

## SECTION 2.0 DESCRIPTION OF THE PROPOSED PROJECT

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### 2.1 PROJECT BACKGROUND

The *Envision San José 2040 General Plan* (*Envision Plan*) effort began with early community outreach in the winter and spring of 2007. The City Council initiated the *Envision San José 2040 General Plan* update by approving Guiding Principles, a Work Program, and a Community Participation Program in June 2007. A 37-member *Envision San José 2040 Task Force* was appointed by the City Council and convened in September 2007 to guide the development of the *Envision San José 2040 General Plan*.

The Council confirmed the continuing relevance of the seven Major Strategies in the current *Focus on the Future San José 2020 General Plan*.<sup>2</sup> The seven Major Strategies formed the basis for the Council-adopted Guiding Principles for the *Envision San José 2040* process, with the Council adding Social Equity as a new topic and expanding on the existing Sustainable City Major Strategy (as summarized below).

Economic Development – *Maximize the economic and revenue generation potential of the City’s land resources and employment opportunities for San José residents.*

Growth Management – *Balance the urban services and facilities demands of new development with the need to address the City’s fiscal stability through the operating and capital budget process.*

Downtown Revitalization – *Invigorate Downtown as San José’s cultural center with a mix of housing, employment, convention and visitor amenities, museums, parks, and linkages to San José State University.*

Urban Conservation/Preservation – *Protect and enhance San José’s neighborhoods and historic resources to promote community identity and pride.*

Greenline/Urban Growth Boundary – *Preserve land that protects water, habitat, and agricultural resources and/or offers recreational opportunities, as well as to preserve the scenic backdrop of the hillsides surrounding San José.*

Housing – *Provide a wide variety of housing opportunities to meet the needs of all economic segments of the community in stable neighborhoods.*

Sustainable City – *Manage, conserve and preserve natural resources for present and future generations. Identify opportunities to enhance the City’s sustainability policies through the implementation of the Urban Environmental Accords.*

Social Equity – *Cultivate ethnic, cultural and socio-economic diversity and equity in the planning for all public facilities and services to protect and enhance the quality of life for all San José residents.*

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<sup>2</sup> The City Council has since directed City staff to study the inclusion of additional development in some of the Planned Communities/Specific Plan Areas which are described in greater detail in *Section 2.2 Project Description*.

The Guiding Principles have informed the direction of the General Plan Update process and content. The *Envision San José 2040 General Plan* is a comprehensive update of the *Focus on the Future San José 2020 General Plan*. Goals and policies are comprehensively revised throughout the General Plan and a series of action items added to implement new and existing policies. Land use designations and allowed development parameters have also been revised at a range of locations throughout the city, including changes to public street designations to better accommodate multimodal streets.

To guide the development of the *Envision San José 2040 General Plan* (the *Envision* process), the Task Force developed a draft General Plan Update Vision (“Vision”) and Land Use/Transportation Scenario Guidelines (“Guidelines”). These documents call for a land use plan that contributes to the development of walkable neighborhoods and vibrant urban places strategically located throughout the city and which is environmentally sustainable, is fiscally responsible, and makes prudent use of existing public transit facilities and other infrastructure. The Vision elements include: an interconnected city, an innovative economy, environmental leadership, healthy neighborhoods, quality services, vibrant arts and culture, and diversity and social equity.

A key component of the proposed General Plan is a basic requirement that all job and housing growth should be accommodated within the City’s existing Urban Growth Boundary (UGB) with strong emphasis given to directing new job and housing growth to areas served by transit and other existing City services in order to minimize the fiscal and environmental impacts of that new growth. In support of that basic premise, the Task Force incorporated into the Guidelines use of identified intensification areas (Growth Areas) to accommodate nearly all of the city’s growth. These Growth Areas include the Downtown, existing Specific Plan areas, North San José, existing employment land areas, major commercial/transit corridors and new “Villages” located at transit stations or within walking distance of existing neighborhoods. The Growth Areas provide development sites adequate to meet the planned housing and job growth capacity so that all new development can be contained within the City’s Greenline/Urban Growth Boundary.

Based on the Task Force’s recommendation, in April 2010, the City Council accepted a Preferred Land Use Scenario for further review in the Program EIR (PEIR). The “proposed project” evaluated in this EIR is the goals and policies and Land Use/Transportation Diagram that translate this Preferred Scenario into a General Plan. Following completion of the environmental review, the Preferred Scenario or an alternative addressed in the PEIR will be approved as the new updated General Plan for the City of San José.

## 2.2 PROJECT DESCRIPTION

### 2.2.1 Preferred Land Use Scenario – Growth Capacity

The Preferred Scenario provides growth capacity for development of up to 470,000 additional jobs and 120,000 new dwelling units through 2035. This scenario would allow capacity for a population of approximately 1,313,811 people, including 839,450 jobs and 429,350 dwelling units in San José which would result at full development of that capacity in a jobs to employed resident ratio (J/ER) of 1.3 to 1.

The new job capacity, new dwelling unit capacity, and the jobs to employed resident ratio that would result from build-out anticipated to occur by 2035 for the Preferred Scenario proposed by the Task Force and City Council are described below and summarized in Table 2.2-1.

<b>Scenario</b>	<b>New Jobs</b>	<b>New Dwelling Units</b>	<b>Build-out Jobs/ Employed Resident<sup>a</sup></b>
Preferred Scenario	470,000	120,000	1.3:1
Notes: <sup>a</sup> Build-out for the Preferred Scenario equals existing jobs (369,450) and dwelling units (309,350) plus full use of the new job and new dwelling unit capacity provided within that scenario. San José currently has approximately 1.5 employed residents per dwelling unit or 0.8 jobs per employed resident.			

Projected growth in the Preferred Scenario described below includes most of the jobs and housing growth already planned under the existing *Focus on the Future San José 2020 General Plan* along with additional growth allowed under the proposed General Plan within the areas shown on Figure 2.2-1. The Preferred Scenario notably maintains and strengthens the City's Urban Growth Boundary, does not include growth capacity contained within the *Focus on the Future San José 2020 General Plan* for the Coyote Valley and South Almaden Valley Urban Reserves and supports less infill development within the interior of established single-family residential neighborhoods.

The Preferred Scenario would allow for further intensification of employment lands in North San José, the Monterey Business Corridor/Senter Road area, and Old and New Edenvale while maintaining the currently planned job growth capacity in North Coyote Valley and Evergreen. New job growth is proposed for the eastern portion of Alviso which includes the Water Pollution Control Plant buffer lands, and for the northeast corner of the Berryessa/International Business Park, proximate to the Milpitas BART station and Montague and Cropley Light Rail stations. Approximately 75 percent of the job growth capacity is proposed within the research and development (R&D) Low-Rise or Mid- and High-Rise land use categories, with most in the latter category. The planned job growth will increase Floor Area Ratios (FAR)<sup>3</sup> in R&D/Low-Rise areas from 0.35 FAR to 0.5 FAR or 0.7 FAR; outside of Downtown lands designated for Mid- and High-Rise development would have an FAR from 1.4 to 1.7, and within Downtown an FAR would typically be 5.0 or greater.

<sup>3</sup> Floor area ratio (FAR) is the relationship between the total floor area in a building or buildings, and the total surface area of the parcel on which the building or buildings are located. A two-story building with 43,560 square feet of floor area on a one-acre property (an acre having 43,560 square feet) would cover one-half of the parcel at an FAR of 1.0.

The Preferred Scenario focuses new housing growth within the identified Growth Areas and precludes large scale residential development from occurring on sites outside these Growth Areas. New residential development within the Growth Areas is planned to occur at a density of at least 55 dwelling units per acre (55 DU/AC) with some allowance for 30 DU/AC at interfaces with existing single-family neighborhoods.

### **2.2.2 Growth Locations**

The land use/transportation scenario under consideration for the *Envision San José 2040 General Plan* includes the potential addition of up to 120,000 new dwelling units and up to 470,000 new jobs within the City of San José by 2035. The proposed land use/transportation scenario allows development in addition to the existing 369,450 jobs and 309,350 dwelling units within the city. This scenario incorporates existing planned growth areas (Downtown, North San José, Specific Plan areas, other employment lands, etc.) and adds growth capacity primarily in specific areas of the city (transit and commercial corridors and villages). The new Growth Areas were chosen to create a more interconnected city with strong linkages to transit and the Downtown, or to provide additional services in existing neighborhoods through the development of neighborhood villages with the intent of promoting transit use and reducing the need for automobile travel while achieving other General Plan goals.

#### **Urban Villages and Corridors**

The areas identified for new growth in the *Envision San José 2040 General Plan* generally referred to as Urban Villages include BART/Caltrain Villages, Transit Villages and Corridors, Commercial Center Villages and Corridors, and Neighborhood Villages (refer to Figure 2.2-1).<sup>4</sup> These Urban Villages are planned to provide a more urban, pedestrian-friendly, mixed-use living and working environment (urban village environment) that will be attractive to and better meet the needs of current and future San José residents, while reducing the potential environmental and fiscal concerns related to new job and housing growth. A description of each type of village and corridor and the considerations for the placement of growth capacity are summarized below. For all of the Urban Village areas it is expected that the existing amount of commercial jobs would be retained and enhanced as part of any redevelopment project or removed and replaced so that existing commercial uses within San José as a whole or within each neighborhood are never diminished. Eight areas initially identified through the *Envision* Task Force process as villages and planned for employment and housing growth are now proposed for employment uses only. These areas remain numbered as VT7, VT25, VR16, VR24, VR26, VR27, C42, and C45 and are shown as employment lands on Figure 2.2-1. One additional Commercial Center Village, C46, has been merged with the adjacent Transit Village VR9 and is no longer separately identified in the *Envision* Plan.

#### **BART/Caltrain Villages**

The Preferred Scenario includes significant job growth capacity near the existing Caltrain and planned BART stations in order to promote San José as a regional job center and to promote increased use of the region's existing and planned transit systems. The city's transit systems provide significant ridership capacity, represent a significant public investment, and provide an alternative

<sup>4</sup> As shown on Figure 2.2-1, Transit-Oriented Villages and Corridors are denoted by VT (heavy rail facility), VR (light rail facility), and CR (light rail corridor); Commercial Center Villages and Corridors are denoted by a C; and Neighborhood Villages are denoted by a V. The symbol for all villages and corridor are numbered one (1) through 73.

means of transportation to use of automobiles, and, therefore, are the focus of the greatest growth capacity outside the Downtown area. Both the Lundy/Milpitas and Berryessa BART station village areas are planned for large amounts of new Mid- and High-Rise office employment. The Alum Rock BART station is planned for a large amount of job capacity along with a moderate amount of housing growth capacity as shown in Table 2.2-7 under the discussion of planned growth in the Central/Downtown Planning Area. The Berryessa and Alum Rock BART station villages also include housing growth for further intensification of these areas. In order to accommodate the proposed intensification of employment uses at the Berryessa BART station it will be necessary to reconsider existing entitlements for medium density residential uses in the vicinity of the planned station. Due to various constraints to development in the immediate vicinity of the Santa Clara BART station, such as airport height restrictions, and existing entitlements which maximize the area's available development potential, this village was allocated a limited amount of new job growth capacity.

### Transit Villages and Corridors

Transit Villages and Corridors include vacant or under-utilized lands within close proximity of an existing or planned light rail, or Bus Rapid Transit (BRT) facility. In order to maximize the opportunity for creating new mixed-use villages and to further promote use of the local transit system a large and balanced amount of job and housing growth capacity is planned in these light rail and BRT areas. The village concept provides opportunities for intensification of retail and service jobs that benefit from proximity to residential uses and is intended to support the use of the light rail system for commute and transportation (*e.g.* retail patrons) purposes.

### Commercial Center Villages and Corridors

Commercial Center Villages and Corridors include vacant or under-utilized lands in existing, large-scale commercial areas (*e.g.* Blossom Hill Road, Winchester Boulevard, Bascom Avenue, etc.). These areas are less directly connected to transit but contain large parcels which may have a greater potential for redevelopment and generally have a high degree of accessibility by all forms of transportation. Residential growth capacity is provided in these areas to spur the redevelopment of existing commercial uses and creation of urban village type environments. Commercial Center Villages and Corridors are planned for a moderate and balanced amount of new housing and job growth capacity to support their intensification as employment and housing centers (refer to Figure 2.2-2).

### Neighborhood Villages

Neighborhood Villages are smaller neighborhood-oriented commercial sites with redevelopment potential for a small amount of housing and a moderate amount of job growth capacity. While the Neighborhood Villages are not located near major fixed transit facilities and thus are not anticipated for significant intensification, they could serve to create a vibrant village center within easy pedestrian, bicycle, and vehicle access of the nearby neighborhood. New housing growth capacity is intended to support expansion or intensification of existing retail and service uses within these village areas. Job growth capacity in the Neighborhood Villages is primarily focused on retail and other residential service uses.

## Employment Land Areas

Employment Land Areas represent existing areas of the city developed with employment generating uses. Specifically, Employment Land Areas are defined as non-residentially designated lands supporting private sector employment. These areas were identified as the key employment areas of San José through the “Fiscal Impact Study” (*Towards the Future: Jobs, Land Use and Fiscal Issues In San José’s Key Employment Areas 2000-2020*) and planning efforts for the City Council’s Preservation of Employment Lands Policy. The *Envision San José 2040 General Plan* incorporates and builds on the work of the Preservation of Employment Lands Policy, and as shown on Figure 2.2-1, identifies key Employment Land Areas, including the following:

- Berryessa International Business Park
- East Gish
- Evergreen Campus Industrial Area
- Mabury
- Monterey Business Corridor
- Edenvale (Old and New)
- North Coyote Valley
- North San José
- Senter Road

Four of the Employment Land Areas (North San José, Evergreen, Mabury and Edenvale) are governed by adopted Area Development Policies that coordinate transportation infrastructure and development. Under the proposed General Plan, the Employment Land Areas provide an opportunity for further economic and job-creating development. In Employment Land Areas where additional growth is planned beyond what an Area Development Policy (ADP) allows, the ADP would need to be modified to reflect the additional growth and incorporate necessary mitigation measures.

## Planned Communities and Specific Plan Areas

The City of San José has adopted ten Planned Community designations at key locations selected to foster transit-oriented development, historic preservation, or mixed uses, to provide sensitivity to surrounding neighborhoods, or in support of other strategic goals (refer to Figure 2.2-1). All except Berryessa and Silver Creek also have adopted Specific Plans. The City’s ten Planned Communities/ Specific Plan Areas include the following:

- Alviso
- Berryessa
- Communications Hill
- Evergreen
- Jackson-Taylor
- Martha Gardens
- Midtown
- Rincon South
- Silver Creek
- Tamien Station

Each Specific Plan explains the vision for future land use development in the plan area with a detailed land use plan, design guidelines, and implementation strategy. Each Specific Plan was developed with community and other stakeholder involvement at the time of its preparation.

Six of the existing Specific Plans are maintained and incorporated within the *Envision San José 2040 General Plan* (the Alviso, Communications Hill, Jackson-Taylor, Martha Gardens, Midtown, and Tamien Station Specific Plan areas). The Berryessa Planned Residential Community, Silver Creek Planned Residential Community, and Evergreen Specific Plan have been sufficiently developed and have Master Planned Development Zoning Districts that provide specific development standards and design guidelines so that Specific Plans are no longer necessary for these areas. Within the Evergreen Specific Plan area; however, the Preferred Scenario includes dwelling unit capacity within a Neighborhood Village (refer to Table 2.2-9 and Figure 2.2-12). The Rincon South Specific Plan is proposed to be retired as a Specific Plan but will be maintained as an Urban Village Plan with modifications to the planned growth for the area. The development standards and guidelines contained in the Rincon South Specific Plan in combination with the Vision North San José Neighborhoods Plan will fulfill the Urban Village Planning requirements set forth in the Implementation chapter of the *Envision San José 2040 General Plan* for the former Specific Plan area. For the *Envision San José 2040 General Plan*, no additional growth beyond what is currently planned was added to the Martha Gardens Specific Plan area based upon an analysis of the Plan area capacity and the consistency of its further intensification with other *Envision* objectives. All other remaining Planned Communities/ Specific Plan areas have been planned for additional or modified growth under the General Plan (see Section 2.2.3 Planning Areas).

The proposed Land Use/Transportation Diagram designations have been applied in the Specific Plan Areas to align to the degree possible with their goals and policies, but reference to the Specific Plan is necessary to further define the allowable land uses therein. Each Specific Plan/Master Plan is outlined on the Land Use/Transportation Diagram with a Specific Plan Area Boundary.

### **Other Areas**

As noted in Section 1.2, there are 4,906 acres of vacant land within the City's Urban Service Area, 1,616 acres (or 33 percent) of which is in North Coyote Valley. Of the remaining 3,290 acres, approximately 560 acres is vacant land located outside of the designated Growth Areas shown on Figure 2.2-1. The Preferred Scenario would allow those properties to develop under their existing General Plan land use designations, and that is assumed to occur in the analysis reflected in this PEIR. In the Preferred Scenario, where a vacant property falls within one of the identified Growth Areas, the growth capacity for that vacant parcel is included in the total capacity for the Growth Area. The growth assumed for vacant lands throughout each Planning Area is identified in the tables in Section 2.2.3.

Parcels with existing, but not yet built, entitlements are also planned to develop in accordance with those entitlements. There are approximately 510 acres of property with existing, not yet built, entitlements outside of the areas identified and planned for growth by the *Envision San José 2040 General Plan* process that are assumed to develop through the General Plan horizon. For the Preferred Scenario, where an entitled parcel falls within an identified Growth Area, the growth capacity indicated for that Growth Area includes the existing entitlement. The growth assumed for entitled parcels outside the Growth Areas is identified by Planning Area in the tables in Section 2.2.3.

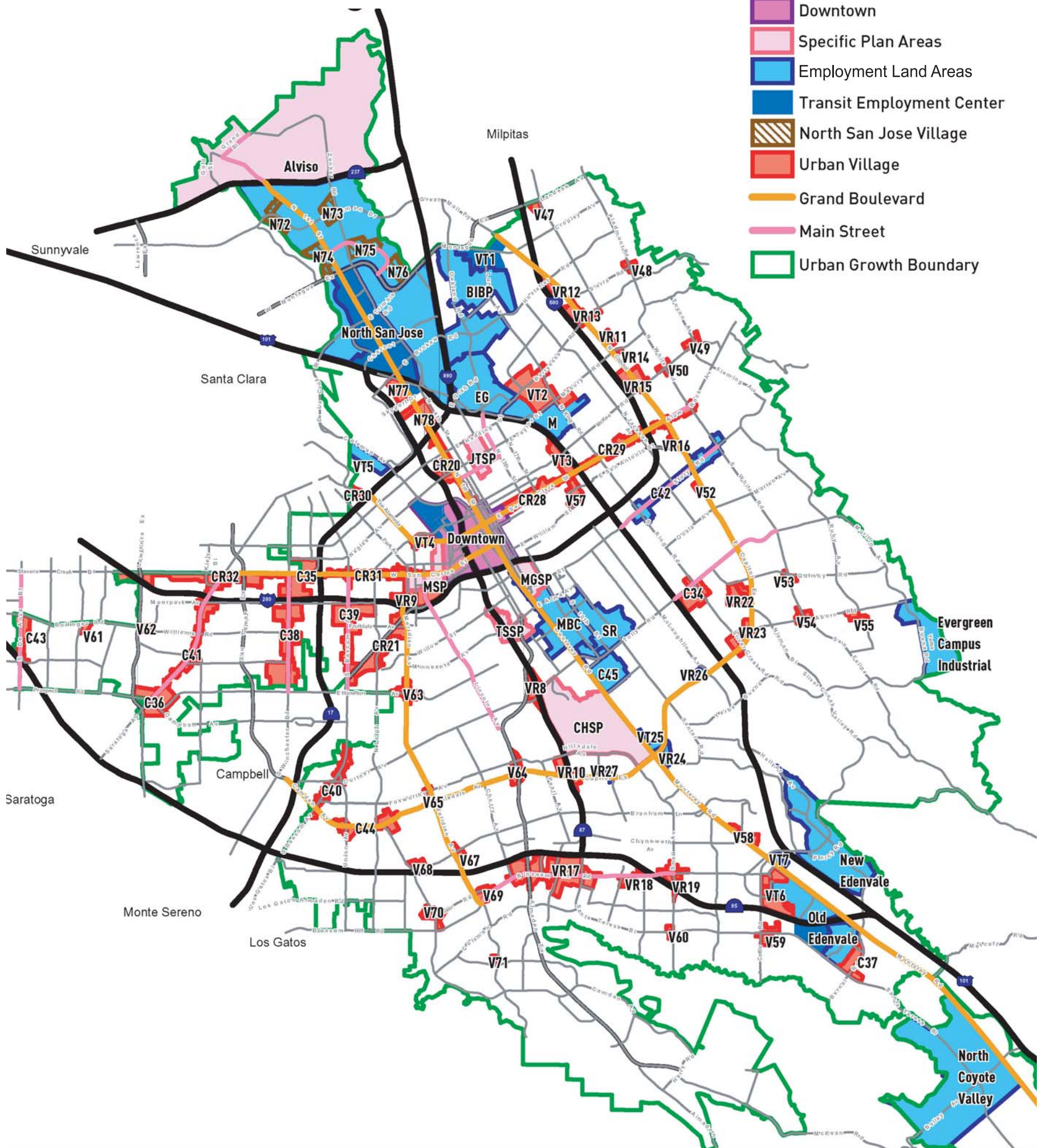
As shown in Figure 2.2-1, large portions of the city currently developed with single-family residential neighborhoods are not planned to provide additional growth capacity under the Preferred Scenario.

Downtown San José accommodates additional growth under the Preferred Scenario (refer to Figure 2.2-1). The *Downtown Strategy Plan 2000*, also incorporated into the current General Plan, allows for intensification of uses in the Downtown area. The proposed *Envision San José 2040 General Plan* includes an additional small increment of growth capacity for jobs and/or housing development for Downtown San José as shown in Table 2.2-7 in the Central/Downtown Planning Area description.



**LEGEND**

- Downtown
- Specific Plan Areas
- Employment Land Areas
- Transit Employment Center
- North San Jose Village
- Urban Village
- Grand Boulevard
- Main Street
- Urban Growth Boundary



**KEY**

**Downtown**

**Specific Plan Areas**

- CHSP = Communications Hill
- JTSP = Jackson-Taylor Residential Strategy
- MGSP = Martha Gardens
- MSP = Midtown
- TSSP = Tamien Station Area
- Alviso = Alviso Master Plan

**Employment Areas**

- MBC = Monterey Business Corridor
- New Edenvale
- Old Edenvale
- North Coyote Valley
- Evergreen Campus Industrial
- North San Jose
- VT1 = Lundy/Milpitas BART
- BIBP = Berryessa International Business Park
- M = Mabury
- EG = East Gish
- SR = Senter Road
- VT5 = Santa Clara / Airport West (FMC)

**Urban Villages**

- VT2 - Berryessa BART
- VT3 - Five Wounds BART
- VT4 - The Alameda (East)
- VT6 - Blossom Hill / Hitachi
- VR8 - Curtner Light Rail/Caltrain
- VR9 - Race St Light Rail (includes C46)
- VR10 - Capitol/87 Light Rail
- VR11 - Penitencia Creek Light Rail
- VR12 - N. Capitol Av/Hostetter Rd
- VR13 - N. Capitol Av/Berryessa Rd
- VR14 - N. Capitol Av/Mabury Rd
- VR15 - N. Capitol Av/McKee Rd
- VR17 - Oakridge Mall and Vicinity
- VR18 - Blossom Hill Rd/Cahalan Av
- VR19 - Blossom Hill Rd/Snell Av
- CR20 - N. 1st St
- CR21 - Southwest Ex
- VR22 - Arcadia/Eastridge
- VR23 - E. Capitol Ex/Silver Creek Rd
- CR28 - E. Santa Clara St
- CR29 - Alum Rock Av
- CR30 - The Alameda (West)
- CR31 - W. San Carlos St
- CR32 - Stevens Creek Bl
- C34 - Tully Rd/S. King Rd

**Urban Villages (cont.)**

- C35 - Valley Fair/Santana Row
- C36 - Paseo de Saratoga
- C37 - Santa Teresa Bl/Bernal Rd
- C38 - Winchester Bl
- C39 - S. Bascom Av (North)
- C40 - S. Bascom Av (South)
- C41 - Saratoga Av
- C43 - S. De Anza Bl
- C44 - Camden/Hillsdale Av
- V47 - Landess Av/Morrill Av
- V48 - Piedmont Rd/Sierra Rd
- V49 - McKee Rd/Toyon Av
- V50 - McKee Rd/White Rd
- V52 - E. Capitol Ex/Foxdale Dr
- V53 - Quimby Rd/S. White Rd
- V54 - Aborn Rd/San Felipe Rd
- V55 - Evergreen Village
- V57 - S. 24th St/William Ct
- V58 - Monterey Rd/Chynoweth Av
- V59 - Santa Teresa Bl/Cottle Rd
- V60 - Santa Teresa Bl/Snell Av
- V61 - Bollinger Rd/Miller Av
- V62 - Bollinger Rd/Lawrence Ex
- V63 - Hamilton Av/Meridian Av

**Urban Villages (cont.)**

- V64 - Almaden Ex/Hillsdale Av
  - V65 - Foxworthy Av/Meridian Av
  - V67 - Branham Ln/Meridian Av
  - V68 - Camden Av/Branham Ln
  - V69 - Kooser Rd/Meridian Av
  - V70 - Camden Av/Kooser Rd
  - V71 - Meridian Av/Redmond Av
  - N72 - North San Jose 1
  - N73 - North San Jose 2
  - N74 - North San Jose 3
  - N75 - North San Jose 4
  - N76 - North San Jose 5
  - N77 - Rincon South 1
  - N78 - Rincon South 2
- Employment Areas (Former Villages)**
- VT7 - Blossom Hill / Monterey Rd
  - VT25 - W. Capitol Ex/Monterey Rd
  - VR16 - S. Capitol Av/Capitol Ex
  - VR24 - Monterey Hy/Senter Rd
  - VR26 - E. Capitol Ex/McLaughlin Av
  - VR27 - W. Capitol Ex/Vistapark Dr
  - C42 - Story Rd
  - C45 - County Fairgrounds



POTENTIAL COMMERCIAL CENTER VILLAGE DEVELOPMENT (C34)

FIGURE 2.2-2

### 2.2.3 Planning Areas

Planned Growth Areas under the Preferred Scenario are distributed throughout the City of San José at locations with existing or planned infrastructure which will support future intensification. For the purposes of this PEIR, the location and types of growth planned under the Preferred Scenario is summarized according to the 15 Planning Areas (as shown on Figure 2.2-3); that have been used in San José for planning purposes for approximately 40 years.<sup>5</sup>

Future development proposals and some future amendments to the *Envision San José 2040 General Plan* will be the subject of CEQA documents that tier from this PEIR. The existing City Planning Areas are used in this PEIR as well as within the General Plan because of their stable boundaries and relationship to built or natural landscape features, unlike City Council districts that are subject to revision following the completion of each U.S. Census and which are formulated to have comparable resident populations. The *Envision San José 2040 General Plan* allows for increased development in 13 of the Planning Areas which are described in greater detail below. Two of the Planning Areas located on the city's southern edge, Calero and San Felipe, are not planned for substantial additional growth in either the existing General Plan or the *Envision San José 2040 General Plan* because of their location outside the Urban Service Area. For the Preferred Scenario, where entitled housing is present within the planned Growth Areas the entitled dwelling units assumed in that Growth Area's dwelling unit count is identified in the tables below.

#### 2.2.3.1 *Almaden*

The Almaden Planning Area lies in the largely undeveloped southern quarter of the city, adjacent to the Santa Cruz Mountains and the Town of Los Gatos (refer to Figure 2.2-4). The Almaden Planning Area is 24.4 square miles in size (10.2 square miles within the Urban Growth Boundary) and is located entirely within what is currently Council District 10. This Planning Area contains one Neighborhood Village and the South Almaden Valley Urban Reserve. Under the *Envision San José 2040 General Plan* Preferred Scenario, no growth would be allowed within the 2035 horizon in the South Almaden Valley Urban Reserve (SAVUR). The development of housing within this area would be inconsistent with the environmental, fiscal, urban design and other goals in the Land Use/Transportation Scenario Guidelines because it is not a developed urban area with easy access to public services and transit.<sup>6</sup> Development of up to 800 dwelling units is allowed in the South Almaden Valley Urban Reserve under the existing General Plan and is analyzed under the No Project Alternative in this PEIR. The development capacity planned for the one Almaden Planning Area Neighborhood Village in the Preferred Scenario is identified in Table 2.2-2.

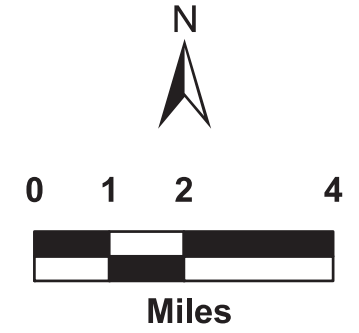
<sup>5</sup> The City of San José's North Planning Area, Central Planning Area, and South Planning Area are identified throughout this document as the North San José Planning Area, Central/Downtown Planning Area, and South San José Planning Area, respectively, to associate these areas with recent plans and policy documents and to assist the reader with the locations of these individual planning areas.

<sup>6</sup> City of San José, Department of Planning, Building and Code Enforcement. *Current Working Draft of the Land Use/Transportation Scenario Guidelines*. September 15, 2008. Available at: [http://www.sanjoseca.gov/planning/gp\\_update/documents/ScenarioGuidelines-WrkngDrftSep08.pdf](http://www.sanjoseca.gov/planning/gp_update/documents/ScenarioGuidelines-WrkngDrftSep08.pdf)



**Legend**

- Planning Areas
- Urban Growth Boundary
- City of San Jose
- Sphere of Influence



Source: Department of Planning,  
Building and Code Enforcement  
City of San Jose

PLANNING AREAS

FIGURE 2.2-3



**Legend**

- Caltrain Stations
- Proposed BART Stations
- Sphere of Influence
- Planning Area Boundary
- Urban Growth Boundary
- Urban Service Area
- Existing Light Rail Stations
- Proposed Light Rail Stations
- Light Rail Line
- BART Route
- Main Street
- Grand Boulevard
- Employment Land Areas
- Transit Employment Center
- North San Jose Village
- Planned Community/Specific Plan Areas
- Downtown
- Urban Reserves

**Urban Villages**

- VT BART/Caltrain Villages
- CR Light Rail Corridors
- VR Light Rail Villages
- C Commercial Center Villages & Corridors
- V Neighborhood Villages
- N Rincon South

**Existing Land Uses**

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Industrial Park/Campus Industrial
- Light/Heavy Industrial
- Park/Open Space
- School
- Public
- Airport
- Agriculture

ALMADEN PLANNING AREA

FIGURE 2.2-4

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Villages and Corridors</i>				
V71	13	--	505	120
<i>Other Areas</i>				
Vacant Lands	--	146	--	68
Entitled Parcels	--	38	--	38
SAVUR	--	800	--	--
Notes: DU = dwelling units, V = Neighborhood Village				

### 2.2.3.2 Alum Rock

The Alum Rock Planning Area is located east of Downtown and adjacent to the Diablo Mountain Range (refer to Figure 2.2-5). The Alum Rock Planning Area is 23.3 square miles in size (15.5 square miles within the Urban Growth Boundary) and contains Council District 5 and portions of Council Districts 3, 4, 7, and 8. The existing light rail line in Alum Rock is planned for extension in the future on Capitol Expressway and the area is also planned for future BRT service on Alum Rock Avenue and Capitol Expressway. This Planning Area contains three Employment Land Areas, one BART/Caltrain Village, four Transit Villages and Corridors, one Commercial Center Village and Corridor, and three Neighborhood Villages. The development capacity planned in these Growth Areas under the Preferred Scenario is identified in Table 2.2-3.

