SAN JOSE 2020 GENERAL PLAN TEXT (as of May 20, 2008)

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How to use it?

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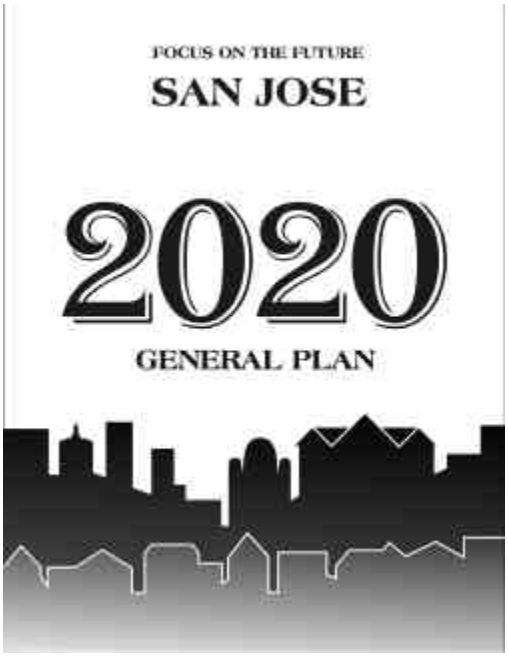
- Chapters Titles are indicated in bold capital letters.
- Main Titles are indicated in capital letters.



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I. INTRODUCTION

PURPOSE OF THE GENERAL PLAN

San José has undergone many changes over the last 50 years. Before 1950, it was a relatively small community of farms and orchards. During the 1960's and 1970's, it was one of the fastest growing cities in the nation. Population projections of recent years forecast a continuation of growth pressures in San José, but these projections do not consider the real, local constraints on growth. These constraints include the eventual depletion of developable land, escalating public costs associated with growth, citizen concern with the adequacy of public services, the lack of revenue for funding public infrastructure required for growth, and the lack of alternative revenue sources for funding needed services at the local level. San José will continue to grow, but it can expect to grow more slowly than it has in the past.

The issue of growth is one which is central to any general plan. It has social, environmental, and economic dimensions. There are costs associated with growth, as well as with the absence of growth. The vehicle for planning the future, for making choices between conservation and development, and for defining the desirable balance between social, environmental, and economic costs is the General Plan.

A general plan is an adopted statement of policy for the physical development of a community. As such, it represents the official policy regarding the future character and quality of development. This General Plan represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic, and environmental goals. It was developed with the participation of all City departments and the community at large. It is a plan which can be implemented because it is realistic and provides some flexibility. It is designed to be used by all members of the community as the policy framework for decision-making on both private development projects and City capital expenditures. ■

FORMAT AND ORGANIZATION OF THE GENERAL PLAN

The General Plan of the City of San José is a comprehensive long-term plan. This Plan comprises an integrated, internally consistent and compatible statement of the official land use policy of the City of San José. It contains a statement of development policies and includes a Land Use/Transportation Diagram as well as text which sets forth the objectives, principles, standards and plan proposals.

This General Plan meets the minimum requirements and intent of the California Government Code while accommodating local conditions and circumstances. It contains each of the elements mandated by Government Code Section 65302. Since they are intrinsically interrelated and overlapping, the elements have been combined into a consistent meaningful whole, and organized in a manner designed to meet the needs of public officials, developers, neighborhood organizations and members of the community who will use it most frequently. In order to facilitate identification of the aspects of each mandatory element, Chapter VII "Reference" includes a comprehensive list of primary page references for each of the seven mandatory elements.

Data Analysis

An extensive amount of information was reviewed and analyzed in the preparation of this General Plan. This information was extracted from existing reports and studies which are listed in the Bibliography. Further analysis of this data is included in the background reports to the San José 2020 General Plan Update Task Force and the San José 2020 Environmental Impact Report. The background information is summarized in Chapter II. In addition, to facilitate an understanding of the context in which the goals and policies were developed, the introduction to each topical section in Chapter IV contains a brief synopsis of relevant portions of the analysis. Specific background information on open space, seismic safety, noise and housing is included in separate Appendices to the General Plan.

Policy

The statement of development policies consists of the Land Use/Transportation Diagram and the text which, together, set forth the objectives, principles, standards and plans to guide development proposals. The Plan specifically identifies the major objectives for the San José 2020 time-frame in Chapter III, "Major Strategies". The Goals and Policies set forth in Chapter IV include principles, standards and plans which will guide the actions of the City in its attempts to achieve its long term objectives. The Land Use/Transportation Diagram and the Discretionary Alternate Use Policies in Chapter V are designed to enable the implementation of policies, principles, standards and plans in a realistic and flexible manner.

Implementation

Chapter VI summarizes the procedural framework for implementation that is outside of the General Plan. It includes descriptions of the City's Development Review Process, the Annual Budget Process and the Capital Improvement Program. It discusses the Annual Review and Amendment Process, which is intended to ensure that the Plan is reviewed and revised to continue to meet the objectives of the City. Special programs and techniques designed to aid in accomplishing the objectives of the Plan are also set forth in Chapter VI.

Perspective

Geographically, the City of San José is larger and more varied than other cities in Santa Clara County. The City also has significant socio-economic diversity. It faces complex problems which it finds will only be solved by encouraging innovative and creative solutions. The General Plan must be read in this context. The General Plan must always be considered in its entirety with no single policy, principle, standard or plan read and considered in isolation. It is also necessary that the General Plan provides some flexibility and not be applied or interpreted in such a rigid manner as to impede attainment of its objectives.

The City of San José is firmly and resolutely committed to the objectives set forth as Major Strategies and Goals, and the General Plan is designed to guide actions in meeting those objectives.

THE PLANNING PROCESS

History of the General Plan

The City of San José's first comprehensive and fully integrated general plan - GP '75 - was adopted in March 1976. This General Plan contained all the individual elements required by State law yet integrated them into a single document which ensured the internal consistency of the Plan and created a comprehensive statement of City policy to guide San José's physical development.

After a comprehensive re-evaluation of City development policies by a 25-member Task Force, the City replaced GP '75 with the Horizon 2000 General Plan. Horizon 2000 built on, and refined, the policies and fundamental direction of GP '75. Horizon 2000 was designed to guide development in San José to the end of the twentieth century and was implemented with considerable success. In the early 1990's it became apparent that there was a need to update and re-evaluate the General Plan since the City was approaching the horizon year of the Plan. The inclusion of new projections and other information was necessary to respond to the changing circumstances and concerns of the community.

San José 2020: Focus on the Future

The San José 2020 General Plan process was initiated by the City Council in early 1992 and was intended to be a focused update of the Horizon 2000 General Plan. Building on the established principles and policies of Horizon 2000, San José 2020 will guide the City into the twenty-first century. To update the Plan, the City Council appointed a 33-member task force comprised of representatives from each Council District, business organizations, environmental groups, housing advocates, development interests, neighborhood and community groups, three members of the City Council and one Planning Commissioner.

The Task Force began meeting in February 1992 and concluded its work in October 1993. The work program of the Task Force was divided into three phases: background, evaluation, and decision-making. During the background phase, the Task Force reviewed and discussed a variety of issue papers including subjects such as economic development, environmental issues, housing demographics, fiscal issues, urban service needs, and growth projections. Using this background information, the Task Force evaluated five potential land use or growth alternatives that could form the basis of the San José 2020 General Plan. These growth alternatives are described in Chapter II, Background for Planning. The Task Force also considered potential changes to the text of the General Plan, particularly the Major Strategies and the Goals and Policies

chapters. The growth alternatives were used to compare the potential effects of different levels of growth on the City's economic, fiscal and environmental health. The Task Force selected a preferred growth alternative and recommended changes to the text of the General Plan during the final decision-making phase. The text changes included the addition of two new Major Strategies - Housing and Sustainable City - and policy changes covering the subjects of housing, urban services and Level of service, economic development, parks and recreation, and natural resources.

A series of community meetings was held at various locations throughout the City during each of the three phases described above. The intent of these meetings was to inform the public about the San José 2020 General Plan process and to receive public input on this process.

The Task Force selected Growth Alternative V to form the basis of the San José 2020 General Plan and recommended a series of text changes intended to strengthen and reinforce the fundamental policies which have guided development in San José since GP '75. San José 2020 represents the continuing evolution of San José into the twenty-first century. ■

2

II. BACKGROUND FOR PLANNING

An extensive array of background information was reviewed and analyzed during the preparation of the San José 2020 General Plan. The purpose of this chapter is to summarize the major findings and conclusions which have influenced the goals and policies of the General Plan. This background information was also used to develop the Land Use/Transportation Diagram of this Plan. ■

NATURAL ENVIRONMENT

The City of San José is located along the easterly side of the Santa Clara Valley. The Valley rises from sea level at the southerly end of San Francisco Bay to elevations of 150 to 400 feet easterly and southerly. The average grade on the Valley floor ranges from nearly flat to 2%.

To the southwest, the Valley gives way to the Santa Cruz Mountains, consisting of a number of complex ridges with rugged slopes, varying in gradient from 40 to 60 percent and more. The crest of these mountains lies at elevations of 2,000 to 3,400 feet. The highest point is Loma Prieta Peak at an elevation of 3,806 feet.

The eastern edge of the Valley is defined by the Diablo Range. The range consists of several parallel ridges with slopes varying between 20 and 60 percent, with small intervening valleys. The highest point within San José's Sphere of Influence is Copernicus Peak (elevation 4,372 feet) near the Lick Observatory at Mt. Hamilton. The lower foothills of this range have slopes ranging from 20 to 40 percent. The crests of these foothills vary from 1,000 to over 2,000 feet in elevation.

The undeveloped areas within San José's Sphere of Influence support a wide variety of ecosystems. Natural communities in the region range from salt water and fresh water marshes to scrub brush, foothill woodlands and coniferous forest.

The climate in San José is of a typical Mediterranean type modified slightly by marine breezes from the Pacific Ocean. The principal characteristics of this type of climate are warm, very dry summers and cool, relatively rainy winters. The air quality in San José is dependent upon climate and topography as well as on the quantity of pollutants.

Air quality in the region declined after World War II with increased industrialization and development. As the problems caused by air pollution were recognized by the State and Federal governments, air pollution standards were developed and enforced. Although the Bay Region is occasionally in violation of these standards, air quality in the region has substantially improved over the last 20 years as the result of actions and legislation at all levels of government.

San José receives a relatively modest 14-15 inches of rainfall per year which is characteristic of Mediterranean-type climates. This type of climate is also subject to recurring and sometimes long lasting droughts. In normal rainfall years, only about 50% of the County's water supply is provided locally, primarily from groundwater sources. In drought years, up to 90% of the water used by the County is imported. The sources of the imported water supply are beyond the control of local jurisdictions within the County and these sources cannot be considered stable. To reduce the need for imported water and to maximize the efficient use of the local supply, San José, the Santa Clara Valley Water District (SCVWD), and water retailers have worked together to conserve water. The City is also developing a large scale water reclamation program which would reuse treated wastewater to help conserve freshwater supplies.

Soils in Santa Clara Valley include clay in the low-lying areas, loam and gravelly loam in the upper portions of the Valley, and eroded rocky clay loam in the hills. Agricultural land capabilities range from prime to watershed. The prime cropland is located throughout the valley floor with moderately good cropland and prime pasture land adjacent to the hills and the Bay. The ridge areas have agricultural value as grazing land and are prime watershed lands.

Subsidence of soils has occurred on the valley floor. This problem is a result of withdrawal of groundwater for agricultural, domestic and industrial use at a faster rate than natural or artificial replenishment. In addition, development over large portions of the valley floor has reduced the percolation capacity of the land, thereby reducing natural replenishment and perpetuating the subsidence. The Santa Clara Valley Water District (SCVWD) has recharged and stabilized the groundwater aquifer by pumping imported water into it. The three major groundwater basins, which are interconnected and underlie nearly 30 percent of the total County area, are the Santa Clara, Coyote, and Llagas Valleys. Groundwater supplies nearly 60 percent of the total water used in the Santa Clara Valley basin area and nearly all of that used in the Coyote Valley and Llagas Valley basin areas.

The ground water pumped from most of the existing wells in the County generally is of good quality. However, areas near the San Francisco Bay experience salt water intrusion; and the migration of saline water through tidal channels causes contamination. These occurrences of salt water intrusion are possible because of the aforementioned subsidence which has resulted from historical groundwater overdraught.

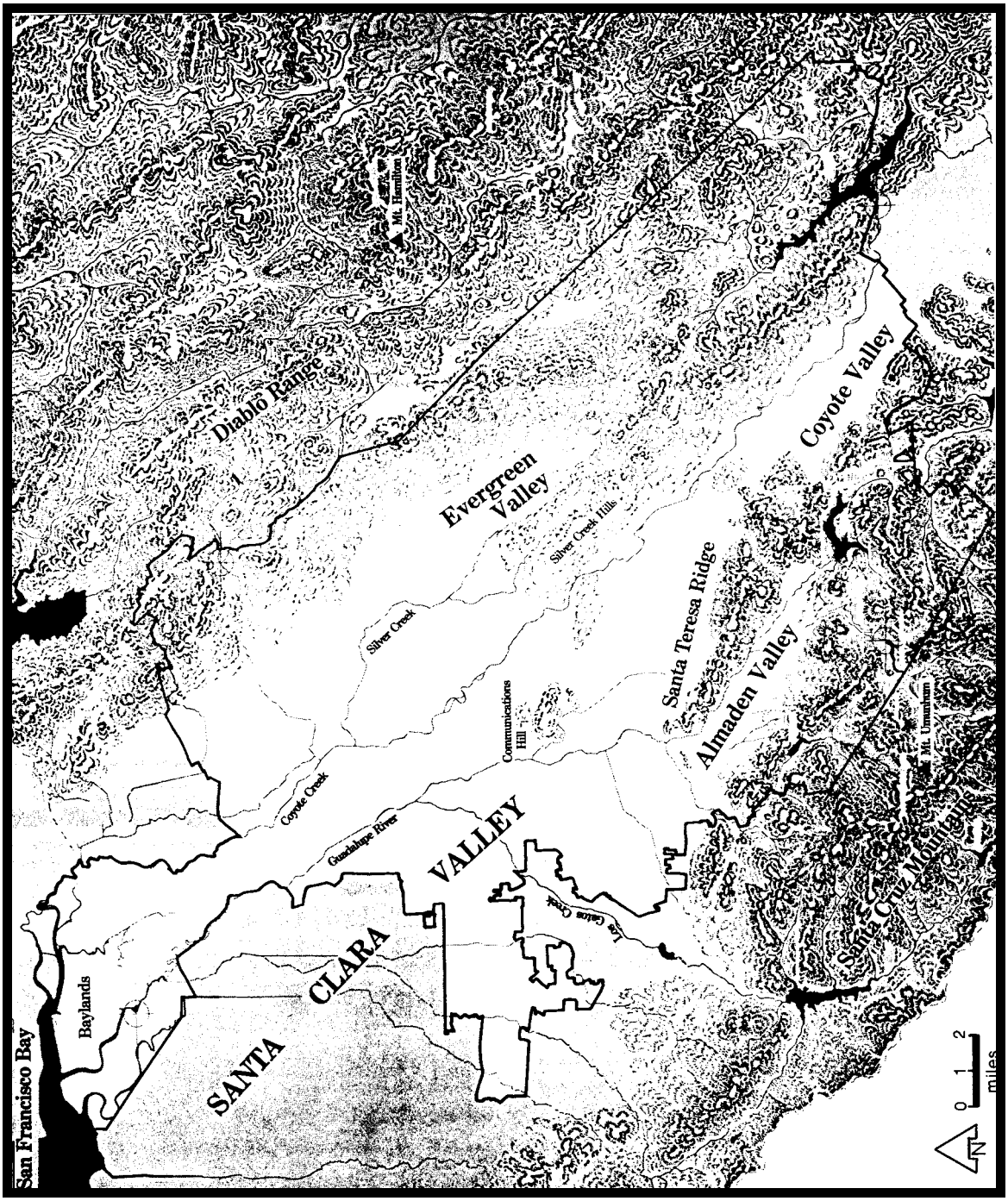
San José is located in a region of significant seismic activity and geotechnic instability. The major earthquake faults in the region are the San Andreas near the crest of the Santa Cruz Mountains and the Hayward and Calaveras fault system in the Diablo Range. Other potentially active faults, located in both the hills and valley areas of San José, are the Berryessa, Crosley, Clayton, Quimby, Shannon, Evergreen, and Silver Creek faults.

The hills and mountains around the Santa Clara Valley are the source of numerous perennial and intermittent streams. The major waterways include Los Gatos Creek, Guadalupe River and Alamitos Creek; flowing out of the Santa Cruz Mountains; Coyote Creek and a host of tributaries including upper and lower Penitencia Creek and Silver Creek flowing out of the Diablo Range; and Fisher Creek with headwaters on the western side of Coyote Valley. Permanent bodies of water include Lexington Reservoir on Los Gatos Creek, Guadalupe, Almaden and Calero Reservoirs in the Santa Cruz Range, Anderson Lake in the Diablo Range, and the San Francisco Bay.

These streams and other bodies of water are important environmental features for the City and the region. Equally important is the quality of the water carried or contained by these bodies of water and the preservation of

the riparian lands or ecosystems that are an integral part of these features. The San Francisco Bay and adjacent marshlands are particularly important to the region. The City has been working with the State and Regional Water Quality Control Boards to preserve the water quality of the Bay and the sensitive saltwater marshes that are part of the Bay's ecosystem. These efforts primarily involve minimizing the discharge of freshwater effluent into the Bay from the Water Pollution Control Plant and better controlling nonpoint source pollutants carried by the storm drainage system. ■

Map 1. San José Setting



Source: Department of Planning, Building and Code Enforcement

URBAN SETTING

The visual and functional character of San José is defined by the pattern and extent of its present urban uses. While there is still a significant amount of undeveloped land suitable for urban uses remaining on the valley floor, the hillsides surrounding the City are an extensive land resource devoted to non-urban uses such as watershed, range lands and wildlife habitat.

Residential use is by far the most prevalent urban use in San José occupying about 59% of all the City's developed urban land. This residential development is typified by low density, single-family detached housing. Approximately 58% of the City's housing stock is single-family detached housing, much of if located in homogeneous neighborhoods which are a product of large scale, suburban tract development on 6,000 or 8,000 square foot lots. Almost half of the housing stock has been built since 1970.

Single-family attached housing units (e.g., townhouses) make up about 9.5% of the City's housing stock and are characterized by densities of 10 to 16 dwelling units per acre. The remaining housing stock consists of a variety of multi-family housing units typically ranging in density from 12 to 40 dwelling units per net acre in structures of two to four stories in height. Multi-family developments are widely dispersed throughout the City, with the largest concentrations along major streets, located in the central and western parts of the City.

Commercial development occupies about 4.3% of the urban land in San José. Each commercial area has taken on a distinctive character. Outside the Downtown Core Area, commercial development exists in the form of neighborhood and community commercial centers, strip commercial developments along arterial streets, and regional shopping centers. The Downtown has evolved into a financial, office, cultural and entertainment center. The commercial development pattern has responded to the dispersed residential population.

Industrial development occupies about 8.5% of the urban land in San José. Industrial land is distributed along the First Street/Monterey Highway axis which runs from north to south through the City. The major industrial areas of the City are: Central City, North San José (including the Rincon de los Esteros Redevelopment Area), Edenvale (two large industrial areas located roughly seven miles southeast of Downtown), and the North Coyote Valley Campus Industrial Area (mostly undeveloped). The Central City industrial areas historically developed with manufacturing and heavy industrial uses. The North San José industrial area has been the fastest growing in the City since it is the closest to the path of job growth in Silicon Valley which has experienced phenomenal growth of high technology firms over the last 20 years. Substantial industrial development has also occurred in the southern portion of the Edenvale industrial area. Administrative offices, research and development and light manufacturing activities are the primary uses in the North San José and Edenvale industrial areas. North Coyote Valley, which is largely undeveloped, is expected to accommodate similar uses but in a campus like setting. Some of the older, heavy industrial development is being rehabilitated and converted to new, high technology uses. The City, however, recognizes the value of industrial service/supplier uses and intends to preserve these types of uses in many of the older industrial areas, such as the Monterey Corridor. Most of the City's industrial development has a low profile, landscaped industrial park character.

San José is the largest city in Santa Clara County, both in terms of population and area. The Urban Service Area is approximately 89,000 acres, of which 17.5% is vacant or

unused. As shown on Figure 3, about 41% of this vacant land is designated for residential development. These residential land reserves, the planned conversion of developed properties to residential use, and the expected continued trend of density increases and redesignation to residential land uses will enable San José to accommodate significant amounts of new housing to meet the demand created by future economic development.

San José will continue to provide the majority of the new housing to be built in Santa Clara County since the City has the largest reserve of vacant land planned for residential use. The supply of vacant residential land, however, is limited and the City must use this land efficiently. Two-thirds or more of the new units built in the City will be multi-family dwellings. Due to this and lower land costs in San José relative to the rest of the County, the City will continue to provide most of the lower cost, affordable housing built in the County. Figure 1 compares housing costs in San José to those in the rest of the County which is one of the highest cost housing markets in the United States.

San José's residential land supply will accommodate a wide variety of housing types including market rate and high end single-family detached and attached dwellings. Most of the City's new housing development will occur in the existing urbanized area of the valley floor. Some limited development may occur at the fringe of the urban area but only when the City determines that conditions are appropriate for additional urbanization. ■

Figure 1. Monthly Housing Cost

Monthly Housing Costs			
		Owner Occupied	
	Mean Contract Rent	Condominium Homes	Single-Family Homes
San José	$800	$1,224	$1,339
Remainder of Santa Clara County	$816	$1,313	$1,487

Figure 2. Median Residential Resale Prices

Median Residential Resale Prices Santa Clara County - 1990	
City/Area	1990
Saratoga	$580,000
Los Altos	$535,000
Los Gatos	$435,000
Palo Alto	$355,000
Cupertino	$330,000
Sunnyvale	$309,000
Campbell	$255,000
Santa Clara	$245,000
Milpitas	$230,000
San José	$**230,000**
Mt. View	$229,000

Source: San José Real Estate Board (Includes prices for single-family detached and attached units)

Figure 3. Vacant Land in San José

Vacant Land by General Plan Designation San José Urban Service Area

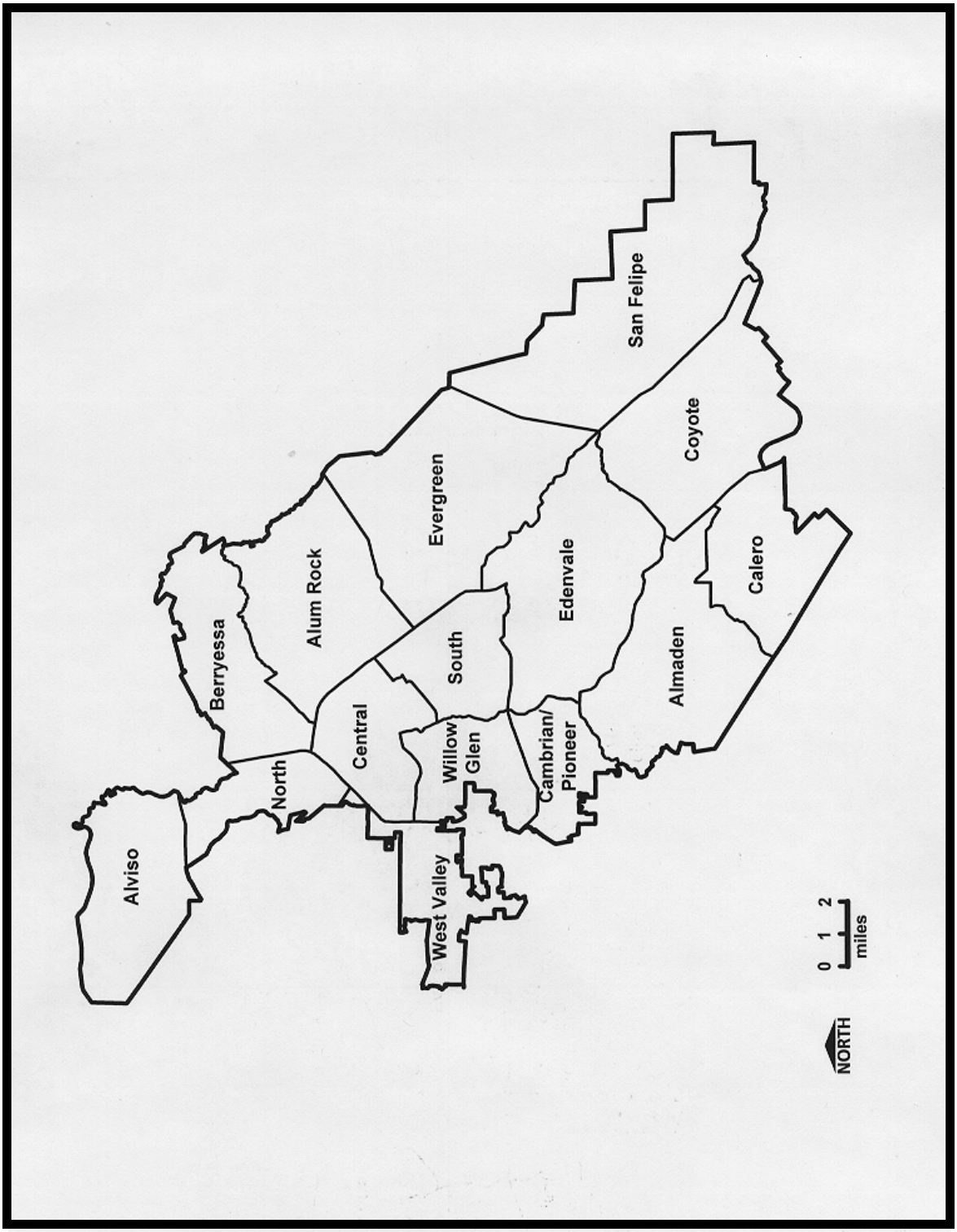
JULY 1993 (Gross Acres)

PLANNING AREA	Non-Urban	Single Family	Multi-Family	Commercial	Industrial	Public/ Quasi-Public	Public Park & Open Space	Other	TOTAL
Almaden	189.68	455.54	18.38	1.54	3.53	1.32	61.28	109.03	840.3
Alum Rock		278.97	77.11	38.09	92.39	32.3	121.45		640.31
Alviso		24.25	7.56	49.45	435.87	331.39	321.56	65.87	1,235.95
Berryessa	71	388.74	87.59	36.17	260.33	22.33	29.23	18.31	913.7
Central		12.72	80.9	49.85	72.81	32.49	129.71	17.96	396.44
Coyote					1,499.33				1,499.33
Cambrian/ Pioneer		57.57	101.08	7.26	19.96	14.91			200.78
Edenvale	527.07	563.02	310.2	50.81	868.08	12.64	183.22		2,515.04
Evergreen	212.62	3,440.93	17.87	48.08	351.67	95.11	211.45	47.23	4,424.96
North San José		5.46	139.4	51.05	684.74	339.74	28.14		1,248.53
South San José	32.47	91.45	216.22	172.48	212.57	9.68	422.31	16.11	1,173.29
Willow Glen		16.94	16.98	22.25		1.67	0.13		57.97
West Valley		4.32	32.18	16.85					53.35
TOTAL	1032.84	5339.91	1105.47	543.88	4501.28	893.58	1508.48	274.51	15,199.95
% of Total Vacant Land	6.8%	35.1%	7.3%	3.6%	29.6%	5.9%	9.9%	1.8%	100.0%

Note: General Plan Designations are from after 1993 General Plan changes approved December 14,1993. The totals indicated on this chart may differ from the total vacant area in the urban service area as used elsewhere in the General Plan. The difference is due, partly, to the vacant transportation corridors not enumerated here. The "Non-Urban" category includes the General Plan designations of Non-Urban Hillside and Rural Residential. The "Other" category includes Private Recreation, Private Open Space, Agriculture, Airport, Approach Zone, and the various special Core Area designations.

Source: City of San José, Department of Planning, Building and Code Enforcement

Map 2. San José Planning Areas



JOBS AND HOUSING

The concept of a balance between the number of jobs and resident workers (generally referred to as the "jobs and housing balance") is integral to this General Plan and to an understanding of the regional urban setting. The jobs/housing balance is the relationship between the number of jobs provided by a community and the number of housing units needed to house the workers in those jobs. The best measure of jobs/housing balance is the jobs/employed resident ratio; a ratio of 1.00 indicates that there is a numeric balance between the number of jobs and the number of employed residents in a community. A ratio of less than 1.00 indicates that a community is "job poor" and that its economic development has not kept pace with its housing growth. Typically this implies that the community's tax base is weak and may be unable to support adequate levels of urban services.

A jobs/housing balance is more complicated than a simple numeric definition. It indicates whether a community's housing costs match worker incomes, travel distances between homes and jobs are not excessive, and the environment and quality of life are maintained at an acceptable level. A jobs/housing imbalance can create both environmental problems (increased traffic congestion, decreased air quality) and fiscal problems (insufficient resources to provide services since housing cannot pay for all its service needs).

Santa Clara County as a whole has been relatively well balanced (slightly "jobs rich") in terms of employment and resident workers. San José, however, has not equitably shared in the benefits of this relatively balanced economic condition. Most of the employment opportunities in the County have been and are located in the cities surrounding San José, while San José has had a much higher proportion of the County's population growth. Thus, San José has been the bedroom community for the employment centers in other cities. Between 1975 and 1980, this imbalance between San José and the other cities in Santa Clara County intensified. During this time frame, San José experienced 56% of the County's housing growth but captured less than 40% of the new jobs created in the County. In the 1980s, San José improved its rate of job growth by capturing 52% of the County's total employment growth. This was offset, however, by the housing and population growth experienced by San José in the same decade. 1990 Census figures show that San José accounted for 64.3% of the housing growth and 75.5% of the population growth in Santa Clara County between 1980 to 1990. The City's share of the County's total employment rose slightly from 1980 to 1990 increasing from about 37% to 38%. The City houses about 52% of the County's total population. Clearly, San José's previous role as a bedroom community has not significantly changed.

The 1990 Census reported that there was an average of 1.63 workers per household in San José. The 250,218 households in San José, therefore, housed about 407,862 workers. An economic consultant hired by the City using California Employment Development Department data estimated that there were about 318,150 jobs located in San José. That means there was a net out-commute of 89,712 workers from San José each day. Thus, nearly 22% of San José's resident labor force commuted to other cities, primarily to the north and west. The fact that there is severe peak hour congestion on routes between San José and North County cities is directly attributable to the jobs and housing imbalance within the County.

While San José's deficit of jobs compared to housing slightly improved in the 1980s, the County was developing an overall deficit of

housing as compared to jobs. In 1980, there was a sizable in-commute to Santa Clara County from neighboring counties which has steadily increased since that time. Thus, the oversupply of jobs in other cities in Santa Clara County has become so large that it requires even more housing for workers than can be supplied by San José's net out-commute of resident workers.

The City of San José does not have sufficient fiscal resources to provide desired levels of City services, due in large measure to the fact that there is an imbalance of jobs and housing. As can be seen from Figure 4, San José's jobs/employed resident ratio of 0.78 is the second lowest of the ten largest cities in the County and is lower than the overall County ratio of 1.06. This indicates that San José's existing tax base is simply not adequate to support the service needs generated by its residents. A basic premise of this Plan is that San José's fiscal deficiencies can be improved under the current local government revenue structure only through attaining a better balance of jobs and resident workers. This means, in effect, that there needs to be more new economic development than new housing development. Another basic premise of this Plan is that a city's share of the regional housing need should be equivalent to the housing demand induced by employment in that city; the city with employment has the tax base to support services required by residential land uses. Thus, San José should not assume the responsibility for housing workers employed in other cities.

It is unlikely that San José will achieve a perfect balance between jobs and housing given past development patterns and the slower rate of economic growth anticipated in the future. San José, however, must make every effort to improve its jobs/housing balance and prevent any further deterioration in this balance if it is to provide adequate services to its residents. ■

Figure 4. Jobs/Housing Comparison in Santa Clara County

Jobs/Housing Comparison in the Ten Largest Cities in Santa Clara County						
1990 Estimates						
Jurisdiction	**Jobs**	**Households**	**Employed Residents**	**Jobs per Household**	**Jobs per Employed Resident**	**Employed Residents per Household**
San José	**318,150**	**250,218**	**407,862**	**1.27**	**0.78**	**1.63**
Sunnyvale	127,620	48,753	70,630	2.62	1.81	1.45
Santa Clara	112,630	36,313	54,848	3.10	2.05	1.51
Mountain View	68,370	30,507	44,638	2.24	1.53	1.46
Palo Alto	81,290	28,868	40,822	2.82	1.99	1.41
Cupertino	35,650	17,539	27,163	2.03	1.31	1.55
Campbell	26,500	16,010	22,944	1.66	1.15	1.43
Milpitas	36,560	14,158	26,349	2.58	1.39	1.86
Los Gatos	16,400	12,444	18,151	1.32	0.90	1.46
Gilroy	12,790	11,049	17,495	1.16	0.73	1.58

Note: City numbers, except for San José, are Sphere of Influence and are not limited to incorporated areas of individual cities.

Source: Association of Bay Area Governments Projections 1992.

FISCAL SETTING

The fiscal health of San José is integrally linked with the City's land uses and economic development activity. Generally, industrial and commercial uses generate greater revenues and require fewer services than residential uses. As a "bedroom community," San José has significant service demands while having limited revenues to pay for these services. Figures 5 and 6 document San José's relatively poor per capita revenues when compared with either other large cities in California or other "full service" cities in Santa Clara County. (These figures compare only sales and property tax revenues since they are the only common revenue sources from jurisdiction to jurisdiction).

Since cities within Santa Clara County share the same local economic system, tax revenues per capita should be similar. However, as shown on Figure 6, the prosperity in the metropolitan area is not spread equally between cities. There are basically two reasons for San José's lower revenues. First, San José has proportionally less economic development than other full service cities in the County: commercial land uses where most sales revenues are generated, and industrial land uses which are important for property tax revenues. The jobs-per-employed resident figures in Figure 6 show the general correlation between employment and tax revenues. Because there is proportionally less non-residential development in San José, residential land uses provide a greater share of property tax revenues. Second, housing in San José is less expensive than housing in the remainder of the County; therefore, San José receives less property tax revenue per dwelling unit than other cities.

Because of the constraints imposed by State law, options for improving local government revenues are limited. For this reason, it is critical to consider the fiscal implications of new growth. A fiscal analysis completed for the San José 2020 General Plan process demonstrated that the location and type of new development affect the costs of providing services. Generally, residential development on the fringe of the City costs more to serve than new growth in infill locations. Increased revenue from an industrial and commercial tax base is the most practical means of providing residents with reasonable levels of municipal services. ■

Figure 5. Fiscal Comparison of California Cities Exceeding 250,000 population

1991-1992 Fiscal Year				
City	**Population January 1, 1992**	**Property & Sales Tax Revenue Per Capita**	**Property Tax Revenue Per Capita**	**Sales Tax Revenue Per Capita**
Oakland	377,898	$254	$184	$70
Los Angeles	3,579,572	$242	$166	$76
Sacramento	385,127	$222	$133	$89
San Diego	1,149,598	$216	$116	$100
San José	**803,038**	**$163**	**$74**	**$89**

Note: Property Tax Revenue includes Secured and Unsecured, Voter Approved Indebtedness, Prior Year, and Other Property Taxes.

Source: Annual Report 1991-92 Financial Transactions Concerning California Cities, Gray Davis, State Controller.

Figure 6. Fiscal Comparison of Full Service Cities in Santa Clara County

1991-1992 Fiscal Year			
City	**Population**	**Property & Sales Tax Revenue Per Capita**	**Jobs Per Employed Resident**
Palo Alto	56,334	$410	1.99
Mountain View	68,889	$315	1.53
Santa Clara	94,925	$362	2.05
Sunnyvale	120,509	$302	1.81
San José	**803,038**	**$163**	**0.78**

Note: Property Tax Revenue includes Secured and Unsecured, Voter Approved Indebtedness, Prior Year, and Other Property Taxes.

Source: Annual Report 1991-92 Financial Transactions Concerning California Cities, Gray Davis, State Controller.

DEMOGRAPHICS AND PROJECTIONS OF POPULATION

In planning for future growth, the total increase in population and the demographic characteristics of the population (household size, age and sex, workers per household) are important considerations. Population growth is a function of both natural increase and migration into or out of an area. The rate of natural increase, including births (fertility) and deaths (morbidity), has remained fairly constant over the past several years. Migration, however, is dependent on a wide variety of factors including current and anticipated economic conditions, allowed land uses, service capacities, and the difficult-to-quantify "quality of life." In addition, migration is frequently a function of a larger geographic area or economic region. For example, migration into San José has historically been influenced by employment growth throughout Santa Clara County.

During the 1980s, the population of San José increased more rapidly than anticipated in the Horizon 2000 General Plan. This was partially due to the fact that average household size actually increased to 3.08 persons per household (PPH) rather than declined to between 2.6 to 2.8 PPH as originally projected. Housing growth was also about 17% higher than expected. These two facts show that population growth projections must not be treated as predictions but as best guesses as to the direction growth may take in the future. To further dramatize this, the State Department of Finance estimates that less than three years after the 1990 Census, San José has added nearly 40,000 people growing from a population of about 782,000 to 822,000. During this same period, only 5,600 dwelling units were built in the City.

In addition to substantial population growth, the make-up and character of San José's population changed significantly during the 1980s. The median age rose from 27 to 30.6 which indicates that the City's proportion of older residents will continue to increase. Perhaps the most striking change is the increased diversity in the ethnic make-up of San José's population. No single ethnic group makes up a majority of the City's population. The largest group (49.6%) identified themselves as white but the largest growth rate (178%) between 1980 to 1990 occurred in those who identified themselves as Asian. The Hispanic population increased 48% between 1980 and 1990 to become 26.6% of the City's total population. These changes indicate that the City is growing more diverse which has implications in terms of anticipating the type and nature of the services the City's residents will need. The

most significant concern will be to find the resources necessary to serve this growing population.

The City used ABAG's Projections '92 to determine population growth for San José's Sphere of Influence, the area of maximum potential expansion for the City. Because no one can ever precisely predict what will occur in the future, a range of factors and assumptions was used by the City to slightly modify ABAG's conclusions. The City's assumptions can be generalized as follows:

- An increasing birth rate through 2005 followed by a leveling off of the birth rate by 2010.
- A slightly decreasing morbidity rate through 2010.
- Increasing in-migration, comprised primarily of persons less than 35 years of age.
- Increasing participation in the labor force by women.

Projections are not inevitable outcomes. Rather, they are calculations of a future condition if assumptions are proven valid. Using the above assumptions, the future population for San José will be characterized by the following:

- A total population in the year 2010 of between 959,000 and 1,040,000 persons, with a figure of around 1,000,000 persons being most likely.
- An older population, with a median age of 35 to 39 years in 2010 as compared to the median age of 27 years in 1980 and 30.6 in 1990.
- In-migration accounting for slightly more than one-half of the population growth between 1990 and 2010.
- Average household size increasing slightly to 3.10 PPH by year 2005 and then decreasing to 3.08 persons per household in 2010.
- New household formation increasing at approximately the same rate as population growth.
- The average number of workers per household will remain at around 1.6 in 2010 after the steady increase from 1.45 in 1980 to 1.63 in 1990.

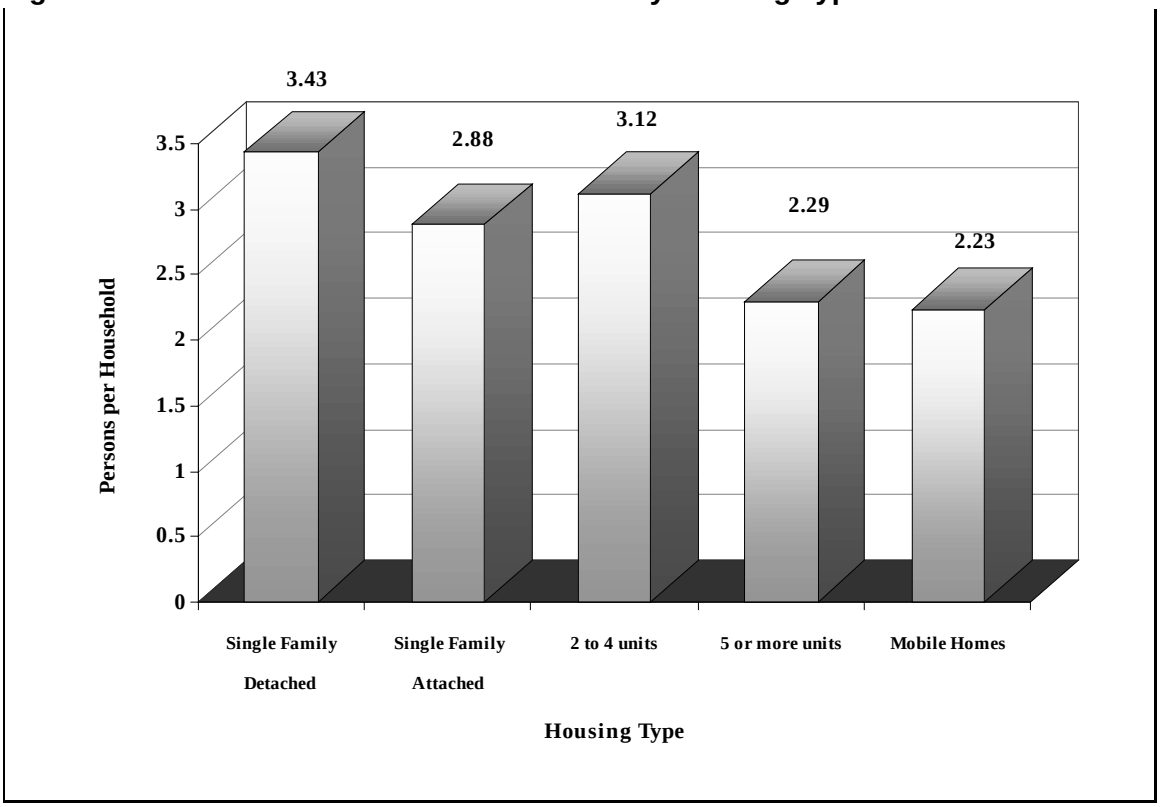
The preceding projections are "unconstrained"; that is, they assume that no sociological or public policy limitations on population growth will occur. ■

Figure 7. Age Composition of San José Population, 1990 and 2010

Age Category	Number of Persons 1990	%	Number of Persons 2010	%
0-4	65,666	8.4	80,297	8.0
5-9	59,604	7.6	85,811	8.6
10-14	51,921	6.6	85,811	8.6
15-19	55,186	7.0	66,444	6.6
20-24	68,069	8.7	64,384	6.4
25-29	83,865	10.7	59,650	5.9
30-34	82,801	10.6	52,001	5.2
35-39	68,329	8.7	52,906	5.3
40-44	57,698	7.4	63,943	6.4
45-49	45,406	5.8	82,122	8.2
50-54	34,737	4.4	82,301	8.2
55-59	28,693	3.7	63,808	6.4
60-64	23,915	3.1	53,744	5.4
65-69	20,099	2.6	41,233	4.1
70-74	14,131	1.8	28,579	2.8
75-79	10,453	1.3	20,542	2.0
80-84	6,653	0.9	13,428	1.3
85+	5,022	0.6	7,833	0.8
Total	**782,248**	**100**	**1,003,180**	**100**

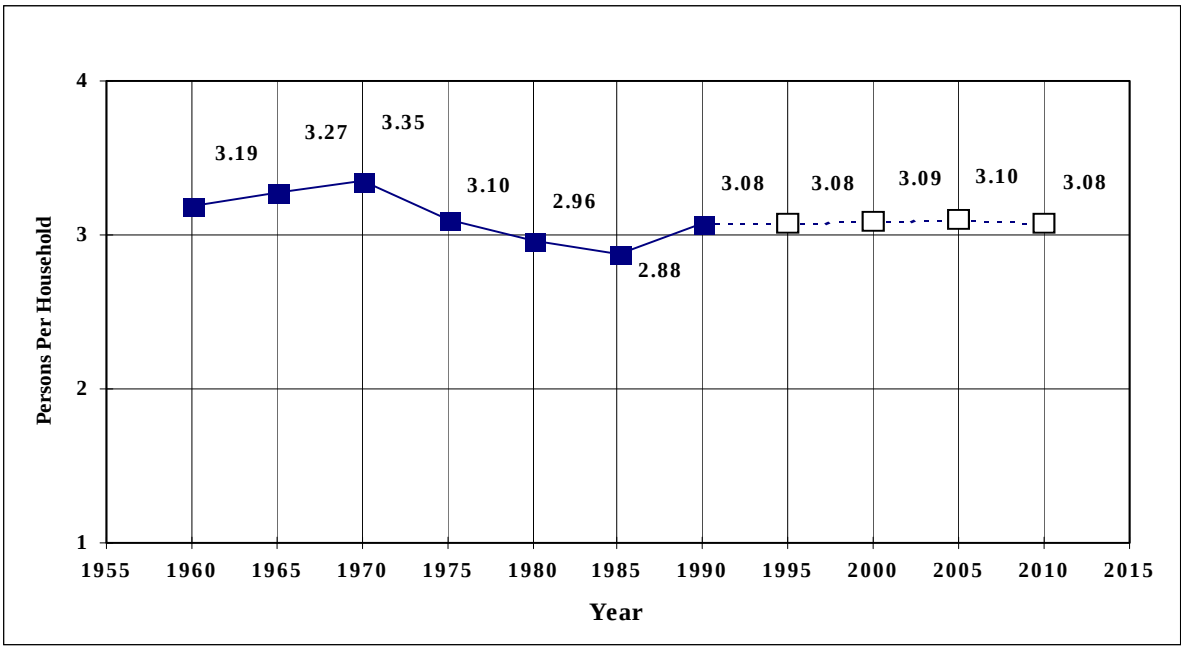
Source: 1990 Census; ABAG Projections ’92

Figure 8. Persons Per Household by Housing Type



Source: Department of Planning, Building and Code Enforcement

Figure 9. San José Household Size



Source: Department of Planning, Building and Code Enforcement

PROJECTIONS OF EMPLOYMENT AND ECONOMIC ACTIVITY

San José is an economic, as well as geographic, component of Santa Clara County. Trends in economic activity in the County as a whole will largely determine economic trends in the City.

County-wide employment growth from 1990 to 2010 is expected to differ from general patterns established since World War II with decreasing manufacturing jobs and increasing service jobs. Highlights of historic growth patterns from 1950 to 1990 are:

- A 665 percent increase in total employment from about 110,000 jobs in 1950 to 841,800 jobs in 1990.
- Increases faster than the overall rate in Manufacturing (1000 percent increase), Services (700 percent increase) and Government (600 percent increase) between 1950 and 1980.
- Service sector jobs increased from 22% to 26% of County total employment between 1980 - 1990; manufacturing sector jobs declined from 36% to 32% during the same timeframe.
- An increasingly larger share of the Manufacturing sector was devoted to "high technology" products which have given Silicon Valley its name, including: computers and peripherals; calculators; communications equipment; electronic components such as semiconductors, circuit boards and CRT's; missiles and space vehicles; and instruments. This sector will continue to play an important role in future County job growth.
- Continued decline in Agriculture and Mining sectors.
- Increases in most other sectors in numbers of jobs, though at slower rates than total employment growth.
- The creation of 174,500 jobs during the four-year period from 1975 to 1980, an unprecedented growth of employment equaling 25 percent of the total number of 1980 jobs in the County.
- An increase of 145,400 jobs added to the County between 1981 and 1990. Over 60% of this growth occurred in the first half of the decade before the state and national economies slowed.

Total employment in the County is projected to increase to about 1,105,800 jobs in 2010. This represents an "unconstrained" forecast, which assumes no barriers to economic expansion and growth. The anticipated 1990 to 2010 increase of about 244,000 jobs would represent a slower rate of employment growth than was experienced in Santa Clara County in the late-1970's and early 1980s. San José's share of this employment growth is projected to be about 126,000 jobs or 52%.

