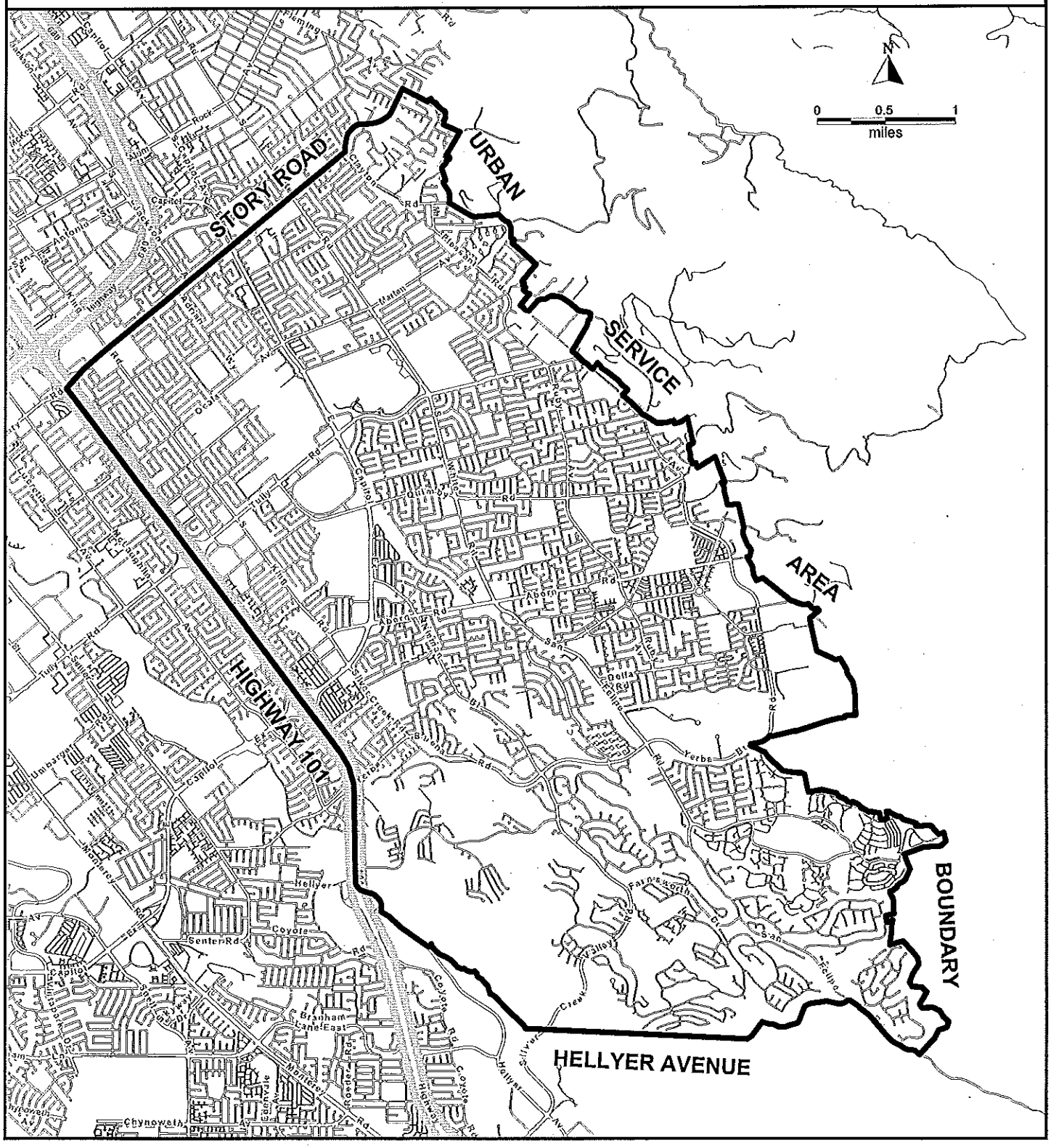
Planning Commission Staff Report Attachments:

EEHDP Boundaries Map
Letter from Richard Lambie
Draft Evergreen-East Hills Development Policy

Evergreen-East Hills Development Policy Boundaries



CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

10/27/2008

RICHARD H. LAMBIE
Professional Fiduciary
367 South Baywood Avenue
San Jose, California 95128-5123
(408) 551 - 2122
Fax (408) 551 - 0212 Email richard@rhlambie.com

November 22, 2008

Reena Mathew
Project Manager
City of San Jose Planning Division
200 East Santa Clara Street, T3
San Jose, CA 95113

The Irrevocable Trust of Edmund A. & Mildred K. Mirassou Dtd. 5/11/1981
Re: Mirassou Winery Site at 3000 Aborn Road

Dear Ms Mathew,

In February, 2003 I was appointed by the Superior Court to conduct the closing administration of the Mirassou 1981 Trust on behalf of the eleven beneficiaries, all sixth generation Mirassou family members. As legal steward of the property it is my duty to the beneficiaries to ensure that the property is granted the means and allocations necessary for a successful development.

Since 2003 I have attended numerous community, planning and Council meetings and I have met personally with Vice Mayor David Cortese and planning staff concerning the Evergreen-East Hills Development Policy. An application to develop the property has been on file for over five years. An application for a General Plan amendment was put on hold in August 2006 awaiting resolution of the Policy. Following the 2007 Council direction to bring forward an update to the Policy, the project was again halted. The continual reassessment of the policy and projects is in effect a de facto moratorium on projects such as the Mirassou property. Further delay or limitations on the development of this property will seriously jeopardize project viability.

I have read the Second Draft Evergreen-East Hills Development Policy. While I generally support approval of the Policy, I am very concerned about the decrease in the percentage of the residential pool allowed for large projects from 50% to 30%. Development of the Mirassou property would be classified as a large project and is at risk of competing for allocations against unknown future large projects, thereby jeopardizing the project and the feasibility and realization of the related benefits provided to the Evergreen Community, including those I describe below.

Reena Mathew
Project Manager
Re: Mirassou Trust – 3000 Aborn Road
November 22, 2008

Over the years of the Policy debate, I have watched the decline of the Evergreen Village, with the loss of anchor retailers and other businesses going dark. The development of the Mirassou property includes retail and office development along Ruby Ave., linking the hidden village center to the activity of Aborn Rd. The Mirassou project would not only support the Evergreen Village retail center, but would also provide gateway elements and signage, drawing consumers to the struggling village businesses.

Development of the Mirassou property will offer a complementing and diverse housing opportunity, completing the neighborhood and providing needed housing in an area of the city with few remaining new residential opportunities.

Development of the Mirassou property would also result in the preservation of its related historical and cultural resources as an important and viable community asset. The renovation of key historical buildings is anticipated to provide a community place of assembly, available for both public and private events. Over the past several years, the City of San Jose has experienced significant historical losses due to vandalism, deterioration and other causes. I urge prompt policy adoption, on terms that would provide the allocations necessary for the proposed Mirassou project, and the prompt processing of necessary applications for development of the site, to facilitate preservation and restoration of the historical buildings and avoid potential of risk of loss of this resource.

It would be unfortunate that with the approval of this Policy as currently proposed, a strict limit on housing allocations could result in the loss of vital neighborhood improvements, Evergreen Village retail stimulation, and preservation and enhancement of San Jose's rich history. I request that serious consideration be given to the potential negative ramifications of insufficient project allocations for the Mirassou site.

I respectfully request that this letter be made a part of the Planning Commission and Council packet when this matter is heard by those bodies.

Sincerely,

Richard H. Lambie

Richard H. Lambie
Trustee

Cc: Mayor Chuck Reed and City Council Members
City of San Jose Planning Commission Members
Bo Radanovich
Andrew Faber – Attorney at Law
Kathleen Siple – Attorney at Law

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SECOND DRAFT
Evergreen-East Hills Development Policy

City of San Jose
November 1, 2008

SECOND DRAFT

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I. BACKGROUND

This policy, entitled, *The Evergreen-East Hills Development Policy* (EEHDP), is an update of the original *Evergreen Development Policy* (OEDP) adopted in 1976 as amended from time to time.

EVERGREEN DEVELOPMENT POLICY AREA BOUNDARIES

The updated *Evergreen-East Hills Development Policy* (EEHDP) area boundaries match the original boundaries of the *Evergreen Development Policy* (EDP), defined as the land within San Jose's Urban Service Area Boundary, south of Story Road, east of U.S. Highway 101, and the area generally north of the intersection of U.S. Highway 101 and Hellyer Avenue, where the northern boundary of the Edenvale Development Policy Area ends (see Figure 1).

The EEHDP area overlaps with portions of the East Valley/680 Communities, K.O.N.A. and West Evergreen Strong Neighborhood Initiative (SNI) planning areas and fully incorporates the Evergreen Specific Plan area and the Silver Creek Planned Residential Community. Portions of the EEHDP Area are also designated as Redevelopment Project Areas. See map on page 7 for the location of the SNI planning areas and Redevelopment Project Areas in the EEHDP area.

PURPOSE OF ORIGINAL EVERGREEN DEVELOPMENT POLICY

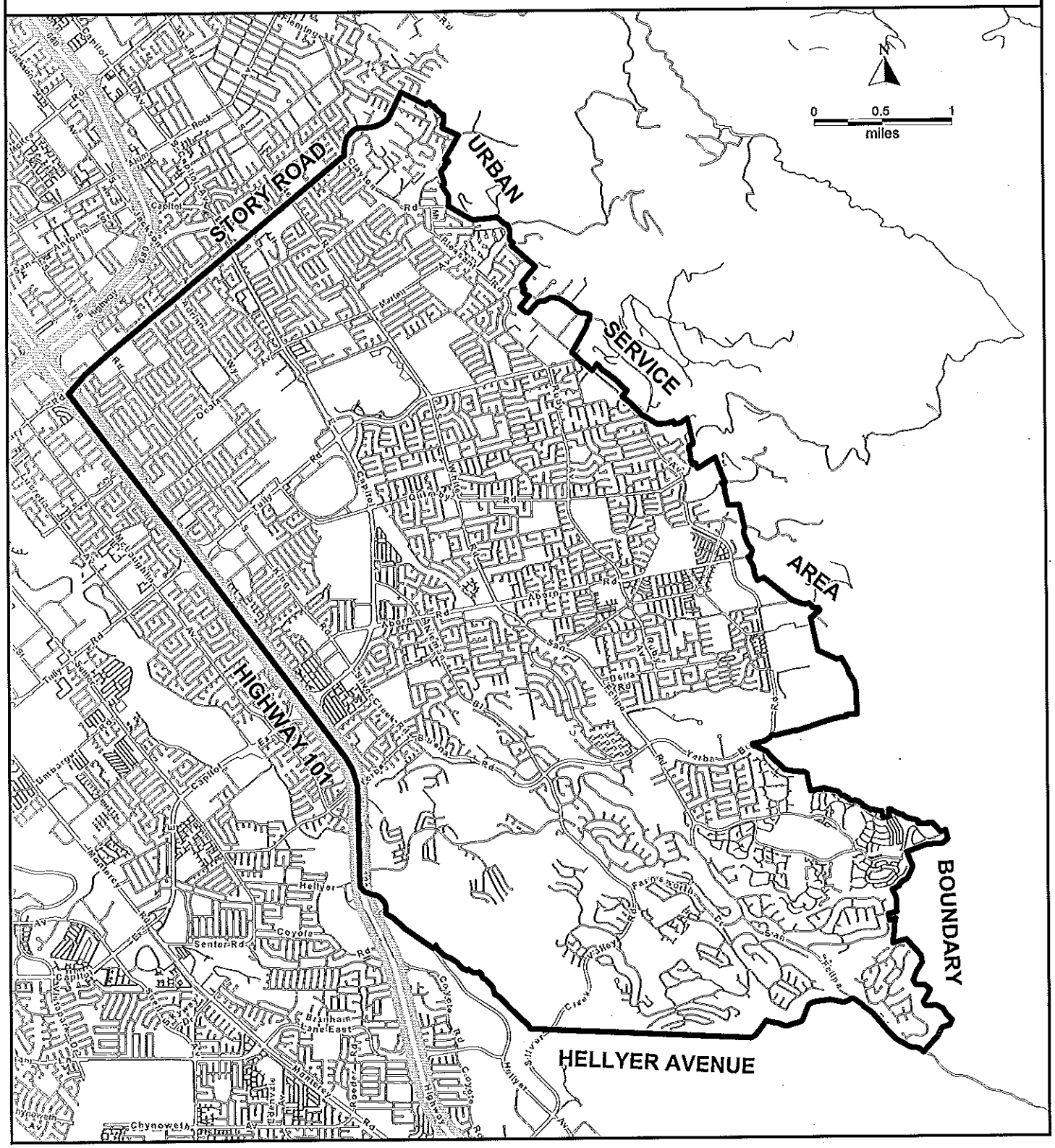
The original *Evergreen Development Policy* (OEDP) was adopted in August 1976 to address the issues of flood protection and limited traffic capacity in the EDP area, which constituted substantial constraints to development in the EDP Area. The area south of Story Road and east of Highway 101 has limited gateway streets into and out of this part of San Jose. These gateway streets are known as "screenline intersections." All vehicular trips to and from Evergreen pass though these few gateways, creating the potential for severe traffic congestion.

The 1976 EDP established the policy framework for facilitating an increment of new residential development in the EDP area as identified by the General Plan at that time. The Policy identified specific programs for correcting the transportation deficiencies and enhancing flood protection. In particular, the goal of the EDP was to limit the construction of new residential units so that traffic Level of Service "D," consistent with the City's General Plan policies, would be maintained at key boundary (screenline) intersections. Level of Service D is a measure of traffic congestion at signalized intersections, where vehicles wait through more than one signal light cycle at intersections but for short periods.

