3,012,400 gross square feet of commercial, which includes office and research and development (R&D) uses; approximately 81,100 gross square feet of retail and restaurant use; and ~~223~~ 528 residential units. This projected future development capacity would require ~~5,088~~ 5,393 parking spaces based on the recommended parking rates.

The Southern Zone would include 805,000 gross square feet of commercial, which includes office uses; approximately 203,000 gross square feet of retail and restaurant uses, 650 hotel rooms and ~~2,365~~ 2,060 residential units. Based on the recommended parking rates, these proposed uses would require approximately ~~3,453~~ 3,148 parking spaces.

Diridon Station Area Plan, pg. 2-140

FIGURE 2-8-1: DEVELOPMENT-BASED PARKING DEMAND BY LAND USE CATEGORY AND ZONE

20% VMT reduction		Proposed Development by Land Use			
		Commercial	Retail/ Restaurant	Residential	Hotel
North	rate	1.9	0	1	0.2
A. Arena North		576,400 1,634,00	40,300	0	0
B. Julian North		0	0	0	0
C. Stockton Corridor		802,000	40,800	223 <u>528</u>	0
		3,012,40			
	Total	0	81,100	223 <u>528</u>	0
South	rate	1.4	0	1	0.2
D. Dupont/McEvoy		0	61,000	1,175	0
E. Royal/Auzerais		805,000	12,000 130,00	155	200
F. Park/San Carlos		0	0	1,035 <u>730</u>	450
			203,00	2,365	
	Total	805,000	0	2,365 <u>2,060</u>	650
Central	rate	0.5 5	0	1	0.2
G. Ballpark		0 1,146,00	0 140,00	0	0
H. Station East		0	0		250
		1,146,00	140,00		
	Total	0	0	0	250
Total Development		4,963,40 0	424,10 0	2,588	900

Projected Parking Demand						
	5,088					
North	<u>5,393</u>	4,864	0	223 <u>528</u>		0
	3,453			2,365		
South	<u>3,148</u>	958	0	<u>2,060</u>		130
Central	586	535	0	0		50
Total	9,127	6,357	0	2,588		180
		1.5	0.0	1.0	0.2	
Weighted Rate		1	0	0	0	

DRAFT

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF SAN JOSE REZONING
CERTAIN REAL PROPERTY OF APPROXIMATELY 1.07
ACRES, SITUATED ON THE NORTHWEST CORNER OF
JULIAN STREET AND STOCKTON AVENUE (715 AND 739
WEST JULIAN STREET), FROM THE LI LIGHT
INDUSTRIAL ZONING DISTRICT TO THE CP
COMMERCIAL PEDESTRIAN ZONING DISTRICT**

WHEREAS, all rezoning proceedings required under the provisions of Chapter 20.120 of Title 20 of the San José Municipal Code have been duly had and taken with respect to the real property hereinafter described; and

WHEREAS, pursuant to Section 15168 of the CEQA Guidelines, the City of San José has determined that the proposed rezoning is pursuant to or in furtherance of and within the scope of previously approved program evaluated in the Final Program Environmental Impact Report for the Diridon Station Area Plan (the "DSAP FEIR"), for which findings were adopted by the City Council through its Resolution No. 77096 on June 17, 2014, and the Final Program Environmental Impact Report for the Envision San José 2040 General Plan (the "FEIR") as supplemented, for which findings were adopted by City Council through its Resolution Nos. 76041 and 77617 on November 1, 2011 and December 15, 2015, respectively, and does not involve new significant effects beyond those analyzed in the DSAP FEIR, or the FEIR and their supplement; and

WHEREAS, the City Council of the City of San José is the decision-making body for the proposed subject rezoning to CP Commercial Pedestrian Zoning District; and

WHEREAS, this Council of the City of San José has considered and approves the

information contained in the DSAP FEIR and the FEIR, as supplemented, and related City Council Resolution Nos. 77096, 76041 and 77617 and the addendum therewith prior to acting upon or approving the subject rezoning;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. The recitals above are incorporated herein.