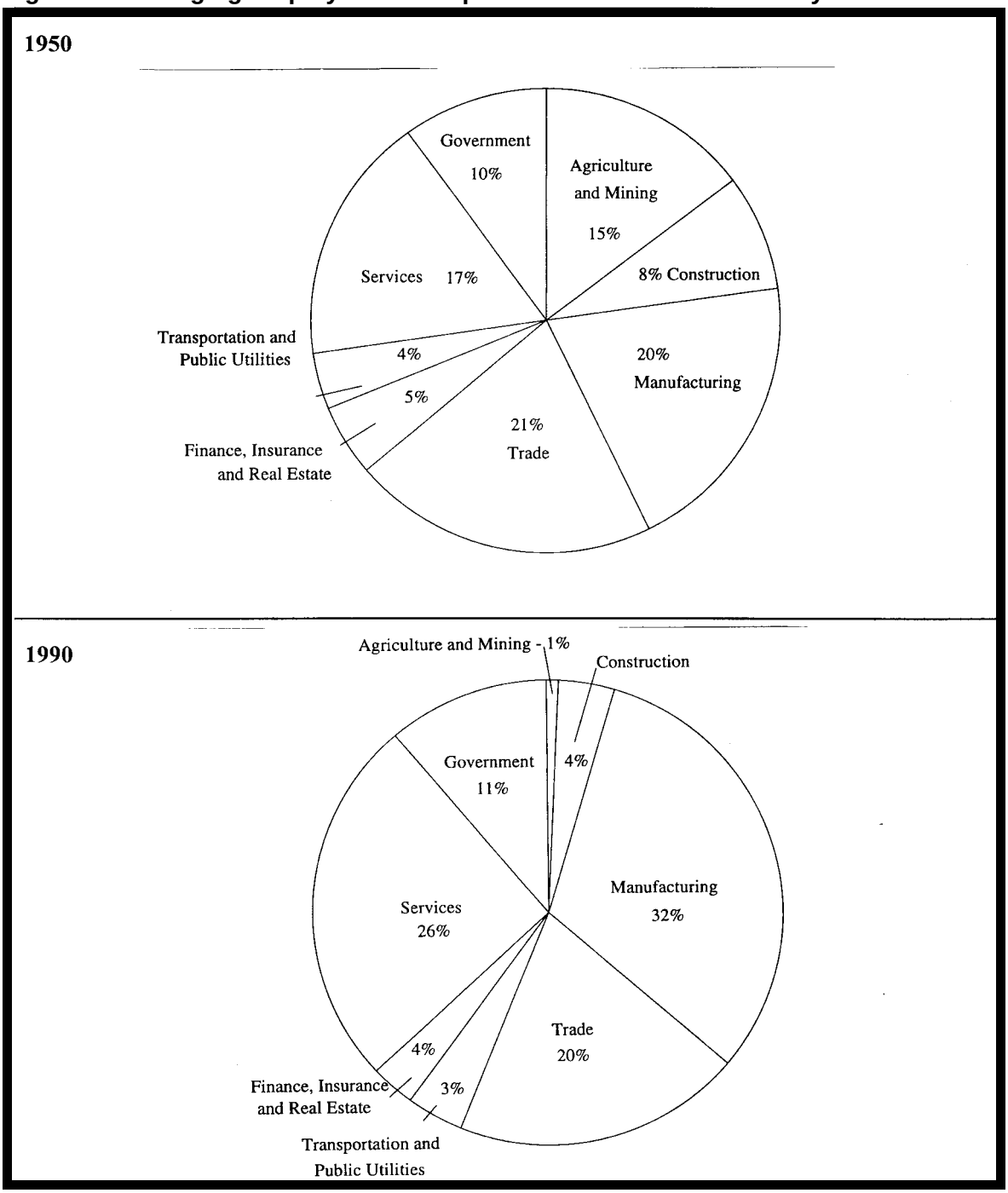
Those sectors of the County's and City's economies which will show the highest rates of growth are Services and Wholesale Trade. Job growth will increase slightly in the higher skilled, higher earning categories but stabilize between 2000 and 2010. In each of these sectors, high technology products and services will predominate. It is expected that local employment expansion by high technology manufacturing firms will be primarily non-production jobs such as administrative headquarters and research and development functions, with expansion of fabrication and assembly operations occurring in other regions for the most part. Programming and computer services will be a high growth industry. Agriculture and food processing jobs will continue to decline. All other sectors should experience

growth, but at rates slower than overall employment growth.

The faster rates of growth in the high technology sectors and the fact that high technology employment growth in Santa Clara County will be largely white collar implies a continuing demand for a well-educated and highly skilled labor force. Although high technology manufacturing may actually decline, the firms that make up these industries are developing complex innovative alliances with other hi-tech centers in the global economy. These alliances should ensure that Santa Clara County will continue to be the leading and most successful high-tech region in the United States.

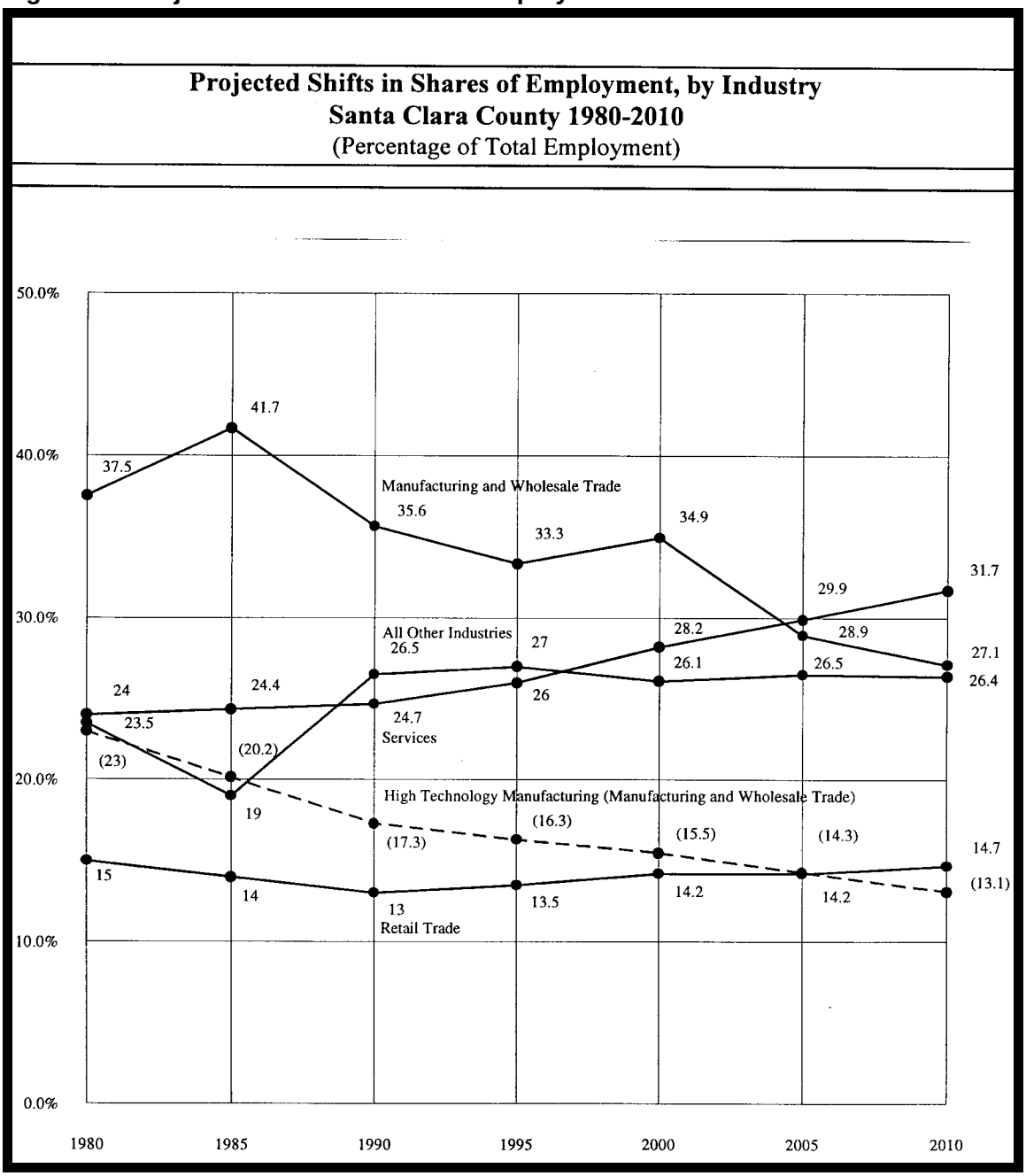
In order for the City to have its share of the County's continued success and economic growth, it must ensure that a wide variety of industrial land is available to meet the needs of existing and future industries. San José is particularly well suited to accommodate growth in the high technology job sectors due to its sizable inventory or vacant industrial land and its relatively lower land costs compared to the rest of the economy. The City has also made substantial efforts to provide infrastructure and use other incentives to attract industrial development. San José also has other advantages including its proximity to the rest of Silicon Valley, its synergistic mix of existing businesses, and the fact that it provides most of the housing for the County. ■

Figure 10. Changing Employment Composition in Santa Clara County



Source: Department of Planning, Building and Code Enforcement

Figure 11. Projected Shifts in Share of Employment



Source: Department of Planning, Building and Code Enforcement

LAND USE/TRANSPORTATION DIAGRAM DEVELOPMENT

The questions of how much future population and economic growth should be accommodated in the City of San José between 1990 and the years 2010-2020, and where and when growth should occur, were fundamental issues addressed by the San José 2020 General Plan Task Force. A basic premise of the Task Force process, and one embodied in this Plan, is that growth can be planned and directed to achieve beneficial ends, and that the magnitude and location of growth is, therefore, of direct concern to the residents, businesses and taxpayers of San José. Another major factor considered by the Task Force in the development of the Plan was the realization that a significant portion of the planned City was already developed. The overall development pattern of the City has been established, thereby limiting the range of options to be considered in the design of the Plan.

The Task Force began the process of planning the future of the City by reviewing a series of background papers considering the economic, environmental, housing, demographic, fiscal, and urban service issues that could affect future growth in San José and the region. The purpose of these papers was to identify the opportunities and constraints faced by the City as it grows into the 21st century. The Task Force had to consider all of these issues before it could decide how much growth should be accommodated in the Plan consistent with the City's desire to maintain and improve its quality of life. A summary of the key issues is given below.

Economic

The need to encourage job growth and economic development continues to be critical to the future of the City. Job growth would improve the City's poor jobs/housing imbalance, and further economic development would help generate a more robust and stable tax base which is necessary to fund the City's urban service needs. This issue was so important that all the growth alternatives considered by the Task Force projected the same amount of job growth to ensure that the City would be planning for economic success. A key question was how much industrial land should be preserved to accommodate the job growth.

Environmental

The Task Force examined air quality, traffic congestion, water supply, water quality, and open space issues and their potential effects on restricting development in San José and the region. To a certain extent, these environmental factors could limit growth both in San José and the region. The City's ability to affect these factors is limited since they are regional issues. The type and distribution of future development in San José could, however, help minimize adverse impacts on these environmental factors. More compact forms of development would minimize adverse impacts on air quality, traffic congestion, open space, and to a lesser extent, water supply and water quality. More extensive, land consuming types of development would have greater adverse environmental impacts.

Perhaps the most significant environmental factor considered in the update process was traffic congestion. The limits on the traffic capacity of the anticipated transportation system and the City's transportation level of service policies were both critical factors in limiting growth.

Housing

San José provides far more housing than it does jobs but some level of future housing growth will be necessary to provide for

existing unmet needs and to house future workers. The main questions the Task Force had to resolve were how much housing was necessary and of what type, and how should it be distributed. The amount and type of housing to be built had to be balanced against the City's ability to provide services and to create economic development opportunities. The distribution question hinged mainly on whether or not new residential development should be limited to San José's existing Urban Service Area (USA) or expanded to include the Urban Reserves currently located outside of the USA. A subset of this issue was determining how much new residential development should be high density housing focused along light rail transit and other major transportation facilities defined as intensification corridors.

Demographic

Population growth in San José in the 1980's was enormous both in terms of absolute numbers and in relation to the Countywide growth. San José's growth appears to be continuing in the early 1990's as well and will create pressure for additional housing opportunities and increased services. The changing character of the City's population in terms of age and ethnicity will also impact service needs.

Fiscal

The City must be fiscally healthy if it is to be able to provide the services needed by its residents at adequate levels. Residential land uses generate large urban service needs but do not generate adequate revenues to pay for these services. Since San José is primarily a residential community, its fiscal resources are limited. Any new residential development in the City could act as a new drain on these limited resources. New industrial or commercial development, however, could enhance these resources since industrial and commercial uses tend to make fewer demands on urban services and tend to have higher property tax rates. Thus, improving the City's jobs/housing balance would improve the City's fiscal condition. Furthermore, locating new development of any type within the City's existing USA would have less adverse effects on the City's fiscal condition than development on along the urban fringe.

Urban Services

The City's existing ability to provide urban services and maintain its infrastructure was closely examined by the Task Force. It was found that the City was close to meeting its General Plan level of service goals for streets, sewers, and storm drains but it was finding it difficult to meet its goals for parks, recreation facilities, and libraries. Police and Fire Department services were still effective but under increasing strain. The City's problems in providing urban services were related to the economic, housing, demographic and fiscal factors already discussed above. The Task Force had to consider urban service impacts when determining how much residential development should be accommodated and where it should be distributed. Infill development within the City's Urban Service Area was the most efficient development pattern for providing urban services but there were still substantial urban service costs associated with any form of residential development. It was also found that current revenue sources were not sufficient to meet all anticipated service needs.

In addition to City urban service needs, the impacts of new growth on school districts and the Santa Clara Valley Water District were also examined. The Santa Clara Valley Water District is currently on schedule with its flood control improvements since much of that type of improvement is paid for by

new development. School districts on the other hand were faced with classroom space shortfalls in the face of increasing housing growth. Given their limited financial resources, the school districts have indicated they need more assistance to meet the demand for schools services.

Growth Alternatives

The key factors listed above were used to establish the limits of the Growth Alternatives considered by the Task Force for the San José 2020 General Plan. The Task Force considered five Growth Alternatives summarized in Figure 12. One factor, job growth, was held constant for all five alternatives. The reason for this was that continued economic development will be a critical factor in the future success of the City and its operations. The City must be in a position to take advantage of the economic development opportunities that can be foreseen and be flexible enough to accommodate those that are unforeseen as well.

Although total job growth was held constant (126,000 jobs), the distribution of these jobs varied with each alternative. These various distributions were not all equally probable and all had different implications for traffic congestion. In all of the alternatives, the bulk of the job growth would occur in the existing industrial areas of the City but a substantial number were also scattered throughout the City in shopping centers, office developments and other commercial areas.

The residential growth proposed in each alternative varied from a low of 52,000 units in Alternative I to a high of 70,000 units in Alternatives II and III. The low end of the range was established by the number of units planned for in the 1993 version of the Horizon 2000 General Plan. The high end of the range was established so that the maximum amount of additional housing growth proposed would not worsen the City's existing jobs/housing balance of about 0.78 jobs/employed resident. All of the alternatives assume that maximum job and housing growth will occur sometime between the years 2010 and 2020.

The distribution of new housing varied widely among the Alternatives although four of the five had some level of development proposed in the Urban Reserves which are located at the edge of the City's existing Urban Service Area (USA). Alternatives I and II proposed the same amount of residential development in the Urban Reserves (11,000 units) and Alternative IV proposed the greatest amount (23,000 units). Alternative V proposed the least amount (2,000 units) of development in the Urban Reserves. Alternative III was the only Alternative that proposed that all new housing development (in this case 70,000 units) be accommodated within the existing USA.

Three of the five alternatives (Alternatives II, III and V) also proposed that residential densities be increased along certain light rail transit and other major transportation facilities known as Intensification Corridors. The level of intensification varied from a low of 6,600 units (Alternative V) to a high of about 17,000 units (Alternative III). The alternatives were developed to test the advantages of locating high density residential development near public transit.

Alternatives II, III and V also proposed the conversion of some non-residential lands to residential use. The number of units proposed on converted lands varied in number (8,000-12,000 units) and distribution. The amount of industrial land proposed for conversion under these Alternatives was relatively minor to avoid any significant adverse effects on the City's economic development strategy.

Alternatives I-IV each underwent an analysis covering the major economic, environmental, fiscal, and other factors mentioned above. The Alternatives that proposed the least extensive residential development performed the best in terms of fiscal and environmental effects but all had problems in terms of limiting traffic congestion to acceptable levels. Alternative V was developed in response to the traffic congestion problem and was able to identify relatively limited transportation mitigation measures necessary to meet the City's transportation level of service (LOS) policies. Alternative V also sought to maximize the number of new dwelling units that could be accommodated in the Plan without significant adverse traffic impacts. The transportation mitigation measures proposed in Alternative V also worked for Alternative I so that it too complied with the City's transportation LOS policies. Thus, only Alternative I or V could be used as the basis for the San José 2020 General Plan. Alternative V was chosen by the Task Force since it provided a wider variety of residential development opportunities that could be reasonably supported by the City's economic, fiscal and environmental conditions.

The City Council ultimately choose a modified version of Alternative V to form the basis of the San José 2020 General Plan. This modified version reduced the total number of dwelling units from 58,300 to 52,900. This change is due to the reduction of the potential number of dwelling units proposed on converted lands from approximately 8,700 to about 3,300. All other aspects of Alternative V remain the same in the modified version. ■

Figure 12. San José 2020: General Plan Alternatives

	Key Concepts	Planned Growth
Alternative I	• Continue to pursue the Major Strategies, Goals and Policies of the Horizon 2000 General Plan. • Capture 52% of Countywide job growth. • Maintain 1993 development intensities. • Improve 1993 jobs/housing balance significantly.	• 126,000 new jobs • 52,000 new housing units • Population increased by about 160,000
Alternative II	• Allow extensive development beyond 1993 Urban Service Area boundary; full development of Urban Reserves. • Capture 52% of Countywide job growth. • Encourage moderate land use intensification along major transportation facilities. • Maintain 1993 jobs/housing balance.	• 126,000 new jobs • 70,000 new housing units • Population increases by about 216,000
Alternative III	• Contain all new development within 1993 Urban Service Area boundary; no development in Urban Reserves. • Capture 52% of Countywide job growth.?Encourage substantial land use intensification along major transportation facilities.?Maintain 1993 jobs/housing balance.	• 126,000 new jobs • 70,000 new housing units • Population increases by about 216,000
Alternative IV	• Allow extensive development beyond 1993 Urban Service Area boundary; full development in Urban Reserves including more intensive development in the Coyote Valley Urban Reserve. • Capture 52% of Countywide job growth. • Maintain 1993 development intensities. • Improve 1993 jobs/housing balance.	• 126,000 new jobs • 63,000 new housing units • Population increases by about 194,000
Alternative V	• Allow modest development beyond 1993 Urban Service Area boundary; only South Almaden Urban Reserve is developed. • Capture 52% of Countywide job growth. • Encourage modest land use intensification along major transportation facilities. • Improve 1993 jobs/housing balance significantly.	• 126,000 new jobs • 58,300 new housing units • Population increases by about 180,000
Preferred Alternative	• Key concepts the same as Alternative V.	• 126,000 new jobs • 52,900 new housing units • Population increases by about 163,000.

Source: Department of Planning, Building and Code Enforcement

Figure 13. San José 2020: Probable Distribution of New Jobs (1990-2010)

Location	Jobs Added
Alviso	1,000
North San José, Between Highway 101 and I-880	21,000
North San José, East of I-880	7,000
Greater Downtown	15,000
Japantown/Midtown	1,000
Monterey Corridor/ Communications Hill	5,000
Evergreen	5,000
Edenvale	16,000
North Coyote Valley	5,000
Subtotal	**76,000**
Other Areas1	50,000
Grand Total	**126,000**

[1]Includes shopping centers, retail commercial and office developments along major thoroughfares, and other industrial and commercial sites scattered throughout the City.

Source: Department of Planning, Building and Code Enforcement

Figure 14. San José 2020: Probable Distribution of New Housing (1990-2010)

Location	Growth in Dwelling Units
Vacant residential land within the 1993 Urban Service Area boundary	35,000
Non-residential lands converted to residential use	3,300
Intensification Corridors	6,600
South Almaden Valley Urban Reserve	2,000
Other lands designated for residential use	6,000
Total	**52,900**

Source: Department of Planning, Building and Code Enforcement

III. MAJOR STRATEGIES

This section on Major Strategies identifies the principal objectives of the General Plan. This discussion is intended to provide a concise, very simplified statement of the central themes of the Plan. The Major Strategies are also intended to provide a broad framework for consistent interpretation and application of the Plan's individual goals and policies.

The Major Strategies of this General Plan establish the basic framework for planning in San José. The strategies also express the philosophy that the City should take a leadership role in the planning process, while encouraging community and private sector participation. All of the strategies are interrelated and supportive of each other. There is no hierarchy of importance intended by the order in which they are presented.

The Economic Development Major Strategy is designed to maximize the economic potential of the City's land resources while providing employment opportunities for San José's residents. The Growth Management Major Strategy addresses the need to balance the urban facilities and services demands of new development with the need to balance the City's budget. Infill development within urbanized areas is identified as an important means of controlling service costs through increased efficiency. The Downtown Revitalization Major Strategy emphasizes the importance of a prominent and attractive Downtown as a catalyst that will bring new investment, residents, business visitors and new life to the center city.

The Urban Conservation/Preservation Major Strategy underscores the importance of protecting and enhancing San Jose's neighborhoods to promote residents' pride in the quality of their living environments. And the Greenline/Urban Growth Boundary Major Strategy is directed to preserving the scenic backdrop of the hillsides surrounding San José, preserving land that protects water, habitat or agricultural resources, and offers recreational opportunities.

The Housing Major Strategy acknowledges the City's long time understanding of its role in the provision of housing to shelter its residents. The overall objective of the strategy is to provide a wide variety of housing opportunities to meet the needs of all the economic segments of the community in stable neighborhoods.

By promoting the conservation of natural and manmade resources, the Sustainable City Major Strategy seeks to ensure San Jose's ability to meet its future service needs while preserving its healthy living environment. ■

ECONOMIC DEVELOPMENT

Cities in metropolitan areas compete for economic development in order to increase their tax bases and generate the revenues necessary to provide facilities and services. The past trends and future projections for economic development indicate continued growth in metropolitan areas as a whole. It is vital, therefore, for San José to attract a large share of the areawide economic development. Otherwise, the City will face increasing pressures for housing and population growth without a solid financial base.

The City's economic development strategy strives to make San José a more "balanced community" by encouraging more commercial and industrial growth to balance existing residential development, by creating an equitable distribution of job centers and residential areas, and by controlling the timing of development. This concept is generally known as a jobs/housing balance. San José currently houses many more employed residents than it has jobs, therefore its existing jobs/housing balance is poor. This, in turn, makes it difficult to provide adequate urban services for its residents since residential use by itself does not generate sufficient revenues to cover service needs. Land uses that generate jobs do not require as many public services and typically generate greater revenue than residential use. One of the purposes of the economic development strategy is to improve San Jose's jobs/housing balance and maximize its ability to provide adequate urban services to its residents.

Economic development is a fundamental priority for future growth not only in order to improve the City's financial position but also to provide employment opportunities for San Jose's residents. The City's land use and transportation policies are designed to create attractive locations for a variety of businesses and industries. One of San José's strengths is the amount of vacant land available for future development; approximately 3900 acres of planned commercial, office and industrial land are expected to be absorbed between 1990 and 2020. This planned acreage offers a variety of industrial lands to accommodate choice in location in order to improve the City's competitive position. Much of this vacant land is also well distributed along the primary north-south transportation corridors serving the City.

To maximize the economic potential of the City's land resources, programs and policies must be carefully orchestrated with market conditions in order to attract the desired types of development. Redevelopment projects in the Downtown Core Area and the

outlying industrial areas serve as a demonstration of the complexity of the economic development strategy. By creating an Office of Economic Development in 1986, the City has recognized the need to document the nature of the local economy, identify opportunities for expanding the community's economic base, promote a balance between basic industries and the service/supplier firms which support them, and actively market San José as a location for businesses and industrial facilities

Industrial redevelopment areas have been the driving force behind the City's economic progress in the past two decades. Industrial growth is providing significant financial support for the revitalization of Downtown. In future decades the Downtown Core Area is expected to be the catalyst for new private investment in the Central City area, including high rise residential development and the conversion of outmoded heavy industrial areas to new uses. These changes should improve land use compatibility and generate new revenues.

San José's industrial base includes industrial suppliers/services firms that are inextricably linked to the region's high technology manufacturing base. In combination, these industries fuel the San José economy. In order to retain, attract, and expand industrial supplier/services, specific industrial areas have been identified to accommodate these types of firms. It is critical to the City's economic viability to preserve the City's industrial areas that support these industries.

The combination of industrial areas, Downtown, regional and local centers, and other commercial and office development along major streets constitutes the City's economic base. Through the year 2020, the City will continue to support development and revitalization of these non-residential areas which are essential to the economic health of the community. Through tax increment financing and the formation of benefit assessment districts, the City supports both localized and citywide capital improvements which are essential to attract and serve economic development. The success of the other major strategies of the General Plan depends to a great extent on the success of economic development in San José. ■

GROWTH MANAGEMENT

The City of San José is a municipal corporation formed to deliver a broad mix of services to the citizens and property owners of the community. The General Plan reflects a serious interest in the effects of urban development on the City's operating and capital budgets and vice-versa. All land use decisions have an effect on future City tax revenues on the costs of delivering services, and on the City's quality of life. Even though the direct relationship of an individual development decision to an individual budget program or the City's quality of life is not readily discernible an overall impact is clearly experienced over time on both. As long as the City continues to grow in population and housing units, the operating and capital budgets will have to deal with increased service demands. The purpose of a growth management strategy, therefore, is to find the delicate balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service.

The General Plan gives direction to the growth the City will experience in the future. Where and when growth occurs has major implications for service levels and for the costs of operating the City. The location of growth in the City is established by the Greenline/Urban Growth Boundary (G/UGB) which defines the City's ultimate limits to urban expansion. The G/UGB is described in more detail in the Greenline/Urban Growth Boundary Major Strategy but, in essence, this Boundary ensures that all new development will be prudently located to achieve the most efficient use of urban facilities and services. The G/UGB, in conjunction with the Urban Service Area boundary, reinforces other General Plan policies which encourage infill development within urbanized areas where urban facilities and services are already available, thus minimizing the cost of providing urban services.

The need to accommodate housing development is created by the economic development strategy and the normal increase of population in the City. Industrial and commercial development seek a labor force to fill the employment opportunities being created. In order to attract high technology industry or Downtown banks and hotels, San José must continue to plan for some new housing development. There is a delicate balance between these land uses; insufficient housing resources can detract from economic development and a surplus of housing production can place great strain on the City's financial capacity to deliver services. In addition to balancing residential with commercial and industrial uses in order to balance service demands and revenue sources, the location of housing is also critical to minimizing service costs.

The Greenline/Urban Growth Boundary, Urban Reserve, and Urban Service Area policies of the General Plan are designed to encourage compact, efficient infill development an discourage more costly development at the edge of the City. Infill development of housing on the scattered vacant sites available in the urbanized area has been the City's growth management strategy since the early 1970's. In the future, the recycling of underutilized or blighted properties through privately sponsored redevelopment is likely to become more significant. As land values increase and with the increased attractiveness of sites near employment centers or on transit routes, new infill opportunities may be created. New housing developments in these types of locations could be very advantageous for the City if the new facilities and services required are minimal.

The Greenline/Urban Growth Boundary, Urban Reserve and Urban Service area

policies help to ensure that urban services provided by the City to existing neighborhoods will not be reduced by the service demands of new urban development at the fringe of the City. Level of service policies for transportation, sanitary sewerage and sewage treatment facilities also provide a measure of protection for existing neighborhoods from any increased services required by infill development. New development is expected to pay for the infrastructure required to support it. A significant part of the costs for such infrastructure as arterial streets, sewers, storm drains, parks, fire stations and libraries are funded by fees and charges paid by new development. ■

DOWNTOWN REVITALIZATION

Downtown San José is vital to the City's long term economic and social well-being. Most of the time, revitalization is considered in terms of the economic and financial benefits to the City. While Downtown economic development is certainly important, Downtown's perceived identity and image as the heart of San José is equally significant.

General Plan policies specifically address the Downtown. Located near the geographic center of the City, Downtown is a uniquely accessible area at the hub of transit systems, freeways and arterial streets. The high-rise character of Downtown development makes it a landmark for the entire City. The diversity of land uses and architecture in Downtown establishes it as the most urban of the City's neighborhoods. Downtown is the site of civic events, parades and public celebrations.

A prominent and attractive Downtown is a catalyst that will bring new investment, residents, business visitors and new life to the center city. The neighborhoods and industrial areas surrounding the Downtown area also need to go through a revitalization process to counter the trends of deterioration and economic decline. The Downtown Strategy Plan, adopted in 1992, guides development in the Downtown Core, and the neighborhoods that frame it, through the year 2010. The Strategy Plan identifies a development strategy which is economically and physically realistic and which encourages significant private investments with public assistance where appropriate. The objective for Downtown represents a strategy for renewal that begins symbolically in the center city and continues outward. As the City grows there will be more emphasis on revitalization of older neighborhoods, business districts and employment centers throughout the City. ■

URBAN CONSERVATION/ PRESERVATION

San José is a young City when measured by the relative age of its neighborhoods and housing stock. Yet, most of the City planned for 2020 already existed in 1990. The General Plan recognizes the importance of sustaining viable neighborhoods because there is no practical way to replace the City's housing stock, or its other physical assets.

There is a need to conserve these irreplaceable assets through a combination of public policies and private initiative. The City is more than a collection of structures. Residents have a need to belong to a neighborhood or an area with community identity that promotes civic pride and a concern for the community. The development of neighborhood participation through citizen organizations and local improvement activities is essential to maintaining San José's quality of life.

The Greenline/Urban Growth Boundary, the Urban Service area and the level of service level policies all support the conservation of existing neighborhoods, both mature and newly developing. Infill development is tempered by the consideration of protecting nearby areas from adverse impacts. The General Plan goals for employment and a sound tax base recognize that neighborhood conservation takes substantial resources. An overall level of economic stability enables individual citizens to maintain their neighborhoods and enables the City to maintain current levels of services. Clearly in a time of economic prosperity and increasing fiscal resources, the City would be able to improve services to existing neighborhoods. At a minimum, however, the City will strive to maintain adequate levels of service for existing neighborhoods by avoiding development at the fringe of the City which could divert these services.

Preservation of specific structures or special areas is a part of the urban conservation strategy. The objective of preservation goes beyond saving an individual structure or even a group of structures that may have architectural or historic significance. At a strategic level, preservation activities contribute visual evidence to a sense of community that grows out of the historical roots of San José's past. Historic and architectural structures add inestimable character and interest to the City's image. ■

THE GREENLINE/URBAN GROWTH BOUNDARY

The Greenline/Urban Growth Boundary is a strategy to define the ultimate perimeter of urbanization in San José. Besides setting limits to urban development as described in the Growth Management Strategy, the Greenline/Urban Growth Boundary is intended to develop clearer identity for San José by defining where the City begins and ends and to preserve valuable open space resources. The natural environment and resources surrounding the area within the Greenline/Urban Growth Boundary are the inspiration for this strategy.

The Greenline/Urban Growth Boundary reflects the strong, long-standing commitment of both the City of San José and the County of Santa Clara that urban development should only occur within the Urban Service Areas of cities where urban development can safely and reasonably be accommodated and where urban services can efficiently be provided. Lands outside of the Greenline/Urban Growth Boundary are identified as those that are intended to remain permanently rural in character and that should remain under the jurisdiction of the County. Both jurisdictions are committed to the success of this arrangement and will continue to develop and implement consistent land use plans and development policies for lands of mutual concern both within and outside of the Greenline/Urban Growth Boundary. This commitment is reflected in the Greenline/Urban Growth Boundary goals and policies of both General Plans.

The key elements of the Greenline/Urban Growth Boundary are the hillsides, the baylands and the rural/agricultural area in the south Coyote Valley. These multiple-use lands are all valuable and productive but not for urbanization. The open space lands preserved under the Greenline/Urban Growth Boundary Strategy serve as environmental preserves for the protection of wildlife habitat, watersheds, and natural ecosystems. Open space lands also serve recreational purposes ranging from nature trails and bikeways to playgrounds and golf courses.

The hillsides are the most extensive and visually prominent feature addressed as part of the Greenline/Urban Growth Boundary strategy. Planned uses in the hillsides include valuable watersheds, wildlife habitat areas and rangelands for agriculture and grazing. In addition, the Bay Area Ridge Trail is envisioned to run along the ridges of the hillsides which surround the City. The Hillside and Greenbelt Assessment Study, completed in 1986, was an important step in the creation of a permanent Greenline/Urban Growth Boundary. The study emphasized the purchase of as much open space land as the public is willing to support. In 1992 the Santa Clara County Open Space Authority was approved by the State Legislature. This new agency adopted a Five Year Plan in 1996 to address the acquisition, development and maintenance of surrounding open space lands. The Five Year Plan will reinforce the separation between urban an drural lands which is the primary function of the Greenline/Urban Growth Boundary.

General Plan policies for public and private development beyond the Greenline/Urban Growth Boundary support this open space preservation strategy. Urban Design policies discourage street patterns that may increase development pressures in non-urban areas. The Greenline/Urban Growth Boundary and its supporting policies seek to prevent urban development in hazardous areas especially those areas with significant exposure to geologic or fire hazards (e.g., the hillsides). By discouraging the expansion of urban services, particularly sanitary sewers, the Greenline/Urban Growth Boundary and the Urban Service Area policies reduce

development pressures beyond the Greenline/Urban Growth Boundary. Natural Resource policies and policies for recreational uses protect riparian habitats and the natural environment as well as encourage development that is sensitive to open space objectives. Allowable development, as defined by the Non-Urban Hillside land use designation and the Hillside Slope Density Formula, further supports the open space preservation strategy by promoting low-intensity and non-urban uses for lands beyond the Greenline/Urban Growth Boundary.

The Greenline/Urban Growth Boundary reflects the fact that planning for San José's urbanization has reached a logical, practical limit. It also provides a greater degree of certainty for residents and property owners as to the City's expectation and intentions regarding urban development. Future development, infill, revitalization and conservation will be focused on the area planned for urbanization.

Community recognition that San José will not continue expanding outward indefinitely will encourage the reallocation of financial resources and political energy toward improving the quality of life. In this sense, the Greenline/Urban Growth Boundary strategy calls for renewed commitment to a cohesive identify for San José. ■

HOUSING

One of the key functions of a city is the provision of housing to shelter its residents. The City of San José does not directly provide housing for its residents, since most housing is built by the private sector, but its housing policies and programs can influence the production of housing. The City's overall housing objective is to provide a wide variety of housing opportunities to meet the needs of all the economic segments of the community in neighborhoods which are stable and have adequate urban services. To achieve this objective, the City's housing strategy includes careful planning for residential land uses at appropriate locations and densities. The strategy seeks to maximize housing opportunities on infill parcels already served by the City and to consider the addition of new residential lands only when the City is confident that urban services can be provided. The housing strategy also seeks to provide sufficient housing opportunities for new workers to encourage and support continued economic development. For those households that need help in finding affordable housing, which is housing that costs no more than 30% of income for households of very low, low, and moderate income, the strategy includes financial assistance and other measures to encourage the construction, rehabilitation and conservation of affordable housing.

The essential components of the housing strategy include:

- The land use and housing policies of the General Plan.

- The housing assistance programs and activities described in the City of San José Consolidated Plan and administered by the Housing Department.

The General Plan identifies the City's goals and policies for maintaining and increasing housing opportunities to meet current and projected housing needs. These goals and policies are not just found in the housing sections of the Plan but are woven throughout the Plan and influence the City's land use and development decisions. The technical information supporting the City's housing goals and policies is found in Appendix C: Housing of this General Plan. The Plan identifies policies and programs to eliminate housing discrimination, to encourage the preservation and expansion of the existing supply of housing affordable to very low-, low- and moderate-income households, to improve permit processing, and to encourage City participation and cooperation with other public and private entities to improve housing opportunities. The Plan also allows considerable flexibility in providing housing opportunities on sites not planned for residential use and in allowing increased residential densities to expand affordable housing opportunities.

The City of San José Consolidated Plan identifies the specific programs the City intends to implement to encourage the production and maintenance of affordable housing. These programs identify the resources available to the City and describe how the City will maximize the use of these limited financial resources to conserve, rehabilitate, and increase the supply of the City's affordable housing stock. The General Plan and the City of San José Consolidated Plan support and cross-reference each other to create a comprehensive and detailed housing strategy.

San José has found that adequate urban services are critical to forming a healthy and safe living environment. The Housing Major Strategy works with the Growth Management Major Strategy which focuses on encouraging infill development which the City can serve without overwhelming the City's fiscal resources. The housing strategy, therefore, tends to encourage new housing within the City's existing Urban Service Area and higher density residential development particularly near transit facilities. This is exemplified by the Transit-Oriented Development Corridors and Housing Initiative Special Strategy Areas. These Areas foster pedestrian-oriented, high density residential or mixed residential/ commercial development to support transit use. Both of these Special Strategy Areas have already increased the City's potential housing supply by thousands of units.

Higher density infill housing also works to ensure the efficient use of land and to reduce the pressure to build more housing at the fringe of the City and thus helps to support the Greenline/Urban Growth Boundary strategy. The City is currently engaged in a three year Housing Opportunity Study to identify vacant or underutilized sites suitable for high density housing and mixed use development within the Transit-Oriented Development Corridors and elsewhere.

Continued economic growth in the City and the region could be adversely affected by an inadequate supply of housing which would make it difficult to attract new workers. To support the Economic Development Major Strategy and attract new workers, San José needs to provide a variety of housing opportunities designed to meet the housing needs of those workers and their families at a cost that matches the income levels of these workers.

The Housing Major Strategy is designed to promote housing opportunities but will not of itself build any housing. To meet the challenge of actually producing the housing needed in San José, the City needs the cooperation of the housing development and financial communities to find ways to implement the housing opportunities provided by the City. San José's housing strategy cannot solve the County's or the region's housing problems. The strategy encourages regional cooperation, but other communities must do their share to increase housing opportunities. The state and federal governments should also be involved in providing financial and other types of assistance to meet the housing needs of those segments of the community that can not or will not be served by the private sector. ■

SUSTAINABLE CITY

The Sustainable City Major Strategy is a statement of San Jose's desire to become an environmentally and economically sustainable city. A "sustainable city" is a city designed, constructed, and operated to minimize waste, efficiently use its natural resources and to manage and conserve them for the use of present and future generations. San José acknowledges that it exists within both a regional and global environment. Its decisions regarding natural resources will have impacts outside the City's jurisdiction, and the decisions of others in the region and beyond will impact the City's ability to meet its future needs. San José will encourage and participate in cooperative/regional efforts intended to improve the quality of air and water and to conserve land, soil, water, energy and ecosystems such as the Bay, forests, riparian corridors, fisheries, grasslands, etc.

The strategy seeks to reduce traffic congestion, pollution, wastefulness, and environmental degradation of our living environment. By conserving natural resources and preserving San José's natural living environment, the concept of sustainability becomes a means of encouraging and supporting a stronger economy and improving the quality of life for all who live and work in San José.

As the City's guide for growth and development, the General Plan is a unique tool for ensuring that future planning efforts minimize impacts on resource consumption and help maintain the City's overall quality of life. The successful creation of a more sustainable urban form will also help ensure that the City is able to maintain the infrastructure and services necessary to sustain San Jose's economy and quality of life.

The City operates many programs that promote the wise use of natural resources and are intended to move San José towards sustainability. These programs include recycling, waste disposal, water conservation, transportation demand management, transportation systems management, energy efficiency, and preventive maintenance of the built environment. In addition, the City also oversees hazardous materials storage, offers toxic waste minimization and pollution prevention programs, and is responsible for wastewater treatment and reclamation. The Sustainable City Major Strategy is intended to support all of these efforts by ensuring that the urban form is designed and built in a manner consistent with the objectives of efficient resource use and environmental protection.

General Plan policies specifically address issues related to efficiency in resource consumption. Green Building and site design policies improve energy, water efficiency, and reduce consumption and waste. Water resources policies address the need for the conservation and protection of watershed and groundwater recharge areas. Air quality policies require the City to regulate the sources of air pollution and monitor the cumulative impacts of development on air quality. The Greenline/ Urban Growth Boundary, the Urban Service Area and the Natural Resource policies promote the efficient use of land and prevent urban sprawl, conserve open spaces and preserve pristine natural habitats. In addition, the General Plan's continued emphasis on land use related issues such as achieving a relative job/housing balance and orienting development around transit facilities contributes to sustainability by shortening trip lengths and helping to increase the availability and convenience of transit, biking and walking. This conserves energy and improves water and air quality.

By promoting the importance of conservation and preservation of natural resources in the City, the Sustainable City Major Strategy works with the other major strategies of the General Plan to ensure that San José will be able to provide urban services to its residents in the most efficient manner possible, and that the City will have its best chance to sustain adequate level of services into the future. ■

IV. GOALS AND POLICIES

Goals and policies are an integral part of the General Plan. Each major section of Goals and Policies is preceded by an introductory narrative which is intended to provide a frame of reference for the goal and policy statements which follow. This information is also intended to provide a brief summary of the significant background information, analysis and documentation on file in the Department of Planning, Building, and Code Enforcement from which the Goals and Policies are derived. ■

CITY CONCEPT

The City Concept goals and policies collectively express a concern with the quality of life and the livability of San José. They are directed toward trying to make San José a recognizable and distinct place which is complete in terms of providing a wide variety of opportunities for living and working, as well as enjoying cultural and recreational pastimes. They are also directed toward trying to make San José's many diverse neighborhoods meaningful parts of the larger community.

The quality of life for San José residents will be enhanced by a commitment which places the highest value on people and encourages citizen participation in government.

Urban Conservation

Goal:

Improve the existing quality of life and create a stable, mature community.

Policies:

1. In the development review process and in designing service and capital facility programs, the City should strive to create an environment in which the highest value is placed on people.
2. The City should encourage new development which enhances the desirable qualities of the community and existing neighborhoods.
3. The City should provide the highest level of service feasible consistent with the City's fiscal resources.

Community Identity

Goal:

Enhance the sense of community identity in San José.

Policies:

1. The City should encourage the development of a compact, cohesive pattern of urbanization with definite, identifiable boundaries that readily create a sense of community identity.
2. The City should promote the revitalization of the Downtown Core Area as a major focal point for the identity of San José.
3. The City should foster the participation of residents in local government decision-making and in the social, cultural and recreational activities of the community.

Neighborhood Identity

Goal:

Enhance the sense of neighborhood identity in San José.

Policies:

1. Neighborhood groups should have input to the decision-making process in City government.
2. City services and facilities should be equitably distributed throughout the community to the extent feasible.
3. Public and private development should be designed to improve the character of existing neighborhoods. Factors that cause instability or create urban barriers should be discouraged or removed.
4. Neighborhoods should include places for interaction among residents such as parks, community centers, schools, commercial areas, churches, and other gathering points.
5. To increase neighborhood child care options, the city encourages the location of child care facilities in neighborhood schools, churches and other suitable facilities.

Balanced Community

Goal:

Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, economic development and job opportunities and opportunities for social and cultural expression

Policies:

1. The City should foster development patterns which will achieve a whole and complete community in San José, particularly with respect to improving the balance between jobs and economic development on the one hand, and housing resources and a resident work force on the other. A perfect balance between jobs and housing may not be achievable but the City should attempt to improve this balance to the greatest extent feasible.
2. Varied residential densities, housing types, styles, and tenure opportunities should be equitably and appropriately distributed throughout the community and integrated with the transportation system, including roads, bicycle and pedestrian facilities. Higher densities are encouraged near passenger rail lines and other major transportation facilities to support the use of public transit.
3. Encouragement should be given to achieving a social, economic and housing mix in all neighborhoods.
4. Business and industry should be encouraged to provide job opportunities for all members of the community's work force.
5. Developers of large industrial, commercial, or residential projects should be encouraged to identify and appropriately address the potential need generated by these projects for child care facilities or services. ■

COMMUNITY DEVELOPMENT

Land Use

Residential Land Use

There are a wide variety of residential neighborhoods in San José, each with its own character defined by setting, housing types, densities and, in some cases, cultural heritage. The environment and livability of existing residential neighborhoods are an intangible but important community resource to be preserved. Similarly, these qualities should be fostered in future neighborhoods. To this end, the Residential Land Use goals and policies reflect concerns for the protection of neighborhoods from incompatible land uses, the adequacy of public facilities and services, and protection from hazards.

The Residential Land Use policies also reflect the City's objective to promote higher density residential development in the future than was typical in the past. This objective recognizes that remaining vacant land resources are finite and should be used as efficiently as possible, that the relative affordability of housing is enhanced by higher densities given the rising price of land, and that higher densities make the delivery of public services more cost-effective. The Plan contains the Housing Initiative and Transit-Oriented Development Corridors Special Strategy Areas to facilitate the creation of high density residential and mixed use development along existing and planned transit routes.

A high standard of site planning and architectural design quality can make higher density housing attractive to both the consumer and the neighborhood where it is located. Given the finite nature of available land resources and the increasing fiscal constraints on the City, new residential development should provide on-site open

space and recreational opportunities to adequately supplement the City's limited park resources.

The Residential Land Use goals and policies are primarily guidelines for the physical development of residential neighborhoods and proximate land uses. The Housing goals and policies, on the other hand, address the maintenance, rehabilitation, improvement and development of housing, particularly relating to affordability.

Residential Land Use Goal:

- Provide a high quality living environment in residential neighborhoods.

- Ensure that lands planned for residential use are fully and efficiently utilized to maximize the City's housing supply.

Residential Land Use Policies:

1. Residential development at urban densities (one dwelling unit per acre or greater) should be located only where adequate services and facilities can be feasibly provided.
2. Residential neighborhoods should be protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment. In particular, non-residential uses which generate significant amounts of traffic should be located only where they can take primary access from an arterial street.
3. Higher residential densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the rail transit stations and along bus transit routes are preferable for higher density housing. There are a variety of strategies and policies in the General Plan that encourages the construction of high density housing and supportive mixed uses. For example, the Housing Initiative and Transit-Oriented Development Corridor Special Strategy Areas encourage high density housing and mixed use development in close proximity to existing and planned transit routes. In addition, residential development located within 2,000 feet of a planned or existing rail station should occur at the upper end of the allowed density ranges and should typically be at least 25 DU/AC unless the maximum density allowed by the existing land use designation is less than 25 DU/AC.
4. Due to the limited supply of land available for multiple family housing, public/quasi-public uses, such as schools and churches, should be discouraged in areas designated for residential densities exceeding twelve units per acre on the Land Use/Transportation Diagram except in the Downtown Core Area.
5. Residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.
6. Mobilehome parks should be encouraged to locate in various areas of the City rather than concentrating in a few areas.
7. Housing developments designed for senior citizens should be located in neighborhoods that are within reasonable walking distance of health and community facilities and services or accessible by public transportation.
8. Residential social service programs (e.g., board and care facilities) should be equitably distributed throughout the City rather than being concentrated in a few areas. The City should encourage the County and other social service licensing agencies to recognize and implement this policy.

9. When changes in residential densities are proposed, the City should consider such factors as neighborhood character and identity, 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.
10. In areas designated for residential use, parking facilities to serve adjacent non-residential uses may be allowed if such parking facilities are adequately landscaped and buffered, and if the only permitted access to neighborhood streets is for emergency vehicles.
11. Residential developments should be designed to include adequate open spaces in either private yards or common areas to partially provide for residents' open space and recreation needs.
12. New mobilehome parks are not allowed in areas designated for industrial land uses. Existing mobilehome parks in industrial areas should, however, be considered permanent rather than interim uses, and should be given the same protection from adjacent incompatible uses as would be afforded any other residential development.
13. In the design of lower density, single-family residential developments, particularly those located in the Rural Residential, Estate Residential and Low Density Residential categories,

consideration should be given to the utilization of public improvement standards which promote a rural environment, including such techniques as reduced street right-of-way widths, no sidewalks and private street lighting.

14. Single-family and duplex residential development should be designed with limited access to arterial streets as follows:

    - No direct frontage or access on six-lane arterials or within 350 feet of the intersection of two arterials.

    - No direct frontage or access on four-lane arterials; direct frontage or access is strongly discouraged.

    - The use of frontage roads, corner lots, open-end cul-de-sacs or other street design solutions for access is encouraged.

15. Bed and breakfast inns may be located on properties designated for residential land use, regardless of density, provided that parking and other possible impacts on the surrounding neighborhood can be satisfactorily mitigated.
16. Small residential social service facilities for up to six persons are appropriate in residential neighborhoods of any density. Facilities for more than six persons should be located only in areas designated for residential densities exceeding 8 dwelling units per acre.
17. The City encourages developers of large residential projects to identify and appropriately address the need generated by these projects for child care facilities and services.
18. New single-family flag lots are appropriate on hillside properties but otherwise should be limited to the occasional large parcel which is unique in its neighborhood. Flag lot development in non-hillside areas should have a clear and visible relationship to the neighborhood and the street and should be approved only through the Planned Development zoning process 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.
19. Freestanding communications structures such as towers, antennae and monopoles should not be located 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.
20. Roads, buildings and landscaping for new residential projects should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.
21. Substantial expansion of existing non-residential uses (e.g., major structural improvements or expansions) should be discouraged on properties designated for residential use.
22. High density residential and mixed residential/commercial development located along transit corridors should be designed to:

    - Create a pleasant walking environment to encourage pedestrian activity, particularly to the nearest transit stop.

