

5. LAND USE AND TRANSPORTATION

The Land Use and Transportation chapter weaves together all other sections of the Envision San José 2040 General Plan. The Land Use and Transportation Goals, Policies, and Implementation Actions (Policies) reinforce each City Concept, as well as each major policy chapter in this Plan – Thriving Community, Environmental Leadership, Quality of Life, and Implementation and provides the land use and transportation policies necessary to support the goals established within each of the previous chapters. The Land Use and Transportation Policies support: a diverse and innovative economy; sustainable transportation modes; avoidance of hazards and incompatible land uses; vibrant, safe, accessible, and complete neighborhoods; and recreational opportunities to increase quality of life in San José.



Land use and transportation are inextricably linked, as land use patterns create specific travel needs. Compact, mixed-use development reduces travel distances, encourages active transportation modes that contribute to a healthful community, and reduce greenhouse gas emissions. The adjacency of most identified Growth Areas and transit facilities also exhibits the close ties between land use and transportation.

Land Use Policies in this chapter guide development typologies and uses for new and existing construction. They also establish a framework for constructing provisions in the Zoning Ordinance (Title 20 of the San José Municipal Code).



As detailed in prior chapters of this Plan, San José's roots are in agriculture. As the City grew and developed, the vast majority of San José's land was dedicated to single-family detached residential uses. The natural setting has influenced development patterns in City, with more rural development typically occurring in and adjacent to San José's eastern and southern hillsides and more intensive development on the Valley floor.

The City's transportation infrastructure has also significantly impacted development patterns. For over three decades, San José has implemented smart growth policies. These policies foster economic development, revitalize downtown, protect neighborhoods, build housing, preserve open space, link land use and

transportation planning, and direct growth to appropriate areas. San José has enjoyed job and housing growth near transit corridors, creation of parks and neighborhood services, and a low crime rate for a major city. A strong policy foundation, proactive planning and political support have resulted in a community with a high quality of life.

Historically, commercial and industrial areas were segregated from residential areas, with exceptions such as Downtown, some Specific Plan Areas, and transit-supportive development as noted above. Land Use Policies in this chapter shift away from the historic pattern of land use separations and allow for more mixing of uses, particularly residential and commercial uses. This strategy supports City Concepts such as “Urban Villages & Corridors” and “Design for a Healthy Community.”

Large areas of existing single-family detached uses throughout the City are still protected by the Land Use Policies in this chapter and by alternative Policies in other chapters of this Plan. Unlike the San José 2020 General Plan, which provides considerable flexibility for residential development throughout the City, the Envision San José 2040 General Plan strategy focuses all growth to identified Growth Areas and precludes large scale residential development from occurring on other sites that have not been allocated new growth capacity. This residential growth strategy directly supports the Urban Villages & Corridors and the Design for a Healthy Community City Concepts.

San José is dedicated to the enhancement of its transportation infrastructure, including light and heavy rail, trails, roadways, airports, and bicycling and pedestrian facilities. Recognizing that trails serve a central and increasingly important role in San José’s transportation system, providing significant environmental and recreational benefit, the City has established an ambitious goal to be a national leader in the development of an urban trail system. The City is also committed to bringing high-speed rail and the Bay Area Rapid Transit (BART) to San José. The Land Use and Transportation Policies in this chapter support a balanced transportation system and encourage a reduction in motor vehicle trips, particularly those in single-occupant vehicles.

San José hosts a variety of alternatives to vehicular travel. As of 2010:

- San José offers extensive bus & rail service to approximately 180,000 passengers per day, with the light rail tracks covering over 40 miles of the region and bus service to over 4,337 stops.

- Twenty-four unique trail systems provide over 50 miles of trails in San José, and the City is planning for 100-mile network across 32 interconnected trails. San José also boasts an extensive network of bicycle lanes and bicycle/pedestrian bridges throughout the City. To facilitate longer trips, transit partners accommodate bikes on buses, light rail, and CalTrain, and bicycle lockers are provided at many transit stations.

The Transportation Policies in this chapter carefully integrate with the Land Use Policies, in part by reducing travel distances with compact, mixed-use development. The Transportation Policies enhance facilities for walking, biking, and transit and create incentives for these modes of transportation while creating disincentives for driving. Driving will remain a significant transportation mode in San José, and the Transportation Policies address this reality and seek to maximize the efficiency of San José's existing street system for personal and commercial vehicular use while still promoting complete streets that provide for pedestrian, bicycle, and public transit modes. The Transportation Network Diagram (included in this chapter) highlights transportation routes in the City and identifies modal options and priorities along varying routes.

Transportation Policies in the General Plan also address San José's airports, which transport a significant number of passengers and cargo to and from San José each day. The Norman Mineta International Airport provides services to 10.9 million passengers annually and approximately 30,000 passengers daily. The airport averages 360 commercial and 168 general aviation departures and landings daily with 17 carriers.

The Land Use and Transportation chapter concludes with the Land Use/Transportation Diagram, which identifies locations, types, and intensities of employment, residential, and mixed-use growth throughout the City. The Land Use/Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan.

Because the Land Use and Transportation Policies are so connected to other sections of the Envision San José 2040 General Plan, they must be considered in conjunction with other policy sets. For example, the Land Use and Transportation Policies help create vibrant communities; however, the application of these Policies along with the Urban Design and Arts & Culture Policies promote social interaction and an attractive City that truly thrives.

Land Use Diagram Concepts

Building on the General Plan Vision and City Design Concepts, the Land Use / Transportation Diagram identifies locations, types, and intensities of employment, residential, and mixed-use growth throughout the City. The Land Use / Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan. The Diagram also illustrates the inextricable link between land uses and the transportation network. The Diagram must be used in conjunction with the goals, policies, and implementation actions in this General Plan.

The General Plan Update Land Use / Transportation Diagram is formulated upon the following key concepts:

- Generalized Land Use Designations,
- Designated Growth Areas,
- Support for Employment Growth,
- Low Growth Areas,
- Establish Fixed Urban Growth Boundary,
- Incorporation of Specific Plans, and
- Implementation of Village Plans.

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Generalized Land Use Designations

To translate the strength of the General Plan Vision, goals, and policies into the Land Use / Transportation Diagram, and to promote successful implementation of the General Plan, the Diagram includes a limited number of discrete designations applied to locations that clearly reinforce the Envision goals. The Diagram designations are particularly important to support the Growth Areas Strategy; to better support the development of mixed-use, high-density Villages; and to restrict residential growth outside of the identified Growth Areas.

The *Envision San José 2040* General Plan has 29 designations, including five overlay designations. The land use designations provide significant flexibility and opportunity for the development of employment uses in both mixed-use and standard configurations, and they preserve or potentially reduce lower residential densities outside of the Growth Areas. The relationship between the 91 land use designations included in the *San José 2020* General Plan and the 29 land use designations included in the *Envision San José 2040* General Plan is provided in Appendix 3.

Designated Growth Areas

Directing growth to identified areas and creating complete Villages are top priorities for the *Envision San José 2040* General Plan. The Land Use / Transportation Diagram has a series of designations that identify targeted locations for growth intensification, including but not limited to the Downtown, Village Area Overlays, Transit Employment Centers, and Specific Plan Areas. These areas were selected as the best areas of the City for new growth to further the Plan Vision and associated environmental, fiscal, economic, and transportation goals, including but not limited to support for increased transit use and protection of open spaces and hillsides. Almost all areas with existing or planned fixed transit stops (light rail, heavy rail, BART, high-speed rail)



and corridors with existing or planned Bus Rapid Transit are identified as high-growth areas in order to encourage increased public transit use.

Support for Employment Growth

The *Envision San José 2040* General Plan strongly identifies and promotes job growth as a critical goal for San José's future. Economic Development Policies include a Jobs / Employed Resident (J/ER) ratio goal of 1.3. In order to achieve this goal, employment lands from the San José 2020 General Plan are retained and additional employment land capacity is added in select locations. The most notable addition to employment capacity (compared to the San José 2020 General Plan) is within the Alviso planning area, on the Water Pollution Control Plan lands.

To support growth in employment and commercial activity, the *Envision San José 2040* General Plan provides flexibility for mixing of uses with a particular emphasis upon allowing more flexibility for commercial uses to develop within predominantly residential areas of the city. The land use designations and various Land Use Policies accordingly provide significant support for new mixed-use development. In most instances, the mixed-use designations and policies provide additional flexibility for accommodating commercial uses beyond what was allowed in the *San José 2020* General Plan.

Low-Growth Areas

Recognizing that much of the land area in San José has a fully developed land use pattern that will remain for the foreseeable future and that the dispersal of new residential growth throughout the City would be counter to various Envision goals, the Land Use / Transportation Diagram limits growth in most of the city's existing neighborhood areas through application of the Residential Neighborhood designation. Use of this designation acknowledges the city's built-out character and supports the primary Envision goal to limit new development outside of the identified Growth Areas while also protecting environmentally sensitive sites and strengthening the Urban Growth Boundary. Through the Residential Neighborhood designation, the series of low to middle density residential designations in the *San José 2020* General Plan are consolidated into fewer designations with generally lower allowable densities for the non-Growth Areas, accompanied by more flexible designations providing for a broader range and intensity of mixed uses within the Growth Areas.

The residential designations in the *Envision San José 2040* General Plan place significant emphasis upon identifying the desired neighborhood form and character for residential and mixed use areas. In much of the City not designated for growth in the *Envision* General Plan, new residential development in these designations will primarily reflect the character of development in the existing neighborhoods.

Establish Fixed Urban Growth Boundary

Available mapping technology gives the City the ability to clearly identify and delineate the location of the 15% Slope Line and the City's Greenline/Urban Growth Boundary (UGB) on the Land Use/Transportation Diagram. Both the 15% Slope Line and the UGB are included within the Land Use / Transportation Diagram, and expansion of the UGB above the 15% Slope Line

is prohibited in accordance with the applicable Land Use Goals & Policies. The Urban Growth Boundary provides clarity as to the lands appropriate for development within the City. The General Plan establishes unique land use designations and specific policies that are applied to lands outside the UGB to reinforce the General Plan goal to direct new urban development to areas within the City's Urban Growth Boundary while preserving areas outside of the UGB for primarily open space, habitat, parkland or agricultural activities. These areas outside of the UGB should be designated as Open Space or Agriculture, and used to form a greenbelt along the City's eastern and southern boundaries

Incorporation of Specific Plans

The *Envision San José 2040* General Plan and Plan Land Use / Transportation Diagram incorporate six of the nine Specific Plan or Planned Residential Communities that were contained within the *San Jose 2020 General Plan*. Of these, the Midtown and Tamien Specific Plan areas are assigned additional job and housing growth capacity; the Alviso Specific Plan Area is assigned additional job growth capacity, and the Communications Hill, Jackson-Taylor, and Martha Gardens are incorporated without change in growth capacity. The Rincon South Specific Plan has been retired as a Specific Plan, but maintained as a Village Plan to fulfill the Village Planning requirements set forth in the Implementation chapter of the General Plan. The areas of the City previously addressed through the Berryessa Planned Residential Community, Evergreen Specific Plan and Silver Creek Specific Plans, have been sufficiently developed and have Master Planned Development Zoning Districts that provide specific development standards and additional design guidelines, so that it is no longer necessary to maintain a Specific Plans for these areas. The *Envision* Land Use / Transportation Diagram designations have been applied in the Specific Plan areas to align to the degree possible with the Specific Plan goals and policies, but reference to the Specific Plan is necessary to further define the allowable land uses within the Specific Plan areas.

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Implementation of Village Plans

The *Envision San José 2040* General Plan and Plan Land Use / Transportation Diagram supports the use of Village Plans as a critical tool for the implementation of the General Plan and Plan Diagram. While Village Plans, prepared through the process established within the Implementation Chapter of the General Plan, are not directly incorporated into the General Plan, because they are critical to the implementation of the General Plan goals and policies, zoning and planning entitlement actions should be evaluated for their consistency with the pertaining Village Plan in order to determine General Plan consistency.

Land Use Designations

To implement the goals and policies of the *Envision* General Plan, the following designations are included on the Land Use / Transportation Diagram. Identified residential densities and Floor Area Ratios are prescriptive, except when explicit exceptions are noted or when lower intensities are required in order to avoid significant aesthetic impacts under the California Environmental Quality Act (e.g., lower intensity development is needed to be compatible with a National Register or City Landmark Historic District). Stated residential densities are often referenced as “up to” a certain number of dwelling units per acre, and policies in this General Plan may dictate that a density lower than the maximum is appropriate for a site. Similarly, General Plan policies may dictate that a density close to the maximum allowable density is appropriate for a site. Identified ranges for number of stories are not prescriptive and are intended only as a general reference for understanding typical building scales expected within a given designation.

Open Hillside

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

This designation is applied to areas which are located outside of the Urban Growth Boundary (UGB). Because of the pervasive geologic conditions in the hills (landsliding, soil creep, earthquake faults) and the extraordinary public costs of hillside development, uses in Open Hillside areas are limited to those having very little physical impact on the land and requiring no urban facilities or services. There is also a need to preserve watershed and prime percolation soil areas. Protecting natural habitats and minimizing the visibility of development are important to enhance the open space character of Open Hillside areas. Very low intensity uses, such as open space, habitat, grazing, tree farming, or very large lot residential estates, are potential uses under this category.

The maximum residential density on property with an Open Hillside designation is determined by the Open Hillside Slope Density Formula which defines minimum lot sizes between 20 and 160 acres (i.e., a density range of .05 to .0063 DU/AC) based on average slope of an existing legal parcel. The average slope of an existing legal parcel is calculated as follows:

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

Where:

“S” is the average slope of the parcel in percent

“I” is the contour interval in feet;

“L” is the combined length of contour lines in feet; and,

“a” is the gross area of the parcel in acres.

This average slope of the parcel is then used to calculate the minimum land area per dwelling unit allowed on that parcel. If “S” is 10% or less, the minimum land area per dwelling unit is 20 acres.