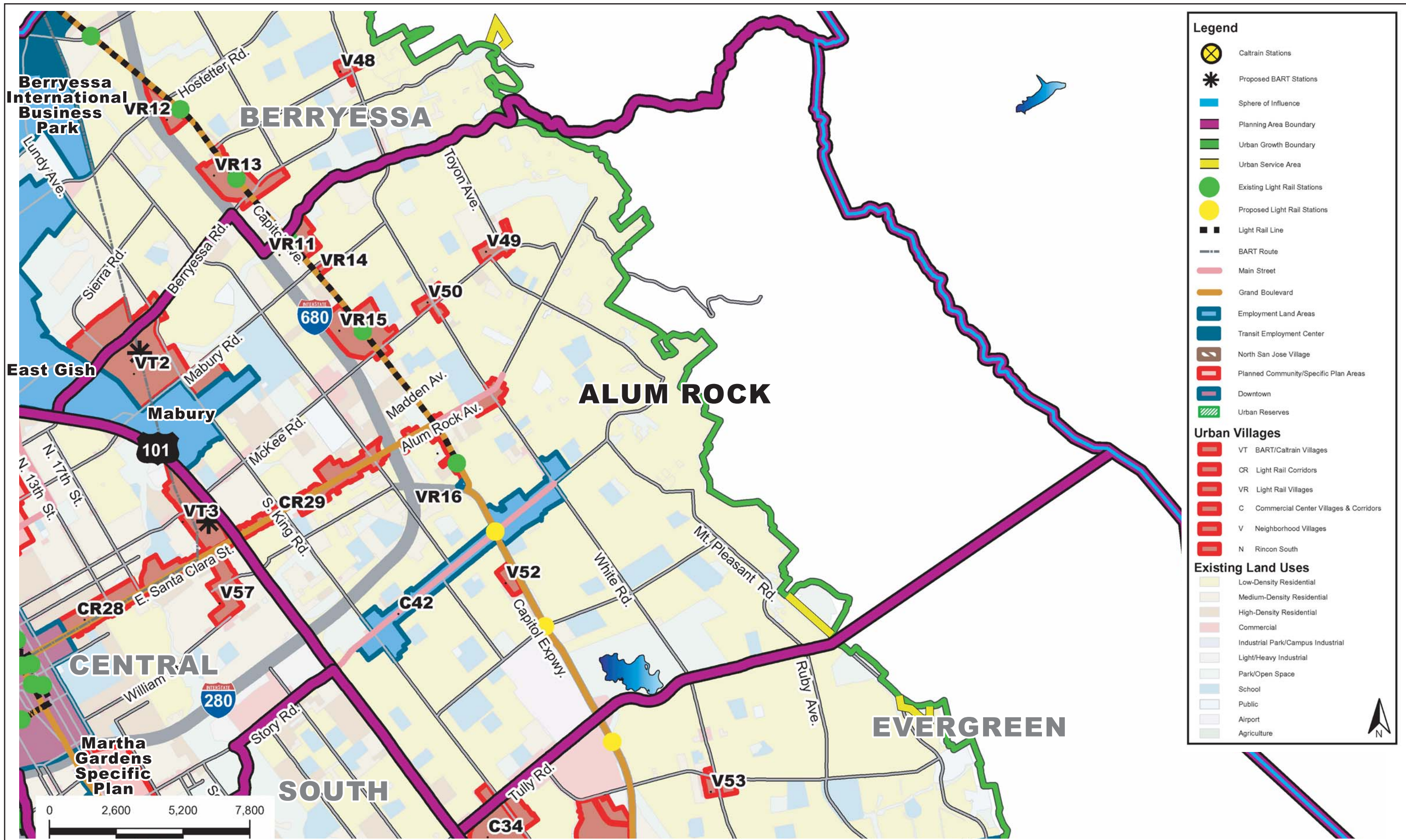
Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Employment Land Areas</i>				
Mabury <sup>a</sup>	446	--	2,022	--
VR16 <sup>b</sup>	5	--	259	--
C42 <sup>b</sup>	110	--	7,020	--
<i>Villages and Corridors</i>				
VT2 <sup>a</sup>	261	--	14,977	3,784
<i>Portion Entitled</i>			--	3,039
VR11	--	--	1,013	920
VR14	5	--	250	700
VR15	55	--	2,812	1,930
CR29	90	--	2,150	2,495
<i>Portion Entitled</i>			--	93
C34 <sup>a</sup>	5	--	168	88
V49	18	--	400	180
V50	13	--	300	168
<i>Portion Entitled</i>			--	7
V52	19	--	400	212

<b>Table 2.2-3 Alum Rock Planning Area Growth Scenario</b>				
<b>Growth Area</b>	<b>San José GP 2020</b>		<b>Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Added Jobs</b>	<b>Added DU</b>
<i>Other Areas</i>				
Vacant Lands	259	865	644	170
Entitled Parcels	--	2,206	--	564
Notes: DU = dwelling units, , VT = BART/Caltrain Village, VR = Light Rail Village, CR = Light Rail Corridor, C = Commercial Center Village and Corridor, V = Neighborhood Village <sup>a</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area. <sup>b</sup> Denotes former villages where no housing is planned that are now considered employment lands.				

### 2.2.3.3 *Alviso*

The Alviso Planning Area is located adjacent to the southern tip of San Francisco Bay and is the northernmost Planning Area in San José (refer to Figure 2.2-6). The Alviso Planning Area is 17.9 square miles in size (4.6 square miles within the Urban Growth Boundary) and is located in Council District 4. The Planning Area contains the Alviso Planned Community area and the planned growth assumed under the Preferred Scenario is shown in Table 2.2-4. Approximately 25,500 jobs are planned for Alviso to utilize undeveloped land owned by the Water Pollution Control Plant.

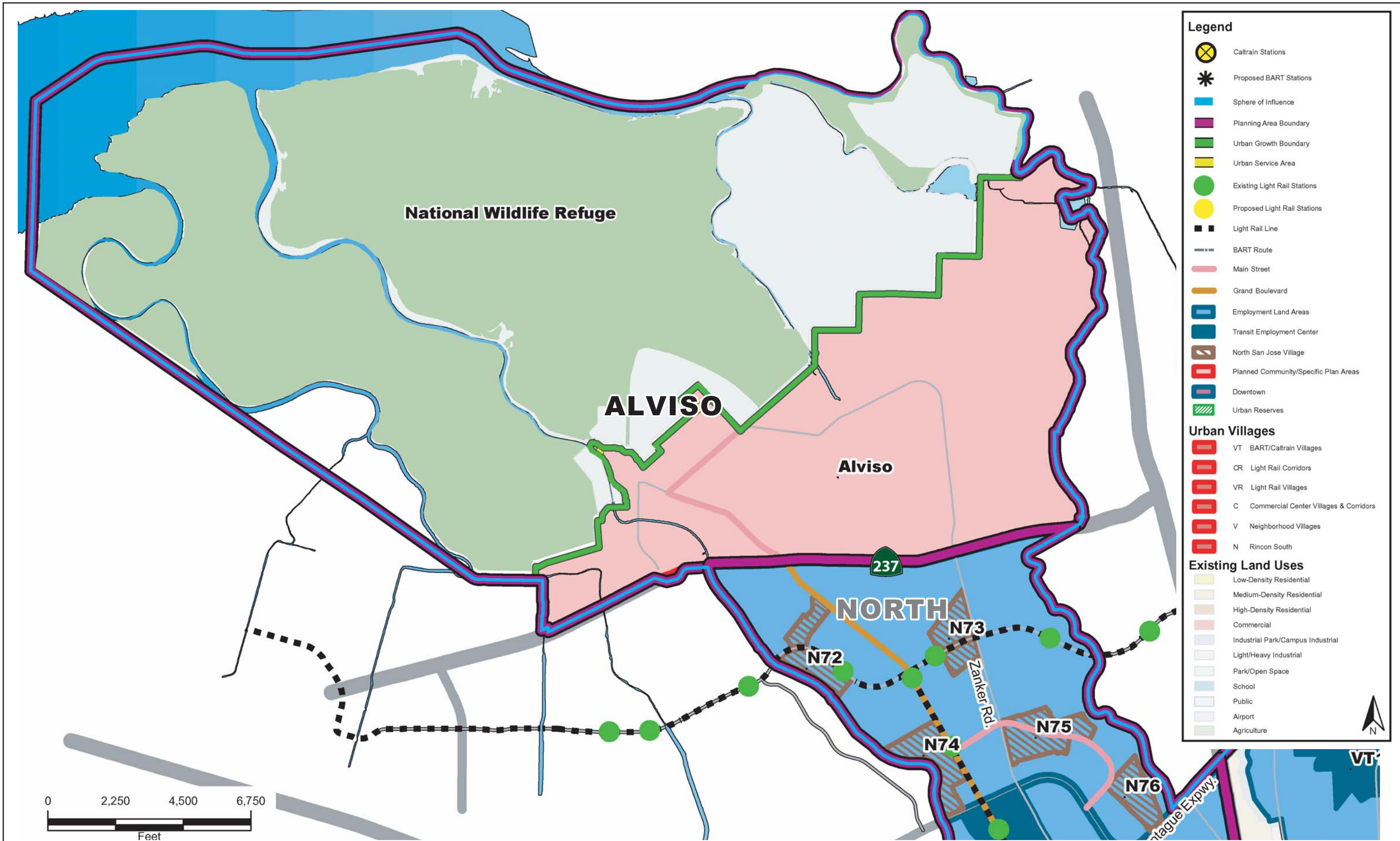
<b>Table 2.2-4 Alviso Planning Area Growth Scenario</b>				
<b>Growth Area</b>	<b>San José GP 2020</b>		<b>Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Added Jobs</b>	<b>Added DU</b>
<i>Planned Community/Specific Plan Areas</i>				
Alviso	4,500	--	25,520 <sup>a</sup>	70 <sup>a</sup>
<i>Other Areas</i>				
Vacant Lands	6,420	91	--	--
Notes: DU = dwelling units <sup>a</sup> Growth capacity on Vacant Lands is included within the Alviso Master Plan Area for the Preferred Scenario.				



ALUM ROCK PLANNING AREA

FIGURE 2.2-5





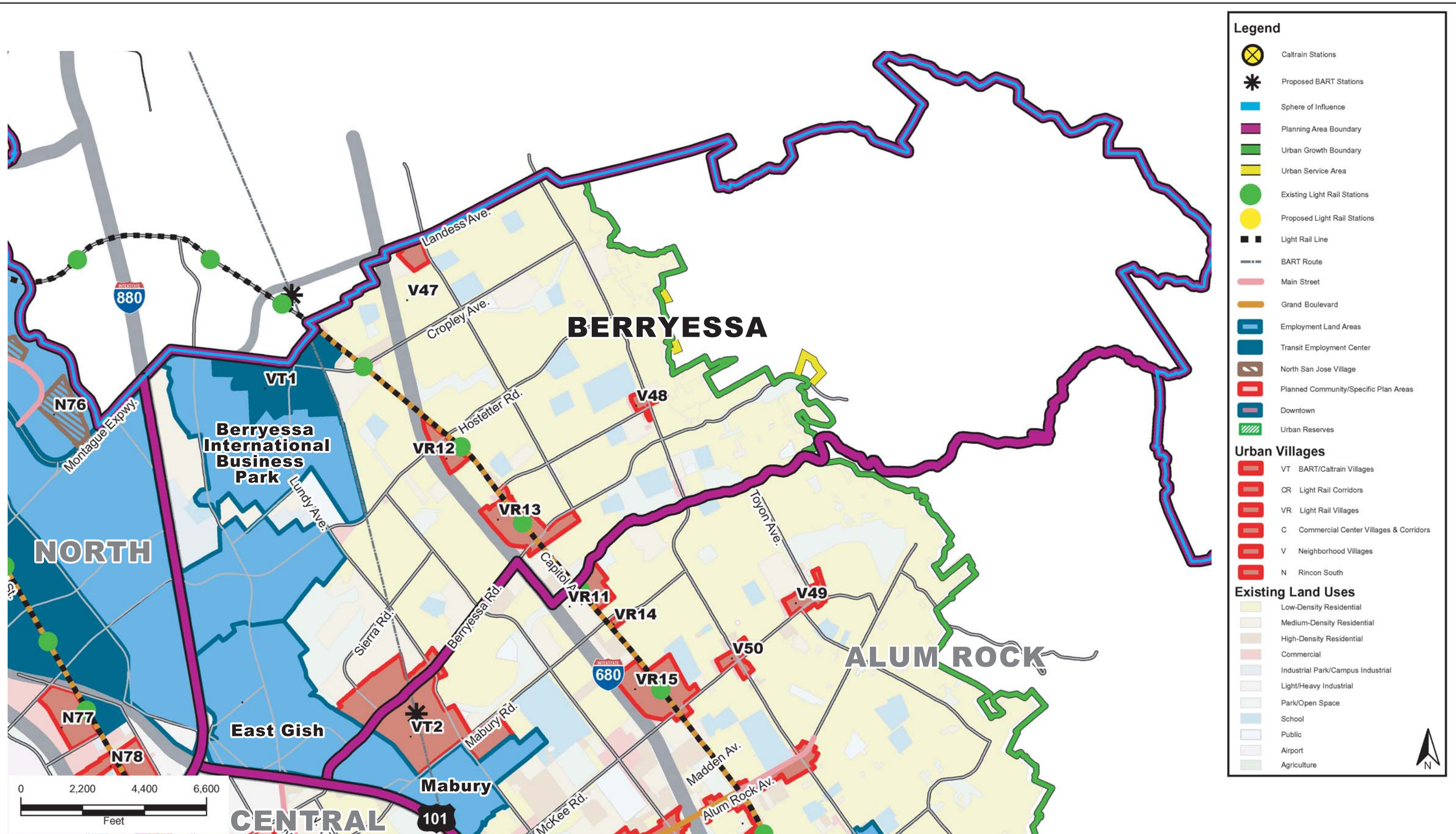
ALVISO PLANNING AREA

FIGURE 2.2-6

### 2.2.3.4 Berryessa

The Berryessa Planning Area lies northeast of Downtown and adjacent to the Diablo Mountain Range and the City of Milpitas (refer to Figure 2.2-7). The Berryessa Planning Area is 16.5 square miles in size (9.8 square miles within the Urban Growth Boundary) and is located in Council District 4. Both the planned BART route and the existing light rail run through Berryessa. The Planning Area contains four Employment Land Areas, one BART/Caltrain Village, two Transit Villages and Corridors, and two Neighborhood Villages. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-5.

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Employment Land Areas</i>				
Berryessa Inter. Business Park	3,000	--	10,155	--
East Gish	500	--	2,300	--
North San José <sup>a</sup>	920	800	1,100	803
		<i>Portion Entitled</i>	--	11
VT1 <sup>b</sup>	605	--	28,400	--
<i>Villages and Corridors</i>				
VT2 <sup>a</sup>	124	--	7,123	1,030
		<i>Portion Entitled</i>	--	845
VR12	5	--	500	1,230
VR13	40	--	2,022	1,465
V47	22	--	600	270
V48	15	--	400	150
<i>Other Areas</i>				
Vacant Lands	1,370	1,008	125	124
Entitled Parcels	--	3,107	--	9
Notes: DU = dwelling units, VT = BART/Caltrain Village, VR = Light Rail Village, V = Neighborhood Village				
<sup>a</sup> Denotes areas where the growth area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				
<sup>b</sup> Denotes former villages where no housing is planned that are now considered employment lands.				



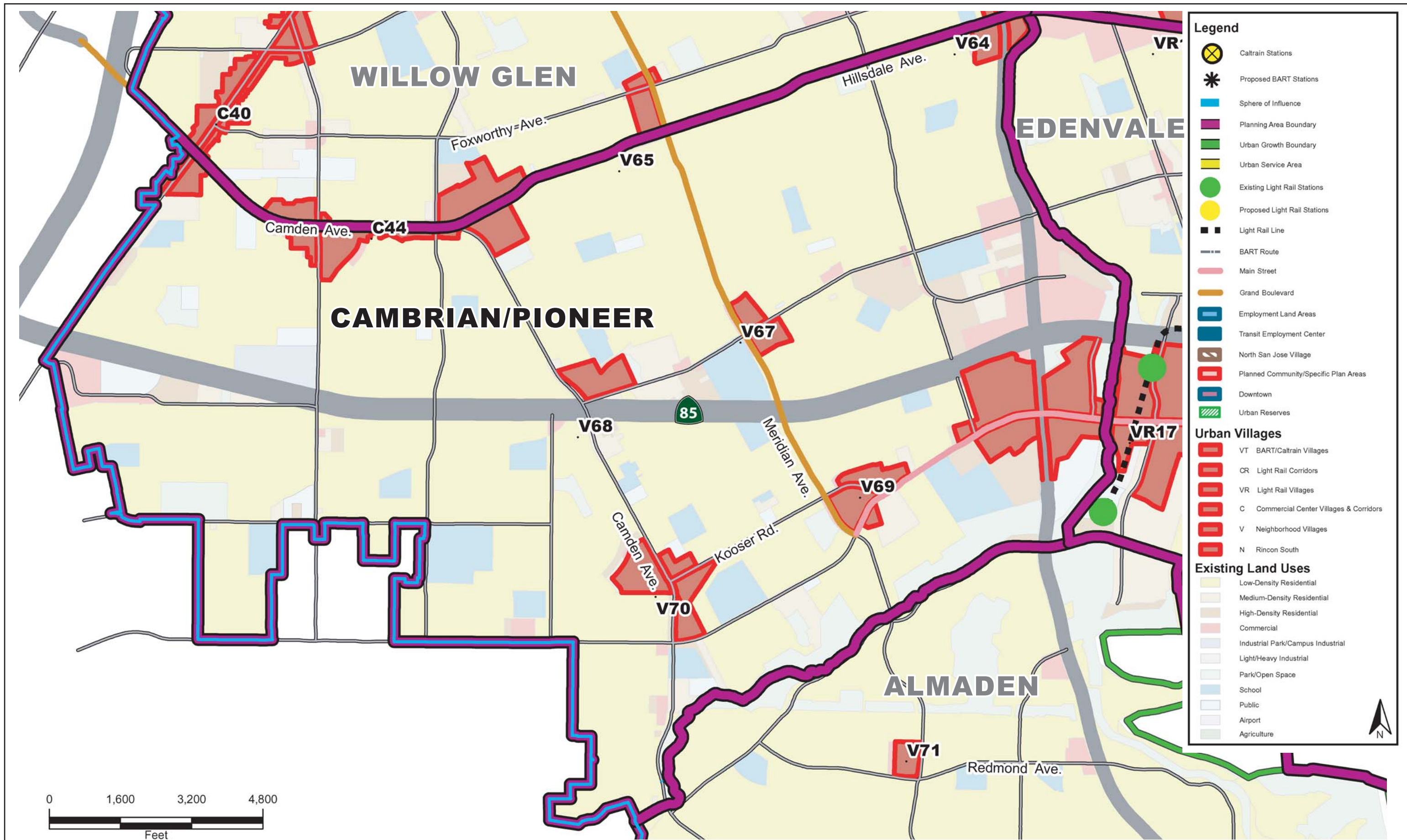
BERRYESSA PLANNING AREA

FIGURE 2.2-7

### 2.2.3.5 Cambrian/Pioneer

The Cambrian/Pioneer Planning Area is located in southwestern San José adjacent to the Santa Cruz Mountains, the town of Los Gatos, and the City of Campbell (refer to Figure 2.2-8). The Cambrian/Pioneer Planning Area is 8.6 square miles in size and is located in Council Districts 9 and 10. The Planning Area contains one Transit Village, two Commercial Center Villages and Corridors, and five Neighborhood Villages. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-6.

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Villages and Corridors</i>				
VR17 <sup>a</sup>	128	--	3,375	2,712
C40 <sup>a</sup>	10	--	323	152
C44 <sup>a</sup>	41	--	1,804	516
V64 <sup>a</sup>	18	--	336	156
V67	24	--	650	310
V68	26	--	650	450
V69	33	--	850	350
V70	62	--	1,080	623
<i>Other Areas</i>				
Vacant Lands	600	616	1,020	421
Entitled Parcels	--	259	--	52
Notes: DU = dwelling units, VR = Light Rail Village, C = Commercial Center Village and Corridor, V = Neighborhood Village				
<sup>a</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				



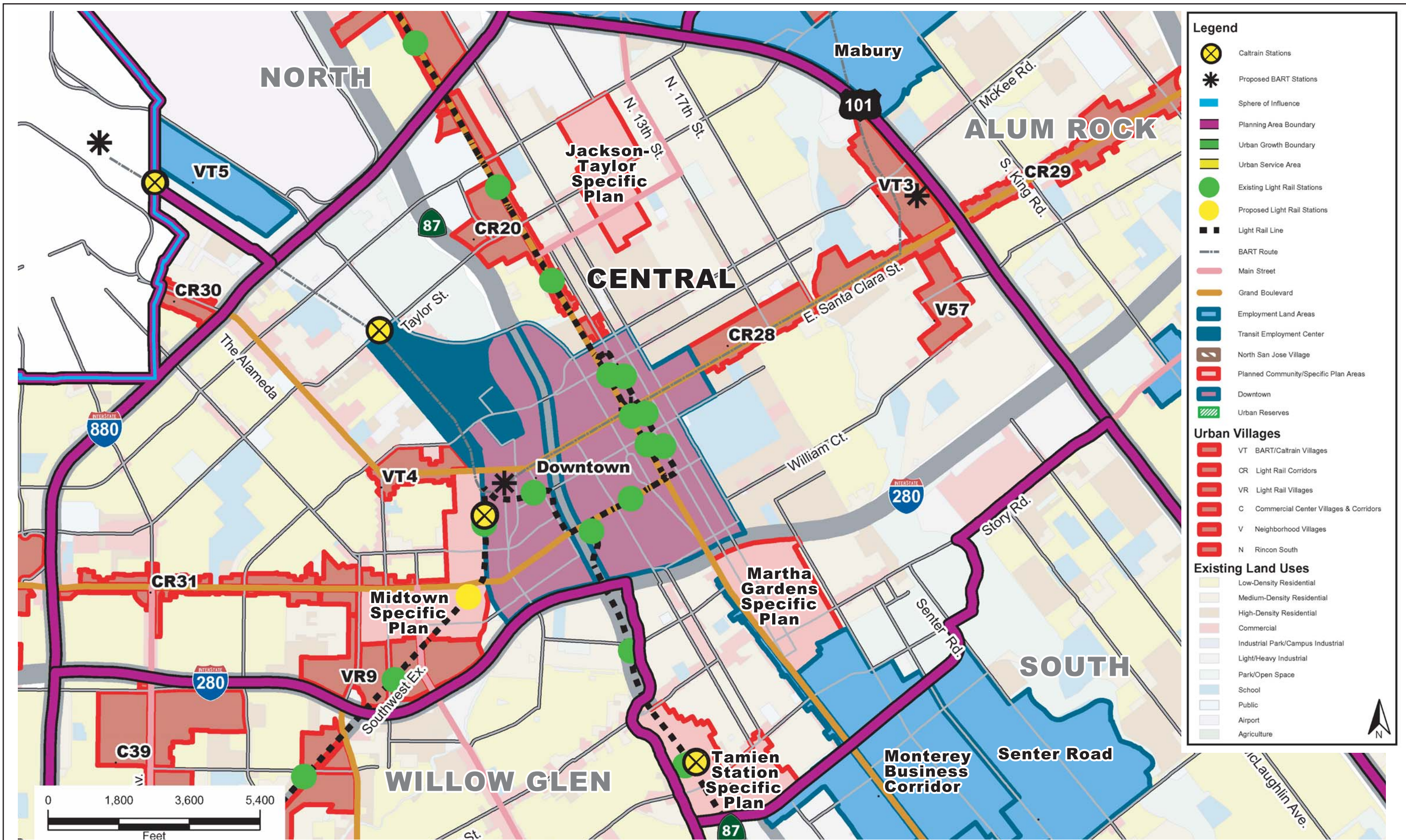
CAMBRIAN/PIONEER PLANNING AREA

FIGURE 2.2-8

### 2.2.3.6 Central/Downtown

The Central/Downtown Planning Area encompasses Downtown and the surrounding area (Figure 2.2-9). The Central/Downtown Planning Area is 11.8 square miles in size and is located in Council Districts 3, 6, and 7. The planned BART line, existing and planned light rail, existing Caltrain, the Transit Mall, and Diridon Station are all included in the Central/Downtown Planning Area, as is planned BRT service. The Planning Area contains Downtown San José, four Planned Community/Specific Plan areas, two Employment Land Areas, two BART/Caltrain Villages, four Transit Villages and Corridors, and one Neighborhood Village. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-7.

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
Downtown	48,500	8,330	48,500	10,360
	<i>Portion Entitled</i>		--	1,139
<i>Planned Community/Specific Plan Areas</i>				
Jackson-Taylor	--	1,190	100	1,190
Martha Gardens	--	1,760	--	1,760
Midtown	100	1,300	1,000	1,600
Tamien Station	--	960	600	1,060
<i>Employment Land Areas</i>				
Monterey Bus. <sup>a</sup>	140	--	306	--
Mabury <sup>a</sup>	54	--	243	--
<i>Villages and Corridors</i>				
VT3	30	1,650	4,050	845
VT4	20	--	1,610	411
	<i>Portion Entitled</i>		--	9
VR9 <sup>b</sup>	20	--	4,107	2,612
	<i>Portion Entitled</i>		--	342
CR20	60	--	2,520	1,678
	<i>Portion Entitled</i>		--	333
CR28	55	--	1,400	1,500
CR31	35	--	980	1,245
	<i>Portion Entitled</i>		--	313
V57	13	--	415	217
	<i>Portion Entitled</i>		--	67
<i>Other Areas</i>				
Vacant Lands	932	1,129	932	199
Entitled Parcels	--	3,757	--	402
Notes: DU = dwelling units, VT = BART/Caltrain Village, VR = Light Rail Village, CR = Light Rail Corridor, C = Commercial Center Village and Corridor, V = Neighborhood Village				
<sup>a</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				
<sup>b</sup> Jobs and area from Former Village C46 - Meridian/Parkmoor were consolidated into Village VR9 - Race Street Light Rail.				



CENTRAL/DOWNTOWN PLANNING AREA

FIGURE 2.2-9

### 2.2.3.7 Coyote

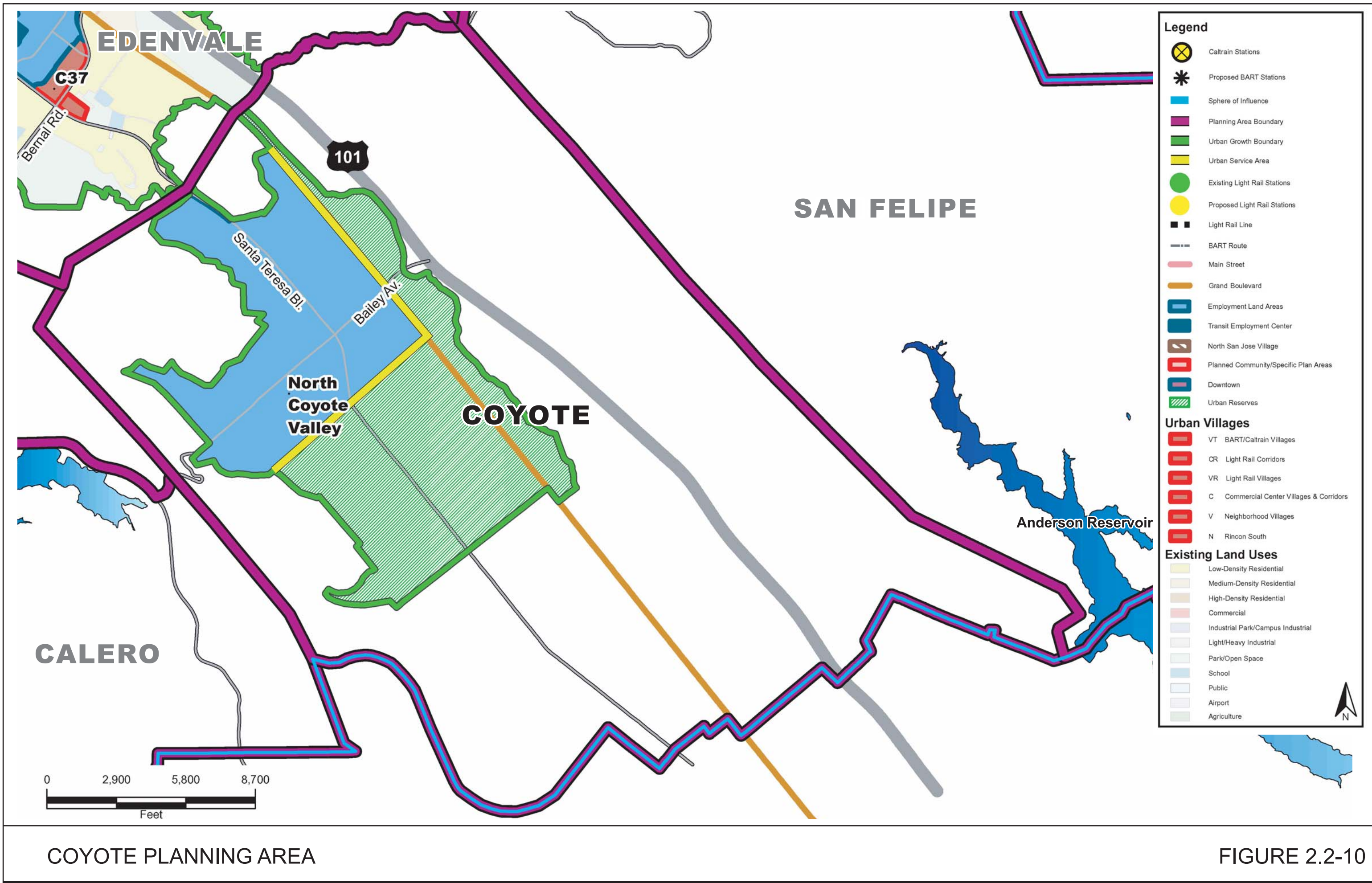
The Coyote Planning Area is located at the southern edge of San José's Sphere of Influence (refer to Figure 2.2-10). The Coyote Planning Area is 24.8 square miles in size (5.8 square miles within the Urban Growth Boundary) and is located in Council District 2. The Planning Area contains the North Coyote Valley Employment Land Area and the Coyote Valley Urban Reserve (CVUR). Under the *Envision San José 2040 General Plan Preferred Scenario*, no growth would be allowed within the 2035 horizon in the Coyote Valley Urban Reserve. The development of housing within this area would be inconsistent with the environmental, fiscal, urban design and other goals in the Land Use/Transportation Scenario Guidelines because it is not a developed urban area with easy access to public services and transit. Development of up to 3,700 jobs and 10,000 dwelling units is allowed in the Coyote Valley Urban Reserve under the existing General Plan and is analyzed under the No Project Alternative in this PEIR. Consistent with the existing General Plan, the development planned in North Coyote Valley under the Preferred Scenario includes 50,000 jobs and no dwelling units. The development capacity planned for the Coyote Valley Planning Area is identified in Table 2.2-8.