    - Maximize transit usage.

    - Allow residents to conduct routine errands close to their residence.

    - Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.

- Use architectural elements or themes from the surrounding neighborhood.

- Ensure that building scale does not overwhelm the neighborhood.

23. New high-density residential development in Transit-Oriented Development Corridors and BART Station Area Nodes should be designed to protect residents from any potential conflicts with adjacent land uses.
24. New residential development should create a pedestrian friendly environment by connecting the features of the development with safe, convenient, accessible, and pleasant pedestrian facilities. Such connections should also be made between the new development, the adjoining neighborhood, transit access points, and nearby commercial areas.
25. Large non-residential/institutional uses should not be located adjacent or in close proximity to one another in residentially designated areas. Large institutional uses should be designed to be compatible with the scale, character, and identity of the surrounding neighborhood.

Commercial Land Use

The commercial land use policies reflect the need to locate new commercial uses in the community which facilitate convenient shopping and easy access to professional services and which contribute to the economic base of the City. Redevelopment of existing commercial strips and areas and the conversion of existing structures to more appropriate uses should result in the upgrading of these areas.

Commercial Land Use Goal:

Provide a pattern of commercial development which best serves community needs through maximum efficiency and accessibility.

Commercial Land Use Policies:

1. Commercial land in San José should be distributed in a manner that maximizes community accessibility to a variety of retail commercial outlets and services and minimizes the need for automobile travel. New commercial development should be located near existing centers of employment or population or in close proximity to transit facilities and should be designed to encourage pedestrian and bicycle access through techniques such as minimizing building separation from the street, providing safe, accessible, convenient and pleasant pedestrian connections, secure bike storage, etc. Employee intensive uses should be encouraged to locate along multi-modal transit corridors.
2. New commercial uses should be located in existing or new shopping centers or in established strip commercial areas. Isolated spot commercial developments and the creation of new strip commercial areas should be discouraged.
3. Any new regional-scale commercial development should be encouraged to locate in the Downtown Core Area rather than in suburban locations.
4. The City should encourage the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers.
5. Commercial development should be allowed within established residential neighborhoods only when such development is compatible with the residential development and is primarily neighborhood serving.
6. New commercial uses or expansion of existing uses within the referral areas of the Airport Land Use Commission should give appropriate consideration to A.L.U.C. policies.

7. The City should encourage retail and service establishments to locate in the Downtown Core Area in order to serve residents and employees. In this regard, consideration should be given to providing appropriate assistance to such small businesses.
8. Proposals to convert residential properties along major streets to office or commercial use should be approved only when there is a substantial non-residential character to the area and where satisfactory parking and site design can be demonstrated.
9. Combined convenience store/service station uses should not be allowed.
10. Adult entertainment uses (i.e., adult motion picture theaters, adult book stores, adult cabarets, and massage parlors) should not be located within close proximity to residential neighborhoods, schools, or one another.
11. The City encourages developers of large commercial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services.
12. Freestanding communications structures such as towers, antennae and monopoles may be allowed on sites designated for commercial land use when such sites are occupied by a P.G. & E. substation or corridor for high-tension lines exceeding 200 KV or the proposal is consistent with General Plan Urban Design height policies for structures other than buildings.
13. Roads, buildings and landscaping for new commercial development should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.
14. Existing commercial development within residential neighborhoods may expand when such development is small scale and is compatible with the adjacent residential neighborhood.
15. The City encourages additional high quality constructed commercial/retail development in Evergreen.
16. Grocery stores are limited to a maximum floor area of 20,000 square feet in Southeast Evergreen (in the area bounded by Aborn Road to the north,

San Felipe Road to the west, and the City's Urban Service Boundary to the south). Excepted from this policy are grocery stores permitted prior to January 1, 2007. Expansion or relocation of permitted grocery stores may be allowed upon the same site or within the center in accordance with zoning regulations and Planned Development permitting processes as well as any other applicable City laws.

Industrial Land Use

The Economic Development goals and policies encourage the development of industrial land to provide sufficient opportunities for job growth and for expansion of the City's industrial tax base. Some of the General Plan industrial categories allow for development which is not of an industrial nature. Therefore, it is critical that the Land Use/Transportation Diagram designate certain areas exclusively for industrial uses such as North San José, Edenvale, the Coyote Valley and along the Monterey Corridor. The remaining industrial land inventory for the City may be appropriate for a mixture of industrial and other compatible uses.

The distinction between the areas reserved exclusively for industrial uses and those that may allow non-industrial uses reflects the many demands that are placed on the finite supply of industrial land, the importance of industrial land in meeting the City's Economic Development Goals and the need for some non-industrial uses to locate on such lands. Reserving some areas exclusively for industrial uses maintain the desirability of those locations in San José for potential industrial users, particularly high technology firms.

Outside of these areas available exclusively for industrial uses, the Land Use/ Transportation Diagram designates "mixed industrial areas" with a Mixed Industrial Overlay to allow for a mixture of primarily industrial with compatible commercial or public/quasi-public uses. These areas are generally appropriate for future mixed-use development because they contain, or are surrounded by, an existing mix of uses, so that additional non-industrial uses would not compromise the industrial integrity of the area. These areas also provide opportunities for land uses that may have difficulty locating in commercial or residential areas due to neighborhood concerns, land use compatibility, scale of operation or similar issues. Examples of such non-industrial uses include, but are not limited to, primary or secondary schools, hotels and motels, nightclubs, churches, free-standing daycare centers, large volume retailers, large gymnasiums, sports or arts instruction facilities, and hospitals.

Older industrial areas near the Downtown Core Area were developed before 1950 and were dominated by canneries and associated industries. A decline in the food processing industry has followed the decline of agricultural production in the Santa Clara Valley. Some of these older industrial areas are under-utilized and their redevelopment is encouraged. Other older industrial areas are dominated by a variety of heavy industries which are necessary components of the local economy and whose continued operation is encouraged. These older industrial areas, such as the Monterey Corridor, provide lower cost lands and buildings necessary for industrial service/supplier uses and act as incubators for the new firms and industries which will fuel future job growth. The City intends to preserve these areas as part of its Economic Development Major Strategy.

New industrial development will occur largely in locations further from the Downtown Core Area. The distribution of industrial lands in the City encourages a more balanced geographic distribution of

jobs and housing in the City. High technology industries are predominant. Major activities will include administrative, research and development activities, as well as manufacturing.

The Industrial Land Use goals and policies and the industrial designations on the Land Use/Transportation Diagram reflect the City's objective of locating appropriate employment-intensive land uses close to residential areas, thereby contributing to shorter commute distances.

Recognizing that sustainable economic development depends on a healthy natural environment, the City and industry have been working together to reduce pollutants and water usage that could affect San Francisco Bay. Policies in this section and in the Natural Resources section support this continuing effort.

Industrial Land Use Goal:

Provide sufficient land for a variety of industrial uses that is distributed to provide optimum commute access and to promote a balanced distribution of jobs and housing to reduce traffic congestion and air pollution.

Industrial Land Use Policies:

1. Industrial development should incorporate measures to minimize negative impacts on nearby land uses.
2. The City should encourage the development of new industrial areas and the Redevelopment of existing older or marginal industrial areas, particularly in locations which facilitate efficient commute patterns. The use of Redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.
3. The City should monitor the absorption and availability of industrial land, particularly land identified exclusively for industrial uses, to ensure a balanced supply of available land for all sectors, including industrial suppliers and services, and should periodically assess the condition and amount of the industrial land supply to achieve this end.
4. New industrial uses within the referral areas of the Airport Land Use Commission should give appropriate consideration to adopted A.L.U.C. policies.
5. Supportive and compatible commercial and office uses are encouraged in the industrial areas designated with the Mixed Industrial overlay. In areas reserved exclusively for industrial uses, only limited auxiliary and incidental commercial uses 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.
6. Expansion and improvement of heavy industrial uses should incorporate measures to comply with current anti-pollution and design standards including the City's wastewater minimization program and other pollution reduction programs.
7. The City encourages developers of large 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. Off-site, free-standing child care facilities should not be considered in industrial areas, except for those areas that have been designated with the Mixed Industrial Overlay.

8. Freestanding communications structures such as towers, antennae and monopoles may be allowed on sites designated for industrial land use when such sites are occupied by a P.G.& E. substation or corridor for high-tension lines exceeding 200 KV or the proposal is consistent with General Plan Urban Design height policies for structures other than buildings.
9. The City should encourage industrial supplier/service business retention and expansion in appropriate areas in the City.
10. Interface problems between existing residential and new industrial areas should be resolved through the site design and discretionary permit process.
11. Because of the importance in retaining viable industrial supplier/service lands and the inherent incompatibility between residential or non-industrial uses and industrial uses, new land uses that may restrict development of land reserved exclusively for industrial uses should not be allowed to locate adjacent to these areas of the City, and in particular, sensitive receptors, should not be located near primary industrial areas.
12. Employee intensive uses should be encouraged to locate near transit facilities.
13. Roads, buildings and landscaping for new industrial projects should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.
14. Non-industrial uses which would result in the imposition of additional operational, and/or mitigation requirements, or conditions on industrial users in a neighboring exclusively industrial area in order to achieve compatibility are discouraged.
15. Exclusively industrial areas should be reserved for industrial uses to the extent possible.
16. Only non-industrial uses which are incidental to and totally compatible with primary industrial uses should be allowed in exclusively industrial areas.
17. Uses which operate pursuant a Conditional Use Permit in areas identified exclusively for industrial uses are not precluded through these policies, and may continue.
18. In order to support the City's Solid Waste Program, the City encourages 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.
19. New industrial development should create a pedestrian friendly environment by connecting the features of the development with safe, convenient, accessible, and pleasant pedestrian facilities. Such connections should also be made between the new development and adjacent public streets.

Economic Development

As outlined in the Background for Planning section of the Plan, San José has historically served as a bedroom community for employment located in other cities. The City has continually provided the bulk of the County's housing, particularly its lower cost affordable housing, but it has lagged behind the rest of the County in terms of job growth. This development pattern has contributed to County-wide traffic congestion conditions and has deprived the City of San José of an adequate tax base for providing desired service levels since residential development by itself cannot generate sufficient revenues

to pay for the services it requires. The Economic Development goals and policies are necessitated by an existing local government tax structure which requires cities to maximize tax revenue from non-residential development to support the services required by residential land uses.

In addition to pursuing the following Economic Development goals and policies, San José will work with other cities to explore means of better balancing revenue distribution and service needs to offset the existing geographic imbalance in the distribution of jobs and housing in the region. This continued imbalance could adversely affect continued economic growth in the region since the communities providing the housing and residential services necessary to support job growth will not be able to provide sufficient services to attract the new worker households.

Economic Development Goals:

1. Create more job opportunities for existing residents, particularly those who suffer from chronic unemployment, to improve the balance between jobs and resident workers.
2. Create a stronger municipal tax base by obtaining a greater share of the total industrial and commercial development in the County, protecting the exclusively industrial areas from incompatible development, and by nurturing and encouraging expansion of the existing industrial and commercial development in the City.

Economic Development Policies:

1. The City should reduce the present imbalance between housing and employment by seeking to obtain and maintain an improved balance between jobs and workers residing in San José. A perfect balance between the number of jobs and employed residents may not be achievable but the City should strive to achieve a minimum ratio of 0.80 jobs/ employed resident to attain greater fiscal stability.
2. To enhance its economic development goals and increase employment opportunities for San José citizens, the City should:

   - Seek to attract businesses and industries which are particularly suited to the area.
   - Protect the industrial lands designated exclusively for industrial uses.
   - Attract a diverse mixture of businesses and industries that can provide jobs suitable for the City's unemployed and under-employed labor force.

3. Residential construction activity and supply and industrial and commercial job growth rates should be reviewed periodically to monitor the City's fiscal balance of land uses and resulting tax base as well as to monitor the progress made toward improving the balance between jobs and resident workers. The results of this review should be reported to the City Council on an annual basis.
4. The City should actively promote economic development through the provision of capital improvements, a simplified project review process, designating areas for exclusive and mixed industrial uses, and by implementing other economic development incentives and programs particularly those available through the Office of Economic Development and the Redevelopment Agency.
5. The City should cooperate with educational, industrial, and business institutions to provide job training programs which will enable the

unemployed and underemployed labor force to meet the needs of business and industry.

6. The City should cooperate with appropriate institutions and agencies in providing job opportunities for people with disabilities, or who are economically and/or socially disadvantaged.
7. The City encourages a mix of land uses in the appropriate locations which contribute to a balanced economic base, including industrial suppliers and services, commercial support services, "green industries" (industries related to recycling or environmental preservation) as well as high technology manufacturers and other related industries.
8. The City encourages job generation on employment-producing lands in the Evergreen Planning Area in order to support local retail opportunities, reduce commutes, and balance land use in an area of the city that is predominantly comprised of single-family residences.

Greenline/Urban Growth Boundary

The General Plan has contained growth management and open space preservation provisions since the 1970s. These provisions have evolved into the Greenline/Urban Growth Boundary Major Strategy described in Chapter III as well as the goals and policies listed below. The Greenline/Urban Growth Boundary establishes the maximum extension of urban development and urban services both intended and anticipated in the General Plan. The Greenline/Urban Growth Boundary and the Urban Service Area policies together govern the timing and location of future urban development and the future extension of urban services. The City's ability to provide adequate services to its residents and businesses is directly related to the successful implementation of the goals and policies listed below.

In addition to governing the location and timing of urban development, the Greenline/ Urban Growth Boundary clearly indicates that lands outside of the Boundary should remain permanently rural in character. Most of these lands are currently under the jurisdiction of Santa Clara County and should remain so. This means that the success of the Greenline/Urban Growth Boundary depends on a high degree of City and County cooperation. The City of San José and the County of Santa Clara have a long tradition (since 1970) of cooperative land use planning and urban growth management. The Greenline/Urban Growth Boundary both reflects and reinforces this tradition and establishes policies for further City and County cooperation. The General Plans of the City and the County contain similar policies regarding the Greenline/ Urban Growth Boundary. Continued cooperation will help both jurisdictions to preserve substantial areas of open space in hillside and bayland (or wetland) areas as well as preserve agricultural lands. The preservation of these lands and resources are of mutual concern to both City and County residents and will materially affect life in the City and the County now and in the future.

Greenline/Urban Growth Boundary Goals:

1. Delineate the extent of future urban expansion and reinforce fundamental policies concerning the appropriate location of urban development in furtherance of both the City and County General Plans.
2. Promote fiscally and environmentally sustainable development in locations where the City can most efficiently provide urban services.
3. Preserve substantial areas of the surrounding hillsides, baylands, and

other lands, as open space both to conserve the valuable natural resources contained on these lands and to protect valley floor viewsheds.

4. Protect public health and safety by preventing urban development in areas subject to natural hazards.
5. Provide greater long-term certainty regarding future land uses outside the Greenline/Urban Growth Boundary than is provided by the Urban Service Area boundary.
6. Preserve options for the optimal utilization of lands reserved for future urban growth, i.e., the City's Urban Reserves.
7. Achieve greater consistency between City and County land use plans and development policies for areas of mutual concern, both within and outside the Greenline/Urban Growth Boundary.

Policies:

1. No urban development should extend outside of the Greenline/Urban Growth Boundary which separates those lands planned and reserved for urban uses from those that should remain rural in character.
2. The Greenline/Urban Growth Boundary should contain within it those lands suitable and appropriate for urban purposes including all Urban Service Area lands, the City's Urban Reserves, and certain lands located below the 15 percent slope line and deemed potentially suitable for future urban development.

Relationship to the Urban Service Area

No expansion of the Urban Service Area should be permitted outside the Greenline/ Urban Growth Boundary (G/UGB). The timing and extent of any Urban Service Area expansion within the G/UGB should remain consistent with current established policies, and guidelines and regulations of the City, County and Local Agency Formation Commission (LAFCO).

Modifications to the Greenline/Urban Growth Boundary

1. The Greenline/Urban Growth Boundary is intended to be the ultimate limit to urban development in San José and all urban development should occur within this boundary. To ensure the long-term stability and integrity of this strategy, significant modifications to the Greenline/Urban Growth Boundary and its supporting policies should be strongly discouraged.
2. Any proposed modifications to the Greenline/Urban Growth Boundary location or supporting policies should be compatible with all applicable provisions of both the City and County General Plans.
3. Significant modifications to the Greenline/Urban Growth Boundary and its supporting policies may only be considered during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan Update process and only if the City Council makes certain findings regarding the following:

a) Citywide Fiscal and Service Considerations

- The City's fiscal condition is stable, predictable, and adequate in the long term according to a five-year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.

- The City is able to effectively provide and maintain urban services to existing residents and businesses at

1993 levels based on thorough fiscal analysis.

b) Specific Modification Proposal Considerations

- The effect of the proposed modification in terms of avoidance of inducing growth beyond the G/UGB or encouraging further modifications to it.

- The effect of the proposed modification in terms of avoidance of adverse impacts on viewsheds from the valley floor, other scenic views, wild land areas, agricultural lands, or open space preserves or parks.

- The necessity of the modification to achieve other important goals of the General Plan, such as improving the City's jobs/housing balance, while avoiding conflict with the overall purposes of the G/UGB and key General Plan goals and policies, such as encouraging infill development.

- The effect of the proposed modification on the City's ability to provide and maintain urban services to existing residents and businesses at least at 1993 levels as shown by a thorough urban services analysis.

- The effect of the proposed modification on the City's ability to maintain or improve its fiscal condition and the ability of any future development of the expansion area to generate sufficient revenues to meet its need for City services as shown in a fiscal analysis.

- The effect of the proposed modification on the adequacy of City resources available to serve lands proposed for inclusion within the G/UGB as well as adequately maintain services to land within the existing Urban Service Area as shown by a thorough fiscal analysis.

These findings will be codified under Title 18 of the Municipal Code which will govern the G/UGB modification procedures. The achievement of these findings shall not be deemed the sole grounds for approval of a significant modification of the UGB. The Council must additionally determine that the proposed significant modification of the UGB provides an overwhelming public benefit. The findings listed above should be considered for modification only during a comprehensive update of the General Plan.

4. Joint City/County community meetings and separate City and County public hearings should be conducted for any proposal to significantly modify the Greenline/Urban Growth Boundary or its supporting City or County General Plan policies. City and County staff should work together to establish broad public notification provisions for these meetings.
5. Minor modifications to the Greenline/Urban Growth Boundary may be considered during the Annual Review of the City's General Plan if certain criteria are met. These criteria should address the following: the slope of the property; the size of the area affected; the location of the property relative to other existing or planned urban uses and the ability of the proposal to integrate with those uses; the environmental effect of the proposal; and, other pertinent factors. These criteria should be listed in Title 18 of the Municipal Code which will govern Greenline/Urban Growth Boundary modification procedures.
6. Minor modifications to the Greenline/Urban Growth Boundary surrounding

the South Almaden Valley Urban Reserve may be considered when a specific plan for that area is being prepared under the conditions presently delineated in this General Plan.

City and County Coordination and Cooperation

1. The City and County should achieve greater consistency between their land use and development policies for the lands outside the Greenline/Urban Growth Boundary and should improve the referral and decision-making processes governing development proposals or policy proposals affecting these lands.
2. The City should establish a program to create new zoning districts for hillside areas and rezone those lands outside of the Greenline/Urban Growth Boundary under City jurisdiction to conform with the General Plan designations of these areas and to be consistent with the purposes of the Greenline/Urban Growth Boundary.
3. The City and County should maintain their commitment to rural land use designations on lands outside the Greenline/Urban Growth Boundary and should only allow land uses consistent with the rural character of these lands.
4. The City and County should develop consistent implementation measures to achieve the goals and carry out the policies of the Greenline/Urban Growth Boundary.

Urban Service Area

The City first adopted a set of Urban Development Policies in 1970 to direct development to those areas where services and facilities could be provided. Because these policies deal with the timing and staging of development and are so closely related to other General Plan growth management policies, they were incorporated into the Plan in 1976. The Urban Service Area goals and policies address services provided by the City as well as those provided by other public agencies, such as flood control, public schools and regional transportation.

The Urban Service Area policies are applicable to the entire development review process, including the annexation of territory to the City. As such, the implementation of these policies should be coordinated with the Local Agency Formation Commission (LAFCO).

Urban Service Area Goal:

Insure that San José's future growth will proceed in an orderly, planned manner in order to provide efficient and economical public services, to maximize the utilization of existing and proposed public facilities, and to achieve the equitable sharing of the cost of such services and facilities.

Urban Service Area Policies:

1. The General Plan designates an Urban Service Area 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.
2. The Urban Service Area should be expanded only when it can be demonstrated that existing facilities and services are available and adequate to serve the proposed expansion area; adequate facilities are planned (i.e., in the adopted Capital Improvement Program or similar programs of other public agencies) and will be available when required; or all necessary facilities will be provided by the developer(s). Additionally, the Urban Service Area should not be expanded unless it can be

determined that adequate resources, including operations and maintenance resources, will be available in the long term to maintain service levels citywide and that services to existing neighborhoods will not be reduced or jeopardized.

3. Expansions of the Urban Service Area into the South Almaden Valley and the Central Coyote Valley areas should be approved only in conformance with the respective Urban Reserve land use designations specifically applicable to those areas.
4. Development which is of a relatively small scale and which requires urban services may be approved outside the Urban Service Area under Planned Development Zoning if it conforms to all of the following criteria:

    - Located contiguous to the Urban Service Area boundary and adjacent to existing or committed urban development.

    - Generally served by existing or programmed public facilities and services as required by the type of development proposed.

    - Has an existing urban land use designation.

5. Territory outside the Urban Service Area may be annexed to the City if its intended use will require minimal or no services and either:

    - The intended use contributes to providing services to development in the Urban Service Area, such as a planned thoroughfare across non-urban territory or a solid waste disposal facility which should be located in a remote area; or

    - The annexation is necessary or desirable for the implementation of General Plan non-urban land use goals and policies, such as to accept dedication of an open space or scenic easement in connection with a hillside open space preservation program.

6. It is City, County and LAFCO policy that existing and future urban development should be located within cities. This policy should be implemented through the City's existing agreement with the County which requires that unincorporated properties within the Urban Service Area either annex to the City, if possible, or execute a deferred annexation agreement prior to approval of development. The City should also encourage the County and LAFCO to join in cooperative efforts to seek the annexation of urbanized County pockets within the Urban Service Area.
7. Since the provision of sanitary sewers is an urban service and development served by sanitary sewers is thereby urban, the expansion of sanitary sewer districts is discouraged for areas planned in non-urban uses outside the Urban Service Area.

Urban Design

The design of the community affects the quality of life, the character of neighborhoods, and the livability of the city. Members from all segments of the community are involved in the decision-making of the development review process which determines design. The multitude of decisions involved result in the final form and character of the city environment. The public's interest in fostering the highest quality of life is expressed through policies on urban design standards in order to incorporate aesthetic considerations in the development review process.

Urban Design Goal:

Require the highest standards of architectural and site design, and encourage the use of "Green Building" techniques for all development projects, both public and private.

Urban Design Policies:

1. The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.
2. Private development should include adequate landscaped areas. Landscaped areas should utilize water efficient plant materials and irrigation systems. Energy conservation techniques such as vegetative cooling and wind shielding should also be utilized. All landscaped areas should include provision for ongoing landscape maintenance.
3. Residential subdivisions should be designed to provide for internal circulation within neighborhoods, prevent through vehicular traffic from traversing neighborhoods, and encourage pedestrian and bicycle connections between neighborhoods and to adjacent commercial uses and transit facilities.
4. Residential developments which are adjacent to parks or open spaces should be encouraged to provide direct access to, and common open space contiguous to, such areas.
5. The design review process should take into consideration the long term maintenance ramifications of the design of private streets and other private infrastructure improvements.
6. Proposed structures adjacent to existing residential areas should be architecturally designed and sited to protect the privacy of the existing residences.
7. The City should require the undergrounding of distribution utility lines serving new development sites as well as proposed redevelopment sites. The City should also encourage programs for undergrounding existing overhead distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.
8. Design solutions should be considered in the development review process which address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum road widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.
9. In order to maintain and protect the integrity, character and aesthetic environment of the streetscape in industrial, commercial, and residential

neighborhoods, new billboards should be permitted only under Planned Development zoning and only where they do not create visual clutter and blight. The relocation of existing billboards from impacted areas to locations where they would have a less visually blighting effect should be encouraged.

10. The maximum building heights set forth are intended to address urban design considerations only. Other factors, such as compatibility with nearby land uses, may result in more restrictive height limitations. Building height, including all elements of a building whether occupied space or building features, should not exceed 50 feet, with the following exceptions:

    - DOWNTOWN: In the Downtown Core Area, the maximum building height is defined by the airspace requirements of the San Jose International Airport as established by the Federal Aviation Administration. In the Downtown Frame Area, the maximum building height is 120 feet.

    - TRANSIT AREAS: Within a reasonable walking distance of an existing or planned passenger rail station, the maximum building height shall not exceed 120 feet ("reasonable walking distance" is generally assumed to be approximately 2,000 feet along a safe pedestrian walkway). Along the Guadalupe Transit-Oriented Development Corridor, within the City/County Civic Center, on the San José Flea Market site located between Berryessa and Mabury Road east of Coyote Creek and west of the Union Pacific Railroad tracks, and for properties within reasonable walking distance of the light rail stations located within the boundaries of the North San José Area Development Policy, the maximum building height is 150 feet.

    - SPECIFIC PLAN AREAS: The maximum building heights for Specific Plan areas are defined within each Specific Plan.

    - CITY AND MAJOR PUBLIC FACILITIES: For City facilities, maximum building heights are determined by a City Council-approved master plan or a Site Development Permit. The maximum building heights for other major public institutions, such as hospitals, are determined in the context of a master Planned Development Zoning or master development permit.

    - SPECIFIC SITES AND GEOGRAPHIC AREA EXCEPTIONS:

        - Single Room Occupancy buildings (outside the Downtown Core and Frame Areas), wholly or combined with commercial uses, should not exceed 60 feet in height and should be compatible with adjacent uses.

        - In the North San José/Rincon de Los Esteros Redevelopment Area, the maximum building height is 120 feet.

        - In the portion of the North San José/Rincon de Los Esteros Redevelopment Area bounded by Brokaw Road to the south, Zanker Road to the east, Montague Expressway to the north, and along its western edge by Orchard Parkway north of Atmel Way and by Highway 101 south of Atmel Way, the maximum building height shall be defined by the

airspace requirements of the San José International Airport as determined by the Federal Aviation Administration, but not to exceed 250 feet in any event.

- On the southeast corner of State Route 237 and North First Street, the maximum building height is 120 feet. On the approximately 14.1-acre western portion of the area located on the south west corner of Headquarters Drive and Holger Way, the maximum building height is 210 feet.

- On the north side of Ridder Park Drive, west of Coyote Creek, the maximum building height is 55 feet.

- At the northeast corner of Yerba Buena Road and Murrillo Avenue, the maximum building height is defined by the PD zoning PDC 80-11-279.

- At the southeasterly corner of Silver Creek Valley Road and U.S. Highway 101, the maximum building height is 120 feet.

- In the North Coyote Valley Campus Industrial area, the maximum building height is 135 feet.

- At Oakridge Mall along Blossom Hill Road between Santa Teresa Boulevard and Winfield Boulevard, the maximum building height is 70 feet.

- For the property located at the southeast corner of Stevens Creek and Winchester Boulevards (generally known as Santana Row), the maximum building height is 120 feet for one hotel; one residential building including parking and/or commercial space; and one hotel or one building with residential units combined with parking and/or commercial space. The remainder of this site has a height limit of 90 feet, except for the easternmost edge which has a limit of 35 feet.

- Along the east side of South Bascom Avenue between Interstate 280 and approximately 600 feet north of Fruitdale Avenue, the maximum building height is 95 feet.

- A site generally bounded by Santa Clara Street, the Guadalupe River, San Fernando Street, and the Los Gatos Creek where the maximum building height is defined by the air space requirements of the San José International Airport as determined by the Federal Aviation Administration.

- At the southwest corner of Winchester Boulevard and Moorpark Avenue, the maximum building height is 75 feet.

- On the southwest corner of Coleman Avenue and Newhall Street (the FMC site), where building heights shall be defined by the airspace requirements of the San José International Airport as determined by the Federal Aviation Administration.

- On the northeast corner of East Santa Clara Street and North 5th Street, where the building heights shall be defined by the airspace requirements of the San José International Airport as

determined by the Federal Aviation Administration.

- At the southeast corner of Jackson and Madden Avenues, the maximum building is 75 feet.

- At a site generally bounded by Monterey Highway to the northeast, State Route 85 to the South, and Manassas Road to the northwest, and including the approximately 12.8-acre site located at the northwesterly terminus of Great Oaks Boulevard at the northwest corner of Monterey Highway and Highway 85, the maximum building height is 120 feet.

- At a site bounded by Asbury Street to the north, North First Street to the east, Miller Street to the west, and East Taylor Street to the south, the maximum allowable building height is 200 feet above ground level.

- For properties generally bounded by Route 87, Highway 101, Karina Court and North First Street (excluding the properties constituting approximately 10.54 acres in the southwest corner of such area) the maximum allowable height is 150 feet.

- For property located on the west side of North First Street at the westerly terminus of Component Drive, the maximum allowable height is 210 feet.

- At a site generally bounded by Cottle Road to the west, Poughkeepsie Road/Boulder Boulevard to the north, Monterey Highway to the east, State Route 85 and Manassas Road to the south (Hitachi Campus), the maximum building height is 120 feet.

- On the southeasterly corner of Airport Parkway and Old Bayshore Highway, the maximum building height limit shall be defined by the airspace requirements of the San José International Airport as determined by the Federal Aviation Administration, but not to exceed is 220 feet in any event.

- At Valley Fair Mall bounded by Forest Avenue to the north, Stevens Creek Boulevard to the south, Winchester Boulevard and City of Santa Clara to the west, and State Route 17 to the east, in the City of San José, the maximum building height is 65 feet.

11. For structures, other than buildings, and including structures on top of buildings, such as solar panels, other energy-saving devices, roof landscaping, steeples, bell towers, wireless communication antennae, and associated structures, where height is intrinsic to the function of the structures and where such structures are located to avoid significant adverse effects on adjacent properties, and where such structures are not to accommodate human occupancy, and are in conformance with the City of San José Zoning Ordinance and compatible with the surrounding neighborhood, height limits may be established in the context of project review; however, the maximum height of the structures as measured from the ground level to the top of the structures may not exceed 100 feet or the maximum allowable building height in the General Plan, whichever is greater. For communication structures

(such as towers, antennae, and monopoles, but not buildings) located outside the Downtown Core Area and regulated by the Public Utilities Commission, maximum height may be 100 feet on sites with non-residential or non-urban land use designations, and 160 feet on sites with an existing PG&E substation or high tension line corridor exceeding 200 KV, if all the following criteria are met:

- The site and structure are located to minimize public visibility.
- The project provides visual amenities, such as landscaping, to offset the potential visual impacts associated with the project.
- There is adequate evidence that technical necessity requires greater height and, in the case of cellular facilities, the increase height will result in a reduction in the number of future freestanding monopoles.

12. In order to preserve and enhance the scenic and aesthetic qualities of the natural terrain, development on slopes exceeding 7% should conform to the following guidelines:

    - Planned Development zoning is preferable for its flexible design techniques such as clustering, variable lot sizes, and varying setbacks in order to maximize residential densities.
    - Construction techniques and housing types adaptable to a variable terrain, such as cluster housing, split pads and stepped foundations, should be utilized where appropriate. Conventional, single flat-pad lots should ordinarily be discouraged.
    - Consideration should be given to the siting of homes for privacy, livability, solar and wind conditions. Siting should take advantage of scenic views but should not create significant visual impacts affecting public places and other properties.
    - The preservation of existing trees, rock outcroppings and other significant features should be encouraged.
    - When grading or recontouring of the terrain is proposed, it should be done in such a way as to preserve the natural character of the hills, whenever possible.
    - Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading should be encouraged.

13. At the edge of the Valley floor, development should incorporate loop streets and cul-de-sacs, rather than streets stubbed into lands planned for non-urban use in order to minimize development pressures on such non-urban areas.
14. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character, often typified by large-lot "ranchette" development.
15. In order to realize the goal of providing street trees along all residential streets, the City should:

    - Continue to update, as necessary, the master plan for street trees which identifies approved varieties.

- Require the planting and maintenance of approved varieties of street trees as a condition of development.

- Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.

- Continue to work with volunteer urban forestry programs (San José Beautiful/Our Urban Forest) to promote tree planting and maintenance by residents.

16. When development is proposed adjacent to existing or planned parks or park chains, that development should include public park-frontage roads, wherever feasible, in order to maximize access to park lands, to provide a reasonable separation between urban land uses and park lands without the use of "back-up" design, and to maximize exposure of park lands for scenic and security purposes.
17. Development adjacent to creekside areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.
18. To the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setback and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.
19. In the Downtown Core Area, and along designated Neighborhood Business Districts and public streets identified as Pedestrian Corridors in adopted Neighborhood Improvement Plans completed for the Strong Neighborhoods Initiative (SNI) Redevelopment Project Area, a pedestrian orientation should be fostered by appropriate design techniques, including:

    - The location of retail and commercial uses at street level.

    - Building entrances should be easily identifiable, accessible, and located on street frontages or paseos.

    - Improvements to sidewalks and other pedestrian ways should include attractive and interesting streetscape features such as street furniture, pedestrian scale lighting, pedestrian oriented signage, clocks, fountains, landscaping, and street trees that provide shade.

    - Development should have an attractive street presence at a pedestrian scale, creating an engaging and diverse walking environment.

    - Sidewalk elevators should be strongly discouraged in areas of high pedestrian usage.

- Sidewalks, plazas and other pedestrian ways should be spacious and of ample width.

- Commercial uses oriented to occupants of vehicles, such as drive-up service windows, are discouraged.

- High pressure sodium street lighting may be considered along public streets if the street lighting is attractive and compatible with the surrounding neighborhoods, and does not significantly impact the Lick Observatory's operations. Along designated Neighborhood Business Districts and public streets identified as Pedestrian Corridors in adopted Neighborhood Improvement Plans completed for the Strong Neighborhoods Initiative (SNI) Redevelopment Project Area, up to 300 high pressure sodium lights may be allowed if the street lighting is attractive and compatible with the surrounding neighborhoods, and does not significantly impact the Lick Observatory's operations. Prior to approval, all proposals for high pressure sodium street lighting should be referred to the Lick Observatory for comments.

20. As resources are available, the City should assign priority to the implementation of programs for the installation and maintenance of landscaping in median islands and back-up strips along major thoroughfares.
21. To promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth. In industrial facilities, where the primary function is the production, processing or storage of hazardous materials, development should follow the setback guidelines and other protective measures called for in the City's Industrial Design Guidelines when such facilities are to be located adjacent to or near a main railroad line.
22. Design guidelines adopted by the City Council should be followed in the design of development projects.
23. In order to fully assess cumulative impacts on existing residential neighborhoods, proposals for the expansion or intensification of non-residential land uses in these neighborhoods should include a master plan depicting the planned uses of the project site plus contiguous properties with the same ownership as the project site. Examples of non-residential uses include hospitals, private schools, churches, and social service facilities.
24. New development projects should include the preservation of ordinance-sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement.
25. In order to preserve and enhance the scenic and aesthetic qualities of rural areas located within the City's Sphere of Influence, the design and construction of public and private right-of-way

improvements should conform to the following guidelines:

- Streets should be designed in consideration of the natural topography and the landscape. Divided streets and grade separations may be used.

- Concrete sidewalks, curbs, and gutters should be constructed only when required by the topography. Crushed gravel walks and vegetation lined swales are encouraged.

- Street lighting should be limited to intersections. High intensity lighting usually found in suburban and urban areas is inappropriate in these areas.

- Man-made materials used within the public right-of-way should be softened through the use of finishes or colors to blend in with surroundings and look as natural as possible.

- These standards are appropriate for areas designated Non-Urban Hillside, Rural Residential and Estate Residential.

26. Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate along major transit thoroughfares without nearby light rail park and ride lots or freeway access. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when 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. In transit corridors with an accessible freeway and/or near light rail park and ride lots, drive-through uses may be allowed consistent with other goals and policies in the General Plan.
27. Child care facilities should be considered in the design of transit-oriented projects and mixed use projects that are suitably located for such facilities.
28. Child care needs should be considered when developing specific plans or other development strategies.
29. To the extent practical, all new development should use construction products that are either made from recycled and/or salvaged materials, or can be reused and/or recycled.
30. To the maximum extent feasible, all new commercial and industrial buildings should be designed for adaptability to other uses in the future.
31. All streets should provide for pedestrian safety, convenience, and accessibility. Streets with high pedestrian volumes may require physical enhancements, such as medians, bulb outs, or other features, which narrow the crossing distance for pedestrians.
32. Amenities should be added to create a pleasant walking environment. These measures include ample sidewalk widths, crosswalks, street furniture, pedestrian-activated crossing lights, and street trees.
33. All developments should provide pedestrian friendly design features including, but not limited to, pedestrian pathways connecting public streets to building entrances and other features of the site. In addition, street trees and appropriate pedestrian scale lighting should be installed in developments within Pedestrian Priority Areas. Along designated Neighborhood Business Districts and public streets identified as Pedestrian Corridors in adopted Neighborhood Improvement Plans completed for the Strong Neighborhoods Initiative (SNI) Redevelopment Project Area, up to 300 high pressure sodium lights may be

allowed if the street lighting is attractive and compatible with the surrounding neighborhoods, and does not significantly impact the Lick Observatory's operations. Prior to approval, all proposals for high pressure sodium street lighting should be referred to the Lick Observatory for comments. Non-residential development should include street shade, pedestrian-oriented signage, and building entrances along the street frontage. Within the public right-of-way, pedestrian-oriented signage could include "trailblazer" signs.

34. To create a more pleasing pedestrian environment, building frontages should include design elements with a human scale, varied and articulated facades, and entries oriented to public sidewalks or pedestrian pathways. Windows and/or entries should be provided along sidewalks and pathways.
35. New development should increase neighborhood connectivity by providing access across natural barriers (i.e., rivers) and man-made barriers (i.e., freeways).

Hillside Development

This section of the General Plan serves to consolidate and elaborate on the policies of the Plan that are most closely related to hillside development. The hillsides of San José are an important visual and natural resource and the policies of the General Plan generally seek to preserve this resource. Hillside areas are also subject to potential seismic, landslide, fire, and other environmental hazards which can create risks to public safety, expose public facilities and private development to potentially significant damage, and require extraordinary public services costs. For these reasons, General Plan policies typically limit urban levels of development to those areas of the hillsides ringing the valley floor that are located below the 15% slope line and that are proven to be stable and appropriate for development.

In some cases, however, historic development patterns have allowed some urban development above the 15% slope line primarily in the East Foothills of the City in the Berryessa, Alum Rock, and Evergreen Planning Areas. The Urban Hillside land use designation encompasses most of these areas. In addition, there are several hillside areas of the City that are outside or isolated from the main hillsides that ring the valley floor but that are within the Urban Service Area of the City. These areas, such as the Communications Hill and Silver Creek areas, allow some urban development above to 15% slope line but only where development is located to avoid adverse visual and environmental impacts and to ensure that such development maintains the overall integrity of the main hillsides ringing the valley floor in conformance with the Greenline Major Strategy. The purpose of the following hillside development policies is to guide the development of hillside areas with slopes of 7% or greater and, to the extent that such development is permitted, to minimize the exposure of people and property to environmental hazards and to ensure that potential damage to the hillsides is minimized. The Hillside Development Policies are meant to guide development in these environmentally sensitive areas.

Hillside Development Goal:

Preserve the valuable natural resources of the hillsides and minimize the exposure of the public to potential environmental hazards associated with development on the hillsides.

Hillside Development Policies:

1. Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for land with a slope of 7% or greater, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
2. Clustering of residential development in hillside areas should be encouraged to minimize the exposure of development to environmental hazards and maximize the preservation of natural resources in the hillsides.
3. Hillside residential development at urban densities (one dwelling unit per acre or greater) should be located only where adequate services and facilities can be feasibly provided and damage to such services and facilities, due to landslides, fire or other environmental hazards, can be reasonably avoided.
4. The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.
5. Planned Development zoning should be used to govern hillside developments since it allows flexible design techniques such as clustering, and varying lot sizes, and setbacks which can help to minimize damage to the natural environment and maximize resource preservation.
6. In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.
7. Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading are encouraged.
8. Construction techniques and housing types adaptable to a variable terrain, such as cluster housing, split pads and stepped foundations, should be utilized on sloped sites. Conventional, single flat-pad construction is discouraged.
9. Consideration should be given to the siting of homes for privacy, livability, adequate solar access and wind conditions. Siting should take advantage of scenic views but should not create significant visual impacts affecting public places and other properties.
10. The preservation of existing trees, rock outcroppings and other significant features is encouraged.
11. Where urban development is permitted above the 15% slope line due to historic patterns of land use and development, no new construction should occur on ridge-lines or on slopes exceeding 30% that are part of the major hillside areas or ridges that surround the valley floor.
12. The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.

13. Development should only be permitted in hillside areas if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level.
14. The City should require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Geotechnical studies for hillside development proposals should determine the actual extent of seismic and other hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Hillside development should incorporate the identified mitigation measures necessary to protect public safety and the natural environment.
15. Hillside development within areas of potential geological hazards should be designed to avoid being endangered by, or contributing to, the hazardous conditions on the site or on adjoining properties.
16. To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.
17. In hillside areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
18. The Development Review process for projects in hillside areas should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster. ■

HOUSING

This section contains the goals and policies that most directly pertain to housing issues in San José. It is important to remember, however, that San José 2020 is a fully integrated General Plan with each individual element designed to support the other elements of the Plan. To fully understand San José's approach to providing opportunities for housing, many other sections of the General Plan must be considered. These include the Housing Major Strategy, other relevant goals and policies (e.g., City Concept, Community Development, Residential Land Use, etc.), the Land Use/Transportation Diagram and Land Use Designations, the Special Strategy Areas (such as the Transit-Oriented Development Corridors and the Housing Initiative), the Discretionary Alternate Use Policies, and the Implementation section.

The intent of the Housing goals and policies is to help improve San José's existing housing resources and to meet the housing needs of all segments of the community. While the specifics of the City's housing conditions have changed over time, several underlying problems have remained constant (for an analysis of housing conditions, see the Housing Appendix to the General Plan). These problems include: (1) the rising cost of purchasing housing, (2) imbalances in the supply and demand for housing, (3) the existence of substandard housing units, (4) the existence of overcrowded housing units, (5) concentrations of low income families, racial and ethnic minority groups and

federally-assisted and publicly-leased housing, and (6) higher rental costs even though there is increased production of rental housing.

The provision of new low-cost housing historically relied on substantial State and/or Federal subsidies. Dependence on these subsidies has declined as State and Federal housing programs have been cut back. The City has attempted to offset these reductions with local revenue for housing, particularly mortgage revenue bonds and Redevelopment 20% tax increment monies. The City intends to utilize, when available, State and/or Federal housing programs and cooperative efforts with the private sector that will enable it to more effectively pursue the objective of providing a mix in new residential development. The City of San José Consolidated Plan contains a housing needs assessment and describes the City's financial resources and programs to increase housing opportunities to meet these needs. The City's housing program, including quantified objectives for rehabilitation and production of units for low and moderate-income households, as referenced in the Consolidated Plan, is set forth in the Implementation Section of this Plan.

Given the constraints on available housing resources, greater cooperation and coordination will be required between government, financial institutions, and housing providers to meet housing needs. All these groups must work together to maximize and efficiently use the resources available for affordable housing. The Residential Land Use policies and the Land Use/Transportation Diagram support a more equitable distribution of housing densities to provide a mix of housing types and price levels.

The Housing goals and policies seek to increase the City's housing supply through the development of vacant land and the reuse of under utilized properties designated for residential use. More intensive residential and mixed use development is directed to key locations such as the Housing Initiative Area or Transit-Oriented Development Corridors which have existing or planned transit facilities. Transit-oriented housing helps households of all income categories.

Housing Goals:

1. Offer the people of San José, when seeking housing, an equal opportunity to live in economically and ethnically/ racially mixed neighborhoods.
2. Provide decent housing in a livable environment for all persons, including the homeless, regardless of such factors as age, race, sex, marital status, ethnic background or income.
3. Provide housing sites and structures by location, type, price and tenure that respond to the needs of all economic segments of the community. Housing type may include alternative housing forms such as shared housing.
4. Increase housing opportunities for lower income families through the goals and policies of this General Plan, and through the City’s housing programs identified in the Consolidated Plan and the General Plan.
5. Incorporate good design, foster aesthetics, and promote usable open space, and encourage use of alternative energy sources and energy conservation techniques in residential development.
6. Promote the cooperation of public and private sectors of the economy to expand housing opportunities and to provide housing which:

    - Complies with the provisions of the Building Code and the Housing Code.

    - Is adequately insulated and reasonably energy efficient.

- Is within the economic means of the households who occupy it.
- Is available to all persons and not subject to discriminatory practices.
- Is situated in an environment which does not endanger the health, safety or well-being of its occupants.
- Provides convenient access to employment as well as to adequate services and facilities.
- Promotes and encourages pedestrian, bicycle and transit use.

7. Promote the rehabilitation of deteriorating housing.

Housing Policies:

Distribution

1. The City encourages a variety and mix in housing types to provide adequate choices for housing to persons of all income levels in San José. Where appropriate, implementation of this policy in large-scale development projects should be considered.
2. In recognition of the positive contribution of City-financed affordable housing developments to any neighborhood, no area of San José should be arbitrarily precluded from consideration as a site for assisted housing. In evaluating a proposed development for potential City financing, an analysis should be conducted of the household income of the subject Census Tract, the proximity of other City-financed housing projects, the proposed development's contribution to the area's improvement, and its relationship to Council-adopted plans and strategies. Certain Census Tracts contain a disproportionate number of lower income households, especially in Districts 3 and 5, which already have a high percentage (more than 50%) of households with low and very low incomes. Projects proposed to be located within or adjacent to any "impacted" Census Tracts(s) should be considered carefully on a case-by-case basis.
3. To facilitate the integration of households with various incomes into all neighborhoods and the diversification of the housing stock, the City encourages the dispersal of affordable housing throughout San José. The City should regularly review its progress in achieving the goal of a more equitable distribution of affordable housing on a five year cycle consistent with the Five-Year Housing Investment Plan and the General Plan Housing Element update.
4. In furtherance of the balanced community and economic development goals of this Plan, the City encourages the production of middle and upper-income housing in all the community's planning areas.
5. Single-Room Occupancy (SRO) developments are an important and necessary component of the City's affordable housing stock. SROs should be planned and dispersed throughout San José. All SROs should be within a reasonable walking distance of public transportation, have an approved management plan, and have standard amenities such as a communal kitchen, laundry facilities, and meeting space on site. (A reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route).

Discrimination

6. For purposes of this Plan, including the rehabilitation, production, residential land use and other housing-related policies, no distinction should be made

between conventionally constructed housing and manufactured housing, including mobilehomes.

7. The City should foster compliance with State and Federal law prohibiting discrimination in housing.
8. "Red-lining" and any other discriminatory practices by private sector lending institutions in the financing of housing purchase and rehabilitation should be discouraged.

Conservation and Rehabilitation

9. Conservation and rehabilitation of the existing housing stock is an important means of meeting the objective of providing housing opportunities for all San José residents. In furtherance of this policy, most neighborhoods are designated on the Land Use/ Transportation Diagram at existing densities to provide an incentive for the preservation and maintenance of the housing stock.
10. To maintain the supply of low-priced housing and to avoid disproportionate hardships on those who need low-priced housing, conservation of the housing stock should be accomplished through a balanced program of housing code enforcement and complementary programs such as rehabilitation loans and grants.
11. Extension of mortgage credit for rehabilitation loans by private sector lending institutions should be fostered.
12. As part of the rehabilitation of existing housing units, the installation of insulation and other retrofit techniques should be promoted to reduce energy use.

Low/Moderate Income Housing

13. The City should stimulate the production of very low-, low- and moderate-income housing by appropriately utilizing State and Federal grant and loan programs, City Redevelopment 20% tax increment funds, mortgage revenue bonds, and such other local programs as are authorized by law.
14. The City should foster the production of housing to serve the "starter" housing market through mortgage revenue bonds, Mortgage Credit Certificates and other low and moderate-income housing programs.
15. The City should study alternative means of encouraging new mobilehome parks, especially family parks and parks

suitable for the relocation of older mobilehomes.

16. The City should explore available options for the protection of existing mobilehome parks, including public participation.
17. To facilitate the geographic dispersal of housing units affordable to low and moderate-income households and to promote the production of such housing, the Discretionary Alternate Use policies provide for the approval of low- and moderate-income housing at densities other than that shown on the Land Use/ Transportation Diagram.
18. To take advantage of a potential source of affordable housing, and to assist the City in meeting its housing needs as identified in the City of San José Consolidated Plan, the City should consider revising its policies and regulations to allow second units on single family lots provided that parking and other possible impacts on the surrounding neighborhood can be satisfactorily mitigated.