If “S” is 50% or greater, the minimum land area per dwelling unit is 160 acres. If “S” is between 10% and 50%, the minimum land area per dwelling unit is calculated as follows:

Where:

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

“a” is the minimum land area per dwelling unit: and,

“S” is the average slope of the parcel in percent.

Lower densities, i.e., larger lot sizes, may be required in some locations in order to satisfy the geologic, public service cost, watershed, natural habitat and visual concerns cited above. Development should encourage open space preservation and reduce impacts associated with on-site grading necessary for development and roadways. In some instances, a single large-scale facility such as a conference center or lodge, located on a site of one hundred acres or more, could potentially be allowed in this designation, if the proposed development preserves than ninety percent of the site as open space. Development under this land use designation should be consistent with the Hillside development policies of the General Plan and should require discretionary development review permits.

Lower Hillside

Density: up to 1 DU/5 AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)
This designation is applied to properties at the edge of the developed city, just inside the Urban Growth Boundary (UGB) and at the limit of the Urban Service Area (USA), but where urbanization has already partially occurred and where urban infrastructure and services (streets, utilities, etc.) are already available. This designation is applied to properties located downhill from the UGB, but that typically have hillside characteristics and which typically have a higher cost for the provision of public services. Development of Lower Hillside properties is not intended to expand the City or create new areas of development, but rather to allow for limited infill that completes the existing pattern of development at the edge of the City. New residential development is limited to one dwelling unit per existing lot, with new subdivisions not to exceed one dwelling unit per five acres (1 DU/5 AC).

While most properties with this designation will be maintained at the current level of development, in some instances existing vacant or underutilized Lower Hillside properties support new infill development. In either case, Lower Hillside properties should be maintained largely as open space, with development limited in scale and location to preserve the visual and habitat benefits of open space areas. An open space character is prevalent in these areas, which frequently contain important watersheds, natural habitats, and prime percolation soil areas which should be preserved from the encroachment of urban densities. Projects developed under this designation should be designed to minimize their visibility, to enhance the open space character of the hillsides, to avoid geologic hazards and negative impacts to natural environments, and to preserve and enhance the aesthetic qualities of the natural terrain.

Lower densities may be necessary in some locations to address the geologic, environmental, aesthetic, and public service issues mentioned above, and discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address these issues.

Agriculture

Density: minimum 20 acre parcels (1 to 2.5 stories)

Sites in the Agriculture designation are intended for a variety of agricultural uses, including grazing, dairying, raising of livestock, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands, and the processing of agricultural products. Building intensity in this designation would be greatly limited. The minimum parcel size in areas designated as Agriculture is 20 acres in size, and the designation is intended to support existing and future agricultural uses on properties. No uses or structures are allowed that would require urban services, such as sanitary sewers or other urban street improvements. Some ancillary, supportive uses can be allowed in accordance with the Rural Agriculture Goals & Policies in this General Plan.

Urban Reserve

Density: N/A (No urban/suburban development through 2040)

The Urban Reserve designation identifies areas which may be appropriate for urban development and inclusion in the Urban Service area in the future when circumstances are appropriate. The Urban Reserve designation enables the City to plan and phase growth based on the need and ability to provide the necessary facilities and services to support additional growth. Due to the environmental and fiscal impacts associated with development in the Urban Reserve areas, no urban or suburban development would occur here through the year 2040.

The South Almaden Valley Urban Reserve (SAVUR) is located between the Santa Cruz Mountains and the Santa Teresa Hills and southeast of Mockingbird Hill/McKean/Harry Roads which generally form the northwest boundary of the Urban Reserve area. The SAVUR extends southeast toward the community of New Almaden and the Calero Reservoir. The rural character of the Valley is typified by grazing and pasture lands, horses and equestrian facilities, and small farms and orchards. In the SAVUR, allowed land uses and standards in the Urban Reserve are those of the Open Hillside and Agriculture land use designations.

The Coyote Valley Urban Reserve (CVUR) generally encompasses the area between the Coyote Greenbelt and the North Coyote Campus Industrial Area. The Urban Reserve includes the Valley floor on both sides of Monterey Highway west of Coyote Creek, northwesterly of Palm Avenue and the prolongation of Palm Avenue to Coyote Creek. Agricultural and rural residential land uses are the existing, predominate uses in the area. In the CVUR, allowed land uses in the Urban Reserve are those of the Agriculture land use designation west of Monterey Highway and those of the Agriculture, Open Hillside and Private Recreation land use designations between Monterey Highway and the Coyote Creek Park Chain, provided that such Private Recreation uses are rural in character and are compatible with both the Coyote Creek Park Chain and the image of the North Coyote Campus Industrial Area.

Rural Residential

Density: up to 1 DU/AC (Match existing land use pattern); FAR up to 0.35 (1 to 2.5 stories)

This designation is applied to areas already largely developed for residential use with a low density or rural character. Any new infill development should be limited to densities that match the established density, lot size and shape, and character of surrounding properties. Properties with this designation that have existing zoning entitlements or traffic allocations in place may proceed with development of those entitlements, even if at a higher density than 1 DU/AC or existing land use pattern. New development in this designation may also be limited to densities lower than 1 DU/AC due to issues such as geologic conditions, grading limitations, proximity to creeks, or higher costs for provision of services. Since this designation is planned on the fringes of the City, the type and level of services required to support future developments in this category is expected to be less than that required for more urban land uses. Projects should minimize the demand for urban services and provide major funding for construction of needed service facilities. Discretionary development permits should be required for new development and subdivisions in these areas to provide a mechanism to address public service levels, grading, geologic, environmental, aesthetics, and other issues.

Residential Neighborhood

Density: typically 8 DU/AC (Match existing neighborhood character); FAR up to 0.7 (1 to 2.5 stories)

This designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of the City's developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network. The average lot size and orientation and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts on to a public street to be shared by the proposed new project.

Existing development within this designation will typically have a density of approximately 8 DU/AC, but in some cases the designation may be applied to areas already developed at slightly higher or slightly lower densities. New infill development should conform to the General Plan design guidelines for Residential Neighborhoods and be limited to a density of 8 DU/AC or the prevailing neighborhood density, whichever is lower. For example, on a site bordered by development with a prevailing average density of 5 DU/AC, new development should include the number of units that would most closely match this density. An alternative density may be appropriate if it would result in an infill development that matches existing development along the same street from which the new houses take direct access.

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

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

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

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Mixed Use Neighborhood

Density: up to 30 DU/AC; FAR 0.25 to 2.0 (1 to 3.5 stories)

This designation is intended to accommodate and be applied to areas with an established greater mix of residential densities and also to allow for the incorporation of discrete amounts of commercial or mixed-use development within a mixed density residential neighborhood setting. Because the established neighborhood density and character is more intense than that found in typical single-family detached neighborhoods, it is appropriate to allow for infill development that includes medium density residential uses such as townhouses or stacked flats and some opportunity for live/work, residential/commercial, or small stand-alone commercial uses. Hospitals and other healthcare facilities may potentially be located within such areas provided that any potential ~~land use~~ impacts can be mitigated. This designation may also be appropriate for areas in close proximity to urban amenities (such as transit stations), but that are not within a proposed Village area.

Development within this designation should occur through use of standard Zoning Districts which specify the minimum lot size. Development at higher ends of the density range will typically require larger lot sizes (or a combination of existing lots) and must still meet Community Design Policies in this General Plan and applicable design guidelines. The allowable density/intensity for mixed-use development will be determined using an allowable Floor Area Ratio (FAR) (0.25 to 2.0) rather than Dwelling Units per Acre (DU/AC) to better address the urban form and to potentially allow fewer units per acre if in combination with other non-residential uses such as commercial or office.

Urban Residential

Density: 30-95 DU/AC; FAR 1.0 to 4.0 (3 to 12 stories)

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

Transit Residential

Density: 50-250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)

This is the primary designation for new high-density, mixed-use residential development sites that are not located within Village areas and may also be appropriate for some sites within Village areas as identified through a Village Planning process. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals and private community gathering facilities. Sites with this designation are located within planned Villages and adjacent to or in close proximity to transit, jobs, amenities, and services. To help contribute to “complete communities,” commercial uses should be included with new residential development in an amount consistent with achievement of the planned job growth and Village Plan for the relevant Village area. The allowable density/intensity for mixed-use development will be determined using an FAR 2.0 to 12.0 to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office. The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within a Village Plan or other policy document.



Urban Village Overlay

Density: N/A – meet underlying designation

A primary strategy of the City's General Plan is to direct new housing growth to identified Urban Village and Corridor Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. Urban Village Overlay areas are divided into several categories depending upon their location: BART/Caltrain, Light Rail (Existing), Light Rail (Planned), Light Rail Corridors (Planned BRT/LRT), Commercial Center, and Neighborhood Villages. These Urban Village and Corridor areas are designated with the Urban Village Overlay to indicate their significant potential for intensification through redevelopment. In most cases these Urban Village Overlay areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. The Urban Village Overlay can also include single-family detached, historic structures, or other properties that are not intended to redevelop. The intent of including these areas in the Urban Village Overlay is to ensure that the Urban Village Plan for the area addresses potentially sensitive interfaces between more and less intensive uses.

Properties with an Urban Village Overlay have an underlying General Plan designation, and new development must conform with the underlying designation for the property. Most sites within areas designated with the Urban Villages Overlay, planned for full redevelopment in a later Plan Horizon, have a Neighborhood Community Commercial or other non-residential designation, so that new residential development may only occur when the City commences the identified Plan Horizon for that Village area. As part of the decision to commence a new Plan Horizon, the City will change the underlying designations to Urban Village or another designation that supports subsequent implementation of the Village. In some cases limited housing growth is allowed within a future Horizon Village Overlay Area when explicitly consistent with the goals and policies in this **General Plan**. Medical offices, as well as full-service hospitals, could be appropriate near-term or long-term uses in areas with an Urban Village Overlay.

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Urban Village

Density: Up to 250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)

The Urban Village designation is applied only within Urban Village Overlay areas that have planned housing growth capacity available in the current Plan Horizon. Development within the Urban Village designation should conform to an adopted Urban Village Plan, which specifies how each Urban Village will accommodate the planned housing and job growth capacity within the identified Urban Village Growth Area.

Urban Village Plans will contain more detailed information related to the density and FAR for particular sites and may also recommend that some sites within the Urban Village area be changed to another Land Use designation. The Urban Village designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential square footage. Such mixed-use projects should be developed within the identified FAR range of 2.0 to 12.0. For projects that are wholly employment uses, Urban Village Plans may incorporate flexibility in the minimum FAR of 2.0 to facilitate development of such interim employment

uses. Residential uses and mixed-uses do not qualify for this reduction in FAR. All projects must still meet the Community Design Policies in this plan and in the applicable Urban Village Plan. The allowable density for this designation is further defined within the applicable Zoning Ordinance designation and may also be addressed within an Urban Village Plan or other policy document.

Downtown

Density: Up to 350 DU/AC; ~~Up~~ to 15.0 (3 to 30 stories)

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This designation includes office, retail, service, residential, and entertainment uses in ~~the~~ Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within ~~the~~ General Plan (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. ~~The~~ designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified FAR range of ~~up~~ to 15.0. ~~The broad range of uses allowed in~~ Downtown could also facilitate medical office uses or full-service hospitals.

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~~The~~ Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with ~~the~~ Downtown Land Use Policies.

Regional Commercial

Density: FAR ~~Up~~ to 12.0 (1 to 25 stories)

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

Mixed Use Commercial

Density: Up to 50 DU/AC, FAR 0.5 to 3.0 (1 to 6 stories)

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for the property with an overall FAR of up to 3.0 typically appropriate allowing for a medium intensity of development. This designation therefore is more commercially focused than the Mixed Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they do not pose a hazard to other nearby uses.

Neighborhood/Community Commercial

Density: FAR Up to 2.0 (1 to 4 stories)

This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood / Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation.

Deleted: 0.25

Combined Industrial/Commercial

Density: FAR Up to 12.0 (1 to 24 stories)

Commercial, Industrial Park with Mixed Industrial Overlay, River Commercial
 This category allows a significant amount of flexibility for the development of a varied mixture of compatible commercial and industrial uses, including hospitals and private community gathering facilities. Properties with this designation are intended for commercial, office, or industrial developments or a compatible mix of these uses. This designation occurs in areas where the existing development pattern exhibits a mix of commercial and industrial land uses or in areas on the boundary between commercial and industrial uses. Development intensity can vary significantly in this designation based on the nature of specific uses likely to occur in a particular area. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail commercial and warehouse forms and uses.

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While this designation potentially accommodates a wide variety of uses and building forms, more specific guidance should be provided through the application of the Zoning Ordinance in order to establish use and form standards that will promote the development of a cohesive employment area across multiple adjoining properties that share this designation.

Transit Employment Center

Density: FAR Up to 12.0 (4 to 25 stories)

Deleted: 2.0

This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and high degree of access to transit and other facilities and services. To support the City's growth as a Regional Employment Center, it is useful to designate such key Employment Centers along the light rail corridor in North San José, in proximity to the BART and light rail facilities in the Berryessa/Milpitas area, and in proximity to light rail in the Old Edenvale area. All of these areas fall within identified Growth Areas and have access to transit and other important infrastructure to support their intensification. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center, as are supportive commercial uses. The North San José Transit Employment Center will continue to allow limited residential uses, while other Employment Centers should only be developed with industrial and commercial uses.

An important difference between this designation and the Industrial Park designation is that the development intensity and site design elements in Transit Employment Center areas should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with retail and service commercial uses on the first two floors, with office, research and development or industrial use on upper floors, as well as wholly office, research and development, or industrial projects. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within Transit Employment Centers. New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment.

Industrial Park

Density: FAR Up to 5.0 (2 to 10 stories)

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

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Light Industrial

Density: FAR Up to 1.5 (1 to 3 stories)

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate

industrial area. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for start-up industries or lower cost industrial operations.