SECTION 2. All that real property hereinafter described in this section, hereinafter referred to as "subject property," is hereby rezoned as CP Commercial Pedestrian Zoning District.

The subject property referred to in this section is all that real property situated in the County of Santa Clara, State of California, described in Exhibit "A" and depicted in Exhibit "B" attached hereto and incorporated herein by this reference.

SECTION 3. The district map of the City is hereby amended accordingly.

SECTION 4. The land development approval that is the subject of City File No. C17-031 is subject to the operation of Part 2.75 of Chapter 15.12 of Title 15 of the San José Municipal Code. The applicant for or recipient of such land use approval hereby acknowledges receipt of notice that the issuance of a building permit to implement such land development approval may be suspended, conditioned or denied where the City Manager has determined that such action is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed by the California Regional Water Quality Control Board for the San Francisco Bay Region.

PASSED FOR PUBLICATION of title this _____ day of _____, 2017 by the following
vote:

AYES:

NOES:

ABSENT:

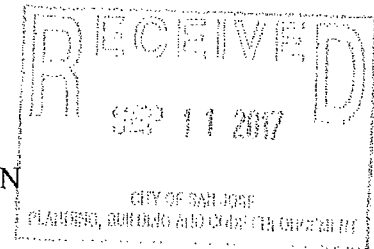
DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

EXHIBIT "A"
LEGAL DESCRIPTION
TO ACCOMPANY ZONING APPLICATION
715 WEST JULIAN STREET



Being all of Parcel A as said Parcel A is shown on that certain City of San Jose, California, Department of City Planning Lot Line Adjustment Permit, File No. AT 97-05-053 as evidenced by that document recorded October 10, 1997, as Document No. 13894399, Santa Clara County Records, State of California, being more particularly described as follows:

BEGINNING at a point on the northerly line of West Julian Street, a public street 80 feet wide, distant thereon 151.20 feet from the point of intersection of the northerly line of West Julian Street with the Southwesterly line of Stockton Avenue, a public street 100 feet wide; Said Point of Beginning also being a point on the southerly line of Parcel A of the aforementioned Lot Line Adjustment; Permit; Said Point of Beginning also being the most southeasterly corner of Parcel 1 as said Parcel 1 is shown on that certain Parcel Map filed in the Office of the Recorder of the County of Santa Clara, State of California in Book 584 of Maps at Pages 7 and 8;

Thence along said northerly line of West Julian Street South $87^{\circ} 08' 20''$ West 192.00 feet to the southwesterly corner of said Parcel 1;

Thence continuing along said northerly line of West Julian Street South $87^{\circ} 08' 20''$ West 50.00 feet to the southwesterly corner of said Parcel A;

Thence leaving said northerly line of West Julian Street along the westerly line of said Parcel A North $02^{\circ} 51' 40''$ West 196.00 feet to the most northwesterly corner of said Parcel A;

Thence along the northerly line of said Parcel A South $66^{\circ} 48' 20''$ East 55.66 feet, more or less, to the northwesterly corner of said Parcel 1;

Thence continuing along the northerly line of said Parcel A and said Parcel 1 the following two (2) courses: 1) South $66^{\circ} 48' 20''$ East 111.31 feet, and 2) North $49^{\circ} 15' 00''$ East 116.61 feet, more or less, to a point on the aforementioned Southwesterly line of Stockton Avenue and the northeast corners of said Parcel A and said Parcel 1;

Thence along said southwesterly line of Stockton Avenue South $40^{\circ} 45' 00''$ East 90.00 feet to the corner of said Parcel 1;

Thence continuing along said southwesterly line of Stockton Avenue South $40^{\circ} 45' 00''$ East 51.30 feet, more or less, to the most easterly corner of said Parcel A;