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Employment Land Areas</i>				
North Coyote Valley	50,000	--	50,000	--
<i>Other Areas</i>				
CVUR	3,700	10,000	--	--
Notes: DU = dwelling units				

### 2.2.3.8 Edenvale

The Edenvale Planning Area is located in the southern portion of the city adjacent to the Diablo Mountain Range (refer to Figure 2.2-11). The Edenvale Planning Area is 27.1 square miles in size (20.6 square miles within the Urban Growth Boundary) and contains portions of Council Districts 2, 8, 9, and 10. Transit service in Edenvale includes existing light rail and Caltrain lines, planned BRT service on Monterey Highway, and a planned light rail extension on Capitol Expressway. The Planning Area contains five Employment Land Areas (including Old and New Edenvale), one BART/Caltrain Village, four Transit Villages and Corridors, one Commercial Center Village and Corridor, and three Neighborhood Villages. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-9.





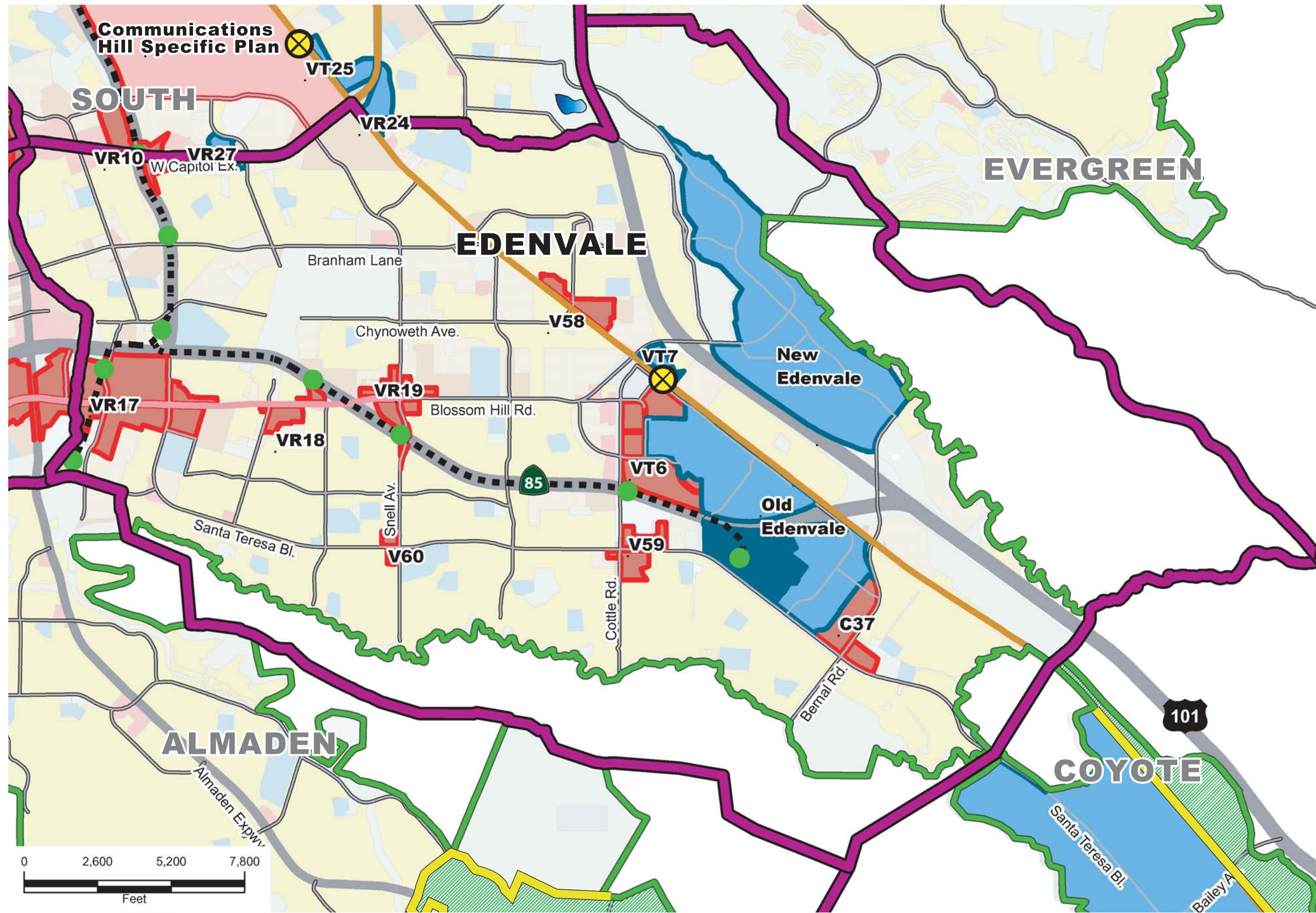
COYOTE PLANNING AREA

FIGURE 2.2-10

<b>Table 2.2-9 Edenvale Planning Area Growth Scenario</b>				
<b>Growth Area</b>	<b>San José GP 2020</b>		<b>Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Added Jobs</b>	<b>Added DU</b>
<i>Employment Land Areas</i>				
New Edenvale	18,340	--	16,000	--
Old Edenvale	8,660	--	31,000	--
VT7 <sup>a</sup>	25	--	1,940	--
VR24 <sup>a,b</sup>	2	--	94	--
VR27 <sup>a,b</sup>	1	--	96	--
<i>Villages and Corridors</i>				
VT6	--	--	--	2,930
<i>Portion Entitled</i>			--	2,930
VR10 <sup>b</sup>	--	--	698	301
VR17 <sup>b</sup>	172	--	5,715	4,591
VR18	15	--	1,780	600
VR19	35	--	2,598	1,083
<i>Portion Entitled</i>			--	8
C37	65	--	1,500	700
V58	35	--	1,200	120
V59	54	--	1,090	500
V60	15	--	500	140
<i>Other Areas</i>				
Vacant Lands	150	235	150	258
Entitled Parcels	--	3,220	--	55
Notes: DU = dwelling units, VT = BART/Caltrain Village, VR = Light Rail Village, C = Commercial Center Village and Corridor, V = Neighborhood Village				
<sup>a</sup> Denotes former villages where no housing is planned that are now considered employment lands.				
<sup>b</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				

### 2.2.3.9 Evergreen

The Evergreen Planning Area is located in southeast San José adjacent to the Diablo Mountain Range (refer to Figure 2.2-12). The Evergreen Planning Area is 31.6 square miles in size (15.1 square miles within the Urban Growth Boundary) and contains portions of Council Districts 2, 7, and 8. An extension of a light rail line is planned through the northwest corner of the Planning Area and BRT service is also planned to serve the area. The Evergreen Planning Area contains one Planned Community/Specific Plan Area, one Employment Land Area, two Transit Villages and Corridors, one Commercial Center Village and Corridor, and three Neighborhood Villages. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-10.



**Legend**

- Caltrain Stations
- Proposed BART Stations
- Sphere of Influence
- Planning Area Boundary
- Urban Growth Boundary
- Urban Service Area
- Existing Light Rail Stations
- Proposed Light Rail Stations
- Light Rail Line
- BART Route
- Main Street
- Grand Boulevard
- Employment Land Areas
- Transit Employment Center
- North San Jose Village
- Planned Community/Specific Plan Areas
- Downtown
- Urban Reserves

**Urban Villages**

- VT BART/Caltrain Villages
- CR Light Rail Corridors
- VR Light Rail Villages
- C Commercial Center Villages & Corridors
- V Neighborhood Villages
- N Rincon South

**Existing Land Uses**

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Industrial Park/Campus Industrial
- Light/Heavy Industrial
- Park/Open Space
- School
- Public
- Airport
- Agriculture

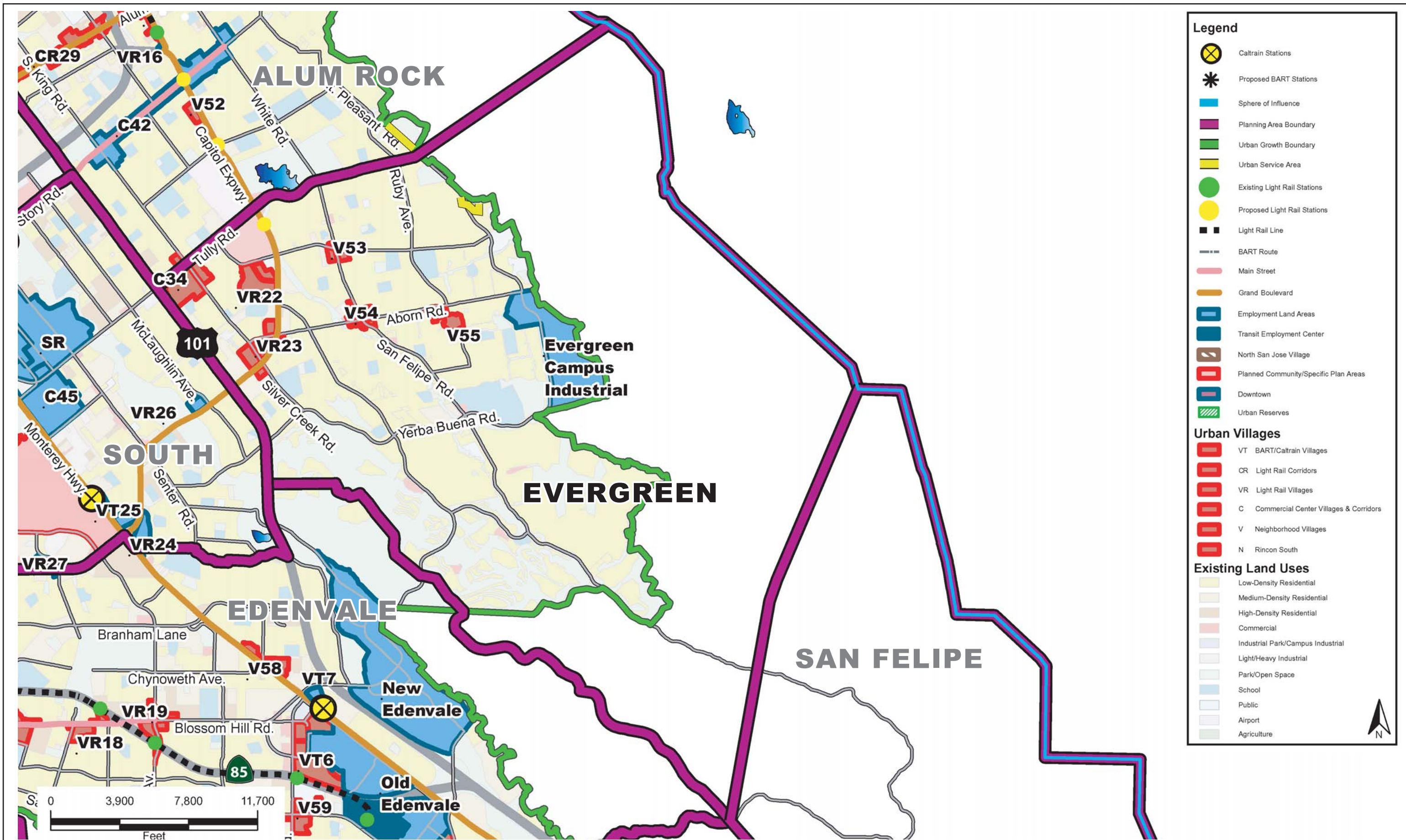
EDENVALE PLANNING AREA

FIGURE 2.2-11

<b>Table 2.2-10 Evergreen Planning Area Growth Scenario</b>				
<b>Growth Area</b>	<b>San José GP 2020</b>		<b>Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Added Jobs</b>	<b>Added DU</b>
<i>Planned Community/Specific Plan Areas</i>				
Evergreen <sup>a</sup>	--	40	--	25
<i>Employment Land Areas</i>				
Campus Industrial	11,500	--	12,000	--
<i>Villages and Corridors</i>				
VR22	--	--	3,690	250
VR23	50	--	900	1,000
C34 <sup>b</sup>	55	--	1,732	912
V53	22	--	500	225
V54	35	--	500	310
V55	41	--	600	385
<i>Other Areas</i>				
Vacant Lands	1,350	423	300	84
Entitled Parcels	--	57	--	57
Notes: DU = dwelling units, VR = Light Rail Village, C = Commercial Center Village and Corridor, V = Neighborhood Village				
<sup>a</sup> While the Evergreen Specific Plan is not incorporated into the <i>Envision San José 2040 General Plan</i> , existing growth capacity for this area is maintained as part of the Preferred Scenario.				
<sup>b</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				

### Evergreen Campus Industrial Area

At the conclusion of the City of San José *Evergreen East Hills Vision Strategy* planning process, the question of potential conversion of the Evergreen Campus Industrial Area to residential use was referred to the *Envision* General Plan Update. The *Envision* Task Force selected a Preferred Scenario that does not include housing growth on the “Evergreen Campus Industrial” properties, maintaining the allowed industrial land uses of the current General Plan. A large share of the city’s current job growth capacity is planned on mid-rise and high-rise office lands. Because of the amount of job growth capacity included in the Preferred Scenario and the projected demand for industrial, low-rise office and R&D employment land uses, the Evergreen Campus Industrial Area is planned for intensified development with this type of employment use. Adding housing growth capacity on the Campus Industrial properties would be contrary to the goals in the Land Use/ Transportation Scenario Guidelines because the properties lack access to transit facilities, are an inappropriate setting for mixed-use or more walkable intensified development, and (being on the edge of the urban envelope) are not a feasible location for new neighborhood-supporting commercial uses.



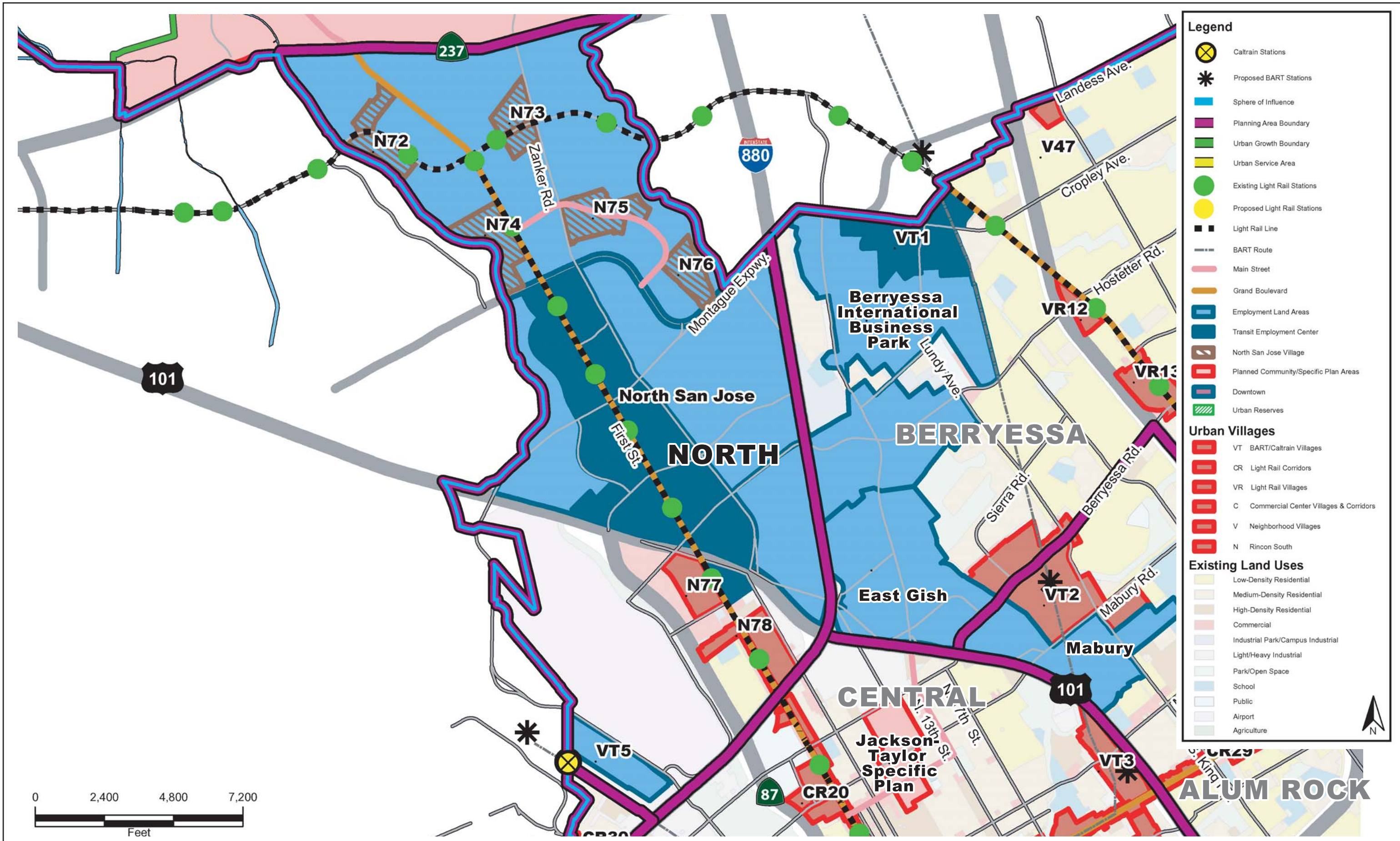
EVERGREEN PLANNING AREA

FIGURE 2.2-12

### 2.2.3.10 North San José

The North San José Planning Area is located between Downtown and State Route 237, and is adjacent to the Cities of Santa Clara and Milpitas (refer to Figure 2.2-13). The North San José Planning Area is 8.8 square miles in size and contains portions of Council Districts 3 and 4. Existing light rail lines run through North San José. The Planning Area contains one Planned Community/Specific Plan Area, one Employment Land Area, and one BART/Caltrain Village. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-11.

<b>Table 2.2-11 North San José Planning Area Growth Scenario</b>				
<b>Growth Area</b>	<b>San José GP 2020</b>		<b>Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Added Jobs</b>	<b>Added DU</b>
<i>Planned Community/Specific Plan Areas</i>				
Rincon South <sup>a</sup>	3,000	10,290	3,000	7,260
<i>Portion Entitled</i>			--	960
<i>Employment Land Areas</i>				
North San José <sup>b</sup>	84,080	20,530	95,900	25,380
<i>Portion Entitled</i>			--	7,680
VT5 <sup>c</sup>	1,600	--	1,600	--
Notes: DU = dwelling units, VT = BART/Caltrain Village				
<sup>a</sup> Adoption of the <i>Envision San José 2040 General Plan</i> will retire the Rincon South Specific Plan as a Specific Plan but it will be maintained as an Urban Village Plan with modifications to the planned growth for the area.				
<sup>b</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				
<sup>c</sup> Denotes former villages where no housing is planned that are now considered employment lands.				



**Legend**

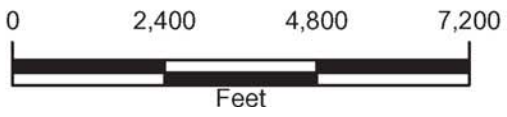
- Caltrain Stations
- Proposed BART Stations
- Sphere of Influence
- Planning Area Boundary
- Urban Growth Boundary
- Urban Service Area
- Existing Light Rail Stations
- Proposed Light Rail Stations
- Light Rail Line
- BART Route
- Main Street
- Grand Boulevard
- Employment Land Areas
- Transit Employment Center
- North San Jose Village
- Planned Community/Specific Plan Areas
- Downtown
- Urban Reserves

**Urban Villages**

- VT BART/Caltrain Villages
- CR Light Rail Corridors
- VR Light Rail Villages
- C Commercial Center Villages & Corridors
- V Neighborhood Villages
- N Rincon South

**Existing Land Uses**

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Industrial Park/Campus Industrial
- Light/Heavy Industrial
- Park/Open Space
- School
- Public
- Airport
- Agriculture



NORTH SAN JOSE PLANNING AREA

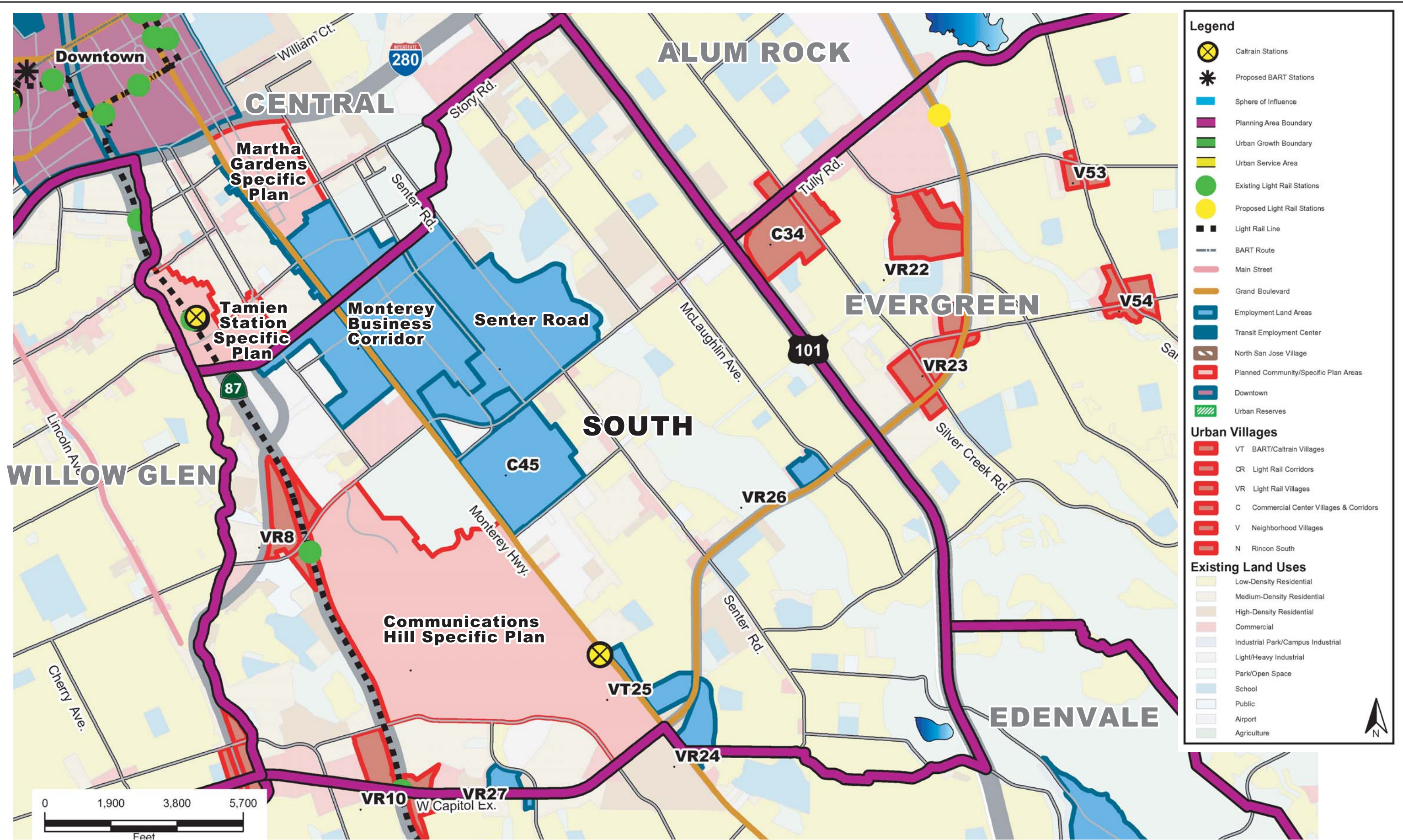
FIGURE 2.2-13

### 2.2.3.11 South San José

The South San José Planning Area is located directly south of Downtown between State Route 87 and US 101 (refer to Figure 2.2-14). The South San José Planning Area is 11.4 square miles in size and contains portions of Council Districts 2, 6, 7, and 10. An existing Caltrain line and existing light rail lines travel through South San José. BRT service is also planned on Monterey Highway. The Planning Area contains one Planned Community/Specific Plan Area, seven Employment Land Areas, one BART/Caltrain Village, and two Transit Villages and Corridors. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-12.

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Planned Community/Specific Plan Areas</i>				
Comm. Hill	--	3,830	1,700	2,775
<i>Employment Land Areas</i>				
Monterey Bus. <sup>a</sup>	360	--	789	--
Senter Road	500	--	2,275	--
VR24 <sup>a,b</sup>	28	--	1,186	--
VT25 <sup>b</sup>	20	--	870	--
VR26 <sup>b</sup>	15	--	630	--
VR27 <sup>a,b</sup>	9	--	584	--
C45 <sup>b</sup>	40	--	4,120	--
<i>Villages and Corridors</i>				
VR8	--	--	1,380	1,440
VR10 <sup>a</sup>	--	--	2,070	894
<i>Other Areas</i>				
Vacant Lands	617	481	332	64
Entitled Parcels	--	485	--	206
Notes: DU = dwelling units, VR = Light Rail Village, C = Commercial Center Village and Corridor				
<sup>a</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				
<sup>b</sup> Denotes former villages where no housing is planned that are now considered employment lands.				





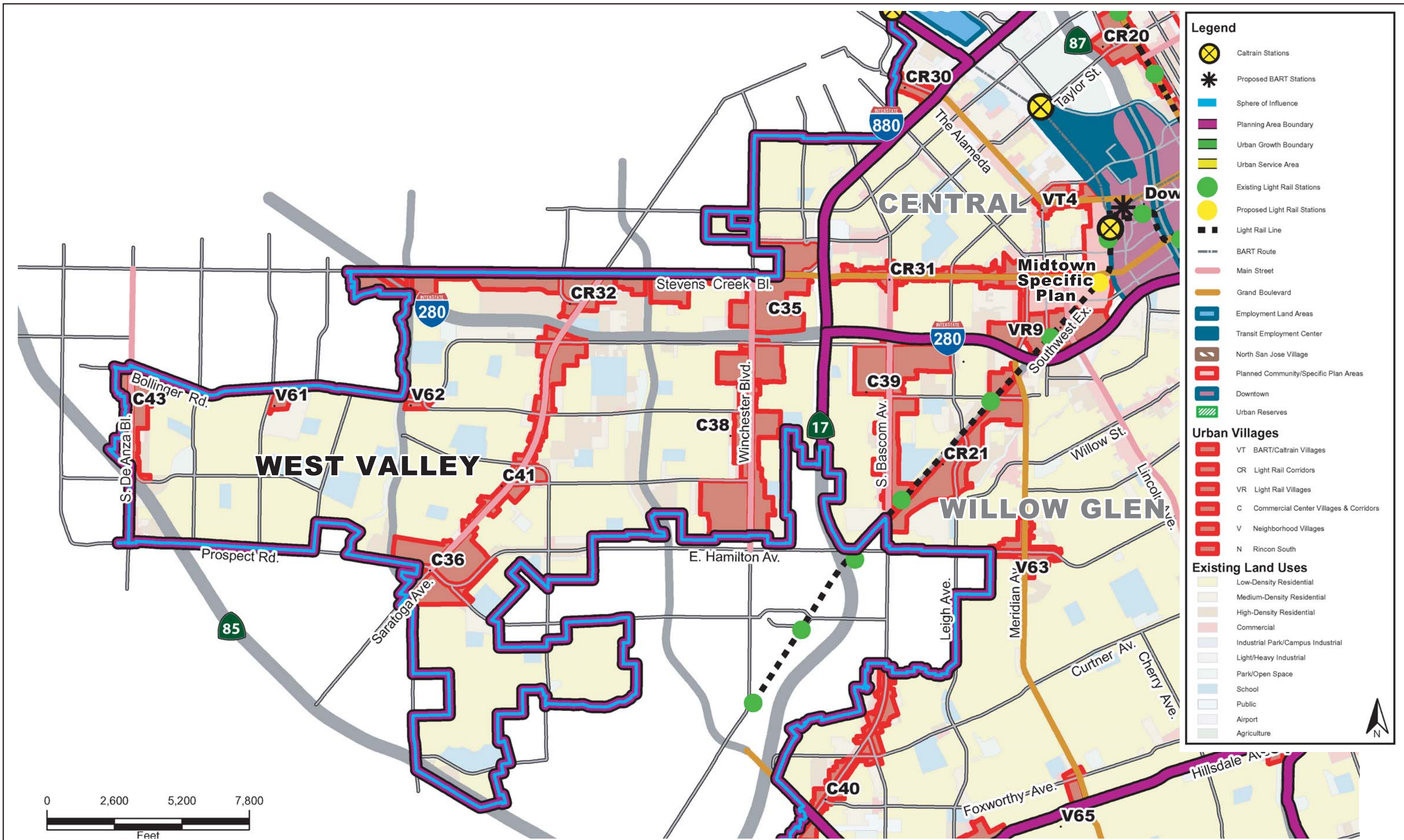
SOUTH SAN JOSE PLANNING AREA

FIGURE 2.2-14

### 2.2.3.12 West Valley

The West Valley Planning Area is the westernmost area of San José and is adjacent to the cities of Santa Clara, Cupertino, Saratoga, and Campbell (refer to Figure 2.2-15). The West Valley Planning Area is 10.9 square miles in size and contains portions of Council Districts 1 and 6. BRT service is planned on Stevens Creek Boulevard through the West Valley. The Planning Area contains two Transit Villages and Corridors, five Commercial Center Villages and Corridors, and two Neighborhood Villages. The development capacity planned for these Growth Areas under the Preferred Scenario is identified in Table 2.2-13.

