# Downtown West

## Amendments to the Envision San José 2040 General Plan

March 1, 2021

Google

San José

# Downtown West Mixed-Use Plan
## *Summary of Proposed Amendments to Envision San Jose 2040 General Plan*

## OVERVIEW

Google LLC, a Delaware limited liability company ("Project Sponsor") is proposing the Downtown West Mixed-Use Plan ("Downtown West") which would develop approximately 81 acres[1] of property located in Downtown San Jose into a transit-oriented, mixed-use area consisting of new office space, housing, and open space. The proposed project site is located within the General Plan's Downtown Growth Area and the Diridon Station Area Plan.

Downtown West will require Google to obtain certain project approvals from the City of San Jose (City), including but not limited to an amendment to the Envision San Jose 2040 General Plan, and amendment to the Diridon Station Area Plan (DSAP), provided under separate cover.

As further described below, the Project Sponsor proposes the following categories of General Plan amendments:

- Re-designation of Downtown West to Downtown and Commercial Downtown
- Growth Allocation Increase
- Clarification of Role of Diridon Station Area Plan and Relationship to General Plan
- Clarification that DSAP Is Not an Urban Village
- Reconciliation of Inconsistent Goals and Policies
- Street Typology & Alignment
- General Plan Diagrams
- DSAP Amendments (described under separate cover)

The proposed categories of amendments described herein are not intended to be exhaustive. In addition, the proposed text and diagrammatic amendments are subject to change as the City and Project Sponsor retain absolute discretion to make modifications to the proposed General Plan amendments.

## SUMMARY OF GENERAL PLAN AMENDMENTS

### A. Re-designation of Downtown West to Downtown and Commercial Downtown

The existing General Plan land use designations for the project site include: Transit Employment Center; Public/Quasi-Public; Commercial Downtown; Downtown; and Combined Industrial/Commercial. The existing General Plan land use designations are shown on Figure 1.1.

The proposed General Plan amendments will re-designate the project site to Downtown and Commercial Downtown as shown on Figure 1.2. The re-designation of the project site will require amendments to the General Plan Land Use / Transportation Diagram.

### B. Growth Allocation Increase for Downtown West

[1] General Plan Amendments, including amendments to the DSAP, are proposed for approximately 81 acres. The 81 acres includes property owned by VTA near the intersection of West Santa Clara Street and Cahill Street and slightly differs from the Project Boundary shown in the EIR and Planned Development Permit

The Project Sponsor proposes amending the General Plan to increase the jobs and housing allocation for Downtown West.

The General Plan currently provides for a growth capacity of up to 382,000 new jobs and up to 120,000 new dwelling units through 2040. As identified in Appendix 5 of the General Plan, the Downtown Growth Area has a planned job capacity of 58,659 and 15,160 dwelling units. Jobs and housing growth capacity will need to be reallocated from other parts of the City to Downtown West.

Appendix 5 of the General Plan would need to be amended to reflect the additional jobs and housing allocation numbers for Downtown West in the Downtown and to make corresponding adjustments to other areas of the City.

**C. Clarification of Role of DSAP and Its Relationship to the General Plan**

The Project Sponsor proposes amendments to the General Plan and the DSAP, which is a component of the General Plan. The Project Sponsor proposes including text in the General Plan to outline the history of the DSAP and its relationship to the General Plan and to clarify the regulatory framework for development within the DSAP boundaries.

The Project Sponsor proposes including the following section to provide background information on the DSAP and its relationship to the General Plan.

**General Plan, Chapter 1, Page 54:**

> Diridon Station Area Plan (2014, revised 2020)
> The City of San Jose adopted the Diridon Station Area Plan in 2014 for the development of the Diridon Station Area, an approximately 250-acre area surrounding the Diridon Station transit center located within the City's Downtown Growth Area. The Diridon Station Area Plan incorporated development proposals for the California High Speed Rail Diridon Station and a new Major League Baseball Stadium. Since the adoption of the Diridon Station Area Plan in 2014, the City elected not to proceed with a new Major League Baseball Stadium. The City has also received proposals for large mixed-use developments within the Diridon Station Area Plan. In 2020, the City adopted amendments to the Diridon Station Area Plan to provide for mixed-use commercial and residential development which promotes and implements the General Plan policies of focusing growth in Downtown San Jose. The Diridon Station Area Plan is one of _ area plans within the City of San Jose and implements the goals and policies of the General Plan within the Diridon Station Area Plan boundary. While the General Plan defines a set of broad goals and policies for development throughout the City of San Jose, the Diridon Station Area Plan addresses issues that are unique to the development of the Diridon Station Area Plan area.

