



Task Force Tour Comments

1) What are the two or three ideas or facts from the tour that should be considered in the creation of Land Use Scenarios in the General Plan update?

- Follow general and specific plans without multiple exceptions resulting in plans not being implemented.
- Build more light-rail corridors by identifying areas that could handle light rail.
- Higher density developments should be built in transit corridors
- Determine what is good and bad Transit Oriented Development by learning from past mistakes.
- Implement Bill AB32¹.
- Consider the benefits of mixed use and live/work developments building upon successful planning models.
- Create more walkable communities.
- Housing development should be built with supporting services such as healthcare, grocery stores, etc.
- Urban centers should be surrounded by housing and jobs and should include amenities such as parks, retail, senior centers, and libraries.
- Townhomes near high rise developments should be compatible with existing neighborhoods.
- Consider where to place big box retail.
- Preservation and restoration is important in vintage neighborhoods (pre 1930's).
- Build more housing like some of the attractive homes at Cahill Park.
- Increase both the number of pocket parks in dense neighborhoods and the acreage of parks at places like Communication Hills.
- Create more parks with shady areas including amenities such as basketball courts, and barbecue pits.
- Create more bicycle lanes throughout west San Jose, Bascom Avenue and Downtown.
- Create more affordable housing.
- Include aesthetics into project design criteria.
- Replace single family homes along arterials.
- Create housing for homeless in developments that are not selling.
- Restore riparian corridors to enhance quality of life.
- Expand light rail along the east/west corridor in San Jose and along Capitol Avenue and Bascom Ave.
- Single Family homes in South San Jose and Evergreen are likely to become obsolete.

¹ Bill AB32 requires that by 2020 the state's greenhouse gas emissions be reduced to 1990 levels.

- Waterways should be included in the plan.
- Careful consideration should be taken in directing growth by creating complete neighborhoods including housing and jobs. The Evergreen model should not be duplicated.
- Spaces and facilities should be flexible in order to evolve as retail becomes viable. This can result in interesting building code challenges.
- Access to transit/connectivity should be considered (especially in Coyote Valley and Evergreen).
- Consider the Willow Glen type of walkable streets and store fronts in neighborhoods.
- Plan for bike lanes and public transportation.
- Infrastructure should be designed, financed, and constructed before new housing is built.
- Transit stations should be linked to neighborhoods by alternative means besides the car.
- Focus community centers and retail activity at transit stations and public spaces.
- City and school districts should consider sharing and co-sponsoring activities on school playgrounds.
- Mixed use development should be located near public transit.
- Create places for cigar smoking and dog parks.
- Triggers are needed to make sure certain infrastructure criteria are in place prior to development.
- Retail should be included in high density residential development. If the plan is viable, retail will do well.
- Existing roads, sidewalks, and trees should be upgraded.
- Transportation corridors and land use development should be better integrated.
- Cohesive planning produced more cohesive neighborhoods. For example, General Plan Amendments that varied from the original plan seamed out of touch with the community.
- Density works in locations where all services are within walking distance.
- Some expressways could allow for more bike lanes and become narrower to create a sense of place similar to what exists in Willow Glen.
- San Jose has room for infill development and needs to push for higher densities.
- High density housing should be developed near light rail with partnership with VTA. Local buses are needed to help residents get to the rail station.
- Evergreen circulation is a major issue.
- Structured parking should be built.
- Housing was a strong focus of the tour. Developers have a big concern about retail as stated in Evergreen Village tour stop. The Envision San Jose 2040 Plan should dedicate a certain percentage of land to business development.
- As San Jose intensifies, development funds should be allocated for infrastructure (streets, parks and libraries etc) to avoid deterioration of our quality of life.
- Intensification will require additional services such as provision for schools, police, firefighters and healthcare facilities.
- Affordable housing will increase the demands on all services, especially social services.
- San Jose does not have the fiscal basis to sustain planned population growth without unacceptable deterioration of urban services and quality of life.

2) Please identify up to three locations in San Jose that could benefit from new homes, business, shopping, parks, etc.