The EDP area is also naturally prone to flooding, requiring a flood control solution prior to additional construction. The Original Evergreen Development Policy adopted in 1976 created flood control policies which included allowing development to occur only if it protected from the 100-year flood and did not divert flood or overland flows or cause

flooding on other properties. Original Evergreen Development Policy flood protection measures also required flood control improvements within the policy area which included improvements to Lake Cunningham, the construction of a tributary stream from Silver-Thompson Creek, the construction of a point of connection of the tributary stream to Lake Cunningham, and other improvements to the Quimby and Fowler Creek watersheds. The majority of flood control improvements required within the Original Evergreen Development Policy were completed prior to the Policy's update in 1991. The remaining outstanding improvements to the Quimby and Fowler Creek watersheds were included in the development of the 1991 Evergreen Specific Plan.

Evergreen-East Hills Development Policy Boundaries



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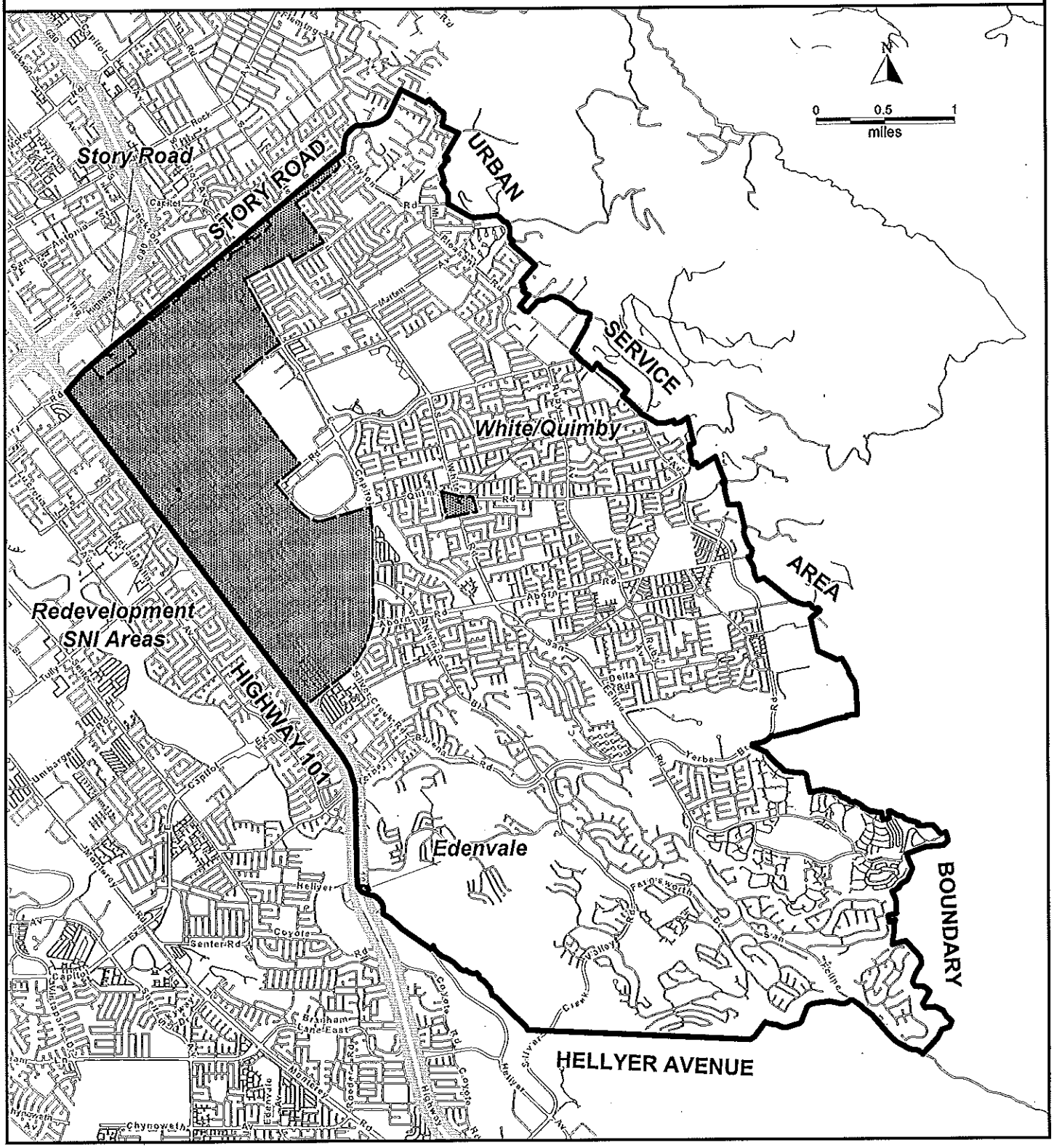
Redevelopment Areas in the Evergreen-East Hills Development Policy Area



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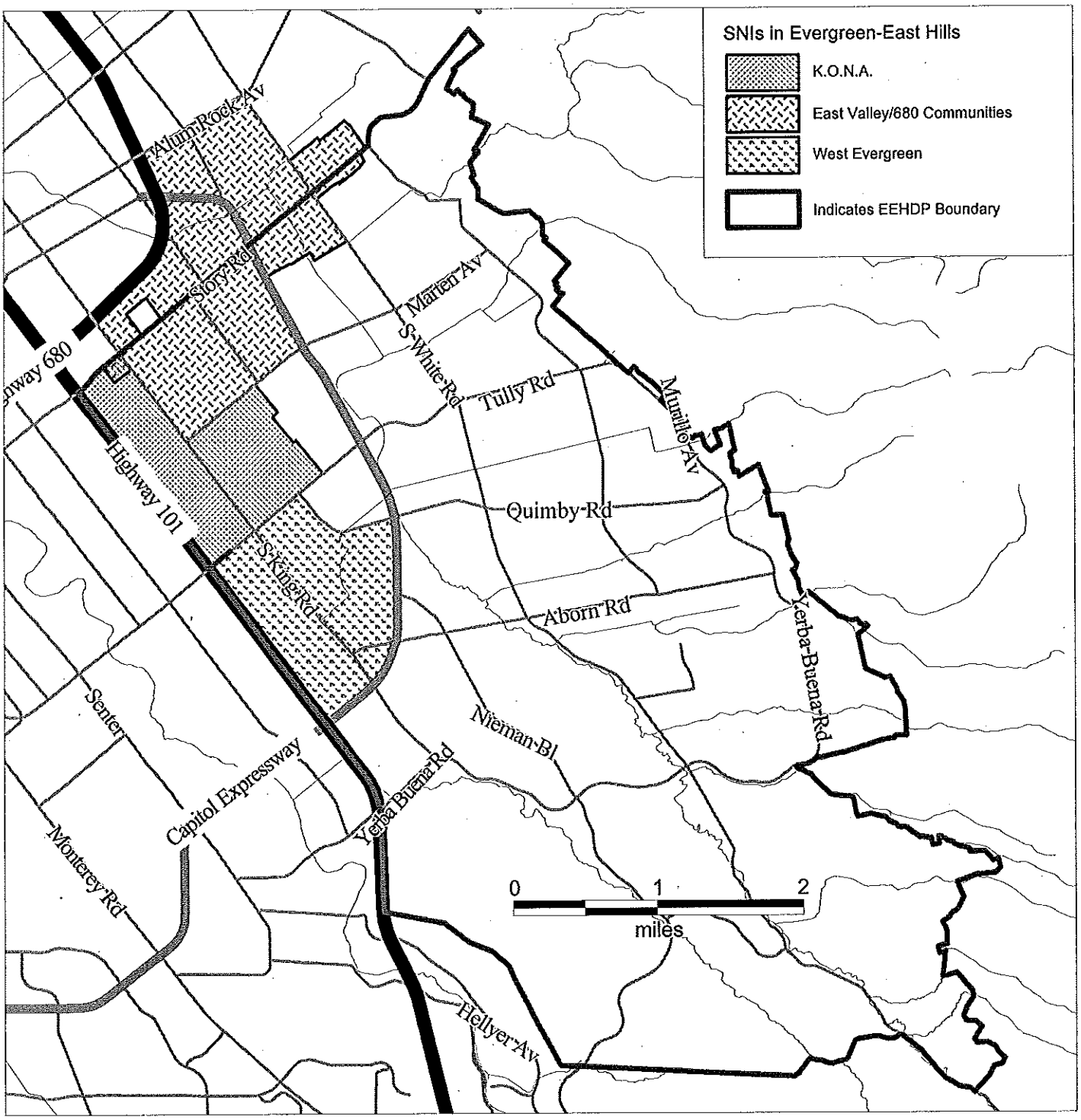
REDEVELOPMENT AREAS

10/27/2008

Strong Neighborhood Initiative Districts in Evergreen-East Hill Development Policy



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Map Created On:
8/25/2008

Prepared by the Department of Planning, Building, and Code Enforcement
City of San Jose, California

Joseph Horwedel, Director

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SUMMARY OF PREVIOUS UPDATES AND STRATEGIC PLANNING EFFORTS

1991 Evergreen Specific Plan (ESP)

Under the Original Evergreen Development Policy, the screenline intersections reached their maximum traffic capacity in 1989, effectively preventing additional residential development. At that point, however, there was potential for the construction of almost 4,000 new residential units based on existing General Plan land use designations. Of the almost 4,000 potential residential units, 3,000 were within a sub-area of the OEDP, called the *Evergreen Planned Residential Community* (EPRC).

In 1990, the City Council initiated the *Evergreen Specific Plan* (ESP) for the EPRC to create a unique suburban area with a mix of lot sizes, housing types, some retail, parks, schools, and other amenities. The ESP was the catalyst to revise the OEDP, and through that effort, the City was able to identify additional traffic mitigation measures to support the construction of the 2,996 new residential units. Traffic analysis performed in conjunction with the preparation of the ESP, quantified the amount of traffic capacity required to allow full development of the remaining vacant lands in Evergreen, and identified potential street improvements which could provide the required capacity. In 1991, the City Council approved the ESP associated General Plan changes to the Evergreen Planned Residential Community and revised the Original Evergreen Development Policy to identify the transportation and flood control improvements needed for the Evergreen Specific Plan.

1995 OEDP Amendment

The Original Evergreen Development Policy was again revised in 1995 to provide the policy framework for the build-out of the larger Evergreen Development Policy Area consistent with the General Plan at that time with the goal of maintaining the basic traffic LOS "D" and hundred-year flood projection standards of the 1976 OEDP and 1991 OEDP Amendment. Those standards were preserved as prerequisites to project approvals. The 1995 OEDP Amendment identified the remaining watersheds and street system improvements required to allow 4,759 residential units to proceed. A Benefit Assessment District (No. 91-209SJ Aborn-Murillo) was formed to provide a cost-sharing plan to finance and construct the extensive infrastructure network enhancements necessary to facilitate the planned and potential housing units identified by the San José 2020 General Plan and the Evergreen Specific Plan. In 1998, the Benefit Assessment District was augmented and updated through the formation of Community Facilities District No. 4 as a result of changes to the laws governing special districts. Both the Benefit Assessment District and the Community Facilities District remain in effect today (2008) with no expiration date.

1998 OEDP Amendment

A minor amendment was made to the Original Evergreen Development Policy in August 1998 to refine the traffic analysis methodology in order to facilitate small-scale, non-

residential development. Specifically, traffic analysis methodology was no longer based upon screenline intersections, but based upon traffic measurements at all affected intersections. This allowed small projects which did not have allocations to be built if the traffic associated with the small project could be mitigated through the installation of appropriate transportation improvements.

Evergreen Vision Strategy/Evergreen-East Hills Vision Strategy

The Evergreen-East Hills Development Policy builds upon several prior planning efforts, including the work of the Evergreen Vision Strategy, the Evergreen·East Hills Vision Strategy (EEHVS) planning process, the Strong Neighborhood Initiative program, and the Knight Program in Community Building Evergreen-Eastridge area charrette.

In 2003 the Evergreen-East Hills Vision Strategy, a large community outreach process (initially called the Evergreen Vision Strategy), was underway to facilitate the development of six large opportunity sites. The six opportunity sites included:

- Arcadia, located on the south side of Quimby Road approximately 1,000 feet westerly of Capitol Expressway
- Pleasant Hills, located on the northeast corner of Tully and White Roads
- Evergreen Valley Community College, located on the North side of Yerba Buena Road approximately 350 feet easterly of San Felipe Road
- Berg-Campus Industrial lands, located on the southeast corner of Fowler and Yerba Buena Roads and both sides of future extension of Yerba Buena Road/Murillo Avenue between Fowler
- IDS-Campus Industrial lands, located on the eastside of Yerba Buena Road opposite Verona Road
- Yerba Buena OPCO Campus Industrial lands, located on the northeast corner of Yerba Buena Road and Old Yerba Buena Road.

The total development proposed as part of the Evergreen-East Hills Vision Strategy was up to 5,700 residential units, 500,000 square feet of commercial development, and 75,000 square feet of office development in the development policy area.

On May 15, 2007 the City Council decided to defer decision of the conversion of industrial properties (Berg, IDS, and Yerba Buena OPCO) to residential use and requested the development policy be updated to allow for a more limited level of development than was proposed with the Evergreen-East Hills Vision Strategy. As part of the outreach and task force process associated with EEHVS, the community identified a number of community amenities which were lacking and were priorities in the Evergreen-East Hills area. Appendix G of this document includes a listing of the community amenities identified through the Evergreen-East Hills Vision Strategy. This list serves as a resource for capital improvement projects based on community priorities. These amenities can also be considered as part of a "bonafide plan" to amend this development policy in the future. The bonafide plan requirement for potential amendments to the EEHDP is described in Chapter VII Future Amendments to the EEHDP.