**D. Clarification that the DSAP Is Not an Urban Village**

The General Plan text currently identifies the DSAP as an Urban Village; however, it is not identified as an Urban Village in the Land Use / Transportation Diagram. Similarly, the City's website does not characterize the DSAP as an Urban Village.

The Project Sponsor proposes amending the General Plan to clarify that the DSAP is not an Urban Village. This is consistent with General Plan Policy IP-5.3 which provides that [i]n lieu of preparation of an Urban Village Plan, maintain for the Downtown, North San Jose and Specific Plan Areas, which have plans and strategies previously developed through a community planning process." Moreover, the General Plan specifically states that "[t]he preparation of Urban Village Plans is not necessary for the Downtown, North San Jose and Specific Plan Areas which have already been developed through a neighborhood planning process." (General Plan, Chapter 1, page 74.) The DSAP, Downtown Design Guidelines (DDG), the Downtown West PD Zone, General Development Plan, Planned Development Permit and associated Downtown West Standards and Guidelines will establish the necessary planning requirements and process for the development of Downtown West.

The Project Sponsor therefore proposes the following amendments to clarify that the DSAP is not an Urban Village.

**Chapter 1, Page 26:**

**Downtown**

The *Envision San José 2040 General Plan* reinforces the importance of San José's Downtown as the physical and symbolic center of the City. Planned growth capacity and the General Plan policies are intended to further support the growth and maturation of the Downtown as a great place to live, work or visit.

The boundaries for the Downtown Growth Area are defined on the Planned Growth Area Diagram. The Downtown Growth Area is bounded by Julian Street, North 4th Street, East St. John Street, 7th Street, East San Fernando Street, South 4th Street, Interstate 280, the Union Pacific Railroad line, Stockton Avenue, Taylor Street, and Coleman Avenue. As shown on the Planned Growth Areas Diagram, the Downtown Growth Area includes most of the Diridon Station Area Plan area ~~Urban Village~~.

Ambitious job and housing growth capacity is planned for the Downtown. This growth capacity is important to achieve multiple City goals, including support for regional transit systems and for the development of Downtown as a regional job center. It also helps to advance all elements of the General Plan Vision.

**Chapter 1, Page 50**. The Project Sponsor proposes the following amendment to clarify that the DSAP is not an Urban Village and that the Midtown Specific Plan does not apply to the DSAP area.

Midtown Specific Plan (1992)

Like Jackson-Taylor, the *Midtown Specific Plan* directs the conversion of an aging industrial area to a vibrant mixed use community oriented to transit and designed for the pedestrian. Located just west of Downtown and south of the San José Arena, this 210-acre area is planned for close to 3,000 high density housing units, parks, employment opportunities, neighborhood-serving commercial uses, some industrial activities, and close community connections with the San José Diridon Caltrain/Amtrak station and planned light rail stations. Since its adoption,

the portion of Midtown directly west of the Diridon Station has been largely built out, as planned, with new high-density housing, mixed-use development, and a public park. With adoption of the Diridon Station Area Plan, the eastern boundary of the Midtown Specific Plan between San Carlos and Santa Clara Streets was shifted west to the railroad tracks to eliminate the overlap between the Midtown Specific Plan area and the Diridon Station Area Plan area. The area previously within the Midtown Specific Plan became integrated into the adopted Diridon Station Plan area ~~Urban Village~~. The Midtown Specific Plan now primarily provides direction for development south of West San Carlos Street, which is planned for industrial and commercial uses, as well as high-density transit residential uses on identified properties.