Because of the limited supply of land available for industrial suppliers/services firms in the city, the Land Use Policies in this General Plan restrict land use changes on sites designated Light Industrial. The design controls for this category of use are not as stringent as for the "Industrial Park" uses.

Heavy Industrial

Density: FAR Up to 1.5 (1 to 3 stories)

This category is intended for industrial users with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Extractive and primary processing industries are typical of this category. Office, and research and development uses are discouraged under the designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing. The Heavy Industrial designation is also the appropriate category for solid waste transfer and processing stations, if those sites meet other General Plan policies. Very limited scale retail sales and service establishments serving nearby businesses and their employees may be considered appropriate where such establishments do not restrict or preclude the ability of surrounding Heavy Industrial land from being used to its fullest extent and are not of a scale or design that depend on customers from beyond normal walking distances. Any such uses should be clearly incidental to the industrial user on the property and integrated within an industrial building.

The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate. Because of the limited supply of land available for heavy industrial uses, the Land Use Policies in this General Plan restrict land use changes in areas reserved exclusively for industrial uses.

Public/Quasi-Public

Density: FAR N/A

This category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as an integrated convention center/hotel/restaurant complex - are allowed. This category is also used to designate lands used by some private entities, including private schools, hospitals, public utilities, and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications. Private community gathering facilities may also be considered on lands with this designation. The appropriate intensity of development can vary considerably depending on the particular Public/Quasi-Public use developed on the site.

Open Space, Parklands and Habitat

Density: N/A

These lands can be publicly- or privately-owned areas that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City.

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Deleted: the South San Francisco Bay National Wildlife Refuge, to lands owned by the Open Space Authority

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New development on lands within this designation should be limited to minimize potential environmental and visual impacts, and for properties located outside of the Greenline / Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline / Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Community centers, public golf courses, and other amenities open to the public would also be allowed in publicly-owned properties in this designation that are within the Greenline/Urban Growth Boundary.

Privately-owned lands in this designation are to be used for low intensity, open space activities. Appropriate uses for privately-owned lands in this category include cemeteries, salt ponds, and private buffer lands such as riparian setbacks. Where appropriate and where it has not otherwise been identified for use as open space (through a zoning, for instance), privately owned land in this designation may be considered for low-intensity agricultural uses provided that such uses do not involve the addition of buildings or other structures or use of irrigation on significant portions of the site.

Private Recreation and Open Space

Density: N/A

These areas allow a broader range of uses at a higher intensity than the Open Space, Parklands, and Habitat designation and are generally, but not necessarily, of an open nature. When these lands are within the Urban Service Area (USA), amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks, private campgrounds and cemeteries could be allowed. Ancillary commercial uses, such as bars and restaurants, are allowed in conjunction with private recreation uses. Even within the USA, the intensity of any combination of buildings or structures developed under this category is expected to be limited with the majority of the land area maintained as open space.

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Outside the USA, uses are more limited. Private Recreation and Open Space uses in this area should: be low intensity, be compatible with surrounding non-urban uses, require minimal permanent changes to existing terrain and vegetation, and involve little paving and few structures. Examples include golf courses and driving ranges, corporate picnic or outdoor recreation facilities, riding stables and recreational vehicle campgrounds, with ancillary commercial uses limited to those which are integral to the primary use (such as a club house at a golf course or a pro shop at a golf driving range). For lands designated as Private Recreation and Open Space

located outside the Urban Service Area, it is not intended that there are any significant amounts of structures.

Preferred Hotel Site Overlay

Density: FAR 1.5 to 12.0 (4 to 25 stories)

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This overlay covers sites in North San José that are priority sites for hotel development or hotel expansion in the North San José Area Development Policy. This overlay allows for expansion or new hotel development in addition to the allowed uses consistent with the underlying General Plan designations. The location of new hotel sites within the North San José area could vary from that shown on the Land Use/Transportation Diagram as indicated in the Rincon South Village Plan; and new hotels in these areas should, in general, be located so as to provide a strong street presence.

“Floating” Park Site

Density: n/a

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

Transit Employment Residential Overlay

Density: 55 to 250 DU/AC; FAR 2.0 to 12.0 (5 to 25 stories)

This overlay identifies sites within the North San José Employment Center that may be appropriate for residential development, but only in accordance with other policies contained in the North San José Area Development Policy. This overlay supports residential development as an alternate use at a minimum average density of 55 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses should be addressed through the development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

Specific Plan Area Overlay

Density: varies

The uses allowed within the Specific Plan Overlay encompass a full range of land uses considered compatible and appropriate within a specified project area.

Application of either the Planned Residential Community or Planned Community designation is intended for properties which, because of size, location or urban service conditions, require special consideration for purposes of future development. These designations are intended to provide the private development sector with flexibility in developing innovative projects while also incorporating special development and design objectives. While no specific minimum land area requirement is defined, properties to be considered for this designation must be of a sufficient size to provide an appropriate community environment within the City's surrounding environment.

The Planned Residential Community designation is intended for areas primarily residential in character and can include ancillary non-residential uses. The Planned Community designation is intended for areas exhibiting a greater mixture of primary land uses. Because all significant residential growth in the Envision Plan is expected to occur within identified growth areas with a current Planned Residential Community, Planned Community, or Village Overlay designation, no new Planned Communities or Planned Residential Communities are expected.

Development within the Planned Residential Community/Planned Community category is subject to all other applicable General Plan policies. Development within specific land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the specific land use plan for the Planned Residential Community/Planned Community.

The Envision San José 2040 Plan maintains a number of Planned Communities from the San José 2020 General Plan, as noted above. Those Planned Communities that are retired with the adoption of the Envision Plan and incorporated herein include Berryessa, Evergreen and Silver Creek. The Rincon South Specific Plan has been incorporated into the Envision Plan as a Village.

Urban Growth Boundary

Density: n/a

The Urban Growth Boundary (UGB) defines the ultimate perimeter of urbanization in San José. Outside of this boundary, development remains rural and open in character. The UGB also develops a clearer identity for the City by defining where the City begins and ends and by preserving valuable open space and habitat resources. The intent of the UGB is to define the limit of the encroachment of development and semi-urban land uses into the hillsides that border the valley floor. The UGB generally follows the 15% slope line, unless geologic issues or existing land uses suggest that it should be located downhill from the 15% slope line. Areas outside the UGB should be designated Open Hillside or Open Space, Parklands, and Habitat, and they should remain outside the Urban Service Area boundary.

Urban Service Area

Density: n/a

The Urban Service Area boundary defines the areas where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located. In many locations, the Urban Service Area boundary and the Urban Growth Boundary are co-terminus; a notable exception is that the Urban Reserves are located outside the Urban Service Area.

Sphere of Influence

Density: n/a

The City's Sphere of Influence is regulated by the Santa Clara County Local Agency Formation Commission to evaluate the most efficient and effective means of providing public services. The Sphere of Influence is the outermost physical boundary and service area that the City is expected to serve. The planned land uses for all properties within the City's Sphere of Influence are indicated on the City's Land Use/Transportation Diagram.

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Proposed BART Stations & BART Line

Density: n/a

Future plans are in place to extend the Bay Area Rapid Transit (BART) system from Fremont to the City of Santa Clara via downtown San José with four proposed stops at key locations within the City. The locations of the future stops, as well as the future alignment of the rail system, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development, especially for employment uses, is concentrated in areas surrounding future BART station locations. The location of a future BART station in Milpitas is also identified on the Land Use/Transportation Diagram, as nearby development in San José, particularly employment uses to the southwest of the proposed station location, is concentrated in order to support the future transit system.

CalTrain Stations & CalTrain Line

Density: n/a

CalTrain provides passenger rail services for a large number of San José commuters, residents, and visitors. The locations of existing CalTrain stations, as well as the alignment of the existing CalTrain line, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development is concentrated in areas surrounding existing CalTrain station locations.

Existing and Proposed Light Rail Stations & Light Rail Line

Density: n/a

The Santa Clara Valley Transportation Authority owns and operates the existing light rail transportation system. The locations of existing and future light rail stations, as well as the alignment of the existing and future light rail tracks, are identified on the Land Use/Transportation Diagram. In accordance with the Plan Vision and the Villages Strategy, new development is concentrated in areas surrounding existing light rail station locations.

Solid Waste & Candidate Solid Waste Disposal Site

Density: n/a

The Solid Waste Disposal Site designation is applied to locations that are either currently operating, as or fully permitted for, a solid waste disposal facility. Guadalupe, Kirby Canyon, Newby Island, Zanker Materials Processing Facility, and Zanker Road Landfill are currently designated active sites. Candidate Solid Waste Disposal Sites are locations that are under consideration for development as ~~an~~ active solid waste disposal site. All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons. These ~~designations are both~~ “floating” designations, ~~that are~~ only intended to represent general locations, ~~so that the~~ actual facility would be sited in the most environmentally suitable location. This floating designation allows for a potential alternative to the uses otherwise allowed by the sites’ underlying base designations.

The development of Solid Waste Disposal Sites may occur under public or private proprietorship and may include such related or ancillary activities as equipment maintenance. Other uses which may be allowed include the collection and processing of materials to be recycled, composting, landfill gas recovery, and energy conversion operations that, for sites located within ~~the~~ City’s Urban Service Area and Urban Growth Boundary, may continue on a portion of the site after landfill closure. Uses that do not require urban utilities or significant structures, such as composting and processing some construction and demolition materials, may continue on the surface of the landfill following completion of disposal operations. The allowed uses pursuant to this designation should comply with the Zero Waste goals and policies of this Plan.

The designation of a Candidate Solid Waste Disposal Site should be applied only in non-urban locations, outside of the Urban Service Area, where no adjacent or nearby properties are devoted to or planned for uses incompatible with the operation of a landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the existing or Candidate Solid Waste Disposal Site. ~~The~~ City Council should acquire or approve a specific solid waste disposal site only if surrounding land uses are compatible with the operation of such a site.

Neighborhood Business Districts

Density: n/a

This designation applies to commercial areas along both sides of a street, which function in their neighborhoods or communities as central business districts, providing community focus and identity through the delivery of goods and services. In addition, Neighborhood Business Districts may include adjacent non-commercial land uses.

Neighborhood Business Districts (NBDs) contain a variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. ~~The~~ designation facilitates the implementation of a NBD Program by identifying target areas. ~~The~~ NBD Program seeks to preserve, enhance, and revitalize San José’s neighborhood-serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, facade upgrading, business organization activities, business development, and promotional events. Consistent with ~~the~~ Implementation and Community

Design Policies, the City will schedule, coordinate, and design public improvements in Neighborhood Business Districts so that allocated funding is consistent with the City's growth strategies.

The NBD designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. The NBD overlay designation is typically applied to two types of commercial areas. The first is older commercial areas where connected buildings create a predominant pattern of a continuous street façade with no or very small setbacks from the sidewalk. Examples of this include Lincoln Avenue between Coe and Minnesota Avenues, Jackson Street between 4th and 6th Streets, and the segment of Alum Rock Avenue between King Road and Interstate 680. The second commercial area where the NBD overlay is applied typically contains a series of one or more of the following development types: parking lot strips (buildings set back with parking in front), neighborhood centers (one or two anchors plus smaller stores in one complex), or traditional, older commercial areas as described in the first NBD typology.

NBDs generally surround Main Street designations on the Transportation Network Diagram. The exceptions are The Alameda and East Santa Clara Street, which are noted as Grand Boulevards on the Transportation Network Diagram. NBDs can extend beyond the parcels immediately adjacent to a Main Street or Grand Boulevard, and they often overlap with Village Overlay designations. To enhance clarity and reduce visual clutter, the locations of NBDs are not shown on the paper copy of the Land Use/Transportation Diagram. A map showing the full extent of the NBDs is included in Appendix 9.

Within an NBD overlay, residential and commercial uses, together with related parking facilities, are seen to be complementary uses, although commercial uses oriented to occupants of vehicles, such as drive-up service windows, are discouraged along major thoroughfares within NBD areas. In areas with the NBD overlay designation, any new development or redevelopment must conform to the underlying land use designation and applicable Village Plans, Land Use Policies, and Community Design Policies. Such development must also conform to design guidelines adopted by the City.

Urban Village Plan Areas

The following areas have Urban Village Plans which have been adopted by the City Council and provide additional policy guidance, consistent with the requirements of the General Plan for Urban Village Areas:



Area Development Policies

The Envision General Plan may support a specific amount of job and housing growth within areas covered by Area Development Policies that exceeds the amount identified within the pertaining Area Development Policy. In such an instance, that additional growth capacity will

not become available for new development until the terms of the Area Development Policy, including any requirements for mitigation, have been fully satisfied.

Land Use Policies

The Land Use Goals, Policies, and Implementation Actions (Policies) guide the City's growth and implement the Plan Vision. The Land Use Policies identify appropriate and inappropriate uses in various areas of the City. They protect the integrity of some lands and provide additional flexibility for uses in other areas.

To reinforce the Greenline/Urban Growth Boundary, the Land Use Policies are broken into those for urban areas and those for non-urban areas. Urban Land Use Policies include criteria to support a balanced city, as well as address specific land uses, such as commercial, industrial, residential, and mixed-use. Historic Preservation Policies are included with Urban Land Use Policies. To provide further guidance, Urban Land Use Policies are provided for downtown, growth areas, private community gathering facilities, and urban agriculture. Non-Urban Land Use Policies address rural agriculture and the Greenline/Urban Growth Boundary. The Land Use Policies should be reviewed and considered in conjunction with other policy sets in this document.

Collectively, the Land Use Policies promote the fiscal stability of the City by protecting employment lands, particularly industrial lands, and by supporting an increase in the jobs-to-employed resident ratio. The Land Use Policies foster environmentally sustainable development by restricting growth in the hillsides, protecting open spaces, and targeting growth in Downtown and other identified growth areas where intensification will increase transit use. The Land Use Policies promote the creation of safe, livable, and complete neighborhoods where all daily activities can be accomplished within a short walking distance.