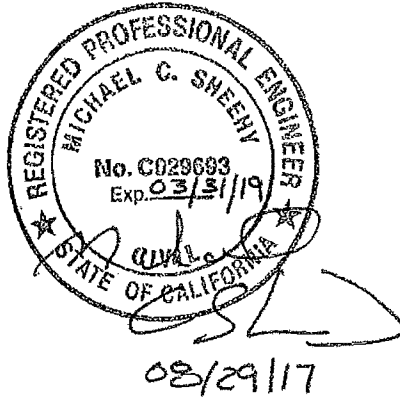
Thence leaving said southwesterly line of Stockton Avenue along the southeasterly lines of said Parcel A, the two (2) following courses: 1) parallel with said northerly line of West Julian Street South $87^{\circ} 08' 20''$ West 46.77 feet, and 2) South $02^{\circ} 51' 40''$ East 82.75 feet, more or less to the northerly line of West Julian Street;

Thence along said northerly line of West Julian Street South 87° 08' 20" West 40.20 feet to the TRUE POINT OF BEGINNING.

Containing 46,645 Square Feet (1.07 Acres), More or less.

APN 261-01-094

Prepared by:
Ruth and Going, Inc.
PO Box 26460
San Jose, CA 95159
R+G Job # 17-901A
June 26, 2017



Note:

The purpose of the above legal description is to accompany the Rezoning Application for the 715 West Julian Street project (File C17-031). The above legal description is based on record information and is not a resolved boundary survey.

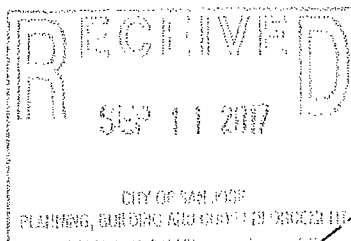


0 30' 60'
GRAPHIC SCALE
1" = 60'

LEGEND

POB POINT OF BEGINNING
() RECORD DATA
--- STREET CENTERLINE
--- BOUNDARY

TOTAL AREA FOR TRACTS ONE & TWO
= 46645 SF (1.07± ACRES)



08/29/17

RHODES TRACT
BK B OF MAPS

STOCKTON AVENUE

W JULIAN ST

APN 261-01-030

APN-261-01-094

Drawing file: Q:\Civil\17901A\Dwg\Exhibits\Plat Map of Julian and Stockton\ Plat Map Final.dwg
Aug 29, 2017 - 1:36pm

R+G

RUTH AND GOING, INC.

Civil Engineering Land Surveying
2216 THE ALAMEDA SANTA CLARA, CA. 95050
(408) 236-2400

EXHIBIT B
PLAT MAP TO ACCOMPANY
ZONING APPLICATION

715 WEST JULIAN STREET

San Jose

California

DATE: 2017-08-29

Dept.:

Scale: 1" = 80'

Drwn.: RA

Chkd.: MS

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO MODIFY THE LAND USE/TRANSPORTATION DIAGRAM TO URBAN VILLAGE AT 715 AND 739 WEST JULIAN STREET AND MODIFY THE DIRIDON STATION AREA PLAN TO SHIFT 305 RESIDENTIAL UNITS TO THE NORTHERN ZONE

Fall 2017 General Plan Amendment Cycle (Cycle 3)

GP17-006 and GPT17-008

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 Jose; 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 June 17, 2014, the City Council adopted the Diridon Station Area Plan by Resolution No. 77096, which has been amended from time to time; and

WHEREAS, on November 8, 2017, the Planning Commission held a public hearing to consider the proposed amendments to the General Plan and Diridon Station Area Plan, File Nos. GP17-006 and GPT17-008 specified in Exhibit "A" hereto ("General Plan Amendments"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed amendments; 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 December 12, 2017, the Council held a duly noticed public hearing; 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, 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 28, 2017 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendments (Exhibit "A"); and

WHEREAS, prior to making its determination on the General Plan Amendments, the Council reviewed and considered the Addendum (October 18, 2017) to the Diridon Station Area Plan Final Program Environmental Impact Report, Resolution No. 77096; and

WHEREAS, the Council is the decision-making body for the proposed General Plan Amendments;

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

SECTION 1. The Council's determinations regarding General Plan Amendment File Nos. GP17-006 and GPT17-008 are hereby specified and set forth in Exhibit "A," attached hereto and incorporated herein by reference.