**Appendix 5**. Appendix 5 of the General Plan also references the Diridon Station Area Urban Village, which should be amended as follows:

Downtown (including Diridon Station Plan area ~~Urban Village~~) (v)

**Planned Growth Area Diagram.** Revise the diagram to remove the Urban Village color coding from the DSAP boundary as shown on Figure 3.0

**Housing Growth Areas by Horizon Diagram**. Revise the diagram to remove the Urban Village / Horizon 1 color coding from the DSAP boundary and replace with the Downtown color coding.

**E. Proposed Amendments to General Plan Policies**

Downtown West proposes amending General Plan Policy LU-6.1 and LU-1.9 as follows:

**Chapter 6, Page 11:**

**Goal LU-6 – Industrial Preservation.** Preserve and protect industrial uses to sustain and develop the city's economy and fiscal sustainability.

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. Lands located within the Diridon Station Area Plan may be re-designated from mixed industrial-commercial to mixed residential-commercial or non-employment uses. Other policies associated with Goal LU-6 shall not apply to mixed industrial-commercial designated lands located within the Diridon Station Area Plan. 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. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.

**Chapter 6, Page 5:**

**Goal LU-1 – General Land Use.** Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.

LU-1.9 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. Lands designated Public / Quasi-Public located within the Diridon Station Area Plan may be re-designated to other land use designations provided that such uses will advance San Jose's employment growth or housing goals and any redevelopment projects include publicly accessible open space and other community amenities.

The Project Sponsor also proposes making the following amendment to background text in Chapter 1 to conform with the proposed amendments to General Plan Policy LU-6.1.

**Chapter 1, Page 28.**

**Employment Lands**

Significant job growth is planned through intensification of each of the City's Employment Land areas, including the Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road, and North Coyote Valley as well as North San José. These Employment Lands are planned to accommodate a wide variety of industry types and development forms, including high-rise and mid-rise office or research and development uses, heavy and light industrial uses and supporting commercial uses to respond to the projected demand for each type of industrial land. Three areas are designated as Employment Centers because of their proximity to regional transportation infrastructure. These include the North San José Core Area along North First Street, the portion of the Berryessa/International Business Park in close proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations, and the Old Edenvale area, which because of its access to light rail, is also planned for additional job growth. Except within the Diridon Station Area Plan area, t~~T~~he *Envision General Plan* does not support conversion of industrial lands to residential use, nor does it include housing growth capacity for these areas.

**F. Street Typology & Alignment**

Downtown West will include the re-designation of S. Montgomery Street (between W. Santa Clara Street to W. San Fernando Street) from a Grand Boulevard to Main Street. The Project Sponsor also proposes the vacation of the following streets:

Full Street Vacations

- South Montgomery Street between West San Fernando Street and Park Avenue
- Otterson Street between South Montgomery Street and proposed Cahill Street
- Delmas Avenue between West Santa Clara Street and West San Fernando Street
- North Montgomery Street between West St. John Street and proposed Cahill Street
- Cottage Lane between North Montgomery Street and the Peninsula Corridor Joint Powers Board rail tracks
- Cinnabar Street between proposed North Autumn Street and the Peninsula Corridor Joint Powers Board rail tracks

Partial Street Vacations

- The northerly portion of Auzerais Avenue near the Peninsula Corridor Joint Powers Board rail tracks. (Street easement)
- The westerly portion of Royal Avenue between Auzerais Avenue and West San Carlos Street
- The southerly portion of West San Carlos Street west of Royal Avenue
- The westerly and easterly portions of South Montgomery Street between West San Carlos Street and Park Avenue
- The northerly and southerly portions of Park Avenue between South Montgomery Street and the Peninsula Corridor Joint Powers Board rail tracks
- The westerly portion of South Autumn Street north of West San Fernando Street

These changes will require amendments to the Transportation Network Diagram to illustrate the re-designation of the street typology and removal of the streets to be vacated as shown on Figure 2.2. The existing General Plan street typologies are shown on Figure 2.1.