Growth Area	San José GP 2020		Preferred Scenario	
	Added Jobs	Added DU	Added Jobs	Added DU
<i>Villages and Corridors</i>				
CR30	15	--	440	400
CR32	140	--	2,400	3,860
C35	90	--	2,410	2,635
<i>Portion Entitled</i>			--	725
C36	100	--	3,000	2,500
C38	85	--	4,600	2,000
C41	75	--	3,605	1,115
<i>Portion Entitled</i>			--	89
C43	60	--	2,140	845
<i>Portion Entitled</i>			--	45
V61	18	--	400	160
V62	7	--	200	70
<i>Other Areas</i>				
Vacant Lands	45	72	45	30
Entitled Parcels	--	1,243	--	289
Notes: DU = dwelling units, CR = Light Rail Corridor, C = Commercial Center Village and Corridor, V = Neighborhood Village				



WEST VALLEY PLANNING AREA

FIGURE 2.2-15

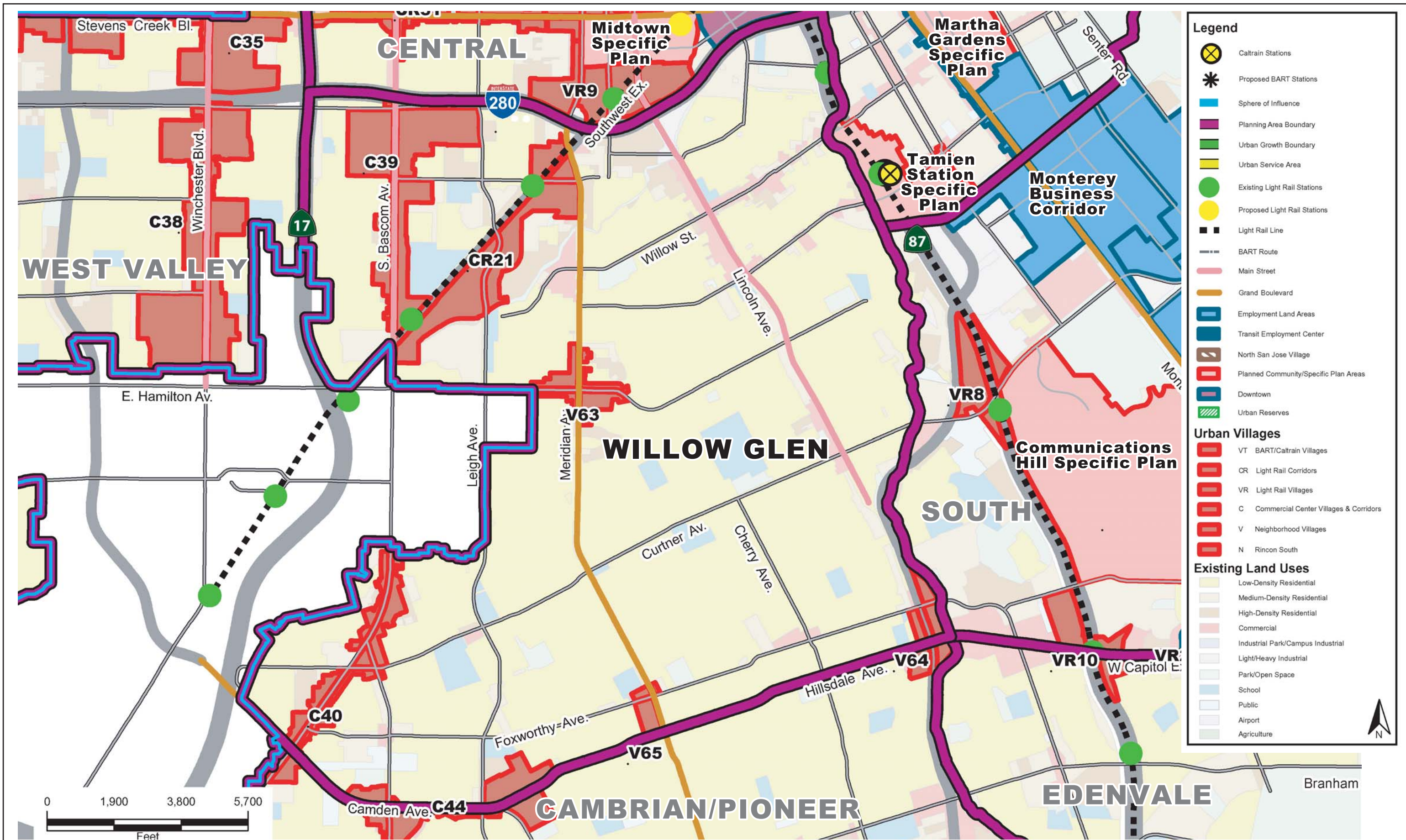
### 2.2.3.13 Willow Glen

The Willow Glen Planning Area is located southwest of Downtown and is adjacent to the City of Campbell (refer to Figure 2.2-16). The Willow Glen Planning Area is 10.4 square miles in size and contains portions of Council Districts 6 and 9. Existing light rail lines travel through the Willow Glen Planning Area. The Planning Area contains one Transit Village and Corridor, three Commercial Center Villages and Corridors, and three Neighborhood Villages. The development capacity planned in the Growth Areas under the Preferred Scenario is identified in Table 2.2-14.

<b>Table 2.2-14 Willow Glen Planning Area Growth Scenario</b>				
<b>Growth Area</b>	<b>San José GP 2020</b>		<b>Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Added Jobs</b>	<b>Added DU</b>
<i>Villages and Corridors</i>				
CR21	15	--	5,405	3,167
<i>Portion Entitled</i>			--	339
C39	50	--	1,000	1,400
C40 <sup>a</sup>	45	--	1,382	653
<i>Portion Entitled</i>			--	74
C44 <sup>a</sup>	39	--	1,696	484
V63	51	--	1,000	710
V64 <sup>a</sup>	25	--	464	214
V65	22	--	700	250
<i>Portion Entitled</i>			--	55
<i>Other Areas</i>				
Vacant Lands	78	351	78	42
Entitled Parcels	--	783	--	20
Notes: DU = dwelling units, CR = Light Rail Corridor, C = Commercial Center Village and Corridor, V = Neighborhood Village				
<sup>a</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				

### 2.2.3.14 Calero and San Felipe

The City of San José has two additional Planning Areas, Calero and San Felipe, which are located entirely outside of the City's Urban Growth Boundary. No growth is planned for these areas in the Preferred Scenario.



WILLOW GLEN PLANNING AREA

FIGURE 2.2-16

## 2.2.4 Transportation Network

### Roadway Network Street Classification

The existing General Plan streets in San José are currently referred to as Arterials and Collectors, under the Functional Classification System typically used by Caltrans, and each have a specified width and traffic capacity of two lanes, four lanes, or six lanes. The General Plan street network in some locations can be altered to better accommodate multimodal streets which would reduce the automobile capacity of the street to allow for non-automotive transportation improvements. Therefore, the *Envision San José 2040 General Plan* proposes a more balanced, multimodal transportation network that organizes streets and other transportation facilities according to typologies. Street typologies are an expansion of functional classifications that reflect a roadway's adjacent land uses, appropriate travel speeds, and the need to accommodate multiple travel modes. The proposed typologies are intended to provide a network of "Complete Streets"<sup>7</sup> that better accommodates the full range of users of the street network. The proposed street typologies are described briefly below. The proposed *Envision San José 2040 General Plan* street typologies for the primary roadway network are shown graphically in Figure 2.2-17.

#### Grand Boulevard

Grand Boulevards serve as major transportation corridors that connect multiple city neighborhoods. In most cases, these are used as primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles and are planned for signal priority for transit vehicles, bus stops, and, where appropriate, exclusive transit lanes. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but if there are conflicts, priority is given to transit use. Grand Boulevards contribute to the city's overall identity through cohesive design. Within the public right-of-way, special measures could include installation of enhanced landscaping, attractive lighting, and identification banners. Consideration will also be given to the design treatment of private development fronting onto the Grand Boulevard to support the Grand Boulevard concept. These streets accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with ample sidewalks on both sides, and pedestrian amenities are enhanced around transit stops. Transit service is accommodated within other street typologies but is a primary mode on Grand Boulevards.

#### On-Street Primary Bicycle Facility

On-Street Primary Bicycle Facilities are either classified as Class II (bike lanes) or Class III (signed routes) and serve as through routes for bicycles providing continuous access and connections to the local and regional bicycle network. These facilities correspond to the primary bicycle network described in the San José Bike Plan 2020. Through-movement and high volumes of motor vehicle traffic are generally discouraged on these facilities, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway, but if there are conflicts, bicycles have priority. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated on these facilities.

<sup>7</sup> "Complete streets" describes a comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit).

### Main Street

Main Streets are roadways that play an important commercial and social role for the local neighborhood area, supporting retail and service activities that serve the local neighborhood residents, and providing an urban street space for social community gathering and recreational activities. Main Street locations are identified within new planned Growth Areas where the City envisions increased density of commercial and residential development or within established neighborhoods that have maintained a traditional central commercial area. Each Main Street may be different in character, and should reflect the key characteristics of the surrounding neighborhoods, while also contributing toward a sense of place, the facilitation of social interaction, and the improvement of adjacent land values through careful attention to the design of streetscape and adjoining public spaces.

The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Like all City streets, Main Streets should also be "Complete Streets", designed and operated to enable safe, attractive and comfortable access and travel for all users, so that pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a Main Street roadway. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, enhanced street crossings, and pedestrian-oriented signage identifying trails and points of interest. Additionally, signals should be timed to minimize pedestrian delay. Pedestrian crossings should have a high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks. All Main Streets are also recognized as Neighborhood Business Districts.

### City Connector Street

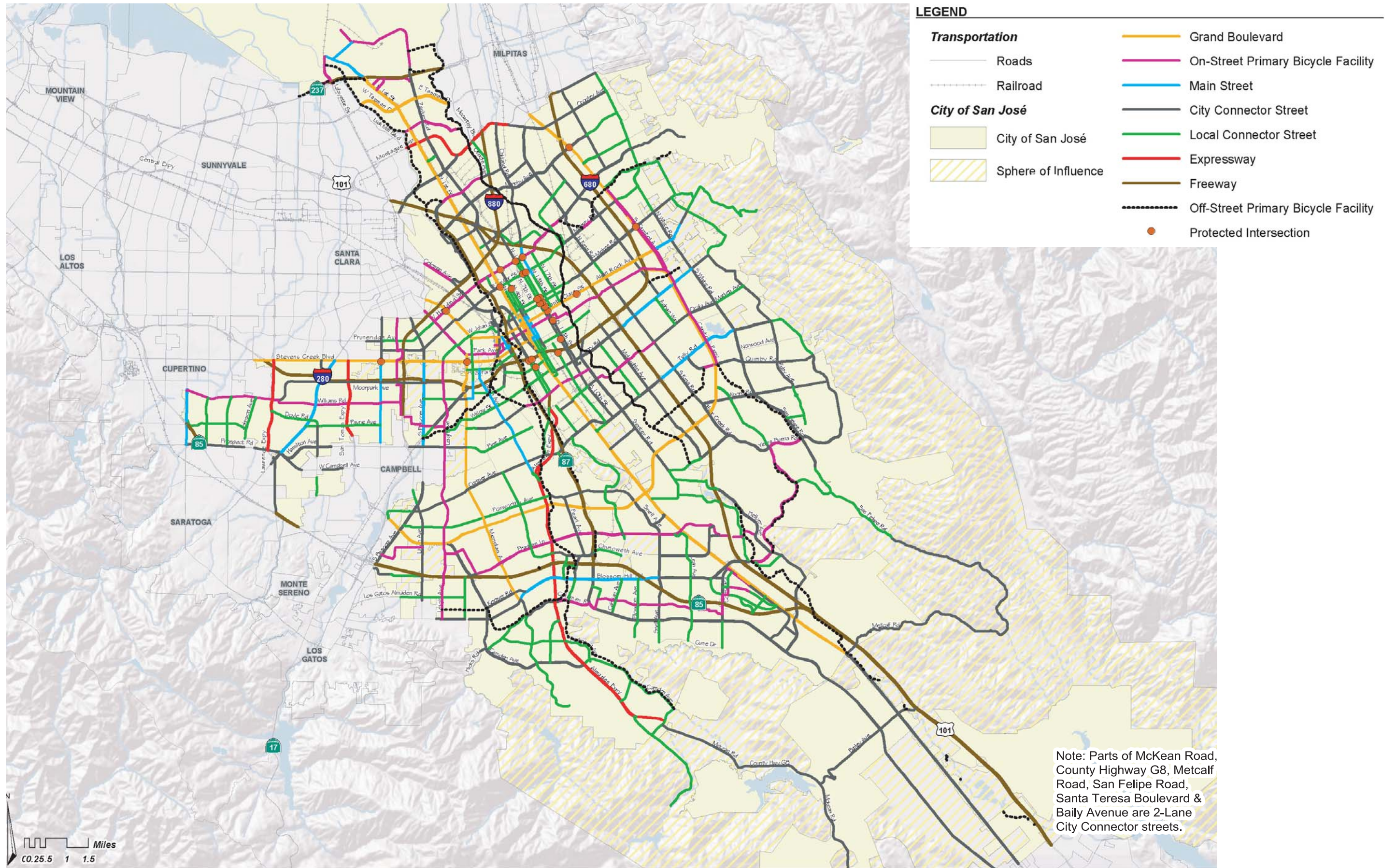
Automobiles, bicycles, pedestrians, and trucks are prioritized equally in the roadway. Transit use is accommodated. These streets typically have four or six travel lanes and would accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with sidewalks.

### Local Connector Street

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in the roadway. Transit use is accommodated. These streets have two travel lanes and would accommodate low to moderate volumes of through traffic within the city. Pedestrians are accommodated with sidewalks.

### Residential Street

Automobiles, bicycles, and trucks are accommodated equally in the roadway of Residential Streets. These streets accommodate low volumes of local traffic and primarily provide access to property. Through traffic is discouraged and transit use is rarely provided. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are accommodated with sidewalks or paths.



Source: Fehr & Peers Transportation Consultants

PROPOSED STREET TYPOLOGY

FIGURE 2.2-17



### Expressway

These facilities provide limited access to abutting land uses and are designated primarily for traffic movement by serving high volumes and high-speed regional traffic including automobiles, trucks, and express transit buses. Bicycles and pedestrians are either permitted or accommodated on separate parallel facilities. Expressways are maintained and operated by the Santa Clara County Roads and Airports Department.

### Freeway

These facilities are designated solely for traffic movement of automobiles, trucks, and express transit buses. Freeways provide no access to abutting properties and are designed to separate all conflicting movements through the use of grade-separated interchanges. Bicycles and pedestrians are prohibited or accommodated on separate parallel facilities. Freeways are maintained and operated by Caltrans.

## **Roadway Network Capacity Modifications**

Under the Preferred Land Use/Transportation Scenario the existing street network in San José would remain largely the same. The City of San José has 500 miles of roadway designated as General Plan streets that serve as the primary circulation network for community mobility. Proposed roadway modifications are categorized into the following four groups:

The proposed roadway changes can generally be categorized as falling within four groups. The four groups are:

- Group 1 Actions – The proposed changes would have capacity similar to existing conditions, and generally less roadway capacity than the current *Focus on the Future San José 2020 General Plan*.
- Group 2 Actions – The proposed changes would result in roadway capacity that is consistent with recent land use decisions made by the City Council, including specific plan approvals, couplet conversions for Downtown streets, and the Downtown Strategy.
- Group 3 Actions – The proposed changes reduce vehicular capacity to accommodate multimodal streets. This generally means a reduction in the number of lanes and/or narrowing of pavement to accommodate bike lanes, transit lanes or an enhanced pedestrian environment.
- Group 4 Actions – The proposed changes would result in greater roadway capacity than existing conditions, and in some cases greater roadway capacity than the current *Focus on the Future San José 2020 General Plan*.

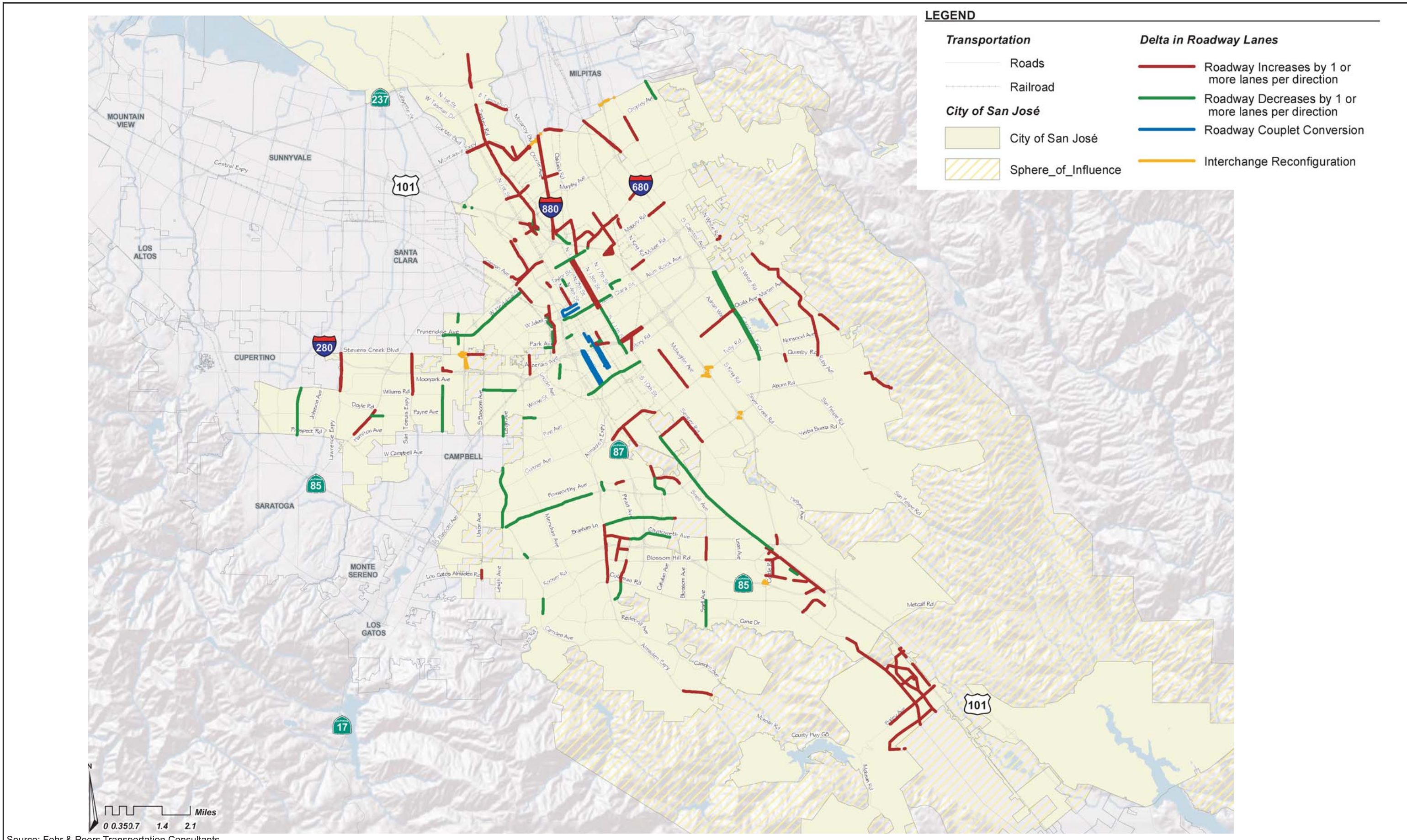
Proposed roadway network modifications that would increase or decrease the existing automotive capacity of the General Plan streets are listed in Table 2.2-15 and shown graphically in Figure 2.2-18. A complete list of the changes to the General Plan roadway network is shown in Section 3.2 Transportation.

**Table 2.2-15  
Proposed Roadway Network Capacity Modifications**

Roadway	From	To	Lanes	
			Existing	GP2040
<i>Similar to Existing Conditions</i>				
Senter Road	Hellyer Avenue	Sylvandale Road	3	2
<i>Recent Policy Changes</i>				
Airport Parkway	Airport Parkway/ Brokaw Road	Coleman Avenue	2	4
Park Avenue	Montgomery Street	Sunol Street	4	2
Tenth Street	Keyes Street	Santa Clara Street	3	2
Eleventh Street	Keyes Street	Santa Clara Street	3	2
Tenth Street	Santa Clara Street	Hedding Street	3	2
Eleventh Street	Santa Clara Street	Hedding Street	3	2
Second Street	East Reed Street	Humboldt Street	3	2
Third Street	East Reed Street	Humboldt Street	3	2
Vine Street	Grant Street	Alma Avenue	2/3	2
<i>Multimodal Streets</i>				
Alma Avenue	Lelong Street	Senter Road	4	2
Branham Lane	Almaden Expwy.	Monterey Hwy.	2/4/6	4
Chynoweth Avenue	Barron Park Drive	Pearl Avenue	2/4	2
Fruitdale Avenue	Bascom Avenue	Southwest Expwy.	4	2
Hedding Street	Coleman Avenue	Winchester Blvd.	4	2
Hedding Street	Fourth Street	17 <sup>th</sup> Street	4	2
Hillsdale Avenue	Almaden Expwy.	Camden Avenue	6	4
Leigh Avenue	Blossom Hill Rd.	Stokes Street	2/4	2
Monterey Hwy.	Umbarger Road	Metcalf Road	4/5/6	4
Sierra Road	Morrill Avenue	Capitol Avenue	4	2
Winchester Blvd.	Magliocco Drive	Hamilton Avenue	5/6	4
<i>Street Capacity Expansions</i>				
101/Mabury Interchange	--	--	--	IC
101/Zanker Interchange	--	--	--	IC
280/Senter Interchange	--	--	--	IC
Autumn Street	Coleman Avenue	Park Avenue	0/2	4
Berryessa Road	Commercial Street	Interstate 680	4/6	6
Charcot Avenue	Junction Avenue	Zanker Road	2	4
Charcot Avenue	O'Toole Blvd.	Oakland Road	0/2	2
Chynoweth Ave./Thornwood Dr.	Almaden Expwy.	Winfield Boulevard	0	4
Comm. Hill Blvd.	Curtner Avenue	Hillsdale Avenue	0	2
Curtner Avenue	State Route 87	Little Orchard Street	4	6
Gish Road	Interstate 880	Oakland Road	2	4
Hillsdale Avenue	Capitol Expwy.	Pearl Avenue	2/4	4
King Road	Mabury Road	Berryessa Road	2/4	4
Lucretia Avenue	Story Road	Tully Road	2/4	4
Mabury Road	Jackson Avenue	Capitol Expwy.	2/4	4
Montague Expwy.	First Street	Trade Zone Blvd.	6/8	8
San Carlos Street	Interstate 880	Bascom Avenue	4	6
Santa Teresa Blvd.	Bayliss Drive	Laguna Avenue	2/4	4
Saratoga Avenue	Doyle Road	Campbell Avenue	4/6	6
Saratoga Avenue	Interstate 280	Stevens Creek Blvd.	5/6	6
Senter Road	Balfour Drive	Dadis Way	4/6	6

**Table 2.2-15  
Proposed Roadway Network Capacity Modifications**

Roadway	From	To	Lanes	
			Existing	GP2040
Silver Creek Valley Rd./ Blossom Hill Rd.	Hellyer Avenue	Monterey Highway	4/6	6
Skyport Drive	First Street	Fourth Street	0	6
Snell Avenue	Blossom Hill Rd.	Branham Lane	4	6
Trimble Road	De La Cruz Blvd.	Central Expwy.	4/6	6
Tully Road	Monterey Hwy.	Tenth Street	4/5	6
Umberger Road	Monterey Hwy.	Senter Road	2	4
White Road	Marten Avenue	Quimby Road	5/6	6
Zanker Road	State Route 237	Montague Expwy.	4/6	6



PROPOSED TRANSPORTATION DIAGRAM ROADWAY NETWORK MODIFICATIONS

FIGURE 2.2-18

### 2.2.5 Greenhouse Gas Reduction Strategy

The City of San José has prepared a Greenhouse Gas Reduction Strategy (GHG Reduction Strategy) in conjunction with the preparation of the *Envision San José 2040 General Plan* process to ensure that the implementation of the General Plan aligns with the implementation requirements of Assembly Bill 32 (AB32) – the Global Warming Solutions Act of 2006 – and CEQA Guidelines §15183.5, which specifically addresses Greenhouse Gas Reduction Plans. The GHG Reduction Strategy is included as Appendix 8 of the General Plan (see Appendix L of this PEIR).

The GHG Reduction Strategy will serve as a guide for the community to achieve the City’s vision of sustainable greenhouse gas emissions and is an integral part of implementation of the General Plan. It builds on the City’s efforts to reduce greenhouse gas emissions through its adopted Green Vision, Zero Waste Strategy and other on-going efforts including preparation of the Water Pollution Control Plant Master Plan. The GHG Reduction Strategy provides:

- An overview of the environmental context, including an overview of climate science and background information regarding greenhouse gas (GHG) emissions;
- A summary of the State of California’s and the San Francisco Bay Area Region’s policy frameworks for regulation of GHGs;
- Quantification of existing and projected GHG emissions in 2020 and 2035;
- The City of San José’s approach to establishing and achieving GHG reduction targets;
- Strategies and performance measures for further reducing GHG emissions; and
- An implementation program for monitoring, reporting progress on, and updating the GHG Reduction Strategy over time as new technologies or practical measures are identified.

The GHG Reduction Strategy identifies specific policies incorporated within the *Envision San José 2040 General Plan* that will be required for individual projects, as applicable, to reduce GHG emissions. It also provides an analysis of the effectiveness of the proposed Land Use/Transportation Diagram and those policies through 2020<sup>8</sup>, as compared to the emissions per Service Population (residents + employees) BAAQMD Plan-level CEQA threshold of 6.6 metric tons (MT) of CO<sub>2</sub>e/Service Population (SP). Additional mitigation measures (beyond the proposed policies, programs and land use patterns in the Land Use/Transportation Diagram) are not required to meet the 2020 target threshold of 6.6 MT of CO<sub>2</sub>e/SP. Future projects that conform to the General Plan, therefore, may make use of the GHG Reduction Strategy in lieu of performing an individual project analysis for GHG emissions through 2020.

For GHG emissions beyond 2020, the GHG Reduction Strategy identifies an efficiency goal that would be a straight-line projection for meeting the substantially more aggressive goal of reducing GHG emissions to levels 80 percent below 1990 emission levels by 2050 as identified in Executive Order S-3-05 (refer to Section 3.15 Greenhouse Gas Emissions for a description of the contents of Executive Order S-3-05). Additional strategies, policies and programs, to supplement those currently identified, will ultimately be required to meet the 2035 reduction target of 3.04 MT of CO<sub>2</sub>e/SP.

As discussed in Section 3.15 Greenhouse Gas Emissions, the GHG Reduction Strategy also specifically incorporates measures to assist meeting regional GHG reduction targets for the automobile and light truck sectors by the year 2020 and 2035 as called for in California’s Sustainable Communities Strategy and Climate Protection Act, also known as Senate Bill 375 (SB 375). Meeting

<sup>8</sup> As assessed in projected GHG emissions in 2020.

these regional targets will help achieve the goals of AB 32 and the Air Resources Board’s Scoping Plan by requiring changed land use patterns and improved transportation systems. The *Envision San José 2040 General Plan* directly supports SB 375 by incorporating policies and a land use plan designed to minimize vehicle miles traveled (VMT) and vehicle hours traveled (VHT) within and to/from the city during three identified planning tiers.

One of the principal project-by-project reduction measures contained within the GHG Reduction Strategy is a result of the City’s vision for new compact, energy efficient development. Projects that are not consistent with the General Plan Land Use/Transportation Diagram (i.e., projects for which a future General Plan amendment is required) will not be covered by the GHG Reduction Strategy and will be required to complete an individual greenhouse gas emissions analysis and to meet the operational thresholds for greenhouse gases contained in the BAAQMD CEQA Guidelines. Refer to Section 3.15 Greenhouse Gas Emissions for a detailed discussion of projected emissions, GHG emission targets, and measures incorporated in the General Plan to avoid or reduce GHG emissions.

**2.2.6 Proposed Land Use Designation Changes**

To implement the *Envision Task Force* and community Draft Vision, Land Use Guidelines, draft General Plan Goals, Policies, and Implementation Actions, the Preferred Scenario and Growth Areas Strategy, the following Land Use/Transportation Diagram designations are proposed in the *Envision San José 2040 General Plan*. The allowed density under each land use designation is identified in dwelling units per acre (DU/AC) or floor area ratio (FAR). The locations of these proposed land use designations throughout San José are shown in Figures 2.2-19 to 2.2-33. In addition to the proposed Land Use/Transportation Diagram designations, the current *Focus on the Future San José 2020 General Plan* designation(s) that would be replaced by the proposed designation are identified.