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

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

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

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

Dated: _____

TONI J. TABER, CMC
City Clerk

EXHIBIT A

File No. GP17-006. A General Plan Amendment to change the Land Use /Transportation Diagram land use designation from Mixed Use Commercial to Urban Village on a 1.22 gross acre site located at the northwest corner of Julian Street and Stockton Avenue (715 West Julian Street) (Speno Enterprises LP, Owner).

Council District: 6. CEQA: Addendum (October 18, 2017) to the Diridon Station Area Plan Final Program EIR, Resolution No. 77096.

File No. GPT17-008. Amendments to the Diridon Station Area Plan as follows:

1. Amendments to the Diridon Station Area Plan, Chapter 2, entitled "Final Plan General Description," "Summary" section, third and fourth paragraphs on page 2-139, as follows:

"The Northern Zone would include 3,012,400 gross square feet of commercial, which includes office and research and development (R&D) uses; approximately 81,100 gross square feet of retail and restaurant use; and ~~223~~ 528 residential units. This projected future development capacity would require ~~5,088~~ 5,393 parking spaces based on the recommended parking rates.

The Southern Zone would include 805,000 gross square feet of commercial, which includes office uses; approximately 203,000 gross square feet of retail and restaurant uses, 650 hotel rooms and ~~2,365~~ 2,060 residential units. Based on the recommended parking rates, these proposed uses would require approximately ~~3,453~~ 3,148 parking spaces."

2. Amendments to "Figure 2-8-1: Development-Based Parking Demand by Land Use Category and Zone" on page 2-140 of the Diridon Station Area Plan, as follows:

20% VMT reduction		Proposed Development by Land Use			
		Commercial	Retail/ Restaurant	Residential	Hotel
North	rate	1.9	0	1	0.2
A. Arena North		576,400	40,300	0	0
B. Julian North		1,634,000	0	0	0
C. Stockton Corridor		802,000	40,800	<u>223,528</u>	0
	Total	3,012,400	81,100	<u>223,528</u>	0
South	rate	1.4	0	1	0.2
D. Dupont/McEvoy		0	61,000	1,175	0
E. Royal/Auzerais		805,000	12,000	155	200
F. Park/San Carlos		0	130,000	<u>1,035,730</u>	450
	Total	805,000	203,000	<u>2,365,206</u>	650
Central	rate	0.55	0	1	0.2
G. Ballpark		0	0	0	0
H. Station East		1,146,000	140,000		250
	Total	1,146,000	140,000	0	250
Total Development		4,963,400	424,100	2,588	900
Projected Parking Demand					
North	5,393	4,864	0	528	0
South	3,148	958	0	2,060	130
Central	586	535	0	0	50
	Total	9,127	6,357	2,588	180
Weighted Rate		1.51	0.00	1.00	0.20

Council District: 6. CEQA: Addendum (October 18, 2017) to the Diridon Station Area Plan Final Program EIR, Resolution No. 77096.

Attachment D:

The Initial Study/Addendum for GPT16-
009/GPT17-008/C17-031

Can be viewed online at:

<http://www.sanjoseca.gov/index.aspx?NID=5716>

Catalyze SV
Catalyze SV

KIRK VARTAN
ALEX SHORE 9/11/17
MICHAEL BRANSON
SEAN MCCRELY

Talking Points for the Community Meeting on the Stockton/Julian Urban Village Project Proposal (715 W. Stockton)

Community Meeting

Date: Mon, Sept 11, 2017

Time: 6:30-7:30pm

Location: Holy Redeemer Lutheran Church

[1948 The Alameda, San Jose, CA 95126](#)



My name is [name] and I'm a member of Catalyze SV.