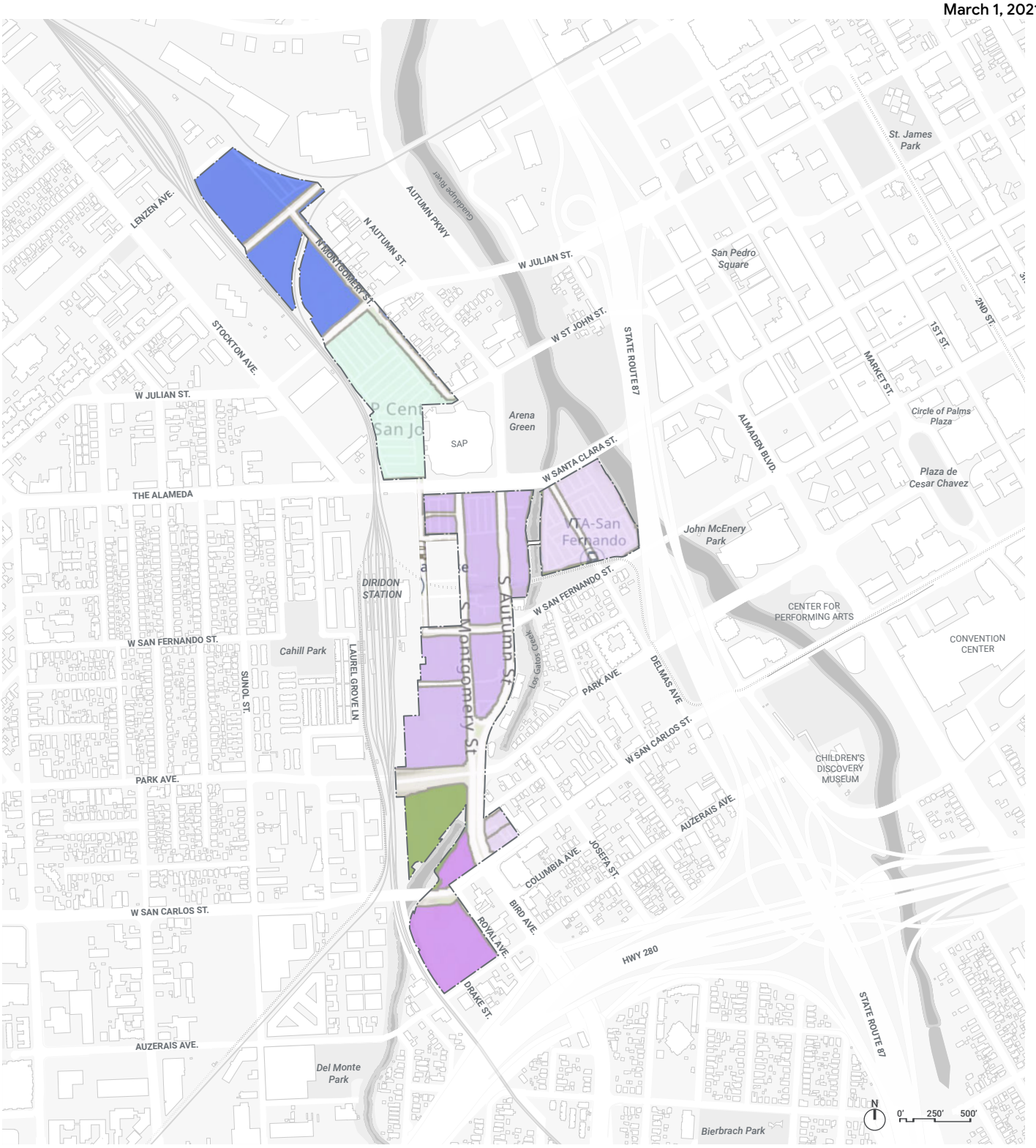
**G. Amendments to General Plan Diagrams**

The Project Sponsor proposes amending the following General Plan Diagrams:

- Planned Growth Area Diagram: Remove Urban Village designation from DSAP area; ensure DSAP area corresponds with expanded DSAP boundaries; update street typologies
- Transportation Network Diagram: Update street typologies and alignment
- Land Use / Transportation Diagram: Update General Plan land use designations for Downtown West
- Housing Growth Areas by Horizon Diagram: Revise the diagram to remove the Urban Village / Horizon 1 color coding from the DSAP boundary and replace with the Downtown color coding.