***Downtown***

<p>Density: Up to 350 DU/AC; FAR Up to 15.0 (3 to 30 stories)</p> <p><i>SJ 2020 Designation(s): Core Area</i></p>	<p>This designation includes office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership.</p> <p>Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified FAR range of up to 15.0. The</p>
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	<p>broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.</p> <p>The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.</p>
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***Commercial Downtown***

<p>Density: FAR Up to 15.0 (3 to 30 stories)</p> <p><i>SJ 2020 Designation(s): Core Area</i></p>	<p>This designation includes office, hotel, retail, service, and entertainment uses in the city’s Downtown, area, consistent with those supported by the Downtown designation, but denotes areas in which residential uses are not appropriate and therefore are excluded. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the General Plan (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.</p> <p>The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.</p>
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***Urban Village***

<p>Density: 55* to 250 DU/AC; FAR Up to 10.0 (3 to 10 stories)</p> <p><i>SJ 2020 Designation(s): various</i></p>	<p>The Urban Village designation is applied within Urban Village Overlay areas that are planned in the current Horizon to accommodate higher density housing growth along with significant amounts of job growth. This designation is also applied in some cases to specific sites within Urban Village Overlay areas that have received entitlements for 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</p>
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	<p>with those of the Neighborhood Community Commercial designation, as well development of Signature Projects as described in the 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.</p> <p>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 with the Urban Village area be changed to another Land Use designation. 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 may include small amounts of residential in combination with significant amounts of non-residential 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 the 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.</p>
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***Transit Employment Center***

<p>Density: FAR Up to 12.0 (4 to 25 stories)</p> <p><i>SJ 2020 Designation(s): NSJ Industrial Core Area</i></p>	<p>This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the city and high degree of access to transit and other facilities and services. To support San José’s growth as a Regional Employment Center, it is useful to designate such key Employment Centers along the light rail corridor in North San José, in proximity to the BART and light rail facilities in the Berryessa/Milpitas area, and in proximity to light rail in the Old Edenvale area. All of these areas fall within identified Growth Areas and have access to transit and other important infrastructure to support their intensification. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses. The North San José Transit Employment Center will continue to allow limited residential uses, while other</p>
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	<p>Employment Centers should only be developed with industrial and commercial uses.</p> <p>An important difference between this designation and the Industrial Park designation is that the development intensity and site design elements in Transit Employment Center areas should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within Transit Employment Centers. New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment.</p>
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***Regional Commercial***

<p>Density: FAR Up to 12.0 (1 to 25 stories)</p> <p><i>SJ 2020 Designation(s): Regional Commercial, General Commercial</i></p>	<p>These commercial areas attract customers from a regional area and play an important fiscal and economic role for the City. This designation is applied primarily to existing regional shopping centers, though sometimes includes the cumulative attraction of a regional center and one or more nearby community or specialty commercial centers, or two or more community or specialty centers in close proximity whose combined drawing power is of a regional scale. The designation supports a very wide range of commercial uses, which may develop at a wide range of densities. Large shopping malls, and large or specialty commercial centers that draw customers from the greater regional area are appropriate in this designation along with office uses ranging in intensity up to a 12.0 FAR. Hospitals and private community gathering facilities can also be considered in this designation. This General Plan supports intensification and urbanization of Regional Commercial areas in order to promote increased commercial activity and more walkable, urban environments in Regional Commercial districts.</p>
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***Mixed Use Commercial***

<p>Density: Up to 50 DU/AC, FAR 0.5 to 3.0 (1 to 6 stories)</p> <p><i>SJ 2020 Designation(s): Combined Commercial/ Industrial with Live/Work Overlay, Combined Residential/ Commercial, some Neighborhood/</i></p>	<p>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 the property with a typically appropriate, overall FAR of up to 3.0 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</p>
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<p><i>Community Commercial, some Transit Corridor Commercial, some General Commercial</i></p>	<p>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 do not pose a hazard to other nearby uses.</p>
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***Neighborhood/Community Commercial***

<p>Density: FAR Up to 2.0 (1 to 4 stories)</p> <p><i>SJ 2020 Designation(s): Neighborhood/Community Commercial, Office, some Transit Corridor Commercial, some General Commercial</i></p>	<p>This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation.</p>
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***Combined Industrial/Commercial***

<p>Density: FAR Up to 12.0 (1 to 24 stories)</p> <p><i>SJ 2020 Designation(s): Combined Industrial/Commercial, Industrial Park/General Commercial, Industrial Park with Mixed Industrial Overlay, River Commercial</i></p>	<p>This category allows a significant amount of flexibility for the development of a varied mixture of compatible commercial and industrial uses, including hospitals and private community gathering facilities. Properties with this designation are intended for commercial, office, or industrial developments or a compatible mix of these uses. This designation occurs in areas where the existing development pattern exhibits a mix of commercial and industrial land uses or in areas on the boundary between commercial and industrial uses. Development intensity can vary significantly in this designation based on the nature of specific uses likely to occur in a particular area. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail commercial and warehouse forms and uses.</p> <p>While this designation potentially accommodates a wide variety of uses and building forms, more specific guidance should be provided through the application of the Zoning Ordinance in order to establish use and form standards that will promote the development of a cohesive employment area across multiple adjoining properties that share this designation.</p>
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***Industrial Park***

<p>Density: FAR Up to 10.0 (2 to 15 stories)</p> <p><i>SJ 2020 Designation(s):</i></p>	<p>The Industrial Park designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing and offices. This designation is differentiated from the Light Industrial and Heavy Industrial designations in that Industrial Park uses are limited to</p>
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<p><i>Industrial Park, Campus Industrial</i></p>	<p>those for which the functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Hospitals may be appropriate within this designation, provided that it can be demonstrated that they will not be incompatible with Industrial Park uses or other nearby activities. Areas identified exclusively for Industrial Park uses may contain a very limited number of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should typically be located within a larger industrial building to protect the character of the area and maintain land use compatibility. One primary difference between this use category and the “Light Industrial” category is that through the Zoning Ordinance performance and design standards are more stringently applied to Industrial Park uses.</p>
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***Light Industrial***

<p>Density: FAR Up to 1.5 (1 to 3 stories)</p>	<p>This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate industrial area. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (start-up companies) or lower cost industrial operations.</p>
<p><i>SJ 2020 Designation(s): Light Industrial</i></p>	<p>Because of the limited supply of land available for industrial suppliers/services firms in the city, Land Use Policies in this General Plan restrict land use changes on sites designated Light Industrial. Design controls for this category of use are not as stringent as for the “Industrial Park” uses.</p>

***Heavy Industrial***

<p>Density: FAR Up to 1.5 (1 to 3 stories)</p>	<p>This category is intended for industrial users with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Extractive and primary processing industries are typical of this category. Office, and research and development uses are discouraged under the designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing. The Heavy Industrial designation is also the appropriate category for solid waste transfer and processing stations, if those sites meet other General Plan policies.</p>
<p><i>SJ 2020 Designation(s): Heavy Industrial</i></p>	

	<p>Very limited scale retail sales and service establishments serving nearby businesses and their employees may be considered appropriate where such establishments do not restrict or preclude the ability of surrounding Heavy Industrial land from being used to its fullest extent and are not of a scale or design that depend on customers from beyond normal walking distances. Any such uses should be clearly incidental to the industrial user on the property and integrated within an industrial building.</p> <p>The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate. Because of the limited supply of land available for heavy industrial uses, the Land Use Policies in this General Plan restrict land use changes in areas reserved exclusively for industrial uses.</p>
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***Public/Quasi-Public***

<p>Density: FAR N/A</p> <p><i>SJ 2020 Designation(s): Utilities, Public/Quasi-Public</i></p>	<p>This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including private schools, daycare centers, hospitals, public utilities, and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications facilities that are consistent in character with established public land uses. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.</p> <p><b><u>Alviso Water Pollution Control Plant Buffer Lands</u></b></p> <p>One of the larger areas within the city designated as Public/Quasi-Public is the City-owned buffer lands surrounding the Water Pollution Control Plant. Due to planned changes to the Plant's operations, it is anticipated that the current extensive buffer land area will not be needed in the future. The City is currently in the process of preparing a Master Plan for reuse of these buffer lands for a variety of new uses, including additional employment capacity. Accordingly the General Plan includes job growth capacity for the buffer land area to support future expansion of employment uses. Upon completion of the Plant Master Plan, the</p>
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	City may amend the General Plan Land Use/Transportation Diagram and Plan policies to incorporate the outcome of the Plant Master Plan process.
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***Transportation and Utilities***

<p>Density: FAR N/A</p> <p><i>SJ 2020 Designation(s): Utilities, Public/Quasi-Public, Low Density Residential, Light Industrial, Combined Industrial Commercial</i></p>	<p>Lands with this designation are in primary use as transportation or utility corridors. This designation is mostly applied to active or inactive railroad line and high-voltage power line corridors, but also is appropriate for other similar infrastructure corridors that are not either in the public right-of-way or on lands designated as Public/Quasi-Public. Trails are also an appropriate use for this designation provided that the corridor is not currently in use as an active railroad line or other use that would potentially result in a land use conflict or hazardous situation.</p>
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***Transit Residential***

<p>Density: 50-250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)</p> <p><i>SJ 2020 Designation(s): Transit Corridor Residential (30+ DU/AC, Various)</i></p>	<p>This is the primary designation for new high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services. This designation may also be appropriate for some sites within Village areas as identified through a Village Planning process. This designation also supports intensive commercial employment uses, such as office, hotels, hospitals and private community gathering facilities. To help contribute to “complete communities,” commercial uses should be included with new residential development in an amount consistent with achievement of the planned job growth and Village Plan for the relevant Village area. The allowable density/intensity for mixed-use development will be determined using an FAR 2.0 to 12.0 to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office. The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within a Village Plan or other policy document.</p>
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***Urban Residential***

<p>Density: 30-95 DU/AC; FAR 1.0 to 4.0 (3 to 12 stories)</p> <p><i>SJ 2020 Designation(s): High Density Residential (25-50 DU/AC, Various)</i></p>	<p>This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities, within identified Urban Villages, in other areas within the city that have existing residential development built at this density, within Specific Plan areas, or in areas in close proximity to an Urban Village or transit facility where intensification will support those facilities. Any new residential development at this density should be in Growth Areas or, on a very limited basis, as infill development within areas with characteristics similar to the Urban Village areas (generally developed at high-density and in proximity to transit, jobs, amenities and other services). The allowable</p>
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	<p>density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document. This designation is also used to identify portions of Urban Village areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas within the Urban Village suitable for greater intensification. The allowable density/intensity for mixed-use development will be determined using an allowable FAR (1.0 to 4.0) to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office. Developments in this designation would typically be three to four stories of residential or commercial uses over parking.</p>
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***Mixed Use Neighborhood***

<p>Density: Up to 30 DU/AC; FAR 0.25 to 2.0 (1 to 3.5 stories)</p> <p><i>SJ 2020 Designation(s): Medium High Density Residential (12-16, 12-25 DU/AC), Victorian Preservation/Mixed Use, Evergreen Village Center</i></p>	<p>This designation is applied to areas intended for development primarily with either townhouse or small lot single-family residences and also to existing neighborhoods that were historically developed with a wide variety of housing types, including a mix of residential densities and forms. This designation supports commercial or mixed-use development integrated within the Mixed Use Neighborhood area. Existing neighborhoods with this designation are typically characterized by a prevalence of atypical lot sizes or shapes and a parcel-by-parcel development pattern where small townhouse development may exist adjacent to more traditional single-family development or more intense multi-family development.</p> <p>This designation should be used to establish new neighborhoods with a cohesive urban form, to provide transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character. Small lot single-family neighborhoods with this designation may involve zero lot-line or other design features not available through a standard subdivision process.</p> <p>Because within such mixed neighborhoods, the established overall neighborhood density and character is more intense than that found in typical single-family detached neighborhoods, it is appropriate to allow for infill development in Mixed Use Neighborhood areas that includes medium density residential uses such as townhouse or stacked flats and some opportunity for live/work, residential/commercial, or small stand-alone commercial uses.</p>
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	<p>Hospitals and other healthcare facilities may potentially be located within Mixed Use Neighborhood areas provided that any potential land use impacts can be mitigated. This designation may also be appropriate for areas in close proximity to urban amenities (such as transit stations), but that are not within a proposed Urban Village area.</p> <p>Development within this designation should occur through the use of standard Zoning Districts which specify the minimum lot size. Development at higher ends of the density range will typically require larger lot sizes (or a combination of existing lots) and must still meet Community Design Policies in this General Plan and applicable design guidelines. The allowable density/intensity for mixed-use development will be determined using an allowable Floor Area Ratio (FAR) (0.25 to 2.0) rather than Dwelling Units per Acre (DU/AC) to better address the urban form and to potentially allow fewer units per acre if in combination with other non-residential uses such as commercial or office.</p>
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***Residential Neighborhood***

<p>Density: Typically 8 DU/AC (Match existing neighborhood character); FAR up to 0.7 (1 to 2.5 stories)</p> <p><i>SJ 2020 Designation(s): Low-Density Residential (5 DU/AC), Medium Low Density Residential (8 DU/AC), and Medium Density Residential (8-16 DU/AC)</i></p>	<p>This designation is applied broadly throughout the city to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing, and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network. The average lot size and orientation and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts on to a public street to be shared by the proposed new project.</p> <p>Existing development within this designation will typically have a density of approximately 8 DU/AC, but in some cases this designation may be applied to areas already developed at slightly</p>
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higher or slightly lower densities. New infill development should conform to the General Plan design guidelines for Residential Neighborhoods and be limited to a density of 8 DU/AC or the prevailing neighborhood density, whichever is lower. For example, on a site bordered by development with a prevailing average density of 5 DU/AC, new development should include the number of units that would most closely match this density. An alternative density may be appropriate if it would result in an infill development that matches existing development along the same street from which the new houses take direct access.

Only in cases where new development is completely separated from existing neighborhoods by freeways, major expressways, or a riparian corridor or other similar barrier, will it be permissible for the new development to establish a unique character as defined by density, lot size and shape. Similarly, for infill projects where 50% or more of the development on the same block (both sides of the street) is developed at a density greater than 8 DU/AC, new development can match the prevailing density. For any new project to exceed 8 DU/AC, it is necessary that: (1) other policies in this Plan are met, (2) applicable design guidelines are met, and (3) development does not exceed 16 DU/AC. For example, on a site bordered by development with a prevailing average density of 12 DU/AC, new development should include the number of units that would most closely match this density, provided that it would also meet the applicable design guidelines and other General Plan policies.

Reinforcing this General Plan's Growth Area Strategy to direct intensified development to areas with better access to services and transit, some areas currently developed with a mix of single-family and duplex uses are designated as Residential Neighborhood to discourage their further intensification.

This designation supports the development of new commercial uses within established residential neighborhoods if located on busier streets or at street intersections, and provided such development does not negatively impact the surrounding neighborhood. Hospitals and other healthcare facilities may potentially be located within such areas provided that any potential land use impacts can be mitigated. New commercial uses are discouraged on small existing streets unless it can be clearly demonstrated that the commercial use can integrate with the existing residential neighborhood without creating adverse impacts. Commercial uses in these locations will typically be limited to home occupations or similar home-based commercial activities unlikely to create a nuisance within the established Residential Neighborhood setting.



	Private Community Gathering Facilities compatible with the surrounding residential neighborhood are also supported under this land use designation.
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***Rural Residential***

<p>Density: Up to 2 DU/AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)</p> <p><i>SJ 2020 Designation(s): Estate Residential (1 DU/AC), Very Low Density Residential (2 DU/AC), and Very Low Density Residential (3 DU/AC)</i></p>	<p>This designation is applied to areas already largely developed for residential use with a low density or rural character. Any new infill development should be limited to densities that match the established density, lot size and shape, and character of surrounding properties. Properties with this designation that have existing zoning entitlements or traffic allocations in place may proceed with development of those entitlements, even if at a higher density than 2 DU/AC or existing land use pattern. New development in this designation may also be limited to densities lower than 2 DU/AC due to issues such as geologic conditions, grading limitations, proximity to creeks, or higher costs for provision of services. Since this designation is planned on the fringes of the city, the type and level of services required to support future developments in this category is expected to be less than that required for more urban land uses. Projects should minimize the demand for urban services and provide major funding for construction of service facilities necessitated for the project. Discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address public service levels, grading, geologic, environmental, aesthetics, and other issues.</p>
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***Lower Hillside***

<p>Density: Up to 1 DU/5 AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)</p> <p><i>SJ 2020 Designation(s): Urban Hillside, Rural Residential</i></p>	<p>This designation is applied to properties at the edge of the developed city, just inside its Urban Growth Boundary (UGB) and at the limit of the Urban Service Area (USA), but where urbanization has already partially occurred and where urban infrastructure and services (streets, utilities, etc.) are already available. This designation is applied to properties located downhill from the UGB, but that typically have hillside characteristics and which typically have a higher cost for the provision of public services. Development of Lower Hillside properties is not intended to expand the city or create new areas of development, but rather to allow for limited infill that completes the existing pattern of development at its edge. New residential development is limited to one dwelling unit per existing lot, with new subdivisions not to exceed one dwelling unit per five acres (1 DU/5 AC).</p> <p>While most properties with this designation will be maintained at the current level of development, in some instances existing vacant or underutilized Lower Hillside properties support new infill development. In either case, Lower Hillside properties should be</p>
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	<p>maintained largely as open space, with development limited in scale and location to preserve the visual and habitat benefits of open space areas. An open space character is prevalent in these areas, which frequently contain important watersheds, natural habitats, and prime percolation soil areas which should be preserved from the encroachment of urban densities. Projects developed under this designation should be designed to minimize their visibility, to enhance the open space character of the hillsides, to avoid geologic hazards and negative impacts to natural environments, and to preserve and enhance the aesthetic qualities of the natural terrain.</p> <p>Lower densities may be necessary in some locations to address the geologic, environmental, aesthetic, and public service issues mentioned above. Discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address the aforementioned issues.</p>
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***Agriculture***

<p>Density: Minimum 20 acre parcels</p> <p><i>SJ 2020 Designation(s): Agriculture</i></p>	<p>Sites in this designation are intended for a variety of agricultural uses, including grazing, dairying, raising of livestock, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands, and the processing of agricultural products. Consistent with other General Plan goals and policies, agricultural practices are encouraged which follow ecologically sound practices and which support economic development, provide open space and link to the region's history. The Agriculture designation supports more intensive agricultural uses than are supported by the Open Hillside designation.</p> <p>Building intensity in this designation will be greatly limited. The minimum parcel size in areas designated as Agriculture is 20 acres in size. This designation is intended to support existing and future agricultural uses on properties. No uses or structures are allowed that would require urban services, such as sanitary sewers or other urban street improvements. Some ancillary, supportive uses can be allowed in accordance with the Rural Agriculture Goals &amp; Policies in this General Plan.</p>
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***Private Recreation and Open Space***

<p>Density: N/A</p> <p><i>SJ 2020 Designation(s): Private Recreation</i></p>	<p>The Private Recreation and Open Space areas allow a broad range of recreation or open space uses, located within the Urban Growth Boundary, and typically at a higher intensity than those found on lands with the Open Space, Parklands and Habitat designation. Possible recreation uses include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks, private campgrounds, and cemeteries. Ancillary commercial</p>
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	<p>uses, such as bars and restaurants, are allowed in conjunction with private recreation uses. The intensity of any combination of buildings or structures developed under this category is expected to be limited with the majority of the land area maintained as open space, so that the Private Recreation and Open Space lands generally maintain an open space character.</p>
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***Open Space, Parklands and Habitat***

<p>Density: N/A</p> <p><i>SJ 2020 Designation(s): Open Space/Trails, Public Facilities, Public Park and Open Space</i></p>	<p>These lands can be publicly- or privately-owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the city. This designation is also applied outside of the Urban Growth Boundary to the baylands located within Alviso.</p> <p>New development on lands within this designation should be limited to minimize potential environmental and visual impacts, and for properties located outside of the Greenline/Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline/Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline/Urban Growth Boundary, community centers, public golf courses, and other amenities open to the public would also be allowed in publicly-owned properties in this designation.</p> <p>Privately-owned lands in this designation are to be used for low intensity, open space activities. Appropriate uses for privately-owned lands in this category include cemeteries, salt ponds, and private buffer lands such as riparian setbacks. Where appropriate and where it has not otherwise been identified for use as open space (through a zoning, for instance), privately-owned land in this designation may be considered for low-intensity agricultural uses provided that such uses do not involve the addition of buildings or other structures or use of irrigation on significant portions of the site.</p>
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***Open Hillside***

Density: Up to 1 DU/20 AC  
(1 to 2.5 stories)

*SJ 2020 Designation(s):  
Non-Urban Hillside*

This designation is applied to areas which are located outside of the Urban Growth Boundary (UGB) with the intent of preserving a permanent greenbelt of open space and natural habitat along the city’s eastern and southern edges. Within this designation, the supported uses vary slightly for lands owned publicly or privately. Publicly-owned lands within the Open Hillside designation include habitat conservation areas, open space preserves, and large-scale parklands. Privately-owned lands within the Open Hillside designation may allow a limited amount of development, including single-family dwellings, and on large sites, private recreation, and low-intensity institutional or commercial uses with the majority of the site preserved as open space, very-low intensity agricultural uses such as grazing or tree farming, or privately owned open space/habitat preserves. Publicly-owned lands may also support low-intensity institutional uses. Development under this land use designation will be consistent with the Non-Urban Area Land Use development policies of the General Plan and requires discretionary development review permits.

This designation and the pertaining Land Use policies, correlate with the unique environmental, fiscal, hazard avoidance and aesthetic concerns for development within San José’s hillside areas. Accordingly, the Open Hillside designation limits uses within this area to those which can be conducted with very little physical impact on the land, which do not require urban facilities or services, and which will have minimal visibility from the Valley floor. Specifically, new development is limited to projects that will not result in substantial direct or indirect environmental impacts upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment.

The permissible implementation of these uses, consistent with other General Plan policies, avoids areas of valuable habitat, areas of geologic sensitivity (landsliding, soil creep, earthquake faults), and areas important for watershed and percolation. Allowed development within the Open Hillside, including new structures, roadways, landscaping or agricultural activity, minimizes grading and ensures substantial open space and wildlife corridor protections. Consistent with Santa Clara County General Plan policies, as part of the development of Open Hillside lands, up to 90% of a site may be required to be preserved permanently as open space or conservation easement precluding future development. These goals are further addressed in the corresponding land use policies for Open Hillside development.

**Open Hillside Residential Uses**

Residential development of a very low-density rural character is a prevalent use of privately-owned Open Hillside lands. Such development will be well integrated into the natural setting and/or combined with low-impact agricultural use of the property. The standard allowable density of residential development is one dwelling unit per 160 acres, with the maximum residential density on property with an Open Hillside designation determined by the Open Hillside Slope Density Formula. This formula defines minimum lot sizes between 20 and 160 acres (i.e., a density range of .05 to .0063 DU/AC) based on average slope of an existing legal parcel. The average slope of an existing legal parcel is calculated as follows:

$$S = 0.00229 \times IL/a$$

Where:

- “S” is the average slope of the parcel in percent
- “I” is the contour interval in feet;
- “L” is the combined length of contour lines in feet; and,
- “a” is the gross area of the parcel in acres.

This average slope of the parcel is then used to calculate the minimum land area per dwelling unit allowed on that parcel. If “S” is 10% or less, the minimum land area per dwelling unit is 20 acres. If “S” is 50% or greater, the minimum land area per dwelling unit is 160 acres. If “S” is between 10% and 50%, the minimum land area per dwelling unit is calculated as follows:

$$a = 1/[0.0609375 - (0.00109375 \times S)]$$

Where:

- “a” is the minimum land area per dwelling unit; and,
- “S” is the average slope of the parcel in percent.

Lower densities, i.e., larger lot sizes, may be required in some locations in order to satisfy the geologic, public service cost, watershed, natural habitat and visual concerns cited above.

**Open Hillside Non-Residential Uses**

Open Hillside lands are suitable for low-impact agricultural uses such as animal grazing or crop production, provided that such activities do not involve significant water use, development of structures or modifications to the natural landscape. As an example, the planting of vineyards that follow the natural terrain and which do not require irrigation is potentially an appropriate use while crop production or animal husbandry conducted primarily within a structure (e.g., commercial greenhouses or livestock buildings) is not appropriate.

	<p>The Open Hillside areas provide a limited opportunity for the development of institutional or commercial uses of non-urban form and character, and which contribute to the long-term preservation of the Open Hillside lands as predominantly open space areas in support of the environmental, visual, fiscal and public safety benefits of minimizing development outside of the City’s Urban Growth Boundary.</p> <p>Appropriate institutional and commercial uses are those which by their nature:</p> <ol style="list-style-type: none"> <li>1) require remote, rural settings (e.g., rural conference centers and rehabilitation centers); or</li> <li>2) which support the recreational or productive use, study or appreciation of the natural environment (e.g., hiking trails, camp sites, retreat centers, research institutes, and sustainable agricultural uses).</li> </ol> <p>The Open Hillside designation also supports golf courses and cemeteries as potentially appropriate open space uses, provided that they conform to the pertinent Land Use policies. Development and operation of golf courses is limited to sites with the Open Hillside Golf Course Overlay.</p>
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***Special Land Use Designations and Overlays***

The following Designations provide additional information about the uses supported by the General Plan for a specific property or identify important Land Use/Transportation Diagram features that inform the determination of land uses for specific properties within the city.

***Sphere of Influence***

<p>Density: N/A</p> <p><i>SJ 2020 Designation: Sphere of Influence</i></p>	<p>The City’s Sphere of Influence is regulated by the Santa Clara County Local Agency Formation Commission to evaluate the most efficient and effective means of providing public services. San José’s Sphere of Influence is the outermost physical boundary and service area that the City is expected to serve. The planned land uses for all properties within its Sphere of Influence are indicated on the City’s Land Use/Transportation Diagram.</p>
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***Urban Growth Boundary***

<p>Density: N/A</p> <p><i>SJ 2020 Designation: Urban Growth Boundary</i></p>	<p>The Urban Growth Boundary (UGB), also referred to as the “Greenline”, defines the ultimate perimeter of urbanization in San José. Outside of this boundary, development remains rural and open in character. The UGB also develops a clearer identity for the city by defining where it begins and ends and by preserving valuable open space and habitat resources. The intent of the UGB is to define the limit of the encroachment of development and semi-urban land uses into the hillsides that border the valley floor. San</p>
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	<p>José’s UGB generally follows the 15% slope line, unless geologic issues or existing land uses suggest that it should be located downhill from the 15% slope line. Areas outside the UGB should be designated Open Hillside or Parklands Habitat, and they should remain outside the Urban Service Area boundary.</p>
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***Urban Service Area***

<p>Density: N/A</p> <p><i>SJ2020 Designation: Urban Service Area boundary</i></p>	<p>San José’s Urban Service Area boundary defines the areas where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located. In many locations, the Urban Service Area boundary and the Urban Growth Boundary are coterminous; a notable exception is that Urban Reserves are located outside the Urban Service Area.</p>
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***Urban Reserve***

<p>Density: N/A (No urban/suburban development through 2040)</p> <p><i>SJ 2020 Designation(s): Urban Reserve</i></p>	<p>Due to the environmental and fiscal impacts associated with development in the Urban Reserve areas, no urban or suburban development will occur there through the year 2040. The Urban Reserve designation enables the City, through a comprehensive General Plan Update, to plan and phase growth within the Urban Reserves based on the need and ability to provide the necessary facilities and services to support additional growth.</p> <p>San José’s South Almaden Valley Urban Reserve (SAVUR) is located between the Santa Cruz Mountains and the Santa Teresa Hills and southeast of Mockingbird Hill/McKean/Harry Roads which generally form the northwest boundary of the Urban Reserve area. The SAVUR extends southeast toward the community of New Almaden and the Calero Reservoir. The rural character of this Valley is typified by grazing and pasture lands, horses and equestrian facilities, and small farms and orchards. In the SAVUR, allowed land uses and standards in the Urban Reserve are those of the Hillside land use designation.</p> <p>The Coyote Valley Urban Reserve (CVUR) generally encompasses the area between the Coyote Greenbelt and the North Coyote Campus Industrial Area. CVUR includes the Valley floor on both sides of Monterey Highway west of Coyote Creek, northwesterly of Palm Avenue and the prolongation of Palm Avenue to Coyote Creek. Agricultural and rural residential land are the existing, predominant uses in this area. In the CVUR, allowed land uses in the Urban Reserve are those of the Agriculture land use designation west of Monterey Highway and those of the Hillside and Private Recreation land use designations between Monterey Highway and the Coyote Creek Park Chain, provided that such Private Recreation uses are rural in character and are compatible with both the Coyote</p>
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	Creek Park Chain and the image of the North Coyote Campus Industrial Area.
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***Specific Plan Area Boundary***

<p>Density: varies</p> <p><i>SJ 2020 Designations: Midtown, Communications Hill, Jackson/Taylor, Martha Gardens, Tamien Station, and Alviso Specific Plans or Planned Residential Communities</i></p>	<p>The Specific Plan Area Boundary identifies an area of San José for which the City has adopted a Specific Plan or Master Plan. The adopted Specific Plans/Master Plans incorporated into this General Plan are: the Alviso Master Plan; the Communications Hills Specific Plan, the Jackson-Taylor Specific Plan, the Midtown Specific Plan, the Martha Gardens Specific Plan and the Tamien Station Area Specific Plan. The Land Use/Transportation Diagram designations for these areas regulate land uses in the same manner as elsewhere within the city, while the Specific Plan provides additional, supplemental land use policies.</p> <p>Because all significant residential growth in the <i>Envision</i> Plan is expected to occur within identified Growth Areas, including the existing Specific Plan areas, Urban Village areas, and other areas which have existing land use policies in place (e.g., Downtown and North San José), no new Specific Plan areas are expected.</p> <p>Development within the identified Specific Plan/Master Plan areas is subject to all other applicable General Plan policies. Development within specific land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the Specific Plan/Master Plan document.</p> <p>The <i>Envision San José 2040 General Plan</i> maintains a number of Planned Communities from the <i>Focus on the Future San José 2020 General Plan</i>, as noted above. Those Specific Plan, Planned Communities or Planned Residential Communities that are retired with the adoption of the <i>Envision</i> Plan and incorporated herein include plans for the Berryessa, Evergreen Rincon South and Silver Creek areas. Elements of the Rincon South Specific Plan have been incorporated into this General Plan as the Urban Village Plan for corresponding Urban Village areas.</p>
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***Urban Village Area Boundary***

<p>Density: N/A – meet underlying designation</p> <p><i>SJ 2020 Designation(s): N/A</i></p>	<p>A primary strategy of the City’s General Plan is to direct new employment and housing growth to identified Urban Village and Corridor Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. Urban Village areas are divided into several categories depending upon their location: BART/ Caltrain, Light Rail (Existing), Light Rail (Planned), Light Rail Corridors (Planned BRT/LRT), Commercial Center, and Neighborhood Villages. These Urban Village and</p>
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Corridor areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment. 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. Specific allowable uses within the Boundary Area will be identified following preparation of an Urban Village Plan.

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 with an Urban Village Area Boundary have an underlying General Plan designation, and generally 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 Village area. 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 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 in areas within an Urban Village.

