

ATTACHMENT 13:

City of San José. 2018. *Excerpts from the Envision San José 2040 General Plan*. December.

Envision

San José 2040



GENERAL PLAN

Adopted November 1, 2011
As Amended on December 18, 2018



Envision

San José 2040

GENERAL PLAN

Building a City of Great Places

"We are blessed to live in this area with great beauty combined with a robust economy. We must plan carefully for the land remaining under our stewardship so that this good fortune is preserved and enhanced."

E.H. Renzel, Jr., San Jose Mayor 1945-1946
written in the month of his 100th birthday, August 2007



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Major Strategy #6 - Streetscapes for People

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.

To support and utilize the Streetscapes for People Strategy, the City maintains a land use and transportation network and transportation facilities that promote increased walking, bicycling, and public transit use. The General Plan takes a form based approach to the transportation component of the Land Use/Transportation Diagram by categorizing streets in terms of their form, role within the community and the multiple functions that they support. The General Plan policies also support the development of these streets as “Complete Streets.” The City’s roadways will be designed to be “Complete Streets” that are accessible and function well for everyone, supporting a full range of activities, including pedestrians, bicycles, utilities, outdoor gathering spaces and vehicle movement.

Consistent with the Form Based General Plan Strategy, streets are defined within the Plan by their character and the role they play within the city. Street types identified within the General Plan include:

- Grand Boulevards
- On-Street Primary Bicycle Facility
- Main Streets
- City Connector Street
- Local Connector Street
- Residential Street
- Expressway
- Freeway

A Complete Street provides safe, comfortable, attractive and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and preferences. The design of a Complete Street considers both the public right-of-way and the land uses and design of adjoining properties, including appropriate building heights and the planning of adjoining land uses that actively engage the public street realm. As part of the Complete Street concept, appropriate land uses, building heights, setback dimensions and other design elements related to the type and character of the street, are addressed through new zoning districts and other implementation tools adopted to advance the goals of the *Envision San José 2040 General Plan*. Complete Streets, along with the Land Use / Transportation Diagram, support the Plan goal to reduce the automobile commute mode share by 40% by 2040. Close alignment of the City’s Capital Improvement Program with the General Plan will allow the City to strategically plan and direct resources to develop infrastructure in support of other Plan goals.

Although the goal of the City is that every street be a “Complete Street,” seven Grand Boulevards stand out as having great potential to connect City neighborhoods and to contribute to the City’s overall identity through cohesive design. These seven Grand Boulevards are:

- North First Street/Monterey Highway
- Capitol Avenue/Capitol Expressway
- Alum Rock Avenue/Santa Clara Street/The Alameda
- San Carlos Street/Stevens Creek Boulevard
- Meridian Avenue
- Winchester Boulevard
- Saratoga Avenue

Because of their importance and location as major transportation routes, and because of the land uses they support, these Grand Boulevards play an important role in shaping the City’s image for its residents, workers, and visitors and have the potential to act as major urban design elements at a citywide scale.

The Grand Boulevards require extra attention and improvement, including special measures within the public right-of-way, such as enhanced landscaping, additional attractive lighting, wider and comfortable sidewalks, and identification banners. For adjoining land uses, special design standards support cohesive and interesting urban development related to the character of the Grand Boulevard.

Main Streets are roadways that, in combination with the adjacent land uses, play an important role in defining the character and identity of the surrounding neighborhood. In many cases, neighborhood residents identify themselves according to their neighborhood’s Main Street. Neighborhood residents can enjoy retail and other services provided along a Main Street, attend community events associated with the Main Street and identify the Main Street as an integral central spine of their neighborhood that is interconnected with the rest of the City’s streets.

The Main Street’s physical form supports many transportation modes, with significant emphasis given to public pedestrian facilities to facilitate interaction amongst members of the community while also serving as part of the citywide transportation network. Each Main Street may be different in character, and should reflect, with the adjacent land uses, the key characteristics of the adjacent neighborhoods. The City may develop special standards for both the public right-of-way and for the adjoining land uses for the City’s Main Streets to support their function as urban corridors, providing high-quality pedestrian facilities and public spaces that are a primary component of the surrounding neighborhood identity.

Actions – Service Delivery

- MS-9.13** Adopt standards that require new development to provide designated areas for garbage and recycling collection.
- MS-9.14** Adopt standards that ensure adequate access for solid waste collection vehicles, including: vertical clearances, vehicle turn radiuses, appropriate street widths and curb lengths for container set-outs, and street inclines.
- MS-9.15** Design and construct a centralized facility within the City that offers household hazardous waste collections, building materials re-use, and sustainability education and training.

Air Quality

Goal MS-10 – Air Pollutant Emission Reduction

Minimize air pollutant emissions from new and existing development.

Policies – Air Pollutant Emission Reduction

- MS-10.1** Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.
- MS-10.2** Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.
- MS-10.3** Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.
- MS-10.4** Encourage effective regulation of mobile and stationary sources of air pollution, both inside and outside of San José. In particular, support Federal and State regulations to improve automobile emission controls.
- MS-10.5** In order to reduce vehicle miles traveled and traffic congestion, require new development within 2,000 feet of an existing or planned transit station to encourage the use of public transit and minimize the dependence on the automobile through the application of site design guidelines and transit incentives.
- MS-10.6** Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.
- MS-10.7** Encourage regional and statewide air pollutant emission reduction through energy conservation to improve air quality.

Riparian Corridors

Streams and adjacent riparian lands within the City of San José are a vital natural resource supporting a diversity of habitats. They also provide open space resources and contribute to economic vitality.