**Figures**

- Figure 1.1: Existing General Plan Land Use Designations
- Figure 1.2: Proposed General Plan Land Use Designations
- Figure 2.1: Existing General Plan Transportation Network Diagram
- Figure 2.2: Proposed General Plan Transportation Network Diagram
- Figure 3.0: Planned Growth Area Diagram

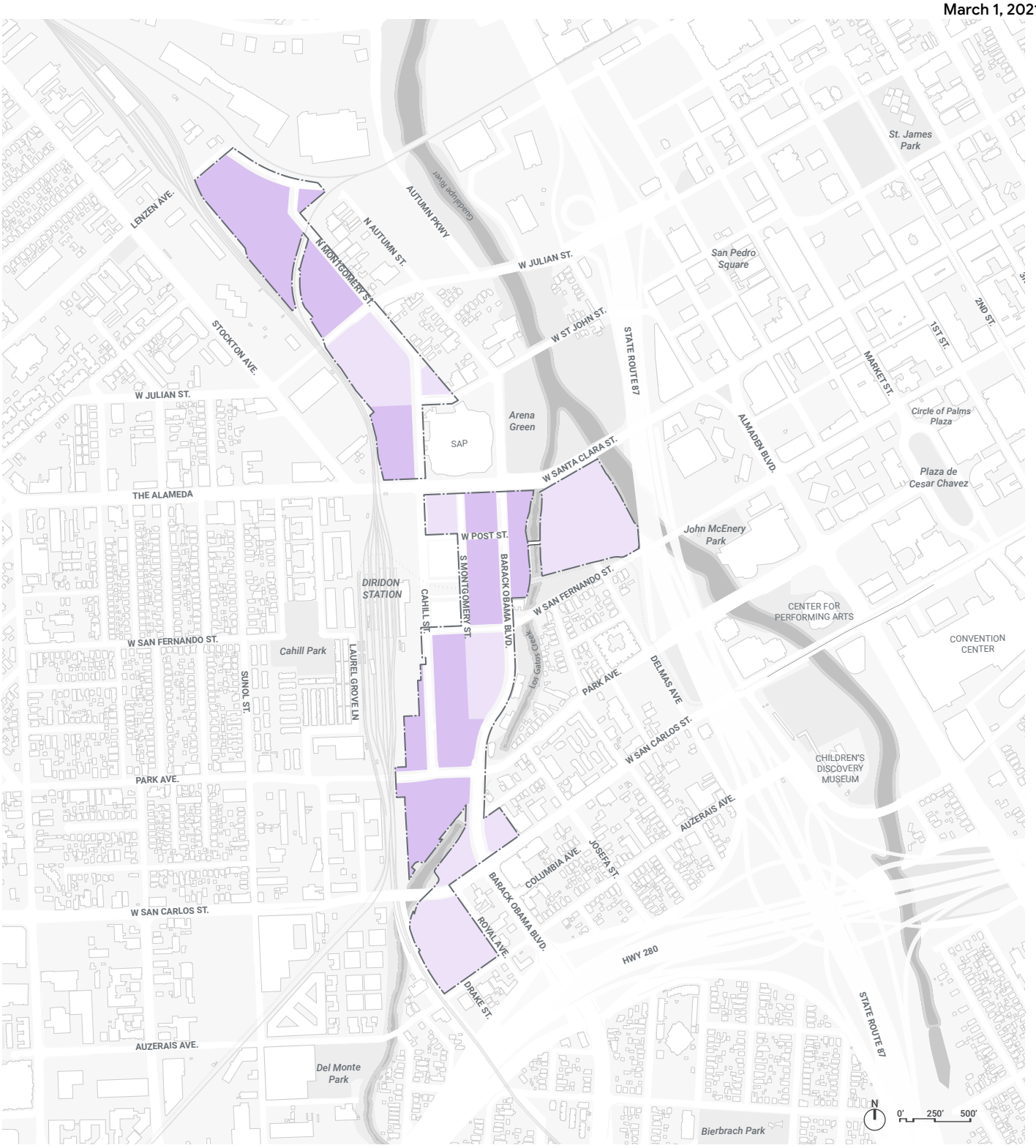



## Legend

- Downtown West
- Downtown
- Commercial Downtown
- Combined Industrial / Commercial
- Transit Employment Center
- Public / Quasi-Public
- Open Space, Parklands, and Habitat