The Land Use Policies offer considerable flexibility for mixing uses, with particular emphasis on support for employment uses. Neighborhood-serving commercial uses are encouraged throughout the City, at locations close to the populations they serve. Downtown offers maximum flexibility in mixing of uses.

Unlike the former San José 2020 General Plan, which provided considerable flexibility for residential development throughout the City, the Envision San José 2040 General Plan focuses all growth to identified Growth Areas and precludes large-scale residential development from occurring on other sites that have not been allocated new growth capacity. Within Growth Areas, most new residential development is planned to occur at a density of at least 55 Dwelling Units / Acre, with some allowance for lower density projects of at least 30 Dwelling Units / Acre at interfaces with existing single-family neighborhoods. New housing growth outside of the identified Growth Areas is limited to small infill projects that match the prevailing neighborhood character so that they represent a limited amount of housing growth capacity, in keeping with the overall intent of this General Plan to achieve specific Citywide targets for job and housing growth and the J/ER ratio. The majority of housing growth is limited to the planned Growth Areas, each of which would have a specific number of units available for new development projects, as noted in Table [REDACTED]. Identified vacant or underutilized properties, which could be developed for residential use at densities consistent with the adjacent neighborhood, have been allocated a small number of housing units in the aforementioned growth capacity table.

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General Land Use Policies

Goal LU-1 – General Land Use

Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.

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Policies – General Land Use

LU-1.1 Foster development patterns that will achieve a complete community in San Jose, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

LU-1.2 Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

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LU-1.3 Within Identified Growth Areas, where consolidation of parcels is necessary to achieve viable designated land uses or other objectives of this general plan, limit residential development of individual parcels that do not conform to approved Village Plans or further other plan objectives.

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LU-1.4 Encourage developers of large commercial and industrial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services. The provision of on-site child care may be considered for a single tenant building in industrial areas primarily for use by employees of the industrial facility. Do not locate off-site, freestanding child care facilities within industrial areas, except for those areas that have been designated for such uses.

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LU-1.5 With new development or expansion and improvement of existing development or uses, incorporate measures to comply with current Federal, State, and local standards.

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LU-1.6 Encourage employee-intensive commercial uses and, where compatible with surrounding land uses, industrial uses to locate within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.

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LU-1.7 Collaborate with appropriate external agencies with land use authority or regulations in San José. Consider applicable Airport Land Use Commission, Santa Clara Valley Water District, Local Area Formation Commission, and other policies from outside agencies when reviewing new or expanded uses.

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LU-1.8 Preserve existing Public / Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use.

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Actions – General Land Use

- LU-1.9 Review criteria in the Zoning Ordinance and update it as appropriate to reflect Land Use goals, policies, and implementation actions in this Plan. Deleted: 8
- LU-1.10 Incorporate appropriate land use policies developed as part of the Water Pollution Control Plant Master Plan process into the General Plan, to more clearly identify the distribution of jobs in that area. Deleted: 9

Growth Areas

A key strategy of this Plan is to focus new growth and intensification of land uses in specifically identified “Growth Areas,” while preserving the general character and density of other areas of the City that are predominantly established single-family residential neighborhoods. This approach focuses new growth into relatively compact and centralized locations, thereby reducing environmental impacts, fostering transit use and walkability and preserving the character of San José established neighborhoods.

The specific amount of planned job and growth capacity for each Growth Area is indicated in *Table 1.1 General Plan Capacity – Distribution of Job and Housing Growth Capacity by Location*. The planned job and growth capacity is a projection or planned capacity based upon the expected job and housing growth that would result from full build-out of underutilized properties consistent with the General Plan Land Use / Transportation Diagram designations for such properties within the relevant Growth Area.

Goal LU-2 – Growth Areas

Focus new growth into identified Growth Areas to protect the quality of existing neighborhoods, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City’s projected demographics (i.e., an aging population), and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.

Policies – Growth Areas

- LU-2.1 Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.
- LU-2.2 Include within the General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas:
 - **Downtown** – The City’s Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as the City’s civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.

- **Specific Plan Areas** – The City’s Specific Plans provide significant residential growth capacity and opportunities for mixed-use development. The Alviso Master Plan and Rincon South Specific Plan areas also include significant amounts of planned job growth. The Water Pollution Control Plant lands, currently undergoing a separate master planning process, have been identified as a significant opportunity within the City to add new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs.
- **North San José** – Because of its importance as a job center, access to transit facilities and proximity to the San José Mineta International Airport, the North San José Area is planned to accommodate up to 100,000 new jobs and 32,000 new housing units. The North San José Area Development Policy includes a phasing plan and a Traffic Impact Fee which link job and housing growth and provide funding for transportation improvements. The North San José Neighborhoods Plan and North San José Urban Design Guidelines provide additional guidance for the development of this City region.
- **Employment Lands** – The Plan supports significant intensification of employment activity within each of the City’s major employment districts (North San José, Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road and North Coyote Valley). Within the North San José, Berryessa / International Business Park and Old Edenvale areas, a centralized sub-area with strong transit access has been designated as an Employment Center to support mid-rise or high-rise employment development. The Employment Center in the northeast corner of the Berryessa / International Business Park area is also classified as a BART station area due to its proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations.
- **BART/Caltrain Villages** – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City’s growth as a regional job center, significant new job growth capacity is planned for each of the BART / Caltrain Villages. Significant job and housing growth capacity is planned for the Berryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.
- **Transit Villages and Corridors** – A large and balanced amount of job and housing growth capacity is planned for the Transit Villages and Corridors with the goal to maximize the opportunity for creating new mixed-use villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, the Light Rail Villages provide more opportunity for retail and service jobs that benefit from close proximity to residential use. While the BART system serves as a regional transit line, bringing workers from throughout the region to employment centers within San José, the light rail



system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community ~~because of~~ the amount and diversity of established commercial uses and other services already located within the area.

- **Commercial Centers** – While ~~the~~ Commercial Centers are less directly connected to transit, they contain large parcels which may have greater potential for redevelopment and are generally located in areas with a high degree of accessibility which is advantageous for intensified commercial development. Providing residential growth capacity in the Commercial Center Growth Areas is a potential catalyst for spurring the redevelopment and enhancement of existing commercial uses while also transforming them into Village type environments. At the same time, their typically more suburban settings may create some challenge to such revitalization. The Commercial Centers with closer proximity to other Growth Areas and transit (e.g., North Bascom Avenue between West San Carlos and Southwest Expressway) or in proximity to established, more intense uses (e.g., De Anza Blvd.) may have greater near-term potential for transformation into Village settings. A modest and balanced amount of new housing and job growth capacity is planned for the Commercial Centers in order to support their intensification as both employment and housing centers, while also recognizing that transit-oriented sites should be given the greatest priority for locating new growth.
- **Neighborhood Villages** – To support the Envision goal of providing broad access to mixed-use Villages for all areas of ~~the~~ City through the development of Neighborhood Villages, while also accommodating ~~the~~ General Plan’s strong jobs orientation, a small amount of housing growth capacity and a modest amount of job growth capacity is planned for ~~the~~ Neighborhood Village areas. Without more housing growth, it will be difficult to significantly enhance existing retail and service uses in ~~the~~ Neighborhood Village areas. It also will likely be difficult to attract Driving Industry type jobs to these locations given their relatively small scale and separation from other employment areas.

LU-2.3 To support the intensification of ~~the~~ identified Growth Areas, and to achieve ~~the~~ various goals related to their development throughout ~~the~~ City, restrict new development on properties in non-Growth Areas.

Action – Growth Areas

LU-2.4 To accomplish the planned intensification of employment and residential uses at the Berryessa BART station, modify existing entitlements to expand the area planned for employment uses and to increase the density of employment and residential areas within the BART Station Village area.

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Downtown

Goal LU-3 – Downtown

Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

Policies – Downtown

- LU-3.1 Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the General Plan.
- LU-3.2 Support Downtown as a primary employment center in the region, especially for financial institutions, insurance companies, government offices, professional services, information and communication technology companies, and businesses related to conventions.
- LU-3.3 Support the development of Downtown as an arts, cultural and entertainment center for San José and the region. Promote ~~use of public and private areas for~~ special events, parades, celebrations, performances, concerts, and festivals.
- LU-3.4 Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of this Plan.
- LU-3.5 Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.
- LU-3.6 Prohibit uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve the vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.
- LU-3.7 Recognize the urban nature of Downtown and support 24-hour uses and outdoor uses, so long as significant adverse impacts do not occur.
- LU-3.8 Leverage Downtown's urban nature and promote ~~opportunities for pilot~~ projects that can further environmental, cultural, transportation, social, or other objectives of this plan.

Commercial Lands

Goal LU-4 – Commercial

Establish commercial uses that maximize revenue to the City and provide employment for City residents in order to improve the City's fiscal stability and jobs/housing ratio.

Policies – Commercial

- LU-4.1 Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José's workers, residents, and visitors.
- LU-4.2 Encourage distinctive regional-serving commercial uses on sites near the City's borders with good access to freeways and major arterials or near multimodal transit stations ~~in order to attract shoppers from throughout the region.~~
- LU-4.3 Concentrate new commercial development in identified growth areas and other sites designated for commercial uses on the Land Use/Transportation Diagram. Allow new and expansion of existing commercial development within established neighborhoods when such development is appropriately located and designed and is primarily neighborhood serving.
- LU-4.4 ~~Allow limited industrial uses in commercially designated areas if such uses are of a scale, design, or intensity that creates less than significant negative impacts to surrounding uses.~~

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Goal LU-5 – Neighborhood Serving Commercial

Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled.

Policies – Neighborhood Serving Commercial

- LU-5.1 Promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services ~~in order to create complete communities.~~
- LU-5.2 Locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses, ~~to facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees.~~
- LU-5.3 In appropriately designated areas, encourage new and intensification of existing commercial development in vertical mixed-use projects and, in some instances, integrated horizontal mixed-use projects when consistent with the Land Use / Transportation Diagram.
- LU-5.4 Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks;

providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.

- LU-5.5 Provide pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and “one-stop” shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts.
- LU-5.6 Encourage and facilitate the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers. Minimize the visual impact of large parking lots by locating them away from public streets.
- LU-5.7 Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.
- LU-5.8 Encourage outdoor cafes and other outdoor uses in appropriate commercial areas to create a vibrant public realm, maximize pedestrian activity, and capitalize on San José’s temperate climate.
- LU-5.9 Do not locate adult entertainment uses (i.e., adult book stores, adult cabarets, and massage parlors) within close proximity to residential uses, schools, or one another.
- LU-5.10 In the review of new locations for the off-sale of alcohol, give preference to establishments that offer a full range of food choices ~~including fresh fruit, vegetables, and meat.~~

Industrial Lands

Goal LU-6 – Industrial Preservation

Preserve ~~and~~ protect industrial uses to sustain and develop ~~the~~ city’s economy.

Policies – Industrial Preservation

- LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. As the only exception, lands that have been acquired by ~~the~~ City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses.
- LU-6.2 Prohibit encroachment of incompatible uses into industrial lands, and prohibit non-industrial uses which would result in the imposition of additional operational, and/or mitigation requirements on industrial users.
- LU-6.3 When new uses are proposed in proximity to existing industrial uses, incorporate within the new use measures to minimize negative impacts on existing nearby land

uses, and the new use shall incorporate measures to promote the health and safety of individuals at the new development site.

- LU-6.4 Encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas with new industrial uses, particularly in locations which facilitate efficient commute patterns. Use ~~Redevelopment tax increment~~ financing to provide necessary public improvements as one means of encouraging this economic development and revitalization.
- LU-6.5 Maintain and create Light Industrial and Heavy Industrial designated sites that are at least one acre in size in order to facilitate viable industrial uses.
- LU-6.6 Monitor the absorption and availability of industrial land, particularly land identified for light and heavy industrial uses, to ensure a balanced supply of available land for all sectors, including industrial suppliers and services.
- LU-6.7 Encourage supportive and compatible commercial and office uses in the industrial areas designated for those uses. In areas reserved for light and heavy industrial uses, only limited auxiliary and incidental commercial uses, such as small eating establishments, may be permitted when the uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area.
- LU-6.8 Reserve industrial areas for industrial and compatible support uses, while recognizing that industrial uses come in a variety of types and forms. Allow only non-industrial uses which are incidental to and totally compatible with primary industrial uses in exclusively industrial areas. Consider allowing supportive, non-industrial activities, such as retail sales of materials manufactured or stored on site.
- LU-6.9 Prohibit Private Community Gathering Facility uses in the interior of industrial park, light industrial, and heavy industrial areas. Consider these uses on the perimeter of such areas only in accordance with the Private Community Gathering Facility Goals & Policies in this Plan.
- LU-6.10 Maintain an inventory of industrial lands and periodically assess the condition, type, and amount of industrial land available to meet projected demands.

Goal LU-7 – Attract New Industrial Uses

Attract new industrial uses to expand the City’s economy, stimulate employment, ~~increase revenues to the City~~, and further environmental goals.

Policies – Attract New Industrial Uses

- LU-7.1 Encourage industrial supplier/service business retention and expansion in appropriate areas in the City.

- LU-7.2 Seek out industrial uses that are environmentally sustainable or create environmentally beneficial products in order to maintain a healthful environment and preserve natural resources.
- LU-7.3 Encourage the use of industrially-planned land to provide locations for various forms of recycling services (e.g., collection, handling, transfer, processing, etc.), for the support facilities required by these services (e.g., service yards, truck storage and service) and for companies that manufacture new products out of recycled materials in order to support the City's Solid Waste Program.

Goal LU-8 – Maintain Employment Lands

Maintain Appropriately Designated Employment Areas for a Mix of Industrial and Compatible Commercial Uses

Policies – Maintain Employment Lands

- LU-8.1 In areas that are designated for mixed industrial and commercial uses, commercial uses that are compatible with industrial uses may be allowed. Non-employment uses are prohibited in these areas.
- LU-8.2 Encourage more large-format commercial uses in Combined Industrial/Commercial lands, since these development typologies are typically similar to the development scale of industrial development in the same area. Discourage small-scale and strip commercial shopping centers in the Combined Industrial/Commercial area.