II. PURPOSE AND GOALS OF THE UPDATED EVERGREEN DEVELOPMENT POLICY, ENTITLED THE EVERGREEN-EAST HILLS DEVELOPMENT POLICY

The primary purpose of the updated *Evergreen Development Policy*, hereafter referred to as the *Evergreen-East Hills Development Policy (EEHDP)*, is to replace the original EDP (OEDP), as amended to specifically allow a limited increase in development in the Evergreen-East Hills area. The Evergreen-East Hills Development Policy becomes the new policy framework for a limited amount of new residential, commercial, and office development within the EEHDP Area. The EEHDP is intended to promote the long-term vitality of the Evergreen-East Hills Area by linking together limited new development with supporting transportation infrastructure. In exchange for enabling more development capacity, the Policy provides a mechanism to require commensurate traffic impact fees in order to construct transportation system investments.

The EEHDP is consistent with the *San Jose 2020 General Plan*, specifically supporting the General Plan goals of creating livable neighborhoods, promoting infill development at appropriate locations, and ensuring adequate services and facilities. Specifically, the EEHDP supports the General Plan's Urban Growth Boundary/Greenline Major Strategy through the promotion of infill development. This update does not amend the specific traffic Level of Service standards that are in the existing Evergreen Development Policy. The primary reason for adopting an Area Development Policy is to manage the traffic congestion associated with near term development in the EEHDP Area and simultaneously promote development consistent with the General Plan goals and neighborhood visions.

All new development within the EEHDP area should consider the Guiding Principles for Land Use and Transportation Planning (see Appendix A) and the Guiding Principle Design Guidelines (Appendix B), which were developed as part of the Evergreen-East Hills Vision Strategy (EEHVS) planning process as goals for creating high quality residential, retail, and office development. The Guiding Principles state that all new development in EEHDP area should be sustainable, be high quality, and improve the overall livability of the area. New residential development should create housing opportunities for a wide range of household types and income levels. Infrastructure and services should support the planned levels of residential and non-residential development. New development in transit corridors should incorporate transit-oriented development concepts, and all development should support vibrant land uses linked by various transportation modes and community amenities. The Guiding Principles for Land Use and Transportation Planning (Appendix A) and the Guiding Principle Design Guidelines (Appendix B) are included as appendices of this document in order to memorialize the community preferences that were generated through the Evergreen-East Hills Vision Strategy process as community aspirations. Property owners and developers are welcome to apply these ideas to their proposals; however, the EEHVS Guiding Principles and Guidelines will not be used by the City in the evaluation of consistency of proposed development with the Evergreen-East Hills Development Policy Update.

The Evergreen-East Hills Development Policy consists of policies that govern:

- Land Use (Chapter III)
- Transportation (Chapter IV)
- Transportation Infrastructure Improvements (Chapter V)
- Implementation (Chapter VI)

Proposed development must be substantially consistent with all elements of this Evergreen East-Hills Development Policy.

III. LAND USE

GENERAL LAND USE OBJECTIVES

The Evergreen-East Hills Development Policy Land Use Policies are intended to:

- Guide development to appropriate locations within the Evergreen-East Hills Development Policy Area.
- Provide appropriate flexibility for limited new development capacity.
- Maintain the current location of the Urban Growth Boundary.
- Facilitate infill development within the Urban Growth Boundary.
- Facilitate walking, bicycling, and transit use.
- Promote a diversity of housing options within neighborhoods.
- Protect, enhance, and/or restore natural features.

AFFORDABLE HOUSING POLICY

Consistent with Key Outcome No. #5 (see Appendix A- Guiding Principles for Land Use and Transportation Planning), which was developed through the Evergreen-East Hills Vision Strategy process, the EEHDP Policy is intended to create housing opportunities for a wide range of household types and income levels. Although only projects pursuing more than 35 residential units have specific affordability requirements described below (see Chapter VI Implementation), supplying affordable units as part of all residential development is encouraged within the EEHDP area. In the event that a citywide affordable housing policy is adopted, the affordable housing requirements for projects over 35 units in size or greater shall be either the citywide policy requirements or the requirements called out in this Evergreen-East Development Policy, whichever requires greater affordability.

RETAIL POLICY

Consistent with Key Outcome No. #4 (see Appendix A – Guiding Principles for Land Use and Transportation Planning), which was developed through the Evergreen-East Hills Vision Strategy process, the EEHDP is intended to foster vibrant commercial/business, mixed use, and residential areas including added opportunities for post offices, health care, entertainment and other retail uses. The Guiding Principles and Design Guidelines incorporated in Appendices A, B, and C to this Policy also encourage mixed-use development. Projects pursuing more than 35 residential units in size must adhere to specific design guidelines for mixed use development in order to foster successful retail opportunities (see Appendix C).

DEVELOPMENT CAPACITY

This EEHDP establishes a specific amount of land use development capacity for the Evergreen-East Hills Development Policy Area. All new development entitlements for properties located within the EEHDP Area must be substantially consistent with these provisions.

Existing Development Capacity

All properties with established development capacity in the form of existing buildings, entitlements, traffic allocations under the previous policy, or assigned trips in the City's Approved Trips Inventory (ATI) are able to redevelop based on that established level of traffic capacity. The level of traffic capacity for such properties will be determined from the associated traffic generation (trips) under the Original Evergreen Development Policy as amended. Existing trip allocations for a property will be credited for any development or redevelopment of that property, including proposed changes in use (e.g., existing commercial trips can be credited to a new residential project that displaces the commercial use). Development in excess of the existing trip allocation will require new allocation(s) as provided in the following provisions of this Policy. As of August 2008, unconstructed residential allocations under the previous policy total 446 dwelling units, as set forth in Appendix I of this Policy.

New Residential Development Unit Pool

This Evergreen-East Hills Development Policy establishes capacity for the development of up to 500 new residential units within the Policy area. This capacity is held in a "pool" that may be allocated to any property per the allocation criteria set forth in this Policy (see Chapter VI Implementation).

- At a minimum, 70% may be allocated to small projects, which are 35 units or fewer in size.
- A maximum of 30% of the pool units (150 units) can be utilized for allocation to development projects of more than 35 units if the proposals meet the criteria set forth for Large Projects.

Units are considered "allocated" with the approval of a rezoning, development permit or subdivision through a tentative or parcel map approval, whichever comes first. Any type of residential development, including single-family and multi-family residential projects shall be allocated units out of this pool. This Policy does not allow for any additional residential development beyond this specific allocation of 500 units. Any additional residential development beyond 500 units would necessitate an amendment to this updated Policy and likely additional subsequent environmental clearance. Guidance for future updates is contained in Chapter VII Future Amendments to the EEHDP.

New Retail Development Square Footage Pool

This Policy establishes capacity for the development of up to 500,000 square feet of new retail development within the Policy area held in a pool that may be allocated to any property per the criteria set forth in this Policy (see Chapter VI Implementation). New development of such uses will require allocation from this pool of 500,000 new retail square footage.

New Commercial Office Development Square Footage Pool

This Policy establishes capacity for the development of up to 75,000 square feet of new office development within the Policy area held in a pool that may be allocated to any property per the criteria set forth in this Policy (see Chapter VI Implementation). Commercial offices include business services and medical offices. New development of such uses will require allocation from this pool of 75,000 new commercial office square footage.

New City Public Facilities

The purpose of the retail and office square footage pool is to facilitate private investment and development in the Evergreen-East Hills area to minimize vehicle trips out of the area. New City public facilities (i.e., libraries, community centers, fire stations, etc.) would need to complete a traffic analysis using the Traffic Impact Criteria for non-residential uses as described in this Policy. Based on the results of the analysis, the following are courses of action consistent with this Policy:

- If the analysis concludes that the proposed project would have no transportation impact, the City public facility project does not need to utilize any of the square footage in the pool or pay the Traffic Impact Fee.

- If the analysis identifies an impact for which the mitigation is identified in this Policy, then the City public facility project would need to draw down the appropriate square footage from the pool and pay the Traffic Impact Fee.

- If the analysis concludes that the proposed project would result in an impact for which there is mitigation not identified in this Policy and the Director of Planning has determined that:
    - The mitigation is desirable, then that mitigation would need to be satisfied as part of the City public facility project; or
    - The mitigation is undesirable due to potential effects on the pedestrian conditions and/or natural resources, then the City Council would need to consider an update to this Policy.

Other Land Uses

Private or other public agency development that does not fit traditional forms of commercial, office, or residential development in terms of number of peak AM/PM trips generated per square footage or dwelling unit must calculate a trip generation equivalency. The trip generation equivalency will equate the number of AM/PM peak trips from the development proposal to an amount of square footage for commercial or office uses or a number of dwelling units for residential use. For projects that have a mix or hybrid of uses, the trip generation equivalency will equate a combination of commercial or office square footage and dwelling units. The determined equivalent amount of commercial and office square footage or number of dwelling units would need to draw from the appropriate traffic

development pool category or categories (commercial, office, and/or residential) approved through this Policy.

Given that these "other land use" proposals must draw from the development pool, the proposals must comply with the provisions of this Policy that are applicable to the development pool. For example, any proposal that would draw more than 35 units from the residential development pool based on trip generation equivalency, would need to meet the criteria for large projects as outlined in the Implementation section of this Policy.

IV. TRANSPORTATION POLICY AND STANDARDS

OVERVIEW

The City has an adopted Level of Service (LOS) standard of "D" for most signalized intersections for the majority of the community. Geographic segments of the City with adopted Area Development Policies, as well as the Downtown, have unique, generally more permissive standards that vary from the citywide standard in recognition of special circumstances or superseding City goals that make maintaining an LOS of "D" impractical.

Under the OEDP, a LOS of "D" was established as a long-term goal for the Development Area. Particular land uses were incorporated into the OEDP so that at full build-out all EDP intersections would function at this LOS D standard. A key component of the General Plan was the development of a significant office/research and development job base on the sites designated Campus Industrial located just east of Murrillo Avenue, to establish a reverse commute pattern within the Policy area. Providing a job base within the Development Policy Area was projected to improve traffic conditions by decreasing the need for area residents to commute out of the Development Policy Area on heavily congested routes. Because residential development within the Development Policy Area was implemented while the Campus Industrial site remained largely undeveloped, the LOS "D" standard was not met.

LEVEL OF SERVICE STANDARDS – EEHDP AREA PROJECTS

In place of the Citywide Level of Service (LOS) D Standard, the EEHD Policy, which is a revision of the Evergreen Development Policy, provides traffic capacity for a "Development Pool" of 500 residential units, 500,000 square feet of retail, and 75,000 square feet of commercial office within the Evergreen-East Hills Area (defined as the land within San Jose's Urban Service Area Boundary, south of Story Road, east of U.S. Highway 101, and the area generally north of the intersection of U.S. Highway 101 and Hellyer Avenue, where the northern boundary of the Edenvale Development Policy Area ends) and the corresponding transportation infrastructure improvements. The Evergreen-East Hills Development Policy utilizes the Existing Evergreen Development Policy's traffic impact criteria but allows some decreased vehicular traffic level of service, while maintaining an average of LOS D or better when vehicular traffic improvements unacceptably conflict with other modes of travel or biological resources.

Impact Criteria. A project is said to create a significant adverse impact on traffic conditions at a signalized intersection located in the Development Policy Area if for during peak hours:

1. The level of service at the intersection degrades to a worse letter grade level of service, or

2. a) For non-residential projects, the level of service at the intersection is an unacceptable Level of Service E or F and the addition of project traffic creates an increase in critical delay value by 2 seconds or more and an increase in critical V/C ratio of 0.005 or more. (Modified from the EDP to reflect a change in traffic analysis software)

   b) For residential projects, one or more added trips to an intersection operating at an unacceptable Level of Service E or F.

Unacceptable Levels of Service are intersections functioning at Level of Service E or F under "background" conditions. Background conditions are the traffic conditions that take into account the build out of already approved trips through the Original Evergreen Development Policy, existing buildings, and projects with existing entitlements. A significant impact can be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Exemption. An impact will not require mitigation under the following conditions:

1. The Intersection will continue to operate at LOS D or better, and

2. The improvement(s) necessary to improve conditions to background conditions create undesirable conflicts with other modes of travel or have unacceptable impacts on Biological Resources, and

3. The development causing the impact is within the scope of the Development Pool.

The Development Pool, as its distribution is assumed in the Traffic Analysis, is anticipated to cause the level of service to degrade to a worse letter grade (but not worse than LOS D), at the following four intersections:

1. Capitol Expressway and Nieman Boulevard;
2. San Felipe Road and Yerba Buena Avenue (North);
3. San Felipe Road and Delta Road
4. Evergreen Commons and Tully Road

At three of the four intersections numbered 1 through 3 above, the improvement(s) necessary to restore traffic LOS to background conditions create undesirable conflicts with other modes of travel in that:

1. At the intersection of Capitol Expressway and Nieman Boulevard, the improvement required to return the intersection to background conditions includes adding a second westbound right-turn lane. A double-right turn lane is undesirable because vehicles turning from both lanes could result in conflicts with pedestrians.

2. At the San Felipe Road and Yerba Buena Avenue (North) intersection, the improvement required to return the intersection to background conditions involves adding an exclusive southbound right-turn lane. Double right-turn lanes are considered less desirable as they increase the likelihood of pedestrian conflicts.

3. At the San Felipe Road and Delta Road intersection, the improvement required to return the intersection to background conditions includes adding a second westbound left-turn lane or by adding a second southbound left-turn lane. Adding lanes to intersections increase potential conflicts with pedestrians. This is particularly important at this location, which is close to several schools.