Downtown West Mixed-Use Plan

**Figure 1.1**
Existing General Plan Land Use Designations

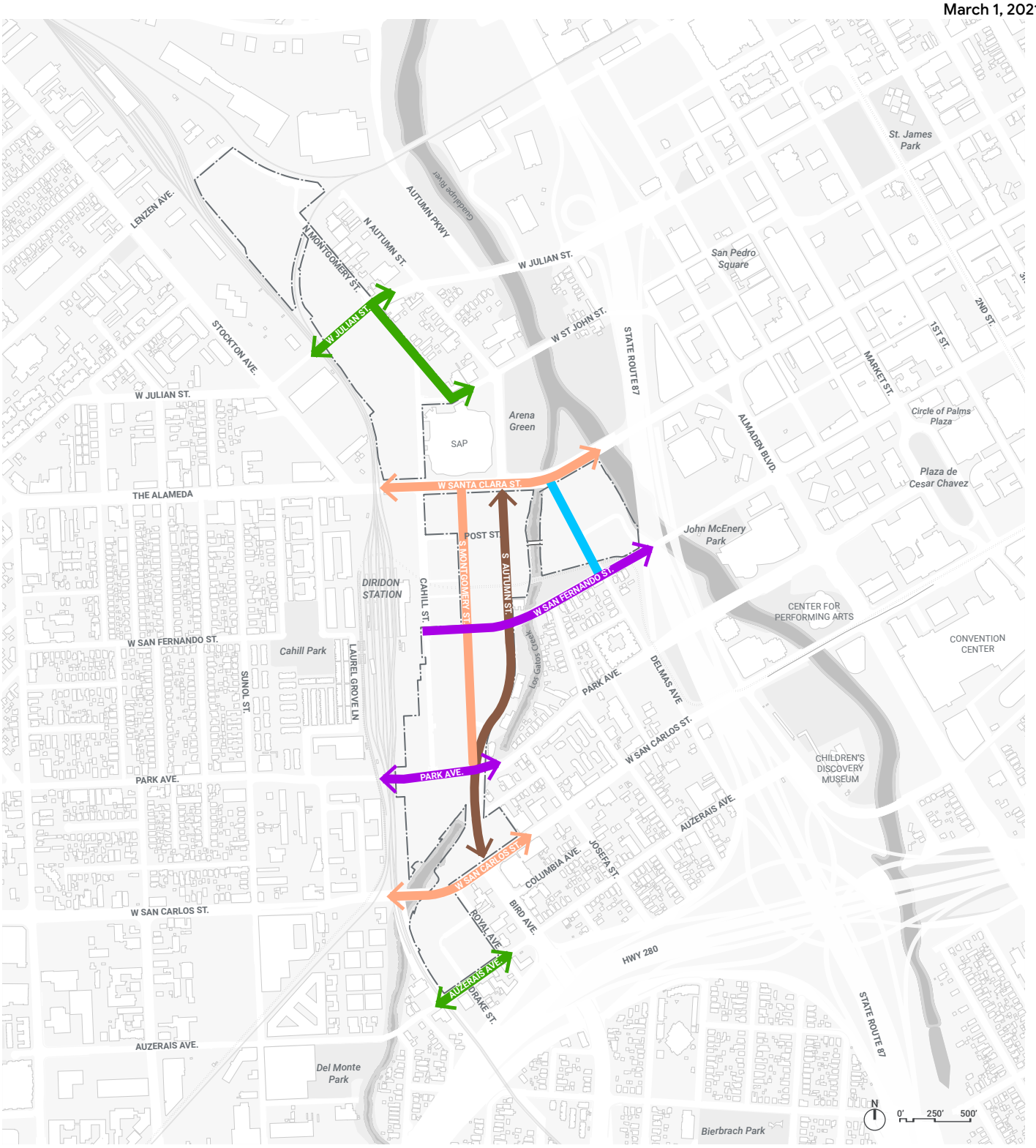



## Legend

- Downtown West
- Downtown
- Commercial Downtown

Downtown West Mixed-Use Plan