Residential and Mixed Use

Goal LU-9 – High-Quality Living Environments

Provide high quality living environments for San José's residents.

Policies – High-Quality Living Environments

- LU-9.1 Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between the new development, the adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections.
- LU-9.2 Facilitate the development of complete neighborhoods by allowing commercial uses within or adjacent to residential and mixed-use neighborhoods.
- LU-9.3 Integrate housing development with our City's transportation system, including transit, roads, and bicycle and pedestrian facilities.
- LU-9.4 Prohibit residential development in areas with identified hazards to human habitation unless these hazards are adequately mitigated.

- LU-9.5 Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses.
- LU-9.6 Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.
- LU-9.7 Ensure that new residential development does not impact the viability of adjacent employment uses that are consistent with the General Plan Land Use / Transportation Diagram.
- LU-9.8 When changes in residential densities in established neighborhoods are proposed, the City shall consider such factors as neighborhood character and identity; historic preservation; compatibility of land uses and impacts on livability; impacts on services and facilities, including schools, to the extent permitted by law; accessibility to transit facilities; and impacts on traffic levels on both neighborhood streets and major thoroughfares.
- LU-9.9 In areas designated for residential use, parking facilities to serve adjacent nonresidential uses may be allowed if such parking facilities are integrated with the non-residential use, adequately landscaped, and buffered.
- LU-9.10 Discourage substantial expansion of existing nonresidential uses (e.g., major structural improvements or expansions) that are incompatible with residential uses on properties designated for residential use.
- LU-9.11 Design single-family and duplex residential development with limited vehicular access to arterial streets as follows:
1. No direct vehicular access on six lane arterials or within 350 feet of the intersection of two arterials.
 2. No direct vehicular access on four lane arterials.
 3. The use of frontage roads, corner lots, or other street design solutions for vehicular access is encouraged.
- LU-9.12 Bed and breakfast inns may be located on properties designated for residential land use, regardless of density, provided that impacts on the surrounding neighborhood can be satisfactorily mitigated.
- LU-9.13 Equitably distribute residential social service programs (e.g., board and care facilities) throughout the City, especially in areas with access to transit, rather than concentrating them in a few areas. Encourage the County and other social service licensing agencies to recognize and implement this policy.
- LU-9.14 Allow small residential care and service facilities, supportive housing, and transitional housing for up to six persons, in residential neighborhoods of any density.

Encourage facilities for more than six persons to locate in areas with access to transit, retail, services, and other amenities.

- LU-9.15 New single-family flag lots may be appropriate on hillside properties but are discouraged within other parts of the City. Flag lot development in non-hillside areas should have a clear and visible relationship to the neighborhood and the street and should be consistent with the applicable Zoning district which can assure that relationship. To strengthen the neighborhood preservation policies and objectives of the plan, the City Council has adopted a policy establishing criteria for the use of flag lots.
- LU-9.16 Do not locate freestanding communications structures such as towers, antennae and monopoles on sites designated for residential land use unless such sites are occupied by a P.G. & E. substation or corridor for high-tension lines exceeding 200 KV.
- LU-9.17 Limit residential development in established neighborhoods that are not identified growth areas to projects that conform to the site's Land Use / Transportation Diagram designation and meet the Urban Design policies in this Plan.
- LU-9.18 Consider the Historic Preservation; Urban Design; and Parks, Recreation, and Open Space Goals, Policies, and Implementation Actions in this plan when reviewing new residential development.

Goal LU-10 – Efficient Use of Residential & Mixed-Use Lands

Meet the housing needs of existing and future residents by fully and efficiently utilizing lands planned for residential and mixed-use and by maximizing housing opportunities in locations within a half mile of transit, with good access to employment areas, neighborhood services, and public facilities.



Policies – Efficient Use of Residential & Mixed-Use Lands

- LU-10.1 Promote mixed-use development in appropriate places throughout the City as a means to develop walkable and complete communities.
- LU-10.2 Distribute higher residential densities throughout our city in identified growth areas and facilitate the development of residences in mixed-use development within these growth areas.
- LU-10.3 Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.
- LU-10.4 Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development.
- LU-10.5 Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.

- LU-10.6 In the identified growth areas, do not approve decreases in residential density; through zoning change or development entitlement applications or through General Plan Amendments.
- LU-10.7 Encourage consolidation of parcels to promote mixed-use and high density development at locations identified in the Land use / Transportation Diagram.
- LU-10.8 Encourage the location of schools, private community gathering facilities, and other public/quasi public uses within or adjacent to Villages, Corridors and other growth areas and encourage these uses to be developed in an urban form and in a mixed-use configuration.

Actions – Efficient Use of Residential & Mixed-Use Lands

- LU-10.9 Model the federal Interagency Partnership for Sustainable Communities (HUD-DOT-EPA) at the local level between Housing and other City Departments to facilitate the creation of smart growth communities.

Performance Measures – Efficient Use of Residential & Mixed-Use Lands

- LU-10.10 Achieve 75% of residents who can access 25% of their retail/service needs within a 20-minute walk and 50% of residents who can access 50% of their retail/service needs within a 20-minute walk.

Historic Preservation

Historic sites and structures provide an educational link to San José’s past and foster a sense of place and community identity for San José. The preservation of appropriate remnants of a city’s past provides multiple benefits important to the health and progress of the city. Historical resources:

- Are instructive, telling the story of the community’s past;
- Provide a sense of civic identity and unique character;
- Are typically an interesting and pleasing aesthetic in the urban environment;
- Can generate economic advantage for a property or neighborhood;
- Give a community a sense of permanency. A place with a clear past can expect to also have a definite future;
- Once lost, cannot be recovered.

For purposes of this section in the Envision San José 2040 General Plan, the following definitions are applicable:

- “Landmark” means City Landmark structure, Contributing Structure in a City Landmark Historic District, structure listed on the National Register of Historic Places and/or the California Register of Historical Resources, a Contributing Structure in a National Register Historic District, or a structure that qualifies for any of the above (candidate), based on the applicable City, State, or National qualification criteria.
- A “Historic District” is a City Landmark or National Register Historic District.
- A “candidate” historic landmark or district is an area in which formal proceedings have begun to designate a structure or area as such or an area which has been

surveyed by a qualified consultant and determined to be eligible as a historic landmark or district.

- A “Conservation Area” is a geographically definable area of urban or rural character with identifiable attributes embodied by: (1) architecture, urban design, development patterns, setting, or geography; and (2) history. Conservation Areas are identified by the City Council based upon criteria in ~~the~~ City’s Historic Preservation Ordinance.

Goal LU-11 – Landmarks and Districts

Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.

Policies – Landmarks and Districts

- LU-11.1 Preserve the integrity and fabric of candidate or designated Historic Districts.
- LU-11.2 Preserve candidate or designated landmark buildings, structures and historic objects, with first priority given to preserving and rehabilitating them for their historic use, second to preserving and rehabilitating them for a new use, or third to rehabilitation and relocation on-site. If ~~the~~ City concurs that no other option is feasible, candidate or designated landmark structures should be rehabilitated and relocated to a new site in an appropriate setting.
- LU-11.3 For landmark structures located within new development areas, incorporate the landmark structures within the new development as a means to create a sense of place, contribute to a vibrant economy, provide a connection to the past, and make more attractive employment, shopping, and residential areas.
- LU-11.4 As applicable, public and private development projects shall conform to the adopted City Council Policy on ~~the~~ Preservation of Historic Landmarks.
- LU-11.5 Areas with a concentration of historically and/or architecturally significant buildings, structures, or sites should be evaluated and be preserved, through the creation of Historic Districts.
- LU-11.6 Modifications to candidate or designated landmark buildings or structures shall conform to the Secretary of the Interior’s Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.
- LU-11.7 New development, alterations, and rehabilitation/remodels within a designated or candidate Historic District shall be designed to be compatible with the character of the Historic District and conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties, appropriate State of California requirements regarding historic buildings and/or structures (including the California Historic Building Code) and to applicable historic design guidelines adopted by ~~the~~ City Council.

- LU-11.8 Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to ~~the character of the nearby Historic District or landmark.~~
- LU-11.9 Promote the preservation, conservation, rehabilitation, restoration, reuse, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, street trees, sidewalk design, signs) related to candidate and/or landmark buildings, structures, districts, or areas.
- LU-11.10 ~~The City's~~ public works projects (street lights, street tree plantings, sidewalk design, etc.) shall promote, preserve, or enhance the historic character of Historic Districts.
- LU-11.11 Maintain and update an inventory of historic resources in order to promote awareness of these community resources and as a tool to further their preservation. Give priority to identifying and establishing Historic Districts.
- LU-11.12 Develop and encourage public/public and public/private partnerships as a means to support, expand, and promote historic preservation.
- LU-11.13 Foster the rehabilitation of buildings, structures, areas, places, and districts of historic significance. Utilize incentives permitting flexibility as to the uses; transfer of development rights; tax relief for designated landmarks and districts; easements; alternative building code provisions for the reuse of historic structures; and ~~financial incentives.~~
- LU-11.14 Advocate for the continuation and appropriate expansion of Federal and State tax and/or other incentives for the rehabilitation and/or restoration of historically or architecturally significant buildings, structures, areas, and/or places.
- LU-11.15 Implement City, State, and Federal ~~historic preservation~~ laws, regulations, and codes to ensure the ~~adequate~~ protection of historic resources.
- LU-11.16 Alert property owners, land developers, and the building industry to historic preservation goals and policies and their implications early in the development process.



Actions – Landmarks and Districts

- LU-11.17 Amend ~~the~~ City's Historic Preservation Ordinance to specify that a Contributing Structure to a City Historic District is eligible for consideration of a Mills Act contract and to require Historic Preservation Permits and/or Adjustments for modifications to buildings, structures, and/or sites in a National Register Historic District.
- LU-11.18 Explore establishing a grant program for historic preservation, potentially partnering with Preservation Action Council San José, History San José, or other organizations.

LU-11.19 ~~Continue to identify landmarks, landmark districts and Conservation Areas on the land use/transportation diagram as Areas of Historic Sensitivity.~~

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LU-11.20 Explore funding options and techniques to proactively conduct additional historic surveys and to maintain and update the City's Historic Resources Inventory. As funding permits, undertake comprehensive area-wide surveys of the City and identify potential Historic Districts, Cultural Landscapes at the City's edge, and significant buildings and/or structures, including Traditional Cultural Properties.

LU-11.21 Implement strategic General Plan and zoning changes as indicated by federal, state or municipal "historic" or "conservation area" designations, in order to maintain neighborhood vitality and character and to preserve the integrity of historic structures located within those neighborhoods. To preserve predominantly single-family historic neighborhoods, rezone residential structures located in these areas to a single-family zoning designation.

LU-11.22 Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.

LU-11.23 The City will maintain a file of historic survey reports by location to make the information retrievable for research purposes over time.

LU-11.24 For vacant lands at the edge of the Urban Growth Boundary in the Almaden, Alviso, and Coyote Planning Areas, require investigation during the development review process to determine whether significant Cultural Landscapes or Traditional Cultural Properties eligible for the National Register of Historic Places may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.

Goal LU-12 – Historic Structures of Lesser Significance

Preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representation of San José's past and contribute to a positive identity for the City's future.

Policies – Historic Structures of Lesser Significance

LU-12.1 Preserve the integrity and enhance the fabric of areas or neighborhoods with a cohesive historic character as a means to maintain a connection between the various structures in the area.

LU-12.2 Prioritize the preservation of historic structures that contribute to an informal cluster or a Conservation Area; have a special value in the community; are a good fit for preservation within a new project; have a compelling design and/or an important designer; etc.

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~~LU-12.3 New development, alterations, and rehabilitation/remodels in conservation areas should be designed to be compatible with the character of the Conservation Area.~~

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In particular, projects should respect character defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.

- LU-12.4 ~~The~~ City encourages avoiding demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by rehabilitation, re-use on the subject site, and/or relocation of the resource. Deleted: 3
- LU-12.5 Continue and strengthen enforcement programs, such as those addressing vacant buildings, to promote the maintenance, and survival of all classes of the city's historic and cultural resources. Deleted: 4
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- LU-12.6 Preservation of Structures of Merit and Contributing Structures in Conservation Areas is a key consideration in the development review process. As development proposals are submitted, evaluate the significance of structures, complete non-Historic American Building Survey level of documentation, list qualifying structures on the Historic Resources Inventory, and consider the feasibility of incorporating structures into the development proposal, particularly those structures that contribute to the fabric of conservation areas. Deleted: 5
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- LU-12.7 ~~The City's~~ public works projects (street lights, street tree planting, sidewalk design, etc.) should promote, preserve, or enhance the historic character of Conservation Areas. Deleted: 6
- LU-12.8 Modifications to the exterior of any building or structure located in a Conservation Area shall be performed in a manner consistent with any and all design guidelines approved or accepted by ~~the~~ City Council for the preservation of historic buildings or structures. Deleted: 7

Action – Historic Structures of Lesser Significance

LU-12.8 Amend ~~the~~ applicable design guidelines and City policies to add flexibility in the development review process (for example, with regulations related to parking, independently accessible private open spaces, requirement for units to be attached, etc.) to encourage the preservation, conservation, rehabilitation, reuse, or relocation of historic resources consistent with the character and needs of the surrounding properties and uses.

Goal LU-13 – Public Awareness

Increase public awareness and understanding of the history of San José, historic preservation, and its importance to the economic and cultural vitality of ~~the~~ City.

Policies – Public Awareness

LU-13.1 Encourage widespread public participation in the identification and ~~the~~ designation of historically or culturally significant buildings, structures, sites, areas, and/or places to update and maintain ~~the~~ City's Historic Resources Inventory.