At the intersection of Evergreen Commons and Tully Road (number 4 above), the improvements necessary to restore traffic LOS to background conditions create unacceptable impacts to biological resources as the improvement would require the widening of a bridge across Thompson Creek and the removal of riparian habitat.

At these four intersections, the improvement(s) necessary to restore traffic LOS to background conditions would create undesirable conflicts with other modes of travel or unacceptable impacts with biological resources.

In the event development is proposed at locations substantially different than the assumed distribution in the traffic analysis performed for the Supplemental Environmental Impact Report to provide environmental clearance of this EEHDP, a supplemental traffic analysis would be required to determine whether additional intersections would be affected and whether improvements could be made to restore traffic LOS to background conditions. In the event the improvements would create undesirable conflicts with other modes of travel, the resulting LOS degradation would also be deemed acceptable at those intersections for purposes of facilitating the proposed development consistent with this EEHDP so long as the affected intersection would continue to operate at LOS D or better and, but for the vehicular traffic distribution element, the proposed development would otherwise meet all of the requirements of this EEHDP.

Other Types of Development. Future development that does not fit within the typical definitions of residential, retail, or office, such as public or quasi-public facilities, must be still evaluated for conformance with the above-stated Traffic Impact Criteria. Such development must provide mitigation for its traffic impacts, consistent with the EEHD Policy, unless the necessary improvements create undesirable conflicts with other modes of travel. In the event of undesirable conflicts with other modes of travel, the City Council may consider whether to modify the EEHD Policy to allow the development despite the degradation in LOS or restrict such development in light of the resulting LOS. Additional residential, commercial, and office development beyond the development pool shall only be considered through an amendment to this EEHDP if one of the circumstances described in Chapter VII Future Amendments to the EEHDP is realized. See Chapter III Land Use for guidance regarding new City public facilities.

As indicated in Table 1 below, three intersections within the EEHDP Area are projected to operate at LOS "E" or "F" even with the construction of all transportation improvements identified in Chapter V Transportation Infrastructure. All other intersections are projected to maintain LOS "D" or better for AM and PM traffic conditions within the EEHDP Area.

Table 1. Intersection LOS Standards

Intersection	LOS Standards
- Capitol Expwy/Quimby Rd	AM D PM E
- Capitol Expwy/Story Rd	AM E PM E
- San Felipe Rd/Yerba Buena Rd (South)	AM E PM F

LEVEL OF SERVICE STANDARDS – PROJECTS OUTSIDE OF THE EEHDP AREA

If the traffic analysis for a new development project located outside of the EEHDP Area identifies that the project will generate traffic within the EEHDP Area, the impact of that traffic will be evaluated and mitigated according to the Citywide Transportation Impact Policy 5-3.

TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

All new development within the EEHDP Area is required to incorporate transportation demand management (TDM) elements into facility design, to the extent possible, to reduce the demand for single-occupancy vehicles during peak commute periods. A list of possible TDM measures is included as Appendix E to the EEHDP.

V. TRANSPORTATION INFRASTRUCTURE

OVERVIEW

A key element of the EEHDP is the construction of new transportation infrastructure projects in conjunction with the construction of new development within the EEHDP Area. These transportation improvements are divided into two categories: **Transportation Mitigation Improvements** and **Site Operational Improvements.** The Transportation Mitigation improvements will be funded through the procurement of a Traffic Impact Fee from the new development. A Nexus Study, "Nexus Study for the Evergreen-East Hills Development Policy," dated July 7, 2008, has been prepared to establish the relationship between new development of the proposed development capacity and the Transportation Mitigation Measure Improvements which are to be funded through the Traffic Impact Fee.

The Site Operational Improvements must be built/installed at the time of development on specific sites and will be funded by the developer of the particular site.

TRANSPORTATION MITIGATION IMPROVEMENTS

The Transportation Mitigation Measure Improvements address specific traffic impacts associated with full build-out of the EEHD Policy's limited development capacity (identified below on this page and page 20) and will directly benefit traffic flow within the Policy area. The construction of the transportation mitigation improvements will be funded or caused to be funded by using fees collected from a Traffic Impact Fee applied to all new residential, retail, and commercial office development enabled through this EEHD Policy. Additional details of the Traffic Impact Fee are discussed below in the Implementation Chapter. The specific mitigation measures are:

1) Capitol Expressway and Quimby Road: Add exclusive northbound and eastbound right-turn lanes to this intersection.

2) Nieman Boulevard and Yerba Buena Road: Add a second westbound left-turn lane to this intersection.

3) Tully Road and McLaughlin Avenue: Add an exclusive northbound right-turn lane to this intersection.

4) White Road and Aborn Road: Add a second westbound left lane to this intersection.

5) US 101 and Yerba Buena Road (East): Convert a westbound through lane into a shared through/right-turn lane at this intersection.

6) White Road and Quimby Road: Add a second northbound left turn lane to this intersection.

7) San Felipe Road and Yerba Buena Road (South): A second eastbound left turn lane and a second southbound left turn lane will be added to this intersection.

New Traffic Signals/Modifications

The City of San Jose determines the need for new traffic signals based on a system of "warrants," which analyze whether a traffic signal at a particular location would reduce traffic delays, reduce accidents, or help pedestrians. This EEHD Policy includes installation of traffic signals at locations based upon improvements for safety and efficiency and based on existing and projected future traffic volumes. New traffic signals or signal modifications are planned for the intersections at:

- Ruby Avenue/Norwood Avenue
- I-680 Ramps (N)/Jackson Avenue
- Ruby Avenue/Tully Road/Murillo Avenue
- Story Road/Clayton Road
- Marten Avenue/Mt. Rushmore Drive
- Marten Avenue/Flint Avenue
- Quimby Road/Scottsdale Drive
- Nieman Boulevard/Daniel Maloney Drive
- Story Road/Lancelot Lane
- Ocala Avenue/Hillmont Avenue
- Ocala Avenue/Adrian Way

SITE OPERATIONAL IMPROVEMENTS

Some local transportation infrastructure improvements will need to be built as development occurs on specific properties. These improvements address local circulation needs or implement established improvement plans and are not specifically identified in this Policy. Their construction will be implemented through the application of standard development review and entitlement procedures.

There are three additional intersections in addition to the intersections listed above requiring new traffic signals or signal modification in order to provide direct access to and from a project site. These intersections are at Tully Road/Almond Drive, Quimby Road/Arcadia Property, and Capitol Expressway/Arcadia Property. Since the benefit associated with these three traffic signals is not areawide, the costs associated with traffic signal improvements to these three intersections is not included in the area wide traffic impact fee, and instead will be funded by development impacting those intersections.

IMPROVEMENTS TO ALTERNATIVE MODES OF TRAVEL

Traffic Calming

Traffic calming improvements, include, but are not limited to, roadway features or signage such as, median islands, chokers, road humps, or enhanced crosswalks. Given that traffic

calming improvements enhance pedestrian comfort safety, these types of roadway improvements are consistent with Key Outcome # 4 of the Guiding Principles for Land Use and Transportation Planning as developed from the Evergreen-East Hills Vision Strategy, which seeks to increase the overall livability of Evergreen by fostering vibrant areas that are linked by various transportation modes and community amenities. When applications for specific development proposals are submitted, the City will review any opportunities for on-site traffic calming measures if deemed to meet the City Council Policy (5-6) criteria for the initiation of traffic calming projects.

Bus Stop Construction/Improvements

Bus stop construction and improvements are also consistent with Key Outcome #4 of the Guiding Principles for Land Use and Transportation Planning from the Evergreen-East Hills Vision Strategy, as these improvements facilitate bus ridership, thus supporting additional transportation modes. Bus stop improvements include:

- ADA accessibility improvements
- Construction/replacement of bus stop pavement pads, passenger waiting pads, and shelter pads
- Addition or relocation of lighting
- Construction of connecting sidewalks to create accessible paths
- Supporting pedestrian improvements at crosswalks and intersections including, but not limited to, special pavers or pavement, bollards, pedestrian-activated in-pavement lights, countdown signals for pedestrian crossings, and narrowing of pedestrian crossing distance including reduced curve radii and/or curb bubouts

In the evaluation of development applications, the City coordinate with the Valley Transportation Authority and will review any opportunities for on-site bus stop improvements.

VI. IMPLEMENTATION

REVIEW OF NEW DEVELOPMENT PROJECTS

All new development within the EEHDP Area is subject to the City's standard procedures and policies for the review of new development proposals within the City of San Jose. Projects must conform to the General Plan, applicable design guidelines, and other policies and regulations unless specifically provided for otherwise in this Policy.

ALLOCATION OF DEVELOPMENT CAPACITY

Allocation of the development capacity provided through this Policy is determined according to the criteria set forth in this section. Allocations are made at the time of initial Planning entitlement approval (the first of either Planned Development Zoning, Site Development Permit, Tentative or Parcel Map, or equivalent action) and remain in place until all such entitlements expire.

In addition to meeting the allocation policies on pages 22-27 of this EEHD Policy, all new development within the EEHDP Area, including projects that make use of existing allocations, existing trip credits, or allocation of new development pool capacity must:

- Further the Major Strategies, Goals and Policies of the City of San Jose General Plan. Although development must adhere to all applicable aspects of the General Plan, development policies which are particularly relevant to the topography and environment of the Evergreen-East Hills area include hillside development and riparian corridor protection policies.
- Conform to the City's Design Guidelines for Commercial, Industrial, and Residential uses.
- Not require modification of the Urban Service Area or Urban Growth Boundary boundaries.
- Not create significant adverse effects upon the environment, including but not limited to; projects that must not require significant grading or other alteration of the natural environment.

Use of Discretionary Alternate Use Policies in the General Plan

Projects which draw from the pool of development capacity created through this EEHD Policy, may utilize discretionary alternate use policies in the San Jose General Plan only if they are also consistent with other General Plan policies and goals and also adhere to the criteria of this EEHD Policy. It is expected that the Discretionary Alternate Use Policies would be employed rarely in combination with the EEHDP.

Distribution of Traffic Allocation

The 500 residential units, 500,000 square feet of retail, and 75,000 square feet of commercial office development were distributed within the EEHDP area for analytical purposes to provide environmental clearance for the additional traffic capacity. The distribution of residential units in the EEHDP area was based on implementation of the General Plan Land Use/Transportation Diagram as well as the furtherance of Goals and Policies of the General Plan and the Guiding Principles of the Evergreen-East Hills Vision Strategy, which support infill development of vacant or underutilized properties in a manner consistent with reducing automobile usage and connecting residents to community amenities, commercial, and/or job centers. The distribution of residential units, commercial and office development for those analytical purposes is as follows in the table below. This distribution of development is for analytical purposes for environmental clearance of this EEHD Policy only. This distribution does not imply entitlements are guaranteed as shown given that projects still must to adhere to the city's ordinances, design guidelines, and the General Plan's Goals, Policies and Land Use Transportation Diagram.

Sub-Area	Housing Units	Office Sq. Ft.	Commercial Retail Sq. Ft.
South of Story Road between Highway 101 and Capitol Expressway	100	25,000	344,000
East of Capitol, between Story and Tully Roads	64	25,000	21,000
East of Capitol, between Tully and Aborn Roads	25	25,000	35,000
East of Capitol, between Aborn and Yerba Buena Roads	236		100,000
South of Yerba Buena Road	75		
TOTALS	500	75,000	500,000

Public Works staff will determine if a proposed project appears to have any traffic impacts significantly different than the traffic impacts previously analyzed based on the distribution of traffic in the above table. If Public Works staff determines that the impacts could be different or more significant than what was previously analyzed, the applicant will be required to provide a new traffic analysis.

Existing Allocations

Allocations and development rights existing at the time of adoption of this Policy remain in effect and do not require any further consideration.

"Anti-Clustering" and Master Planning Requirement for Residential Development

The allocation of development capacity through the land use approval process on sites in the EEHDP area shall occur only if the proposed residential development fully utilizes the proposed project site consistent with the designation on the General Plan Land Use/Transportation Diagram, General Plan text, and other applicable policies (e.g., Riparian Corridor Policy). Development should not occur on a portion of the site, with other portions of the site remaining vacant in reservation for potential future development opportunities which are not in conformance to the EEHDP. A site is defined as one or more contiguous parcels that function as a whole. A project fully utilizes or fully develops a site if there are no large portions of the site remaining vacant after the proposed development.

If a site is unable to fully develop consistent with the General Plan Land Use/Transportation Diagram designation, General Plan text, and in accordance with the criteria set in this Policy, then the site is ineligible to draw from the pool. If an Amendment to the Land Use/Transportation Diagram is proposed, then other applicable entitlements (rezoning, Site Development Permit, and/or Tentative Map) should be concurrently processed with the Amendment to the Land Use/Transportation Diagram in order to confirm the applicant's intent to implement the proposed Amendment consistent with the EEHDP. This criterion is intended to apply only to residential development. Commercial, office, recreation, public facilities, and other non-residential ones are allowed on portions of large sites as these uses internalize trips already occurring or reduce the number of trips out of the Evergreen-East Hills area for access to these services. In addition, some of these uses also create employment opportunities that will help to correct the jobs/housing balance issue in the Evergreen-East Hills area.

Conditions for consideration to an Amendment to this Development Policy are highlighted in Chapter VII Future Amendments to the EEHDP.

Properties with Existing Residential Use or Other Uses

Properties that have existing residential or non-residential uses will be allowed to apply their traffic generation equivalency to proposed new developments provided the existing use is legally permitted and the proposed use is consistent with applicable City policies and ordinances.