Rental Housing Supply

19. The City should regulate conversions of rental apartments to condominium or community apartment projects in order to maintain a reasonable balance of rental and ownership housing and an adequate supply of rental housing for low- and moderate-income families.
20. To promote the production of rental housing, the Discretionary Alternate Use policies provide for the approval of rental housing projects at densities other than that shown on the Land Use/ Transportation Diagram.
21. Investment in rental housing by private sector lending institutions should be encouraged.
22. Construction of new affordable rental housing units should be fostered by incentives which include the leveraging of local, state, and new federal funds.
23. The City will support federal regulations which preserve "at-risk" subsidized rental units subject to potential conversion to market rate rents and will encourage equitable and fair policies which protect both tenant and owner rights.

Design Review

24. The City is receptive to the development of new and less expensive building materials and techniques which meet building code.
25. Where appropriate, the rehabilitation and conversion of commercial and industrial structures into housing should be promoted.
26. Recognizing that the development review process can affect the price and availability of housing, the City is committed to minimizing unnecessary processing time in the development review function.

Administrative

27. The City should work in close cooperation with other entities, public and private, to foster information, techniques and policies to achieve the housing goals of this Plan and make such information readily available.
28. The City should, as a matter of policy, support legislation at the State and Federal levels that: (1) furthers the City's objective of conserving and rehabilitating the existing housing stock, (2) provides for the greatest local autonomy in the administration of State and Federal housing programs, (3) encourages and facilitates private sector investment in housing affordable to households of extremely-low, very low-, low- and moderate-income, particularly

rental housing, and (4) encourages the production of low-cost housing for families with children.

29. The provision of housing counseling services to San José residents should be encouraged.
30. The City's housing program revenues, including mortgage revenue bonds and the Redevelopment 20% tax increment funds, should be used efficiently.
31. Condominium or cooperative ownership of mobilehome parks should be encouraged where appropriate.
32. A vigorous code compliance effort is an integral and necessary element of a successful housing program and should be encouraged in San José.
33. The policies of the General Plan and Consolidated Plan should be carefully coordinated and implemented to maximize opportunities for the improvement, preservation, and development of affordable housing.
34. An affordable housing component should be evaluated in the preparation of specific plans, master plans, or strategy plans, and affordable housing should be incorporated into these plans if feasible.

Support Services

35. Homeless shelters should be encouraged to provide child care facilities so parents can seek work or permanent housing.
36. The City should explore programs to address child care needs in assisted housing projects as well as to address the needs of children living in poverty. ■

SERVICES AND FACILITIES

An important component of the quality of life enjoyed by the residents of San José is the quality of the public services and facilities provided by the City. Concern for the effect of growth and development on the levels of municipal services is a fundamental element of the City's land use planning philosophy.

Population and economic growth cause increases in the demand for municipal services. Factors which affect the impacts on the provision of services are the revenue generating potential and geographic location of growth. In general, development in outlying areas is more costly to serve than the same amount of development in infill locations. Commercial and industrial land uses typically generate more revenue than service demand costs, while the opposite is usually true for residential land uses.

The General Plan identifies specific service level goals for several major categories of urban services that are provided by the City. For these infrastructure facilities General Plan level of service policies require that the goals be met by individual projects. The General Plan level of service policies for transportation (streets), storm and sanitary sewers and sewage treatment are each based on the capacity of infrastructure systems. To maximize the efficiency of the sanitary sewerage and sewage treatment systems, the City is developing water conservation and reclamation programs and will coordinate these activities with the Santa Clara Valley Water District and the Water Pollution Control Plant tributary agencies. These level of service policies are applied to proposals for new development, whose contribution to the cumulative demand for capacity can be quantitatively estimated and appropriate mitigation measures, if any, identified. These mitigation measures may include National Pollution Discharge Elimination System (NPDES) permit requirements to minimize pollution of San Francisco Bay and the reduction of discharges through the City's water reclamation programs.

Other City facilities and services, including police and fire protection, parks and

recreation facilities, and libraries, are also important in defining the community's quality of life. The General Plan's level of service goal for these services is qualitative and seeks to achieve service levels supportive of a desired living environment. These facilities and services can be impacted by new growth. In particular, the gross amount and location of development are significant factors. However, it is difficult to establish a direct correlation between an increment of growth represented by an individual development proposal and the additional demand and cost for these public services. Therefore, the impacts of individual projects on these services as well as on the operation and maintenance of infrastructure are not quantified in the General Plan.

The level of Police, Fire, Parks and Library services provided to the community is determined annually by the City Council through the budgetary process when competing needs for available resources can be weighed. The level of service policies do, however, identify specific Citywide service level measures to be used as benchmarks to evaluate major General Plan land use and policy changes, and can be used to evaluate the cumulative impacts of land use changes and development which should be reviewed annually. These benchmarks are not intended as thresholds for assessing environmental impacts under the California Environmental Quality Act.

The General Plan includes a level of service policy regarding flood control although the City is not responsible for providing this service. Flood control is the responsibility of the Santa Clara Valley Water District (SCVWD) and interfaces directly with the City's storm drain system. It is City and SCVWD policy that all urban development be protected from flood damage.

While the provision of basic education is not a City responsibility, the City does recognize that it is in the best interests of all citizens of San José that public schools, an important part of the urban living environment, be reliably funded and have adequate facilities for educating students. Quality education benefits the entire City and all citizens and is only ensured when school districts have a reliable source of funding for programs and facilities. The City of San José recognizes that land use decisions and policies impact school operations.

The State and school districts are responsible for providing and maintaining the school facilities that serve the City's children. In addition to funding provided by the State legislature and the approval of bond measures by the voters, State law currently allows school districts to collect limited development fees to help provide facilities for the students generated by new residential development. The school districts have indicated that these combined sources of funds are often not adequate to provide the needed school facilities. School districts should explore all the methods within their powers to efficiently use or reuse school facilities and resources. Options the school districts could consider include adjusting attendance area boundaries or the consolidation of some districts to facilitate the efficient delivery of school services.

Goals and policies for infrastructure management, transportation and solid waste which are not related to service levels are set

forth in the Infrastructure Management, Transportation and Solid Waste Subsections, respectively, below. Goals and policies for parks and recreation which are not related to service levels are set forth in the Aesthetic, Cultural and Recreational Resources Section, Parks and Recreation Subsection of this Chapter.

Level of Service

The services and facilities most directly related to growth and development are sewage treatment, sanitary and storm sewers, transportation and flood protection. These services and facilities are essential to the successful development of individual projects and to the City's ability to accommodate economic development citywide. Police and fire protection, parks and recreation, and libraries are other services important to the City as a whole but these services do not have a necessary functional relationship with each individual development project. The City is directly or indirectly involved in the provision of these services, with several local, regional and State agencies sharing in the responsibility and authority for some of these services as well.

Level of Service Goals:

1. Provide a full range of City services to the community at service levels consistent with a safe, convenient, sustainable and pleasant place to live, work, learn and play.
2. Achieve the following level of service for these City services:
    - For transportation, level of service "D".
    - For sanitary sewers, level of service "D".
    - For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.
    - For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.

Level of Service Policies:

1. The City's urban service delivery priorities should be ordered as follows:
    - Provide services and facilities designed to serve existing needs.
    - Prevent the deterioration of existing levels of service.
    - Upgrade City service levels, when feasible.
2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.
3. The Urban Service Area should not be expanded without taking into consideration the funding necessary to adequately provide for the long term, without degrading services in the existing urban areas, for all City services and facilities including operations and maintenance required by the development anticipated in the area proposed for expansion.
4. The City should be proactive in promoting consolidation of overlapping services between governmental jurisdictions where it would increase

efficiency and quality of service delivery, both Countywide and regionally.

Traffic

5. The minimum overall performance of City streets during peak travel periods should be level of service "D".

    - In recognition of the City's Smart Growth strategies and interest in creating and maintaining a livable community, San José is planning a balanced, multi-modal transportation system. Livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle, and transit facilities are an important component of this transportation system.

    - Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide 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. When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more appropriate street improvements to meet the level of service standard.

    - To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures, including improvements to transit, bicycle, and/or pedestrian facilities, for projects whose required traffic mitigation would result in an unacceptable impact on an affected neighborhood or City street.

    - 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 determines 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. The City Council has adopted three Area Development Policies for Evergreen, North San José, and Edenvale, and has established a Transportation Development Policy for the US-101/ Oakland/Mabury corridor. The US-101/Oakland/Mabury Transportation Development Policy serves the same purpose as an Area Development Policy.

    - In recognition of the substantial non-traffic benefits of infill development, small infill projects may be exempted from traffic mitigation requirements.

    - 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.Sanitary Sewer System.

Sanitary Sewer Systems

6. The minimum performance standard for sanitary sewer lines should be level of service "D", defined as restricted sewage flow during peak flow conditions. Development which will have the potential to reduce the downstream level of service to worse than "D", or development which would be served by downstream lines already operating at a level of service worse than "D", should be required to provide mitigation measures to improve the level of service to "D" or better. In recognition of the substantial non-sewer benefits of infill development, small infill projects may be exempted from sewer mitigation requirements.

Sewage Treatment

7. The City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San José's share of the treatment capacity of the San José/Santa Clara Water Pollution Control Plant.
8. The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board and implemented through NPDES (National Pollution Discharge Elimination System) permits.
9. The City should continue to encourage water conservation and other programs which result in reduced demand for sewage treatment capacity.
10. Reductions in demand for sewage treatment capacity resulting from water conservation programs should be factored into projections of future demand only after several years' experience with such programs.
11. The City should seek the adoption of the above sewage treatment policies by the other tributary agencies served by the San José/Santa Clara Water Pollution Control Plant.

Storm Drainage and Flood Control

12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.
13. In designing improvements to creeks and rivers, adjacent properties should be protected from flooding.
14. The "modified floodplain design" is the preferred design for future flood control

facilities. The "widen-one-bank" and "trapezoidal channel" designs should only be used when funding or right-of-way limitations make the use of the modified flood plain design impractical.

15. The City should continue to cooperate with other public and private jurisdictions and agencies to coordinate emergency response and relief efforts in case of flooding.

Other Services

16. Utilize the following Citywide level of service measures as benchmarks to be used to evaluate major General Plan land use and policy changes, such as expansions of the Urban Service Area or land use changes from non-residential to residential:

    - For police protection, achieve a response time of six minutes or less for 60 percent of all Priority 1 calls, achieve a response time of eleven minutes or less for 60 percent of all Priority 2 calls.

    - For fire protection, a 4-minute average response time to all calls.

    - For parks and recreation: 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum is 1.5 acres of neighborhood, community or locally serving regional/City-wide park lands and up to 2 acres of school playgrounds, and all of which is located within a reasonable walking distance of the project; 7.5 acres of regional/City-wide park lands per 1,000 population; and 500 square feet of community center floor area per 1,000 population.

    - For libraries, 2.75 volumes (items) held in the San José Public Library system per capita, and .59 square feet of library space per capita.

    - For water supply, prior to the approval of major new development, available water supply should be ensured and documented by the water suppliers.

    The City recognizes that these performance measures are limited reflections of all City services and may change over time to reflect increasing diversity, new methods of service delivery or to reflect changing needs and priorities that are determined in the budgetary process. The details of these performance measures may also be addressed in the new or existing service planning documents of the relevant City departments that provide these services.

17. In reviewing major land use or policy changes, the City should consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.
18. Fire service facilities should be located so that essential services can be most efficiently provided.
19. The City should consider providing for child care uses in future community centers recognizing that child care is an important community support service.
20. For solid waste management, the City should seek to exceed 50% diversion of waste from disposal, maintain 20 years

of landfill capacity, and provide for storage and collection of recyclables from every location where solid waste is generated.

Schools

21. The City supports a system of open communication between the City, the public school districts and the development community in order to coordinate the activities of each to achieve the highest quality of education for all public school students.
22. Residential development should be approved only in conformance with the School Facility Availability Ordinance and City Council Policy. The City encourages school districts and developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures. These discussions should occur as early as possible in the project planning stage, preferably immediately preceding or following land acquisition.
23. The City should cooperate with school districts in identifying and evaluating the impacts of population and demographic changes which may affect the need for new schools, may lead to school closures, may require the re-opening of closed schools or may lead to the decision that existing school sites should be preserved for meeting future needs.
24. The City should support legislative efforts to create suitable and adequate means of financing the construction of

school facilities needed for a growing population.
25. The City and school districts should cooperate in the joint planning, development, and use of public school facilities combined with other public facilities and services, such as open space, recreation facilities, libraries, fire stations, and community service/ programs. The City should provide all pertinent information on General Plan amendments, rezonings and other development proposals to all affected school districts in a timely manner.
26. The City should encourage the use of available school facilities for child care purposes.

Infrastructure Management

Maintenance of San José's infrastructure facilities (streets, sewer lines, storm drains, etc.) is an important component of the urban services provided by the City. Well maintained infrastructure makes a city a desirable place to live and work, and contributes to its prosperity. As most of San José's infrastructure was built in the decades of the 1950s, 1960s and 1970s, considerable effort will be required to maintain or rehabilitate this infrastructure in the future.

The City recognizes this changing need and has responded by developing an Infrastructure Management System (IMS). The IMS provides the information necessary to monitor and schedule the maintenance,

repair, rehabilitation and replacement of sewers, public buildings, streets, and traffic control devices.

Infrastructure Management Goal:

Manage City resources efficiently in order to maintain existing infrastructure and facilities and avoid unnecessary replacement costs.

Infrastructure Management Policies:

1. The City's Infrastructure Management System Program should be utilized to identify the most efficient use of available resources to maintain the City's infrastructure and minimize the need to replace this infrastructure.
2. The City should explore new methods to supplement the City's existing resources devoted to the operation and maintenance of its infrastructure and facilities.

Transportation

The provision of an adequate transportation system to serve all areas of San José is a primary planning issue in the community. Commute travel times and distances for the residents of San José are among the longest anywhere in the region. This commute pattern is the result of many years of unconstrained and imbalanced growth throughout Santa Clara County, with primary employment centers located in the North County cities, and San José developed as the "bedroom community" providing housing for a large percentage of those workers. This jobs/housing imbalance, together with delays in the completion of key portions of the planned transportation network (Routes 85, 87 and 237), has resulted in severe peak hour congestion on freeways, expressways and arterial streets throughout the County. The extent of this congestion has lengthened the peak "hour" period and caused commute traffic to seek alternate routes through the community, including neighborhood streets.

Most of the unbuilt major links in the County's transportation network are assumed to be completed during the time frame of this plan.

Funding to complete improvements for Routes 85, 87, and 237 will be provided through a variety of funding measures. The Guadalupe Corridor light rail transit line will be joined by new light rail transit facilities along Tasman Avenue, Capitol Avenue/ Expressway, Stevens Creek Boulevard/West San Carlos Street, Santa Clara Street, and the Vasona Corridor to create an extensive light rail system accessible to large portions of the County. These improvements will also be funded through a variety of funding measures. The completion of these major facilities is critical to the future of the City's overall transportation system.

One of the most efficient ways of maximizing the use of the transportation network is by implementing a "reverse commute" whereby the numbers of workers who travel to jobs located in the southern part of San José are increased. The Edenvale and North Coyote Valley industrial areas provide opportunities for many thousands of workers to work closer to their homes and to travel in the off-peak direction to their jobs.

Traffic congestion and transportation planning are regional concerns which cannot be addressed by San José or any community alone. The State has adopted legislation requiring urbanized counties, such as Santa Clara County, to develop and implement Congestion Management Programs (CMP) to ensure that regional transportation facilities perform adequately now and in the future. San José has taken a leadership role in the development of Santa Clara County's

CMP and has worked closely with the County Congestion Management Agency in developing techniques to minimize traffic congestion and improve air quality. These techniques include citywide Transportation Demand Management (TDM) and Transportation Systems Management (TSM) programs. In addition, San José has developed the County's first CMP deficiency plan for the North San José industrial area. This plan identifies actions such as TDM/ TSM and physical improvements to support non-automobile commute alternatives to reduce area congestion.

Various TSM/TDM programs are already functioning throughout the County including carpooling and vanpooling, park and ride facilities, and High Occupancy Vehicle (HOV) lanes on area expressways and freeways. General Plan policies support the development of these measures as well as the encouragement of private sector participation and implementation of appropriate and similar programs such as car/vanpooling, preferential parking, staggered work hours/flextime and the like. The City encourages employers to promote and coordinate the use of transportation alternatives which would reduce the number of their employees commuting alone in their vehicles.

The transportation needs of the City associated with both new development and redevelopment should be met through the implementation of transportation policies which foster safe and efficient movement for person travel and delivery of goods. The Transportation policies contained herein describe how these objectives should be met through the improvement of both the roadway system itself as well as the various modes of transportation available to the City's residents. Related to these policies is the Transportation Level of Service policy (see the previous section) which requires new development to mitigate measurable impacts on intersections. The Transit-Oriented Corridors, the Area Development Policies, and the Golden Triangle define several Special Strategy Areas, distinguished by the innovative integration of transportation projects, land use programs and/or Transportation Systems Management techniques. Details on these Special Strategy areas are set forth in Chapter V, Special Strategy Areas Section, Transit-Oriented Development Corridors, Area Development Policies, and the Golden Triangle Area Subsections.

The San José International Airport, owned and operated by the City, serves as the primary commercial airport for the metropolitan area. Its location near the center of the urbanized North Santa Clara Valley makes this a convenient facility for metropolitan area businesses and residents. An Airport Master Plan has been adopted to guide the physical development of the facility through 2010. The Master Plan is based on forecasted increases in passenger volumes (from over 10 million annual passengers in 1996 to 17.6 million by 2010) as well as increases in air freight, air cargo and mail. San José International Airport also provides a major share of the County's general aviation facilities, and is particularly well suited for larger corporate aircraft. Expansion and improvement of the passenger terminal complex freight/cargo facilities, airfield and general aviation facilities are set forth in the Airport Master Plan approved by the City Council in 1997.

After World War II, San José experienced rapid suburban growth oriented to the automobile. As the City moves towards mixing appropriate land uses together, intensifying land use development along transit corridors and near transit stops, and creating more linkages between neighborhoods, walking should become a more important mode of transportation. The intent of the Pedestrian Facilities policies is

to create a pedestrian friendly environment for the City that is safe, convenient, accessible to people with disabilities, and pleasant. San José should be a pleasant place to walk, encouraging people to walk rather than drive.

Bicycling can provide an advantageous alternative mode of transportation to the City and its residents. Bicycles are relatively inexpensive to own and operate and bike routes and bicycle parking facilities are likewise relatively inexpensive to construct and maintain. Bicycles are also the most energy efficient form of transportation and do not cause air pollution or contribute significantly to traffic congestion. The two key elements which are necessary to successfully promote bicycle usage are safe, direct bicycle routes and abundant bicycle parking facilities at a variety of employment, commercial, residential, and recreational destinations. In particular, bicycle parking facilities at light rail stations and near bus stops can significantly increase the convenience of transit.

Bicycling can provide not only an alternative transportation mode for commuting but can also be a recreational activity. Recreational needs can be at least partially met with the development of the designated trails and pathways with paved bike paths.

To encourage bicycling for both transportation and recreation, the City Council approved the City of San Jose's Bicycle Master Plan in October of 1993. This master plan established the goals and objectives of the Comprehensive Bicycle Master Plan currently under development. It also established the Transportation Bicycle Network, a network of bike paths, routes, and lanes that interconnect neighborhoods, major transit facilities and major centers of employment, recreation, and education.

Transportation Goals:

1. Provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.
2. Each decade, double the percentage of transit, bicycling, and walking trips as determined by Census data.

3. Develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation.

Transportation Policies:

Thoroughfares

1. Interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program.
3. Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should 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.
4. Additional public street right-of-way beyond that designated on the Land Use/ Transportation Diagram may be required to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
5. Where existing public street right-of-way is determined to be greater than necessary for street purposes, such surplus right-of-way should be disposed of in a manner consistent with State and local laws.
6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.
7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.
8. Vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

Impacts on Local Neighborhoods

9. Neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

Transit Facilities

10. The City of San José is evolving as an interregional transit hub for Northern California and the City should foster and encourage this evolution.
11. The City should cooperate with the Santa Clara Valley Transportation Authority, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:

    - Provide all segments of the City's population, including people with disabilities, elderly, youth and people who are economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

    - Enhance transit service in major commute corridors, and provide convenient transfers between public

transit systems and other modes of travel.

- Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.

- New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.

12. Privately owned transit systems, such as taxicabs and private bus companies, should be encouraged to provide convenient transfers to and from public transit systems.
13. The City should encourage State and Federal legislation and programs to develop and promote viable alternative power sources to the internal combustion engine.
14. The City should promote the installation of High Occupancy Vehicle (HOV) lanes on State highways, freeways, and County expressways.
15. Where appropriate, the City should promote the location of child care facilities and other support services near light rail transit stations, major transportation hubs, and major employment centers.
16. Where feasible, transit stops should be compatible with the architectural style of adjacent development and should have appropriate amenities, including shade, to foster transit ridership.

Pedestrian Facilities

17. Pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, accessible to people with disabilities, and convenient.
18. Safe access and mobility for people with disabilities, in accordance with the American with Disabilities Act (ADA), will be implemented as a minimum standard in the design of all pedestrian facilities. Additional features beyond the ADA are encouraged.
19. The City should encourage walking, bicycling, and public transportation as preferred modes of transportation.
20. Pedestrian safety and access should be given priority over automobile movement.
21. All non-rural portions of San José should have a continuous sidewalk network. Existing deficiencies in the City's sidewalks should be addressed through the Capital Improvement Program or other funding mechanisms.
22. Pedestrian pathways and public sidewalks should provide connectivity between uses, such as neighborhoods, schools, parks, libraries, open space, public facilities, shopping centers, employment centers, and public transit. A continuous pedestrian facilities network should include pedestrian connections between neighborhoods,

across natural and man-made barriers, between dead-end streets, and to trails and transit.

23. Each land use has different pedestrian needs. Street and sidewalk designs should relate to the function of the adjoining land use(s) and transit access points.
24. In order to provide pedestrian comfort and safety, all pedestrian pathways and public sidewalks should provide buffers between moving vehicles and pedestrians where feasible (e.g., trees, planting strips, and parked cars).
25. To ensure that there is a continuous pedestrian network, pathways associated with a specific development should connect to the public pedestrian system.
26. The City's Capital Improvement Program and other mechanisms should implement quality pedestrian facilities identified in the General Plan's Pedestrian Priority Area and Trails and Pathways Diagrams.

Transportation Systems Management/ Transportation Demand Management

27. The City should cooperate with the Santa Clara County Transit District, CalTrain and other appropriate transit agencies in the development of park and ride lots to support public transit.
28. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.
29. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

Truck Facilities

30. Through truck traffic should be encouraged to utilize State freeways, County expressways, and six-lane arterial streets. Trucks should be encouraged to use those routes which have the least adverse impact on residential areas.
31. Industrial and commercial development should be planned so that truck access through residential areas is avoided. Truck travel on neighborhood streets should be minimized.
32. Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to not occur on public streets.

Parking

33. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.
34. Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.
35. Reserved parking for the handicapped should be allocated at all public off-street parking sites.
36. Bicycle parking facilities should be provided at all public off-street parking sites.
37. Multiple occupancy vehicles should be afforded such incentives as preferred

parking space location and reduced parking fees.

38. Parking facilities in the Downtown Core Area should be provided in three ways:

    - Short-term parking should be available on-site or in close proximity to new development.

    - Public perimeter parking should be provided within short walking distances to areas with the greatest employment densities.

    - Peripheral parking should be provided at the fringe of the Core Area where walking or shuttle-service distances are longer from employment centers.

Rail

39. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, should be provided. The City should maximize the use of available State and Federal funds for grade-separated railroad crossings, and encourage the railroads to pay their equitable share of any such projects.
40. The City should continue its Capital Improvement Program to upgrade safety equipment at railroad crossings.
41. The City should take appropriate action to minimize unnecessary traffic delays on surface streets from trains by notifying the appropriate railroad personnel of such occurrences and, if necessary, notifying the Public Utilities Commission.
42. The City should encourage the railroads to fulfill their obligation to maintain railroad crossings.
43. For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution, disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.

Aviation

44. The City should continue to provide aviation services at San José International Airport and promote airline service which meet the present and future air transportation needs of local residents and the business community, and which minimize impacts on the surrounding community.
45. Capital improvements to San José International Airport as identified in the Airport Master Plan should be implemented in a timely manner.
46. The City should foster compatible land uses in the vicinity of San José International Airport and Reid-Hillview Airport.
47. Development in the vicinity of airports should be regulated in accordance with Federal Aviation Administration guidelines to:

    - Maintain the airspace required for the safe operation of these facilities.

    - Avoid reflective surfaces, flashing lights and other potential hazards to air navigation.

48. Development in the vicinity of airports should take into consideration the safety areas identified in Airport Land Use Commission (ALUC) policies.
49. As a condition of approval of development in the vicinity of airports, the City should require aviation easement dedications.
50. The City has had a longstanding interest in the future of Moffett Field due to its potential to serve a significant role in the Bay Area's regional aviation system. The City recognizes and supports the federal

government's continued operation and development of Moffett Field. Such operation and development should be planned in a manner consistent with City and regional objectives of future civil aviation use of Moffett Field. The City is committed to working with NASA and other local and regional government agencies to preserve opportunities for future aviation-related uses and facilities at Moffett Field, including its continued availability to the region for emergency disaster relief purposes.

Bicycling

51. The City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
52. Bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.
53. Priority improvements to the Transportation Bicycle Network should include:

    - Bike routes linking light rail stations to nearby neighborhoods.
    - Bike paths along designated trails and pathways corridors.
    - Bike paths linking residential areas to major employment centers.

54. Light rail stations and other public transit embarkation points should include secure and convenient bicycle parking facilities.
55. Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.
56. Bicycle safety should be taken into consideration when implementing improvements for automobile traffic operations.
57. The City should cooperate with the County and other cities in designing and implementing the Countywide bikeways system. In the design and implementation of the City’s bikeway system effort should be made to interconnect with the bikeway systems of adjacent cities.

Solid Waste

The collection and disposal of solid waste is a fundamental community service regulated by the City for the benefit of the residents and businesses of San José. San José's rapid population growth in recent decades, radical change in social consumption patterns, recognition of the tremendous resource value of the waste stream, and heightened standards of environmental protection have challenged the utility of the traditional solid waste disposal system. Additionally, shifting regional disposal patterns are placing new demands on existing landfills sited in San José as well as presenting significant new opportunities for regional cooperation.

Meeting these challenges and capitalizing on these opportunities requires the establishment of alternative use, disposal and production patterns of solid waste. A solid waste hierarchy, comprised of source reduction, recycling/composting, transformation and landfilling, governs all solid waste management goals and policies of the City. This hierarchy places primary

emphasis on implementing all feasible source reduction and recycling/composting measures, while continuing to allow transformation facilities and landfills to accommodate waste which cannot be reduced at the source, recycled or composted.

Solid Waste Goals:

1. Recover the resource value of solid waste and foster the establishment of facilities in San José which constructively use and reinvest such resources in the local economy.
2. Extend the life span of existing landfills by promoting source reduction, recycling, composting and transformation of solid wastes.
3. Locate and operate solid waste sites in a manner which protects environmental resources.
4. Locate and operate solid waste disposal facilities in a manner compatible with existing and planned surrounding land uses.
5. Achieve a high level of public awareness of solid waste issues and alternatives to landfilling.
6. Promote the equitable distribution of Santa Clara County's solid waste disposal capacity among all jurisdictions within the County.

Solid Waste Policies:

Solid Waste Capacity

1. Monitor the continued availability of long-term disposal capacity to ensure adequate solid waste disposal capacity.
2. No new candidate landfill sites should be designated until the need for additional landfill capacity has been established. Source reduction and recycling/ composting alternatives should be taken into account when evaluating the need for a landfill.
3. No new candidate landfill sites should be designated in the General Plan until a Countywide site review has been conducted according to criteria established through the County Solid Waste Management Plan process.
4. The preferred method for increasing the City's landfill capacity is to expand the capacity of existing landfill sites and monitor the continued availability of recycling, resource recovery and composting capacity to ensure adequate long term capacity.

Landfill Siting Criteria

5. Solid waste landfills are considered non-urban uses and, therefore, all candidate solid waste sites should be located outside of the Urban Service Area. The existing Zanker Road and Owens-Corning landfills are exempt from this policy.
6. Preference should be given to inland non-urban sites for future solid waste landfill facilities. The use of bayland sites for landfill facilities should be ultimately phased out, although the continued use of existing bayland sites may be allowed and, for sites located within the City’s Urban Service Area and Urban Growth Boundary, recycling, resource recovery and composting may

continue on a portion of the site after landfill closure.

7. New solid waste landfills should be established only on lands designated with the Candidate Solid Waste Landfill Site overlay ("CSW"). The Candidate Solid Waste Landfill Site overlay is compatible with the underlying designations of Public/ Quasi-Public, Non-Urban Hillside and Private Open Space.
8. New Candidate Solid Waste Landfill Sites should be located at least l/2 mile from areas with existing or planned residential uses at urban densities.
9. Access routes to solid waste landfill sites in non-urban areas should be designed and controlled so as to avoid encouraging urban development on adjacent or nearby properties.
10. Solid waste landfills should be discouraged in the proximity of existing or planned airports.
11. Landfill sites should be approved through the Planned Development zoning process.
12. Only when solid waste landfills have incorporated adequate mitigation measures should they be located on lands that are susceptible to landslides, faulting, seismically induced ground failure, 100-year flood inundation, salt water inundation, or dam inundation; or which have a high water table, are within a reservoir drainage basin, in wetlands or in areas of granular soils with potential for seismic failure which may result in the introduction of leachate into groundwater aquifers.
13. Solid waste landfills should be designed and operated in a manner that protects surface water and ground water aquifers from contamination by leachate.
14. Solid waste landfills should be designed and operated in such a manner as to minimize their attractiveness to birds, insects and rodents.
15. Additional screening should be provided when topography and naturally occurring vegetation is insufficient to adequately screen a solid waste landfill site or its access road from the view of residences or public roads.
16. The approval of solid waste landfill sites should include planning for their eventual phased restoration to recreational or open space uses, including revegetation with native plant species.
17. Solid waste sites should be planned, located and maintained to mitigate potential negative impacts on surrounding land uses, particularly in residential areas. The effects of increased traffic and traffic hazards, noise and odor problems, pollution and potential littering of traffic routes, including windborne and waterborne litter, should be mitigated.
18. Methane gas may be recovered from a closed solid waste landfill irrespective of the land use designation of the site.
19. Only compatible uses should be located adjacent to an operating landfill or other regional publicly owned facility, such as the Water Pollution Control Plant.

Siting Criteria for other Solid Waste Management Facilities

20. Solid waste transfer/processing stations may be located in areas designated Heavy Industrial on the Land Use/ Transportation Diagram if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site.
21. Solid waste reduction techniques, including source reduction, reuse, recycling, source separation and energy recovery, should be encouraged. ■

AESTHETIC, CULTURAL AND RECREATIONAL RESOURCES

Historic, Archaeological and Cultural Resources

San José has had a long and culturally rich history. The commonly held image of San José as the prototype of a rapidly growing suburban city tends to obscure the importance of earlier eras in the development of the community.

Long before the first European settlement, Native Americans resided in the area, settling along the many streams and creeks. The gentle climate, the Bay and its marshlands, the year-round streams, the oak groves, and rich agricultural land provided a favorable environment for American Indian villages.

The Pueblo of San José was founded November 29, 1777, as the first Spanish civil settlement in California. San José's story since then is one of the opening of a new land and the development and building of a civilization on the West Coast. In the years between the early-19th Century and the mid-20th Century, San José evolved into a commercial and governmental center based on the lucrative agricultural economic base. This fertile agricultural region attracted many immigrants who came to find their fortunes in the thriving agricultural community.

Today, San José is one of the nation's leading technological centers, attracting industry from all over the world. The invention of the silicon chip in the 1960's has transformed the agricultural center of the 1940's and 1950's into the "Silicon Valley" of today and the future.

Through San José's rich history, many sites and structures of historical and cultural importance have been constructed. Some of these significant sites have been lost, but the many that remain can be preserved. In addition to individual sites, there exist many districts in which numerous structures, related by a common architectural style or by historical association, collectively constitute a significant resource.

The visual charm and character of these sites, structures and districts lend to the revitalization of older neighborhoods and help to enhance community identity. In many cases, the fine architecture and craftsmanship of these early structures provide a living historical record for the present and future generations of San José.

An additional aspect of San José's historic and cultural heritage is that of archaeological resources. Native American artifacts and remains have been discovered in such archaeologically sensitive areas as creeksides and hillsides and provide an irreplaceable record of another civilization. San José's long and colorful history can provide a significant contribution to a sense of community identity. In order to enhance this identity, it is important to promote an awareness of San José's historic and archaeological heritage.

Historic, Archaeological and Cultural Resources Goal:

Preservation of historically and archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of urban living.

Historic, Archaeological and Cultural Resources Policies:

1. Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.
2. The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.
3. An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.
4. Areas with a concentration of historically and/or architecturally significant sites or structures should be considered for preservation through the creation of Historic Preservation Districts.
5. New development in proximity to designated historic landmark structures

and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.

6. The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end. Approaches which should be considered for implementation of this policy include, among others: Discretionary Alternate Use Policy Number 3, permitting flexibility as to the uses allowed in structures of historic or architectural merit; transfer of development rights from designated historic sites; tax relief for designated landmarks and/or districts; alternative building code provisions for the reuse of historic structures; and such financial incentives as grants, loans and/or loan guarantees to assist rehabilitation efforts.
7. Structures of historic, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San José Historical Museum should be encouraged.
8. For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.
9. Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.
10. Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.
11. The City should encourage the continuation and appropriate expansion of Federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

Parks and Recreation

Public parks and recreation areas are an important and necessary element of the urban community, providing for many of its open space and leisure activity needs. A sufficient supply of park land and open space is important to enhance the livability and the social and environmental quality of a city. A wide variety of parklands and facilities are needed to serve the City's many unique and diverse environments: the urban Core (Downtown), neighborhoods framing the Downtown Core, suburban neighborhoods and semi-rural hillside areas. Developed parks, natural open space areas and recreation facilities are necessary for a balanced and vital community. The manner in which open space is preserved and recreational lands and opportunities developed reflect the diverse interests of the City's residents. Neighborhood parks provide recreation facilities close to home and are easily accessible to residents. In addition,

open space areas provide other benefits, such as providing heat reduction during the summer months.

The City has actively pursued a program of park land acquisition. The City utilizes a variety of financing mechanisms, including the Parkland Dedication Ordinance, Park Impact Fee Ordinance and the Construction and Conveyance Tax, to acquire and develop park land.

As of 1992, approximately 16,300 acres of Federal, County and City owned public park land had been acquired within the City's Sphere of Influence. The majority of this land consists of County owned hillside open space, creekside park chains, and Federal owned wetlands as part of the San Francisco Bay National Wildlife Refuge. These areas comprise part of a regional park system which is envisioned to provide a "greenbelt" of open space around the urban area of the City. The City manages approximately 4,000 acres of this total acreage for neighborhood, district and citywide parks, park chains along several major waterways, community centers, historic facilities and sports facilities. Some of these sites have been developed for the delivery of a wide variety of leisure activities and other sites remain unimproved because of the City's limited budget for operations and maintenance costs associated with parks. In addition to lands owned by public park and recreational agencies, the parks and recreation system in San José also includes properties owned by private utilities, including the Santa Clara Valley Water District, the Pacific Gas and Electric Company, school districts and other agencies.

Flood control rights-of-way, utility corridors, school yards and water supply reservoirs are familiar examples of facilities which form an integral part of San José's recreation-oriented open space resources. A significant concern is the growing number of school closures in many neighborhoods of the City which result in a loss of usable open space and a traditional source of community services.

Due to high land costs, development patterns, and special credit and exemption provisions in existing City financing mechanisms, the City has been unable to acquire a sufficient amount of neighborhood serving park land to meet its service level objectives. In order for the City to maintain a high quality of life, creative solutions will be needed to provide alternative methods of alleviating park land deficiencies. Alternative forms of neighborhood serving park land mitigation should be considered for high density housing projects, particularly in the Downtown Core and Frame Areas and along major transit and arterial corridor connections to Downtown. New private development should be encouraged to provide a greater amount of recreation and open space facilities on site or in close proximity to meet the park and open space needs it generates. Alternative methods of providing central city development with access to open space and recreation facilities should include consideration of: outdoor plazas and gathering areas; landscaped pedestrian oriented streetscapes; indoor and roof top recreation and open space amenities; publicly accessible private recreation facilities, such as swim cabanas, tennis clubs, and fitness centers; freeway underpasses and air rights: proximity to civic and cultural facilities; and the availability of public transportation providing access to other park and open space lands beyond reasonable walking distance.

Level of Service goals for Parks and Recreation services are set forth in the Services and Facilities section of this Chapter.

Parks and Recreation Goal:

Provide park lands and recreation areas which enhance the livability of the urban environment by providing parks for residential neighborhoods, preserving significant natural, historic, scenic and other open space resources, and meeting the open space and recreation services needs of community residents.

Parks and Recreation Policies:

1. The City should consider as an objective the provision of neighborhood or community park within reasonable walking distance for each resident. That portion of a Citywide or regional park which provides recreational accessibility for nearby residents in the same manner as a neighborhood or community park should be considered as meeting this objective.
2. Public parks, open space lands and other similar public areas should be located, oriented and designed in such a way as to facilitate their security and policing.
3. Through the development review process, private open space and recreation facilities should be encouraged in high density residential projects, mixed use projects and major employment complexes in the vicinity of major transit corridors in order to meet a portion of the open space and recreation needs of residents, employees and visitors that will be generated by that development.
4. The City should accept open space land dedications only when public ownership will preserve the natural and scenic beauty, protect natural and man-made landmarks, or provide a land supply to meet future recreational needs.
5. The development of public and private recreational uses in rural and hillside areas should be low intensity and sensitive to geologic hazards, water resources, natural habitats, and visual impacts, consistent with allowed densities and development standards for residential and other uses.
6. In the design and maintenance of parks, consideration should be given to impacts on wildlife. In particular, it should be recognized that native plant species may be best suited for providing wildlife cover and food sources and that herbicides, pesticides and fungicides may be damaging to native plants and wildlife.
7. The City encourages the Santa Clara Valley Water District, school districts, the Pacific Gas and Electric Company and other public agencies and utilities to provide for appropriate recreational uses of their respective properties and rights-of-way. Consideration should be given to cooperative efforts between these entities and the City to develop parks, pedestrian and bicycle trails, other open space areas, and recreational facilities and programs.
8. The City should consider the conversion of abandoned railroad rights-of-way into multi-purpose trails.
9. The City encourages the County and other appropriate jurisdictions to direct the expenditure of regional park funds to provide parks and other open space lands and recreational resources within, or in close proximity to, the urban population.
10. The City should continue to work cooperatively with local school districts in identifying and evaluating surplus school sites for potential park lands acquisition. In furtherance of this policy, the City should maintain and periodically update the School Site Reuse Plan.
11. The City should maintain and periodically update a plan establishing criteria and standards for the provision of parks and recreation services.

"Leisure and Life 2000" meets this objective.

12. The City should promote the enactment of Federal, State and local legislation intended to facilitate the acquisition of surplus property of public agencies for parks, open space and recreation purposes.
13. The City encourages the County and other public agencies to accept dedications of open space lands of regional significance, including watersheds, wildlife habitats, wetlands, historic sites, and scenic lands. The City also encourages private entities to preserve open space lands.
14. Bikeways, hiking trails, equestrian trails, rest areas and picnicking accommodations should be provided, wherever feasible, within parks and trails corridors designated on the Scenic Routes and Trails Diagram, to access the hillsides, ridgelines, baylands, significant waterways, and other scenic areas.
15. In the design of parks, consideration should be given to providing features, facilities, and services that promote tourism and make San José an attractive location for economic development as well as serve the needs of San José residents.
16. The City should facilitate the creation and improvement of neighborhood and community parks by using the Parkland Dedication Ordinance, the Parallel Impact Fee Ordinance, and the Construction and Conveyance Tax.
17. Parks should be designed and constructed in a manner which allows access to each type of recreational experience for people of all abilities to the maximum extent possible.
18. In the planning of future park expenditures, the provision of new park and recreation facilities and improvements in park deficient areas should be considered a top priority.
19. The City should consider negotiating with property owners and local school districts in newly developing residential areas for the dedication of playground/ recreation portions of future school sites to the City, providing for long term low cost leasing of these playgrounds back to the school districts. Under this arrangement, when a school district declared a site as surplus the playground portions of it would automatically revert back to the City, ensuring public use in perpetuity.

Scenic Routes

The City of San José has many scenic resources which include the broad sweep of the Santa Clara Valley, the hills and mountains which frame the Valley floor, the baylands and the urban skyline itself, particularly high-rise development. It is important to preserve public thoroughfares which provide visual access to these scenic resources. The designation of a scenic route applies to routes which afford especially aesthetic views. Two types of scenic routes are designated on the Scenic Routes and

Trails Map. They are Landscaped Throughways and Rural Scenic Corridors.

State and Interstate Highways are important transportation routes with high traffic volumes. San José's image for both residents and visitors is affected by the visual and aesthetic scene both at gateways where these routes enter the City, and as these routes traverse the City. In particular, State and Interstate Highways are frequently elevated, presenting grand views of the downtown, the hillsides and other scenes of considerable significance. These views contribute to the image of San José as a pleasant and attractive city in which to live and work.

The designation of Landscaped Throughway on the Scenic Routes and Trails Diagram designates all State and Interstate Highways that are located within San José's Sphere of Influence. Landscaping and the use of architectural detailing along the highways will enhance and improve the visual qualities of these thoroughfares. Billboards and other large structures located adjacent to scenic routes often diminish views and present an unattractive urban appearance from the roadways. Special efforts, such as discouraging the use of billboards and regulating the size and shape of structures along highways, can preserve scenic views and maintain the City's overall image.

Rural Scenic Corridors are scenic routes that provide access to the natural amenities that surround the City. They are defined as the scenic road right-of-way plus the landscape visible on either side of the right-of-way. Any development in these areas should be subject to special design treatment in order to blend with the scenic qualities of the area. The provision of recreational trails for hikers, bicyclists and equestrians should be encouraged within designated Rural Scenic Corridors where sufficient right of way exists allowing for connections to and extensions of existing trail corridors.

Designated scenic routes are not the only thoroughfares that have scenic views. Most major streets provide some type of view or "vista" of the natural areas, the hillsides or man-made structures. Often major streets provide unique opportunities to develop or preserve significant views.

Scenic Routes Goal:

Preserve and enhance the visual access to scenic resources of San José and its environs through a system of scenic routes.

Scenic Routes Policies:

1. Development within the designated Rural Scenic Corridors and along designated Landscaped Throughways should be designed with the intent of preserving and enhancing attractive natural and man-made vistas.
2. The natural character of Rural Scenic Corridors should be preserved by incorporating mature stands of trees, rock outcroppings, streams, lakes and reservoirs and other such natural features into project designs.

3. The design of Landscaped Throughways should include a high standard of architectural detail and landscaping in order to create a consistent and attractive visual quality.
4. Any development occurring adjacent to Landscaped Throughways should incorporate interesting and attractive design qualities and promote a high standard of architectural excellence.
5. Any development along Landscaped Throughways entering the City should be designed to provide attractive gateways to the City.
6. Development along designated Rural Scenic Corridors should preserve significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge and the Santa Cruz Mountains.
7. The planning of Rural Scenic Corridors should take into consideration the potential for providing access to such public facilities as parks, recreation areas, bike trails and cultural attractions.
8. Roadway design on Rural Scenic Routes should minimize impacts on native flora and natural topographic features.
9. Billboards adjacent to all scenic routes should be strongly discouraged.

Many major streets and other roadways in San José afford scenic views of hillsides, although they may not qualify as designated scenic routes. Special consideration of street design should be taken so as to preserve views of hillsides wherever they occur.

Trails and Pathways

The many creeks and streams traversing San José which connect many of the area's large regional parks offer an unparalleled opportunity to create a network of trails and pathways. This network can link a large urban population with the significant open space and recreational opportunities afforded by public parks and other open space lands in the baylands, hillside areas and throughout the Santa Clara Valley. A trails and pathways network can provide access to these important natural areas and recreational opportunities without dependence on either the automobile or congested urban streets. A

trails and pathways network also provides an alternative means of commuting and can encourage bicycling and walking not only as a form of recreation, but as a means of transportation.

Trails and pathways can also provide local opportunities for persons who wish to jog, bike, ride horses or just hike along natural creeksides. This recreational opportunity for nearby residents and employees, plus the aesthetic advantages of the natural riparian setting of creekside areas enhances the value of development on adjacent properties.

The Scenic Routes and Trails Diagram is described in the Land Use/Transportation Diagram Chapter of this General Plan. This section describes the Trail and Pathway designations on the Diagram which identify the corridors planned for the City.

Trails and Pathways Goal:

Provide a network of trails and pathways throughout the City in order to maximize the City's recreational opportunities and to provide alternate means of both commuting and reaching regional parks and other natural areas.

Trails and Pathways Policies:

1. The City should control land development along designated Trails and Pathways Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the corridors does not compromise safe trail access nor detract from the scenic and aesthetic qualities of the corridor.
2. When new development occurs adjacent to a designated Trails and Pathways Corridor, the City should encourage the developer to install and maintain the trail.
3. Design, construction and management of trails and pathways should be carefully executed in order to minimize environmental disturbance.
4. Bridges and other public improvements within designated Trails and Pathways Corridors should be designed to provide safe and secure routes for trails, including grade separation of roadways and trails whenever feasible.
5. The City should promote cooperative interagency planning of trails and pathways in order to establish and encourage their use for both recreational purposes and as alternate transportation routes.
6. The incorporation of trails and pathways into lanes used for public and utility purposes is encouraged.
7. Trails should be built to meet the trail standards established by the Department of Public Works. Trail design should provide sufficient light, vertical and horizontal clearance, and landscape setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience.
8. In areas which are already developed and where insufficient right of way exists to provide trails separate from existing roadways, the City should consider interim trail alignments along public roadways to provide linkages with trail corridors and public transportation facilities.
9. Trails and pathways should be designed and constructed in a manner which allows safe access to each type of trail experience for people of all abilities to the maximum extent possible.
10. In addition to trails proposed along major watercourses, additional trail routes should be established on abandoned railroad rights-of-way. ■

NATURAL RESOURCES

This General Plan is based on the premise that natural resources are not inexhaustible commodities to be exploited, but are valuable assets to be judiciously used and wisely managed for the benefit of present and future generations. The intent of the Natural Resources goals and policies is to balance resource conservation and urban development, so as to maximize the achievement of environmental, economic and social objectives. Management of natural resources affects a much larger area than that within San José's jurisdiction. Conservation or misuse of natural resources by one city can affect all the other cities in the region. For example, air pollution generated in cities to the north will be carried by the prevailing winds to San José, decreasing local air quality. In order to address the regional scope of water quality, the Regional Water Quality Control Board (RWQCB) has adopted a Water Quality Control Plan for San Francisco Bay Basin to meet Federal and State water quality requirements. Without consistent action throughout the San Francisco Bay region, San José's environmental management goals will not be met.

Natural Resources Goal:

> The City should balance resource conservation and urban development to maximize achievement of environmental, economic and social objectives.

Natural Communities and Wildlife Habitats

Plant communities and wildlife habitats within the Sphere of Influence of San José range from relatively undisturbed natural communities, such as oak woodland and salt marsh, to areas that are completely developed.

A variety of native and non-native plants and animals are found within the City. Several native plant communities, including serpentine grassland, salt marsh, and riparian forest provide habitat for rare, threatened and/or endangered plants and animals that are of special concern to governmental agencies, conservation groups, and private citizens.

Although natural communities generally support a greater diversity and number of plant and animal species, urban habitat is also important. Urban habitat is found in developed residential, commercial, and industrial areas. Valuable urban habitat includes street trees, backyard gardens, parks, and some vacant lots. Trees, shrubs, lawns, and gardens found in urban areas provide food and cover for wildlife that has adapted to the urban environment.

Woodlands, Grasslands, Chaparral and Scrub

Woodlands, grasslands, chaparral and scrub are the primary vegetative cover on the hillsides surrounding the Santa Clara Valley floor. These plant communities provide grazing land and wildlife habitat, and facilitate the capture and subsequent percolation of rainwater. These areas also have direct scenic value. Woodlands,

grasslands, chaparral, and scrub are susceptible to damage from inappropriate agricultural uses and practices as well as from urban development, and should be protected from erosion hazard. Oak woodland is recognized as highly productive wildlife habitat with important aesthetic value. Much of the oak woodland that was historically present within the City has been removed by agricultural and urban uses. Oak woodland areas remain in the Santa Teresa and Almaden Hills and along the southern parts of San Felipe Road.