General Support/Density

I **support the concept of an Urban Village** general plan amendment at Stockton and Julian.

I am excited to learn more about a potential **Signature project** at this site and look forward to being part of the conversation on the community benefits that this project can offer.

This is a great site for an Urban Village Signature project and provides the opportunity to **build a connection** between the Alameda, the Diridon Area, and Downtown.

I hope to really see the applicant take full advantage of the Urban Village designation and fully **build out the site with 300 units.**

We need all the housing units we can get to solve the housing shortage. If we don't build more housing, our friends and our children won't be able to afford to live here and they'll be forced to move away.

A lot of the surrounding area already is or is planned to be high density development, so this site could certainly handle development at a high density.

We need more exciting design in San Jose, especially around Diridon Station. I hope the applicants really **think big and creatively** about this site.

This Signature Project should provide substantial community benefits. To help assure this, I would like to suggest that the developer commit to provide at least the benefits that any future Urban Village will require in the area.

Transportation/Parking

I welcome seeing high density development **near public transportation** like Diridon Station.

We need more **high density development** that **supports pedestrians, bicyclists**, and other forms of transportation that are located near existing public transportation.

We need to start **planning big around Diridon station**, and this site is a key part of that.

Because this site is located so close to the Guadalupe River trail, Diridon Station, and Downtown, I think it would do well with **unbundled parking** and substantially **lower parking ratios** (e.g., no more than .5 spaces per residential unit).

I hope that the developers here carefully consider how to make the development bike friendly, pedestrian oriented, and welcoming to users of **multi-modal transportation**.

With so many people opting for alternative forms of transportation to get to work and get around, this site should really consider **lower parking ratios**.

Parking should be underground with plans on how to reuse this space in the future.

This plan should look at how ride sharing services can easily integrate with the building.

Active Use/Commercial Use

I hope that a **public plaza** at the corner of Stockton and Julian is incorporated into the final plans for the site.

This project could be successful with a lot of **active uses**. I hope the developer considers including **multiple public plazas** that make the site a **destination**.

I hope that the developer's proposal includes street-oriented or plaza-oriented **commercial and retail uses** that help activate the public plaza.

Because the site is so close to Whole Foods/the Alameda/Diridon/SAP Center, I think a **mixed-use development** with restaurants/bars/retail/etc would do really well here.

This site is next to a neighborhood-supported wine tasting room, so retail next door is fitting. It could help drive more people to this existing business.

Placemaking should be a priority for this site, creating a highly activated ground floor experience, human scale designs, and an experience-based place.

Affordable Housing/Replacement Housing

I am excited to see this site redeveloped, but I also hope that the applicant works with existing residents to ensure they have an **opportunity to relocate** to the site after construction is complete or receive assistance in **finding replacement housing**.

I hope that the developer includes **low-income and affordable housing units** as part of this development.

A building where people of different incomes live is good for our community. It can break down barriers between different people and promote social cohesion. Everyone deserves an opportunity to live in this wonderful neighborhood.

I hope the developer will provide affordable commercial opportunities so smaller mom-and-pop stores can afford to be a part of the neighborhood.

The following
items were
received after
packets were
distributed.

From: Michael Branson [<mailto:michael.branson@gmail.com>]
Sent: Thursday, November 02, 2017 7:21 AM
To: Vacca, Kimberly <kimberly.vacca@sanjoseca.gov>; Planning Commission 2
<PlanningCom2@sanjoseca.gov>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>
Cc: Alex Shoor <alexshoor@gmail.com>
Subject: Letter re GP17-006 from Catalyze SV

Dear Chair Pham and City Staff:

Please see attached the following letter from Catalyze SV regarding the application for a General Plan Amendment application GP17-006. We ask that it be provided to the Planning Commission prior to their decision at the meeting on November 8. Thank you for your serious attention to this application.