- LU-13.2 Foster a community sense of stewardship and personal responsibility for all historic and cultural resources.
- LU-13.3 Encourage public accessibility and/or use of City Landmark, California Register, and National Register buildings, structures, areas, places, and sites, even if only for temporary or special events.
- LU-13.4 Educate/inform the public of the importance of San José's strong historic connections to past industry. Preserve historical resources from agriculture to high-tech whenever possible, feasible, and appropriate to serve as a link between San José's present and past.

Actions – Public Awareness

- LU-13.5 Work with neighborhood groups and historic preservation advocacy groups on events, materials, and efforts to educate the public on the positive benefits of historic preservation generally and in specific neighborhoods.
- LU-13.6 Expand resources such as historic maps, historic markers, or self-guided walking tours as a means to promote and celebrate historic preservation in San José.

Goal LU-14 – Sustainable Practices

Preserve, conserve, and/or rehabilitate historic structures as a means to achieve the City of San José's Environmental Leadership and Innovative Economy goals.

Policies – Sustainable Practices

- LU-14.1 Integrate historic preservation practices into ~~sustainable~~ development decisions.
- LU-14.2 Evaluate the materials and energy resource consumption implications of new construction to encourage preservation of historic resources.
- LU-14.3 Encourage ~~sustainable~~ energy, water, and material choices that are historically compatible as part of the preservation, conservation, rehabilitation, and/or reuse of historical resources.
- LU-14.4 Development approvals that include demolition of a structure eligible for or listed on the Historic Resources Inventory shall require the salvage of the resource's building materials and architectural elements ~~as a means~~ to re-use those elements and materials and avoid the energy costs of producing new ~~building~~ materials.
- LU-14.5 Utilize the aesthetic and cultural qualities of historic resources of all types as means of promoting San José as a place to live, work and visit consistent with ~~the City's~~ economic development goals.

Actions – Sustainable Practices

- LU-14.6 Explore the revision of the Construction and Demolition Diversion Deposit (CDDD) program to eliminate the deposit requirement for projects proposing

rehabilitation of a historic landmark, a property in a Historic District, or the conservation of more than 75% of a Structure of Merit or structure in a Conservation Area.

- LU-14.7 Work with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities as an economic development tool.


Urban Agriculture

Urban agriculture has a wealth of health, social, environmental, and economic benefits. The Envision San José 2040 Urban Agriculture Goals, Policies, and Implementation Actions are intended to preserve agricultural land, improve the community’s access to healthful foods, promote local and ecologically sound food production, and support the ability of farmers in the region to sell their produce locally.

Goal LU-15 – Urban Agriculture

Expand the cultivation and sale of locally grown agriculture as an environmentally sustainable means of food production and as a source of healthy food for San José residents.

Policies – Urban Agriculture

- LU-15.1 Maintain existing and facilitate the development of new and expanded community gardens and farmers markets throughout San José, prioritizing the provision of these gardens in low income, nutritionally-deficient neighborhoods.
- LU-15.2 Support urban agriculture opportunities such as back-yard, roof-top, indoor, and other gardens that produce ecologically sound food for personal consumption. Encourage developers to incorporate gardens that produce ecologically sound food for residents and workers. 
- LU-15.3 Protect and preserve the remaining farmlands within San José’s sphere of influence that are not planned for urbanization in the timeframe of this general plan through the following means:
 - o Limit residential uses in agricultural areas to those which are incidental to agriculture.
 - o Restrict and discourage subdivision of agricultural lands.
 - o Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, and transfers of development rights.
 - o Prohibit land uses within or adjacent to agricultural lands that would compromise the agricultural viability of these lands.
 - o Strictly maintain the Urban Growth Boundary in accordance with other goals and policies in this Plan.
- LU-15.4 Preserve agricultural lands and prime soils in non-urban areas in order to retain the aquifer recharge capacity of these lands.

- LU-15.5 Encourage appropriate agricultural uses in the hillsides.
- LU-15.6 Promote the passage of legislation to establish Countywide or Statewide agricultural preservation programs, including the funding necessary for implementation of such programs.
- LU-15.7 Encourage incorporation of edible landscaping in appropriate locations on new and existing residential, commercial, and public development projects.
- LU-15.8 Support the efforts of non-profit organizations and the County to integrate and/or maintain sustainable small scale agriculture within existing and planned parks and open spaces including the planned Marshall Cottle County Park, the Guadalupe Gardens, and other publicly or privately owned properties where appropriate.



Actions – Urban Agriculture

- LU-15.9 Develop a City Council Policy to address ways the City of San José will support Urban Agriculture. The policy should include strategies to increase access to healthful foods, particularly in low income or nutritionally-deficient areas; increase the sale and availability of locally or regionally grown foods; increase urban food production; and clearly identify the appropriate City processes for dealing with agriculture issues.
- LU-15.10 Work with the County Health Department, school districts and non-profit health organizations, particularly at schools, community centers and libraries, on efforts to educate the community on the nutritional, economic, and environmental benefits of consuming locally grown and ecologically sound foods
- LU-15.11 Revise the Zoning Ordinance to allow both community gardens and incidental gardening as a permitted use in appropriate zoning districts.

Land Use Policies – Non-Urban Area

The land use policies for non-urban areas reinforce the Greenline/Urban Growth Boundary and protect hillsides, habitat, and scenic vistas. They identify appropriate uses for the areas on the perimeter of the City that need special consideration given their unique geologic, environmental, or aesthetic characteristics.

Urban Growth Boundary

The Greenline/Urban Growth Boundary (UGB) establishes the maximum extent of urban development. All urban and suburban development should occur within this boundary and the areas outside of this boundary are intended to remain permanently rural in character. To ensure the long-term stability and integrity of this strategy, significant modifications to the UGB and its supporting policies are strongly discouraged and should only occur as part of a Major General Plan Update.

The Greenline/Urban Growth Boundary (UGB) serves multiple purposes. The UGB is intended to preserve substantial areas of the surrounding hillsides, baylands, and other lands, as open spaces both to conserve the valuable natural resources contained on these lands and to protect views from the valley floor. In furtherance of the City’s fiscal goals, the UGB is intended to direct urban development within infill locations where the City can most efficiently provide urban services. Consistent with the General Plan’s growth strategy, the UGB will also help steer new development and public and private investment into the more environmentally sustainable infill growth areas of San Jose. The UGB will also protect public health and safety by preventing urban development in areas subject to natural hazards such as wild fires and land slides. The UGB Goals and Policies work in concert with many other goals and policies in this Plan, such as those in the Hillside & Rural Preservation and the Fiscal sections.

The Greenline/Urban Growth Boundary is indicated on the Land Use / Transportation Diagram and is typically conterminous with the Urban Service Area boundary and the 15% slope line except in the area of the Urban Reserves. The UGB is intended to exclude new development above the 15% slope line, defined as the point where the hillside topography exceeds a 15% incline based upon 1 foot slope contour data. In some instances the UGB has been established above the 15% slope line due to the presence of existing development implemented prior to the adoption of current General Plan policy. The 15% Slope Line is included for reference purposes on the Land Use / Transportation Diagram.

Goal LU-16 – Urban Growth Boundary

Respect the Greenline/Urban Growth Boundary to preserve the beauty and natural resources of the rural and hillside areas, to maintain the fiscal health of the City, to direct private and public investment within identified growth areas, and to preclude development in areas subject to natural hazards.

Policy – Urban Growth Boundary

- LU-16.1 Maintain the Greenline/Urban Growth Boundary to delineate the extent of existing and future urban activity and to reinforce fundamental policies concerning the appropriate location of urban development.
- LU-16.2 Prohibit new urban development outside of the Greenline/Urban Growth Boundary (UGB) allowing only low intensity non-urban uses. Appropriate land use designations for areas outside of the UGB include Agriculture; Open Hillside; Open Space; Park and Habitat; Public / Quasi-Public; and Urban Reserve. To reflect pre-existing development, the Private Recreation, and Industrial Park designations are also applied outside of the UGB, but these and other urban designations may not be applied to additional lands outside of the UGB.
- LU-16.3 Reserve areas outside the Greenline/Urban Growth Boundary (UGB) & Urban Service Area (USA) for rural, agricultural, open space, habitat, or other very low-intensity uses. To this end:

- Prohibit subdivisions outside of the UGB and USA except at rural or agricultural densities (minimum twenty acre parcels), and consistent with other policies in this plan.
- Prohibit development outside of the UGB and USA that exceeds one dwelling unit per 20 acres, except when development of a single dwelling unit on an existing legal lot of record would result in development at a higher density.
- Maintain the City and County commitments to restrict land uses outside of the UGB and USA to uses that maintain the rural, agricultural, habitat, or other low-intensity character of these areas.

LU-16.4 Do not provide urban services to new development outside of the Greenline/Urban Growth Boundary.

LU-16.5 Use the Greenline/Urban Growth Boundary and Urban Service Area boundary to protect public health and safety by preventing urban development in areas subject to natural hazards, in accordance with the Hillside & Rural Preservation Policies and the Safety & Hazards Management Policies.

LU-16.6 Prohibit significant modifications of the Greenline/Urban Growth Boundary (UGB), as defined by Title 18 of the municipal code, except through a Major General Plan Update process. Any modifications to the UGB must be consistent with the City's fiscal goals, applicable LAFCO policies and all applicable provisions of both the City and County General Plans and the City's municipal code (i.e. Title 18).

LU-16.7 Consider minor adjustments and contractions to the Greenline/Urban Growth Boundary (UGB) through a General Plan Amendment process, but do not expand the UGB to include new areas located above the 15% Slope Line.

LU-16.8 Maintain consistency between City and County land use and development policies for the lands outside the Greenline/Urban Growth Boundary and continue the referral process for development proposals or policy proposals affecting these lands.

Actions

LU-16.9 Establish a program to create new zoning districts for hillside areas and rezone those lands outside of the Greenline/Urban Growth Boundary (UGB) under City jurisdiction to conform with the General Plan designations of these areas and to be consistent with the purposes of the UGB.

Rural Agriculture

Agriculture is a significant part of San José's history and will continue to be a part of San José's future. The Envision San José 2040 General Plan has two sets of goals and policies related to agriculture – rural and urban. This section addresses rural agriculture.

San José’s rural agriculture provides a wealth of health, social, environmental, and economic benefits for the city’s community. Agricultural lands add to a distinct image of San José’s community, and the agricultural preservation policies work in concert with the Envision Plan’s Greenline/Urban Growth Boundary and open space preservation strategies. Either directly or indirectly, the Rural Agriculture Goals, Policies, and Implementation Actions promote every Element of the Plan Vision. The policies are intended to preserve agricultural land; improve the community’s access to healthful foods; promote local and ecologically sound food production; support the ability of farmers in the region to sell their produce locally; and provide environmental, social, and economic benefits to the community. The Rural Agriculture Policies primarily address agricultural properties that are not anticipated to urbanize within the lifetime of the Envision Plan.

The agricultural potential of the Santa Clara Valley was recognized early and orchard products dominated agricultural production, which was by far the predominant use in San José and Santa Clara County by the end of the 19th century. Fruit production in San José peaked in the 1920s, and the canning and packing industry quickly grew. San José was known as the “Valley of the Heart’s Delight.”

Today, the boundaries of the City have spread and residential land uses dominate San José’s landscape. Little agricultural production remains in San José; however, the community and the City have a renewed recognition of the importance of local agriculture for food security, access to healthful foods, groundwater recharge, and environmental benefits of local food production and consumption.

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Goal LU-17 – Rural Agriculture

Provide and protect sufficient agricultural land to facilitate local food production, to provide broad community access to healthful foods, to add to a distinct community image, and to promote environmental and economic benefits of rural agricultural lands.

Policies – Rural Agriculture

LU-17.1 Protect and preserve the remaining farmlands within San José’s sphere of influence that are not planned for urbanization in the timeframe of this general plan through the following means:

- a. Strongly discourage conversion of agricultural lands outside the Urban Growth Boundary to non-agricultural uses.
- b. Limit residential uses in agricultural areas to those which are incidental to agriculture.
- c. Strongly discourage subdivision of agricultural lands, unless it can be established that the subdivision would not reduce the overall agricultural productivity of the land and that viable agricultural operations would be sustained.
- d. Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, transfers of development

rights, or other property tax relief measures as incentives for preservation of these lands.

- e. Restrict land uses within and adjacent to agricultural lands that would compromise the agricultural viability of these lands and require new nearby land uses to mitigate any impacts on the use of agricultural lands.
- LU-17.2 Preserve agricultural lands and prime soils in non-urban areas in order to provide local and regional fresh food supplies, reduce dependence on foreign products, conserve energy, and retain the aquifer recharge capacity of these lands.
- LU-17.3 Encourage appropriate agricultural uses in hillside areas.
- LU-17.4 Leverage agricultural lands to create and maintain a unique community character, provide open space, link to the region's history as the Valley of Heart's Delight, support the area's tourism industry, contribute to the local economy, and add to the quality of life of the community.
- LU-17.5 Enhance viability and profitability of ongoing use of agricultural lands by supporting ancillary commercial uses such as fruit stands, small-scale environmental and agricultural tourism, and the processing of agricultural products.
- LU-17.6 Encourage agricultural uses which follow ecologically sound agricultural practices and minimize the use of chemicals and pesticides in order to promote healthy soils and ground water, provide healthful local foods, reduce energy use, and reduce the farming industry's demand for resources.
- Actions**
- LU-17.7 Promote legislation to establish Countywide or Statewide agricultural preservation programs, including identifying sources of funding necessary for implementation of such programs.
- LU-17.8 Work with agricultural entities (i.e., farming industry, non-profits, land owners), the County, other Santa Clara County cities, and the Local Area Formation Commission and other stakeholders to promote public education to improve the community's understanding of the importance of agriculture in creating sustainable communities within Santa Clara County.
- LU-17.9 Explore use of agricultural easements, transfer/purchase of development rights, or other options to keep Mid-Coyote Valley as permanent agriculture.