Many wildlife species use grasslands for feeding or hunting, but require nearby trees or shrubs for cover or nesting sites. Grasslands provide important habitat for the Turkey Vulture, Northern Harrier, Black-shouldered Kite, Horned Lark, and Burrowing Owl. Scrub, a plant community made up of moderate sized shrubs such as California Sagebrush and Black Sage, occurs on rocky, shallow soils and is often associated with grasslands.

Foothill areas with soils derived from serpentine rock can support unique plant communities. Serpentine bunchgrass and serpentine chaparral occur in the Mt. Hamilton Range and in the Santa Cruz Mountains. Some areas that formerly supported serpentine bunchgrass species have been modified by grazing and support primarily introduced species.

Woodlands, Grasslands, Chaparral and Scrub Goal:

Protect the biological diversity and scenic characteristics of grasslands, woodlands, chaparral and scrub in hillside areas.

Woodlands, Grasslands, Chaparral and Scrub Policies:

1. The nature and amount of public access to wooded areas and grasslands, when allowed, should be consistent with the environmental characteristics of these areas.
2. The use of motorized off-road vehicles should be limited, and strictly regulated, in woodlands, grasslands, and hillside areas.
3. The City should cooperate with other agencies in the preservation of hillside vegetation.
4. Grading should be designed to minimize the removal of significant vegetation.
5. The City should preserve and protect oak woodlands, and individual oak trees, to the greatest extent feasible.

6. The City should encourage appropriate reforestation and planting projects in hillside areas.
7. Appropriate agricultural practices should be encouraged in hillside areas.
8. Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.

Riparian Corridors and Upland Wetlands

The rivers, creeks and upland wetlands within the City of San José support a diversity of habitats. Several distinct habitats occur along the riparian corridors, including riparian forest, grassland, freshwater marsh, and upland wetlands. Many species of plants, fish and wildlife are found associated with riparian corridors, including several species of concern. Riparian areas and upland wetlands that support native or woody plants provide habitat that is important for the protection of the region's plant and animal life. From fall to early spring, riparian forest communities provide important resting and feeding areas for migrating birds. Riparian corridors also provide aesthetic values and recreational resources.

Creeks in the Santa Clara Valley historically supported relatively wide corridors of natural vegetation. Plant communities associated with riparian corridors now occur as narrow bands of vegetation within the banks of creeks. Many channels have been modified for flood protection and in-stream percolation ponds.

The City Council has approved a Riparian Corridor Policy Study which includes an inventory of riparian resources within the Urban Service Area and Urban Reserves, assessments of riparian value, development guidelines, and riparian restoration policies. The policy document addresses both private and public development including recreation facilities.

Riparian Corridors and Upland Wetlands Goal:

Preserve, protect, and restore riparian corridors and upland wetlands within the City of San José's Sphere of Influence.

Riparian Corridors and Upland Wetlands Policies:

1. Creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.
2. New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.
3. New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.
4. New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.
5. When disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors
6. The City encourages appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.

7. The City should consider the preparation of a Riparian Restoration Action Plan to assess riparian conditions and identify potential riparian restoration programs and priorities.
8. Natural riparian corridors outside the Urban Service Area should be protected from disturbance associated with development (such as structures, roadways, sewage disposal facilities and overhead utility lines, except those required for flood control or bridging) by a minimum 150 foot setback from the top bank line, wherever feasible.

Bay and Baylands

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

The South San Francisco Bay is recognized as one of the nation's most significant estuaries. Pursuant to the Water Quality Act, the Governor of California has included the San Francisco Bay within the National Estuary Program. The San Francisco Bay-Delta Estuary is the largest estuary and possibly the most important natural and economic resource on the western coast of the American continents. The San Francisco Bay system provides essential recreational and aesthetic opportunities for boaters, fishermen and hikers and all those who appreciate natural beauty.

All uses of the Estuary depend on the quality and health of its waters and wetlands. A leading cause of degradation and a fundamental threat to the present and future benefits of the Estuary is the loss of the Estuary's open water area, wetlands, and stream environments through modification or conversion to other uses and contamination by pollutants.

In the South Bay, the Estuary consists of the open tidal, brackish, and fresh water system of the San Francisco Bay and adjacent wetlands, and tributary streams. Changes in land use can have direct impacts on the Estuary such as the physical conversion of open waters, wetlands and streams, and indirect impacts such as pollutants which can be carried by rain water or publicly operated treatment works from upland uses and activities into the Estuary.

The water and wetland surfaces of the Bay make an important contribution to the mild climate and the quality of life in the South Bay Area. Reduction of the surface area raises air temperatures, reduces winds, and reduces water circulation in the Bay. Also, reduction of the area open to tidal action decreases the capacity to flush pollutants from the Bay.

The baylands provide food and shelter for fish and wildlife, and in their natural state serve multiple functions for water and air quality control, storage and passage of flood waters, erosion control, nature education, scientific study, open space and recreation. The Bay and baylands are defined, for the purpose of this Plan, as the tidal influenced water areas, the historic wetlands areas which are adjacent to and ecologically integrated into the Bay and tidal channels of the Bay (including seasonal, tidal and diked marshes, mud flats, salt ponds and vernal pools) and the adjacent lands which are ecologically linked to these wetlands. Baylands provide habitat for a number of species of concern and include a unique plant community, North Coast Salt Marsh. The Bay and bayland habitats can be jeopardized by dredging, filling, diking, discing, draining, and other activities.

The Water Pollution Control Plant must operate under the regulation of a National Pollution Discharge Elimination System Permit because the sewage which is treated by the Water Pollution Control Plant is

discharged directly in to the South San Francisco Bay. In order to reduce the possibility of the sewage discharge impacting the Bay habitat or wildlife the City has adopted a South Bay Action Plan, which consists of water conservation and water reclamation programs, and a Waste Minimization Program to reduce the amount of metals which are deposited into the sewage.

The San Francisco Bay National Wildlife Refuge, located in the baylands near the community of Alviso, is an area set aside for the preservation and restoration of natural bayland habitat, for purposes of protecting many species of plant and animal life which inhabit and migrate through the baylands.

Bay and Baylands Goal:

Preserve and restore natural characteristics of the Bay and adjacent lands, and recognize the role of the Bay's vegetation and water area in maintaining a healthy regional ecosystem.

Bay and Baylands Policies:

1. The baylands should be preserved and restored in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San José in a healthful environment.
2. Urban development in the baylands is discouraged unless it can be shown that it results in no net loss of baylands habitat value.
3. The City should cooperate with the County, U.S. Army Corps of Engineers, EPA, California Department of Fish and Game, and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands.
4. The City, in cooperation and, where appropriate, consultation with other interested agencies, should encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action.
5. The City should continue to participate in the Santa Clara Valley Non-Point Source Pollution Control Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures.
6. No development which creates adverse impacts on the National Wildlife Refuge in South San Francisco Bay or results in a net loss of baylands habitat value should be permitted.

Species of Concern

Natural plant communities, including serpentine grassland, serpentine chaparral, riparian forest, salt marsh, and freshwater marsh, harbor a number of species that are rare or at risk of becoming extinct in the near future. These "Species of Concern" include plants and animals that are protected under state and Federal Endangered Species Acts, the Federal Migratory Bird Treaty Act, and other species listed by the California Department of Fish and Game and the California Native Plant Society.

Serpentine grasslands and chaparral support a number of unique plants and animals including the Metcalf Canyon Jewelflower, Coyote Ceanothus, San Francisco Bay Checkerspot Butterfly, and Opler's Longhorn Moth.

Species of Concern found in riparian and marsh habitats near the bay and along creeks are primarily animals. Bird species such as the California Clapper Rail, Salt Marsh Yellowthroat, and Yellow Warbler visit or nest in marshes or riparian areas. The Salt Marsh Harvest Mouse uses salt marshes along the margins of sloughs. Other species of concern found in riparian habitats include the Red-legged Frog and the Southwestern Pond Turtle.

Grasslands and adjacent woodlands also provide habitat for a number of species of concern. Raptors, or birds of prey, including the Black-Shouldered Kite, Sharp-shinned Hawk, and Golden Eagle use grasslands for hunting and nest in woodland or forest habitats. The Burrowing Owl hunts and nests in grasslands and may also utilize disturbed habitats, including vacant lots and levees. The California Tiger Salamander uses underground burrows in grassland and requires ponds or quiet streams to breed.

Species of Concern that are known to occur in the Santa Clara Valley and surrounding foothills are listed in Appendix H.

Species of Concern Goal:

Preserve habitat suitable for Species of Concern, including threatened and endangered species.

Species of Concern Policies:

1. Consideration should be given to setting aside conservation areas in the Bay and baylands, along riparian corridors, upland wetlands, and hillside areas to protect habitats of unique, threatened and endangered species of plants and animals, and to provide areas for educational and research purposes.
2. Habitat areas that support Species of Concern should be retained to the greatest extent feasible.
3. Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats.
4. New development on undeveloped properties throughout the City contributes to the regional loss of Burrowing Owl habitat. To offset this loss of habitat, the City should require either habitat preservation on or off site or other appropriate measures for habitat acquisition, habitat enhancement and maintenance of local habitat bank.

Urban Forest

The urban forest is a community forest that is a vital element of the City’s landscape. The urban forest is comprised of trees planted in an array of site locations that include street trees, trees in parks, gardens, and trail areas, riparian trees along creek corridors, native trees in natural plan communities, and trees located on public and privately owned land throughout the City. Heritage trees, which have been designated by the San José City Council for special protective status because of their unique characteristicts, are also part of the urban forest.

A well-managed urban forest is diverse and sustainable; contributes to a sense of community pride and ownership; and provides social, economic, ecologic, and environmental benefits. In urban areas, trees provide scenic beauty and shade and serve as wind, noise, and visual barriers. They also filter air and water pollutants, help conserve energy, and reduce the urban heat island effect through natural cooling. Trees absorb

carbon dioxide, replenish oxygen, increase ground water recharge, and protect against flood hazards, landslides, and soil erosion by absorbing rain water. They create feelings of relaxation and well-being and provide privacy, a sense of solitude, and security. Native and landscape trees provide important wildlife habitat for birds and other animals living in urban areas. Large specimen and heritage trees, especially native oaks, also have special aesthetic and historical values. The urban forest is an infrastructure asset that increases in its value and its benefits to the community. Trees soften and screen urban development, establish visual harmony along City streets, impart a distinctive character to neighborhoods, increase property values, and enhance the economic vitality of the community by attracting businesses, customers, and residents. The City recognizes that the urban forest is not a self-renewable asset, but requires human intervention through effective stewardship and management to preserve, protect, renew, and enhance the urban forest.

Urban Forest Goals:

1. Preserve, protect, renew, and increase plantings of urban trees within the City to create a diverse, climate-appropriate, thriving, sustainable urban forest, and effectively manage the urban forest to maximize social, economic, and environmental benefits; improve quality of life; and foster a sense of community.
2. Identify and establish comprehensive and sustainable funding strategies and mechanisms to support citywide urban forestry efforts.
3. Plant 100,000 new trees within the City by the year 2023.

Urban Forest Policies:

1. The City should continue to support and develop partnerships with urban forestry programs that foster ownership and stewardship of the urban forest and provide public education and facilitate participation of interested groups, non-profit organizations, businesses, volunteers, and citizens in tree planting, preservation, care and maintenance of the urban forest.
2. Public and private development projects should incorporate all reasonable measures to preserve native ordinance-sized, and other significant trees. Adverse impacts on the health and longevity of native, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement to conserve and renew the urban forest. In support of these policies the City should:

   - Continue to implement the Heritage Tree program and the Tree Removal Ordinance.

   - Consider the adoption of Tree Removal Mitigation Guidelines.

3. The City encourages the preservation and maintenance of mature trees on public and private property. Prior to allowing the removal of any mature tree, all reasonable measures, to preserve the tree, should be pursued. When the preservation is not feasible, appropriate tree replacement should be required to conserve and renew the urban forest.
4. In order to realize the goal of providing street trees along all streets, the City should:

   - Establish and maintain a master plan for the urban forest that identifies approved tree species, planting, stock, care, and maintenance standards, and the community and collective

approach to effectively manage a thriving, sustainable Urban Forest.

- Require the planting and maintenance of street trees as a condition of development.
- Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.
- Establish and maintain a City inventory of all street trees.
- Encourage that street trees and trees limited by impervious area be planted with structural soil to promote full growth and health.

5. The City should encourage the selection and placement of trees appropriate for a particular urban site in consultation with a certified arborist. Tree selection and placement should consider species, mature size and form, function, canopy and root characteristicts, soil conditions, water requirements, energy conservation and production values, potential stormwater quality and erosion control benefits, location of existing and proposed structures, nearby powerlines, and diversity and sustainability of the urban forest.
6. Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.
7. Where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated in urban plantings.
8. Where urban development occurs adjacent to natural plant communities or water resources (e.g. oak woodland, riparian forest, reservoirs, and creeks), landscape plantings should incorporate tree species that are sustainable and appropriate for the area to the greatest extent feasible.
9. Disturbance to trees in riparian areas should be avoided.
10. City partnered urban forest programs and public and private development should contribute to and facilitate the goal of planting 100,000 trees within the City by the year 2023.

Water Resources

Both the adequacy of supply and quality of water resources are of concern to the community. The local water resource system consists of watershed lands, underground aquifers, groundwater recharge areas, recycled water, reservoirs, canals, streams, rivers, creeks, and the riparian vegetation associated with them. This local system is supplemented by the importation of water from external sources. Water is a finite resource and local water resources should be protected from pollution as much as possible and reclaimed to protect the adequacy of supplies, limit the dependence on external sources of supply, and avoid the overdrafting of the underground water basin to reduce land subsidence. The City's planning and regulation of urban development directly affects these resources. Urbanization restricts the recharge of underground water basins by reducing permeable land surfaces which are vital for percolation, and natural vegetation which filters out pollutants. Urbanization also increase the amount of pollutants which find their way into waterways and underground water basins from storm runoff and from on-site percolation. Pollutants such as silt, herbicides and pesticides, hydrocarbons and heavy metals are carried by storm runoff from construction sites, landscaped areas, streets, parking lots and other paved surfaces directly into creeks and rivers, and ultimately, into San Francisco

Bay. These pollutants pose a serious threat to the ecology of the creeks, rivers and the Bay.

The San Francisco Bay Region of the California Regional Water Quality Control Board is responsible for determining San José's compliance with the water quality requirements of the national Clean Water Act. To comply with the requirement to control urban runoff borne pollution, the City, in partnership with the other members of the Santa Clara Valley Urban Runoff Pollution Prevention Program, has obtained a National Pollutant Discharge Elimination System (NPDES) Permit. This permit requires the City to implement control measures to reduce storm water pollutants from construction sites and areas of new development or significant redevelopment to the maximum extent practical.

The Santa Clara Valley Water District is the agency primarily responsible for the conservation and development of water resources. In an effort to increase local water supply, the City is coordinating water reclamation plans with the Santa Clara Valley Water District.

The Federal Environmental Protection Agency requires state governments to implement the Clean Water Act through permit controls on wastewater discharge. In order to meet the requirements for the issuance of a National Pollution Discharge Elimination System (NPDES) permit and reduce storm water pollution, the County of Santa Clara, the Santa Clara Valley Water District, and 13 local city governments have joined together to formulate the Santa Clara Valley Non-Point Source Pollution Control Program.

Water Resources Goal:

Protect water resources because they are vital to the ecological and economic health of the region and its residents.

Water Resources Policies:

1. The City, in cooperation with the Santa Clara Valley Water District and other public agencies, should restrict, or carefully regulate, public and private development in those areas necessary for effective stream flow.
2. Water resources should be utilized in a manner which does not deplete the supply of surface or groundwater or cause overdrafting of the underground water basin.
3. The City should work with the Santa Clara Valley Water District to establish appropriate public access and recreational uses on land adjacent to rivers, creeks, wetlands, and other significant water courses when water quality will be preserved.
4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.
5. The City should protect groundwater recharge areas, particularly creeks and riparian corridors.
6. When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for surface water and groundwater contamination should be assessed and appropriate preventative measures should be recommended.
7. The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.
8. The City should establish policies, programs and guidelines to adequately control the discharge of urban runoff and

other pollutants into the City's storm drains.

9. The City should take a proactive role in the implementation of the Santa Clara Valley Urban Runoff Pollution Prevention Program.
10. The City should encourage more efficient use of water by promoting water conservation and the use of water-saving devices.
11. The City should promote the use of reclaimed water when feasible and appropriate.
12. For all new discretionary development permits for projects incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-construction measures to control the quantity and improve the water quality of urban runoff.
13. Efforts to conserve and reclaim water supplies, both local and imported, should be encouraged.

Extractive Resources

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone, all of which have provided building materials to the construction industry. Santa Clara County has also supplied a significant portion of the nation's mercury over the past century.

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated: the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, other than the Communications Hill area cited above, San José does not have mineral deposits subject to SMARA.

Extractive Resources Goal:

Conserve and make prudent use of economically usable extractive resources.

Extractive Resources Policies:

1. When urban development is proposed on lands which have been identified as containing economically usable extractive resources, the value of such resources should be taken into consideration.
2. The City encourages the conservation and development of SMARA-designated mineral deposits wherever feasible.
3. In making land use decisions involving areas which have a SMARA designation of regional significance, at the time of consideration of such decision, the City should, in balancing mineral values against alternative land uses, consider the importance of these minerals to their market region as a whole and not just their importance to San José.
4. The quarrying of economically usable resources, including sand and gravel, should be carefully regulated to mitigate potential environmental effects such as dust, noise and erosion.
5. When approving quarrying operations, the City should require the preparation and implementation of reclamation plans for the contouring and revegetation of sites after quarrying activities cease.

Air Quality

The climate and topography of the San Francisco Bay Area often directs air pollution to San José. High concentrations of pollutants are due to a blanketing layer of air known as a "thermal inversion", which prevents the upward escape of pollutants. The mountains which rim the Bay and form the Santa Clara Valley channel the prevailing winds, typically light and from the north, whenever there is thermal inversion. Under these conditions, air contaminants from urban areas of the Peninsula and East Bay are carried southward, to the degradation of air quality in the South Bay.

According to the Bay Area Air Quality Management District (BAAQMD) San José is at the center of a "non-attainment" area where air pollution by ozone, carbon monoxide, and particulates exceeds acceptable levels. Programs and control measures to reduce pollution emissions by 1997, included in BAAQMD's 1991 Clean Air Plan and other State and Federal plans, are now being developed and will eventually be implemented for South Bay residents. Attainment of acceptable air quality in the South Bay will require continued efforts by San José and neighboring cities to promote transportation improvements and reduce dependency on the automobile. Even with these efforts the region is likely to be a "non-attainment area" in terms of complying with State and Federal air pollution standards.

Air Quality Goal:

Maintain acceptable levels of air quality for the residents of San José and minimize the air pollution produced by new development.

Air Quality Policies:

1. The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.
2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.
3. The City should urge effective regulation of those sources of air pollution, both inside and outside of San José, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.
4. The City should foster educational programs about air pollution problems and their solutions.
5. In order to reduce vehicle miles traveled and traffic congestion, new development within 1,000 feet of an existing or planned transit station should be designed to encourage the usage of public transit and minimize the dependence on the automobile through the application of site design guidelines.
6. The City should continue to actively enforce its ozone-depleting compound ordinance and supporting policy to ban the use of chlorofluorcarbon compounds (CFCs) in packaging and in building construction and remodeling to help reduce damage to the global atmospheric ozone layer. The City may consider adopting other policies or ordinances to reinforce this effort.

Energy

Every aspect of modern society depends on the use of energy sources. Energy sources are used for transportation, manufacturing, processing, heating, cooling, lighting and appliances.

The City has little, if any, direct control over the production and supply of conventional energy resources, particularly fossil fuels; the City does not have coal mines, oil wells, or its own municipal utility. In general, most of our energy resources are imported with both availability and price governed by a wide variety of factors which the City does not control including the decisions of state, national and international institutions, both public and private.

Although the City of San José and its residents are affected by changes in all energy markets, they have little direct control. However, there is some indirect control or influence which the City can have over the amount and type of energy sources the City and its residents and businesses consume. The General Plan includes policies to impact energy consumption through the mix of land uses and the design of a transportation system which provides the most efficient movement of people and goods. Through the Sustainable City Strategy, San José can also affect energy supply and consumption by reducing the energy consumed for City operations, and by encouraging sound investments and behaviors which use non-renewable energy resources more efficiently and expand the use of renewable energy resources.

Energy Goal:

Consistent with Sustainable City Strategy Goals, the City should foster development which, by its location and design, reduces the use of non-renewable energy resources in transportation, buildings and urban services (utilities) and expands the use of renewable energy resources.

Energy Policies:

1. The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.
2. Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.
3. Public facilities should be encouraged to locate in areas easily served by public transportation.
4. The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.
5. The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently in buildings and in their transportation choices, to reduce dependency on automobiles, and to explore alternative energy sources.
6. All street lights in areas outside of the Downtown Core Area should use the low-pressure sodium. Within the Downtown Core Area, high pressure sodium street lights should be used. Along designated Neighborhood Business Districts and public streets identified as Pedestrian Corridors in adopted Neighborhood Improvement Plans completed for the Strong Neighborhoods Initiative (SNI) Redevelopment Project Area, up to 300 high pressure sodium lights may be allowed if the street lighting is attractive and compatible with the surrounding neighborhoods, and does not significantly impact the Lick Observatory's operations. Prior to approval, all proposals for high pressure sodium street light-

ing should be referred to the Lick Observatory for comments.

7. The City should require low-pressure sodium lighting for outdoor, unroofed areas in all new developments and encourage existing development to retrofit using low-pressure sodium lighting.
8. The City should continue to pursue energy-efficiency in City operations.
9. The City should encourage the development of renewable energy sources and alternative fuels and cooperate with other public and quasi-public agencies in furthering this policy.

Agricultural Lands and Prime Soils

In addition to the production of food and fiber, lands utilized for agriculture can provide the indirect benefit of enhanced air quality through the plant respiration cycle. Prime soils, soils which have the ability to produce common cultivated crops without deterioration over a long period of time, underlie most of San José. The City has been built on prime soils, and most of the remaining undeveloped land consists of prime soils. Most of the remaining vacant, valley floor land in San José, including most of the Coyote Valley, is designated as prime farm lands by the State of California Important Farmlands Inventory. Preservation of all prime soil land would mean a virtual halt to urbanization and is not a reasonable goal. Not all lands designated on the Land Use/Transportation Diagram for Agriculture are in agricultural use nor are all prime soils lands in agricultural use.

Agricultural Lands and Prime Soils Goal:

Avoid the premature conversion of agricultural lands to urban uses.

Agricultural Lands and Prime Soils Policies:

1. Williamson Act contracts and other forms of property tax relief should be encouraged for agricultural lands in non-urban areas.
2. The City should promote the passage of legislation to establish Countywide or Statewide agricultural preservation programs, including the funding necessary for implementation of such programs.
3. Appropriate agricultural uses should be encouraged in hillside areas.
4. Preservation of agricultural lands and prime soils in non-urban areas should be fostered in order to retain the aquifer recharge capacity of these lands. ■

HAZARDS

San José's Sphere of Influence includes many areas subject to varying degrees of naturally occurring hazards. Historically, as land becomes scarce, there is increased pressure to develop vacant land with a higher hazard potential. Development in hazardous areas, however, can result in significant costs to the community, including major property damage as well as potential loss of life. Another major consideration is the extraordinary expense borne by the City to repair and replace public utilities and facilities located in hazard areas.

Hazards obviously represent a risk to the community. The purpose of the goals and policies in this section is to incorporate safety considerations into the City's planning and decision-making processes to reduce those risks. Since it is not possible to eliminate all such risks, the City and its residents must decide, based on personal, social, and economic costs and benefits, the degree of risk that is acceptable for various hazards. High risks in existing structures

may be lowered to an acceptable level by physical alteration, relocation, demolition or changes in use. For new development, the emphasis of the General Plan policies is to regulate construction so as to minimize identifiable risks.

The Natural Hazards policies in this Plan are based on substantial background data and analysis about existing conditions in the City of San José and in the Santa Clara Valley. The three main sources for this information, incorporated into the General Plan by reference, are:

1. "Technical Report, Geological Investigation, City of San José's Sphere of Influence", prepared by Cooper-Clark and Associates, hereinafter called the Cooper-Clark Technical Studies.
2. The City of San José Fault Hazard Maps, prepared by the San José Department of Public Works, which include State of California Special Study Zones.
3. Flood Insurance Rate Maps (FIRM), City of San José, California, prepared for the National Flood Insurance Program by the Federal Emergency Management Agency.

These sources describe the soils, geologic and flooding conditions throughout the area, but they are not intended to identify the site specific characteristics of individual properties. The Plan's policies require detailed site-specific evaluation of properties when the sources referenced above indicate there may be a potential hazard. This evaluation is to confirm the accuracy of the generalized information provided in the referenced sources, identifying the specific impacts of a proposed development, and developing appropriate mitigation measures for those impacts.

There are many interrelationships between the various topics within the Hazards section of the Plan. For example, the control of erosion and prevention of landslides can have positive effects on the reduction of potential flooding impacts. Earthquakes can magnify, and in fact are a direct cause of one type of liquefaction, a hazardous soil condition. Fires in watershed areas can increase erosion and storm water runoff, thereby increasing flooding potential.

The discussion of natural hazards also relates to other elements of the General Plan. The potential for land subsidence is directly related to the issues discussed in the Water Resources section, since land subsidence is caused from overdrafting the groundwater basin. The discussion of flooding hazards in this section is directly related to the planning for improved flood control facilities discussed in the Facilities and Services section. This section also addresses man-made hazards, including noise, fire hazards and hazardous materials. Safety hazards associated with vehicular, rail and air transportation are addressed in the Transportation goals and policies.

In the event of a fire, geologic, or other hazardous occurrence, the City of San José's Emergency Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of San José's citizens. The Emergency Plan includes evacuation procedures but does not delineate evacuation routes. Instead, procedures are outlined for different types of emergencies occurring in different locations of San José.

The natural hazards described below are generally depicted on the Natural Hazards Map at the end of this section.

Hazards Goal:

Strive to protect the community from injury and damage resulting from natural catastrophes and other hazard conditions.

Hazards Policies:

1. Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.
2. Levels of "acceptable exposure to risk" established for land uses and structures based on descriptions of land use groups and risk exposure levels are outlined in Figure 15, "Acceptable Exposure to Risk Related to Various Land Uses", and should be considered in the development review process.
3. Provisions should be made to continue essential emergency public services during natural catastrophes.
4. The City should continue updating, as necessary, the San José Building Code and Fire Prevention Code to address geologic, fire and other hazards.
5. The City should promote awareness and caution among San José residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.
6. Disaster preparedness planning should be undertaken in cooperation with other public agencies and appropriate public-interest organizations.

Soil and Geologic Conditions

Hazards related to soil and geologic conditions include erosion, landslides, expansive soils (subject to shrink and swell behavior), weak soils (subject to failure) and land subsidence. Soils with varying degrees of expansivity are present throughout the San José area, as are weak soils. The baylands and streambeds are areas with weak soils. Soils subject to liquefaction during an earthquake are more widespread, with varying levels of potential failure. Land subsidence which has historically occurred throughout the valley, is primarily concentrated in the Central and Alviso areas of the City. This condition has been arrested by the Santa Clara Valley Water District's groundwater recharge system.

Soils on some sites throughout the Valley floor have been contaminated by chemicals which were used in conjunction with former heavy industrial or agricultural uses. Depending on concentrations, these materials can pose health risks for residential development.

The Soils and Geologic policies stress the need for identification and awareness of soils contamination and geologic hazards in the planning and development of the future urbanization of the City. Areas of potential geological hazard are defined on the Landslide Susceptibility, Fault Traces, and Erosion Potential Maps contained in the "Technical Report, Geological Investigation, City of San José's Sphere of Influence", prepared by Cooper-Clark Associates, and on the State of California Special Study Zones Maps, both as referenced above.

The areas identified on these maps broadly define likely locations of soils and geologic hazards. Detailed study of these potential impacts is necessary in conjunction with the development review process in order to identify and assess the site-specific conditions.

Soils and Geologic Conditions Goal:

Protect the community from the hazards of soil erosion, soil contamination, weak and expansive soils and geologic instability.

Soils and Geologic Conditions Policies:

1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface

ruptures, liquefaction, landholdings, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.

2. The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.
3. In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
4. In order to prevent undue erosion of creek banks, the City should seek to retain creek channels in their natural state, where appropriate.
5. The Development Review process should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.
6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.
7. The City should cooperate with the Santa Clara Valley Water District's efforts to prevent the recurrence of land subsidence.
8. Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.
9. Residential development proposed on property formerly used for agricultural or heavy industrial uses should incorporate adequate mitigation/ remediation for soils contamination as recommended through the Development Review process.

Earthquakes

San José is located in a region of very high seismic activity. The major earthquake faults in the region are the San Andreas, near the crest of the Santa Cruz Mountains, and the Hayward and Calaveras fault system located in the Diablo Range. Numerous other faults are located in the hills and throughout the Valley. The Berryessa, Crosley, Clayton, Quimby, Shannon and Evergreen faults are potentially active and also located in the Santa Clara Valley. The soils which make up the majority of the valley floor consist of alluvial deposits from the surrounding mountain ranges. These types of soils have the potential to produce severe ground shaking which is the source of most earthquake damage.

The level of risk which the City considers acceptable for the hazards of earthquakes varies for different land uses and structural types. Figure 15 identifies the acceptable level of exposure to risk by land use. Earthquakes can generate a variety of hazards which include surface rupture, ground shaking and resultant ground failure, differential settlement, seismically-induced landslides, and seismically-induced inundation. Although it is not possible to negate all the risks associated with earthquakes, it is the intent of the General Plan to use the tools available, such as geotechnical studies (as referenced in the introduction to this section), appropriate land use decisions and building codes to reduce the risks to acceptable levels.

Earthquakes Goal:

Minimize the risk from exposure to seismic activity.

Earthquakes Policies:

1. The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.

2. The City should foster the rehabilitation or elimination of structures susceptible to collapse or failure in an earthquake.
3. The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.
4. The location of public utilities and facilities, in areas where seismic activity could produce liquefaction should only be allowed if adequate mitigation measures can be incorporated into the project.
5. The City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.
6. Vital public utilities as well as communication and transportation facilities should be located and constructed in a way which maximizes their potential to remain functional during and after an earthquake.
7. Land uses in close proximity to water retention levees or dams should be restricted unless such facilities have been determined to incorporate adequate seismic stability.
8. Responsible local, regional, State, and Federal agencies should be strongly encouraged to monitor and improve the seismic resistance of dams in the San José area.

Flooding

San José and the Santa Clara Valley have a history of flooding which has resulted in loss of life and property. In San José, the most serious flooding in recent history has occurred in the Alviso and North San José areas.

Flood Insurance Rate Maps (FIRM) have been prepared in conjunction with the Federal Flood Insurance Program showing areas projected to be flooded to a depth of one foot or more in the event of a "1%" or "100-year" flood occurrence. The Natural Hazards Map depicts areas subject to inundation due to dam failure.

Although the Santa Clara Valley Water District has the primary responsibility for flood control and modifications to stream channels, San José has jurisdiction over, and responsibility for, the development of areas adjacent to all rivers and streams in the City's Urban Service Area. Therefore, City policies and land use decisions directly affect the design of channel modifications required as a part of a development. In particular, the City's regulation of development is the vehicle for requiring the dedication of waterways to the Water District, preservation of flood plains and in some cases, the construction of flood control improvements.

Flooding Goal:

Protect the community from the risk of flood damage.

Flooding Policies:

1. New development should be designed to provide protection from potential impacts of flooding during the "1%" or "100-year" flood.
2. Development in watershed areas should only be allowed when adequate mitigation measures are incorporated into the project design to prevent unnecessary or excessive siltation of flood control ponds and reservoirs.
3. Designated floodway areas should be preserved for non-urban uses.

Figure 15. Acceptable Exposure to Seismic Risk Related to Various Land Uses

Land uses and structural types are arranged below according to the level of exposure to acceptable risk appropriate to each group; i.e., the lowest level of exposure to acceptable risk should be allowed for Group 1 and the highest level of exposure to acceptable risk for Group 7.		
Level of Acceptable Exposure to Risk	**Land Use Groups**	
Extremely Low	Group 1:	• Vulnerable structures, the failure of which might be catastrophic, such as nuclear reactors, large dams, and plants manufacturing or storing explosives or toxic materials.
	Group 2:	• Vital public utility facilities, such as electric transmission interties (500 KV), network ties (230 KV), and substations, regional water supply distribution facilities, such as aqueducts and valley pipe-lines, treatment plants and pumping stations; and gas transmission mains.
Low	Group 3:	• Major communication and transportation facilities, such as airports, telephone lines and terminals, bridges, tunnels, freeways and overpasses, and evacuation routes. • Water retention structures such as small dams and levees, and sanitary landfills. • Emergency facilities, such as hospitals, fire and police stations, ambulance services and post-earthquake aid stations. • Involuntary occupancy facilities, such as convalescent and nursing homes, schools and prisons.
Moderately Low	Group 4:	• High ocuupancy buildings, such as theaters, arenas, large office buildings and hotels, and large apartment building or complexes.
	Group 5:	• Public utility facilities, such as metropolitan feeder electric transmission routes (60 and 115 KV), water supply turnout lines and sewage lines. Facilities which are of major importance to the local economy.
Ordinary Risk Level	Group 6:	• Minor transportation facilities, such as arterials and parkways. • Low to moderate occupancy buildings, motels, and small commercial/office/professional light industrial buildings.
	Group 7	• Very Low occupancy buildings such as warehouses, storage areas, and farm structures. • Open space and recreation areas, farm lands, and wildlife areas.

4. The City and the Santa Clara Valley Water District should cooperate to develop flood control facilities to protect the Alviso and North San José areas from the occurrence of the "1%" or "100-year" flood.
5. Appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam failure and natural flooding should be prepared and periodically updated.
6. The City should support State and Federal legislation which provides funding for the construction of flood control improvements in urbanized areas.
7. The City should require new urban development to provide adequate flood control retention facilities.
8. The City should cooperate with the Santa Clara Valley Water District to develop additional flood control retention facilities in areas where existing retention facilities are nearing capacity.

Fire Hazards

San José residents are exposed to both urban and wildland hazards. Fire is a unique hazard because it is both a natural hazard and one which can be significantly affected by the intentional, as well as accidental, actions of man.

In urban areas, the most serious concern is fires in high-rise buildings, multiple-family dwellings, and commercial and industrial structures containing highly combustible and toxic materials. City ordinances require the installation of fire sprinklers for most new construction other than low-rise residential developments. However, all residential structures are included in the City's requirements for smoke alarms. Adequate access to all structures on a site can be critical in urban areas. Inadequate parking provisions promote improperly parked vehicles which may obstruct or hinder emergency access.

In grass or woodland areas, adequately controlled fires can have some beneficial effects such as the control of excessive, dense brush and tree growth. If such dense growth does exist, any fire will be hotter and more likely to destroy plant roots which are necessary to bind the soil to prevent heavy erosion by wind and water.

Development in wildland areas complicates fire prevention and protection, particularly when the development is scattered and low density. In this case, controlled burns cannot be used to prevent excessive undergrowth and the potential for man-made fires is increased because of the proximity of people and buildings to wildland. Other means of control, such as growth retarding chemicals, mechanical cutting of top growth, and fire breaks could be employed; however, these tend to be less desirable due to development costs and the environmental effects of these measures.

Fire Hazards Goal:

To incorporate fire safety precautions as an integral consideration in planning development.

Fire Hazards Policies:

1. "Controlled burning" programs, agricultural uses such as grazing and special planting, and maintenance programs to reduce potential fire hazards in the hills and wilderness areas should be encouraged where appropriate.
2. All new development should be constructed, at a minimum, to the fire safety standards contained in the San José Building Code.
3. New development adjacent to heavily grassed and semi-arid hillsides should be designed and located to minimize fire

hazards to life and property, including the use of such measures as fire preventive site design, landscaping and building materials, and the use of fire suppression techniques, such as sprinklering.

4. Alternative water resources for fire fighting purposes should be identified for use during a disaster.
5. Anticipated fire response times and fire flows should be taken into consideration as a part of the Development Review process.
6. New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.
7. The City should regulate the storage of flammable and explosive materials and strongly encourage the proper transportation of such materials.

Noise

Noise as a form of environmental hazard has no natural component. All of the identified noise sources in the urban area are man-made. The existing background or "ambient" noise level in the community is the product of the cumulative effects of a variety of different noise sources.

There is scientific evidence documenting the detrimental effects of noise on human health and well being. The Environmental Protection Agency identifies 45 DNL (average day/night noise level in decibels) indoors and 55 DNL outdoors as the desirable maximum levels of noise.

The City commissioned a noise measurement survey for the preparation of the 1974 Noise Element of the General Plan. This survey was most recently updated in 1993 to reflect current noise conditions in the community. The results of the recent survey generally confirmed the findings of the original noise survey. The major sources of noise in San José are the various modes of transportation that serve the community, including automobile and truck traffic on freeways and major streets, rail lines and airports. Other sources of noise include stationary sources, such as commercial and industrial operations, as well as temporary sources, such as construction activities and loud stereo music.

Because of the existing noise levels in San José and the need for State and Federal legislation to require quieter engine design in all forms of transportation, a short-term outdoor guideline of 60 DNL is considered to be more realistic than 55 DNL. However, since adequate construction technology is currently available, an indoor noise guideline of 45 DNL is feasible and coincides with Title 24, the State Sound Transmission Control law which is implemented by the City.

Residential and public/quasi-public land uses (such as schools, libraries and hospitals) are particularly sensitive to noise. Commercial, industrial and other non-residential uses located adjacent to such existing or planned noise sensitive uses should mitigate noise generation to meet the 55 DNL noise level at the property line. This will increase the compatibility between residential and non-residential land uses and will further the long-term outdoor noise goal of 55 DNL.

Figure 16 shows the compatibility of various land use categories with varying noise levels. The intent of the Plan is to ultimately achieve these levels; however, the Downtown Core Area the area around San José International Airport, and areas adjacent to major roadways have been identified as special noise impact areas. Because of the nature of these special areas, it may be impossible to attain the desired outdoor noise level of 55 DNL or even 60 DNL in the near term

without eliminating the beneficial attributes of the exterior spaces. Examples of such situations are exterior balconies that face major roadways, rear yard areas and urban parks.

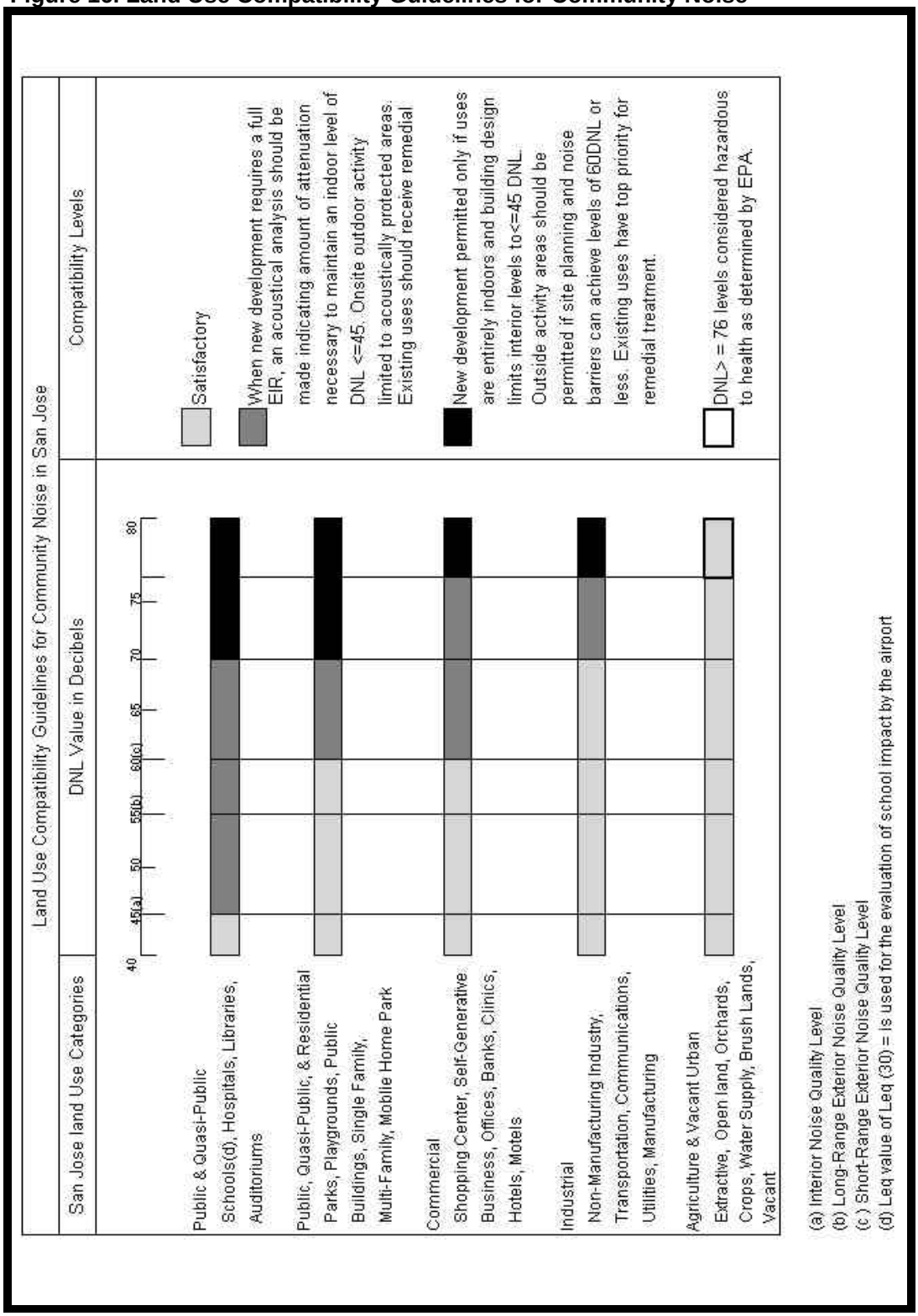
Noise Goal:

Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.

Noise Policies:

1. The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International and Reid-Hillview airports, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
2. The City should include appropriate noise attenuation techniques in the design of all new arterial streets.
3. The City should encourage the State Department of Transportation and County Transportation Agency to provide sound attenuation devices which are visually pleasing on all new and existing freeways and expressways.
4. The City should monitor Federal legislative and administrative activity pertaining to aircraft noise for new possibilities for noise-reducing modifications to aircraft engines beyond existing Stage 3 requirements. In addition, the City should monitor the ongoing FAA study group discussions pertaining to land use around airports and oppose Federal policies pre-empting local land use authority. The City should monitor any efforts at the Federal level to revise or modify the Federal schedule for phase-out of Stage 2 aircraft. The City should continue to encourage the use of quieter aircraft at the San José International and Reid-Hillview airports.
5. The City should continue to require safe and compatible land uses within airport noise zones (defined by the 65 CNEL contour as set forth in State law) and should also encourage operating procedures which minimize noise.
6. The City should continue to encourage the Federal Aviation Administration to enforce current cruise altitudes which minimize the impact of aircraft noise on land use.
7. The use of off-road vehicles such as trail bikes, mini-bikes and dune buggies should only be allowed in areas where the resulting noise is consistent with the City's exterior noise level guidelines and is compatible with adjacent land uses.
8. The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level guidelines.
9. Construction operations should use available noise suppression devices and techniques.
10. Commercial drive-through uses should only be allowed when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.
11. When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate

Figure 16. Land Use Compatibility Guidelines for Community Noise



noise generation to meet the 55 DNL guideline at the property line.

12. Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

Hazardous Materials

Danger to public health and welfare is posed by a variety of hazardous materials. The term "hazardous materials" encompasses a large number of substances, including toxic metals, chemicals and gases, flammable and/or explosive liquids and solids, corrosive materials, infectious substances, and radioactive material.

The transport, distribution, and storage of these materials is of extreme concern to the City of San José. The City's adopted Hazardous Materials Ordinance regulates the storage of most of these materials. The Plan recognizes the broad implications of the use of hazardous materials. The following goal and policies address the land use implications.

Hazardous Materials Goal:

Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials, recognizing that the use of these materials is integral to many aspects of society.

Hazardous Materials Policies:

1. The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.
2. The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.
3. The City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.
4. Development located within areas containing naturally occurring asbestos should be required to mitigate any potential impacts associated with grading or other subsurface excavation.

Hazardous Waste Management

The transport, distribution, storage and disposal of hazardous waste is of concern to the City of San José. The Plan recognizes the broad implications of managing the waste of hazardous materials. State legislation enacted in 1986 (AB 2948-Tanner) established a process for analyzing the hazardous waste stream and determining the need for facilities to manage the treatment, storage and disposal of hazardous waste. The Santa Clara County Hazardous Waste Management Plan (revised, July 1991) was drafted to meet these legislative requirements and is, by this reference, incorporated into the San José 2020 General Plan with the exception of Chapters 10 and 12. Appendix G of the Plan identifies the specific criteria for siting hazardous waste management facilities.

The following goals and policies pertain to the management of hazardous wastes and siting of hazardous waste management facilities.

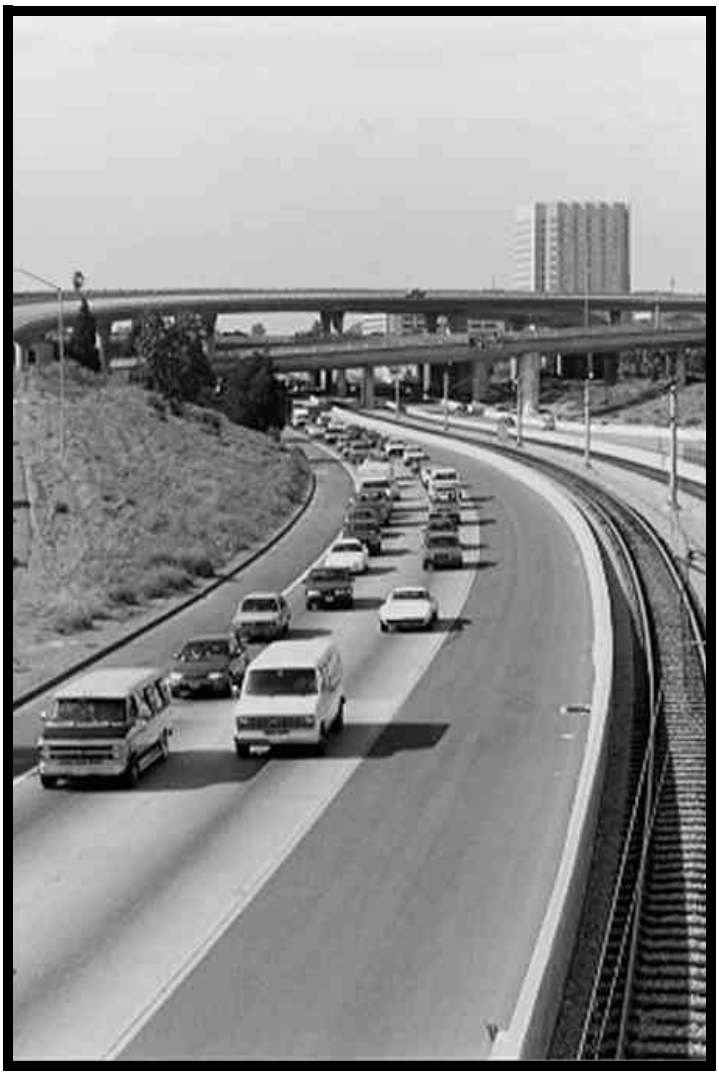
Hazardous Waste Management Goals:

1. To protect public health, safety, and the environment, whenever feasible, by reducing or eliminating the generation of hazardous waste as expeditiously as possible through the adoption and implementation of a hierarchy of hazardous waste management priorities by hazardous waste generators. The hazardous waste management hierarchy emphasizes the importance of preventing pollution by giving primacy to reducing hazardous waste at the source of generation. The hierarchy requires source reduction and recycling particularly as alternatives to land disposal whenever feasible.
2. To site only those facilities which are necessary to safely, economically and responsibly manage the hazardous waste needs of the County of Santa Clara.