Residential Pool Allocation

Residential development capacity for new projects will be allocated at the time of the City's approval of a rezoning, Site Development Permit, and/or Tentative Map action, whichever occurs first, on the specific pool site. Once allocated, units are removed from the

Residential Development Unit Pool and are no longer available for allocation to other properties.

If a permit expires or a zoning is replaced by a new entitlement, any unused allocation is returned to the appropriate pool and becomes available for new projects. All projects receiving allocation from the Residential Development Unit Pool are subject to the Traffic Impact Fee.

All projects receiving allocation must further the Major Strategies, Goals and Policies of the City of San Jose General Plan.

Definition of Small and Large Projects

A small project is any project which proposes to draw 35 or fewer residential units from the residential pool. A large project is any project which proposes to draw more than 35 units from the residential pool.

In the event that a project has existing allocation or entitlements prior to drawing from the residential pool, only the number of units that draw from the residential pool shall be applied to the small and large project criteria specified below. For example, if a project has 30 units of existing allocation or entitlements in conformance to the Original Evergreen Development Policy and proposes to utilizes 8 additional units from the residential pool, the project's total size would be 38 units, but it would be considered a small project as it is only drawing 8 units from the residential pool.

Small Projects

Seventy percent (70%) (350 units) of the Residential Pool Capacity is reserved for small projects of 35 units or fewer and may not be allocated to larger projects.

Large Projects

No more than 30% (150 units) of the Residential Pool Capacity may be allocated to projects of larger than 35 units. Unlike the residential pool for small projects, there is no minimum number of units which are reserved for large projects. Any unused allocation from the large unit pool can be used by small projects. Any large project of 35 units or greater must meet one of following criteria:

> Affordable Housing – Projects that incorporate affordable housing in excess of any other applicable City requirements. In order to meet this criterion, a project must have either:
>
> - At least 20 percent of units reserved to be affordable to lower-income households for rental developments. Eight percent (8%) of the total units must be at rents affordable to Very Low-Income households (no greater than 50% of area median income), and 12 percent (12%) of the total units must be at rents affordable to Low-Income households (60% of AMI, eligible up to 80% AMI). Or

- At least 20 percent (20%) of units reserved to be affordable to Moderate Income households for for-sale developments (120% of AMI). Developments may not fulfill their obligation as required by this policy by opting to pay an in-lieu fee.

Mixed-Use Projects – Projects that incorporate mixed-use elements (e.g., ground floor retail with office or residential above consistent with the guidelines contained in Appendix C. The mixed use development should also conform to the City's Residential Design Guidelines. The ground floor retail design must be highly visible from the pedestrian and street level. In addition, the ground floor layout and design and amenities provided supports different uses, fostering the long term vitality of the ground floor retail area.

Historic Preservation – Projects that incorporate significant cultural resources, either through preservation and integration of identified historic structures. In order to meet this criterion, a project must include a resource that qualifies for a minimum listing as a structure of merit on the City of San Jose Historic Resources Inventory and the development and proposed preservation of the resource shall substantially conform to the historic preservation policies included in Appendix D.

Projects outside of EEHDP area

New projects outside of the EDP Area, which may impact gateway intersections, will be subject the City's Level of Service Policy 5-3: Transportation Impact Policy.

Unforeseen future projects

Any development projects beyond the scope of the EEHDP and the associated Supplemental EIR will require an amendment to the EEHDP Policy and additional environmental review. An Amendment to the EEHDP will be considered only in accordance with the criteria called for in Section VII of this policy.

Implementation Goals

The goals of the EEHDP are to reduce congestion on the roadway when possible, thus improving quality of life for residents. In the event that there is more demand for residential development in the Policy area than the 500 residential pool allows for, projects on file shall be evaluated by Planning staff for their conformance to the following congestion reduction goals:

1) Proximity to Mass Transit - Any projects located within 2,000 feet of existing or planned light rail or bus stops. Projects should also include enhanced provisions for bicycle parking and pedestrian connections on-site.

2) Proximity to Community Services - Any projects located with ¼ mile from community services such as schools, libraries, and commercial areas.

In the event that some residential applications must be denied or reduced because the total proposed residential units of the combined applications exceed the 500 residential pool, development applications on file that meet one or more of the goals above shall be given consideration for approval before projects that do not meet any of the goals. Any development that deviates from the assumed distribution of traffic in the Supplemental Environmental Impact Report, may need to provide an additional traffic report and to complete additional environmental clearance for traffic.

Funding of Improvements

The total funding required for the Transportation Mitigation Improvement is estimated to be $10.5 million (2008 dollars). The developers of project sites collectively are responsible in providing funding for the all required Transportation Mitigation Improvement Measures and will be subject to a Traffic Impact Fee (TIF). The Traffic Impact Fee is based upon a fair-share contribution towards the cost of providing transportation improvements that directly mitigate the traffic impacts associated with the development authorized by this Policy. The traffic impact fee shall be paid to the City prior to the issuance of building permits for new development. The TIF per residential unit is $10,708 and the TIF per 1,000 square feet of commercial or office development is $8,978.

VII. FUTURE AMENDMENTS TO THE EEHDP

The City Council may consider future amendments to the Evergreen-East Hills Development Policy only if one of the following three circumstances is realized:

(1) A "bonafide" plan for financing transportation improvements and amenities identified in the EEHVS process is prepared and offered private party. This plan shall be considered bonafide if it is accompanied with binding agreement that provides full funding for, or identifies a realistic and certain means to fund the entire Highway 101 corridor project and all other traffic infrastructure required within the policy area and "fair share" funding of the items recommended in the amenities list identified through the Evergreen-East Hills Vision Strategy (see Appendix G); or

(2) The full occurrence of 11,600 jobs on properties planned for Campus Industrial uses in the EEHDP area has been achieved (environmental clearance will still be necessary for any additional development); or

(3) An occurrence of jobs on properties planned for Campus Industrial in accordance with the phasing plan below is also accompanied by a plan offered by a private party which provides or identifies a realistic and certain means to fund transportation improvement priorities and community amenities which were identified in the EEHVS amenities list. The phasing plan shall allow housing to be phased in with the occurrence of jobs; however the total housing units shall not exceed a total of 3900 residential units. The initial 500 units which are allowed within the EEHDP shall also be included in the total of 3,900 units. The phasing plan shall follow accordingly:

Phase	Jobs	Residential Units
Initial Phase	0	500
Phase II	2,000	1000
Phase III	4,000	2000
Phase IV	6,000	3000
Phase V	11,600	3,900

The Highway 101 corridor project referred to in circumstance #1 above includes the following improvements constructed on U.S. 101 between the 1-280/680 interchange and the Yerba Buena Road interchange (see diagram of improvements on Page 30):

- An additional lane in the southbound direction from just south of Story Road to Yerba Buena Road.

- Reconfiguration of the U.S. 101/Tully Road interchange, converting the interchange from a full cloverleaf design to a partial cloverleaf design. A partial cloverleaf design replaces one or more of the loop ramps with diagonal ramps.

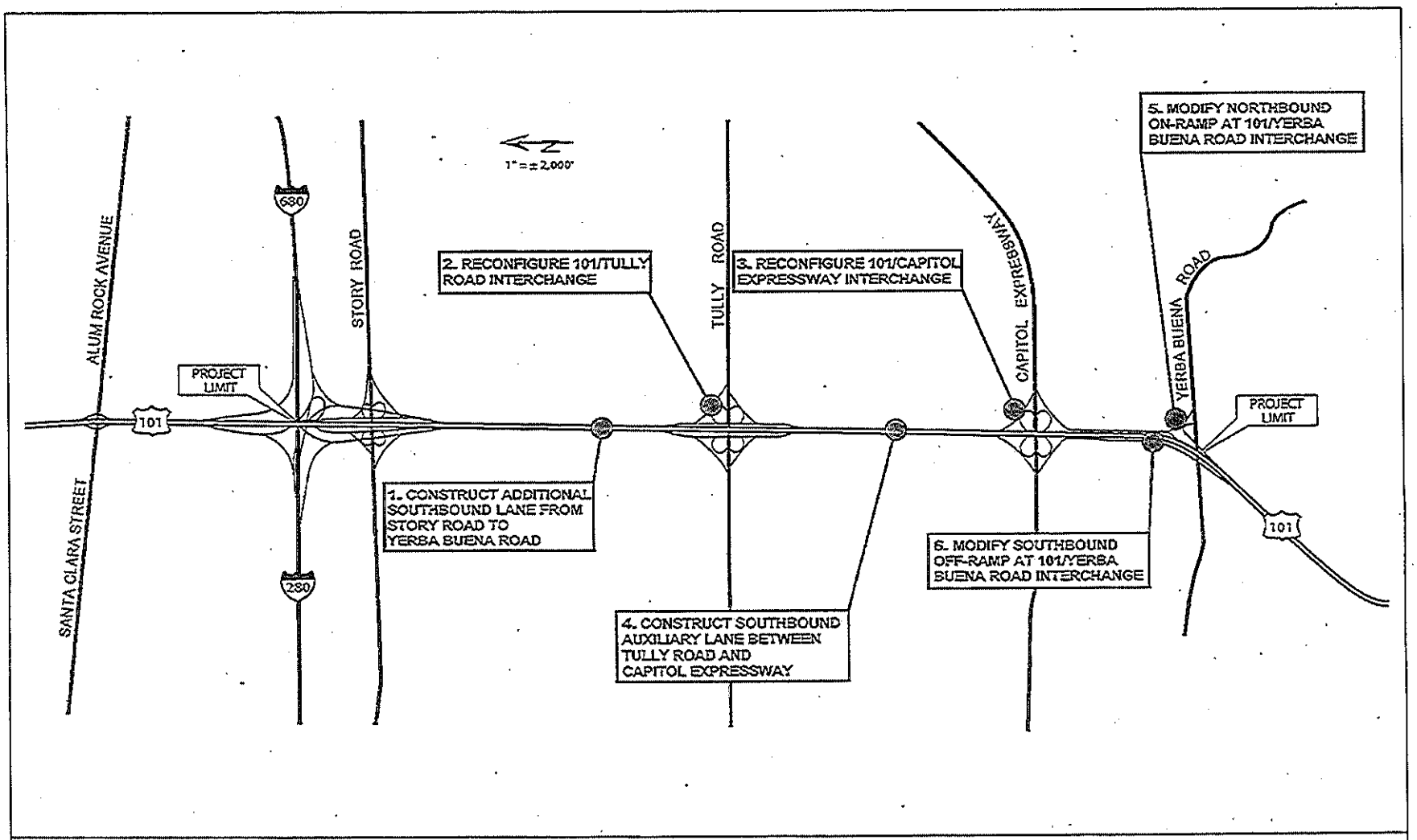
- Reconfiguration of the U.S. 101/Capitol Expressway interchange, converting the interchange from a full cloverleaf design to a partial cloverleaf design.

- An auxiliary lane in the southbound direction between the Tully Road and Capitol Expressway interchanges. An auxiliary lane typically extends between two adjacent interchanges. It is not a "thru" lane; traffic in an auxiliary lane must either merge into the adjacent thru lane or exit the freeway at the next off-ramp.

- Modification of the northbound on-ramp at the U.S. 101/Yerba Buena Road interchange, to allow traffic from Yerba Buena Road to enter the freeway before Capitol Expressway.

- Modification of the southbound off-ramp at the U.S. 101/Yerba Buena Road interchange, to allow traffic from Yerba Buena Road to enter the freeway after Capitol Expressway.

All of these improvements are within the existing Caltrans right-of-way.



U.S. 101 OPERATIONAL IMPROVEMENTS: I-280/I-680 TO YERBA BUENA ROAD

APPENDIX A

GUIDING PRINCIPLES FOR LAND USE AND TRANSPORTATION PLANNING IN EVERGREEN-EAST HILLS, DEVELOPED THROUGH THE EVERGREEN-EAST HILLS VISION STRATEGY TASK FORCE

Background: These Guiding Principles were developed originally though the Evergreen-East Hills Vision Strategy task force process in 2003. The only modifications to that original work are to align the Guidelines with this Evergreen-East Hills Development Policy (EEHDP) update to ensure internal consistency. In addition, some modifications have been made to reflect Council Policy actions that have occurred since 2006 when the Task Force completed its work.

The Guiding Principles for Land Use and Transportation Planning in Evergreen are included to memorialize the community goals and preferences that were generated through the Evergreen-East Hills Vision Strategy process. Property owners and developers are welcome to apply these ideas to their proposals; however, the EEHVS Guiding Principles and Guidelines will not be used by the City in the evaluation of consistency of proposed development with the Evergreen-East Hills Development Policy Update.

Original Note to the November 19, 2003 Guiding Principles: The Guiding Principles are organized into Key Outcomes/Desired Results and related objectives/strategic approaches to achieve the Key Outcomes. The Key Outcomes are numbered to facilitate discussion; no priority is implied by the numbers. The Key Outcomes are intended to work together to provide a macro-perspective, integrated, holistic, and comprehensive systems view of Evergreen's future. The community also voiced interest in the general concepts of flexibility, adaptability, and measurable objectives. For purposes of this document, "new development" includes development on vacant land as well as the redevelopment of already built properties.

Key Outcome #1: New development should follow the "sustainability" principles of equity, environment and economic development.

Equity

- Promote diversity within neighborhoods.
- Welcome people of all ages, cultures, and socio-economic backgrounds.
- Involve the community in land use decision-making.

Environment

- Protect the environment through energy and water conservation, alternative energy sources (e.g., solar), "green building," and other sustainability approaches.
- Protect wildlife corridors and other habitats where appropriate and beneficial.
- Maintain the Greenline/Urban Growth Boundary in its existing location.