**Figure 1.2**
Proposed Downtown West Land Use Designations

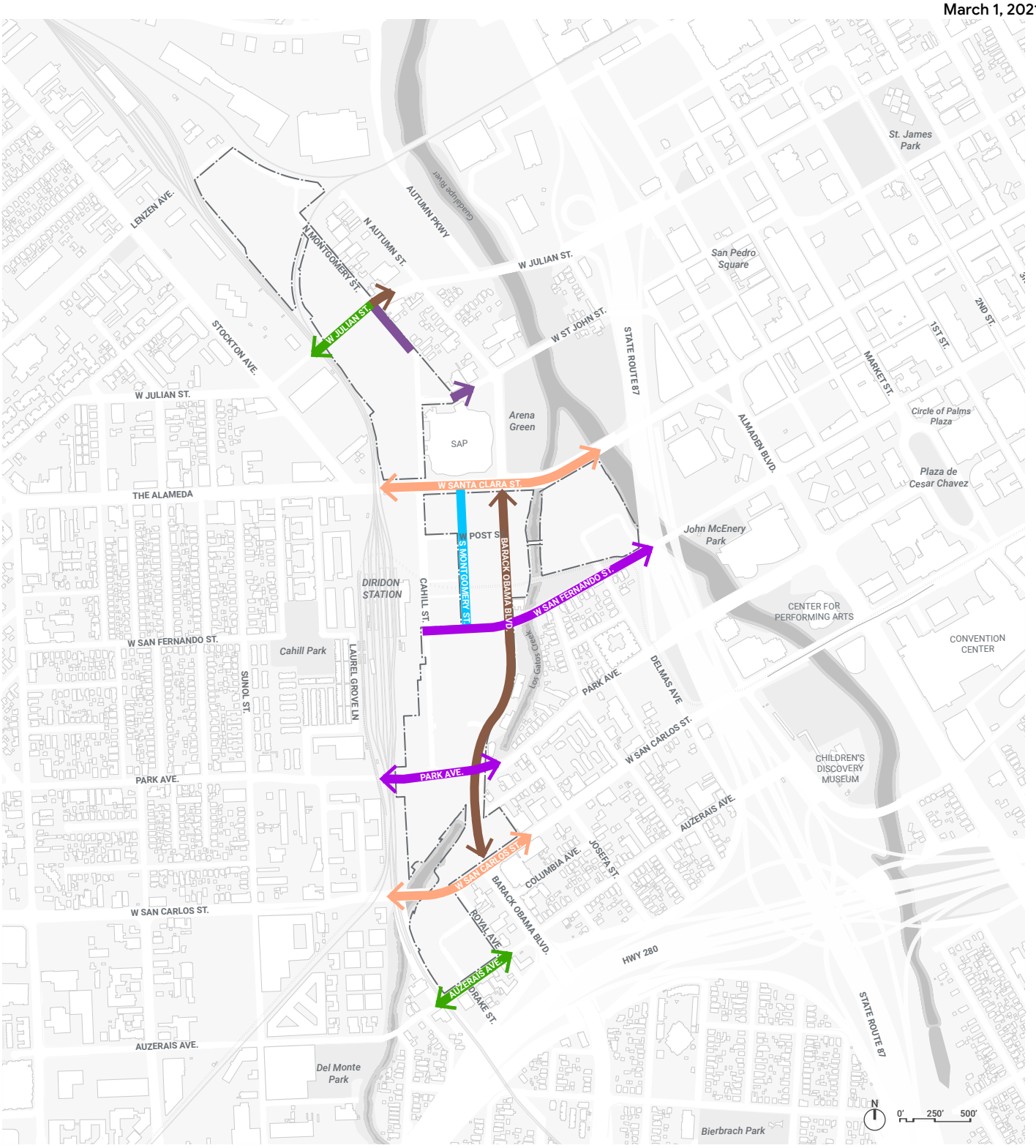



## Legend

- Downtown West
- Grand Boulevard
- City Connector
- Main Street
- Local Connector
- On-Street Primary Bicycle Facility