**Neighborhood Business District**

Density: N/A

*SJ2020 Designation:  
Neighborhood Business  
District*

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 non-commercial 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. It 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 Village Overlay designations. To enhance clarity and reduce visual clutter, the locations of NBDs are not shown on the

	<p>paper copy of the Land Use/Transportation Diagram. A map showing the full extent of the NBDs is included in Appendix 9.</p> <p>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-up 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 and applicable Village Plans, Land Use Policies, and Community Design Policies. Such development must also conform to design guidelines adopted by the City.</p>
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***Transit Employment Residential Overlay***

<p>Density: 55 to 250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)</p> <p><i>SJ 2020 Designation(s): Transit Employment Residential (NSJ)</i></p>	<p>This overlay identifies sites within the North San José Employment Center that may be appropriate for residential development, but only in accordance with other policies contained in the North San José Area Development Policy. This overlay supports residential development as an alternate use at a minimum average density of 55 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors, and residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.</p>
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***Preferred Hotel Site Overlay***

<p>Density: FAR 1.5 to 12.0 (4 to 25 stories)</p> <p><i>SJ 2020 Designation(s): Industrial Park/Preferred Hotel Site, Transit Corridor Residential/Limited Hotel Expansion</i></p>	<p>This overlay applies to sites in North San José that are priority locations for hotel development or hotel expansion in the North San José Area Development Policy. This overlay allows for expansion or new hotel development in addition to the allowed uses consistent with the underlying General Plan designations. The location of new hotel sites within the North San José area could vary from that shown on the Land Use/Transportation Diagram as indicated in the Rincon South Village Plan. New hotels in these areas should, in general, be located so as to provide a strong street presence.</p>
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***“Floating” Park Site***

<p>Density: N/A</p>	<p>In most cases, locations of existing neighborhood and district parks are specifically defined on the Land Use/Transportation Diagram. However, there are cases where a park is needed, or will be needed</p>
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<p><i>SJ2020 designation: Floating Park</i></p>	<p>in the future based on planned residential growth (such as in the Villages), but where no specific site has yet been identified or where details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter “P”. This symbol represents a “floating” designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will be finalized only through acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use/Transportation Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.</p>
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***Open Hillside Golf Course Site***

<p>Density: N/A</p> <p><i>SJ 2020 Designation(s): Private Recreation</i></p>	<p>The Golf Course Site Overlay designation is applied to Open Hillside locations (outside of the City’s Urban Growth Boundary) that are either currently operating as, or may potentially be developed fully for use as a golf course at some point in the future. This floating designation is applied to specifically identified properties and allows for the potential development and operation of a golf course as an alternative to the uses otherwise allowed by the underlying base designations for those properties. Because golf courses require significant amounts of land area, up to 35% of an identified Open Hillside golf course site may be disturbed with grading or planting of non-native vegetation, but use of urban services, either through extension of utilities or use of comparable on-site alternatives, is not allowed.</p>
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***CalTrain Stations & CalTrain Line***

<p>Density: N/A</p> <p><i>SJ2020 Designation: CalTrain Stations &amp; CalTrain Line</i></p>	<p>CalTrain provides passenger rail services for a large number of San José commuters, residents, and visitors. The locations of existing CalTrain stations, as well as the alignment of the existing CalTrain line, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development is concentrated in areas surrounding existing CalTrain station locations.</p>
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***Proposed BART Stations & BART Line***

<p>Density: N/A</p> <p><i>SJ2020 Designation: Proposed BART Stations &amp; BART Line</i></p>	<p>Future plans are in place to extend the Bay Area Rapid Transit (BART) system from Fremont to the City of Santa Clara via downtown San José. Four stops are proposed at key locations within the city. The locations of the future stops, as well as the future alignment of the rail system, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and Villages Strategy, new development, especially for employment uses, is concentrated in areas surrounding future BART station locations. The location of a future BART station in Milpitas is also identified on the Land Use/Transportation Diagram,</p>
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	<p>as nearby development in San José, particularly employment uses to the southwest of the proposed station location, is concentrated in order to support the future transit system.</p>
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***Existing and Proposed Light Rail Stations & Light Rail Line***

<p>Density: N/A</p> <p><i>SJ2020 Designation: Existing and Proposed Light Rail Stations &amp; Light Rail Line</i></p>	<p>The Santa Clara Valley Transportation Authority owns and operates the existing light rail transportation system. Locations of existing and future light rail stations, as well as the alignment of the existing and future light rail tracks, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development will be concentrated in areas surrounding existing light rail station locations.</p>
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***Solid Waste & Candidate Solid Waste Disposal Site***

<p>Density: N/A</p> <p><i>SJ2020 Designation: Solid Waste &amp; Candidate Solid Waste Disposal Site</i></p>	<p>San José’s Solid Waste Disposal Site designation is applied to locations that are either currently operating as or fully permitted for a solid waste disposal facility. Guadalupe, Kirby Canyon, Newby Island, Zanker Materials Processing Facility, and Zanker Road Landfill are currently designated active sites. Candidate Solid Waste Disposal Sites are locations that are under consideration for development as active solid waste disposal sites. All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons. These are “floating” designations, only intended to represent general locations. An actual facility would be sited in the most environmentally suitable location. This floating designation allows for a potential alternative to the uses otherwise allowed by the sites’ underlying base designations.</p> <p>Development of Solid Waste Disposal Sites may occur under public or private proprietorship and may include such related or ancillary activities as equipment maintenance. For Solid Waste Disposal Sites located within the City’s Urban Growth Boundary, collection and processing of materials to be recycled, composting, landfill gas recovery, and energy conversion operations are supported uses and may continue on the site after landfill closure. For Solid Waste Disposal Sites located outside of the Urban Growth Boundary, uses that do not require urban utilities or significant structures, such as composting and processing some construction and demolition materials, may continue on the surface of the landfill following completion of disposal operations. The allowed uses pursuant to this designation should comply with the Zero Waste goals and policies of this Plan.</p> <p>The designation of a Candidate Solid Waste Disposal Site should be applied only in non-urban locations, outside of the Urban Service Area, where no adjacent or nearby properties are devoted to or</p>
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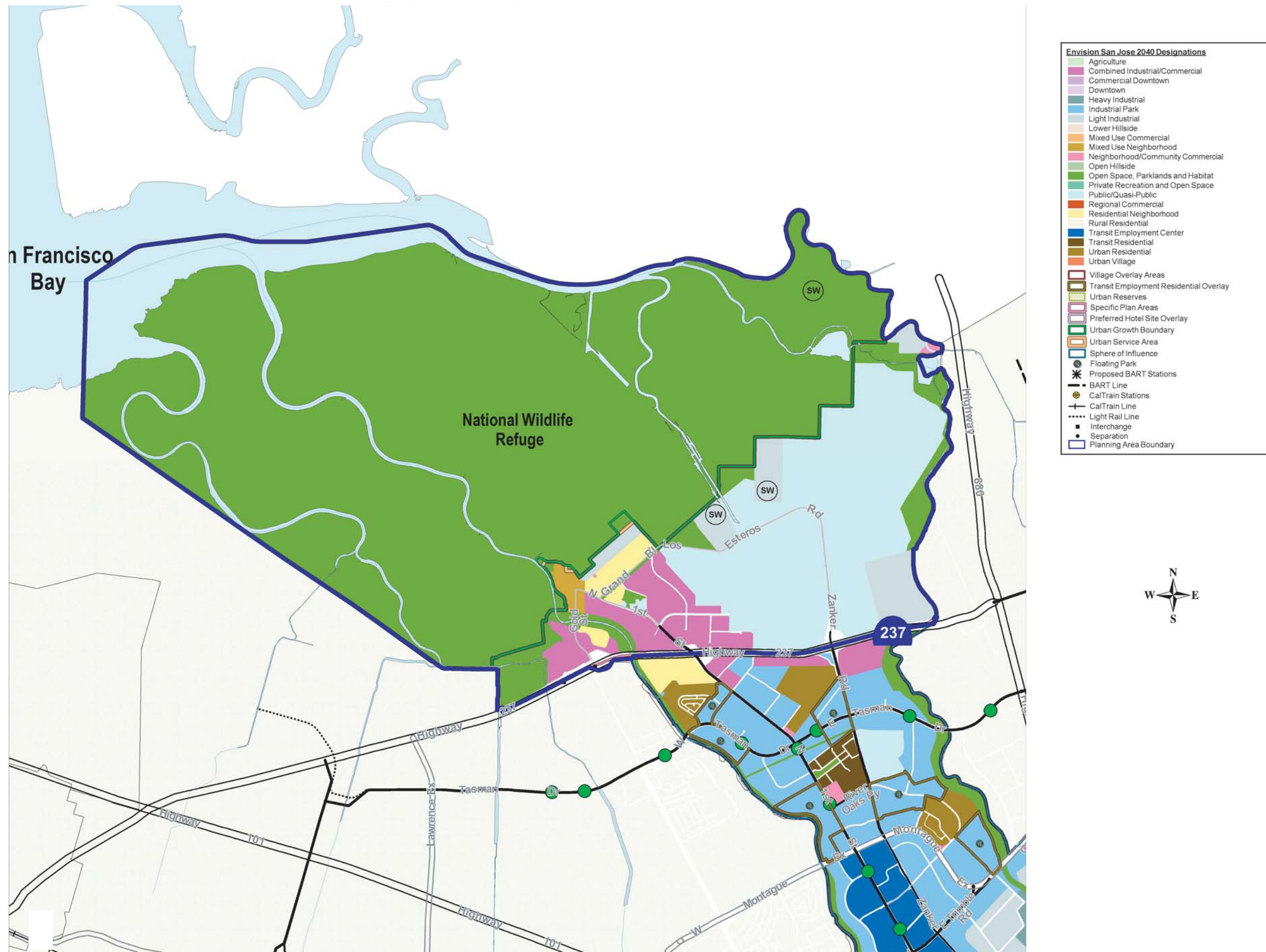
	<p>planned for uses incompatible with the operation of a landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the existing or Candidate Solid Waste Disposal Site. The City Council should acquire or approve a specific solid waste disposal site only if surrounding land uses are compatible with the operation of such a site.</p>
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***Urban Village Plan Areas***

<p>Density: N/A</p> <p><i>SJ 2020 Designation(s): N/A</i></p>	<p>The following areas have Urban Village Plans which have been reviewed by the City Council and provide detailed land use policy guidance, consistent with the requirements of the General Plan Implementation Policies for Urban Village Areas:</p> <ol style="list-style-type: none"> <li>1. Rincon South – The former Rincon South Specific Plan provides land use guidance for the two Urban Villages located within the Rincon South area.</li> <li>2. North San José – the North San José Neighborhoods Plan, North San José Area Development Policy and North San José Urban Design Guidelines address five Transit Employment Residential Overlay areas located within North San José. These documents provide land use guidance for these Overlay areas consistent with the objectives of the Urban Village planning process.</li> <li>3. Alum Rock Avenue (between King Road and Highway 680) – The MS Main Street zoning district, developed specifically to apply to properties located along the portion of Alum Rock Avenue between King Road and Highway 680, provides sufficient land use policy direction to meet the intent of the Urban Village designation as it is applied to those properties.</li> </ol>
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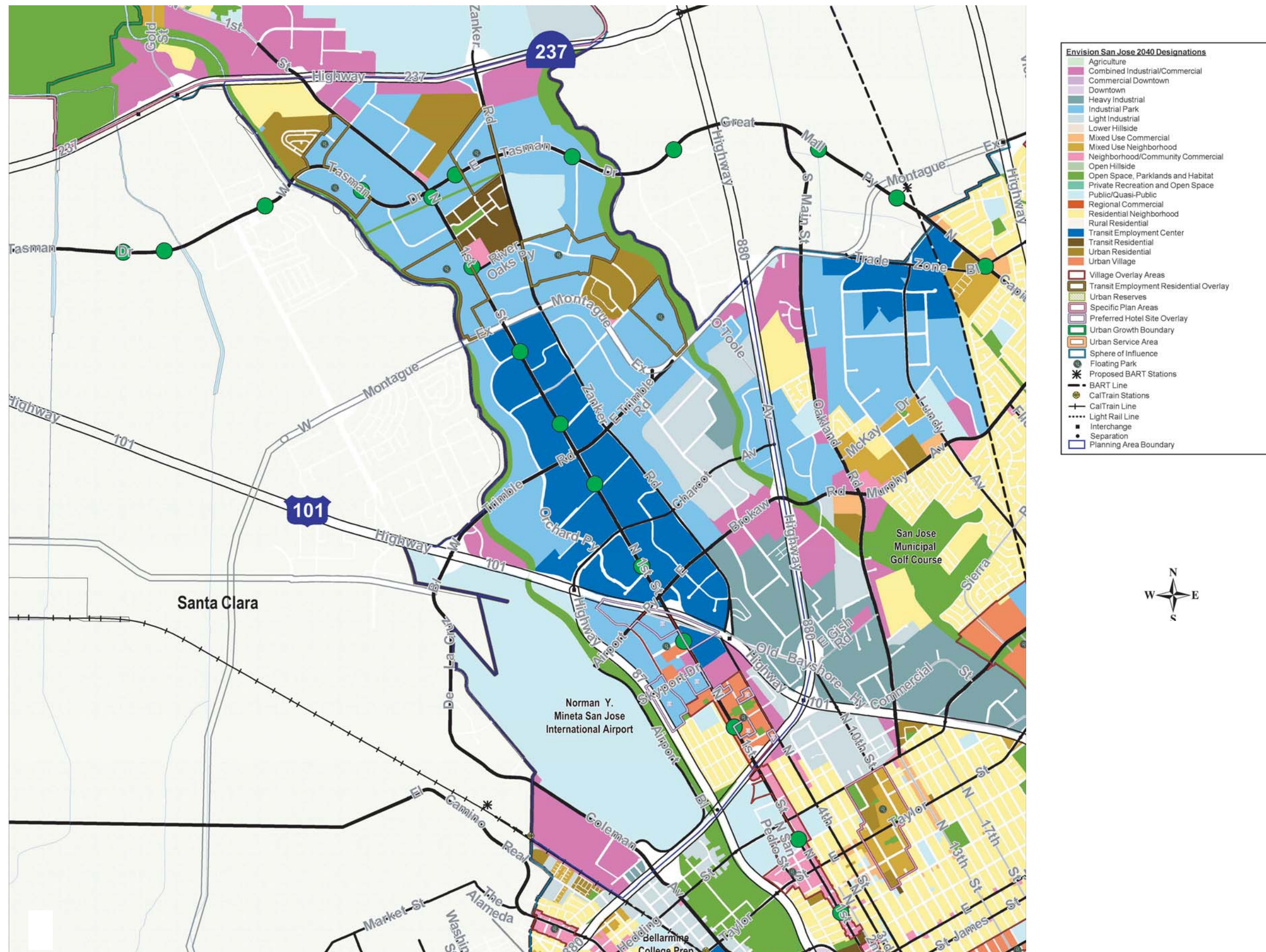
***Area Development Policies***

<p>Density: N/A</p> <p><i>SJ 2020 Designation(s): Various</i></p>	<p>The <i>Envision</i> General Plan may support a specific amount of job and housing growth within areas covered by Area Development Policies that exceeds the amount identified within the pertaining Area Development Policy. In such an instance, that additional growth capacity will not become available for new development until the Area Development Policy has been modified to reflect the new capacity, including any requirements for mitigation.</p>
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LAND USE / TRANSPORTATION DIAGRAM - ALVISO

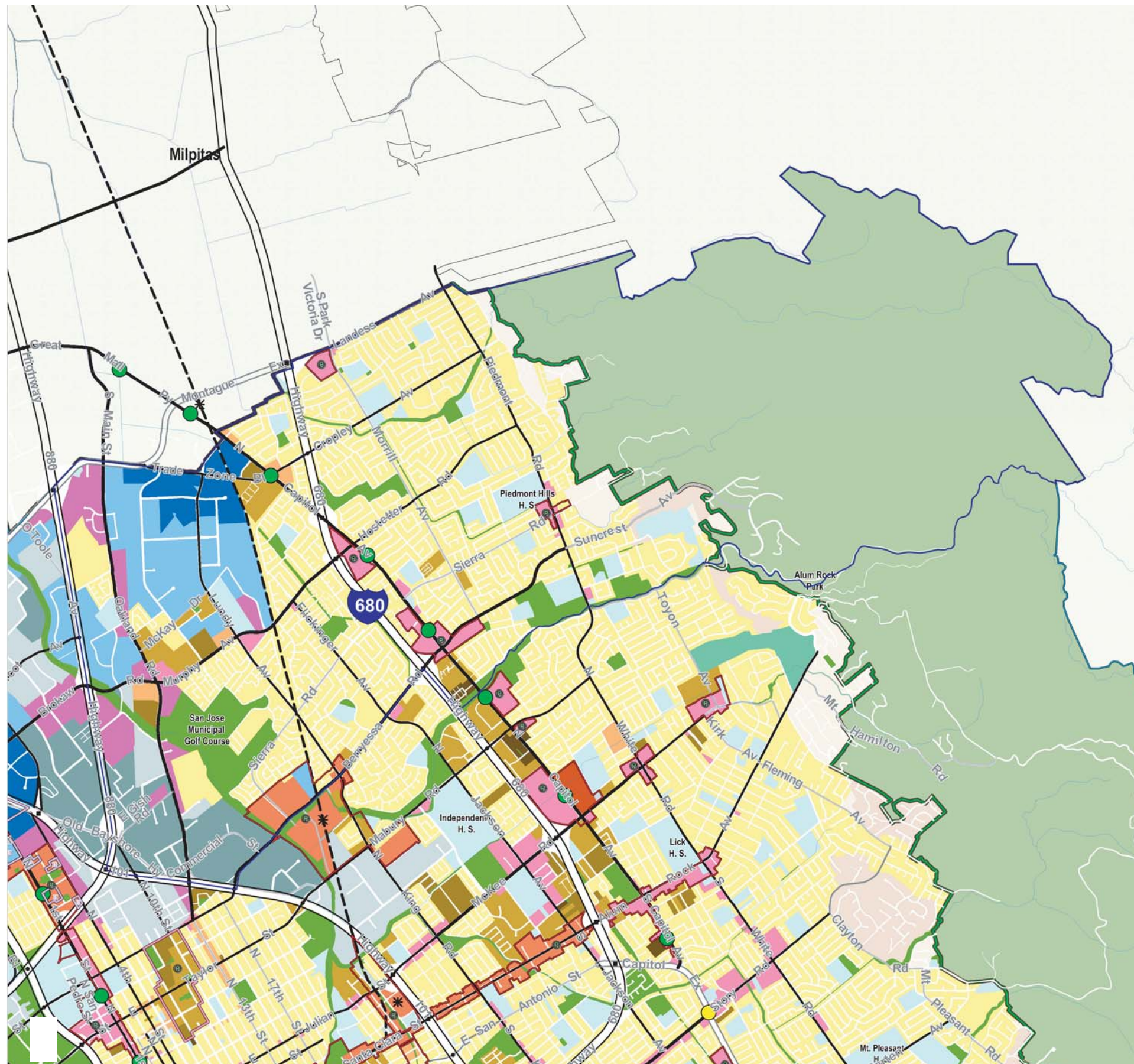
FIGURE 2.2-19



LAND USE / TRANSPORTATION DIAGRAM - NORTH SAN JOSE

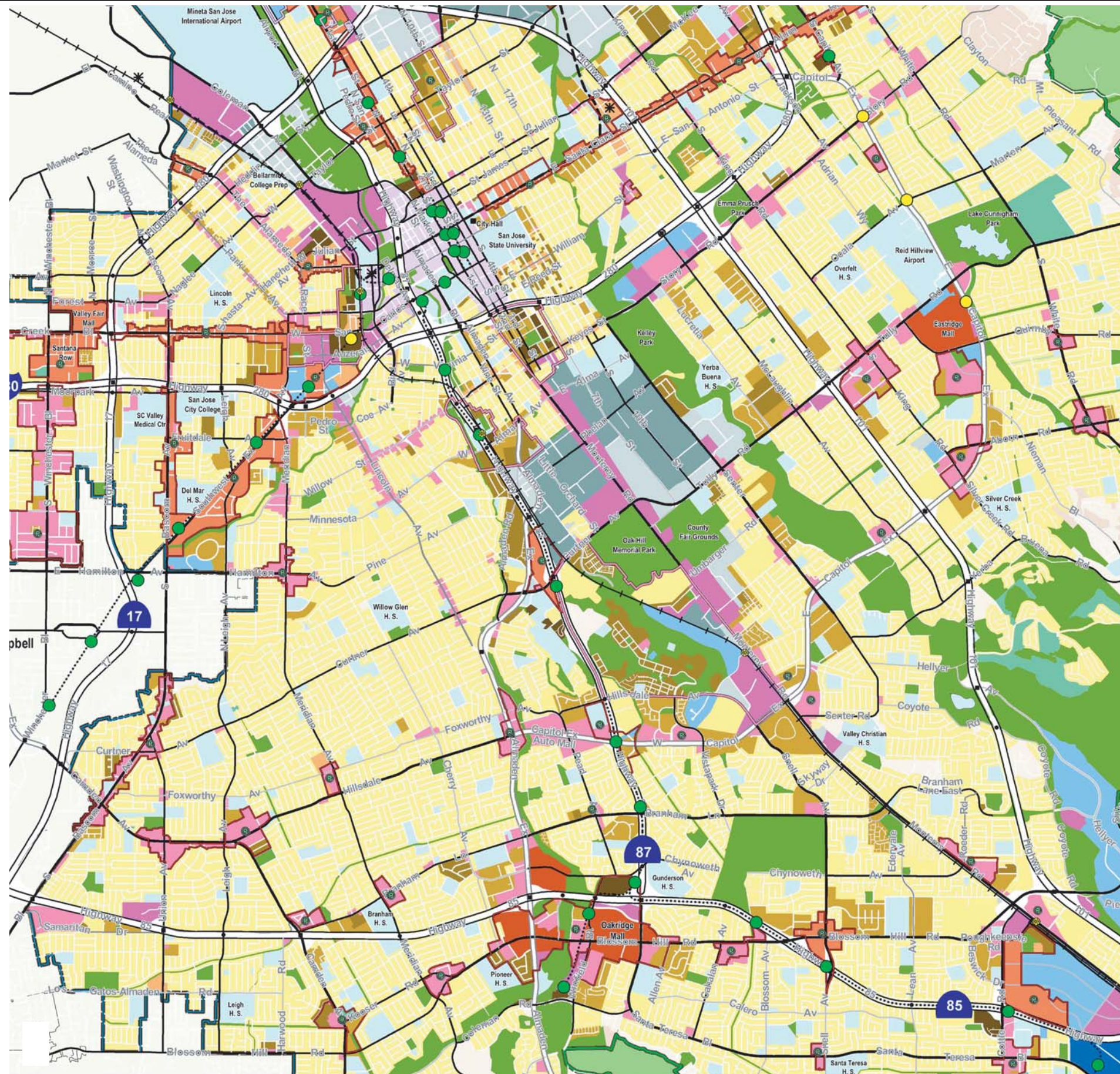
FIGURE 2.2-20





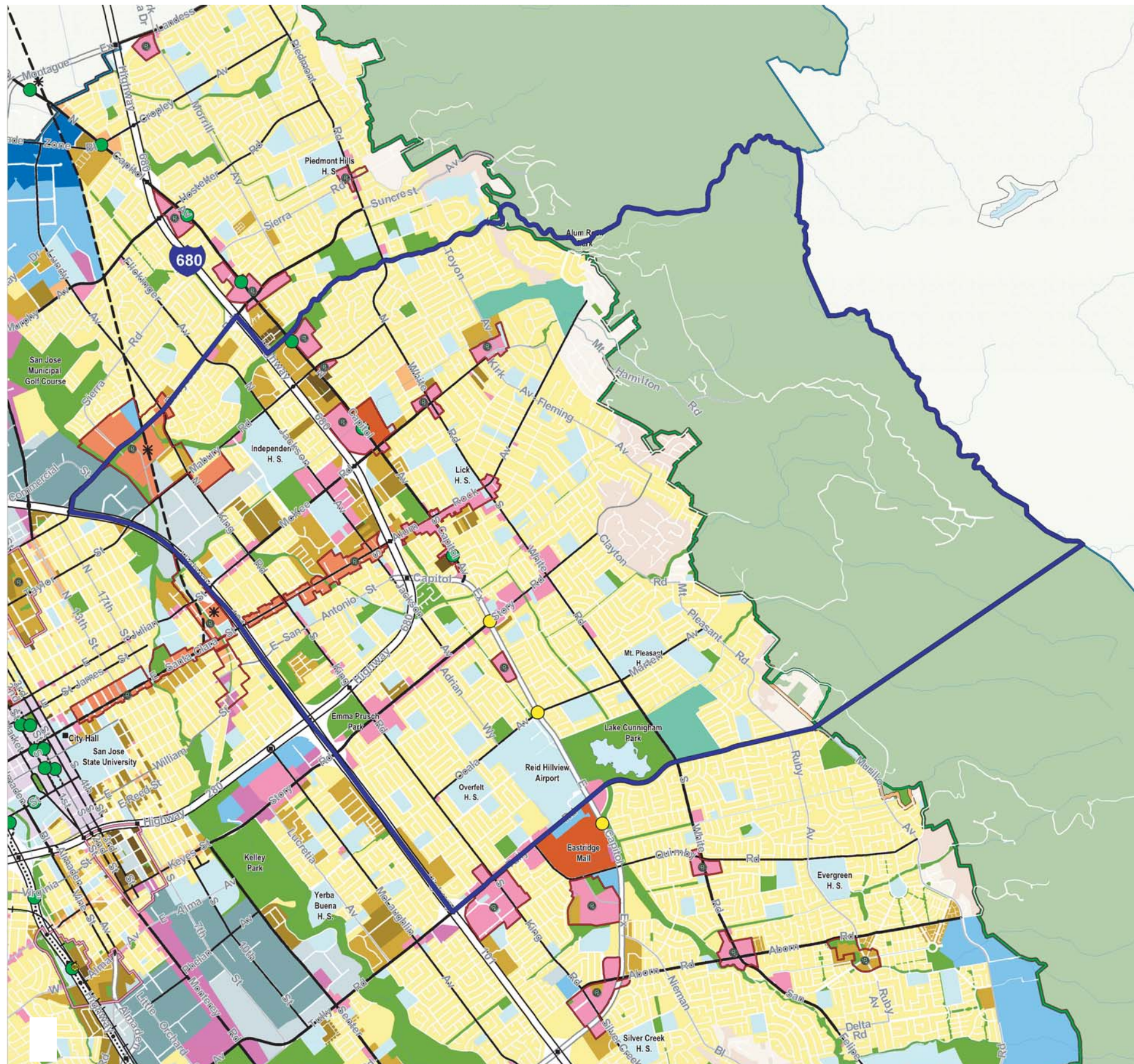
LAND USE / TRANSPORTATION DIAGRAM - BERRYESSA

FIGURE 2.2-21



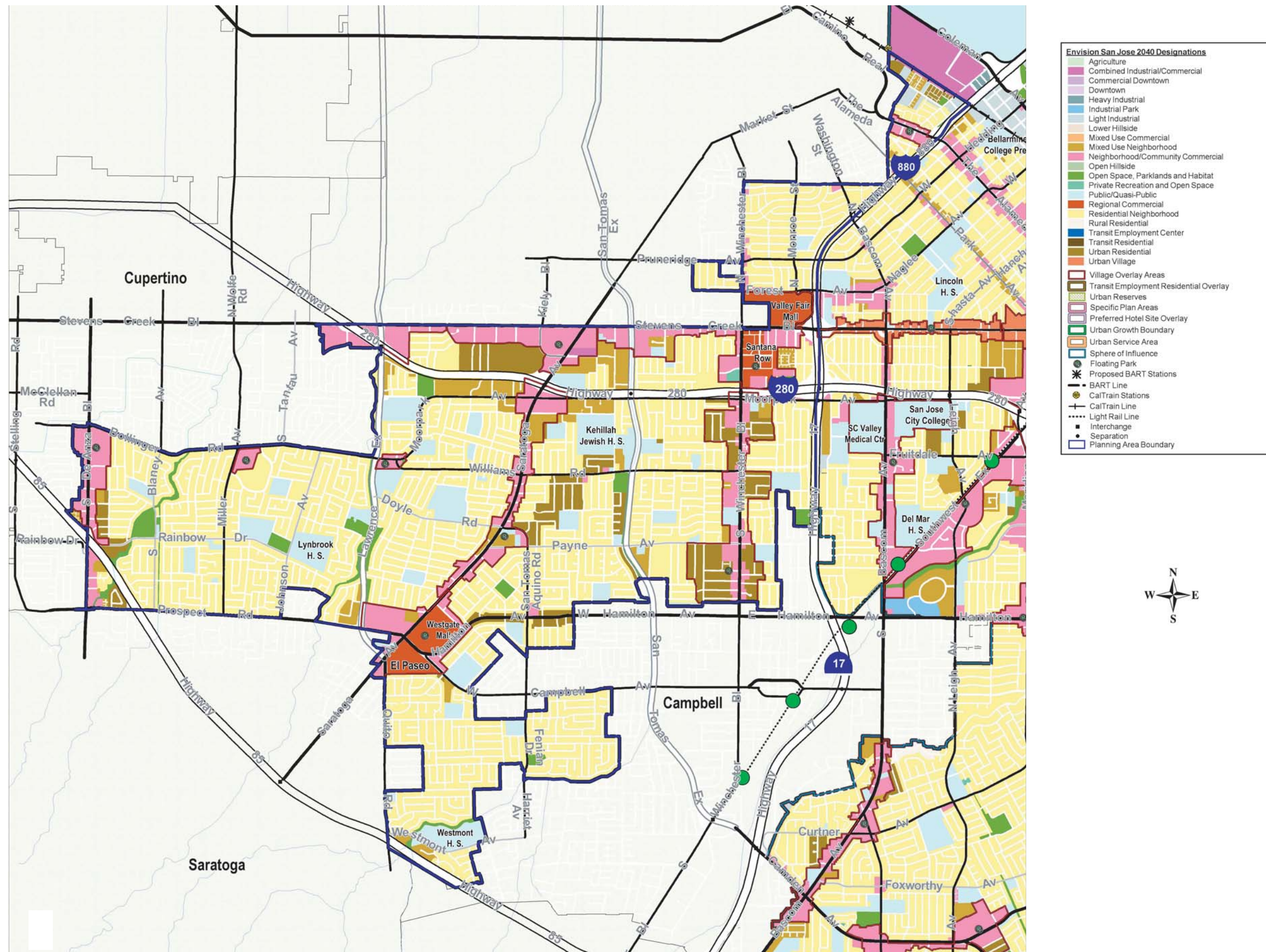
LAND USE / TRANSPORTATION DIAGRAM - CENTRAL / DOWNTOWN

FIGURE 2.2-22



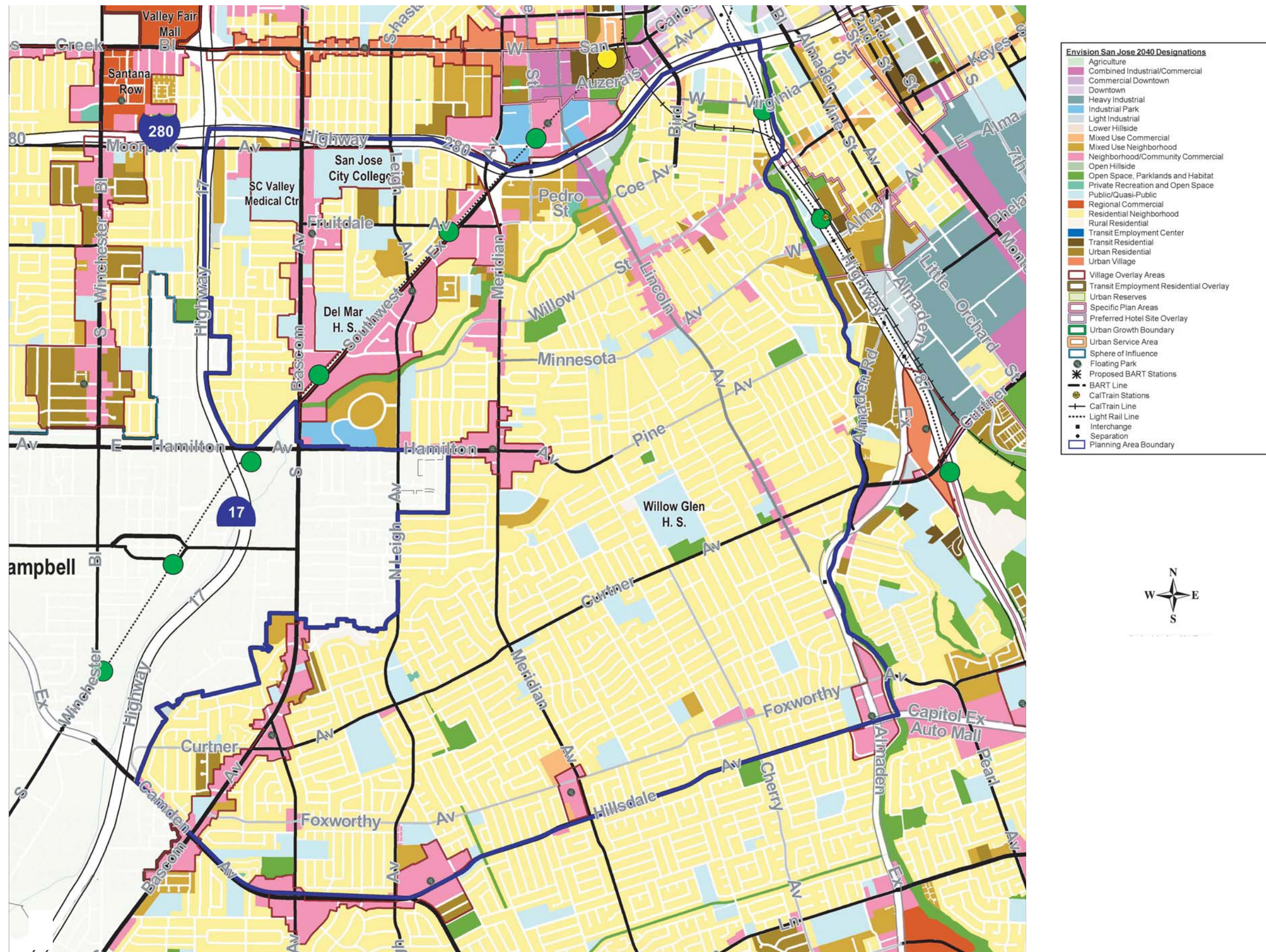
LAND USE / TRANSPORTATION DIAGRAM - ALUM ROCK