Economic Development

- Create economic development opportunities for businesses of all sizes and types, consistent with the City's overall economic development goals.

Key Outcome #2: All new development should be high quality and aesthetically pleasing.

- Ensure new development is designed with high level of architectural detail, innovative urban design, and high quality materials.
- Diversify architectural styles.
- Minimize the obstruction of views.
- Ensure new development is compatible (in terms of design, density, massing, etc.) to adjacent properties and is well-integrated with existing neighborhoods and surroundings.
- Ensure new single-family house sizes are commensurate with the size of the lot and nearby housing developments.
- Locate (i.e., set back) buildings appropriate distances from the sidewalk to create desired neighborhood/community character, landscaping, and friendly and safe pedestrian environment.
- Coordinate and integrate land use planning between land uses (e.g., residential, civic/school/commercial, etc.) to address access, parking, pedestrian connections, and other issues.
- Maintain properties in good condition.
- Ensure new development on larger properties transitions in increasing height and density away from nearby existing lower intensity development.
- Provide adequate parking for all residents and their guests within new residential developments.
- Encourage the renovation, rehabilitation, and revitalization of commercial and residential properties.
- Create safe, well-lit places.
- Beautify the community (i.e., improve the overall aesthetics) of Evergreen through tree plantings, utility undergrounding, and other means.
- Use photo simulation and other three dimensional techniques to simulate new development and its potential impacts to neighborhoods (i.e., increases in height) and the transportation system.

Key Outcome #3: Infrastructure and services should support the planned levels of residential and commercial/retail/office development.

Schools

- Ensure adequate capacity at Evergreen schools without sacrificing a quality educational environment.
- Foster neighborhood schools.
- Institute traffic calming, especially near schools.

Auto Transportation

- Receive funding commitments to construct major transportation infrastructure, including Highway 101 improvements.
- Create a traffic policy to maintain the flow of vehicular traffic on Evergreen streets without compromising livability and other modes of travel (e.g., bicycles, pedestrians, and transit).
- Attempt to minimize auto trips by locating jobs, housing, businesses, and services within close proximity to one another.
- Foster a "reverse commute".
- Consider a grid street system for large development sites, connecting to the surrounding street network.
- Consider roundabouts instead of traffic signals.

Bus and Rail Transit

- Determine funding mechanisms to construct light rail.
- Encourage transit service that is fast, convenient, frequent, reliable, comfortable, and safe (including the locations of stops/stations).
- Utilize existing public transit system to the greatest extent possible.

Bicycle and Pedestrian Travel

- Create a rich network of safe, well-lit and defensible pedestrian and bicycle connections across neighborhoods, along creeks, and to key destinations (including transit stations) in Evergreen.
- Ensure adequate sidewalk widths, street trees, lighting, and other features to facilitate walking.
- Minimize walking distances to services and public transportation (goal: 5 to 10 minutes).

Parks, Trails, and Open Spaces

- Establish parks, trails, community gardens, and other open spaces that provide recreation and green areas to support existing and future residents and workers.
- Preserve current open space uses to the extent possible.

Libraries and Other Community Facilities

- Provide libraries, community/youth/ senior centers, and other services to support the existing and projected population.

Key Outcome #4: Increase the overall livability of Evergreen by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.

- Add restaurants, post offices, health care facilities (e.g., emergency rooms), and other neighborhood/commercial services to Evergreen, east of Highway 101.
- Add entertainment uses, including performance venues, in appropriate locations.
- Maintain, expand, and create Farmer's Markets.
- Introduce mixed use development, including residential/retail or residential/office/retail in the same building.
- Create opportunities for non-profits and community-based organizations to locate in Evergreen.
- Create opportunities for people to meet and socialize in public places, businesses, recreation areas, etc.
- Promote the enjoyment of people and the aesthetics of the area.

Key Outcome #5: Create housing opportunities for a wide range of household types and income levels.

- Establish development opportunities for affordable and mixed income housing to meet the housing needs of all stages of life (single, married, family, "empty nester," and senior).
- Create opportunities for a range of different housing types (single-family, apartments, condominiums, live/work, etc.).
- Mix housing types within a single development site.
- Create opportunities for both home ownership and rental units.

Key Outcome #6: Apply the concepts of Transit-Oriented Development near future transit stations.

- Maximize the synergy of the planned transit investment by adding high density residential, mixed use (i.e., residential/industrial/commercial/retail), and job-generating development that is oriented to the pedestrian and transit users.
- Balance the mix of uses, including a ground floor retail district oriented to transit stations and civic uses.
- Design the buildings so that residents, workers, shoppers, and others find transit convenient and attractive.
- Place buildings close to the street, consistent with Key Outcome #2, bullet 6 for non-transit areas.
- Orient the buildings and their entries to the street.

APPENDIX B

GUIDING PRINCIPLE DESIGN GUIDELINES DEVELOPED THROUGH THE EVERGREEN-EAST HILLS VISION STRATEGY TASK FORCE

Introduction- These Design Guidelines were developed originally though the Evergreen-East Hills Vision Strategy (EEHVS) task force process. The only modifications to that original work are to align the Guidelines with this Evergreen-East Hills Development Policy (EEHDP) update to ensure internal consistency. In addition, some modifications have been made to reflect Council Policy actions that have occurred since 2006 when the Task Force completed its work.

The Guiding Principle Design Guidelines are included here in order to memorialize the community goals and preferences that were generated through the Evergreen-East Hills Vision Strategy process. Property owners and developers are welcome to apply these ideas to their proposals; however, the EEHVS Guiding Principles and Guidelines will not be used by the City in the evaluation of consistency of proposed development with the Evergreen-East Hills Development Policy Update.

Key Outcomes – Guiding Principles

The Evergreen•East Hills Vision Strategy Key Outcomes and Guiding Principles are the framework from which the following design guidelines were developed. Each of the Key Outcomes should be considered together to provide direction for new development in the Evergreen•East Hills area.

1. New development should follow the "sustainability" principles of equity, environment and economic development.
2. All new development should be high quality and aesthetically pleasing
3. Infrastructure and services should support the planned levels of residential and commercial/retail/office development.
4. Increase the overall livability of Evergreen by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.
5. Create housing opportunities for a wide range of household types and income levels.
6. Apply the concepts of Transit-Oriented Development near future transit stations.

Each Key Outcome has an associated set of Guiding Principles organized by topic heading. A portion of these have a possible direct impact upon site and architectural design elements that can be implemented as part of the review process of individual development proposals.

Design Guidelines

Design Guidelines reinforce the community vision defined by the Guiding Principles and Key Outcomes. The following list of guidelines is organized according to the Outcome and Principle that they are intended to implement. The following list of Design Guidelines is intended to be used as a tool for the review of all new development proposals within the Evergreen-East Hills Development Policy area as a supplement to other Design Guidelines and Policies in use by the City for the review of new development projects.

Key Outcome #1

Key Outcome #1 includes the following principle related to development projects:

- Environment: Protect the environment through energy and water conservation, alternative energy sources (e.g., solar), "green building," and other sustainability approaches.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement this principle:

a. All new development should avoid significant site grading or other disturbance of natural features. Projects should make use of split pads or other measures to minimize their impact upon the environment
b. All new single-family and multi-family residential development should incorporate Passive Solar Design Plan subdivision lots and street layout to optimize solar access for all homes
c. New development must implement all citywide Green building Policies and/or ordinances

Key Outcome #2

Key Outcome #2 includes the following principles related to development projects:

- Ensure new development is designed with high level of architectural detail, innovative urban design, and high quality materials.
- Diversify architectural styles.
- Minimize the obstruction of views.
- Ensure new development is compatible (in terms of design, density, massing, etc.) to adjacent properties and is well-integrated with existing neighborhoods and surroundings.
- Ensure new single-family house sizes are commensurate with the size of the lot and nearby housing developments.
- Locate (i.e., set back) buildings appropriate distances from the sidewalk to create desired neighborhood/community character, landscaping, and friendly and safe pedestrian environment.
- Coordinate and integrate land use planning between land uses (e.g., residential, civic/school/commercial, etc.) to address access, parking, pedestrian connections, and other issues.
- Maintain properties in good condition.

- Ensure new development on larger properties transitions in increasing height and density away from nearby existing lower intensity development.
- Provide adequate parking for all residents and their guests within new residential developments.
- Encourage the renovation, rehabilitation, and revitalization of commercial and residential properties.
- Create safe, well-lit places.
- Beautify the community (i.e., improve the overall aesthetics) of Evergreen through tree plantings, utility undergrounding, and other means.
- Use photo simulation and other three dimensional techniques to simulate new development and its potential impacts to neighborhoods (i.e., increases in height) and the transportation system.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

a. All new development should be designed with high level of architectural detail, innovative urban design, and high quality materials.
b. For new single-family detached homes, the same unit floor plan can be used for no more than 20% of the units on any given street block (alternatively, within new single-family residential developments, no more than 3 units per block may have the same floor plan.)
c. For attached single-family homes, façade treatments should be varied through use of stoops, bay windows, bow windows, turrets and variation of roof treatments so that no more than two units have the same treatment on any given street. If two units have the same treatment, they should not be adjacent.
d. For multi-family developments with multiple buildings, different heights and massing should be used to visually distinguish buildings. While buildings should have architectural continuity, unique architectural elements should also be used on each building to give it a distinct visual character.
e. For any development with significant amounts of slope, the preservation of views for existing adjacent development or established uses should be considered in the site design. New buildings should be arranged so as to preserve those views to the extent feasible.
f. The Floor Area Ratio (FAR) for new single-family residential units should be no more than 65%.
g. The maximum height for new construction adjacent to existing single-family uses is 2 ½ stories and 35 feet within 70 feet of the shared property line.
h. A minimum 25-foot aggregate 2nd story rear setback and a 20-foot minimum 1st and 2nd story rear setback should be provided for all new residential development adjacent to existing single-family or multi-family uses.
i. Clear delineation should be incorporated into site design when residential development directly abuts a public park (i.e., low fence line, sidewalks, etc.).
j. The size of new residential lots and new residential structures should be within 25% of the average size of the residential lots and structures on the immediately adjacent (abutting) properties.

k. For single-family attached or detached units, provide two covered parking spaces and one off-lot (guest) parking space per unit. Units without a driveway apron of at least 23 feet in length must be provided with 1.3 guest parking spaces per unit. Guest parking spaces should be located within 150 feet of the unit it supports.
l. Off-lot parking can be accommodated through on-street parallel parking in front of new units or through parking bays with perpendicular parking adjacent to new streets.
m. Excess surface parking lot areas should be minimized by utilizing opportunities for dual use between residential, commercial and public uses.
n. Within new development that incorporates public facilities (e.g. schools, libraries), a means of direct pedestrian access should be provided to those facilities from adjacent residential and commercial areas.
o. When development takes place on a site with existing structures, those structures should be incorporated into the new development to the extent feasible.
p. For new single-family residential development, floor plans, which would accommodate a home occupation use, is encouraged in order to reduce vehicle commute traffic.

Key Outcome #3

Key Outcome #3 includes the following principles related to development projects:

- Auto Transportation: Consider a grid street system for large development sites, connecting to the surrounding street network.
- Auto Transportation: Consider roundabouts instead of traffic signals.
- Bus and Rail Transit: Utilize existing public transit system to the greatest extent possible.
- Bicycle and Pedestrian Travel: Ensure adequate sidewalk widths, street trees, lighting, and other features to facilitate walking.
- Parks, Trails and Open Space: Establish parks, trails, community gardens, and other open spaces that provide recreation and green areas to support existing and future residents and workers.
- Parks, Trails and Open Space: Preserve current open space uses to the extent possible.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

a. Within all new subdivisions, cul-de-sacs should only be used when alternative street configurations are not feasible.
b. New streets should be connected to existing streets wherever street design standards, including safety considerations, make such connection possible.
c. New subdivisions should incorporate a street grid system that provides multiple route choices for movement within the subdivision and multiple points of connection to surrounding streets to the extent feasible.
d. New street connections should incorporate roundabouts where possible.

e. All new development should address any adjacent transit facilities through site design and architectural elements, including location of building on site in proximity to transit facilities, provision of pedestrian walkways and location of building entrances so as to support transit use.
f. Multi-family residential buildings in proximity to transit facilities should be provided with multiple entrances (e.g. individual unit or unit cluster stoops).
g. Installation of new sidewalks, street trees, pedestrian oriented lighting and other features should be provided with all new development at or above City standards.
h. New commercial development should include open space plazas (e.g. outdoor dining areas for restaurants and landscaped open areas for customers).
i. New residential development should incorporate private open space areas programmed for active use (e.g. tot lots, half-court basketball, BBQ/picnic areas.)
j. Open spaces within new development areas should be linked to existing open space features.

Key Outcome #4

Key Outcome #4 includes the following principles related to development projects:

- Retail: Introduce mixed use development, including residential/retail or residential/office/retail in the same building.
- Retail: Create opportunities for people to meet and socialize in public places, businesses, recreation areas, etc.
- Retail: Promote the enjoyment of people and the aesthetics of the area.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

a. New development on the Arcadia site should include a minimum of 100,000 square feet of retail or other commercial uses.
b. New development on the Evergreen Community College site should include a minimum of 60,000 square feet of retail or other commercial uses.
c. At least 50% of the commercial development on the Arcadia and Evergreen Community College Opportunity Sites should be incorporated into mixed-use development as a residential/retail or residential/office/retail mix.
d. Mixed-Use projects should be given priority for development at suitable locations. (e.g. mixed-use development is strongly encouraged for any development site where the General Plan supports mixed-use). See Appendix C for specific guidelines for mixed-use development.
e. Outdoor plazas, including landscaping and seating areas, should be provided in close proximity to new retail development.