Hazardous Waste Management Policies:

1. All proposals to site a hazardous waste management facility shall assure compatibility with neighboring land uses and be consistent with the siting criteria established in the County Hazardous Waste Management Plan (CHWMP) and this Plan. Where the two conflict, this Plan shall govern.
2. Areas designated for industrial uses may be appropriate for hazardous waste transfer/processing stations if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site and would meet the siting criteria established in the CHWMP and this Plan.
3. All proposals for new and expanded hazardous waste management facilities must provide adequate mitigation for identified environmental impacts.
4. A risk assessment shall be conducted as part of the environmental review process at the time a site-specific proposal for a hazardous waste facility is submitted to the City. This assessment should identify health, safety and environmental factors that may be unique to the site as well as to the types of waste to be managed. It should include an analysis of the potential for accidental and cumulative health and environmental impacts resulting from the proposed facility.
5. All proposals for hazardous waste facilities shall be consistent with the plans and policies of air and water quality regulatory agencies (i.e., Air Quality Management District, and the Regional Water Quality Control Board and this City).
6. Transportation of hazardous waste from the point of origin to the appropriate hazardous waste management facility shall be by the most direct legal route, utilizing state or interstate highways whenever feasible, and shall minimize distances along residential and other non-industrial frontages to the fullest extent feasible.
7. As part of the permitting process, transportation routes to and from hazardous waste facilities shall be designated by the City in order to minimize negative impacts on surrounding land uses.
8. Hazardous waste management facilities shall, where feasible, be located at sites which minimize the risks associated with the transportation of hazardous waste. Given their need for larger land areas and need to avoid incompatibility with surrounding urban land uses, residuals repositories (waste disposal facilities) may be located farther from waste generation sources than other types of hazardous waste facilities.
9. Proper storage and disposal of hazardous wastes shall be required to prevent leaks,

explosions, fires, or the escape of harmful gases, and to prevent materials from combining to form hazardous substances and wastes. ■



V. LAND USE/ TRANSPORTATION DIAGRAM

While the Land Use/Transportation Diagram is most visibly and easily identified as the General Plan, it is only a part of the General Plan. 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.

This section begins with a discussion of five key areas of San José, the Downtown Core Area, the Area Development Policies, the Golden Triangle Area, the Transit-Oriented Development Corridors and the Housing Initiative Area. In addition, this section amplifies the meaning of the various land use and transportation designations which appear on the Diagram. It also includes the Discretionary Alternate Use Policies which define cases in which uses other than those designated on the Land Use/Transportation Diagram may conform to the General Plan. The Scenic Routes and Trails Diagram is an integral part of the General Plan but is included in the text and separated from the Land Use/ Transportation Diagram for ease of understanding. This Diagram shows Landscaped Throughways, Rural Scenic Corridors and Trails and Pathway Corridors which are discussed in the Scenic Routes and Trails and Pathways goals and policies. ■

SPECIAL STRATEGY AREAS

Downtown Core and Frame Areas

The "downtown" of a city is traditionally a major center for employment and commercial activities, often supported by high density housing. It is also the city's central location for cultural and recreational activities, a place where people can meet and satisfy the human desire for social interaction. An established downtown serves as a focal point for business and vacation travelers and thus improves a city's economic and cultural image. The difference between a suburban community and a great city can be distinguished by the presence of a vital downtown.

In San José, the City's Downtown Revitalization Strategy establishes a long-term commitment to development of a downtown urban environment where the highest social, cultural and economic achievements of city dwellers can find expression. The Downtown Revitalization Strategy is intended to revitalize San José as a whole by promoting new investment and business opportunities and renewing older businesses. In order to realize the aims of the Revitalization Strategy, future downtown development in San José is directed by the Downtown Strategy Plan.

The Downtown Strategy Plan guides development in the Downtown Core and Frame Areas through the year 2010. The major goals of the Strategy Plan include: attracting new retail development as well as retaining existing retail downtown, emphasizing the need for downtown housing, developing corporate office headquarters downtown, continuing to locate major hotel development in the downtown, and providing downtown civic and cultural facilities. Integrating the adjacent San José State University community within the downtown fabric is also an integral element of the Downtown Strategy Plan.

The Downtown Strategy Plan concentrates on the core of the central business district and the neighborhoods that frame it. The Downtown Core Area is bounded by Coleman Avenue/Julian Street/St. James Street to the north, 4th Street and Civic Plaza to the east (Civic Plaza area is bounded by East St. John Street to the north, 7th Street to the east and San Fernando Street to the south) to the east, State Route 280 to the south, and White Street/Stockton Avenue/ Southern Pacific Railroad tracks to the west. The Frame Area is generally bounded by Taylor Street to the north, 11th Street to the east, Keyes/Willow Streets to the south and the Southern Pacific Railroad tracks/The Alameda to the west. Map 3 depicts both the Core and Frame Areas.

The Downtown Core is a primary employment center in the region, especially for financial institutions, insurance companies, government offices, service functions, and businesses related to conventions. The Downtown Frame consists mainly of close-in neighborhoods that vary ethnically, economically, and socially. The Core is linked to the rest of the City by major streets that run through the Frame.

The Downtown Strategy Plan continues the revitalization of San José's Downtown Core Area that was begun in the last decade. Creating new development opportunities and additional jobs, expanding cultural, convention, and entertainment activities, and reinforcing the strong urban image and identity established for the San José Metropolitan Area contribute to this continued revitalization effort. Downtown San José should provide a source of identity to the community and a nucleus for various community activities. It should also be an attractive place where people want to go and to which they have convenient access.

Downtown San José should continue to be developed on a human scale with an environment which places the highest value on people.

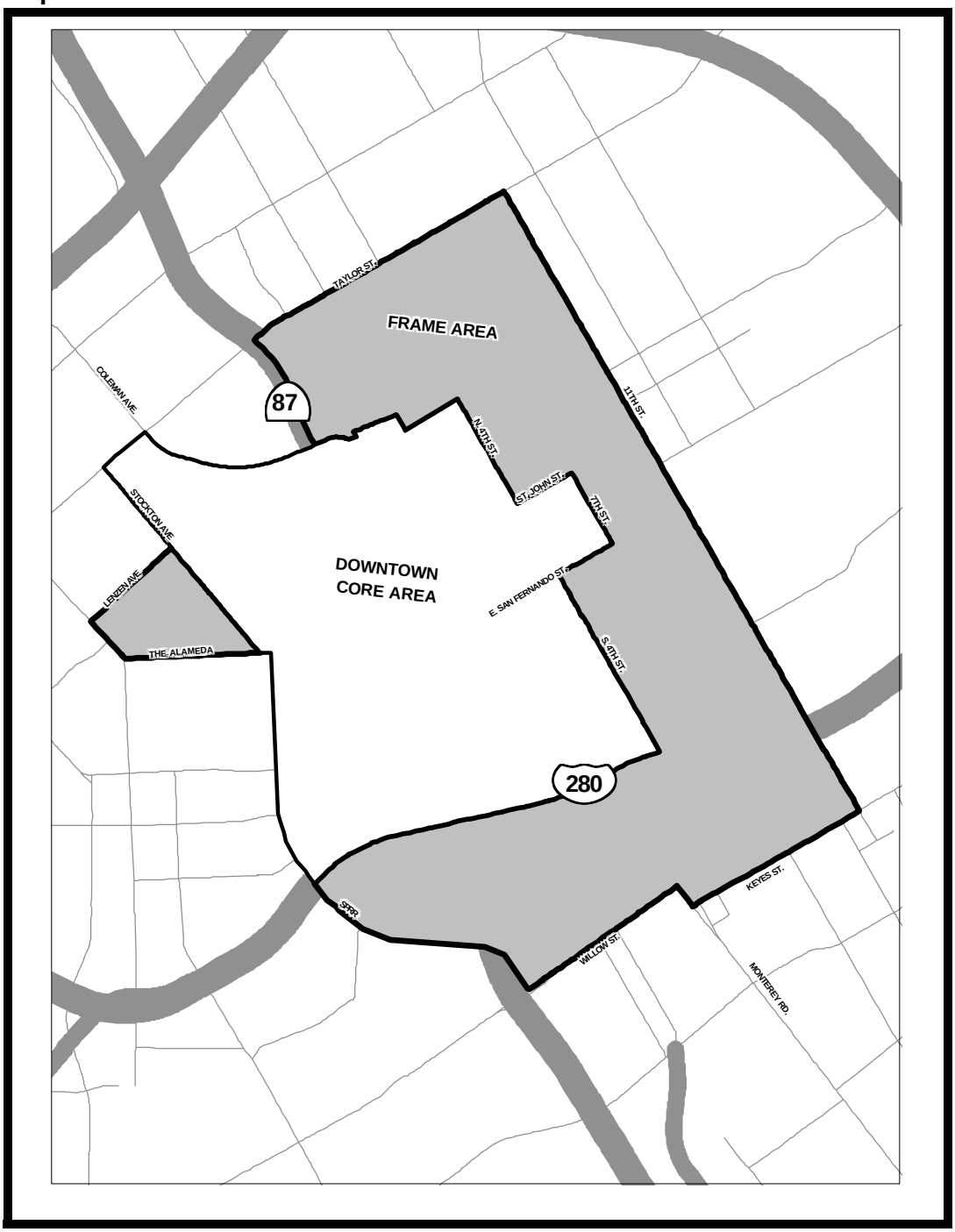
To reach these goals, the City's Downtown Strategy Plan identifies a development strategy which is economically and physically realistic and which encourages significant private investments with public assistance where appropriate. Development standards for downtown encourage pedestrian use and conversely discourage automobile-oriented uses. High-rise development in the downtown creates a dramatic skyline for the City, making downtown a destination rather than a through corridor for traffic trips; thus, urban design policies favor downtown as the location for high-rise office and residential development. Whenever possible and appropriate, mixed use development incorporating a commercial, office, residential mix is encouraged in the Downtown Core and Frame areas.

New office development provides the base of economic support for retail business and housing in and around the downtown. Sites designated for future corporate headquarters take advantage of amenities such as the Guadalupe River Park, the Convention Center, the San José Arena, the Retail Pavilion and Plaza Park. Attracting corporate headquarters in the downtown is an important goal of the Downtown Strategy because it helps to establish the downtown as the capital of Silicon Valley. The primary locations for new office development will be in the downtown redevelopment areas, particularly in the San Antonio Project Area; however, infill office development is expected to occur throughout the Downtown Core Area.

The Downtown Revitalization Strategy does not envision the Core Area to develop as a traditional downtown regional shopping center because the area is already surrounded by eight regional commercial centers within a seven mile radius. The intent of the retail strategy for the downtown is to develop new businesses while retaining existing ones. The Downtown Strategy Plan recognizes that retail business is central to the downtown's function and image. The Plan calls for the creation of new opportunities for retail development that will attract more people downtown and revitalize existing retail establishments. The downtown retail market is well-suited to accommodate restaurant, entertainment, specialty and convenience center uses designed to serve employees and visitors to office, university, and entertainment centers.

Residential development in the downtown will play a major role in the long range redevelopment of the Core Area. A residential population in the downtown is essential to promote the concept of a "24-hour" downtown that retains its vitality after the workday hours. The long-term success of the downtown depends on the availability of diverse housing to meet community needs. Residential high-rise development at high densities is encouraged in the downtown wherever possible. Preserving the scale and character of outlying area, is also essential to the Downtown Strategy Plan. Since the downtown already has a disproportionate share of lower income and subsidized housing relative to the remainder of the City, such uses are discouraged from locating in the downtown. The Downtown Strategy Plan identifies specific clusters of sites for housing or mixed uses; however, other locations within downtown may also be suitable for housing.

Map 3. Downtown Core Area and Frame Area Boundaries



Source: Department of Planning, Building and Code Enforcement

A wide variety of entertainment activities are also vital to the "24-hour" downtown. Certain entertainment uses (including nightclubs, dance halls, and comedy clubs) may be incompatible with residential development and may benefit from being located in close proximity to one another. Specified entertainment activities should be located within the Downtown Core Area on sites designated Core Area Commercial provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies.

The provision of cultural facilities within a concentrated area is deemed as critical to the overall downtown redevelopment effort as is residential development. The Children's Discovery Museum, the Technology Museum, and other public uses adjacent to the Guadalupe River Park create a nucleus for urban commerce and culture. Areas designated General Commercial along major corridors of the Frame Area are planned for commercial uses that support the Downtown Core Area. Uses envisioned for these areas include hotel, motel and other commercial uses supportive of the Downtown Revitalization Strategy. An expanded convention center will provide support for cultural facilities and will, in turn, be supported by high quality hotel facilities. Commercial land use policies favor downtown as the location for major hotel development.

Many of the older buildings in the downtown reflect the culture and history from which the downtown was born. Consistent with City historic preservation policies, future development must be sensitive to the historic character of these structures and should be designed to enhance these important reminders of the City's past. Where practical, cohesive districts of historically significant structures should be formed to preserve the historic fabric of the area; and, whenever possible, individual structures should be preserved and integrated into future development. The Downtown Strategy Plan identifies a distinct historic and cultural district in the area surrounding the Fallon House on St. John Street.

Planning for open space in the downtown is based on an urban park concept, utilizing streetscape design along major vehicular and pedestrian corridors to link landscaped open spaces, paseos and the Guadalupe River. Street improvements to facilitate pedestrian traffic are emphasized. A gateway design treatment is planned to signify arrival at major entry points into the downtown.

The circulation concept for the Downtown Core is based upon reducing through-traffic, encouraging pedestrian activity, and providing long-term peripheral parking lots that will divert traffic from high activity areas. Downtown serves as the hub for the County's bus and light rail transit systems. Traffic congestion problems in the downtown will continue to exist, however, due to the intensified land use that accompanies major city centers. Since the downtown area has unique traffic circulation problems and opportunities, the Downtown Core Area is exempted from the City's Transportation Level of Service policy.

Area Development Policies

The General Plan provides for the consideration of area development policies to establish special traffic level of service standards for a specific geographic area. These policies control the timing and intensity of development in coordination with the capacity of the transportation system. The City of San José has established Area Development Policies for Evergreen, North San Jose, and Edenvale, and has established a Transportation Development Policy for the US-101/Oakland/Mabury corridor. The US-101//Oakland/Mabury

Transportation Development Policy serves the same purpose as an Area Development Policy.

US-101/Oakland/Mabury Transportation Development Policy

The US-101/Oakland/Mabury Transporation Development Policy was adopted on December 18, 2007 to support planned transit-oriented development in the US-101/ Oakland/Mabury Road corridor. The Transportation Development Policy identifies freeway interchange improvements needed to accommodate future development and does not have specific area boundaries. The intent of the policy is to identify the appropriate interchange improvements, to allow development to proceed ahead of the improvement, and to require payment of a traffic impact fee by new development based upon the traffic analysis for the new development. The Level of Service (LOS) of a few intersections within the corridor will experience interim congestion below LOS D before the completion of the freeway interchange improvements.

Evergreen Development Policy

The Evergreen Development Policy (EDP) was originally adopted in 1976 to address the issues of flood protection and traffic capacity in Evergreen. The policy applies to all property in the area located south of Story Road and west of the Bayshore Freeway (State Route 101). This policy was based upon City analyses done in 1974 and 1975 which concluded that transportation and flood protection deficiencies constituted substantial constraints to development in Evergreen. The policy ensures that the total number of existing dwelling units, plus those which have zoning, tentative map, or site development approval would be regulated to maintain an average Level of Service “D” capacity for the screenline intersections. The revisions to this policy in 1995 provide the policy framework for the buildout of Evergreen. The policy specifies a residential development potential for the policy area and identifies the required transportation system improvements to support this buildout.

North San José Area Development Policy

North San José is one of the premier industrial areas of the City and policies that promote industrial development are a critical to maintaining a healthy balanced economy for San José. In response to specific regional traffic issues affecting North San José, the City adopted the North San José Area Development Policy to limit new development within the Policy area. The area where this policy applies generally matches the boundaries of the Rincon de Los Esteros Redevelopment Area and includes all property within the City located north or west of Interstate 880 and south of Highway 237. The details of this policy are discussed below in the Golden Triangle Area.

Edenvale Area Development Policy

The Edenvale Redevelopment Area has experienced high levels of development growth. On June 20, 2000, the City Council adopted the Edenvale Area Development Policy and later adopted modifications to the policy on November 21, 2000 to support continued development of this industrial area and promote a reverse commute. The Area Development Policy addresses only development anticipated in a portion of the Edenvale Redevelopment Area that is located east of Highway 101, commonly called New Edenvale. The intent of the policy is to allow up to 5 million square feet of new industrial development and permit this development to proceed ahead of transportation facilities improvements. The gateway transportation facilities improvements have been identified and funded, and are expected to be completed by

2004. The Level of Service (LOS) would then improve to a level that is better than or equivalent to the existing background conditions.

Transit-Oriented Development Corridors and BART Station Area Nodes

Transit-Oriented Development Corridors and BART Station Area Nodes are areas designated by the City as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these areas are centered along existing or planned light rail transit (LRT) lines and/ or major bus routes and at future Bay Area Rapid Transit (BART) stations. Transit-Oriented Development Corridor boundaries are not precisely defined but, in general, particularly during the early stage of intensification, the corridors are intended to include sites within approximately 500 feet of the right-of-way of the corridor's central transportation facility or within approximately 2000 feet of an existing or planned LRT station. The planned LRT lines include those contained in the VTP2020 Transportation Plan. The VTA is conducting a series of land use and other studies along the planned LRT lines. The City will use this information in its future planning efforts to ensure that transit use and land use patterns support each other.

BART Station Area Nodes are areas defined by a circle with a radius of 3,000 feet from a planned BART station. While San José currently has existing heavy rail stations (e.g., Caltrain and ACE commuter rail), the stations with remaining development potential are generally within specific plan areas. These specific plans provide particular direction for land use development, transit orientation, and pedestrian connectivity. The proposed BART station areas also warrant specific development direction, as described later in this section.

The general purpose of the Transit-Oriented Development Corridors and Station Area Nodes is to acknowledge the natural tendency toward development intensification in prime urban areas and to channel that development into areas where the intensified uses and public transit will be mutually supportive and will help create vibrant pedestrian oriented neighborhoods. In order to preserve the limited opportunities for intensive development, including high density residential and mixed use development, within the corridors, development types and patterns that do not support transit use or do not maintain an urban form consistent with the intent of this strategy are strongly discouraged.

As the City of San José continues to mature and develop, it must make the most of the limited resources it has available to provide the housing and urban services necessary to accommodate the City's anticipated growth.

The City must also seek to preserve its natural amenities, such as open space, and to reduce the potentially adverse impacts of growth on air quality and traffic congestion in order to maintain a high quality of life. An important method for accomplishing these goals is to encourage substantially higher than average intensities of development near major transportation facilities, especially light rail lines and BART stations, within the City's existing Urban Service Area. Rail facilities and major bus routes form the framework of the Transit-Oriented Development Corridors.

The Transit-Oriented Development Corridors and Station Area Nodes are important means for the City to achieve key General Plan objectives including vigorous economic growth, more affordable housing opportunities, shelter for a growing population, increased transportation capacity through increased transit use, efficient delivery of urban services, and a solid fiscal

base for the City. Development along the Transit-Oriented Development Corridors and Nodes will help support the revitalization of Downtown by making it easier for new residents to work, shop or seek entertainment Downtown. New economic development is also encouraged along the Transit-Oriented Development Corridors and Station Areas Nodes to support new residential development and provide new job opportunities. Intensification can also help preserve open space by using land more efficiently and reducing the pressure to develop existing open space.

The Land Use/Transportation Diagram lists six key Transit-Oriented Development Corridors where higher intensities of development are encouraged consistent with the goals and policies of the General Plan. These Transit-Oriented Development Corridors are described below. A description of the Nodes follows the Corridors.

Guadalupe Corridor

The Guadalupe Corridor is the first light rail transit line completed in the County. It consists of 20 miles of rail and a series of stations extending from Tasman Drive in the North San José/Santa Clara industrial area south along North First Street to the Downtown transit mall continuing south along Highways 87 and 85 to its southernmost stations located at the intersection of Coleman Avenue and Winfield Boulevard near the intersection of Miyuki Drive and Santa Teresa Boulevard in the Edenvale industrial area. The Guadalupe Corridor is part of a multi-modal transportation system which combines light rail with a freeway and incorporates bicycle lanes along portions of its right-of-way. The light rail lines of this corridor are planned to be extended to the east and west along Tasman Drive to link the cities of Milpitas (east) and Sunnyvale and Mountain View (west). The City has already established a strategy for intensifying this corridor through the Housing Initiative process (see Special Strategy Area - Housing Initiative).

Stevens Creek Boulevard/West San Carlos Street Corridor

The Stevens Creek Boulevard/West San Carlos Street Corridor is centered on a transit link between western San José and the Downtown and central San José. This Transit-Oriented Development Corridor extends along Stevens Creek/West San Carlos from Stern Drive in the west (near I-280) to Los Gatos Creek to the east. Market driven pressures for greater intensification have already been experienced along this corridor. For the area within the Stevens Creek/West San Carlos Street Corridor that is located west of Winchester Boulevard, auto dealers and other commercial uses should be encouraged and maintained as priority uses. Residential uses are discouraged within this area.

Santa Clara Street/Alum Rock Avenue Corridor

The Santa Clara Street/Alum Rock Avenue Corridor also includes a planned light rail line. This corridor will link a portion of eastern San José to Downtown and central San José. As Downtown continues to redevelop and intensify, this corridor will experience greater demand for intensification and will provide opportunities to reuse older commercial and residential sites.

Winchester Boulevard Corridor

The Winchester Boulevard Corridor is the shortest Transit-Oriented Development Corridor and is not centered along a light rail line. However, it intersects the Stevens Creek Boulevard/West San Carlos Street Corridor and is linked to it by a major bus route. This corridor provides some

significant reuse and intensification opportunities between Stevens Creek Boulevard to the north and Hamilton Avenue to the south.

Capitol Avenue/Expressway Corridor

The Capitol Avenue/Expressway Corridor is structured around a future light rail line and would ultimately link large portions of eastern San José with Downtown and central San José. This corridor contains many vacant or underutilized sites suitable for more intensive uses. Intensification within this corridor, however, is expected to occur more slowly than in the other Transit-Oriented Development Corridors; increased residential development along this corridor is more likely to create traffic congestion that will not be completely mitigated by the light rail facility given current transit use projections. Intensification along this corridor will occur as sufficient transportation system capacity can be identified consistent with City Transportation Level of Service policies.

Vasona Light Rail Corridor

The Vasona Light Rail Transit-Oriented Development Corridor is centered along Southwest Expressway, between West San Carlos Street and South Bascom Avenue, following a portion of the planned Vasona Light Rail route. The currently funded rail line will link Campbell and southwestern San José with Downtown San José and the Guadalupe Light Rail line. The Transit-Oriented Development Corridor includes planned and funded light rail stations at Fruitdale Avenue and South Bascom Avenue. The intent of the corridor is to facilitate new, higher-density housing and mixed use development on several currently underutilized commercial sites. These new developments should be well-integrated with existing residential neighborhoods. Long-range traffic implications are likely to regulate the pace of new residential development within this Corridor.

Bay Area Rapid Transit (BART) Station Area Nodes

In November 2001, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the extension of BART to Milpitas, San José, and Santa Clara, as the preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor. The proposed alignment is planned to utilize the existing Union Pacific Railroad right-of-way through northeast San José, until approximately Julian Street and Highway 101, at which point the BART line moves underground through Downtown San José. Station locations have been identified along the route at Berryessa Road, Santa Clara and 28th Streets, and various locations within the Downtown area, including the Diridon Station.

A Station Area Node is a place in the City where a BART transit station is a focal point of the surrounding area. The general purpose of the BART Station Area Nodes is to direct transit-oriented and pedestrian friendly land use development in close proximity to BART stations. BART Station Areas are suitable for higher residential densities, more intensive job generating uses, and mixed use development, which in turn should support BART ridership. The amount of development potential and the intensity of uses are defined by the Land Use/ Transportation Diagram. In addition, new development should incorporate a mix of parks, recreational trails, pedestrian linkages, access to transit, and active ground floor uses. Parking garages in particular should incorporate ground floor retail/commercial uses into the design of the structure.

Further study regarding the appropriate type and amount of intensification at the various BART Station Area Nodes may occur in the

future as the BART project becomes further defined.

Berryessa Station Area Node

The Berryessa Station Area Node is planned for a mix of job generating land uses, high density residential and supportive commercial uses, and parks/open space. The land use designations for the area include Transit Corridor Residential (20+ DU/AC), Medium Density Residential (8-16 DU/AC), Combined Industrial/Commercial, and Public Park/Open Space. The area currently has existing businesses, including the San José Flea Market. As these properties are developed with new uses, residential, commercial and other job generating uses should be coordinated and phased together, so that no one use will be developed separately and in advance of other uses. In particular, residential development should not occur in advance of commensurate job growth.

Careful attention should be given to the compatibility of land uses. Job generating uses (e.g., offices) should buffer any new residential uses from the existing and planned heavy industrial land uses east of Coyote Creek. New residential development at the edge of existing single-family uses should be of a lower density. The greatest densities, preferably within mixed use developments, should be adjacent to the station. The overall residential density at the Flea Market site should be 55 DU/AC. The planned parks should provide an additional buffer between existing and proposed uses as well as providing recreational and open space uses to support the future residential community.

All development should foster pedestrian activity and connections to the BART station, trails, parks, and possible schools. New construction should comply with the development parameters identified later in this section.

Due to the preliminary nature of the land use planning for the BART Stations, flexibility in the final distribution of the proposed land use designations should be allowed, consistent with the relative proportions of each designation as shown on the Land Use/ Transportation Diagram.

Santa Clara/28th Streets Station Area Node

Another station is planned north of the Five Wounds Church at Santa Clara and 28th Streets. Existing uses in this node include the San José Steel site. This site is planned for a new transit-oriented, mixed use urban center. The land use designation for the area is Mixed Use with No Underlying Land Use designation, which includes a mix of Transit Corridor Residential (20+ DU/AC), General Commercial, Public Park/Open Space, and Public/Quasi-Public. This Mixed Use land use designation provides an opportunity to integrate and intensify land uses, and allow for the type of development that is envisioned in the Five Wounds/Brookwood Terrace Neighborhood Improvement Plan (NIP). The Plan calls for new housing opportunities, neighborhood serving retail, services, parks, office buildings and hotels. The NIP also contains guiding principles and development regulations to ensure a transit and pedestrian friendly design. All development in this area should follow the guiding principles and development standards contained in the Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan.

Downtown Station Area Nodes

The Downtown area is an urban environment and a place that is appropriate for the intensification of uses. The addition of BART further supports the intensification of

uses by bringing more people into the Downtown (see Special Strategy Area - Downtown Core and Frame Area for further direction).

The Diridon Station area is within the Midtown Specific Plan Area. Land use and development direction is contained within the General Plan under the Midtown Planned Residential Community.

Evolution of Intensification for Transit-Oriented Development

The process of intensification is expected to be gradual and the character of the land uses along the Transit-Oriented Development Corridors will evolve over time. The pace of this change will depend on the timing of transit planning and construction. For example, since the Guadalupe Corridor LRT system is complete, the intensification process has already begun and is likely to develop sooner than in the other corridors. Intensification of development in areas surrounding BART Stations, on the other hand, is a long-term land use planning goal.

In general, however, the process of intensification is expected to proceed in stages or levels. The first and second stages of intensification have already begun. During the first stage, as well as for succeeding ones, all development is expected to take an urban form, for instance no front setbacks and buildings of at least two or three stories, to help create a pedestrian and transit-oriented urban environment. Plazas, loggias, and other outdoor or street design features that encourage pedestrian activity are also appropriate. The conventional suburban shopping center form - large setbacks and single story buildings surrounded by parking lots - is inappropriate on sites adjacent to the central transportation facility of the corridor. General Plan amendments or the use of appropriate Discretionary Alternate Use Policies are encouraged to permit mixed use and residential development in the 25-50 DU/AC range on specific sites within the Transit-Oriented Development Corridors.

The second level of the intensification process begins with the completion of construction plans for the LRT and the scheduling of construction. At planned station locations, General Plan policies allowing higher densities and building heights within 2000 feet of a rail station are applicable, as well as the Transit Corridor Residential (20+ DU/AC) land use designation. Intense mixed use development to support the LRT stations and the pedestrian environment of the corridors is strongly encouraged. The Housing Initiative process (see the Subsection of that name below), which was used so effectively for the Guadalupe Corridor, will be used to identify and evaluate potential intensification sites and to establish a strategy for promoting intensified development.

The third level of intensification would be defined by a specific plan or master plan to be prepared when the LRT plans are in their final planning stages. Specific plans or master plans can address entire Intensification Corridors or portions of these corridors. Such plans would define the "shape," level and character of appropriate intensification and would identify the service needs of the future occupants of the Transit-Oriented Development Corridor as well as analyze the potential effects on existing residents near the corridors. The specific or master plan process could also consider the creation of an area development policy to establish special traffic Level of Service (LOS) standards and to identify appropriate mitigations.

Development Parameters

Although the evolution of intensification may vary for each Transit-Oriented

Development Corridor and Station Area Node, certain development parameters will be common to all of them. For instance, the timing of intensification will be limited in part by the ability of the transportation system to support additional development. Development within the Transit-Oriented Development Corridors and Station Area Nodes, as development elsewhere, must be consistent with the transportation level of service (LOS) policies of the General Plan. The planning and development of substantial intensification areas will have to be coordinated with the planning, budgeting, and development of the new LRT facilities as well as any other transportation facilities required for mitigation. Within Transit-Oriented Development Corridors and Station Area Nodes, it will be critical to analyze the cumulative traffic impacts of the intensifying land uses at the time specific development projects are proposed. Intensification may occur rapidly, so that appropriate coordination of the funding and construction of improvements to the Corridor's and Node's transportation facilities will be necessary to support the intensification process.

Since intensification will occur over time as transportation facilities come on line or are more fully utilized and developed, it is important that valuable intensification opportunities not be lost or preempted by development or improvements, inconsistent with the purpose of the Transit-Oriented Development Corridors and Station Area Nodes or which fail to take into account the cumulative traffic impacts of several projects occurring simultaneously within an Transit-Oriented Development Corridor. It is particularly important that new development of any type within the Transit-Oriented Development Corridors should consider existing or future transportation facilities in the orientation and design of proposed buildings and improvements. In general, development proposed on Transit-Oriented Development Corridor sites should conform to the following policies:

- Development inconsistent with the objectives of the Transit-Oriented Development Corridors and Station Area Nodes, for instance low intensity uses (e.g., one and two story office buildings), low density residential , and auto related uses (e.g., surface parking lots, automobile sales lots, stand alone big box retail, etc.), should be avoided particularly within 2000 feet of an existing or planned LRT station. The area within the Stevens Creek/West San Carlos Street Corridor that is located west of Winchester Boulevard is distinct from many of the other areas within Transit-Oriented Development Corridors and Station Area Nodes in that auto dealers and other commercial uses have been established as the priority uses and should be encouraged and maintained in this area of Stevens Creek Boulevard; residential uses are discouraged within this area.

- Residential development should occur at the higher end of the allowed density ranges and should typically be at least 40 DU/AC in the Transit Corridor Residential (20+ DU/AC) and Residential Support for the Core (25+ DU/AC) designations.

- New development should be compact, urban in form and designed to make efficient use of existing services and facilities.

- Building fronts and entrances should be oriented to transportation facilities and designed to encourage transit use and create a pedestrian friendly environment.

- Parking lots should not be located between building fronts and entrances and transportation facilities but should

be minimal in size and located to the rear or side of buildings, i.e., away from transit facilities.

- Lower intensity interim uses of sites should be allowed only if the improvements necessary to accommodate the interim use would not interfere with or delay the ultimate intensification of the site.

- Within Transit-Oriented Development Corridors, it will be critical to analyze the cumulative traffic impacts of the intensifying land uses at the time specific development projects are proposed. Coordination of the funding and construction of improvements to the Corridor's transportation facilities with pending development proposals will be necessary to support the intensification process.

The process of intensification should also consider the potential effects of intensification on existing neighborhoods and adjacent uses. Levels of intensification within the Transit-Oriented Development Corridors and Station Area Nodes may need to be limited to avoid inappropriate impacts on adjacent uses. Transit oriented development adjacent to established single-family neighborhoods should maintain height, setback and use characteristics consistent with the Residential Design Guidelines and the Commercial Design Guidelines to help maintain the character of these neighborhoods. For sites which are located in segments of a Transit-Oriented Development Corridor where the effective width is narrow and which are adjacent to a single-family residential neighborhood, densities above 25 dwelling units per acre and buildings higher than two stories may be inappropriate. The scale of intensification should be kept inviting to create an attractive pedestrian ambiance that will draw people from both within and without the Transit-Oriented Development Corridor.

The Golden Triangle Area

An underlying philosophy of the City's planning program and of this General Plan is that land use planning and transportation planning must be closely integrated. The transportation network links residential areas to commercial and industrial centers. The General Plan integrates the land use and transportation elements into one cohesive policy for the City of San José. It is the intent of the Plan that planned land uses and the transportation network are balanced.

The Golden Triangle Area of San José, largely consistent with the North San José, Planning Area is a unique sub-area of the City from both land use and transportation perspectives. Currently, the majority of the area is devoted to or planned for industrial activities. Three major transportation corridors (Routes 237, 101, and 880) pass through North San José, carrying workers from San José's southern residential areas to the employment centers of Downtown and North San José and to the northern cities of Santa Clara County. This has contributed to severe traffic congestion throughout the northern portion of the County by exacerbating the prevailing regional commute pattern. More than in other parts of San José, achieving a balance between land use and transportation in North San José is dependent on regional, inter jurisdictional solutions because the causes of traffic congestion problems cross city boundaries.

To address these transportation concerns, the City has adopted an Area Development Policy that provides specific guidelines for new development within the North San José area. These guidelines are based on four major strategies:

- Transportation Demand Management (TDM) techniques which contribute to the reduction of the number of single occupancy vehicles on the roadway system during the peak travel period. TDM techniques include ride sharing and alternative transportation modes such as riding public transit or bicycles and walking.

- Capital improvements which augment the transportation infrastructure within the Golden Triangle Area. Innovative revenue sources are incorporated to fund high priority road, bicycle, pedestrian and transit projects.

- Growth management policies which control development within the Golden Triangle including a policy establishing a limit upon the square footage amount of new non-residential construction.

- Housing construction within the Golden Triangle which brings residents closer to job centers and reduces cross-County commutes. The additional housing units are expected to help support the anticipated employment growth.

This four-point strategy is consistent with and supported by existing General Plan Goals and Policies. These measures to improve traffic levels of service directly implement the Growth Management Strategy and indirectly support the Economic Development Strategy by removing a barrier to industrial development and employment growth.

San José also addresses regional traffic concerns through participation in the Santa Clara County Congestion Management Program, first adopted in 1991. Under the Congestion Management Program, San José is the first city to develop an area-wide Deficiency plan for the Golden Triangle area of San José. Approved by the congestion Management Agency (CMA) in December 1994, this Deficiency Plan for North San José acknowledges locations of significant traffic congestion and identifies actions and physical improvements to offset traffic impacts due to congestion and supports transit, bicycle and pedestrian alternative commute modes. Future development in North San José will continue to contribute to the implementation of these actions through site-specific design and through contributions to the funding of area-wide improvements.

San José is also participating through the CMA to develop a similar strategy to identify ways to "offset" locations of severe congestion on countywide transportation facilities such as freeways and expressways. This plan, known as the Countywide Deficiency Plan, will identify actions in which all cities will participate to encourage transit and other non-automobile transportation alternatives throughout the County. By continuing to work together, participating cities are implementing solutions for the benefit of all.

Housing Initiative Area

The San José 2020 General Plan guides new housing development to urban, infill locations. Building upon the strong policy framework contained in the Plan, the Housing Initiative promotes the production of high density housing and supportive mixed uses in close proximity to public transit corridors. This innovative and proactive program focuses on a portion of the Guadalupe Transit-Oriented Development Corridor from Highway 101 to Cottle Road and Coleman Avenue, the Downtown Core and Frame area, and two major arterial streets radiating from Downtown.

The objectives of the Housing Initiative program are to: produce high density

housing for all income levels, encourage public transit use, locate housing near job centers, optimize the service capacity of existing infrastructure, and encourage more efficient use and reuse of land.

As part of the Housing Initiative, consultants completed a three phase study of the potential for high density housing in the study area. These phases included: Land Use Evaluation, Market Study and Financial Feasibility Analysis. The consultants concluded that San José has land within the study area to accommodate significant development of high density and mixed use projects on vacant and underutilized sites. The study identified 386 acres which could yield up to 10,000 units above existing General Plan designations in 1990. The study also includes a strategy for considering additional sites within the study area for high density development. Based on a thorough examination of demographic trends, a market demand of up to 9,400 high density housing units is projected through the year 2000 within the Housing Initiative area. Additional demand is also likely to be substantial in this area up to the year 2020 as discussed in the Transit-Oriented Development Corridors Special Strategy Area.

The Housing Initiative Study was completed in 1990 after extensive public review and was unanimously approved by the City Council in April of 1991. The City Council adopted a set of recommendations suggested by the consultants to further encourage the production of high density housing and supportive mixed uses near transit. These actions preserve housing opportunities by amending the General Plan, completing master land use plans, and rezoning certain sites to be consistent with the new land use designations. Other recommendations include promoting development incentives, studying parking requirements and completing additional studies.

The results of the Housing Initiative program are encouraging private sector interest in developing high density housing and mixed use projects for sites located near transit. The completion of master plans and specific plans also facilitates development for strategic infill locations near transit. The multi-faceted approach of the Housing Initiative provides an important policy direction for the actual construction of high density housing near transit. ■

LAND USE DIAGRAM

The planned land uses for all property within the City's Sphere of Influence are depicted on the Land Use/Transportation Diagram. The official copy of the Land Use/ Transportation Diagram is maintained on file in the Department Planning, Building and Code Enforcement. The land use designations reflect the goals and policies of the General Plan.

The basic land use for a given parcel of land is determined by referring to the Land Use/ Transportation Diagram. In some cases, however, policies such as the Discretionary Alternate Use Policies (see Section of that name) define conditions under which a land use or a density other than that designated on the Diagram may be allowed. Since parcels of two acres and less in size may be too small to be separately identified on a map of the scale of the official Land Use/ Transportation Diagram, any developed parcel of two acres or less is deemed to be in conformance with the General Plan regardless of how it is designated. For the purpose of the General Plan, a developed parcel is defined as one which has an existing urban land use. (This does not include "improved" parcels which have been prepared for development with utilities and grading but which are still vacant.) The status of existing legal non-conforming uses

with regard to zoning is not affected by the General Plan Land Use designation.

For properties in single ownership that have multiple urban land use designations, the boundary between designations may be an undulating or "wavy" line. When such a boundary occurs on the Land Use/ Transportation Diagram it means that some flexibility will be allowed in the location of the designated uses and that the area of each affected land use designation may vary by 20%. The exact location and extent of any land use depicted in such a fashion must be established through the Planned Development zoning process.

Also depicted on the Land Use/ Transportation Diagram is the Urban Service Area (USA) boundary. The USA boundary delimits the area in the City where urban development requiring City services should be located. This boundary may not always coincide with the line of demarcation between urban and non-urban land use designations for three reasons. The USA boundary may sometimes be found beyond the extent of planned urban uses because, in the past, Local Agency Formation Commission policies required boundaries to follow property lines or lines of assessment. Secondly, urban land use designations may be found outside the USA boundary, but within the Greenline/Urban Growth Boundary (UGB), indicating that the Urban Service Area may be expanded in the future when adequate services and facilities are available for property expected to urbanize before the year 2020. Thirdly, property within the Urban Service Area at the edge of the Valley Floor may have, in whole or in part, a designation of Non-Urban Hillside. For these properties, the potential for urban development is based on the net acreage below the fifteen percent slope line and on environmental or other constraints that could affect development densities.

The densities or intensities of development allowed by the various land use categories described below are based on net acreage. Net acreage is defined as the area of land available for development after deducting the land area necessary for streets, sidewalks, and other public uses such as flood control easements. The densities expected in the residential land use categories (or other categories that allow residential development) are generally expressed as dwelling units per net acre (DU/AC). The intensity of development (or amount of building area) expected in the commercial and industrial land use designations is expressed as a Floor Area Ratio (FAR) - the ratio of building floor area to the total site area. For example, a building with 25,000 square feet of floor area located on a 100,000 square foot site would have an FAR of 0.25. In addition to FARs, potential employment densities are identified for some commercial and industrial land use categories to describe possible development intensities.

Residential

Each residential land use category below describes the maximum dwelling unit density or minimum/maximum density range allowed by that category. Population densities (persons per acre) expected under each residential land use category can be determined by multiplying its density or density range by the average household size of San José as identified in the 1990 Census - 3.08 persons per household. For example, the Medium Density Residential land use category allows a density of 8 DU/AC which would yield a population density of 24.64 persons per acre. This population density is characteristic of most single-family neighborhoods in San José.

The standards for residential development are addressed in the Urban Design Subsection (see the Goals and Policies Chapter, Community Development Section,

Urban Design Subsection), the Hillside Development Subsection (see the Goals and Policies Chapter, Community Development Section, Hillside Development Subsection), and in the City's Zoning Code and Design Guidelines.

The densities set forth for the single-family residential categories (eight units per acre and less) represent the maximum allowable density in the areas where the designation applies. No minimum density is intended to apply to these categories. Densities which are less than those designated may be more appropriate in some areas, due to environmental hazards, resource conservation concerns or the need to achieve compatibility with existing land use patterns. For the multiple-family residential categories (greater than eight units per acre), however, the range sets forth both a minimum and a maximum allowable density. For properties within a Transit-Oriented Development Corridor, residential development should occur at the upper end of the allowed density ranges and should typically be at least 20 DU/AC unless the maximum density allowed by the existing residential land use is less than 20 DU/AC. For sites within a reasonable walking distance of an existing or planned rail station, the density of residential development should be at least 25 DU/AC. (A reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route.)

The efficient use of land, infrastructure, and urban services is becoming increasingly important as the City matures and vacant land is absorbed by urban development. The General Plan contains policies to encourage the efficient use and reuse of lands for housing, directing more intensive residential development to key locations, including Downtown and the Transit-Oriented Development Corridors. It is critical that planned higher densities occur so that San José can provide sufficient housing opportunities for its existing and future residents within the Urban Service Area.

A "transfer of densities" may be allowed within a contiguous area for which more than one residential density category is designated. Such a density transfer may be approved only under a specific development plan for the entire property and only if the total number of dwelling units proposed would otherwise be allowed by the density ranges applicable to the property. In other words, it might be possible to "rearrange" the densities applicable to a given portion of a property, if the total number of units allowed on the entire property is not increased. The transfer of allowable residential density for properties at the edge of the Valley Floor is permitted only downhill and below the fifteen percent slope line.

In addition to the standard dwelling unit types, this Plan recognizes the need for non-traditional residential uses such as Single Room Occupancy (SRO) Living Unit Facilities, guesthouses and residential care and service facilities. Each of these housing types are permitted through the Conditional Use Permit process or the Special Use Permit process, depending upon the zoning district in which they are proposed. The SROs and guesthouses typically provide housing for Very Low Income households and the residential care and service facilities provide housing for certain special populations requiring various in-house support services. Guesthouses and residential care and service facilities provide common sanitation facilities, but not necessarily dining/kitchen facilities, for persons occupying individual rooms either singly or in small groups. These residential uses are appropriate on lands designated Medium High Density Residential (12-25 DU/AC) or on land designated for higher residential densities. This type of housing has limited impacts on most urban services but can be very people intensive and is, therefore, subject to the

density limitations of the residential land use category in which it is located as qualified by Discretionary Alternate Use Policy Number 9 (Population-Dwelling Unit Equivalency). These residential uses should be compatible with adjacent land uses and should also be distributed throughout the City.

SRO Living Unit Facilities provide only minimal or shared sanitation and kitchen facilities for each one or two person household occupying small, one room units. SRO Living Unit Facilities may be allowed on lands designated Medium High Density Residential (12-25 DU/AC), or on lands designated for higher residential densities. This type of housing requires a management plan to be approved by the Housing Department and typically has fewer impacts per unit on City services (such as the transportation system) than traditional housing types, therefore, it is not subject to the residential density limits described below. The number of SRO rooms or "units" should be limited to the number that can be reasonably accommodated on a proposed site while remaining compatible with the intensity, scale, design, character and viability of adjacent land uses, and consistent with the level of service policies adopted by the City Council. These uses should be located along or near major transportation corridors, including light rail, to provide easy access to employment and services. New SRO units should not be located in industrial areas or on land designated for industrial uses, and should not be located within airport approach zones.

Rural Residential: 0.2 Dwelling Units Per Acre

This is the least intensive category of residential use and is planned for some of the peripheral areas of San José. This land use category would be represented by single-family dwellings on lots averaging five acres in size.

This form of development is non-urban. It is not expected that urban services would be extended to these areas within the time frame of this Plan, except for the emergency services which must be provided within all of the City's corporate limits. In the foothill areas where it is applied, this density is intended to help mitigate the geologic conditions which would be associated with a more urban development.

This category differs from the Urban Hillside category in that it can apply to lands below the 15% slope line and to areas not planned for the eventual extension of urban services.

To the extent allowable under County health regulations, certain agricultural uses are appropriate in areas designated as rural residential.

Estate Residential: 1 Dwelling Unit Per Acre

This category, like the Rural Residential category, is planned for areas which are not suited for a more intensive form of development because of topography or geologic conditions as well as urban service limitations.

On such designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged.

Since this designation is planned at the urban/non-urban interface, the type and level of services required to support future developments in this category is expected to be less than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major

funding for construction of needed service facilities would be appropriate.

Because of the urban service and land capability (topographic and geologic) concerns that are associated with the Estate Residential designation, development within this category should be approved only under Planned Development zoning.

Very Low Density Residential: 2 Dwelling Units Per Acre

This land use category is typified by half-acre residential lots. In areas planned for this density the designation is based upon topographical and/or geologic considerations. In Almaden, this designation also applies generally to areas near creeks, which are subject to ground failure from liquefaction and where, therefore, higher densities are not appropriate. On a given parcel, sufficient unaffected area may be found to sustain a density of two units per acre. In the foothills of Alum Rock and Berryessa, this density is based on the need to limit development due to the potential for landsliding and soil creep.

Low Density Residential: 5 Dwelling Units Per Acre

This density is typified by 8,000 square foot lots. This density category responds both to the need for slightly larger than normal lots to prevent excessive grading on slopes between five and fifteen percent and to the need to provide a variety of lot and house sizes within the City. This density is found throughout the Almaden Valley and eastern Evergreen, and in the foothill areas of Edenvale, Alum Rock and Berryessa.

Medium Low Density Residential: 8 Dwelling Units Per Acre

This density is typified by the 6,000 square foot subdivision lot which is prevalent in San José. It is characteristic of many residential neighborhoods, and is the density at which the majority of San José's single-family housing has been built. Smaller-lot, detached patio homes and single-family attached residences are also appropriate in this category.

Medium Density Residential: 8-16 Dwelling Units Per Acre

This density is typified by patio homes, townhouses and duplexes. Since the Land Use/Transportation Diagram designates density rather than housing types, it would also allow a mixture of single family and apartment units, subject to overall density limits. It is generally located on the edges of single-family neighborhoods and other infill sites. In some cases, it has been planned as a transition between higher intensity uses (e.g., shopping centers or apartment complexes) and single-family neighborhoods. Sites with this land use designation that are located in Transit-Oriented Development Corridors or along arterials containing major bus routes should be developed at the high end of the density range to support these transit facilities.

Medium High Density Residential: 12-25 Dwelling Units Per Acre

This density is typified by two-story apartments and condominiums with surface parking, although structures of greater height with compensating amounts of open space would be possible. Medium High density residential uses are planned primarily for locations on major streets and near major activity centers. Sites with this land use designation that are located in Transit-

Oriented Development Corridors or along arterials containing major bus routes should be developed at the high end of the density range to support these transit facilities. Properties located within a reasonable walking distance of a planned or existing rail station should be developed at a minimum density of 20 units per acre under this designation. (A reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route).

High Density Residential: 25-50 Dwelling Units Per Acre

This density is typified by three-to four-story apartments or condominiums over parking. This density is planned primarily near the Downtown Core Area, near commercial centers with ready access to freeways and/or expressways and in the vicinity of the rail stations within the Transit-Oriented Development Corridors Special Strategy Area. Sites within reasonable walking distance of a passanger rail station (2,000 feet) may be appropriate for vertical commercial/residential mixed-use development under a Planned Development zoning. The commercial component should be well integrated and well designed in the context of the overall development, with the commercial uses serving the surrounding neighborhood and rail passengers.

Residential Support for the Core Area: 25+ Dwelling Units Per Acre

This land use designation is intended for high density residential use (25+ Dwelling Units Per Acre) in and near the Downtown Core Area. 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 expand the potential for residential development in close proximity to central area jobs, and to create new consumer markets in the Downtown area.

Transit Corridor Residential: 20+ Dwelling Units Per Acre

This land use designation is intended for medium high and high density residential uses within, or very near, Transit-Oriented Development Corridors and BART Station Area Nodes, Housing Initiative Area, or major bus routes. Residential development should occur at densities of 20 units or more per acre. This land use category is intended to expand the potential for residential development in proximity to major public transit particularly along the City's Transit-Oriented Development Corridors and Station Area Nodes. Under this designation, neighborhood serving commercial uses are encouraged within residential projects in areas with insufficient neighborhood commercial uses. Development under this designation should be allowed only under Planned Development zoning and should be compatible with existing neighborhoods and not impair the viability nor the character of these neighborhoods.