Downtown West Mixed-Use Plan

**Figure 2.1**
Existing General Plan Transportation Network Diagram




## Legend

- Downtown West
- Grand Boulevard
- City Connector
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- Local Connector
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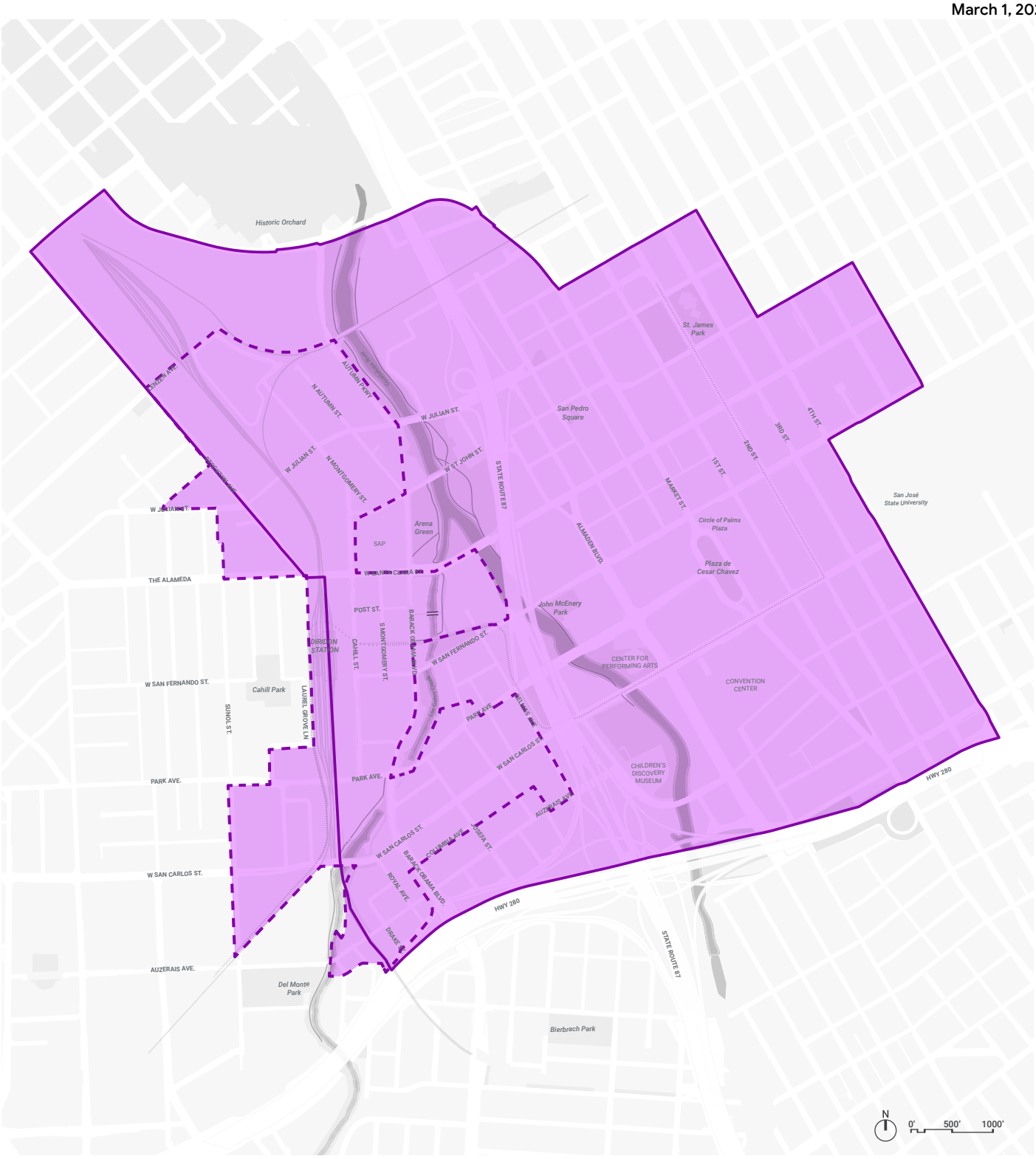
Downtown West Mixed-Use Plan

**Figure 2.2**
Proposed General Plan Transportation Network Diagram




## Legend

- Downtown Growth Area
- DSAP

Downtown West Mixed-Use Plan

**Figure 3.0**
Planned Growth Area Diagram