Key Outcome #5

Key Outcome #5 includes the following principles related to development projects:

- Establish development opportunities for affordable and mixed income housing to meet the housing needs of all stages of life (single, married, family, "empty nester," and senior).
- Create opportunities for a range of different housing types (single-family, apartments, condominiums, live/work, etc.).
- Mix housing types within a single development site.
- Create opportunities for both home ownership and rental units.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

a. Any medium or large-scale development project (e.g. greater than 10 units) should include at least two different unit types (e.g. detached, attached, rental, ownership, etc).

Key Outcome #6

Key Outcome #6 includes the following principles related to development projects:

- Maximize the synergy of the planned transit investment by adding high density residential, mixed use (i.e., residential/industrial/commercial/retail), and job-generating development that is oriented to the pedestrian and transit users.
- Balance the mix of uses, including a ground floor retail district oriented to transit stations and civic uses.
- Place buildings close to the street, consistent with Key Outcome #2, bullet 6 for non-transit areas.
- Orient the buildings and their entries to the street.
- Design the buildings so that residents, workers, shoppers, and others find transit convenient and attractive.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

a. Incorporate physical improvements, such as sidewalk improvements, landscaping and bicycle parking that act as incentives for pedestrian and bicycle modes of travel.
b. Provide secure and conveniently located bicycle parking and storage for employees and visitors;
c. Provide bicycle and pedestrian connections from the site to the regional bikeway/pedestrian trail system.
d. Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.
e. Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.

f. Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.
g. Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities.
h. Provide neighborhood-serving shops and services within or adjacent to residential project.
i. Provide a satellite telecommute center within or near the development.
j. Incorporate commercial services onsite or in close proximity (e.g. day-care, dry-cleaners, fitness centers, financial services, grocery stores and/or restaurant).
k. For the Arcadia and Evergreen Community College sites, building entrances and attractively designed open spaces (plazas or landscaping) should be provided adjacent to or in close proximity to any existing or planned transit facilities.

ATTACHMENT C

DESIGN GUIDELINES FOR MIXED USE DEVELOPMENTS

The following guidelines are intended to create usable spaces for businesses located on the ground floor of mixed use developments.

Height - Provide an 18 foot finished height throughout ground floor area, which includes 18 feet of clearance from the heating, ventilating, air conditioning system (HVAC), sprinklers, lights, and ceiling system.

Layout – Provide a minimum of 60 feet depth of contiguous space for displays/sales area as well as "back-of-house" activities, storage, mechanical rooms, restrooms, or other support areas. All retail spaces should have access from the exterior of the building. Avoid long, narrow retail spaces. Space width should be set in 20 foot increments (i.e., 20 feet, 40 feet, 60 feet, etc).

Floor Structure - Unless there is parking at sub-grade levels, the ground floor should be left unfinished, with no concrete slab, in order to accommodate utilities and leasing plan flexibility. Also depress the perimeter of the building, as required, to permit accessible entry doors.

Utilities - Provide utilities to retail spaces so that they are not visible from the street and allow for flexibility of use of the retail space.

Mechanical: Provide capability for fire-rated vent shafts to the roof for restaurant kitchens;
Electrical: Provide in-house locations for transformers;
Meters: Put meters together in a single location

Servicing/Trash - Provide internal service space for delivery/loading that is enclosed, accessible from a secondary street if possible, and appropriately sized for common use. Minimize street frontage for service/loading access, and minimize view from public vantage points. Service space should be able to be closed from view, should contain odors from trash, and should allow for easy maintenance.

Lighting – Provide exterior street level lighting for the sidewalk and/or any outdoor patio space.

Signage - Provide signage that is visible at street level, such as blade signs, window signs, and awnings.

Façade - Provide maximum visibility and transparent windows for active ground floor uses. Setbacks and recesses should be minimal. The number and massing of columns along the façade should be minimized. Include visual breaks where facades are long.

Sidewalks - Provide a clear zone of 15 feet of sidewalk width to accommodate exterior patio and sidewalk dining at appropriate locations. This sidewalk width should not be

covered by arcades because covered setbacks diminish the viability of ground floor retail spaces.

Parking - Locate parking garages behind the street front to minimize their impact on the pedestrian street environment. Locate parking spaces within the building or orient all parking facilities away from public streets and pedestrian corridors.

APPENDIX D
HISTORIC PRESERVATION CRITERIA

Introduction - Any projects that have a resource listed or eligible for listing on the Historic Resources Inventory with a significance rating of Structure of Merit or greater, must meet all of the criteria below to be considered for development of more than 35 units:

Historic Preservation Criterion #1: The resource must be at a minimum be listed or eligible to be listed as structure of merit on the City's Historic Resources Inventory. The resource shall be preserved on-site, and rehabilitated by a qualified Preservation Architect in conformance with the Secretary of the Interior Standards.

Historic Preservation Criterion #2: Rehabilitation of the resource by a qualified Preservation Architect to the Secretary of Interior Standards must be completed and a maintenance plan submitted prior to the issuance of any occupancy permits for any new residences on the property.

Historic Preservation Criterion #3: The resource should be used for the purpose in which the structure was constructed or as an adaptive alternative re-use that allows for rehabilitation of the resource to the Secretary of the Interior Standards, including compatibly with the resource's context and surroundings that are being preserved to convey the resource's significance.

Historic Preservation Criterion #4: The context and cultural landscape, including landscaping, accessory structures, or setting features that contribute to the significance of the resource, should be evaluated by a qualified professional and preserved on-site.

Historic Preservation Criterion #5: Any new development proposed adjacent to the resource should be stepped down to provide adequate separation from the resource. The massing of the proposed development must provide a compatible interface with the resource.

Historic Preservation Criterion #6: The most prominent elevations that convey the resource's significance should be visible from a public-right-of way, with no other structures or features blocking public visibility of the resource.

Historic Preservation Criterion #7: Maintenance of the resource, following the Secretary of Interior Standards, is required of the any future property owners of the resource. These requirements must be disclosed to future property owners prior to purchase of the property.

Historic Preservation Criterion #8: Any property qualifying as a Candidate City Landmark should be nominated for designation prior to or shortly after the approval of development permits.

APPENDIX E

TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

The Transportation Demand Management (TDM) Measures are sample design actions that promote transit use and pedestrian activity. Such measures or similar actions should be incorporated into all new development within the Evergreen-East Hills Development Policy area, consistent with the Key Outcomes included within the Guiding Principles:

> Key Outcome #3: Infrastructure and services should support the planned levels of residential and commercial/retail/office development.
>
> Key Outcome #4: Increase the overall livability of Evergreen-East Hills by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.

Residential Measures:

Sample Residential Site Design Measures:

- Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.
- Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.
- Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.
- Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities.
- Provide neighborhood-serving shops and services within or adjacent to residential project.
- Provide a satellite telecommute center within or near the development.
- Incorporate commercial services onsite or in close proximity (e.g. day-care, dry-cleaners, fitness centers, financial services, grocery stores and/or restaurant).

Sample Residential Operational Measures:

- Provide transit information kiosks;
- Provide shuttle access to regional rail stations (e.g. Caltrain, ACE, BART);
- Provide or contract for on-site or nearby child care services;
- Offer transit use incentive programs to residents, such as distribution of passes and/or subsidized transit passes for a local transit system (e.g. providing VTA EcoPass system or equivalent broad spectrum transit passes to all residents).

Commercial/Industrial Measures:

Sample Commercial/Industrial Site Design Measures:

- Incorporate physical improvements, such as sidewalk improvements, landscaping and bicycle parking that act as incentives for pedestrian and bicycle modes of travel.

- Provide secure and conveniently located bicycle parking and storage for employees and visitors;
- Provide bicycle and pedestrian connections from the site to the regional bikeway/pedestrian trail system.
- Place assigned car pool and van pool parking spaces at the most desirable on-site locations;
- Provide showers and lockers for employees walking or bicycling to work.
- Incorporate commercial services onsite or in close proximity (e.g. day-care, dry-cleaners, fitness centers, financial services, grocery stores and/or restaurants).

Sample Commercial/Industrial Operational Measures:

- Provide an on-site TDM coordinator;
- Provide transit information kiosks;
- Make transportation available during the day and guaranteed ride home programs for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation.);
- Provide vans for van pools;
- Implementation of a carpool/vanpool program (e.g., carpool ridematching for employees, assistance with vanpool formation, provision of vanpool vehicles, and carsharing);
- Provide shuttle access to regional rail stations (e.g. Caltrain, ACE, BART);
- Provide or contract for on-site or nearby child care services;
- Offer transit use incentive programs to employees, such as on site distribution of passes and/or subsidized transit passes for a local transit system (e.g. providing VTA EcoPass system or equivalent broad spectrum transit passes to all on-site employees);
- Implementation of parking cash out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking);
- Encourage use of telecommuting and flexible work schedules;
- Require that deliveries on-site take place during non-peak travel periods.

APPENDIX F

TRANSPORTATION INFRASTRUCTURE DESCRIPTIONS

Transportation mitigation improvements associated with the Evergreen-East Hills Development Policy (EEHDP)

1. Capitol Expressway and Quimby Road: Add exclusive northbound and eastbound right-turn lanes to this intersection.

2. Nieman Boulevard and Yerba Buena Road: Add a second westbound left-turn lane to this intersection.

3. Tully Road and McLaughlin Avenue: Add an exclusive northbound right-turn lane to this intersection.

4. White Road and Aborn Road: Add a second westbound left lane to this intersection.

5. US 101 and Yerba Buena Road (East): Convert a westbound through lane into a shared through/right-turn lane at this intersection.

6. White Road and Quimby Road: Add a second northbound left turn lane to this intersection.

7. San Felipe Road and Yerba Buena Road (South): A second eastbound left turn lane and a second southbound left turn lane will be added to this intersection.

New traffic signals or signal modifications are planned for the intersections at:

- Ruby Avenue/Norwood Avenue
- I-680 Ramps (N)/Jackson Avenue
- Ruby Avenue/Tully Road/Murillo Avenue
- Story Road/Clayton Road
- Marten Avenue/Mt. Rushmore Drive
- Marten Avenue/Flint Avenue
- Quimby Road/Scottsdale Drive
- Nieman Boulevard/Daniel Maloney Drive
- Story Road/Lancelot Lane
- Ocala Avenue/Hillmont Avenue
- Ocala Avenue/Adrian Way

APPENDIX G

COMMUNITY AMENITIES LIST AND DESCRIPTIONS IDENTIFIED THROUGH THE EVERGREEN-EAST HILLS VISION STRATEGY

Introduction- This list of desired community amenities was created through the Evergreen-East Hills Vision Strategy (EEHVS) process and was last updated in 2006. This list is provided for background, memorializing the community's preferences in the event opportunities come forward in the future to make any of these investments. Several of these improvements are no longer relevant because this Evergreen-East Hills Development Policy (EEHDP) does not contemplate development on opportunity sites (Pleasant Hills Golf Course, Evergreen Valley College, Arcadia, Berg, IDS, and Yerba Buena OPCO) in the same manner that was proposed with the EEHVS. Some of the amenities that are also in the *City of San Jose's Greenprint* may be partially funded.

A Community Youth Sports Fields

Construct three youth baseball fields on an approximately 12-acre site. While the proposed configuration allows for alternate use of two of the baseball fields as a youth soccer field, the facility is primarily intended for the purpose of youth baseball. The project includes parking for 55 cars and a restroom / concession / storage building. (*August 25, 2006*)

BA SPORTS FIELDS AND OTHER PARK IMPROVEMENTS ON BERG SITE*

Construct an approximately 5-acre sports facility including a senior baseball field and lighted soccer field as a combined use with a future school site. The project includes parking for 50 cars either on site as on-street parking and a restroom/concession building.

BB NEW NEIGHBORHOOD PARK - INDUSTRIAL SITE*

As part of the new residential project, the developer will construct and deliver to the City a 5-acre neighborhood park, consistent with the City's Parklands Dedication Ordinance (PDO). The park is not yet designed, but neighborhood parks typically include items such as a tot lot/playground, an open turf area, and picnic tables with a BBQ area, pathways and landscaping.

C Lake Cunningham Regional Skate Park **

Construct a skate park on a currently vacant 3-acre site in the southeast corner of the Lake Cunningham Regional Park. The skate park will include approximately 50,000 square feet of skate area with both a bowl and street elements to allow for combined use by skaters, inline skaters, and bikers. The facility will include additional parking spaces, a building to house restrooms, concessions, lockers, showers, and a pro shop. This project is partially funded for design and construction costs. However, additional funding is needed to complete construction of this amenity, which would be available through the EEHVS process.

D Upper Silver Creek Trail

Construct an approximately 0.5-mile segment of the Upper Silver Creek Trail to complete a missing gap between Yerba Buena Road and Hassler Parkway. Land is being transferred to the City in fulfillment of a PDO requirement for a separate project. EEHVS project provides funding for trail construction.

E Fowler Creek Park Master Plan Phase II & III

Construct an 8,000 sq ft. community center and a 25-meter by 25-yard swimming complex with changing rooms and a parking lot for 60 cars.

F Open Space and Trail Connections (Upper Silver Creek)

Construct trail along the foothills as part of the proposed Industrial Sites development. The trail will be connected to Fowler Creek Trail Corridor and Montgomery Hill Park.

G Recreational Ice Skating Rink (one sheet)

Construct an indoor ice skating rink with one ice sheet at a location within the Evergreen·East Hills area.