Because of the varied character of development found along the transit corridors within the City, two types of residential development are identified under this designation: Urban Transit Corridor Residential and Suburban Transit Corridor Residential. These categories represent the range of development allowed under the Transit Corridor Residential designation. The determination of the intensity and scale of development on specific sites should be decided at the zoning stage.

- Urban Transit Corridor Residential is intended for sites located in the Downtown Core and Frame Areas or within a reasonable walking distance of passenger rail stations in other intensely developed areas of the City. (A

reasonable walking distance is defined as approximately 2,000 feet along a safe pedestrian route). Development should be wholly residential or allow commercial uses on the first two floors with residential uses on remaining floors and should generally exceed 45 DU/AC unless particular circumstances warrant a lower density to preserve the character of adjacent neighborhoods. On larger sites, a project can be designed with a mix of densities to provide a compatible edge to existing lower density neighborhoods while still achieving the expected minimum density. This category is intended to expand the potential for residential development with convenient access to major job centers and to create new consumer markets in the appropriate areas of the City.

- Suburban Transit Corridor Residential is intended for suburban areas within a reasonable walking distance of passenger rail stations. Densities under this category should generally be a minimum of 25 dwelling units or more per acre. On larger sites, a project can be designed with a mix of densities to provide a compatible edge to existing lower density neighborhoods while still achieving the expected minimum density. Wholly residential projects or projects with commercial uses at street level, in conjunction with residential use on upper floors, would be permitted. Neighborhood serving commercial uses are also permitted in freestanding buildings provided that: they are zoned and built as part of a residential project; they have a clear functional and architectural relationship to the residential buildings; and, they are located along a pedestrian pathway system with convenient links to the rail station and nearby housing.

With the preparation of a specific plan, residential densities and commercial intensities may be limited to specific ranges within the scope of this designation.

Transit/Employment Residential: 55+ Dwelling Units per Acre

A high-density residential overlay designation that indicates areas in which City Policy supports residential development as an alternate use at a minimum average density of 55 units per acre. The site 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 rezoning and 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.

Urban Hillside: 1 Dwelling Unit Per 5 Acres

This land use designation is intended for most hillside areas above the fifteen percent slope line but within the Urban Service Area. Because of the geologic conditions found throughout these areas (landslides, soilcreep, earthquake faults) and the extraordinary public costs associated with hillside development, uses should be low intensity in character. These hillside areas also 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 and to preserve and enhance the aesthetic qualities of the natural terrain.

Low intensity urban residential uses such as large lot estates, as well as non-urban uses, are appropriate. The maximum residential density allowed on sites with this designation is one dwelling unit per five acres (1 DU/5 AC). Lower densities may be necessary in some locations to address the geologic, environmental, visual, and public service costs mentioned above. The only exceptions to the 1DU/5AC density limit are those sites with Planned Development zonings approved by the City Council during calendar years 1990, 1991, and 1992, and the site with the approved General Plan amendment GP92-5-1. The density and location of development on these sites must conform to those approved Planned Development zonings or the approved General Plan amendment GP92-5-1, whichever is applicable. Urban Hillside lands should be located where urbanization has already partially occurred on scattered sites near the urban fringe. Urban Hillside lands should be adjacent or close to existing urban development where urban infrastructure and services (streets, utilities, etc.) are already available. Development of the Urban Hillside lands would complete the existing pattern of urbanization at the edge of the City. The Urban Hillside designation is not intended to create new areas of urbanization.

Planned Residential Community / Planned Community

The uses allowed within this category encompass a full range of land uses considered compatible and appropriate within a specified project area.

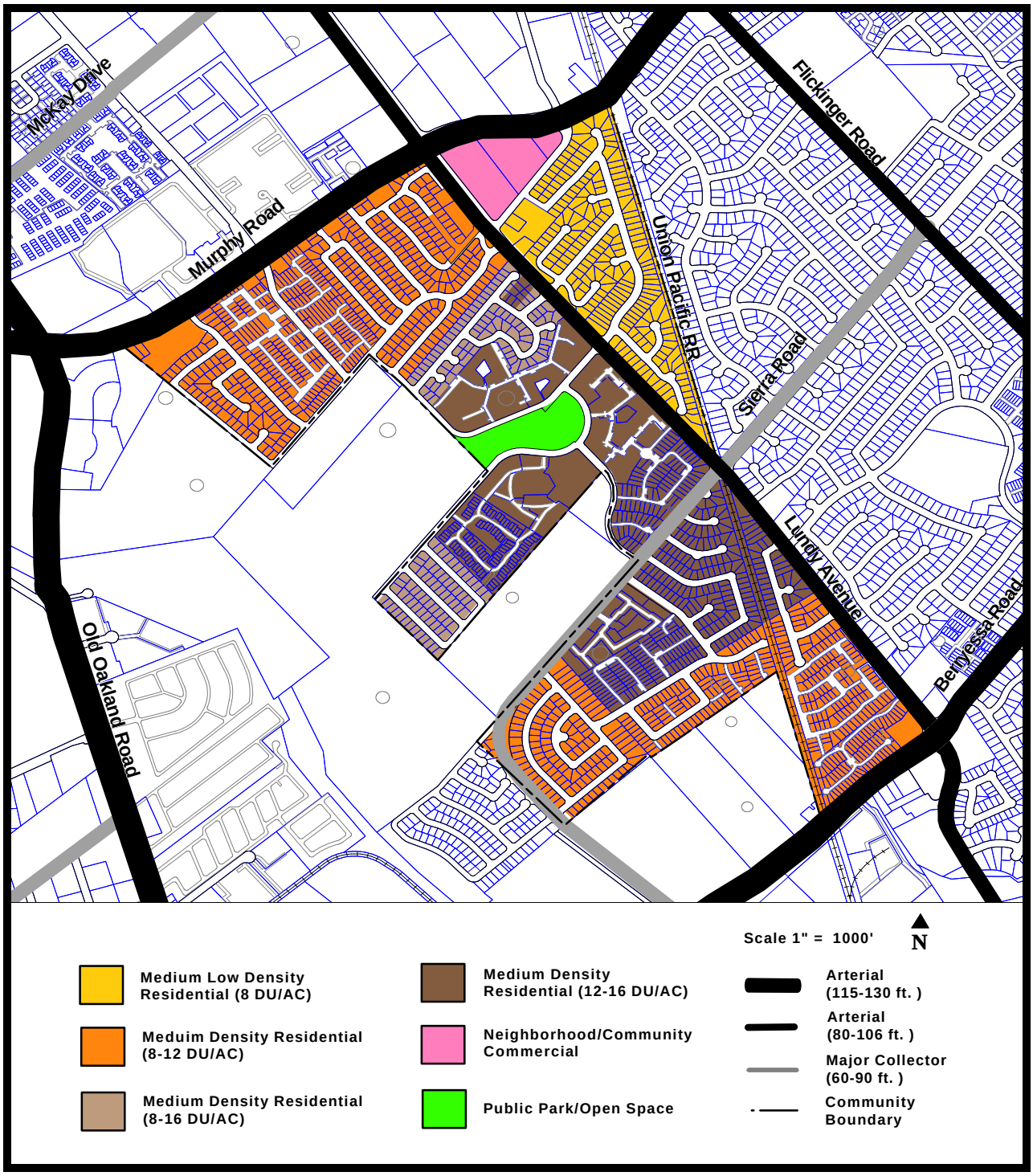
Application of either the Planned Residential Community or Planned Community designation is intended for properties which, because of size, location or urban service conditions, require special consideration for purposes of future development. These designations are intended to provide the private development sector with a greater degree of 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.

Development under either the Planned Residential Community (PRC) or Planned Community (PC) designations should be approved only under Planned Development zoning except where the full intent of the PRC or PC for the subject property and surrounding properties can be completely achieved with a conventional zoning district. 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.

Map 4. Berryessa Planned Residential Community

Specific Land Use Plan - Adopted 12-18-1980



Source: Department of Planning Building and Code Enforcement

Berryessa Planned Residential Community

The Berryessa Planned Residential Community was created in an effort to provide greater housing opportunities in close proximity to the employment centers of the City and the County. The primary objectives are to improve living conditions and transportation conditions citywide by shortening the commuting time between jobs and housing. Approximately 3,000 dwelling units can be accommodated in this Planned Residential Community.

The Berryessa Planned Residential Community is comprised of approximately 300 acres in northeastern San José adjacent to the San José Municipal Golf Course. It is bordered by Murphy Road on the north, Berryessa Road on the south, the San José Municipal Golf Course on the west, and the Union Pacific Railroad and King Road on the east.

Provision of Public Services

The Berryessa Planned Residential Community is essentially a large-scale infill development surrounded by recreational open space, residential and industrial land uses. With a few exceptions, the existing and planned infrastructure in the area has sufficient capacity to meet the additional demand associated with this Planned Residential Community. Supporting infrastructure, such as streets and storm and sanitary sewers, will be constructed by developers in conjunction with development projects. The City should monitor service levels in these facilities, particularly in connection with development proposals, to assess area-wide impacts.

In addition to the neighborhood park and municipal golf course, private open space areas should be required of new residential development, particularly in the higher density ranges.

Design Considerations

New residential and commercial development within the Planned Residential Community should incorporate a high standard of architectural and site design quality and detailing. Park frontage roads should be used extensively to provide visual access to the park and golf course. Sensitive design treatments may be necessary for many of the properties within the Planned Residential Community that have either direct frontage onto arterial streets or abut the Union Pacific Railroad tracks, or both.There are also some residential/ industrial interface issues in this area. Consistent with the Noise and Urban Design policies in the General Plan, sound attenuation measures are recommended for development. The use of earth berms and landscaping along residential and non-residential interfaces are recommended for mitigation of noise and other potential environmental impacts.

Where sound attenuation walls are necessary, they should incorporate high quality construction design and landscaping and should not obstruct views of the valley floor from the public right-of-way. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation policies of the General Plan.

Specific Land Use Plan

The land use designations incorporated in the Berryessa Planned Residential Community include: High Density Residential (12-16 DU/AC), Medium High Density Residential (8-12 & 8-16 DU/AC), Medium Density Residential (8 DU/AC), Neighborhood/ Community Commercial, and Neighborhood Park. In the High Density Residential category, density transfers, controlled through the Planned Development zoning process, are allowed in order for properties

to develop above or below the established density range as long as the projected 14 dwelling unit per acre average throughout the areas designated High Density Residential is maintained. The locations of the planned major thoroughfares and the neighborhood park within the Planned Residential Community are designated on the Specific Land Use Plan.

Silver Creek Planned Residential Community

This Planned Residential Community in the southeast area of San José encompasses approximately 3,100 acres of land at the northerly extension of the Silver Creek Hills. Two ridge lines are contained within this hillside projection, with the west ridge being most prominent in terms of scale, topographic relief and visibility. The easterly ridge exhibits more gently sloping characteristics and is significantly lower in elevation than the western ridge. Separating these ridges is a small valley through which Silver Creek makes its northward flow to the Santa Clara Valley floor. It is along this natural creek channel that the most significant tree growth is encountered within the area. Above this waterway habitat, the hillside areas are vegetated with annual grasses and sparsely dotted with shrubs and trees.

Plan Objectives

The rural setting of this planned residential area, surrounded on three sides by developed urban uses, presents a unique opportunity to create a low density suburban community within close proximity to the fully urbanized city. The plan utilizes primarily the lowest density residential land use categories, locating the various densities according to the ability of the topography to support development.

This Planned Residential Community is intended to provide a special opportunity for the private sector to incorporate innovative design concepts in the development of a high-quality suburban residential community. As such, the consideration of quality in both site and architectural design and construction will be central to the review of development applications in this area.

Provision of Public Services

While the overall character of the Silver Creek Planned Residential Community is low-intensity and rural in nature, all of the major urban services necessary to support residential development will be required. The major services which will require extension and upgrading to serve the Planned Residential Community include: transportation, storm and sanitary sewer, domestic water, fire and police.

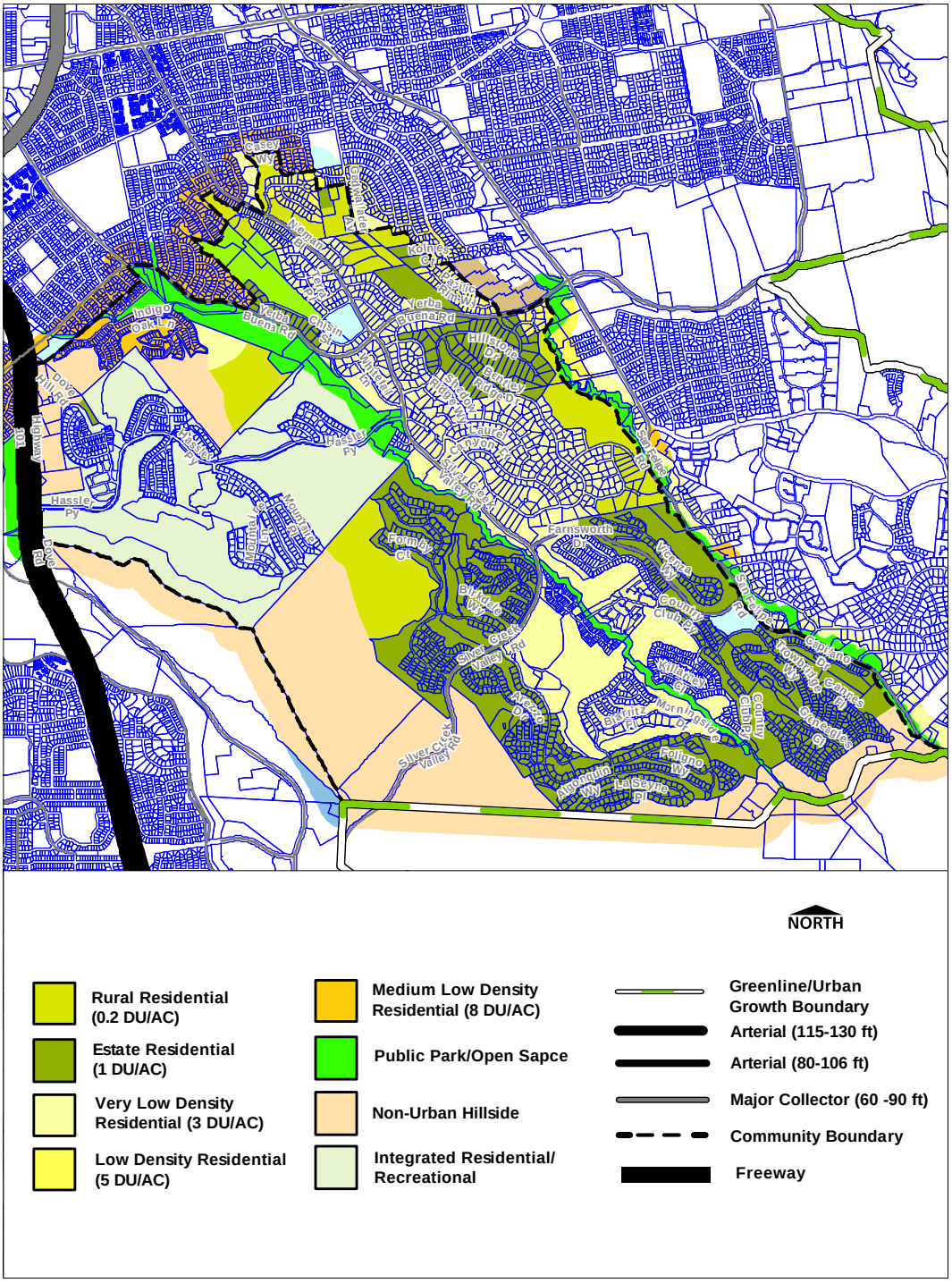
In the cases of transportation, storm and sanitary sewers and water supply, extensive capital improvements beyond those presently planned or funded will be necessary to provide service to this area. Consistent with City policy, new development will be required to finance these capital improvements.

Future development in the Planned Residential Community will be subject to all other City development policies and controls. Specifically, this will include conformance to the Evergreen Development Policy.

The Evergreen Development Policy (EDP) is a separate policy document adopted by the City Council to address traffic congestion and flooding problems in the Evergreen area including the Silver Creek Planned Residential Community. The EDP was revised as a part of the process that created the Evergreen Specific Plan (ESP) described in the section. The focus of the revision was the identification of appropriate traffic

Map. 5 Silver Creek Planned Residential Community

Specific Land Use Plan - Adopted 12-7-1982



Source: Department of Planning Building and Code Enforcement

mitigation measures to implement the land use plan of the ESP and to allow other existing vacant residential land in the area to develop.The off-site improvements required for new development were identified through a reevaluation and revision of the EDP. The revised EDP identifies two major off-site transportation improvements which must occur to allow full development of the area: 1) a five mile segment of Capitol Expressway which must be widened to eight lanes (including two HOV lanes) or the equivalent; and, 2) an additional on-ramp and lane from Capitol Expressway to Highway 101. The nature of these improvements is described in, and will be implemented through, the EDP.

Overall Design Considerations

The establishment of a low density residential community in this area with primarily rural land use densities on the hillsides is intended to preserve the basic character of the area by minimizing the grading necessary for development. In the portions of the Silver Creek Valley which are less constrained by topography, development will be typified by large single-family lots. In steeper hillside areas, clustering of dwellings and other innovative hillside development techniques are encouraged. The restrictions on development of the western slope facing the floor of the Santa Clara Valley and the low intensity of development proposed throughout the hillside areas within the Planned Residential Community are necessary in order to preserve and protect the valuable viewshed and watershed characteristics of the hillsides. Other critical design criteria, which will control the extent and form of ultimate development of the area, include the soils, geologic and seismic hazards known to exist in the area. Each project will require an in-depth analysis to address the potential negative impacts of the project on adjacent properties.

In order to enhance the suburban nature of the low density residential development proposed in this area, the use of rural improvement standards which generally reflect the large lot "estate" concept, such as reduced street rights-of-way, alternative sidewalk standards, and reduced street lighting levels, are appropriate. Public and private improvements should reinforce the semi-rural character of the PRC and maintain and encourage high quality improvements through a uniform design program that ensures the consistent treatment of noise attenuation walls, landscaping, lighting, and other improvements.

Where sound attenuation walls are necessary, they should incorporate high quality construction design and landscaping and should not obstruct views of the valley floor from the public right-of-way. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation policies of the General Plan.

Specific Land Use Plan

The primary land use designations incorporated in the Silver Creek Planned Residential Community include: Low Density Residential (3.0 DU/AC), Estate Residential (l.0 DU/AC) and Rural Residential (l.0 DU/5 AC). The basic concept of the land use plan is to allow slightly higher density development (3.0 DU/AC maximum) on the flatter land along the narrow Silver Creek Valley. The hillside areas surrounding the valley are designated Estate Residential, allowing an average of l.0 dwelling unit per acre. Steeper hillside areas which are still considered able to support some limited development are designated Rural Residential (one dwelling unit per five acres).

The hillside slope on the westerly edge of the Planned Residential Community designated

Non-Urban Hillside should retain its present non-urban state and preserve its open space and scenic value for Santa Clara Valley and the South San José area. No development, such as buildings or other constructed improvements, in the Non-Urban Hillside area should be visible from the floor of the Santa Clara Valley.

Approximately 19.0 acres of land are designated Public Park and Open Space, consisting of the Silver Creek and Thompson Creek flood control rights-of-way and the site of the future Silver Creek Linear Park along Silver Creek.

To provide a proper mix of uses within the PRC, consideration will also be given to the inclusion of five to ten acres of Neighborhood/Community Commercial land use, designed to serve the needs of the Planned Residential Community. The specific location and mix of services to be provided in this commercial area will be determined as more detailed development plans are provided for the Planned Residential Community.

In addition to the neighborhood commercial uses, other forms of commercial and recreational enterprises will be allowed where they are designed as an integral part of the Planned Residential Community, including golf and tennis clubs and resort and lodging facilities. The transfer of residential densities from property utilized for such non-residential land uses will be allowed, consistent with the goals and objectives of the Planned Residential Community.

One area of the Silver Creek Planned Residential Community has been designated as suitable for an integrated residential and recreational use. The integration of these uses will help to preserve the valuable open space resources located in this area and create a unique recreational community sensitive to the hillside character of the Silver Creek Planned Residential Community. This area is located in the western portion of the Planned Residential Community and is designated Integrated Residential/ Recreational. This designation would allow the development of up to 550 dwelling units in combination with an 18 hole golf course or other private recreational use similar in size (about 130 acres).

Figure 17. Silver Creek Planned Residential Community Land Use Designations

8 DU/ AC	5 DU/ AC	3 DU/ AC	Estate Residential	Rural Residential	Non-Urban Hillside	Integrated Res./Rec.	Pub. Park/ Open Space	Private Open Space	TOTALS
32 AC	30 AC	425 AC	881 AC	451 AC	599 AC	571 AC	77 AC	9 AC	3075 AC
210 DU	138 DU	277 DU	878 DU	96 DU	31 DU	550 DU			3160 DU

Development of this site can only occur under a single Planned Development zoning covering the entire site. This designation also identifies those areas of the site most suitable for residential development (see Map 5; revised 12-11-90) based on topography, visibility from the floor of the Santa Clara Valley and the presence of wetlands. The location of the golf course or comparable private recreational use is not identified; its location will be determined in the context of the Planned Development zoning. Siting of the golf course or private recreational use may "displace" residential

units. These "displaced" units may be transferred to other parts of the site if it can be demonstrated that such development would be consistent with the goals, policies and objectives of the Silver Creek Planned Residential Community and the Urban Design and Hillside Development policies of the General Plan. The actual number of units to be developed and the placement of the golf course or other private recreational use on this site will be governed by the same criteria. The intent of this designation is to allow an appropriate integration of residential and private recreation uses while still preserving the natural hillside character and the important viewsheds of the site.

The projected number of dwelling units and acreages within the Silver Creek Planned Residential Community is shown on the table on the following page. While the Specific Land Use Plan establishes the intent of the Planned Residential Community design and the maximum allowable densities, flexibility is allowed in the ultimate type and mix of land uses within the Planned Residential Community.Source: Department of Planning, Building, and Code Enforcement

Silver Creek Valley, San Felipe and Yerba Buena Roads are designated as Rural Scenic Corridors. The Rural Scenic Corridor designation requires careful consideration be given to the "preservation of attractive environmental and scenic qualities adjacent to and within immediate view of scenic roads." The Scenic Routes and Trails Diagram encourages the regulation of land uses in Rural Scenic Corridors including protection of important natural and man-made resources and special views. Special attention should be given to the design of improvements, such as noise attenuation walls, to ensure that these improvements minimize disruption of the extraordinary views to the valley floor from the PRC.

Evergreen Planned Residential Community

The Evergreen Planned Residential Community (EPRC) establishes a long-term development plan for 865+ acres in the southeast area of Evergreen. The development concepts for the EPRC are the product of the Evergreen Specific Plan (ESP) document, a detailed plan for the area developed through a comprehensive public participation process which included oversight direction by a community task force. The ESP document is a separate policy document adopted by the City Council that provides the background, the vision, and the planned community character for the EPRC and also addresses implementation measures and criteria at a level of detail beyond the scope of the General Plan.

The Evergreen Planned Residential Community is bounded by Quimby Road to the north, the foothills and Campus Industrial area to the east, Evergreen Creek and Montgomery Hill Park to the south, and the developed residential lands to the west along Ruby Avenue. The topography of the area is gently sloping (about 5% slope) with the exception of the moderately steep foothills in the northeast corner of the EPRC. The EPRC is traversed by three creeks: Quimby, Fowler and Evergreen. These creeks contain some of the most significant vegetation features and wildlife habitat of the EPRC. Besides the riparian vegetation of the creeks, the EPRC contains primarily grasslands previously used for agriculture, the remnants of the historic Mirassou Vineyard, and several stands or clusters of significant trees.

Relationship to Evergreen Specific Plan

The Evergreen Specific Plan (ESP) document is the City's policy for governing development in the Evergreen Planned

Residential Community (EPRC). The ESP document supplements this General Plan and is essential to the understanding and proper implementation of the EPRC. The main objectives of the ESP process were to create a unique residential community and to develop a solution for the severe traffic capacity constraints in Evergreen. The ESP also sought to make the most of the natural amenities of the EPRC area. The Evergreen Specific Plan allows for up to 2996 residential units (both attached and detached), a small Village Center retail area and supporting public facilities. The land use plan created by the ESP has been generally incorporated into the EPRC but must be guided by the ESP to be fully implemented. It addresses the improvements needed to mitigate the long-term traffic impacts of development and to provide services to the community.

The Evergreen Specific Plan document establishes general architectural parameters for the Evergreen Planned Residential Community. The overall architectural theme of the ESP is European with a Mediterranean flavor. This theme applies to residential structures, the Village Center and public buildings. A high level of quality and detailing of buildings is required to ensure compatibility between developments within the plan area and to ensure the establishment of the community character.

Circulation

The framework for development in the Evergreen Planned Residential Community (EPRC) is defined by its circulation system. The only designated arterial in the EPRC is Aborn Road which will carry traffic generated in the EPRC and the adjacent Campus Industrial area. The existing major collectors in the EPRC, Ruby Avenue, Quimby Road and Murillo/Yerba Buena Avenues, are located primarily along the periphery of the EPRC and will connect the EPRC with the larger community and major street system.

The character of the internal circulation of the Evergreen Planned Residential Community is established by a system of radial streets and rotary intersections. Rotaries are also known as "traffic circles" and serve two purposes in the EPRC: 1) to move traffic smoothly through important intersections; and, 2) to create focal points within the community. The radials functionally and visually connect the rotaries with each other and with other community focal points.

There are two major "traffic circles" proposed within the Evergreen Planned Residential Community; one is a rotary and one is a square. The square will help create a Village Center (commercial uses) near the Mirassou Winery in the western portion of the EPRC. The Village Center is linked by a radial to the east rotary which provides a focus for Fowler Creek Park, the adjacent Campus Industrial area and several areas of high density housing. The traffic circles help organize uses within the EPRC and tie it into the surrounding community.

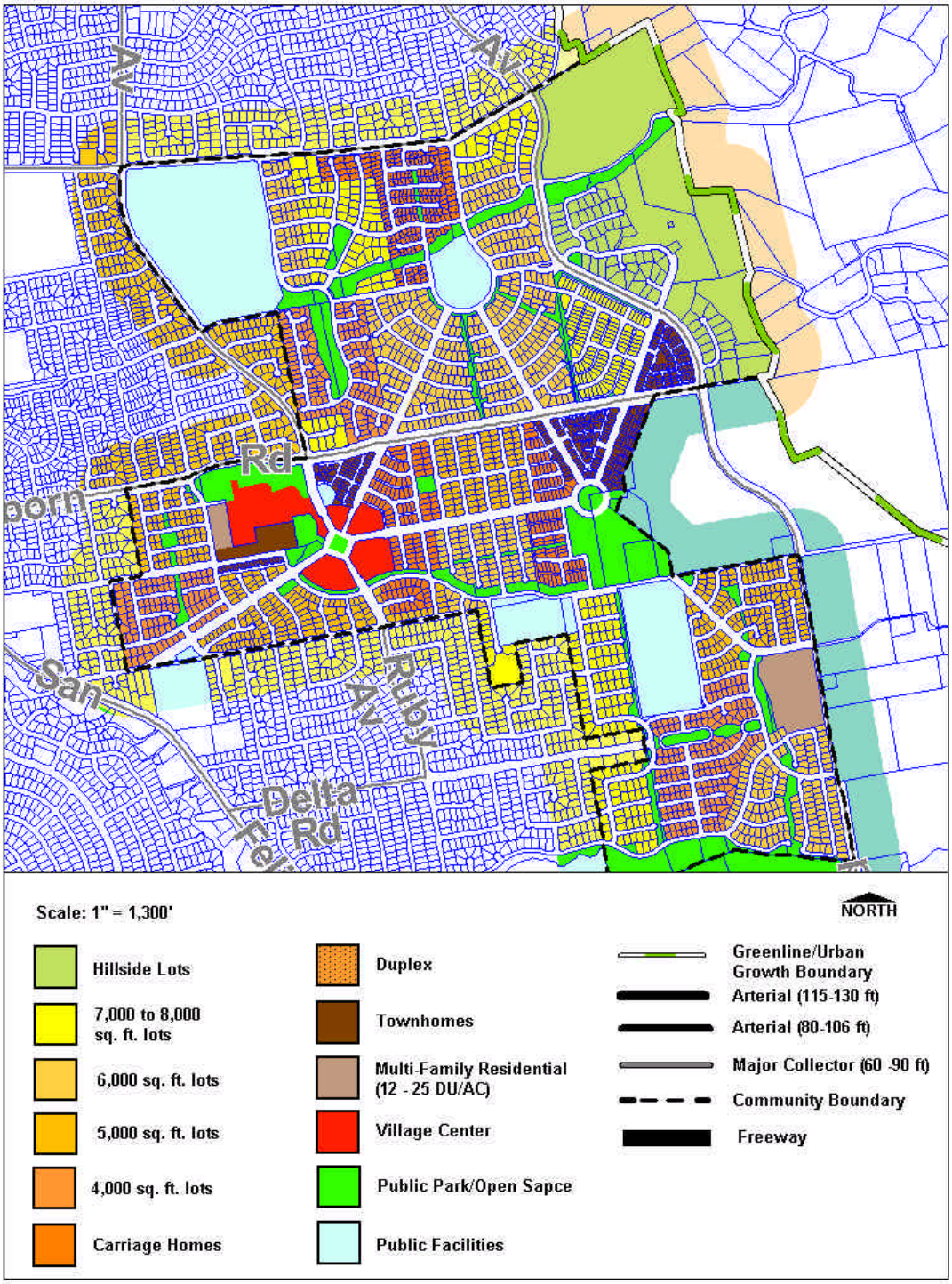
The individual neighborhoods within the Evergreen Planned Residential Community are defined by varied street patterns (grid or curvilinear) as well as varied housing types and densities. In addition to streets, a series of trails or paseos along creeks, some streets and within the neighborhoods, provide an alternative to the automobile for moving people within the community. These trails lead to schools, parks, the Village Center and other public facilities or features.

Specific Land Use Plan

The Evergreen Planned Residential Community (EPRC) contains a variety of uses intended to create and support the sense that the EPRC is a special place. These uses were developed through the Evergreen

Map. 6 Evergreen Planned Residential Community

Specific Land Use Plan Adopted 7-2-1991



Source: Department of Planning Building and Code Enforcement

Specific Plan (ESP) document and are more elaborately described in that document. The Evergreen Planned Residential Community provides a diverse mix of housing types and densities to shape a more complete and interesting community. Housing in the EPRC will help support the development of the adjacent Campus Industrial area to the east.

The Village Center, including the existing Mirassou Winery, will be the primary activity hub of the community. The Village Center could contain about 150,000 sq. ft. of retail commercial uses which might include a theater, health club, restaurants and retail uses to support the community. Mixed use development with residential uses above retail uses and independent multi-family residential projects are also permitted in the Village Center as long as the overall dwelling unit total for the EPRC is not exceeded. The Mirassou Winery is expected to remain, but it could be converted to other commercial uses of a similar nature and intensity consistent with the character of the Village Center.

The Evergreen Specific Plan document calls for a variety of housing types and densities in the EPRC (see Table below). Dwelling units may be transferred to and from lands with the same designation but the total number of dwelling units for each designation may not be exceeded. If an individual project cannot incorporate all of its allowed units, those units can be utilized in an identical use area in order to maintain the overall unit count.

The higher density categories (12-25 dwelling units per acre) such as Multi-Family Residential and Townhouses are clustered in three main areas: the Village Center, both sides of Aborn Road northeast of Fowler Creek Park and the southernmost lake feature/retention basin near Yerba Buena Avenue. These high density residential units are important since they provide a type of housing which is in limited supply in the Evergreen area.

The Evergreen Planned Residential Community contains duplex units just south of Quimby Road and carriage homes in the center of the EPRC. Carriage homes are an innovative housing type which can contain a "second unit" as part of a detached garage located to the rear of the main dwelling and accessed by an alley.

The remaining residential land uses represent a range of small to large lot single-family residential development distributed somewhat evenly throughout the Evergreen Planned Residential Community with the exception of the hillside lots which are located in the steeper northeastern portion of the EPRC. This distribution acknowledges existing single-family residential uses adjacent to the EPRC by locating residential development of similar density and lot size next to established neighborhoods.

A variety of public facilities and open space uses are provided for in the Evergreen Planned Residential Community. Public facilities include a high school site in the northwest, a middle school (existing) in the south, two elementary schools (one north, one south), a fire station in the Village Center and, potentially, a water reclamation facility which would treat wastewater for large landscaped areas thus conserving water and reducing discharge into the Water Pollution Control Plant.

Fowler Creek Park and the expansion of Montgomery Hill Park (south of Evergreen Creek) are two of the main public open spaces to be created in the Evergreen Planned Residential Community. They will be supplemented by pocket parks and the open space along internal trails. A portion of the existing historic Mirassou Vineyards will also be preserved as open space.

Figure 18. Evergreen Planned Residential Community

Land Use Designations

Lot Type/Size	Number of Units
Multi-Family	299
Townhouses	279
Carriage Homes	318
Duplex	185
4,000 Square Feet	425
5,000 Square Feet	474
6,000 Square Feet	692
7,000-8,000 Square Feet	224
10,000 Square Feet (Hillside)	100
TOTAL	**2,996**

*Detached and attached units proposed

Relationship to Evergreen Development Policy

The Evergreen Development Policy is a separate policy document adopted by the City Council to address traffic congestion and flooding problems in the Evergreen area.The Evergreen Planned Residential Community (EPRC) is located within the much larger EDP area. The EDP was revised as a part of the process that created the Evergreen Specific Plan (ESP). The focus of the revision was the identification of appropriate traffic mitigation measures to implement the land use plan of the ESP.

The Evergreen Specific Plan document identifies the on-site and off-site street improvements necessary to implement development in the Evergreen Planned Residential Community. The off-site improvements required to serve the EPRC, as well the remaining undeveloped lands in the Evergreen Development Policy area, were identified through a reevaluation and revision of the EDP. The revised EDP identifies two major off-site transportation improvements which must occur before the EPRC can be fully developed: 1) a five mile segment of Capitol Expressway which must be widened to eight lanes (including two HOV lanes) or the equivalent; and, 2) an additional on-ramp and lane from Capitol Expressway to Highway 101. The nature of these improvements is described in, and will be implemented through, the EDP.

The Evergreen Development Policy also identifies the flood control improvements that will be necessary to develop the Evergreen Planned Residential Community. These improvements focus on the three creeks contained in the EPRC. Evergreen Creek is already improved, and the ESP provides for the improvement of both Quimby and Fowler Creeks. Improvements to Quimby and Fowler Creeks will maintain the existing riparian areas in an undisturbed state. The lower reaches of both creek channels will be improved by creating channels where none currently exist and by planting substantial vegetation. Both creeks will carry water to two retention basins designed as lake amenities for the EPRC. These improvements will be supplemented by parallel underground drainage systems which will be used to carry any water above normal runoff and prevent flooding.

Improvements and Financing

The Evergreen Specific Plan (ESP) document identified all on-site and off-site infrastructure improvements required to develop the Evergreen Planned Residential Community (EPRC). These improvements are more fully described in the ESP document. In summary, these improvements include streets, flood control, sanitary sewers, storm drainage and water. The size

and alignment of these improvements are also identified in the ESP.

The financing portion of the Evergreen Specific Plan identifies a variety of potential methods to finance the improvements mentioned above as well as portions of the school facilities for which the Evergreen Planned Residential Community is responsible. These methods could include an area of benefit fee, an Evergreen Fee established by a development agreement, AB 2926 School Fees, a Mello-Roos Community Facilities District, land dedications (for public facilities) and a Landscaping and Lighting District (for street landscaping, open space, and pocket park maintenance). It is likely that a combination of these methods would be used to finance these improvements. In any case, the owners of property within the EPRC will pay for those improvements from which they benefit and will be reimbursed for any share of improvement costs such as off-site transportation improvements which will benefit properties outside the EPRC.

Implementation

The development of the Evergreen Planned Residential Community (EPRC) will be guided by the provisions of the Evergreen Specific Plan (ESP) document and the Evergreen Development Policy (EDP). The ESP provides guidance as to the location and nature of public and private improvements. It also establishes design guidelines, to be used in conjunction with the Residential Design Guidelines and Commercial Design Guidelines, which provide the design criteria for development within the EPRC. The ESP also provides design guidance for public buildings, and park improvements, and monumentation and walls.

All private development within the Evergreen Planned Residential Community will be regulated by an areawide Master Planned Development Zoning. Those projects consistent with the Master Planned Development Zoning and the EPRC, and not requiring additional environmental review, can be implemented with a Planned Development permit.

Development of the Evergreen Planned Residential Community, however, can only occur when sufficient traffic capacity is available. Any staging of development in the EPRC must be consistent with the criteria described in the Evergreen Development Policy.

Communications Hill Planned Community

The Communications Hill Planned Community (CHPC) establishes a long-term development plan for 900+ acres in south-central San José. The Plan area is approximately four miles south of Downtown and is distinguished by the County and AT&T communication facilities situated on the two highest points of the hill. It is bounded on the north by Curtner Avenue, on the south by Hillsdale Avenue, Snell Avenue and Capitol Expressway, on the east by Monterey Road and on the west by the Guadalupe Corridor. The Oak Hill Cemetery, located at the southwest quadrant of Monterey Road and Curtner Avenue, is excluded from the Planned Community area.

Communications Hill is one of the most visually prominent features in Santa Clara Valley. The largely undeveloped slopes of Communications Hill itself total about 500 acres and rise over 300 feet above the surrounding Valley floor. The remainder of the Plan area consists of flat land located at the base of the hill, primarily the industrial/ commercial and high density residential area along Monterey Road. The Plan area lies along a major north/south transportation spine which provides strong connections to important City and regional destinations via

planned community character for the CHPC and also addresses allowed uses, implementation measures and development criteria at a level of detail beyond the scope of the General Plan. The CHSP document supplements the General Plan and is essential to the understanding and proper implementation of the CHPC.

Circulation

The framework for development in the Communications Hill Planned Community (CHPC) is defined by its circulation system and by its location along regional transportation systems. Vistapark Drive is the major arterial roadway planned to traverse the hill from Curtner Avenue on the north to Hillsdale Avenue on the south. This two- and four-lane roadway remains separated from the main neighborhoods as it passes along and through residential, school, playfield and open space areas. In addition to Vistapark Drive, several other new streets including the Narvaez and Pullman extensions, provide direct connections to the City's larger circulation networks: Guadalupe Corridor freeway and light rail line, CalTrain, Capitol Expressway and Monterey Road. These facilities connect the CHPC area to Downtown, North San José and Edenvale employment centers and other important regional destinations.

A major portion of the circulation network within the Communications Hill Planned Community consists of residential streets. The character of the internal circulation system of the Communications Hill Planned Community is established by a gridiron street pattern. The street grid on Communications Hill creates blocks of differing sizes which can accommodate a variety of building and unit types and will provide opportunities to build housing for households of differing types and income levels. Slight variations from the Specific Plan’s Conceptual Grading Plan are allowed so long as the adjustments are designed and work for the entire hill and the original grading concepts do not change. The hill should retain its original profile and a grid street pattern with similar block types and sizes. These elements are critical to the intended character of the Communications Hill Plan. The gridiron pattern supports neighborhood interaction, provides long vistas and allows for efficient siting of high density residential development.

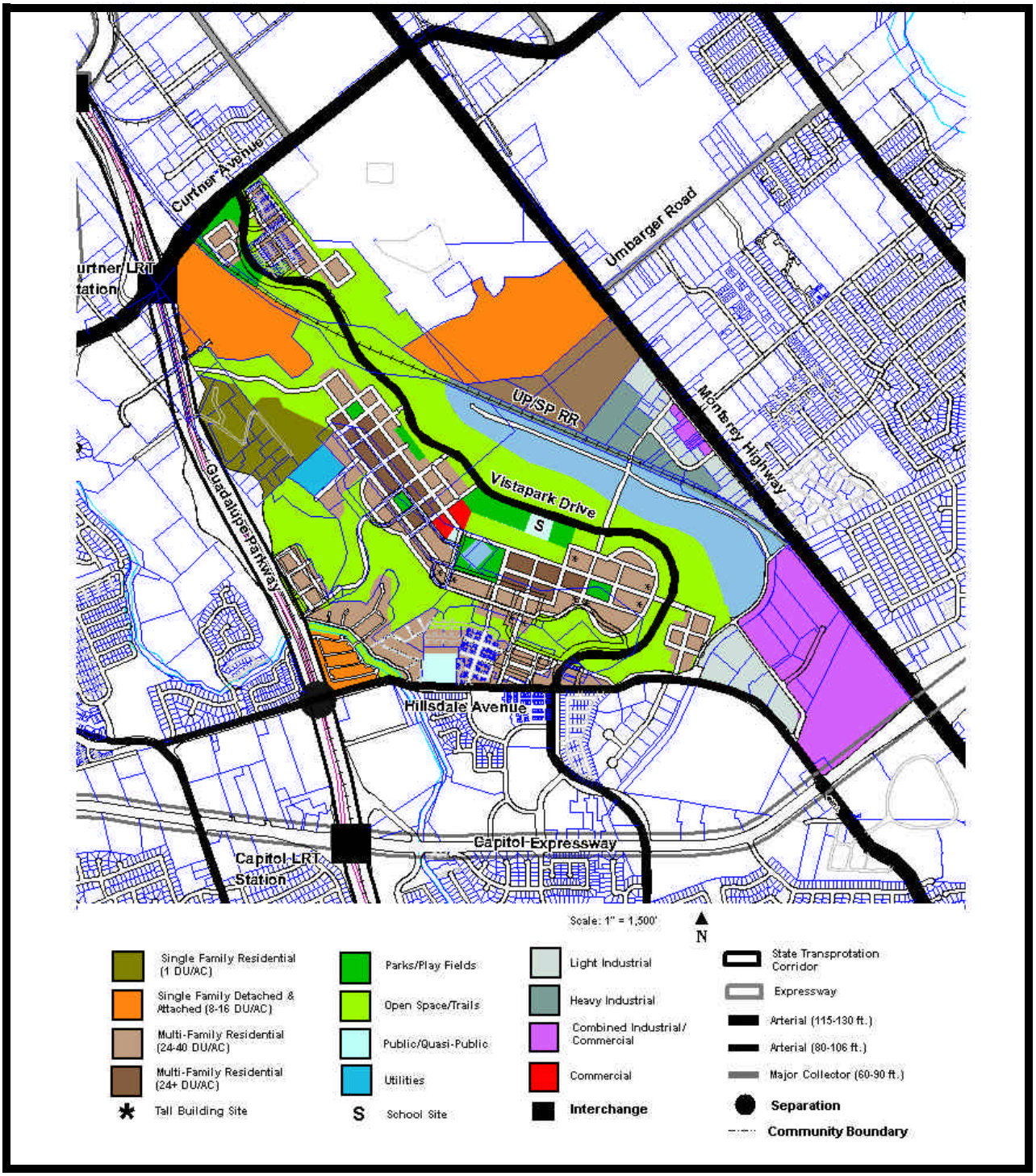
The perimeter streets which delineate the edge of the hilltop neighborhood play an important role in defining the overall form of the Communications Hill Planned Community. These are contour-following, curvilinear streets with development permitted only on the uphill side except where they engage the grid and become part of the residential street grid; these streets give a distinct edge to the hilltop neighborhood.

Bicycle lanes, sidewalks, and pathways are integrated with the street layout and connect to public transit. Where steep topography interrupts street alignments, stairs are planned to allow pedestrian access and to provide viewpoints. The Planned Community also provides for access to the industrial areas from the upland residential areas.

Specific Land Use Plan

The Communications Hill Planned Community (CHPC) contains a variety of new and existing land uses and land use patterns intended to create a unique mixed use community and to support the sense that the CHPC is a special place. The CHPC includes new multi-family neighborhoods, a small single-family area, a public school, parks, playfields, open spaces, a neighborhood commercial center and a civic area for the hill itself, and new and continuing industrial and commercial uses for the areas at the base of the hill along

Map 7. Communications Hill Planned Community
Specific Land Use Plan Adopted 4-7-92



Source: Department of Planning Building and Code Enforcement

commuter train, light rail line, freeway, expressway and major streets.

The objective of the Communications Hill Planned Community is to provide a comprehensive planning framework for development of a unified, high-density, pedestrian-oriented, urban community with a mix of uses on and around Communications Hill. New residential development is located along the ridge and at the foot of the steep slopes and consists of up to 5,421 primarily multi-family, residential units, a small Village Center retail area and supporting public facilities. In the flatland area in proximity to and along Monterey Road, areas have been designated for Heavy Industrial, Light Industrial, Combined Industrial/Commercial and Industrial Park and High Density Residential (25-50 DU/AC) uses. The CHPC also seeks to make the most of the natural amenities within the area including the panoramic views available from the hill.

Relationship to Communications Hill Specific Plan

The development concepts for the Communications Hill Planned Community are the product of the Communications Hill Specific Plan (CHSP) document, a detailed plan for the area which was developed through a comprehensive public process including community task force participation. The main objectives of the CHSP process were to create a unique community plan and to develop solutions for the severe development constraints inherent in the area. The CHSP is a separate policy document adopted by the City Council and provides the background, the vision, and the Monterey Road. In addition, there are a variety of other new and existing uses around the base and lower slopes of the hill: mobilehome parks, townhouses, single-family and multi-family houses and a church. Developed properties were included within the CHPC boundaries to ensure a careful integration of the existing uses with the new.

The development of the hill proper as a very high-density residential neighborhood will result in a significant change in the visual character of this highly visible hill; the open space will be replaced by intense urban building forms and a distinctive skyline dominated by the existing AT&T tower. Four overall land use concepts define the CHPC:

- The gridiron pattern of streets and blocks laid over the hills and organized around an Arterial roadway that winds through the site;
- Very high-density residential development with flexible densities;
- The ring of open space that encircles the hilltop residential development and provides a distinct edge to the upland community and separates it from the industrial and commercial uses on the lower elevations to the southeast;
- Urban patterns that promote pedestrian activity as an alternative to driving, including: the grid system, which minimizes distances to destinations; the network of stairs and pathways; the integrated neighborhood commercial uses; and connections to the light rail line and CalTrain.

The Communications Hill Planned Community permits up to 5,421 dwelling units and requires a minimum density of 24 dwelling units per acre on each of the multi-family blocks. Limited exceptions may be given to allow specific blocks to develop at a density below the required minimum 24 dwelling units per acre (i.e. no lower than 17 DU/AC). While the maximum density for most of this area is 40 units per acre, there are blocks along the ridge and "tall building"

sites which can be developed at densities over 40 units per acre provided that there is excess capacity available from sites developing at densities under 40 units per acre. Ten single-family lots are also included in the Planned Community.

The CHPC identifies six park sites and one playfield area. The park sites are distributed throughout the multi-family neighborhoods to provide neighborhood-level recreation facilities. The playfields are planned for joint public/elementary school uses. The grassy slopes of the hilltop area comprise a major open space component of the Planned Community and also give definition to the neighborhoods.

The street-oriented Village Center blocks near the apex of Communications Hill can accommodate approximately 50,000 square feet of floor area for neighborhood serving commercial uses such as retail and service shops, offices, restaurants and possibly a day-care facility. An additional 30,000 square feet of retail space adjacent to the Village Center could also be developed as part of a mixed residential/retail development once 50 percent of the Village Center has been completed. Mom & Pop retail shops are permitted throughout the multi-family neighborhoods. Preferred locations for these small stores catering to pedestrian traffic are corner sites and parcels fronting on parks. Mom & Pop stores are limited to 1500 square feet and should be located within residential buildings. The Communications Hill Specific Plan recommends at least one Mom & Pop store for every ten residential blocks.

The area at the base of the hills, along the southeast portion of the CHPC, adjacent to Monterey Road and the Southern Pacific railway tracks, would consist of industrial/ commercial and residential uses. This area is separated from the proposed residential uses atop the hill by open space, steep topography and Vista Park Drive and is proposed for Industrial Park, Light Industrial, Heavy Industrial and Combined Industrial/ Commercial and High Density Residnetial (25-50 DU/AC) uses.

The Light Industrial designation of the area northeast of Hillsdale and Snell Avenues is intended for a wide variety of industrial uses but excludes uses with unmitigated hazardous or nuisance effects. New Heavy Industrial areas can accommodate the planned CalTrain maintenance facility (20 acres on the west side of the Southern Pacific Railroad tracks) and supporting Heavy Industrial uses (7 acres). The Combined Industrial/Commercial designation is applied to parcels located in the southeastern portion of the CHPC along Monterey Road and for the adjacent area which is currently being quarried for gravel.