Transportation Network Diagram

Transportation Network Designations

Street Typologies

To ensure a balanced, multimodal transportation network, the General Plan organizes streets and other transportation facilities according to “typologies.” Street typologies are an expansion of functional classifications that consider street context and prioritize certain travel modes. For example, the proposed General Plan includes a “grand boulevard” street typology on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway’s adjacent land uses, appropriate travel speeds, and the need to accommodate multiple travel modes.



The typologies are intended to provide a network of “complete streets” that accommodates the various users of the street network. “Complete streets” describes a comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). By addressing the needs of all uses of the transportation network, complete streets not only improve safety for all users and foster strong communities, but also address climate change, by increasing accessibility and viability of travel modes other than the automobile. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, and local and regional travel needs. The “Complete streets” concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled, and seniors.

Grand Boulevard

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

On-Street Primary Bicycle Facility

On-Street Primary Bicycle Facilities are either classified with Class II (bike lanes) or Class III (signed routes) and are through routes for bicycles providing continuous access and connections to the local and regional bicycle network. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway,

but if there are conflicts, bicycles have priority. Reduced speed limits and neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated.

Main Street

Main Streets are roadways that are located along the City's Planned and Identified Growth areas where the City envisions increased density of commercial and residential development. The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the adjacent sidewalks. Each Main Street may be different in character, and should reflect the key characteristics of the surrounding neighborhoods. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, and enhanced street crossings. Additionally, signals should be timed to minimize pedestrian delay. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate. All Main Streets are also recognized as Neighborhood Business Districts, which are discussed further in the Land Use/Transportation Diagram Designations section of this chapter.

Connector Street

Automobiles, bicycles, pedestrians, transit vehicles and trucks are accommodated equally in the roadway. These streets accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with sidewalks.

Residential Street

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

Expressway

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

Freeway

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

Transportation Policies

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

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

Balanced Transportation System

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

Goal TR-1 – Balanced Transportation System

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

Policies – Balanced Transportation System

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

| Commute Mode Split Targets for 2040 | | |
|-------------------------------------|------------------------------------|------------------|
| Mode | Commute Trips to and From San José | |
| | 2008 | 2040 Goal |
| Drive alone | 77.8% | No more than 40% |
| Carpool | 9.2% | At least 10% |
| Transit | 4.1% | At least 20% |

| | | |
|--|------|--------------|
| Bicycle | 1.2% | At least 15% |
| Walk | 1.8% | At least 15% |
| Other means (including work at home) | 5.8% | See Note 1 |
| Source: 2008 data from <i>American Community Survey (2008)</i> . | | |
| Note 1: <i>Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.</i> | | |

- TR-1.4 Transportation improvements funded through new development should include needed improvements to all modes, including bicycling, walking and transit. Encourage investments that reduce vehicle travel demand.
- TR-1.5 Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
- TR-1.7 Require that private streets are designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- TR-1.8 Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.
- TR-1.9 Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.
- TR-1.10 Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Land Use/Transportation Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
- TR-1.11 Consider options for using waterways as part of the City’s transportation network.

Actions – Balanced Transportation System

- TR-1.12 Update the City’s engineering standards for public and private streets based on the new street typologies that incorporate the concept of “complete streets.”

- TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.
- TR-1.14 When useful and effective measurement tools have been established by the Institute of Transportation Engineers, develop a multimodal level of service (LOS) standards that addresses all travel modes and include in the City's Transportation Impact Analysis (TIA) guidelines. ~~These multimodal~~ LOS standards should vary by facility type, travel mode, and location, and should establish a preference for selected modes based on the street type and/or location.
- TR-1.15 Pursue multimodal commute share goals and annually monitor progress toward achieving ~~these goals~~ for both residents and employees, and report every five years using data from the Census Bureau's annual American Community Survey (ACS).
- TR-1.16 Develop a strategy to construct a network of public and private alternative fuel vehicle charging /fueling stations city wide.
- TR-1.17 Identify and secure new funding sources to fund the on-going routine maintenance of roadways.

Walking and Bicycling

The pedestrian environment affects us all, whether we are walking to a transit stop, a store or school, or simply getting from a parked car or a bicycle rack to the entrance of a building. Pedestrian improvements, together with land uses that promote pedestrian activities, can help increase walking as a means of transportation, recreation, and exercise. Compatible land use and complete street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community in San José's neighborhoods.

Similarly, the flat topography and mild climate of San José make it an ideal city for bicycling. Construction of a comprehensive, safe, direct, and well-maintained citywide bikeway network with support facilities, such as bicycle parking at employment locations and other destinations, could greatly increase the mode share of bicycling. Reducing the number of vehicle trips by shifting those trips to bicycling or walking would help improve circulation, minimize the need for additional parking, contribute toward a healthier community and reduce green house gas emissions.

Goal TR-2 – Walking and Bicycling

Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they are primary transportation modes in San José.

Policies – Walking and Bicycling

- TR-2.1 Coordinate the planning, and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volumes roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).
- TR-2.2 Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers on City streets that impede pedestrian and bicycle movement, including consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the San Jose International Airport.
- TR-2.3 Ensure that crosswalks and sidewalks shall be universally accessible and designed for people of all abilities.
- TR-2.4 Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs.
- TR-2.5 Integrate the financing, design and construction of pedestrian and bicycle improvement projects with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- TR-2.6 Require that 1) all new traffic signal installations, 2) existing traffic signal modifications, and 3) projects included in the Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.
- TR-2.7 Give priority to pedestrian improvement projects that 1) improve pedestrian safety, 2) improve pedestrian access to and within the Village Corridors and other growth areas, and 3) that improve access to parks, schools, and transit facilities.
- TR-2.8 Require new development to provide appropriate on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- TR-2.9 Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.

- TR-2.10 Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose.
- TR-2.11 Prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections and pursue the development of new through bicycle and pedestrian connections in existing cul-de-sacs where feasible.
- TR-2.12 Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.

Actions – Walking and Bicycling

- TR-2.13 Implement and regularly update, as needed, the San José Bicycle Master Plan. Include top priority bicycle projects in ~~the~~ annual Capital Improvement Program update. Continue to identify barriers to safe and convenient bicycle access and then identify how and when these barriers will be removed as part of Master Plan Updates.
- TR-2.14 Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and ~~develop a process to achieve their removal. Include~~ top priority pedestrian projects in ~~the~~ annual CIP update. ~~Consider partnering with SJSU or the community to build those relationships and facilitate the timely completion of the survey with limited City resources.~~
- TR-2.15 Identify funding sources for ~~the~~ regular maintenance and cleaning of all public bicycle and pedestrian facilities as part of ~~the~~ City’s operation budget, and prioritize routine street maintenance for streets with bike facilities.
- TR-2.16 Pursue funding for the purchase of, and then purchase; when feasible, portions of railroad and utility rights-of-way from appropriate agencies for the development of exclusive or shared bicycle and pedestrian facilities.
- TR-2.17 Establish a pilot public bike program that allows free or low-cost rental of bikes at key locations (e.g., transit stations, San José Diridon Station, San José State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.
- TR-2.18 Provide bicycle storage facilities as identified in ~~the~~ Bicycle Master Plan.
- TR-2.19 Partner with other agencies and/or organizations to establish a comprehensive bicycle safety education program for bicyclists, pedestrians, and motorists of all ages. Provide bicycle safety education at all public and private schools, parks, and community centers, and disseminate information through libraries, brochure mailings, and electronic media

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TR-2.20 Continue to participate in and support the recommendations of the Safe Routes to School. As part of the on-going Safe Routes to Schools Program, work with the School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling and by creating incentives to encourage students to walk and bike.

TR-2.21 Identify locations where traffic signals can be modified to reduce overall cycle times or where phases can be modified, eliminated, or added to reduce the wait and/or crossing times for pedestrians.

TR-2.22 Collect pedestrian and bicycle counts, as part of routine traffic counts, along roadways and at intersections where bicycles or pedestrians are permitted. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.

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Public Transit

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

Goal TR-3 – Maximize use of Public Transit

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

Policies – Maximize Use of Public Transit

TR-3.1 Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.

TR-3.2 Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.

TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

TR-3.4 Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

Actions – Maximize Use of Public Transit

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

Goal TR-4 – Passenger Rail Service

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

Policies – Passenger Rail Service

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

Action

- TR-4.5 As appropriate, continue to regularly coordinate with rail operators in San José on the following matters:
- o Maintenance of rail lines, landscaping, and easements
 - o Vehicle and pedestrian safety near at-grade rail crossings
 - o Rail electrification to increase the frequency of train service
 - o Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level
 - o The establishment of timed transfers with other transit providers in the area
 - o Analysis and Mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line

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Vehicular Circulation

Between 1980 and 2008, San José’s population increased by nearly 45 percent. A general trend nationwide has been that increases in vehicle trips and trip length proceed at a higher rate than growth in population. This is due in part to changing lifestyles (the prevalence of two-income families and a greater percentage of non-work trips on a day-to-day basis) and increased reliance on the private automobile. Even with substantial increases in non-automobile mode shares expected in the years ahead, some increase in automobile travel in San José is expected. To this end, policies focus on maximizing efficiency of the existing street system and making minor capacity enhancements, without negatively affecting other modes.

Goal TR-5 – Vehicular Circulation

Maintain the City’s street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.

Policies – Vehicular Circulation

- TR-5.1 Develop and maintain a roadway network that categorizes streets according to function and type, and considers the surrounding land use context.
- TR-5.2 Encourage implementation of Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems through advanced technologies, such as adaptive signal controls, real-time transit information, and real-time parking availability.
- TR-5.3 The minimum overall performance of City streets and intersections during peak travel periods should be level of service "D" except for designated areas. How this policy is applied and exceptions to this policy are listed in bullets bellow.
- o **Vehicular Traffic Mitigation Measures.** Review development proposals for their impacts on the level of service and require appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize

community livability by removing mature street trees, significantly reducing front or side yards, or creating other neighborhood impacts.

- **Area Development Policy.** An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.
- **Small Projects.** Small projects may be exempted from traffic analysis per the City's transportation policies.
- **Downtown Core Area.** In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.
- **Special Strategy Areas.** In recognition of the unique characteristics and particular goals of Special Strategy Areas, ~~identified~~ intersections, ~~referred to~~ as Protected Intersection within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Corridors and Villages, Transit Station Areas, and Specific Plan Areas.
- **Protected Intersections.** In recognition that roadway capacity-enhancing improvement measures ~~erode the~~ City's ability to encourage infill, preserve community livability, and promote transportation alternatives that do not solely rely on automobile travel, specially designated ~~protected intersections~~ are exempt from traffic mitigation measures. Protected ~~intersections~~ are located in Special Planning Areas ~~and~~ proposed developments causing a significant LOS impact at a protected intersection are required to construct multimodal (non-automotive) transportation improvements in one of the City's designated Community Improvement Zones. These multimodal improvements are referred to as off-setting improvements and include improvements to transit, bicycle, and/or pedestrian facilities.



TR-5.4 Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, ~~reduce vehicle speeds~~, and enhance safety.



TR-5.5 Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets intended to restrict public access. Furthermore require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access.



Actions – Vehicular Circulation

TR-5.6 Complete build-out of the City’s street system per the Land Use and Transportation Diagram.

TR-5.7 Implement the City’s Neighborhood Traffic Management Program that formalizes:

1. Comprehensive strategies to improve safety and livability of local and collector streets
2. Procedures that can uniformly be applied to all neighborhoods to identify and prioritize traffic management measures
3. A program that can be clearly followed by residents, City staff, and other stakeholders



Goods Movement

An effective and efficient goods movement system is essential to the economic livelihood of the City. Policies for goods movement address all transportation facilities’ abilities to accommodate the effective and efficient movement of goods, while balancing the needs of other travel modes.

Goal TR-6 – Goods Movement

Provide for safe and efficient movement of goods to support commerce and industry.

Policies – Goods Movement

TR-6.1 Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.

TR-6.2 Maintain Primary Freight Routes that provide for direct access for goods movement to industrial and employment areas.

TR-6.3 Encourage through truck traffic to use freeways, highways, and County Expressways and encourage trucks having an origin or destination in San José should be encouraged to use primary truck routes designated in this General Plan.

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TR-6.4 Plan Industrial and commercial development so that truck access through residential areas is avoided. Minimize truck travel on streets designated in the general plan as Residential Streets.

TR-6.5 Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to occur off of public streets. In Downtown and urban areas, particularly on small commercial properties, more flexibility may be needed.



TR-6.6 Support the efficient and safe movement of goods by rail where appropriate and promote the continued operation of freight rail lines that serve industrial properties ~~and the transportation of goods.~~

Actions – Goods Movement

TR-6.7 As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with pedestrian, bicycle, or transit access and circulation.

TR-6.8 Continue to pursue the development of an interchange at Interstate 280 and Senter Road that would provide a primary freight route to the Monterey Business Corridor.

Transportation Demand Management and Parking

Transportation Demand Management (TDM) refers to a set of strategies to reduce vehicle trips by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. Many ~~of the~~ features that are incorporated into the Envision San José 2040 General Plan are part of ~~the~~ City's current TDM strategy, including:

- A street ~~typology~~ system that assigns priority to alternate modes of travel, including the concept of complete streets
- Pedestrian and bicycle facilities, including Safe Routes to Schools
- Expanded and enhanced public transit service, including exclusive bus lanes
- Measures such as shuttle services, discounted transit passes, carpooling and car-sharing that reduce vehicle trips
- Compact land use pattern that reduces trip length and allows for “park once and walk” destinations
- ~~Balanced~~ housing ~~and~~ jobs

These measures are included in the plan for ~~the~~ City's physical transportation infrastructure and are also implemented through zoning requirements and ~~the City's~~ support for public transit operations.

Goal TR-7 – Transportation Demand Management

Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

Policies – Transportation Demand Management

TR-7.1 Require ~~large employers~~ to develop TDM programs ~~to~~ reduce the vehicle trips generated by their employees.