H Southeast Branch Library Expansion

Expand the planned Southeast Branch Library by 11,000 square feet. The library is currently planned and funded for 12,000 square feet under the Branch Library Bond Measure. The proposed amenity expands the library to 23,000 square feet and would provide funds for the expansion.

I Community/Youth Center and Gym on Arcadia (40,000 square feet)

Construct a 40,000 square foot Multi-Service Community Center with gym, and parking for 100 to 200 cars on a 3-acre site.

J Yerba Buena / San Felipe Roads Improvements by Creek

Construct improvements related to the Evergreen Park including landscaping, art, signage, a path connection to the pedestrian bridge, and installation of miscellaneous site furnishings.

K Adult Sports Complex on Arcadia*

Construct a lighted adult sports complex including two 300 foot foul lines softball fields and two 200 feet by 330 feet soccer fields on approximately 14 acres. The project also includes a group picnic area, parking for approximately 150 cars, a restroom/concession building and a maintenance building.

L New Neighborhood Park - Pleasant Hills*

As part of the new residential project, the developer will construct and deliver to the City a 5-acre neighborhood park, consistent with the City's Parklands Dedication Ordinance (PDO). The park is not yet designed, but neighborhood parks typically include items such as a tot lot/playground, an open turf area, dog park area, and picnic tables with a BBQ area, pathways and landscaping.

M Build-out Groesbeck Park

Complete landscape improvements at the existing Groesbeck Park site. Improvements would be consistent with "orchard" scheme identified in the City's adopted Greenprint plan.

N Sports Facilities at August Boeger Jr. High/Fernish Park

Construct a joint use facility at August Boeger Jr. High and Fernish Park including two little league fields, a softball field, soccer fields, walkways, picnic areas, parking spaces, and a restroom/concession building. This amenity could be constructed as one facility combined with amenity "AC" below.

O Lake Cunningham Park Improvements

Provide additional funding to allow construction of improvements identified in the Lake Cunningham Master Plan. Improvements potentially include an emergency access road, an amphitheater, additional restrooms, park headquarters, food concession building and roadway improvements at the park entrance/exit.

P Aquatics Center

Construct a 25-yard by 50-meter pool, a recreational/learning pool, a water spray area, and a locker room/concession building with parking for 100 cars on approximately 2-acres.

Q Evergreen Community Center Reuse as Library

Convert the Evergreen Community Center into a local Library to serve the EEHVS area.

R Neighborhood Park Improvements - Brigadoon Park

Renovate existing park facilities.

S Neighborhood Park Improvements - Boggini Park

Renovate existing park facilities.

T Neighborhood Park Improvements - Evergreen Park

Renovate existing park facilities.

U Neighborhood Park Improvements - Hillview Park

Renovate existing park facilities.

V Neighborhood Park Improvements - Our Park

Renovate existing park facilities.

W Neighborhood Park Improvements - Mt. Pleasant Park

Renovate existing park facilities.

X Neighborhood Park Improvements - Welch Park

Renovate existing park facilities.

Y Additional Tennis Courts

Construct additional Tennis Courts in the Evergreen-East Hills area. These courts will be constructed as part of the development of new park sites.

Z Hank Lopez Community Center and Hillview Library Renovation

Convert the old Hillview Library adjacent to the Hank Lopez Community Center into a Music/dance Facility and remodel the existing Hank Lopez Community Center without increasing square footage to either building.

AA Ocala Softball Fields

The Alum Rock School District may consider their existing facility on Ocala Avenue as a surplus site. This funding allows the City to preserve the four existing lighted softball fields on the Ocala School Campus for community use and construct improvements to the site, including a restroom/concession building, parking, picnic facilities and enhanced field furniture.

AB PG&E (Wenlock Trail)

Construct an approximately 1.5-mile segment of a landscape trail under the PG&E Power Lines from Lake Cunningham to Story Road.

AC Mount Pleasant Multiuse Complex

This amenity could be constructed as one facility combined with amenity "N". The programming of this facility could include: teen/senior center, daycare, computer labs, game rooms, etc. Programming of the facility would occur through a separate public process.

AD Community Center on Pleasant Hills*

Construct a 40,000 square foot Multi-Service Community Center with gym, and parking for 100 to 200 cars on a 3-acre site. Consistent with the Mount Pleasant Multiuse Complex.

AE New Traffic Signals & Other Major Intersections/Roadways

The City will potentially require construction of new traffic signals, signage, or other roadway improvements through application of existing policies as part of the entitlements process for any new development in the EEHVS area. In addition to these required improvements, the City could identify other locations where such improvements are needed but not otherwise funded.

AF Intelligent Transportation Systems (ITS) Network

Install equipment including cameras and additional cabling to allow coordination of the traffic signals along major corridors, such as Tully Road, Story Road, King Road, Aborn Road, and Quimby Road. Interconnecting the signals allows better synchronization and enables the City to monitor and adjust the signals from a central control station in response to any incidents or specific traffic problems.

AG Thompson Creek Trail

Construct a 7-mile multi-use recreational trail. The trail will typically consist of a 12-foot paved pathway for bicycle and pedestrian use, gravel shoulders and landscaping.

AH Nieman Pedestrian Overcrossing

Construct a pedestrian and bicycle overcrossing on Capitol Expressway near Nieman Boulevard. Overcrossings provide a safer pedestrian/bicycle crossing opportunity, reducing the risk of pedestrian accidents and improving connections between local neighborhoods, parks, trails, and schools.

AI Lake Cunningham Pedestrian Overcrossing

Construct a pedestrian and bicycle overcrossing on White Road. The overcrossing would provide a safer pedestrian/bicycle crossing in the vicinity of Lake

Cunningham Regional Park. Preliminary analysis suggests that this overcrossing may not be well utilized.

AJ Bike Lanes for Appropriate Corridors

Complete preparation of a bike master plan for the Evergreen-East Hills area and designate bicycle lanes and other projects as recommended in the plan.

AK Transit Enhancement

The funding would be used to fund improvements to VTA facilities within the EEHVS area as identified by the community. Possible improvements include enhanced bus stop shelters, one-time funding for special programs and other transit facility upgrades.

AL Traffic Calming

Traffic calming is a way to manage traffic so that its negative impacts on residents, pedestrians and schools are minimized. Traffic calming solutions can include, but would not be limited to, traffic circles, speed tables, bulbouts, or medians to reduce speeding, enhanced crosswalks to help pedestrian safety, and other measures. Traffic calming solutions are typically installed following a neighborhood traffic study that identifies and quantifies problems and obtains full neighborhood support for changes. Specific traffic calming solutions will be developed as they become identified and needed, and funds provided will only be used within the Evergreen-East Hills area.

AM Street Trees

The City's goal is to install street trees at locations in need throughout the Evergreen•East Hills area. Street trees provide a better walking environment by creating shade and separation between pedestrians and vehicles.

AN Curb Ramps

Construct wheelchair ramps at street corners where ramps are not currently present to improve accessibility.

AO Median Island Landscaping

Add median landscaping on wide streets to enhance the street appearance and environment for all users.

AP Youth Sports Complex

This facility is not assigned to any specific opportunity site. The facility could be programmed for uses such as, tennis, baseball and soccer, tot-lot, and/or aquatic facility (swimming pool).

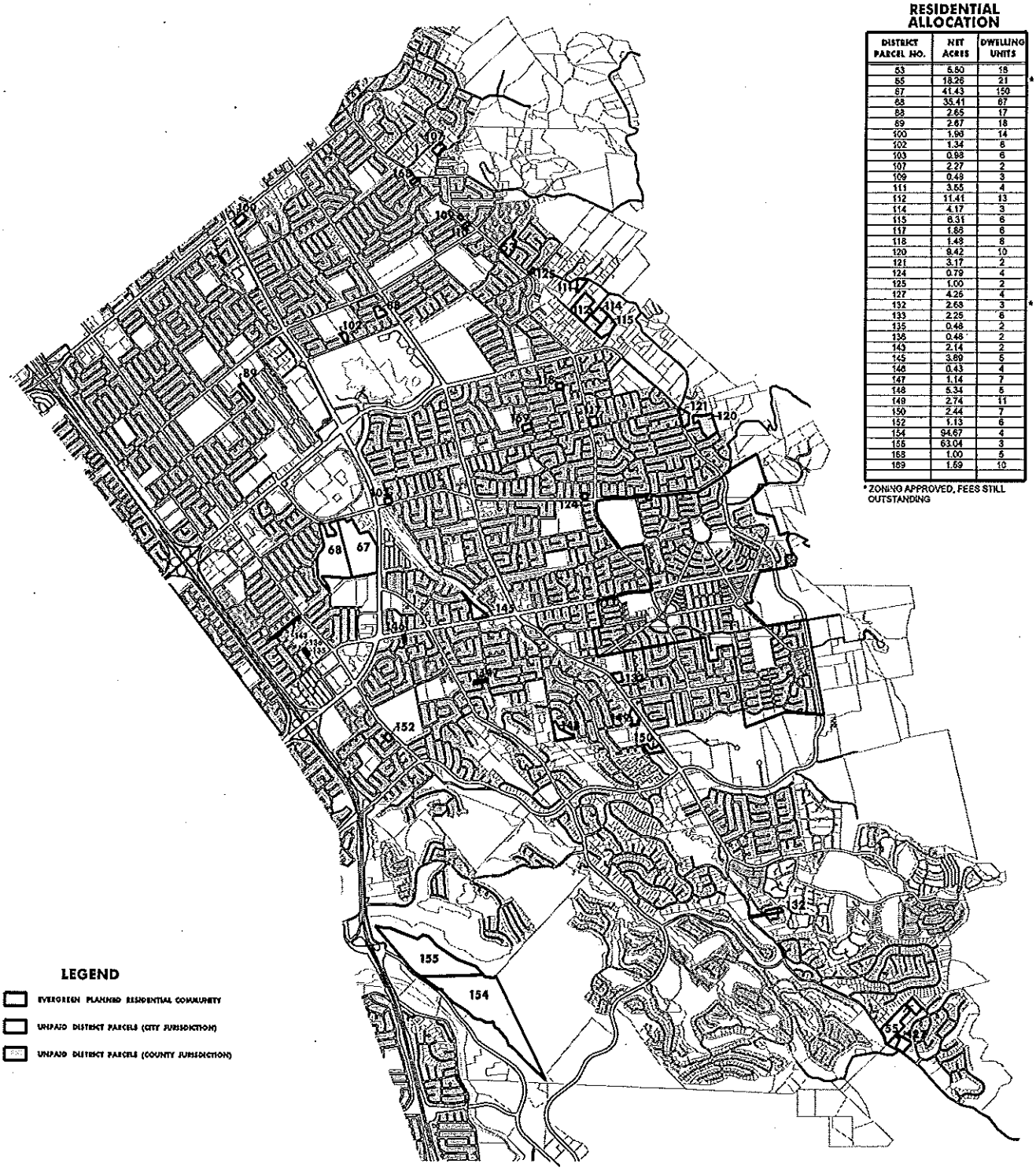
* This amenity is no longer relevant because this EEHD Policy does not contemplate development on opportunity sites (Pleasant Hills Golf Course, Evergreen Valley College, Arcadia, Berg, IDS, and Yerba Buena OPCO) in the same manner that was proposed with the EEHVS

** This amenity has already been constructed.

RESIDENTIAL ALLOCATION

DISTRICT PARCEL NO.	NET ACRES	DWELLING UNITS	
53	5.80	18	
65	18.26	21	*
67	41.43	150	
68	35.41	67	
88	2.65	17	
89	2.67	18	
100	1.98	14	
102	1.34	8	
103	0.98	6	
107	2.27	2	
109	0.49	3	
111	3.55	4	
112	11.41	13	
114	4.17	3	
115	6.31	6	
117	1.88	6	
118	1.48	8	
120	9.42	10	
121	3.17	2	
124	0.79	4	
125	1.00	2	
127	4.26	4	
132	2.68	3	*
133	2.25	6	
135	0.48	2	
136	0.48	2	
143	2.14	2	
145	3.89	5	
146	0.43	4	
147	1.14	7	
148	5.34	5	
149	2.74	11	
150	2.44	7	
152	1.13	6	
154	94.67	4	
155	63.04	3	
168	1.00	5	
189	1.59	10	

* ZONING APPROVED, FEES STILL OUTSTANDING



CITY OF SAN JOSE
EXISTING RESIDENTIAL TRAFFIC ALLOCATION IN THE EVERGREEN-EAST HILLS DEVELOPMENT POLICY AREA

APPENDIX I

Table of Existing Housing Unit Allocations by Assessor's Parcel Number Without Entitlements

Appendix H contains information regarding all housing unit allocations for Benefit Assessment District No. 91-209SJ.

Assessor's Parcel Numbers	Existing Unit Allocations (Not Entitled)	Parcel Number on Benefit Assessment Map (District No. 91-209SJ)
654-20-008	18	53
670-29-020	150	67
670-29-017	67	68
491-31-103	17	88
491-35-017	18	83
488-01-043	14	100
491-14-014	8	102
491-37-106	6	103
612-36-022	2	107
647-24-042	3	109
652-02-002	4	111
652-03-020	13	112
652-09-007	3	114
652-09-012	6	115
652-29-014	6	117
652-33-058	8	118
654-09-042	10	120
654-10-001	2	121
654-34-055	4	124
654-68-032	2	125
660-02-008	4	127
660-23-015	8	133
670-13-009	2	135
670-13-010	2	136
670-32-043	2	143
673-14-028	5	145
676-06-015	4	146
676-16-020	7	147
676-24-001	5	148
676-36-005	11	149
676-37-012	7	150
676-42-097	6	152
678-20-039	4	154
678-21-006	3	155
647-10-007	5	168
649-16-101	10	169