FIGURE 2.2-23



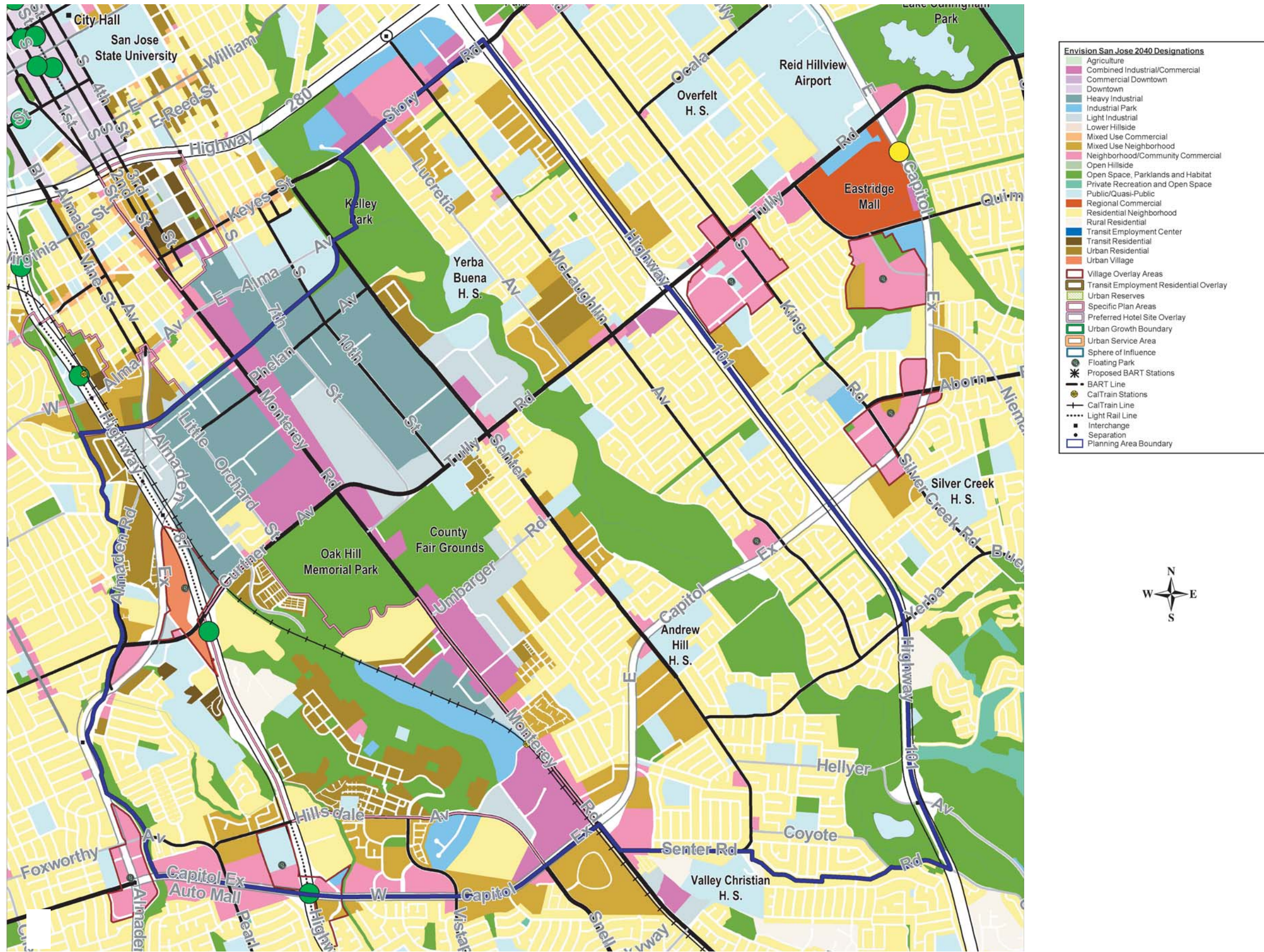
LAND USE / TRANSPORTATION DIAGRAM - WEST VALLEY

FIGURE 2.2-24



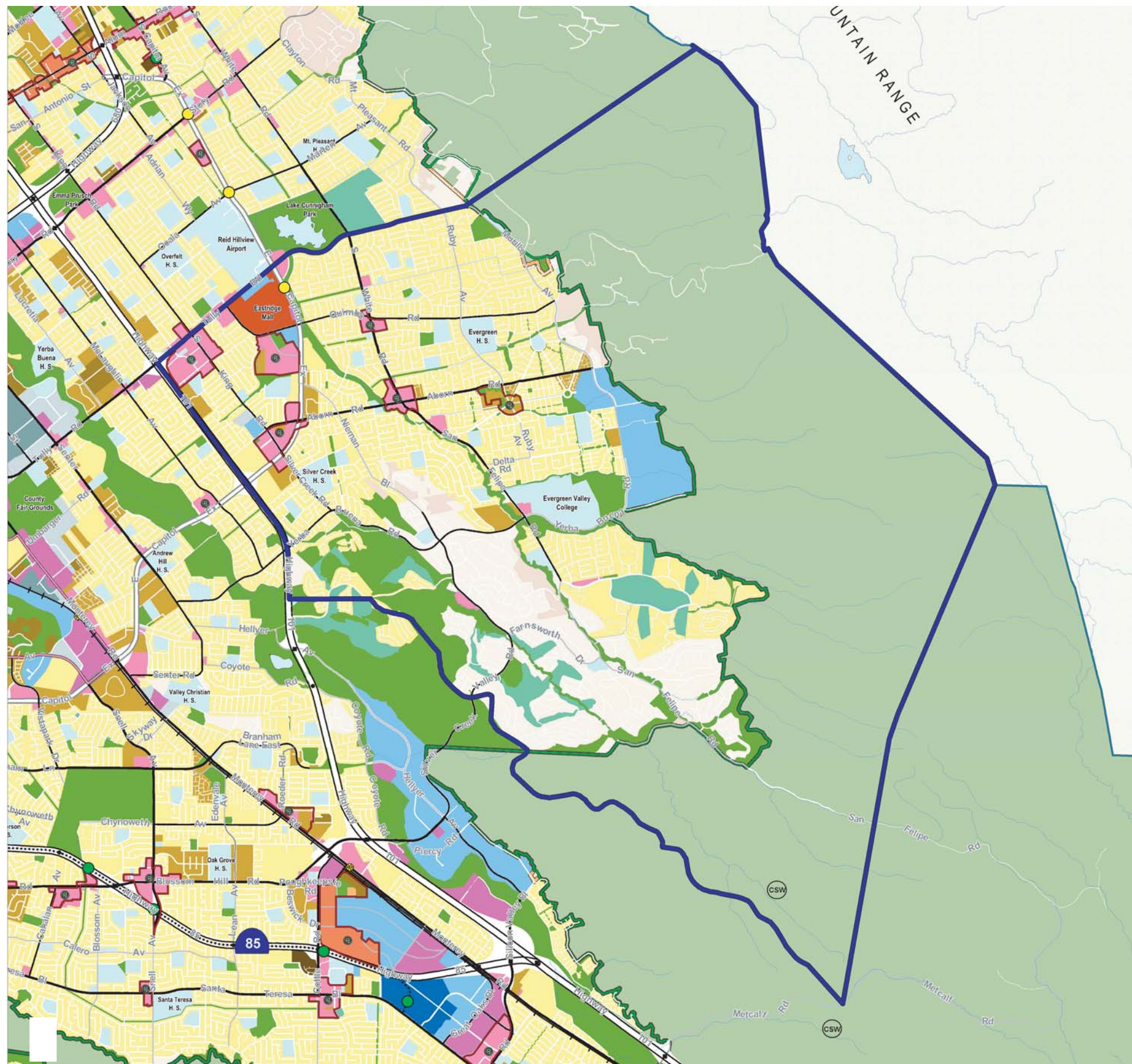
LAND USE / TRANSPORTATION DIAGRAM - WILLOW GLEN

FIGURE 2.2-25



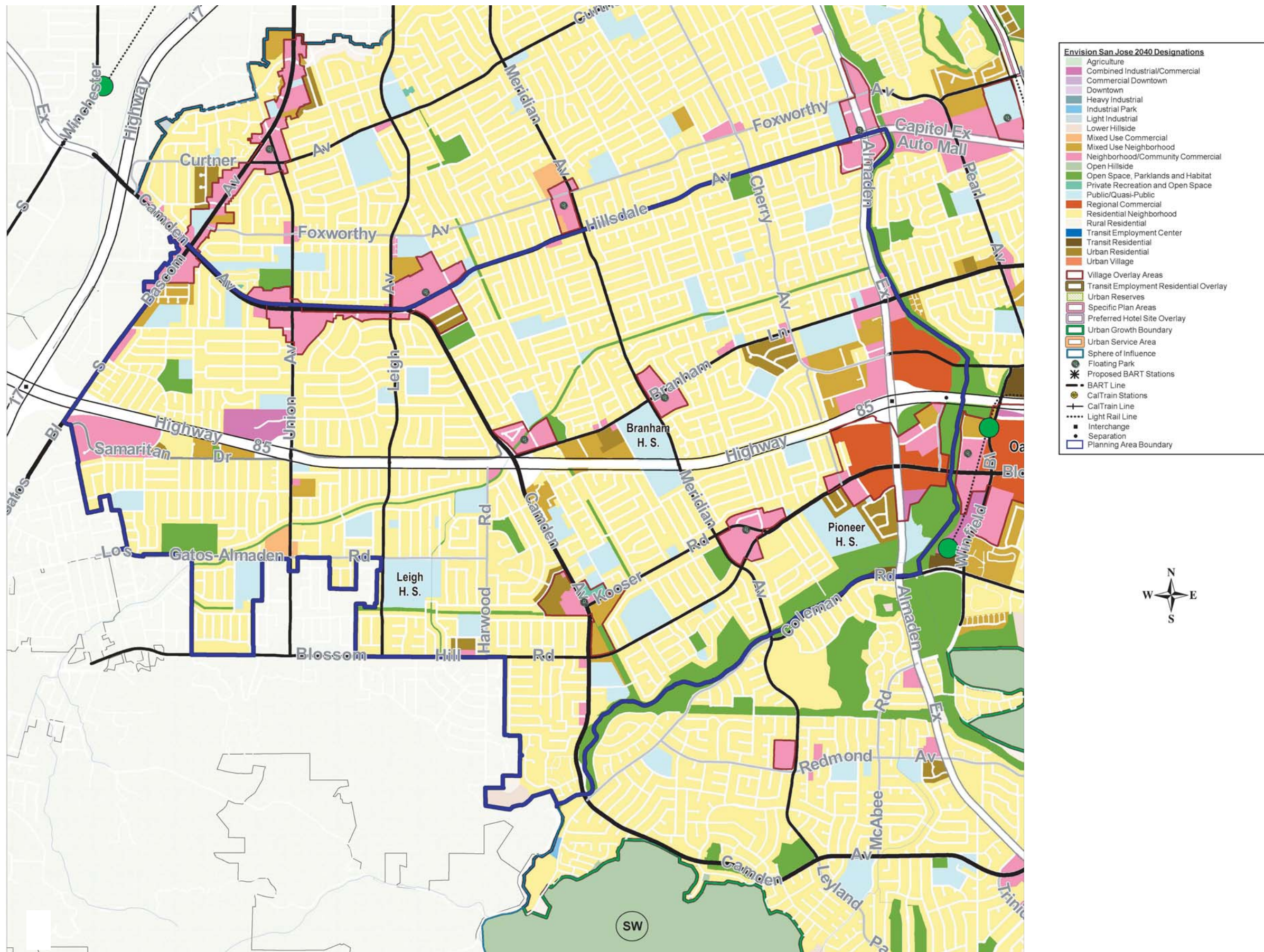
LAND USE / TRANSPORTATION DIAGRAM - SOUTH SAN JOSE

FIGURE 2.2-26



LAND USE / TRANSPORTATION DIAGRAM - EVERGREEN

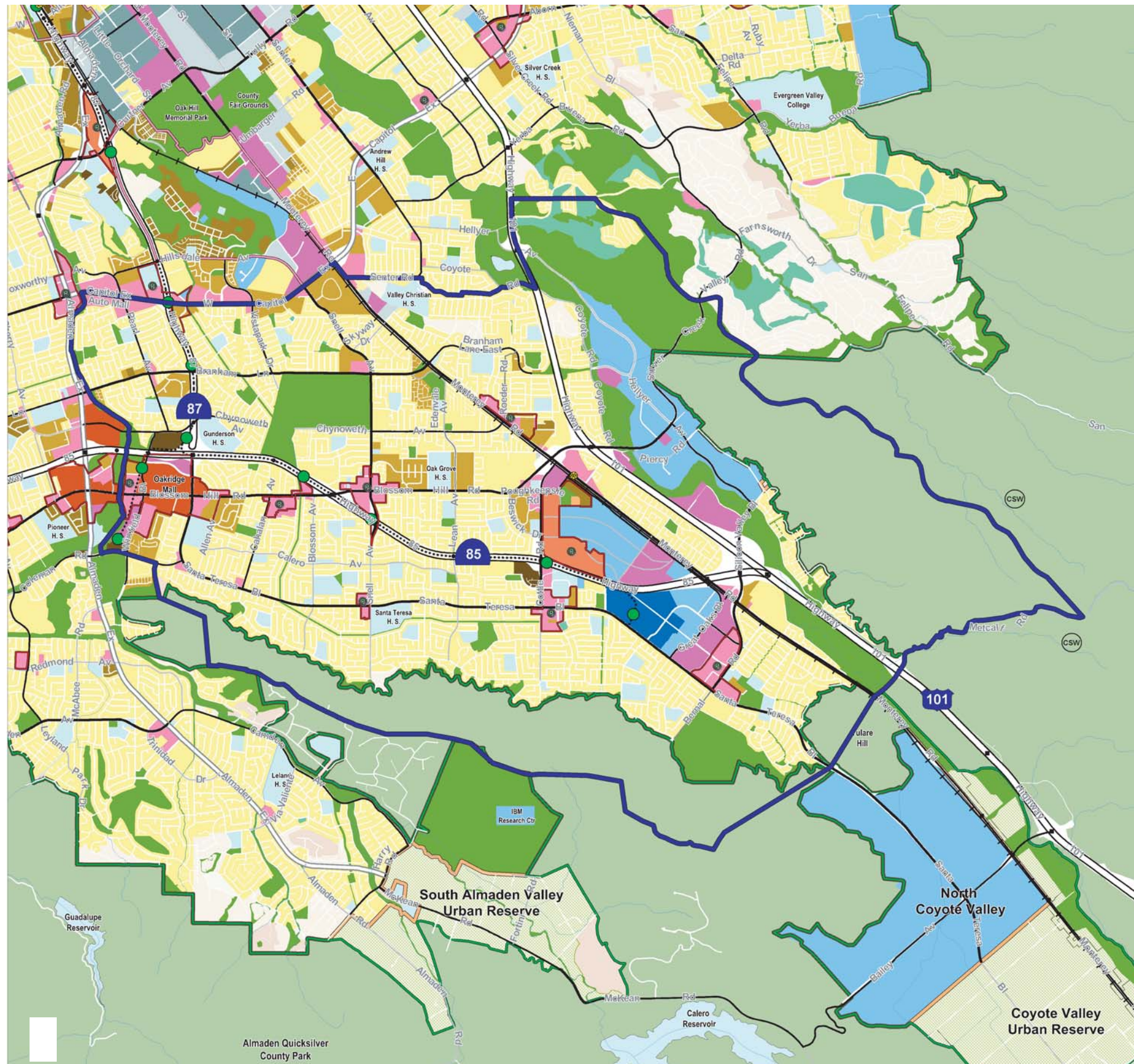
FIGURE 2.2-27



LAND USE / TRANSPORTATION DIAGRAM - CAMBRIAN / PIONEER

FIGURE 2.2-28



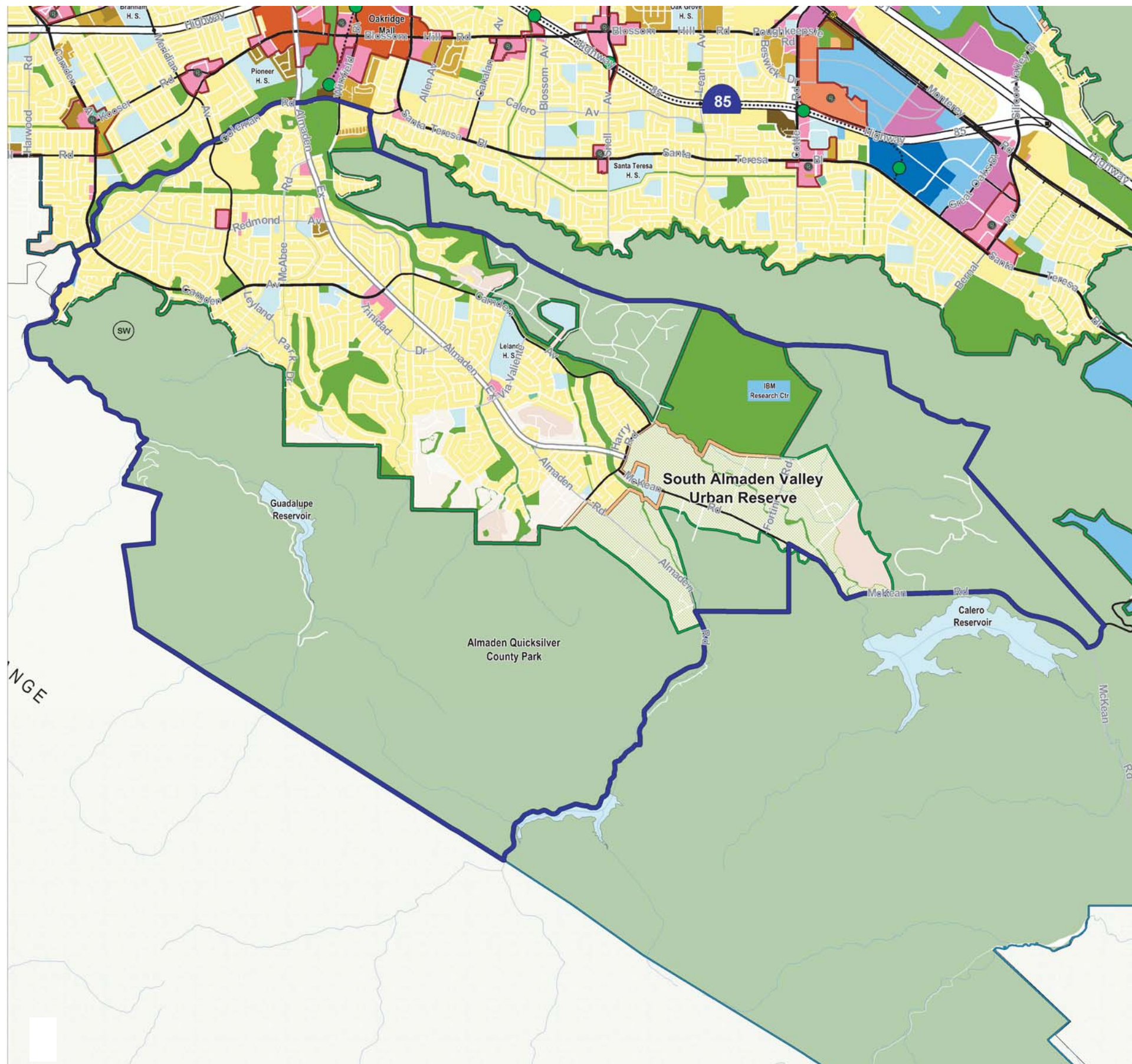


- Envision San Jose 2040 Designations**
- Agriculture
  - Combined Industrial/Commercial
  - Commercial Downtown
  - Downtown
  - Heavy Industrial
  - Industrial Park
  - Light Industrial
  - Lower Hillside
  - Mixed Use Commercial
  - Mixed Use Neighborhood
  - Neighborhood/Community Commercial
  - Open Hillside
  - Open Space, Parklands and Habitat
  - Private Recreation and Open Space
  - Public/Quasi-Public
  - Regional Commercial
  - Residential Neighborhood
  - Rural Residential
  - Transit Employment Center
  - Transit Residential
  - Urban Residential
  - Urban Village
  - Village Overlay Areas
  - Transit Employment Residential Overlay
  - Urban Reserves
  - Specific Plan Areas
  - Preferred Hotel Site Overlay
  - Urban Growth Boundary
  - Urban Service Area
  - Sphere of Influence
  - Floating Park
  - Proposed BART Stations
  - BART Line
  - CalTrain Stations
  - CalTrain Line
  - Light Rail Line
  - Interchange
  - Separation
  - Planning Area Boundary



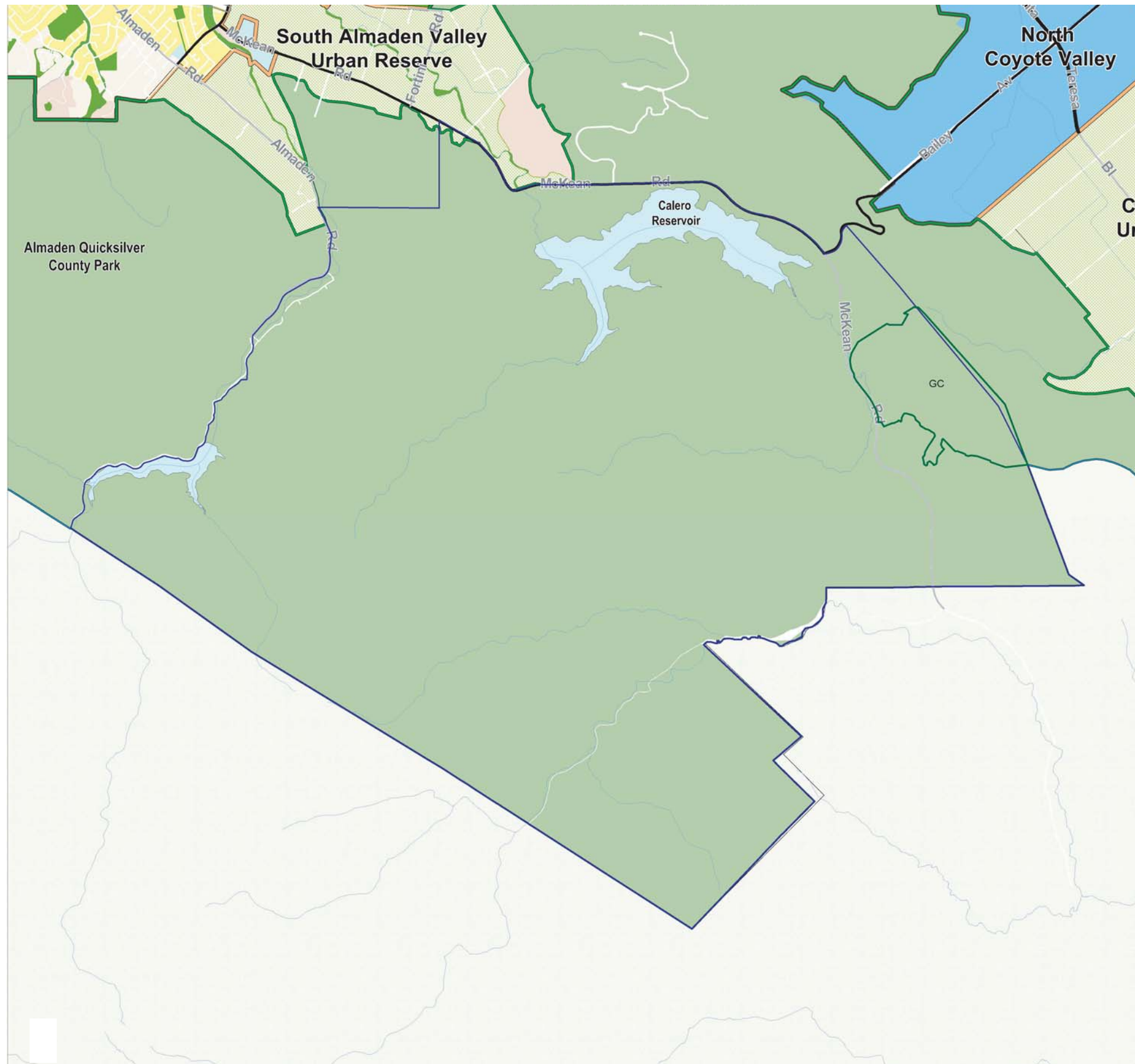
LAND USE / TRANSPORTATION DIAGRAM - EDENVALE

FIGURE 2.2-29



LAND USE / TRANSPORTATION DIAGRAM - ALMADEN

FIGURE 2.2-30

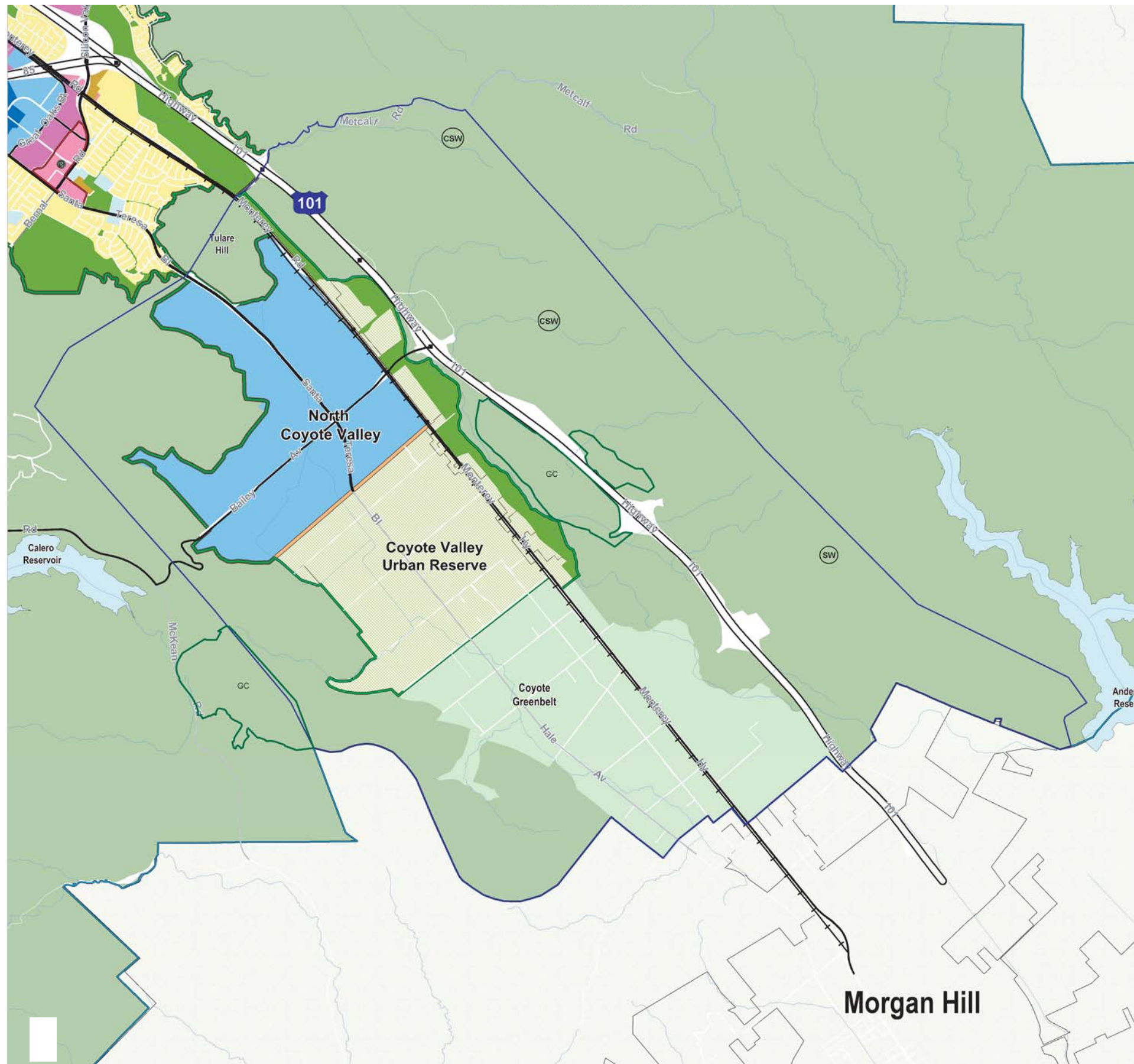


- Envision San Jose 2040 Designations**
- Agriculture
  - Combined Industrial/Commercial
  - Commercial Downtown
  - Downtown
  - Heavy Industrial
  - Industrial Park
  - Light Industrial
  - Lower Hillside
  - Mixed Use Commercial
  - Mixed Use Neighborhood
  - Neighborhood/Community Commercial
  - Open Hillside
  - Open Space, Parklands and Habitat
  - Private Recreation and Open Space
  - Public/Quasi-Public
  - Regional Commercial
  - Residential Neighborhood
  - Rural Residential
  - Transit Employment Center
  - Transit Residential
  - Urban Residential
  - Urban Village
  - Village Overlay Areas
  - Transit Employment Residential Overlay
  - Urban Reserves
  - Specific Plan Areas
  - Preferred Hotel Site Overlay
  - Urban Growth Boundary
  - Urban Service Area
  - Sphere of Influence
  - Floating Park
  - Proposed BART Stations
  - BART Line
  - CalTrain Stations
  - CalTrain Line
  - Light Rail Line
  - Interchange
  - Separation
  - Planning Area Boundary
  - Golf Course Overlay



LAND USE / TRANSPORTATION DIAGRAM - CALERO

FIGURE 2.2-31

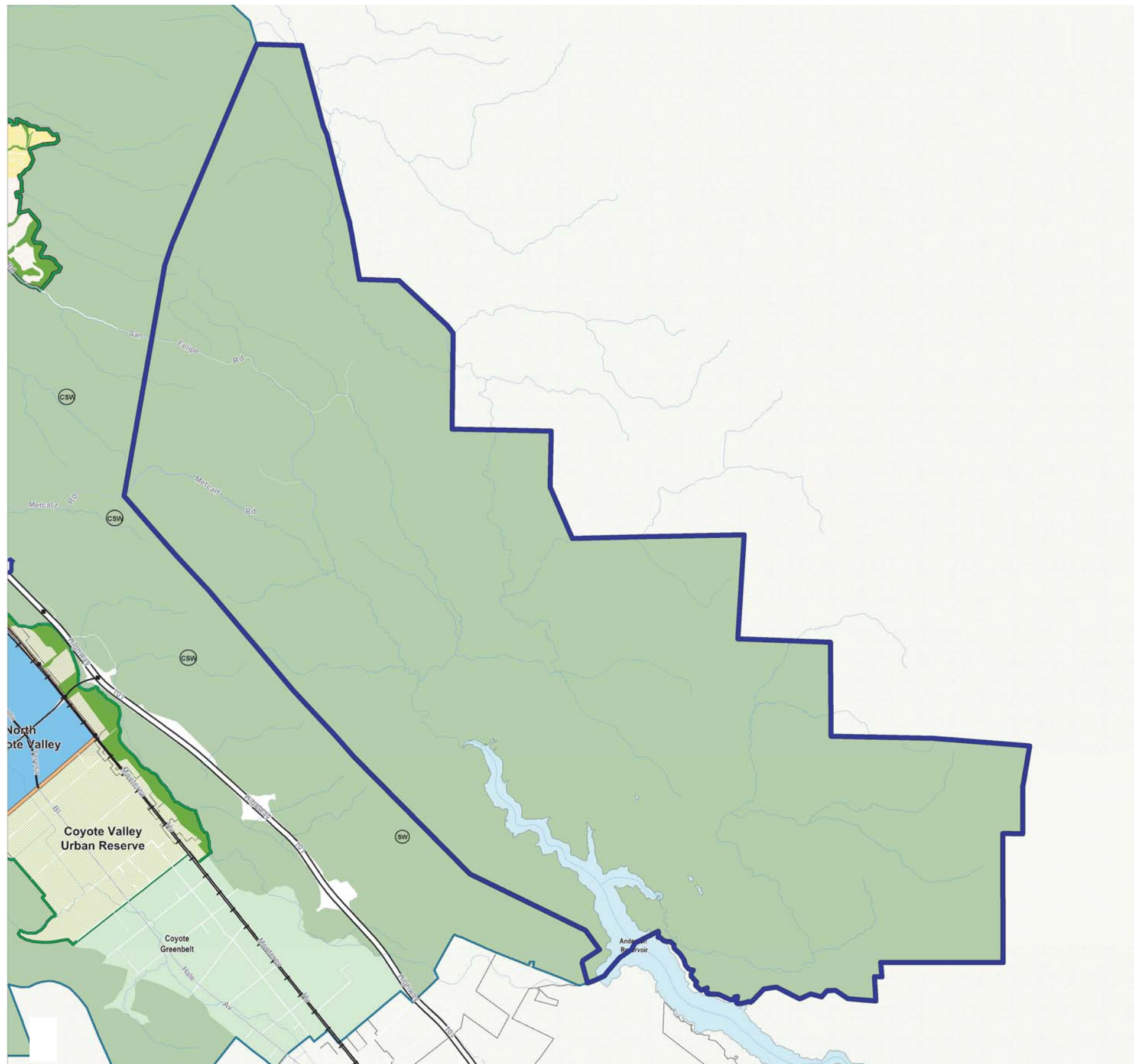


- Envision San Jose 2040 Designations**
- Agriculture
  - Combined Industrial/Commercial
  - Commercial Downtown
  - Downtown
  - Heavy Industrial
  - Industrial Park
  - Light Industrial
  - Lower Hillside
  - Mixed Use Commercial
  - Mixed Use Neighborhood
  - Neighborhood/Community Commercial
  - Open Hillside
  - Open Space, Parklands and Habitat
  - Private Recreation and Open Space
  - Public/Quasi-Public
  - Regional Commercial
  - Residential Neighborhood
  - Rural Residential
  - Transit Employment Center
  - Transit Residential
  - Urban Residential
  - Urban Village
  - Village Overlay Areas
  - Transit Employment Residential Overlay
  - Urban Reserves
  - Specific Plan Areas
  - Preferred Hotel Site Overlay
  - Urban Growth Boundary
  - Urban Service Area
  - Sphere of Influence
  - Floating Park
  - Proposed BART Stations
  - BART Line
  - CalTrain Stations
  - CalTrain Line
  - Light Rail Line
  - Interchange
  - Separation
  - Planning Area Boundary
  - Golf Course Overlay



LAND USE / TRANSPORTATION DIAGRAM - COYOTE

FIGURE 2.2-32



LAND USE / TRANSPORTATION DIAGRAM - SAN FELIPE

FIGURE 2.2-33

## 2.2.7 Proposed Planning Horizons

### Horizon Phasing

Development under the General Plan is planned to occur in phases, referred to as Horizons or Plan Horizons, in order to carefully manage the city's expected growth through 2035. The General Plan Land Use/Transportation Diagram identifies the locations of all focused Growth Areas available citywide from the present through the 2035 timeframe of this 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.