Sincerely,
Michael Branson
Chair, Advocacy Committee, Catalyze SV

CATALYZE SV

November 2, 2017

Nick Pham, Chair
San Jose Planning Commission
200 E. Santa Clara Street
San Jose, CA 95113

Re: Stockton and Julian General Plan Amendment (GP17-006)

At Catalyze SV, we strive to encourage and support projects that are ambitious, vibrant, sustainable, and equitable. We believe that amending the General Plan for the parcel located on the northwest corner of Stockton and Julian provides such an opportunity. For that reason, we urge the Planning Commission to approve this General Plan Amendment application.

We wish to commend the applicant on the vision for the Julian/Stockton Site they have shared with the community. Due its location at the crossroads of multiple transit systems and proximity to high value retail destinations like Whole Foods, Trader Joe's, and Target, we believe this site, and the underlying project, has the potential to be transformative for the Garden Alameda neighborhood.

While the current application is for a General Plan Amendment, and not a specific project, we understand that the broad outline for a proposed development would include up to 300 apartments with underground parking for a currently underutilized site. The applicant also intends to have a public plaza with amenities and art. All of these features align with Catalyze SV's core values of creating great places, providing housing, and reducing our reliance on cars.

We strongly support the overall vision presented by the applicant. Our support for the ultimate project, which is proposed to be a Signature Project, will be evaluated based on whether the proposal includes the following elements:

Design and Density: the applicant should take full advantage of the Urban Village designation by buildings out the site with 300 units and incorporating bold designs to create an architecturally significant place.

Transportation/Parking: Due to the site's transit-rich location, the developer should consider substantially lower parking ratios (no more than 0.5 parking spaces per unit) with unbundled parking and incentivize public transit, bicycle, and pedestrian uses.

Active Commercial Use: The final plans for the site should incorporate a public plaza, or multiple plazas, at the corner of Stockton and Julian, with street- or plaza-oriented commercial and retail uses that help activate the plaza and extend the vibrancy from

Whole Foods, The Alameda, and the SAP Center. The commercial units should provide an opportunity for the existing retail to return and afford commercial rent at the new site.

Affordable Housing: The proposal should include low-income and affordable housing units on site. Because the site is proposed as a signature project, the development should exceed the 15% affordable unit requirement of the City's inclusionary housing ordinance.

Replacement Housing: The ultimate development should include a plan for existing residents to ensure they have an opportunity to relocate to the site after construction is complete or receive assistance in finding replacement housing.

The City will need to approve significant changes to the Diridon Station Area Plan and the General Plan that governs development in the area. This General Plan Amendment will transfer jobs parcels to residential uses, and will change the housing allocations in the Plan, which had focused on employment uses for the Stockton Corridor. Thousands of community members participated in a multi-year process to arrive at the current Plan. We want to see the above elements included in the project to be worthy of such valuable and significant public decisions.

We also want to encourage City staff to think creatively about ways to make sure that this project comes to fruition with some of these elements intact even if the entitlement changes hands. As has been seen in the area, property prices are skyrocketing in anticipation of the proposed Google and Adobe developments. In this environment, the City should find clear ways to preserve the community vision for the site. The community's wish for housing and great places should not be used for land speculation.

We look forward to working with City staff and with the developer to make sure that this neighborhood can welcome more people from every background and have a building and location of which we can all be proud. Approving this General Plan Amendment application is the first step.

Sincerely,

Catalyze SV Advocacy Committee

About Catalyze SV

Catalyze SV's mission is to engage community members, developers and city leaders to envision and create sustainable, equitable and vibrant places for people in Silicon Valley. Our Community Engagement Committee encourages a more inclusive and collaborative community engagement process around new development. Our Advocacy Committee identifies, vets and leads advocacy efforts around, specific development projects.