- Southwest Expressway, Meridian Avenue and Bascom Avenue.
- Jobs should be developed on the Reid Hillview Airport property and the vicinity.
- Remaining Tamien Parcels.
- Mixed use opportunities exist in North San Jose.
- The stadium site, the airport, and south San Jose.
- Hospital & health care services are needed in the downtown as well as a non-ethnic grocery store for weekly basics.
- All communities require more parks and green space.
- Transit Oriented Development including infill with mixed uses.
- Edenvale and intersections, generally.
- Develop more retail and office uses along Blossom Hill to replace 1960's/70's/80's housing.
- North San Jose should intensify with vertical mixed use developments.
- More parks should be developed in East San Jose.
- Create land use for agriculture.
- Berreyessa Flea Market.
- Create more City Centers such as those in North San Jose and Japantown.
- North First Street and North San Pedro and Julian.
- Meridian Ave for mixed use development.
- Blossom Hill should be expanded at the same time that traffic calming is looked at.
- Santana Row type development should be built along Capitol Expressway across from Eastridge shopping mall.
- South Bascom, which connects important areas, needs to evolve.
- The Old Civic Center and the area in the vicinity needs much intensification to contribute to VTA ridership.
- West San Carlos could benefit from the momentum that Willow Glen has generated.
- Parks are needed in the Tamien and South San Jose area.
- Alum Rock, Story Road, and McKee Road.
- Downtown is an ideal location for intensification near theaters, restaurants, City Hall, museums, and stores.
- Industry and jobs are needed close to housing and transit.
- Evergreen Area.
- Bascom Ave, Evergreen, and Midtown
- Ohlone Chynoweth is ideal for high density.
- Jackson Avenue and Story Road area.
- Alum Rock Medical Center.
- Story Road should be developed with mixed use developments taking into account traffic issues.
- West San Carlos area within the Midtown Specific Plan.
- Annex the Richmond Ranch Evergreen for the development of homes.
- Downtown needs to intensify with retail development.
- Midtown needs new businesses.
- High density homes along transit corridors.

- The area around Almaden Expressway and Blossom Hill Road.
- The area around McKee light rail station.
- The downtown core should be expanded.
- Eastridge Mall.
- Evergreen should include additional businesses.
- Focus on infill development opportunities and high density development along transit corridors.
- Downtown and not in the suburbs.

3) What additional information would be useful in the General Plan Update process?

Information requested by tour participants:

- Fiscal impact of large developments on City budget.
- Information on the degree to which the Green Vision applied to specific plans.
- Identify potential sites for a hospital/healthcare.
- How to better integrate VTA and other transportation investments with local planning efforts. Provide best practices from other communities that have had similar challenges.
- Begin to overlay economic implications. What level of housing/traffic etc. makes retail viable?
- Information on current levels of services so impacts can be realistically assessed.
- How are specific plans developed at the margins of the city influencing development outside the city boundaries?
- What are other cities in the Bay Area doing? What is working positively and negatively?
- Light rail and car usage should be compared. Which impacts the environment more and which is more fiscally viable?
- Information on health care needs
- What will be the average priced home in 10 years?
- What is working and what is not in recent development? For example, the Cahill Park area is still short on parking even though they are adjacent to the VTA line. What change can be implemented to address residential parking ratios moving forward?
- Information on climate friendly policies that other progressive cities have adopted.
- Do local school districts still have the 5 cents override tax at each educational level?
- Should neighborhood character be enhanced or changed?
- Status regarding attainment of levels of service in our existing General Plan and how those levels have changed since General Plan 75.
- What can be done to eliminate existing and anticipated deficiencies in the level of service?
- Level of service goals must be high and we should strive to achieve them through proactive planning and frequent mid-course review of progress.
- Additional information regarding large opportunity sites such as the County Fairgrounds, North First Street, Edenvale, SAVUR, and Coyote Valley

Information / input provided by tour participants:

- More parks should be built in the city.

- BART should be a lower priority at this stage and light rail should be built-out in San Jose.
- Additional trails and bike lanes are needed.
- Refrain from spending time on San Jose's Bart Extension.
- San Jose has long had the reputation of being a "bedroom community". The City of Santa Clara has had more industry and has always benefited from that dollar base.
- More meetings and communication is needed with the neighborhoods regarding development in the greater area impacting communities.
- Design guidelines for affordable housing should be developed to ensure compatibility with adjacent market rate housing.
- More trees are needed in the city. We need to have more trails that connect one end of San Jose to the other.
- Sustainability should promote outdoor activities.
- Additional city development programs are needed for youth (teens).
- Light rail extension from Alum Rock to Eastridge should continue as scheduled for this year.
- Solar and wind power and a two seat electric car should be promoted.
- Developers need certainty.
- Partnership with transportation.
- Traffic is a concern with the development of the Arcadia property.
- Cahill Park has 166 (and not 60) units on 4.4 acres.
- To become a great city, growth will need to be mitigated with a "central park" (like San Diego's Balboa or San Francisco's Golden Gate).