Goal ER-2 – Riparian Corridors

Preserve, protect, and restore the City’s riparian resources in an environmentally responsible manner to protect them for habitat value and recreational purposes.

Policies – Riparian Corridors

- ER-2.1** Ensure that new public and private development adjacent to riparian corridors in San José are consistent with the provisions of the City’s Riparian Corridor Policy Study and any adopted Santa Clara Valley Habitat Conservation Plan/ Natural Communities Conservation Plan (HCP/NCCP).
- ER-2.2** Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.
- ER-2.3** Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.
- ER-2.4** When disturbances to riparian corridors cannot be avoided, implement appropriate measures to restore, and/or mitigate damage and allow for fish passage during construction.
- ER-2.5** Restore riparian habitat through native plant restoration and removal of non-native/invasive plants along riparian corridors and adjacent areas.

Actions – Riparian Corridors

- ER-2.6** Develop a City Council Policy based on the City’s Riparian Corridor Policy Study and HCP/NCCP to successfully implement the riparian goals and policies of the *Envision General Plan*, which recognizes that a 100-foot setback is the standard to be achieved in all but a limited number of instances, where no significant environmental impacts would occur.
- ER-2.7** Partner with public, private, and non-profit agencies on public outreach and education on the importance of protecting our riparian corridor resources.
- ER-2.8** Develop and require the use of a criteria checklist from the Riparian Corridor Policy Study to evaluate new developments that propose to use riparian setback exceptions.

Bay and Baylands

The San Francisco Bay and the baylands are a vital biotic, cultural and recreational open space resource.



Transportation Policies

The Circulation Element of the *Envision San Jose 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools and parks and create a city where people are less reliant on driving to meet their daily needs. San José’s Transportation Goals, Policies and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City’s share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

According to the California Government Code Section 65302 and the California Complete Streets Act of 2008, San José’s Circulation Element must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. The statute defines all “users of streets, roads, and highways” as “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.”

Balanced Transportation System

San José desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks.

Goal TR-1 – Balanced Transportation System

Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.

Policies – Balanced Transportation System

- TR-1.1** Accommodate and encourage use of non-automobile transportation modes to achieve San José’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
- TR-1.2** Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
- TR-1.3** Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San José residents and workers are presented in the following table.

- TR-2.1** Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volume roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).
- TR-2.2** Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San José International Airport.
- TR-2.3** Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.
- TR-2.4** Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs.
- TR-2.5** Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- TR-2.6** Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.
- TR-2.7** Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.
- TR-2.8** Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- TR-2.9** Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.
- TR-2.10** Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San José.



- TR-2.20** Continue to participate in and support the recommendations of the Safe Routes to School program. As part of the on-going Safe Routes to School program, work with School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling, and by creating incentives to encourage students to walk and bike.
- TR-2.21** Identify locations where traffic signal phases can be modified or added or where alternative intersection control can be utilized to enhance efficiency and safety for pedestrian service.
- TR-2.22** Collect and report pedestrian and bicycle counts, as part of routine manual traffic counts, along roadways and at intersections where bicycles or pedestrians are permitted. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.

Public Transit

Although public transit is provided and maintained by other agencies, the City can greatly influence ridership through land use and zoning decisions, connectivity to other modes including biking and walking facilities, and improving traffic operations within key corridors to facilitate bus headways. The City can also dedicate rights-of-way for new systems and continue extensive coordination with various agencies to expand transit service and accessibility.

Goal TR-3 – Maximize use of Public Transit

Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.

Policies – Maximize Use of Public Transit

- TR-3.1** Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.
- TR-3.2** Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
- TR-3.3** As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
- TR-3.4** Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.





Actions – Maximize Use of Public Transit

- TR-3.5** Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.
- TR-3.6** Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.
- TR-3.7** Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.
- TR-3.8** Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.
- TR-3.9** Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.

Goal TR-4 – Passenger Rail Service

Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.

Policies – Passenger Rail Service

- TR-4.1** Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.
- TR-4.2** Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.
- TR-4.3** Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.
- TR-4.4** Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.

Policies – Parking Strategies

- TR-8.1** Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.
- TR-8.2** Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.
- TR-8.3** Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.
- TR-8.4** Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
- TR-8.5** Promote participation in car share programs to minimize the need for parking spaces in new and existing development.
- TR-8.6** Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.
- TR-8.7** Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
- TR-8.8** Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.
- TR-8.9** Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Actions – Parking Strategies

- TR-8.10** Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects, and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update existing parking standards to address TDM actions and to require amenities and programs that support reduced parking requirements.
- TR-8.11** Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.
- TR-8.12** As part of the entitlement process, consider opportunities to reduce the number

of parking spaces through shared parking, TDM actions, parking pricing or other measures which can reduce parking demand. Consider the use of reserve landscaped open space or recreational areas that can be used on a short-term basis to provide parking or converted to formal parking in the future if necessary.

Reduction of Vehicle Miles Traveled

As a means to reduce energy consumption, to reduce green house gas emissions and to create a healthier community, San José maintains a goal to reduce the number of vehicle miles traveled in the city by 40% per service population. Achieving this goal will require a multi-pronged strategy that includes both land use and transportation. This section includes the transportation goals, policies and actions that are intended to achieve an initial VMT reduction of 10% in Tier I, followed by a 20% reduction in Tier II, and ultimately a 40% reduction by 2040. All reductions are measured from the 2009 base year.

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

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

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

Reduce Vehicle Miles Traveled (VMT) by 10% per service population, from 2009 levels, as an interim goal.

Policies – Tier I Reduction of Vehicle Miles Traveled

- TR-9.1** Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.
- TR-9.2** Serve as a model city for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

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