Actions – Transportation Demand Management

TR-7.2 Update ~~and~~ enhance ~~the~~ existing TDM program for City of San José employees. ~~The~~ program may include the expansion of transit passes ~~es~~ subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, and other measures.

- TR-7.3 Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

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Goal TR-8 – Parking Strategies

Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

Policies – Parking Strategies

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

Actions – Parking Strategies

- TR-8.10 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects and projects within the Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use

development. Updates to the existing parking standards should also address TDM actions. The standards shall require amenities and actions to support reduced parking requirements.

- TR-8.11 Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.
- TR-8.12 As part of the entitlement process, require large developments to complete a parking demand analysis that accounts for shared parking, TDM Actions, and parking pricing to determine the appropriate parking supply. Encourage the parking reserve in landscaping concept (i.e., landscaping that can be converted to parking in the future if necessary) to ensure that excessive parking is not provided. If the additional parking is not needed in the future, promote the establishment of the landscaped parking reserves as permanent landscaped areas or recreational amenities.

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Reduction of Vehicle Miles Traveled

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

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

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

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

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

Policies – Tier I Reduction of Vehicle Miles Traveled

TR-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

TR-9.2 Serve as a model for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

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

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Transportation Demand Management Policies furthering the Tier I VMT reduction goal

TR-7.1 Require large employers to develop TDM programs to reduce the vehicle trips generated by their employees.

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Parking Strategy Policies furthering the Tier I VMT reduction goal

TR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

- TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
- TR-8.5 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.
- TR-8.8 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rent or sale price for a residential unit or for non-residential building square footage.
- TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Actions – Tier I Reduction of Vehicle Miles Traveled

The following actions, located under their respective sections in this Chapter and repeated below, further the City’s goal of achieving a 10% VMT reduction in Horizon I.

Balanced Transportation System Actions furthering the Tier I VMT reduction goal

- TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.

Maximize Use of Public Transit Actions furthering the Tier I VMT reduction goal

- TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

Parking Strategy Actions furthering the Tier I VMT reduction goal

- TR-8.6 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects and projects within the Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use development. Updates to the existing parking standards should also address TDM actions. The standards shall require amenities and actions to support reduced parking requirements.

Transportation Demand Management Actions furthering the Tier I VMT reduction goal

- TR-7.4 Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

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Goal TR-10 – Tier II Vehicle Miles Traveled Reduction

Reduce vehicle miles traveled by an additional 10% above Goal VMT-1 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City’s achieved and anticipated success in reducing VMT.

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Actions – Tier II Vehicle Miles Traveled Reduction

TR-10.1 Require in Tier II, that a portion of parking spaces in all new development in designated growth areas adjacent to transit and in all mixed-use is provided as unbundled from rent or sale of the dwelling unit or building square footage.

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TR-10.2 In Tier II, reduce the minimum parking requirements Citywide.

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TR-10.3 Require, in Tier II, participation in car share programs for new development in identified growth areas.

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TR-10.4 In Tier II, require that a portion of adjacent on-street and City owned off-street parking spaces be counted toward meeting the zoning code’s parking space requirements.

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TR-10.5 Work with employers in Tier II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.

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TR-10.6 Working with members of the development and financial communities, and neighborhood residents, establish, in Tier II, Citywide parking standards in the Zoning Code which establish maximum parking rates, or “parking caps” for new development.

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Goal TR-11 – Regional and State VMT Reduction Efforts

Reduce VMT an additional 20% above Goals VMT 2 and 3 (a total reduction of 40% as measured from 2009) by participating and taking a leadership role in on-going regional and statewide efforts to reduce VMT.

Actions – Regional and State VMT Reduction Efforts

TR-11.1 Support, at the state level, the establishment of vehicle taxes targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.

TR-11.2 Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing for automobile travel through and within Santa Clara County.

TR-11.3 Support and collaborate on the development of toll lanes on all major freeways and expressways in Santa Clara County

Intelligent Transportation System

Intelligent Transportation Systems (ITS) refer to a family of technologies that make transportation system more efficient and sustainable, as well as enhance safety for the users. ITS must play an integral part in a sustainable transportation system in order to enhance mobility services for all modes of travel, reduce greenhouse gas emissions, and provide the safest roadway environment for moving people and goods.

The City has utilized ITS to actively manage its transportation network. It is poised to expand its capabilities in providing enhanced mobility services for all modes of travel through its currently expanding ITS system and planned improvements. Operations such as transit, streetlights, parking, etc can be enhanced by expanding the current ITS system.

Goal TR-12 – Intelligent Transportation System

Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.

Policies – Intelligent Transportation System

- TR-12.1 Develop a citywide ITS system that sustainably manages and integrates all modes of travel including vehicles, transit, and emergency vehicles.
- TR-12.2 Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

Actions – Intelligent Transportation System

- TR-12.3 Enhance the City’s existing Transportation Management Center (TMC) and communications system designed to serve all modes of travel and continue development and implementation of a fiber optic network to support communications with field equipment including but not limited to: traffic signals, Closed Circuit Television (CCTV) cameras, Changeable Message Signs (CMS) and communication hubs.
- TR-12.4 Provide enhanced management of new efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.
- TR-12.5 Develop a system to provide real-time travel information along all arterial streets to enable all users to make informed travel decisions, enhance safety, increase use of non-auto travel modes, minimize emergency response times and reduce greenhouse gas emissions.
- TR-12.6 Work with VTA to implement transit vehicle pre-emption or other priority systems allowing buses to travel on-schedule and provide reliable service.

- TR-12.7 Collaborate with VTA to provide real-time transit information at key transit stations and stops, as well as via mobile devices, to provide users with real-time information on bus travel routes and times.
- TR-12.8 Create bicycle friendly streets to include advanced detection, priority signal synchronization, dynamic message signs, and public kiosks for bicyclists allowing cycling to be the ideal mode of choice on select roadways.
- TR-12.9 Implement technology to aid pedestrians walking across intersections through devices such as countdown timers and accessible pedestrian signals, which include audible and vibrating push buttons for disabled users.

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Airport

Airports provide an important transportation and economic development function for the City of San José and the region. The San José International Airport, owned and operated by the City of San José, serves as the primary commercial airport for Silicon Valley. Its location near the center of the urbanized North Santa Clara Valley makes this a convenient facility for Silicon Valley businesses and residents. The Airport Master Plan, as adopted by the City Council in June 1997 and amended over time, guides the long term physical development of the Airport to accommodate projected commercial (passenger and cargo) and corporate general aviation demand.

The only other airport within the City of San José is Reid-Hillview Airport which is located in East San José. This Santa Clara County owned and operated airport serves primarily small piston aircraft and general aviation demand. Moffett Federal Airfield, located just outside the northwest corner of the City of San José, is a NASA owned and operated facility that presently has restricted aviation services but could provide beneficial aviation services to the City of San José and the Silicon Valley region in the future, including emergency disaster relief.

Goal TR-13 – Attractive and Accessible Airport

Provide an attractive and easily accessible international airport that connects San José and Bay Area businesses and residents with the world and the world to San José through safe, convenient and frequent air travel.

Policies – Attractive and Accessible Airport

- TR-13.1 Promote airline service which meets the present and future air transportation needs of residents and the business community, and which minimize impacts on the surrounding community.

Actions – Attractive and Accessible Airport

- TR-13.2 Implement Capital improvements to San José International Airport as identified in the Airport Master Plan.
- TR-13.3 Continue to develop and encourage improved ground access connections between the Mineta International Airport and area freeways and public transit and rail systems.

Goal TR-14 – Safe Airport

Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses in the vicinity of San José International Airport.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the vicinity of airports, take into consideration the safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports.
- TR-14.4 Require aviation easement dedications, setting forth maximum elevation limits, as needed, as a condition of approval of development in the vicinity of airports.

Goal TR-15 – Moffett Field

Preserve Moffett Field for existing and future aviation uses.

Policies – Moffett Field

- TR-15.1 Continue to work with NASA and other local and regional government agencies to preserve opportunities for future civil aviation use and facilities at Moffett Federal Airfield, including its continued availability to the region for emergency disaster relief purposes. In addition, work with these agencies to ensure that the use of Moffett is consistent with our City's goals.

Trail Network

San José's climate is ideal for bicycling and walking, and the Trail Network Goals, Policies, and Implementation Actions (Trail Network Policies) seek to capitalize on the City's mild temperatures and more than 300 sunny days per year. As of 2010, San José offers over 54 miles of trails in 27 unique trail systems.

The Trail Network Policies focus on continuing to improve the quantity and quality of trails in San José to increase usage for transportation and recreation purposes. The Trail Network Policies recognize the important connections that trails provide and that these connections also encourage people to use San José's trails to commute to work or school and to access a range of destinations that meet their daily needs, such as parks, grocery stores, personal services, and entertainment venues.

Building on their connective nature, trails serve as valuable alternatives to automobile transportation and important amenities for recreation. Trails further environmental, social, and transportation goals of this Plan. Trail access and usage can also be important components to encouraging a more active and healthful lifestyle.

The Trail Network Policies lead to an interconnected and well-distributed network of trail systems to support recreation and commuting. The Trail Network makes use of creek and stream corridors, utility corridors, open spaces, and other natural and man-made features to connect areas of the City. The 100-mile Trail Network, linked to a 400-mile on-street bikeway system (refer to “Circulation” section of General Plan and adopted San José Bike Plan) combine to form a 500-mile BikeWeb within San José which contributes to a multi-modal transportation system.

The Trail Network Goals and Policies:

- Support active transportation by developing alignments that link housing, commercial and retail uses.
- Support recreation by linking park sites and connecting to regional trail systems.
- Support environmental protection by permitting stakeholders to access, enjoy and protect open spaces and natural resources.

The Policies in this section work together with other transportation Policies and with the Parks, Open Space, and Recreation Amenities/Programs Policies to promote bicycling and walking for both transportation and recreational purposes in San José.

Goal TN-1 – National Model for Trail Development & Use

Develop the nation’s largest urban network of trails, become a national model for trail development and use, and remain a national leader in terms of the scale and quality of trails.

Policies – National Model for Trail Development & Use

- TN-1.1 Support use of innovative design practices, materials, and construction techniques to improve the development, operation, and safety of trails.
- TN-1.2 Minimize environmental disturbance in the design, construction and management of trails.
- TN-1.3 Design trail system alignments within sensitive riparian and other natural areas to minimize impacts and enhance the environment. Follow Riparian Corridor Goals, Policies, and Actions regarding trail design and development in proximity to riparian areas.
- TN-1.4 Provide gateway elements, interpretive signage, public art, and other amenities along trails to promote use and enhance the user experience.
- TN-1.5 Provide services and information to expand knowledge about, encourage use of, and promote the Trail Network as a transportation and recreation facility for all segments of San José’s diverse community and visitors.

Actions – National Model for Trail Development & Use

- TN-1.6 Develop and adopt City of San José Trail Design Guidelines that function as a national model for trail development guidance.

Goal TN-2 – Trails as Transportation

Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation within a multi-modal transportation system and integrate this system within the larger transportation system.

Policies – Trails as Transportation

- TN-2.1 Support off-street travel by interconnecting individual trail systems to each other and to regional trail systems.
- TN-2.2 Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.
- TN-2.3 Add and maintain necessary infrastructure to facilitate the use of trails as transportation.
- TN-2.4 Acquire and develop facilities in a prioritized manner, as indicated by the City’s adopted bicycle and trail plans and policies.
- TN-2.5 Maximize hours that trails are open for public use, consistent with safety and other goals. Manage trail closures and special events to minimize limitations to trail accessibility.
- TN-2.6 Integrate and connect trail and pathway networks with a larger network of countywide and regional trails such as the Bay Area Ridge, San Francisco Bay, and Juan Bautista De Anza Trails to allow for a broad base of opportunities and linkage with the greater Bay Area.
- TN-2.7 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5.
- TN-2.8 Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation section and the Parks, Trails, Open Space, and Recreation Amenities/Programs section of this Plan to create a complete BikeWeb to serve the needs of San José’s diverse community.
- TN-2.9 Pursue, and consider prioritizing the acquisition and development of abandoned rights-of-way for trails when the development of the given right-of way would enhance the City’s Trail System.

Actions – Trails as Transportation

- TN-2.10 Work with the Santa Clara Valley Water District and the utilities, including PG& E, to explore opportunities to develop trails, joint-use facilities, and/or other recreational amenities along their rights-of-way.
- TN-2.11 Work with local school districts to identify trails as Safe Routes to School.

Performance Measures – Trails as Transportation

TN-2.12 Develop a trail network that extends a minimum of 100 miles.

TN-2.13 Provide all residents with access to trails within 3 miles of their homes.

Goal TN-3 – Accessible, Safe, & Well-Functioning Trails

Design an accessible, safe, and well-functioning trail network that attracts diverse users of varying abilities.

Policies – Accessible, Safe, & Well-Functioning Trails

TN-3.1 Design new and retrofit existing trails to provide a variety of trails that meet the needs of users of different abilities, such as commuters, families with children, or persons with disabilities.

TN-3.2 Design trails to comply with applicable local, State, and Federal master plans, design guidelines, environmental mitigation, laws, permits, or accepted standards, including Community Policing Through Environmental Design (CPTED) principals, that promote accessibility, functionality, safety, and enjoyment of trails.

TN-3.3 Design bridges, under-crossings, and other public improvements within the designated Trail Network, including grade separation of roadways and trails whenever feasible, to provide safe and secure routes for trails and to minimize at-grade intersections with roadways.

TN-3.4 Design new and retrofit existing public and private developments to provide significant visibility of and access to existing and planned trails to promote safety and trail use.

TN-3.5 Recognize that increased use of trails promotes increased safety and security for trail users.

Actions – Accessible, Safe, & Well-Functioning Trails

TN-3.6 Pursue the development of bike rental kiosks by private sector businesses to support and promote bicycle usage of trails.

Land Use and Transportation Diagram