The full development of all Growth Areas citywide is not proposed to happen concurrently. Key elements of the General Plan promote the City's fiscal sustainability, and the related goal to improve the jobs-to-housing balance, therefore, proposals for commercial, office, and other combinations of non-residential development can be pursued at any time, consistent with existing land use designations. The General Plan, however, divides the Urban Village areas into a series of three (3) incremental growth Horizons in order to: 1) prioritize areas for growth according to access to transit and other services; 2) provide adequate opportunity to plan for the transformation of the Urban Village area commercial uses to residential use; 3) coordinate development of the Urban Village areas with the City's Capital Improvement Plan; 4) encourage the development of complete Urban Village environments by focusing growth demand into specific Urban Villages; and 5) provide opportunity for the City to plan increases to the provision of services for new residents gradually over the timeframe of the Plan. Each sequential Plan 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 will be guided to those Growth Areas within the city which are supported by existing adequate infrastructure and service facilities, including transit, or which have secure plans for facilities needed to support new growth.

With the adoption of this General Plan, all Growth Areas included in the first Horizon located throughout the city will be designated as "*Urban Village*" on the Land Use/Transportation Diagram and will be available for residential and mixed use development up to their entire planned capacity following completion of a Village Plan for the relevant Growth Area. Residential growth areas incorporated from the current General Plan (e.g., Downtown, Specific Plan areas, North San José, and existing vacant and entitled residentially designated lands) will also be available for residential development and do not require preparation of a Village Plan. In addition, "Signature Projects", which significantly align with the Urban Village concept as defined in the General Plan and 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 City will assess progress toward achievement of its General Plan Vision and goals before moving to the next Horizon and opening additional Growth Areas for intensive, mixed-use residential development following creation of an Urban Village Plan. Such review should focus on consideration of the 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.

Urban Village areas identified for potential housing growth will be available for employment use during any Horizon, but only available for expanded housing use once implementation of the General Plan enters the indicated Horizon. The Land Use/Transportation Diagram will change from one

Horizon to the next to identify new housing Growth Areas by replacing existing land use designations with the Urban Village designation within the Urban Village Boundary Areas. In addition, a “Pool” of residential unit capacity will be provided which may be allocated to allow entitlement of residential projects within Urban Village Areas not included within the current Plan Horizon. This pool is initially established as 5,000 units, and may be replenished as part of a General Plan Major Review. 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, as described in the Urban Village Planning Policies section of the *Envision San José 2040 General Plan* Chapter 7: Implementation. Development of Signature Projects may occur on sites in Urban Village areas which are identified as being in a future Horizon and which do not yet have the Urban Village land use designation. Job growth may occur in all Growth Areas at any point in time (e.g., in any Plan Horizon).

Table 2.2-16 below identifies the planned amount of housing growth in each Horizon. The locations of the Housing Growth Areas included in each Horizon are shown on Figure 2.2-34. Housing growth capacity within the North San José Area Development Policy area is subject to a phasing plan set forth in that Policy, but not further regulated through the *San José 2040 General Plan* Horizons.

<b>Location</b>	<b>Base DU</b>	<b>Horizon 1 DU</b>	<b>Horizon 2 DU</b>	<b>Horizon 3 DU</b>	<b>North San José ADP Phases 2-4</b>
Downtown	10,360	--	--	--	--
Specific Plan Areas	8,480	--	--	--	--
Vacant Land Inventory	3,157	--	--	--	--
NSJ Planned Residential	8,640	--	--	--	24,000 <sup>1</sup>
Transit Village Areas	8,501	4,061	25,916	6,435	--
Commercial Center Villages	933	--	--	13,227	--
Neighborhood Villages	129	385	--	5,776	--
Non-Designated Pool (Any Village)	--	5,000	5,000	--	--
<b>Total</b>	<b>40,200</b>	<b>9,446</b>	<b>30,916</b>	<b>25,438</b>	<b>24,000</b>
Notes: DU = dwelling units					
<sup>1</sup> Residential growth planned for North San José is regulated by a Phasing Plan included within the North San José Area Development Policy and would not be subject to the phasing requirements of the Urban Village Areas.					

### **Major Review of the General Plan**

The *Envision San José 2040 General Plan* establishes an ongoing program for the City to monitor and evaluate its success in implementation, fundamental elements of which include Annual Review and Major Reviews. While both the Annual Review and the Major Review (conducted once every four years) will include assessment of the General Plan’s progress toward achievement of the General Plan goals using key indicators identified within the General Plan and while both provide for review of privately or publicly initiated site specific proposals for possible amendment of the General Plan text and the Land Use/Transportation Diagram, the decision to initiate a new Horizon will be made only as part of a Major Review of the General Plan. The Major Review also provides more extensive opportunity for technical analyses and for City Council and community representatives to participate in the review of the General Plan’s progress. A Major General Plan Review therefore

provides the structure and opportunity for the City Council to determine whether to move into the next growth Horizon identified in the General Plan.

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. The 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 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. The Major Review also incorporates and may expand upon components of the Annual Review process, including ongoing evaluation of the effectiveness of the City's Greenhouse Gas Reduction Strategy and other environmental performance indicators.

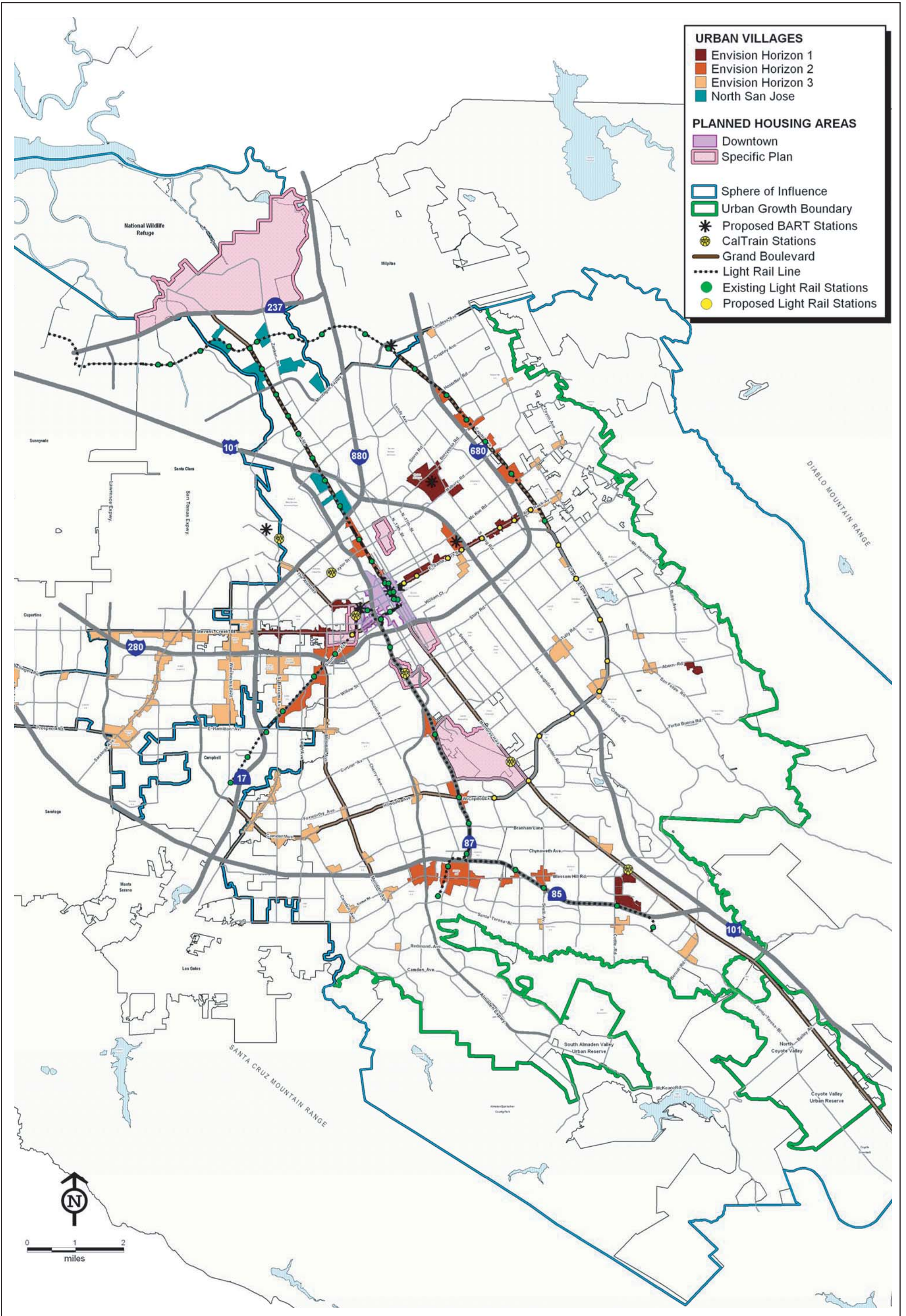
## **2.2.8 General Plan Designation Options –Rancho del Pueblo and iStar Sites**

Per City Council direction on January 25, 2011, this PEIR also evaluates options for land use designations and future development on two properties; the Rancho del Pueblo Golf Course in the Alum Rock Planning Area and the iStar property in the Edenvale Planning Area (Residential Option Sites). A pending City-initiated General Plan Amendment for the Rancho del Pueblo Golf Course (GP10-05-01) was filed as part of the City's Assets Management program for City-owned properties following endorsement of the General Plan Update Preferred Scenario in April 2010. A pending General Plan Amendment has been on file for the iStar property since 2007 (GP07-02-01); however, the General Plan Amendment was never considered by the City Council. Because the iStar site is located within an Employment Land Area, it was not identified by the Task Force for future residential development. Under these options one or both of these properties would be designated for residential uses instead of the industrial uses assumed on the iStar property and the park/open space on the existing Rancho del Pueblo Golf Course. Each option includes modifications to other growth areas, adjusting the assumed dwelling units or jobs in order to ensure that the total amount of development capacity assumed under the Preferred Scenario would not change citywide. All of the possible modifications to the *Envision San José 2040 General Plan Land Use/Transportation Diagram* under each of these options are discussed in further detail below.

### **2.2.8.1 *Rancho del Pueblo Residential Option***

The Rancho del Pueblo property is currently used as a nine-hole public golf course owned by the City of San José. The Rancho del Pueblo Residential Option would change the proposed land use designation on the 31-acre site in the Alum Rock Planning Area from *Open Space, Parklands and Habitat* under the Preferred Scenario to *Mixed Use Neighborhood* (refer to Figure 2.2-35). The *Mixed Use Neighborhood* land use designation is intended for development primarily with either townhouse or small lot single-family residences. This designation should be used to establish new neighborhoods with a cohesive urban form, to provide transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character.





HOUSING GROWTH AREAS BY HORIZON

FIGURE 2.2-34

For the purposes of this analysis the site is assumed to redevelop solely with residential uses (570 dwelling units) as shown in Table 2.2-17. The designation would, however, also allow commercial uses and Private Community Gathering Facilities. For the Rancho del Pueblo Residential Option, residential development capacity was shifted to the site from the nearest areas with planned residential growth capacity, specifically: Commercial Center Village CR28 on East Santa Clara Street, the Five Wounds BART Village (VT3) in the Central/Downtown Planning Area, and Commercial Center Village CR29 on Alum Rock Avenue in the Alum Rock Planning Area.

<b>Growth Area</b>	<b>Rancho Del Pueblo Residential Option</b>		<b>Change from Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Jobs</b>	<b>DU</b>
<i>Alum Rock Planning Area</i>				
Rancho Site	0	570	0	+570
CR29	2,150	2,199	0	-296
<i>Central/Downtown Planning Area</i>				
VT3	4,050	672	0	-173
CR28	1,400	1,399	0	-101
Notes: DU = dwelling units, , VT = BART/Caltrain Village, and CR = Light Rail Corridor				

### 2.2.8.2 *iStar Residential Option*

The iStar Residential Option would change the proposed land use designation on a 76-acre site in the Edenvale Planning Area from *Combined Industrial/Commercial* under the Preferred Scenario to *Mixed Use Neighborhood* (refer to Figure 2.2-36) per the pending application. The iStar site presently contains an orchard which has not been irrigated or cultivated since prior to 2000 and some agricultural structures. The *Mixed Use Neighborhood* land use designation is intended for development primarily with either townhouse or small lot single-family residences. This designation should be used to establish new neighborhoods with a cohesive urban form, to provide transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character.

For the purposes of this analysis the site is assumed to develop solely with residential uses as shown in Table 2.2-18. The designation would, however, also allow commercial uses and Private Community Gathering Facilities. For the iStar Residential Option, the development capacity for employment uses planned for the site under the Preferred Scenario would shift from the Old Edenvale Employment Land Growth Area to the nearest planned Growth Areas with capacity to accommodate additional growth: Light Rail Village VR19 at the intersection of Blossom Hill Road and Snell Avenue and Neighborhood Village V59 at the intersection of Cottle Road and Santa Teresa Boulevard. The Old Edenvale Employment Land Growth Area retains a significant amount of job growth capacity planned for other sites within the Growth Area. Residential development capacity for this project option was shifted to the iStar site from the nearest areas with planned residential growth capacity, specifically: Light Rail Village VR17 in the Oakridge Mall area, Light Rail Village VR19, Commercial Center Village C37 at the intersection of Bernal Road and Santa Teresa Boulevard, and Neighborhood Village V59. All of the development capacity moved to accommodate this project option was moved within the Edenvale Planning Area.

<b>Table 2.2-18 iStar Residential Option Growth Scenario</b>				
<b>Growth Area</b>	<b>iStar Residential Option</b>		<b>Change from Preferred Scenario</b>	
	<b>Added Jobs</b>	<b>Added DU</b>	<b>Jobs</b>	<b>DU</b>
<i>Edenvale Planning Area</i>				
Old Edenvale/ iStar Site	29,950	1,100	-1,050	+1,100
VR17 <sup>a</sup>	9,090	7,156	0	-147
VR19	3,368	643	+770	-440
C37	1,500	452	0	-248
V59	1,370	235	+280	-265
Notes: DU = dwelling units, VR = Light Rail Village, C = Commercial Center Village and Corridor, V = Neighborhood Village				
<sup>a</sup> Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.				

### **2.2.8.3 Combined Rancho del Pueblo and iStar Residential Option**

The Combined Rancho del Pueblo and iStar Residential Option would change the proposed land use designations on both the Rancho del Pueblo and iStar sites to Mixed Use Neighborhood as described in Sections 2.2.8.1 and 2.2.8.2, above. Growth assumptions for several villages and corridors in the Alum Rock, Central/Downtown, and Edenvale Planning Areas would also change, as shown in Tables 2.2-17 and 2.2-18.

For this option (combined Rancho del Pueblo and iStar Residential) and the two other options (Rancho del Pueblo Residential or iStar Residential), the total amount of development capacity assumed citywide (i.e., employment and households) would not change compared to the Preferred Scenario.



PREFERRED SCENARIO



RESIDENTIAL OPTION

**Envision San Jose 2040 Designations**

- Agriculture
- Combined Industrial/Commercial
- Downtown
- Transit Employment Center
- Heavy Industrial
- Industrial Park
- Light Industrial
- Hillside
- Mixed Use Commercial
- Mixed Use Neighborhood
- Neighborhood/Community Commercial
- Open Hillside
- Open Space, Park and Habitat
- Private Recreation
- Public/Quasi-Public

- Regional Commercial
- Residential Neighborhood
- Rural Residential
- Transit Residential
- Urban Residential
- Village
- Village Overlay Areas
- Transit Employment Residential Overlay
- Urban Reserves
- Specific Plan Areas
- Preferred Hotel Site Overlay
- Urban Growth Boundary
- Urban Service Area
- Sphere of Influence

- P Floating Park
- \* Proposed BART Stations
- BART Line
- + CalTrain Stations
- CalTrain Line
- Light Rail Line
- Interchange

Project Option Site Boundary

RANCHO DEL PUEBLO RESIDENTIAL OPTION SITE

FIGURE 2.2-35



**PREFERRED SCENARIO**



**RESIDENTIAL OPTION**

**Envision San Jose 2040 Designations**

- Agriculture
- Combined Industrial/Commercial
- Downtown
- Transit Employment Center
- Heavy Industrial
- Industrial Park
- Light Industrial
- Hillside
- Mixed Use Commercial
- Mixed Use Neighborhood
- Neighborhood/Community Commercial
- Open Hillside
- Open Space, Park and Habitat
- Private Recreation
- Public/Quasi-Public

- Regional Commercial
- Residential Neighborhood
- Rural Residential
- Transit Residential
- Urban Residential
- Village
- Village Overlay Areas
- Transit Employment Residential Overlay
- Urban Reserves
- Specific Plan Areas
- Preferred Hotel Site Overlay
- Urban Growth Boundary
- Urban Service Area
- Sphere of Influence

- P Floating Park
- ✳ Proposed BART Stations
- BART Line
- ⊕ CalTrain Stations
- CalTrain Line
- Light Rail Line
- Interchange

.....

Project Option Site Boundary

## 2.3 PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, an EIR must include a statement of objectives, including the underlying purpose of the project. The underlying purpose of this proposed project is a comprehensive update of the City's General Plan.

A General Plan Update provides the City with an opportunity to comprehensively review land use policies and the City's standards for the delivery of municipal services for consistency with the current social, economic, and environmental context, including anticipated cultural and demographic changes. The General Plan is one of the City's primary policy documents, playing a significant role in shaping the city's growth over the course of many years, and so it is important that this document align closely with community values, goals, and aspirations. Because San José last completed a General Plan Update in 1994, the *Envision San José 2040 General Plan* update process included extensive opportunity for community engagement and consideration of the entire document as a cohesive expression of the community's vision for its future. Priorities expressed through this community engagement process directed the formulation of policies within the proposed *Envision San José 2040 General Plan* and embodied within the Land Use/Transportation Diagram.

The first objective identified by the community was a desire to promote economic growth to support San José's emergence as a more important employment center within North America. Other primary objectives identified by the community were to promote a healthier fiscal situation for the City, to demonstrate leadership in environmental sustainability, to promote transit use, and to foster the development of "Urban Villages" throughout San José. The Urban Village objective is a key development that is more compact, urban, and attractive in character. The Urban Village strategy is supported by considerable evidence suggesting that such urban environments are environmentally and fiscally beneficial, while also being more attractive to and better meeting the needs of both an aging population and a young, innovative workforce.

This four-year General Plan Update process has occurred in a time of unprecedented fiscal challenges for San José, and all cities across California and the nation. Ten years of annual budget deficits have highlighted ongoing challenges in San José's ability to achieve sufficient and sustained revenues to enable the City to provide a desired level of quality and quantity of services to residents, businesses and visitors to San José. Within this context of fiscal constraints and uncertainty, the City Council, *Envision* Task Force, and community stakeholders developed key principles to guide the General Plan Update, chief among them the importance of economic development and attracting many new jobs and businesses to San José, and the need to focus the *Envision San José 2040* planning process to create land use policies which would work to improve and sustain the fiscal health and future service delivery ability of the City.

The *Envision San José 2040 General Plan* represents significant modifications to many of the City's goals and policies. The City's basic objectives for the proposed General Plan are provided below.

1. Shift the focus of the city's growth to establish San José as a regional employment center to enhance the City's leadership role in North America, increase utilization of the regional transit systems, and support the City's fiscal health. Promote job growth within San José's Downtown and on employment lands located at the center of regional transportation systems in order to counter the negative impacts of the region's traditional low-intensity, sprawling land use pattern.

2. Create an interconnected city where the activities of and services required for daily life are in close proximity and easily accessible by walking, bicycling and public transit.
3. Provide a mixed variety of commercial and industrial employment lands in a wide range of locations to support an innovative economy with job opportunities for a demographically diverse population. Promote the expansion of commercial activity throughout the city, and in small mixed use “villages” in order to fully meet the needs of the city’s residents and enhance quality of life in existing residential neighborhoods.
4. Provide residents and businesses with a broad range of high quality public facilities and services, including educational and cultural opportunities, and distribute these facilities equitably throughout the city.
5. Establish a Land Use Planning Framework to promote the right balance of fiscal revenue and costs to allow the City to deliver high-quality municipal services. Improve the City’s current revenue and cost structure, including the fiscal effects of its land development, to allow the City to provide municipal services consistent with community needs and expectations.
6. Provide for an innovative economy with job opportunities for a demographically diverse population and ample fiscal resources to support a vibrant community and the city’s emerging leadership role as the Silicon Valley region’s employment center.
7. Continue environmental leadership as a sustainable and healthy city, a leader in green technology, and a steward of San José’s natural resources and open space areas in part through maintenance of the Urban Growth Boundary and enhancement of riparian corridors and respect for a variety of open spaces both within and outside of the Urban Growth Boundary.
8. Promote public health through a Land Use/Transportation Diagram that promotes walking, biking, and public transit use, facilitating access to parks and recreation, creating community gathering spaces, providing retail and services near residential areas, and developing a sustainable food system with locations for locally grown produce.
9. Preserve and enhance neighborhoods and other areas of the city that provide San José with a sense of identity and a historic and cultural richness.
10. Promote the development of Urban Villages, Corridors and Regional Transit Hubs 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 environmental goals. Focus significant growth, particularly to increase employment capacity, in areas surrounding the city’s regional transit hubs in order to support the city’s continuing emergence as a Regional Employment Center bringing in workers from throughout the Region to move San José toward the goal of 1.3 jobs for each employed San José resident, and to maximize the use of these transit systems within the region to show the City’s support for future regional transit system investment.
11. Distribute and preserve a wide variety of housing types, both throughout the city as well as within individual communities, which meet the needs of an economically, demographically and culturally diverse population.

12. Strategically channel new growth into areas of San José that will best enable the City to achieve its goals for economic growth, fiscal sustainability and environmental stewardship, and support the development of new, attractive urban neighborhoods through the redevelopment of centrally-located, underutilized properties.
13. Design streets for people, not just cars, and to support a diverse range of urban activities and functions. Develop important roadways as Grand Boulevards to connect multiple neighborhoods and act as urban design elements at a citywide scale. Promote the ongoing development of Main Streets to foster community identity and walkability, recognizing that they serve as important destinations for retail and other activities within neighborhood areas.
14. Support continued growth in the Downtown as the city's cultural center and as a unique and important employment and residential neighborhood. Promote growth within the Downtown to support economic, fiscal, environmental and urban design/placemaking goals, and to strengthen the position of Downtown as a priority location for continued investment in all types of local and regional-serving transit services, including bus, bus rapid transit, light rail, standard passenger rail, BART, and high speed rail, and enhanced connectivity amongst modes.
15. Advance the City's Green Vision through 2040 and establish measurable sustainability indicators consistent with Green Vision Goal #7. Use the Plan as the basis for the City's Greenhouse Gas Reduction Strategy.

## **2.4 USES OF THE PEIR**

This Program Environmental Impact Report (PEIR) provides environmental review for the *Envision San José 2040 General Plan*. This PEIR is intended to inform the decisionmakers and general public of the environmental impacts associated with adopting the *Envision San José 2040 General Plan*. The City of San José will use this PEIR to provide the environmental review for the adoption of the *Envision San José 2040 General Plan*, including related text amendments and changes to the Land Use/Transportation Diagram.

This PEIR may also be used to provide the environmental review for actions which are consistent with the *Envision San José 2040 General Plan* goals and policies, as appropriate. These actions may include the following: adoption of ordinances and policies which implement the General Plan; zoning changes and General Plan amendments that are consistent with the General Plan; and special studies required by or related to implementation of the General Plan policies. Subsequent environmental review may still be required for any of the above actions depending on the nature of the proposals and their associated environmental impacts. This PEIR may be used by other agencies reviewing subsequent actions consistent with the General Plan; however, no public agency other than the City of San José has any discretionary approval power over the *Envision San José 2040 General Plan*.

This PEIR provides the basis for tiering the review of later projects that are within its scope. Future private development and capital improvement projects that are consistent with this PEIR may not require substantial additional environmental review. It is anticipated that documentation of the consistency of future projects with the analysis in this PEIR would occur through the preparation of an Initial Study or Addendum. Proposed projects that would result in new or substantially greater environmental impacts that are not addressed by this PEIR would require the preparation of supplemental environmental analyses.



Implementation of the *Envision San José 2040 General Plan* would involve responsible and trustee agencies depending on the nature of the proposed project. Under CEQA, a responsible agency is a public agency, other than the lead agency, which has responsibility for carrying out or approving a project. A trustee agency is a state agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. The following agencies may act as responsible and/or trustee agencies for subsequent projects considered under the *Envision San José 2040 General Plan*:

- California Department of Conservation
- California Department of Fish and Game
- California Department of Parks and Recreation
- California Natural Resources Agency
- California Department of Water Resources
- State Office of Historic Preservation
- Native American Heritage Commission
- Department of Housing and Community Development
- California Department of Transportation
- California Air Resources Board
- State Water Resources Control Board
- California Department of Resources Recycling and Recovery
- Bay Area Air Quality Management District
- Regional Water Quality Control Board
- Valley Transportation Authority
- Santa Clara Valley Water District

## 2.5 CONSISTENCY WITH ADOPTED PLANS

The CEQA Guidelines [Section 15125(d)] require that an EIR discuss any inconsistencies between a proposed project and applicable general plans, specific plans, and regional plans. Consistency with adopted plans is addressed throughout the PEIR. Plans relevant to implementation of the proposed General Plan are addressed in the sections listed below.

<b>Relevant Plan</b>	<b>PEIR Section(s)</b>
Specific Plans in San José	3.1 Land Use
<i>Focus on the Future San José 2020 General Plan</i>	3.1 Land Use
Airport Comprehensive Land Use Plans	3.1 Land Use
<i>Santa Clara County Airport Land Use Commission</i>	3.3 Noise and Vibration 3.8 Hazardous Materials and Hazards
Basin Plan	3.7 Hydrology and Water Quality
<i>SF Regional Water Quality Control Board</i>	
Clean Air Plan	3.4 Air Quality
<i>Bay Area Air Quality Management District</i>	

Transportation 2035 Plan <i>Metropolitan Transportation Commission</i>	3.2 Transportation
Congestion Management Program <i>Santa Clara County</i>	3.2 Transportation
San José Bike Plan 2020	3.2 Transportation
City of San José Greenprint 2009 Update Plan for Parks, Recreation Facilities and Trails	3.9 Public Facilities and Services
San José Green Vision	3.9 Public Facilities and Services 3.10 Utilities and Service Systems 3.15 Greenhouse Gas Emissions
San Francisco Bay Area Housing Needs Plan <i>ABAG</i>	3.14 Population and Housing
Climate Change Scoping Plan <i>State of California</i>	3.15 Greenhouse Gas Emissions
Integrated Waste Management Plan <i>Santa Clara County</i>	3.10 Utilities and Service Systems
Draft Santa Clara Valley Habitat Conservation Plan and Natural Community Conservation Plan <i>Local Partners and Wildlife Agencies</i>	3.5 Biological Resources