Financing Guidelines and Principles

The financing of infrastructure and public facilities is a crucial component of the implementation strategy for the Communications Hill Planned Community (CHPC) and is more fully described in the Communications Hill Specific Plan (CHSP). Although the Plan does not have a phasing component, general criteria have been established in the Plan to guide the varying increments of building by both private and public entities. It is critical that infrastructure be provided to facilitate the development of the entire Communications Hill area, and that costs be allocated on a fair share basis. As for other large scale development projects, significant levels of infrastructure costs will be incurred during the development process. These include necessary off-site improvements and on-site infrastructure. Such improvements should be installed as early as possible in order to create development opportunities but, in any case, must be installed concurrent with any development requiring them.

The actual allocation of infrastructure and public facility costs must be based upon principles that reflect public policy considerations, equitable treatment among affected property owners and overall financial feasibility. The financing portion of the Communications Hill Specific Plan identifies a variety of potential methods to finance infrastructure and public facilities for which the Communications Hill Specific Plan is responsible. These methods could include Assessment, Mello-Roos or Integrated Financing Districts as well as AB 2926 School Fees and land dedications. Preliminary cost estimates are identified in the CHSP to assess the magnitude of the infrastructure and public facilities costs. A detailed financial analysis which includes more detailed site planning and engineering analysis is necessary prior to development and will be the subject of additional study.

Implementation

General and specific criteria for development within the Communications Hill Planned Community are contained in the Communications Hill Specific Plan (CHSP) to guide the varying increments of building by both private and public entities. The CHSP anticipates that development will occur over a period of 10-15 years and relies on the market demand for various uses to determine the kind, size and timing of development.

As the CHPC is developed, a system of streets, stairs, pathways, parks and utilities will be built concurrently with new housing, public facilities, shops and restaurants. The general objectives of implementation should be: 1) to ensure that the urban structure which is the backbone of the Plan is realized; 2) to ensure orderly, safe and sequential development; 3) to minimize conflicts between new development and on-going construction activities; 4) to minimize potential conflicts between new uses and existing ones, e.g., housing and industrial facilities; and 5) to encourage new development to occur as soon as it is feasible. The CHSP provides guidance regarding the location and nature of public and private improvements. It also establishes special design guidelines, to be used in conjunction with the Residential Design Guidelines and Commercial Design Guidelines.

Jackson-Taylor Planned Residential Community

The Jackson-Taylor Planned Residential Community (PRC) was created to increase high density housing opportunities and supportive mixed uses in the central area of the city and in close proximity to transit. The PRC is based on the Jackson-Taylor Residential Strategy, a separate policy document described below. The Jackson-Taylor PRC is surrounded by some of San José's older residential neighborhoods, just north of the Downtown Core area. The PRC is approximately 80 acres and is generally bounded by Hedding, Eleventh, Empire, and Sixth Streets. Light rail transit, public bus services, regional freeways, and local streets provide excellent transportation access, connecting the PRC to San José's job centers in Downtown, North San José, and Edenvale. The PRC is adjacent to the Japantown Neighborhood Business District which offers commercial services, restaurants, and specialty stores which serve both the immediate neighborhood and the region. The existing character of the immediate area is predominantly urban.

The Jackson-Taylor Planned Residential Community is pedestrian- and transit-oriented, linking the PRC to its surrounding neighborhood and job centers. The PRC is intended to accommodate approximately 2,225 dwelling units, 107,000 square feet of retail space and 459,000 square feet of office uses. This mix of uses contributes to the

creation of a community which is active both during the day and in the evenings.

Relationship to the Jackson-Taylor Residential Strategy

To assist with the planning of the Jackson-Taylor PRC, the City Council engaged a consultant team and appointed a citizens task force representing the interests of neighborhood groups, community organizations, businesses, and property owners. The task force assisted the consultants and staff with the preparation of the Jackson-Taylor Residential Strategy, a guide for the transition of the area from its existing industrial uses to a mix of residential, commercial, and public uses. The Jackson-Taylor Residential Strategy is a separate policy document providing the background, vision, and community character of the PRC and also a level of detail for implementation beyond the scope of the General Plan. This document provides detailed policy direction for the review of rezoning and development permit applications for properties within the PRC. The Residential Strategy also suggests alternative land uses, some of which would require General Plan changes at a later date. The Residential Strategy explains the circumstances under which alternative land uses and circulation improvements should be considered for incorporation in the General Plan.

Plan Objectives

The objectives of the Jackson-Taylor Planned Residential Community are:

- Maintain and enhance the character of the surrounding community.
- Achieve a supportive mix of housing, employment, shopping, and public uses.
- Provide a range of housing types, densities, and prices to house persons with diverse income and household types.
- Strengthen pedestrian linkages to adjacent neighborhoods, transit, and the Japantown Neighborhood Business District.
- Maintain the existing street pattern.

These objectives are exemplified in the land use plan for the PRC (see Map 8).

Specific Land Use Plan

The Jackson-Taylor Planned Residential Community seeks to take advantage of its central city location and to create the critical development mass crucial to the achievement of an active day and night community. The PRC is, therefore, generally urban in character but has lower intensity land uses around its periphery to ensure compatibility with the surrounding, existing neighborhoods. Mixed use and more intensive development is encouraged in the center of the PRC. Each land use designation within the PRC is described below. These descriptions include some general urban design direction to ensure that new development within the PRC is compatible with its surroundings.

Medium High Density Residential (12-25 DU/AC): The properties located along most of the edges of the PRC are designated Medium High Density Residential (12-25 DU/AC). This designation is intended to buffer the existing, primarily single family neighborhood adjacent to the PRC from the more intensive residential and mixed uses planned for the center of the PRC. Where the Medium High Density Residential (12-25 DU/AC) designation is adjacent to existing single-family residences, development within this designation should reflect the lotting pattern of the surrounding area. When the development cannot follow the surrounding lotting pattern, the buildings

Map 8. Jackson-Taylor Planned Residential Community

Specific Land Use Plan - Adopted 10-6-92
Amended 05-20-08

should follow the relationship and rhythm of the adjacent residential streetscape. A mixture of ownership and rental housing on approximately 5,000 to 7,000 square foot lots is the preferred development pattern for this land use designation, particularly at the interface with existing single family uses. Building heights should not exceed 40 feet.

High Density Residential (25-50 DU/AC): The High Density Residential designation (25-50 DU/AC), is located away from the adjacent single family neighborhood. To meet the needs of a broad range of households and to contribute to the development of a more cosmopolitan community, a mix of housing densities, types, and ownership patterns is encouraged by the High Density Residential designation. This designation is intended to achieve an average, overall density of approximately 35 DU/AC. The designation permits densities as low as 25 DU/AC and as high as 50 DU/AC. Projects proposed at densities above 35 DU/AC should exhibit exemplary architectural design that is urban in character and expresses the essence of the design guidelines contained in the Jackson-Taylor Residential Strategy. Building heights should not exceed 45 feet. This designation requires that building facades be varied and articulated to reflect the character of the surrounding residential neighborhoods.

Mixed Use: To create a vibrant, urban environment that is active during the day and after dark, the center of the PRC is designated Mixed Use. This designation allows a mix of high density residential, retail, office, and a limited amount of other commercial uses. Within the Mixed Use designations, the residential component is predominantly the High Density Residential designation (25-50 DU/AC). Higher densities are permitted on 1) the former Corporation Yard site to accommodate up to 600 dwelling units, in accordance with the Jackson-Taylor Residential Strategy, and 2) for the 3.24-acre parcel on the west side of North 10th Street, between Vestal Street and East Mission Street to allow up to 60 DU/AC. The residential uses should be a mixture of condominiums, townhomes and apartments, offering a variety of unit sizes to accommodate singles, couples, and families.

In most cases, a minimum amount of retail and office use is specified for each mixed use area. Retail uses are identified for strategic locations to encourage pedestrian activity and provide linkages with the adjacent Japantown Business District and residential community. These retail uses should provide services primarily to neighborhood residents and local office workers. Opportunities for office uses are also provided to allow residents to live and work in the same community and/or to encourage workers living in other areas of San José to commute to these jobs via transit.

The residential, retail, and office uses should be arranged vertically in the same building. For example, retail uses might be on the ground floor with one floor of office space above, and up to four stories of residential uses on upper floors. As defined in the Jackson-Taylor Residential Strategy, building heights within this designation, other than within the Japantown Complex, should not exceed 65 feet. Buildings within the Japantown Complex may be a maximum of 175 feet in height, except for buildings across from the National Register-elegible Japantown historic district on the southern half of North Sixth Street, which may be located below ground or above ground, provided that above ground parking should either be in the interior of a block and "wrapped" by commercial, office or residential uses, or if not located in the interior of a block, architecturally treated or landscaped.

Four Mixed Use categories are explained below, each designed to meet the unique

circumstances of its surroundings. The table below summarizes the land use potential for each mixed use designation.

Mixed Use #1 (Bounded by Vestal, Tenth, Taylor, and Seventh Streets): This designation allows High Density Residential (25-50 DU/AC) uses, up to 122,000 square feet of office, up to 150,000 square feet of industrial uses, and between 16,000 - 24,750 square feet of retail uses. For the 3.24-acre parcel on the west side of North 10th Street, between Vestal Street and East Mission Street, a residential density up to 60 DU/AC is permitted. Retail uses should be located along the north side of Taylor Street between Seventh and Eighth and at the northwest corner of Taylor and Ninth Streets. Additional retail uses are encouraged at the southwest corner of Tenth and Mission Streets and along the northern edge of the park located on Taylor Street between Ninth and Tenth Streets. Industrial use within this designation are limited to manufacturing uses which typically might have a retail and/or restaurant component and do not generate noise, odor, or other nuisance impacts. Auto-related uses are not permitted in this designation.

Mixed Use #2 (Located on the northern portion of the block bounded by Sixth, Jackson, Seventh and Empire Streets): This designation allows High Density Residential (25-50 DU/AC) uses, 150 senior housing units, a 40-room inn, up to 80,000 square feet of office, and between 17,000 and 23,750 square feet of retail uses. The commercial square footage may also accommodate a cultural center. Retail uses are required along a portion of North Sixth Street and Jackson Street

Mixed Use # 2A (Bounded by Sixth, Taylor, Seventh, and Jackson, and including the Japantown Complex identified in the Jackson-Taylor Residential Strategy): This designation allows up to 600 dwelling units, between 16,000 and 30,000 square feet of retail space (up to 24 live work units may be subsituted for up to 14,000 square feet of retail space, provided that there is a minimum of 16,000 square feet of retail space), an approximately one-acre park, and up to 20,000 square feet of community amenity space. Retail uses should be located along Sixth Street, Jackson Street, and Taylor Street.

Mixed Use #3 (Generally bounded by Taylor, Ninth, Jackson, and the Union Pacific Railroad tracks): This designation allows High Density Residential (25-50 DU/AC) uses, up to 192,625 square feet of office, and between 7,500 and 18,125 square feet of retail uses. Retail uses should be located on the south side of Taylor Street between Seventh Street and the rail tracks. Additional retail activity is encouraged at the south west corner of Taylor and Ninth Streets and mid-block on the west side of Eighth Street. The Eighth Street retail is intended to support a potential future BART station and open space areaGeneral Commercial (Southwest corner of Tenth and Taylor Streets):

This designation allows freestanding commercial establishments, and business and professional offices. Given the small size of the site and its proximity to planned residential uses, neighborhood-serving commercial enterprises are preferred in this location (e.g., gas stations, retail, and personal service shops. An alternate land use for this site is Medium High Density Residential (12-25 DU/AC) as described in this section.

Figure 19. Jackson-Taylor PRC Mixed Use Development Potential

Jackson-Taylor PRC Mixed Use Development Potential		
Land Use Designation	Acreage	Development Potential
MU1	11.9 acres	High Density Residential (25-50 DU/AC); 16,000-25,750 square feet of retail; and up to 150,000 square feet of office, and a residential density up to 60 DU/AC for the parcel on the west side of North 10th Street, between Vestal Street and East Mission Street.
MU2	0.57 acres	High Density Residential (25-50 DU/AC); 150 senior housing units; 40-room inn; 17,000-23,750 square feet of retail; and up to 80,000 square feet of office.
MU2A	5.23 acres	Residential uses up to 600 dwelling units; an approximately one-acre park; between 16,000 and 30,000 square feet of retail space (up to 24 live work units may be substituted for up to 14,000 square feet of retail apace, provided that there is a minimum of 16,000 square feet of retail space); up to 20,000 square feet of community amenity space.
MU3	6.2 acres	High Density Residential (25-50 DU/AC); 7,500-18,125 square feet of retail; and up to 192,625 square feet of office.
MU4	2 acres	High Density Residential (25-75 DU/AC); and up to 12,000 square feet of office and/or retail.

Mixed Use # 4: (located on the southeast corner of E. Taylor and N. 7th Streets): This designation allows High Density Residential (25-75 DU/AC) and office and/or retail uses. Office and/or retail uses should be located along E. Taylor Street.

Preferably, commercial uses should be vertically integrated with residential uses in the same building; however, the two uses may be horizontally mixed on the site.

Neighborhood Business District Overlay: The Japantown Neighborhood Business District (NBD) program boundaries extend into the Jackson-Taylor PRC. The NBD encompasses most of the properties west of Seventh Street.

Public Park/Open Space: Park areas provide valuable open space for a livable and enjoyable higher density, mixed use community. Bernal Park is identified for potential future expansion to Mission Street and other open spaces are proposed throughout the PRC. The general locations for these neighborhood and pocket parks are depicted within the Planned Residential Community; however, other than the Bernal Park expansion, the specific size, ultimate location and configuration of these park sites will only be finalized through the acquisition of a particular parcel. Until a park site is acquired, the land use designation of that "park" site is the PRC designation of the adjacent property within the same block to ensure new development is consistent with

its surroundings. If the proposed expansion of Bernal Park does not occur, then the property should develop at the Medium High Density Residential (12-25 DU/AC) designation.

Implementation

General and specific policies and guidelines for development within the Jackson-Taylor Planned Residential Community are contained in the Jackson-Taylor Residential Strategy. All development within the Jackson-Taylor PRC is expected to be consistent with the requirements of the Residential and Commercial Design Guidelines and, particularly, the design guidelines contained in the Jackson-Taylor Residential Strategy. The primary implementation tool is the rezoning of properties to Planned Development zoning districts which conform to the PRC. The Residential Strategy contains guidelines to help the area transform from an industrial to primarily residential area.

Midtown Planned Community

The Midtown Planned Community (MPC) guides the transition of a 210-acre changing industrial area to a mixed-use community just west of Downtown San José. The MPC is based on the Midtown Specific Plan, a separate document described below. The MPC is a "J" shaped area that extends from The Alameda (generally between Sunol Street and Los Gatos Creek) to properties south of Auzerais Avenue, and then west to Meridian Avenue south of West San Carlos Street.

The Midtown Planned Community (MPC) enjoys excellent access to freeways and public transit. The MPC is part of a larger area bounded by I-280, I-880 and SR-87. The Cahill Station, located in the northern portion of Midtown, serves as a major terminal for CalTrain commuter rail service and for more long distance Amtrak service, and is an important transfer point for county bus service. The proposed Vasona Light Rail Transit (LRT) Corridor will provide direct service from Downtown San José to Los Gatos through the Midtown PC and will include a spur connection to the Cahill Station. Transit service in Midtown may be expanded in the future by light rail transit service along the San Carlos/Stevens Creek Boulevard corridor and a potential extension of BART to San José. The Midtown PC includes portions of The Alameda and West San Carlos Neighborhood Business Districts (NBDs) which offer neighborhood and regional-serving shops and businesses. Midtown's surroundings include some of the City's most desirable and historic residential neighborhoods. Los Gatos Creek, located along Midtown's eastern boundary, provides the opportunity to connect Midtown with the Los Gatos Creek Trail system and Guadalupe River Park. The San José Arena is situated just north of Midtown.

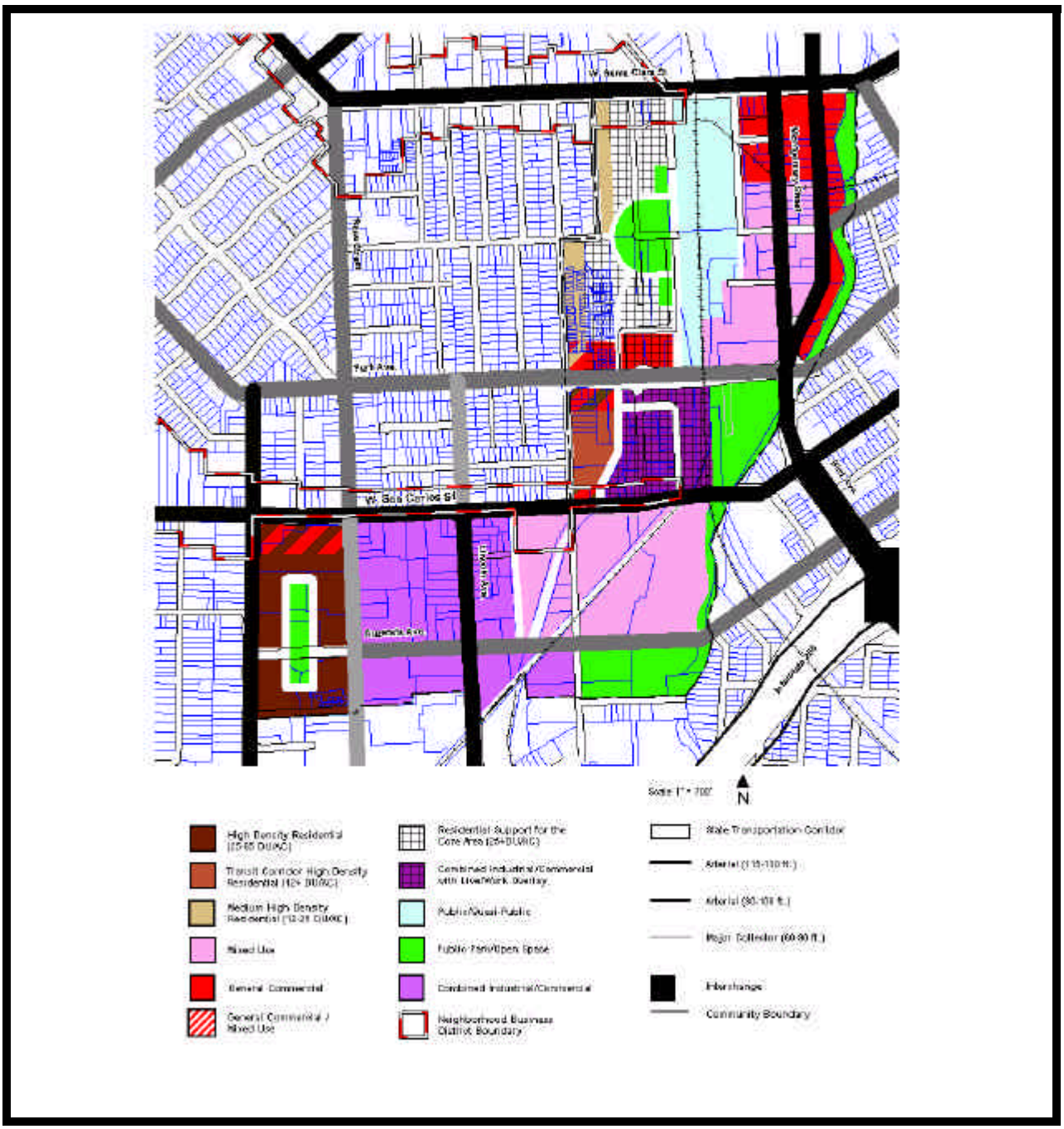
The Midtown Planned Community is pedestrian- and transit-oriented, linking the MPC to its surrounding neighborhoods and job centers. The MPC is intended to accommodate up to 2,940 dwelling units, 335,000 square feet of retail space, 920,000 square feet of office uses and 305,000 square feet of new industrial/commercial uses. This mix of uses complements the existing and planned intensive development in nearby Downtown San José. The MPC also includes the retention, and potential expansion, of approximately 500,000 square feet of industrial space for established uses. This industrial activity provides important jobs and economic development opportunities in San José.

Relationship to the Midtown Specific Plan

To develop a plan for the MPC, the City Council appointed a citizens task force representing the interests of property owners,

Map 9. Midtown Planned Residential Community

Specific land Use Plan - Adopted 12-08-92 Last amended 04-24-07



Source: Department of Planning Building and Code Enforcement

businesses, neighborhood groups and community organizations. The task force assisted staff with the preparation of the Midtown Specific Plan, a guide for the transition of the area from its existing industrial uses to a mix of residential, commercial, industrial and public uses. The Midtown Specific Plan is a separate document providing the background, vision, and community character of the MPC and also a level of detail for implementation beyond the scope of the General Plan. This document provides detailed direction for the review of rezoning and development permit applications for property within the MPC, and includes design guidelines. The direction includes special accommodations and requirements for existing industrial uses and "transitional" land use activities.

Plan Objectives

The objectives of the Midtown Planned Community are to:

- Create a pattern of development that reinforces transit.
- Provide a diversity of housing opportunities that establishes viable and livable neighborhoods.
- Preserve viable industrial and commercial-service uses within Midtown.
- Create an extensive system of pedestrian pathways and open space.
- Balance circulation needs with considerations of livability.
- Complement and extend adjacent residential and commercial areas surrounding Midtown.

These objectives are exemplified in the land use plan for the Midtown PC (see Map 9).

Specific Land Use Plan

Midtown has historically served as a major fruit packing transshipment and light industrial area. This role is changing as some industry leaves and large properties stand vacant. The Midtown Planned Community recognizes adjacent conditions by planning compatible residential uses to the west, commercial uses to the north, and combined industrial/commercial uses to the south. High density residential and intensive commercial uses are oriented to transit, encouraging pedestrian activity. Some industrial and commercial service uses are maintained with opportunities for expansion. The land use plan creates a pedestrian and transit-oriented community, encouraging development with an urban character. Each land use designation within the Midtown PC is described briefly below.

Medium High Density Residential (12-25 DU/AC): Properties located along the western edge of Midtown on Wilson and Sunol Streets are designated Medium High Density Residential. This designation ensures a compatible interface with the adjacent neighborhood. Development within this narrow band should reflect the setbacks and have a direct relationship with the street as do the houses in the existing neighborhood. Housing types may include townhouses, apartments, condominiums, and other forms. Building heights are limited to 25 feet or two stories.

Transit Corridor Residential (12+ DU/AC): This designation has been adapted to the conditions in Midtown and is applied to properties located in an area bounded by West San Carlos Street, Sunol Street, Park Avenue, and the extension of Bush Street. This designation provides flexibility to meet a variety of conditions within the block area. In response to the existing neighborhood west of Sunol Street, development along the

east side of the street is expected to occur at densities ranging from 12 to 25 DU/AC with heights not exceeding 25 feet or two stories. The remainder of this block may be developed at much higher densities as long as these projects are compatible with and relate well to their surroundings. For the more dense projects, building heights can increase gradually to a maximum of 65 feet with increasing distance from the residential neighborhood west of Sunol Street. Limited projections above 65 feet are allowed up to a maximum of 90 feet or 8 floors as long as certain criteria are met. These criteria are explained in more detail in the Midtown Specific Plan. Transit Corridor Residential also allows mixed use projects having two floors of commercial uses and upper floors of residential uses. Such mixed use projects are limited to West San Carlos Street and Park Avenue. Freestanding commercial activities are also allowed in this area but only along West San Carlos Street and Park Avenue.

High Density Residential (25-65 DU/AC): This designation is applied to the area bounded by Meridian Avenue, West San Carlos Street, Race Street, and the property south of Auzerais Avenue (the "Saddlerack" site). A mix of residential densities and housing types is encouraged under this designation. Development should provide a diverse range of building types which foster pedestrian activity. Housing should be oriented around a 2.5 acre public park to provide an important amenity and focus to this new neighborhood. To promote diversity, structures should be highly articulated including varied building heights and floor plate elevations. Building heights should not exceed 65 feet.

Residential Support for the Core (25+ DU/AC): This designation has been adapted to Midtown and is applied to properties located west of the Cahill Station and its rail tracks, between The Alameda and Park Avenue. Development should encompass a diverse mix of housing densities, types and ownership patterns. Some of the housing should front on a 6 acre park, providing a direct relationship between the residential and open space uses. Although this designation does not have an upper limit on density, it is expected that development would not exceed 65 DU/AC to maintain a positive relationship with the neighborhood to the west and to provide complementary housing types to those that would be found predominantly in the Downtown Core Area. Predominant building heights are expected to be 3 to 4 stories (or 65 feet) with the opportunity for heights up to eight stories (90 feet) in certain locations if specific criteria are satisfied. These criteria are explained in more detail in the Midtown Specific Plan. This designation also provides for two lower floors of commercial uses as part of residential projects. Such mixed uses should be situated along The Alameda and Park Avenue. Freestanding retail uses are also allowed in this area but only along the frontage of The Alameda and Park Avenue.

Mixed Use: To take advantage of infill opportunities near transit, the Midtown Planned Community designates two areas for mixed use development. One area is south of San Fernando Street near the Cahill Station and the second area is adjacent to a planned light rail station at Sunol and West San Carlos Streets. A mix of residential and commercial uses are allowed at higher intensities to maximize the development opportunities of these locations. Residential development is expected to range from 40 to 100 DU/AC and commercial development is expected to have a 0.5 to 3.0 Floor Area Ratio. The designation allows multiple-family and alternative housing (e.g., single-room occupancy, live-work housing, etc.). Commercial uses are intended to provide important services to nearby residents and transit riders. Drive-through commercial uses are not allowed. This designation

facilitates new development in these areas but also provides for the retention of existing retail and office uses. For example, near the Cahill Station, new retail businesses, residential projects, and mixed use developments can be interspersed among the existing businesses. The two Mixed Use categories are described below:

Mixed Use #1: (Area bounded by West San Fernando Street, Autumn Street, Park Avenue, and the transmission lines): This area is characterized by relatively small parcel sizes and many property owners. The development potential of this area is 40 to 150 DU/AC, which is approximately 800 dwelling units, 70,000 square feet of retail/restaurant uses and 180,000 square feet of office space. Given the ownership patterns, it may be more difficult to mix commercial and residential uses in the same structure. For this reason, this designation allows for single use or mixed use development. Building heights cannot exceed 120 feet.

Mixed Use #2 (Area south of West San Carlos Street on both sides of Sunol Street): This area is adjacent to the Vasona Light Rail Corridor and is characterized by large parcels and few property owners. The development potential of this area is 240 to 370 dwelling units, 60,000 square feet of retail/restaurant/entertainment uses, and 40,000 square feet of office uses. These uses can be configured in a number of ways: integrated retail and residential projects; stacked residential, office, and retail uses; or individual buildings with single uses. Retail uses are encouraged along West San Carlos Street to strengthen the Neighborhood Business District. Building heights cannot exceed 90 feet.

General Commercial: This designation is applied to two areas south of the Arena: one is bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Cahill Station and the other is east of Autumn between West Santa Clara Street and Park Avenue. The designation permits a range of commercial uses, including office, retail, restaurant, entertainment, hotel, and other compatible commercial activities. These uses should support the Cahill Station and complement the more intensive commercial uses of the Downtown Core. Given the unique opportunities presented by Los Gatos Creek, development east of Autumn Street should consist primarily of recreation-oriented commercial uses (e.g., bicycle rentals, cafes, etc.) that enhance the creek amenity. For this reason, development east of Autumn should not exceed 0.5 FAR. For development in the remainder of the area, FARs of up to 3.0 are permitted. Building heights should not exceed 120 feet west of Autumn and 35 feet east of Autumn.

General Commercial Overlay: To strengthen the West San Carlos Neighborhood Business District, this overlay is applied to West San Carlos Street between Meridian Avenue and Race Street and between Sunol Street and the extension of Bush Street. On these frontages, commercial uses should be limited to neighborhood-serving retail uses (e.g., banks, grocery stores, drug stores, bakeries, etc.). These commercial uses could be developed as freestanding uses or could be integrated with residential development within the 65-foot height limit.

Public/Quasi-Public: This land use designation is applied to properties along the railroad tracks between The Alameda and Park Avenue and represents the expectation that existing transportation and utility-related uses will be continued. Additional public/ quasi-public uses are allowed throughout Midtown according to the policies set forth in other sections of the General Plan.

Combined Industrial/Commercial: This designation is applied to properties south of West San Carlos Street between Race Street and Los Gatos Creek, with the exception of the sites adjacent to the future light rail station described above under Mixed Use. The purpose of this designation is to preserve and intensify the existing pattern of light industrial and commercial service uses, maintaining opportunities for economic development in San José. This area should retain its existing industrial character and continue to provide important services, supplies and other products to other businesses and to residents of San José. To discourage the displacement of the existing uses with higher intensity development, a maximum intensity of 0.5 FAR and a maximum height of 45 feet are established for this designation.

Combined Industrial/Commercial with Live/Work Overlay: This designation applies to the properties generally bounded by Park Avenue, the Southern Pacific tracks, West San Carlos Street, and the extension of Bush Street. This designation contains all of the provisions of the Combined Industrial/ Commercial designation with the additional opportunity for live/work housing. Live/ work housing is a housing type in which the residential unit also functions as the primary place of employment for artists, architects, engineers, and others. Under this designation, live/work housing could be accommodated in rehabilitated industrial space or in new construction.

Public Park/Open Space: Park areas provide essential amenities to the new neighborhoods within Midtown. For this reason, 13.5 acres of parks and open spaces are distributed throughout the Planned Community. A 6-acre park is identified west of the Cahill Station, a 5-acre park is identified south of Park Avenue at Los Gatos Creek, and a 2.5-acre park is identified south of West San Carlos between Meridian Avenue and Race Street. Until a park site is acquired, the land use designation of that "park" site is the MPC designation of the adjacent property within the same block. If a park does not occur on the Fire Training site located at Park Avenue, then the property should retain its Public/Quasi-Public designation.

Neighborhood District Overlay: The Neighborhood Business District (NBD) program boundaries extend into the Midtown Planned Community along The Alameda and West San Carlos Street.

Circulation

The Midtown Planned Community provides for a street network which extends the adjacent existing grid pattern of streets into the MPC. Streets are located to carry MPC area traffic without negatively affecting the surrounding neighborhoods or business areas. These streets also serve as pedestrian and bicycle ways throughout the area. With the exception of Auzerais Avenue and West San Fernando Street, the streets described below are minor streets which provide primary circulation for new development in Midtown. Additional streets will be necessary to serve planned development in the MPC and will be determined at the zoning stage.

The major features of the street system include an extension of Bush Street, the development of White Street, the realignment of West San Fernando Street and Auzerais Avenue, and new streets south of West San Carlos Street. Bush Street is extended from The Alameda south around a 6-acre park and along the Union Pacific Railroad line to West San Carlos Street.

The White Street right-of-way is planned to be developed south of The Alameda adjacent to the railroad tracks at the Cahill Station and extended south to terminate in a cul-de-sac just north of Park Avenue. This alignment of

White Street assumes that several of the tracks will be removed when the staging and storage of trains is moved to another location. Should plans to remove the tracks be abandoned, White Street should be aligned parallel to the tracks instead of jogging east and then south.

West San Fernando would be realigned from Delmas Street outside of Midtown to terminate at the Cahill Station. This realignment would provide a direct linkage between the Cahill Station and Downtown. Auzerais Avenue could support residential development in its existing alignment or it could be rerouted south of the "Saddlerack" site at the corner of Meridian Avenue and Auzerais Avenue to provide for truck circulation south of the residential neighborhood. Either alignment is consistent with the Midtown Specific Plan. Additional new streets include: a new street parallel to and between Lincoln Avenue and Sunol Street extending from West San Carlos to Auzerais Avenue; new streets around the 2.5-acre park south of West San Carlos; and Cahill and Crandall Streets re-established as public streets.

Implementation

General and specific policies and guidelines for development within the Midtown Planned Community are contained in the Midtown Specific Plan. All development within the Midtown PC is expected to be consistent with the requirements of Residential Design Guidelines and Commercial Design Guidelines and, particularly, with the design guidelines contained in the Midtown Specific Plan.

The Midtown Specific Plan also contains policies guiding the transition of uses from industrial to a mix of uses. These policies address existing uses, transitional uses, historic structures, and the relationship between industrial and residential uses to ensure compatibility.

An analysis of preliminary financial feasibility for the Midtown Specific Plan found that the plan is financially feasible since most of the required infrastructure is already present in the area. Opportunities for financing infrastructure and community facilities should be pursued, however, to ensure that the first developers in the area are not unduly burdened with "upfront" costs. The Midtown Specific Plan identifies financing principles to guide the development of a financing plan. A variety of mechanisms could be used to finance required improvements.

Tamien Station Area Planned Community

The Tamien Station Area Planned Community (TSAPC) designation establishes a long-term development plan for a 140 acre area occupied by a mix of older commercial and industrial uses and relatively newer residential uses. The area is centered around a unique combination of CalTrain passenger rail and Santa Clara County Light Rail Transit facilities that together make up the Tamien Multi-Modal Station. The TSAPC is based on the Tamien Station Area Specific Plan, a separate policy document adopted by the City Council that provides background, specific development policy, and the planned community character in greater detail than the TSAPC.

The TSAPC is located about two thirds of a mile south of Downtown San José and is generally bounded by Willow Street to the north, Lick Avenue and Little Orchard Street to the east, the Union Pacific Railroad to the south, and the Guadalupe River to the west. This area has exceptional access to both public transit and freeways. In addition to the heavy and light rail stations, the Tamien Multi-Modal Station contains an important bus service node. The Guadalupe Light Rail Corridor and the Route 87 freeway share the same right-of-way and bisect the TSAPC.

The light rail line links North San José/Santa Clara, the Downtown, and South San José. State Route 87 provides easy access to other freeways near the center of the City.

Just north of the TSAPC is the Willow Street Neighborhood Business District which offers some regional and neighborhood serving commercial uses. The TSAPC is also bracketed by several existing, well established neighborhoods including the Gardner, Guadalupe-Washington, and Willow Glen neighborhoods. The Guadalupe River, which forms the western boundary of the TSAPC, is an important open space resource and could provide a trail link to the Guadalupe River Park in the Downtown and to a larger regional trail system.

A fundamental purpose of the TSAPC is to promote pedestrian activity and transit use. The mix of land uses in intended to allow residents to meet day-to-day shopping needs without driving. The transit facilities in the TSAPC will allow residents to commute to employment centers such as Downtown and North San José. The TSAPC would allow about 1,682 dwelling units and over 50,000 square feet of commercial space, primarily for neighborhood serving retail uses.

Relationship to the Tamien Station Area Specific Plan

The Tamien Station Area Specific Plan (TSASP) is the City's specific policy for governing development in the Tamien Station Area Planned Community (TSAPC). The TSASP supplements this general plan and is essential to the understanding and proper implementation of the TSAPC. The TSASP was developed with the assistance of a 19 member task force representing property owners, business interests, public agencies, and nearby neighborhoods. The TSASP provides detailed direction for individual development projects within identified subareas including specific land use, design, circulation, and implementation policies beyond the scope of the General Plan.

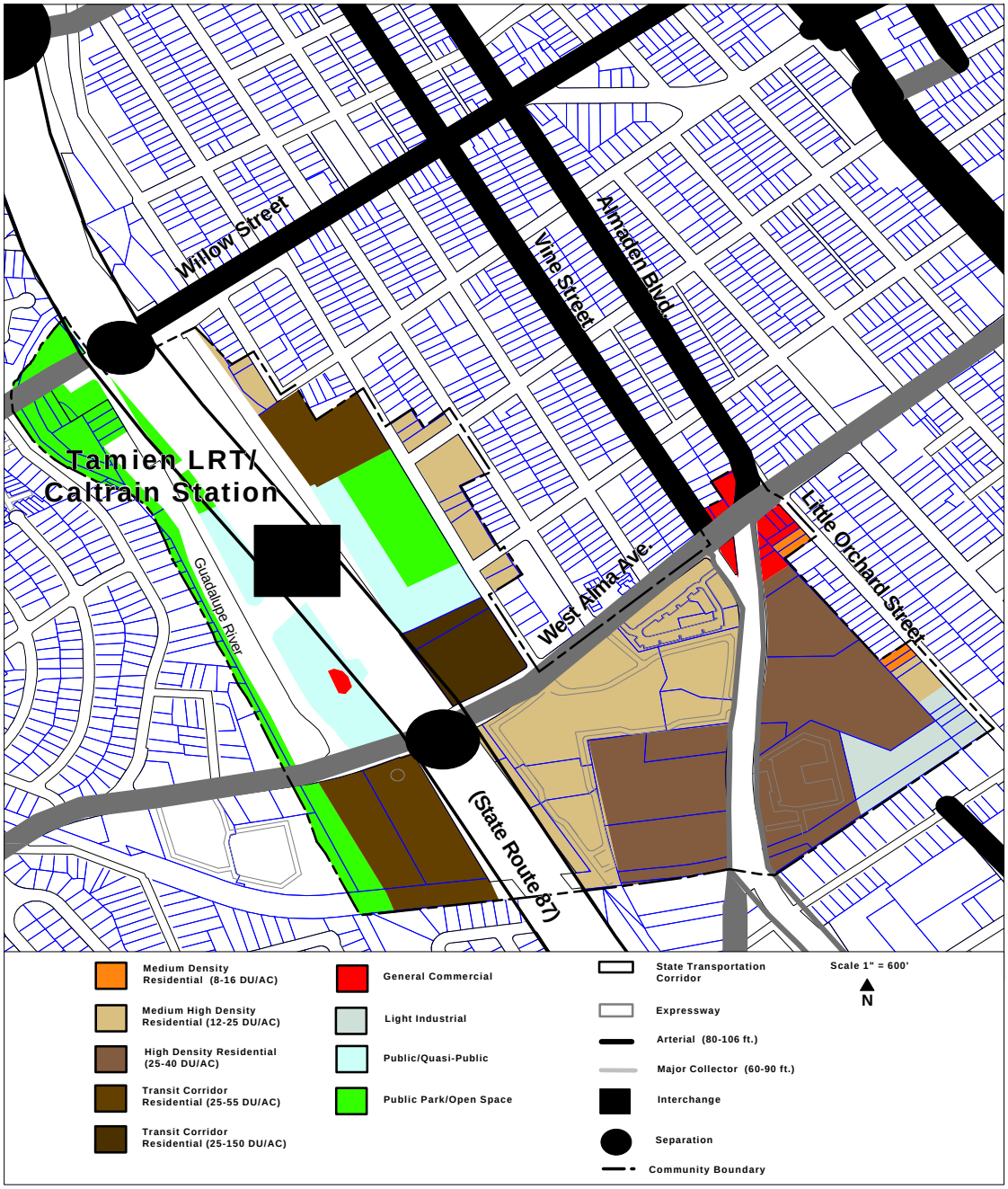
The TSASP and the TSAPC share the following common objectives:

- Create a combination of land uses that effectively support transit use, reduce dependability on the automobile, and attract pedestrian activity.
- Create a livable community that effectively utilizes the natural and man-made amenities of the Tamien Station Area.
- Provide a variety of housing opportunities that are suitable for a range of household incomes, sizes and tenancies and provide housing types that support an efficient, compact form of development.
- Maintain the positive qualities and characteristics of existing neighborhoods by ensuring that new development is compatible with existing neighborhoods and creates a positive environment for new neighborhoods in the Tamien Station area.

Specific Land Use Plan

The specific land use plan for the TSAPC (see Map 10) is designed to achieve the objectives listed above and was developed after evaluating three plan alternatives during the preparation of the TSASP. The specific land use plan locates the most intense and the highest density uses on those sites closest to the Tamien Multi-Modal Station. The Planned Community land use plan, in combination with the land use and design policies of the specific plan, seeks to ensure that new development will be compatible with existing adjacent neighborhoods. The land use plan, when

Map. 10 Tamien Station Area Planned Community
Specific Land Use Plan, Adopted March 21, 1995



Source: Department of Planning Building and Code Enforcement

fully implemented, will create a transit-oriented, pedestrian friendly community.

The specific plan allows existing land uses within the Tamien Station Area to remain indefinitely. Land use changes would only occur when the property owner determines that such a change is desirable. However, the plan limits expansion of uses that do not conform to the plan. Each land use designation and certain key design parameters for the Tamien Station Area Planned Community are described below.

Transit Corridor Residential (25-55 DU/AC; 25-150 DU/AC): This designation promotes high density residential uses on sites very close to the Tamien Multi-Modal Station and is intended to encourage transit use. New residential development on land designated Transit Corridor Residential should occur within a density range of 25-55 DU/AC, except on the site located at the northwest corner of Alma Avenue and Lick Avenue (commonly known as the Alma Bowl site) where the density range should be 25-150 DU/AC. An average density of 35 DU/AC is strongly encouraged under this designation which also allows a small amount of commercial and/or office use on the first two floors of a high density residential project. Freestanding commercial kiosks near the CalTrain station are also permitted under this designation. Drive through uses are prohibited.

The typical maximum height allowed under this designation is 65 feet, however, the portion of the Santa Clara County Transportation Agency (SCCTA) site with this designation (roughly, the southwest corner of Lick Avenue and Goodyear Street) must utilize "staggered" height limits. This "staggered" height limit would start at 25 feet within 25 feet of a single family property and would gradually increase to 65 feet toward the center of the site to ensure that the mass of the structure does not overwhelm the adjacent neighborhood. Limited building elements with a maximum height of 90 feet may be allowed in conformance with the criteria established in the Tamien Station Area Specific Plan (TSASP).

The Elks Club site (southwest corner of Alma Avenue and Route 87) is the only other site with this designation and is separated from its surroundings by Route 87 to the east, the Union Pacific Railroad to the south, and the Guadalupe River (and the future flood control bypass channel) to the west. These buffers, in combination with required setbacks and a staggered height limit (45 feet) on the west side of the site should minimize the potential impact of new development which may otherwise have a maximum height of 65 feet.

High Density Residential (25-40 DU/AC): This designation is applied to properties adjacent to Almaden Road that are further than a 2000 foot walking distance from the Tamien Multi-Modal Station but are suitable for some form of higher density housing. An average density of 30 DU/AC is strongly encouraged under this designation. Structures developed under this designation should be no more than 45 feet in height, although new residential development on the Italian Gardens site (east side of Almaden Road) should be limited to a maximum height of no more than 25 feet within 50 feet of the single-family detached properties on Little Orchard Street.

Medium High Density Residential (12-25 DU/AC): This designation acts primarily as a transitional land use separating existing single-family neighborhoods from the higher density and more intense Transit Corridor Residential and Mixed Use development. Two-story townhouses, condominiums, or apartments are typical structures allowed under this designation. Height is limited to a maximum of 25 to 35 feet depending on how close the structure is to existing single-

family development. Scale of development should be compatible with the existing adjacent neighborhood.

Medium Density Residential (8-16 DU/AC): This designation applies to a few small lots on Little Orchard Street that are adjacent to or facing single-family dwellings and cannot be efficiently developed with higher density. This designation can allow single-family dwellings or multi-family dwellings consistent with the 8-16 DU/AC density range.

General Commercial: This is a non-specialized commercial designation which allows a variety of commercial uses oriented to transit riders, residents, and other customers. Retail and service commercial and business and professional office use are allowed under this designation. Drive through uses are prohibited.

The land use plan focuses General Commercial uses around the intersection of Alma Avenue and Almaden Road to maximize the exposure of these uses to all customer groups. A small amount of General Commercial use may be located in the Tamien Station Light Rail Transit parking lot to directly serve transit users and others. New commercial structures should be designed in conformance with San José's Commercial Design Guidelines.

Light Industrial: This designation applies to existing industrial uses facing Little Orchard Street, such as Stucco Supply, that are expected to remain in operation for the long term. The types of industrial uses allowed under this designation exclude uses with unmitigated hazardous or nuisance effects.

Public/Quasi-Public: This designation applies to public land uses, primarily the parking lots near the Tamien Light Rail Transit and CalTrain Stations and the SCCTA Child Care Center located on the west side of Lick Avenue. Kiosks or other small (less than 1,000 square feet) commercial structures may also be permitted under this designation. These uses are designed to support transit use.

Public Park/Open Space: This designation applies to lands that are publicly owned and intended for open space and recreational use. The bulk of this land is associated with the Guadalupe River Bypass Channel to be constricted by the Santa Clara Valley Water District. The Planned Community and the specific plan call for a four acre park near the entrance of the CalTrain Station and a future community garden between Lelong Avenue and Route 87. The proposed four acre park should act as a community focal point as well as provide open space. Kiosks or other small (less than 1,000 square feet) commercial structures designed to support transit use may also be permitted under this designation.

Circulation

The Tamien Station Area Planned Community (TSAPC) will build on the existing street and circulation system which will remain substantially unchanged. It consists of a grid system of streets and sidewalks, several major arterials, and State Route 87 and its existing bicycle facility. No new streets are required or precluded.

The specific plan identifies pedestrian improvements that will help create a pedestrian friendly environment. These improvements include completing incomplete sidewalk links when new development occurs and improving existing pedestrian routes with street trees and street lighting. These improvements should enhance pedestrian access to transit facilities and commercial areas including the Willow Street Neighborhood Business District.

The trail associated with the Guadalupe River bypass channel will be a major new pedestrian route which could link the Tamien Station area to the Guadalupe River Park in the Downtown and other regional trails. The specific plan also seeks a long term solution to encouraging pedestrians in the Almaden Road area to walk to transit facilities.

New bike routes are proposed to link to the bicycle facility adjacent to State Route 87 and other bicycle facilities.

Implementation

General and specific policies for development within the Tamien Station Area Planned Community (TSAPC) are contained in the Tamien Station Area Specific Plan (TSASP). These policies cover land use, design, streets and circulation, and implementation.

The land use and design policies are designed to more specifically guide development within the three subareas of the specific plan. All development within the Tamien Station area is expected to conform to San José's Residential Design Guidelines and Commercial Design Guidelines. In addition, each development project must conform with special policies on building orientation and design, massing and height, setbacks and buffers, parking and servicing, and open space and landscaping for each subarea.

The streets and circulation policies focus on maintaining adequate street function and access, improving pedestrian walkways and encouraging their use, and improving bicycle circulation.

The implementation policies in the specific plan: describe how common improvements and amenities may be provided; establish parameters for the expansion or remodeling of existing uses and buildings that do not conform to the plan; identify specific mitigation measures and interface treatments between different uses; require master planning of certain individual properties or combinations of properties; and suggest the exploration of means to fund or create special community improvements. These policies, along with the land use, design, and street and circulation policies should ensure that future development will fulfill the objectives of the Tamien Station Area Planned Community and Specific Plan.

Rincon South Planned Community

The Rincon South Planned Community (RSPC) designation establishes a long-term development plan for the 465 acres bounded by US Highway 101 to the north, Interstate 880 to the southeast and the Guadalupe Parkway (Route 87) to the west. The area is located about a mile north of Downtown and lies at the southern tip of the North San José industrial area, an important employment center for San José. The RSPC is bordered on the west by the San José Airport, by industrial areas to the north and the east and by the City's government center and an older residential neighborhood to the south.

The Rincon South area contains a variety of existing land uses ranging from single-family residential to industrial. Rincon South is also adjacent to the San José International Airport and is surrounded by three freeways. In addition, the Guadalupe Light Rail Line runs through the area along North First Street. The presence of this extensive transportation infrastructure has done much to shape Rincon South. Historically, proximity to the Airport has resulted in hotel and retail development and ready access to the road system has fostered transportation service uses. In the last two decades office and industrial development in the area has been substantial. With the establishment of the light rail system, the area is starting to transform to meet new,

more urban land use demands and opportunities.

The RSPC is based on the Rincon South Specific Plan, a separate policy document adopted by the City Council that provides background, specific development policies, and the planned community character in greater detail than the RSPC.

Relationship to the Rincon South Specific Plan

The Rincon South Specific Plan (RSSP) is the City's specific policy for governing development in the Rincon South Planned Community (RSPC). The RSSP supplements this general plan and is essential to the understanding and proper implementation of the RSPC. The RSSP was developed with the assistance of a 13 member Focus Group representing property owners, business interests, and residents from the Rosemary Gardens Neighborhood. The RSSP provides detailed direction for individual development projects within identified sub-areas including specific land use, design, circulation, and implementation policies beyond the scope of the General Plan.

The RSSP and the RSPC share the following common objectives:

- Guide development within the Guadalupe Transit-Oriented Development Corridor by allowing for and encouraging the creation of a combination of land uses that take full advantage of the existing light rail facilities, reduce dependability on the automobile, and attract pedestrian activity.

- Give the area a clear, distinct and attractive visual identity that supports its role as an important entry point for San José.

- Promote new residential development to increase the City's housing supply within the Guadalupe Transit-Oriented Development Corridor and in proximity to jobs located within Rincon South and North San José.

- Preserve the quality and character of the existing Rosemary Gardens Neighborhood.

- Add new parklands of appropriate scale and location to support new residential development within Rincon South.

- Promote retail commercial uses as part of the development of the Guadalupe Transit-Oriented Development Corridor Ricon South Planned Community and to provide support services for existing and new residential, office and hotel uses.

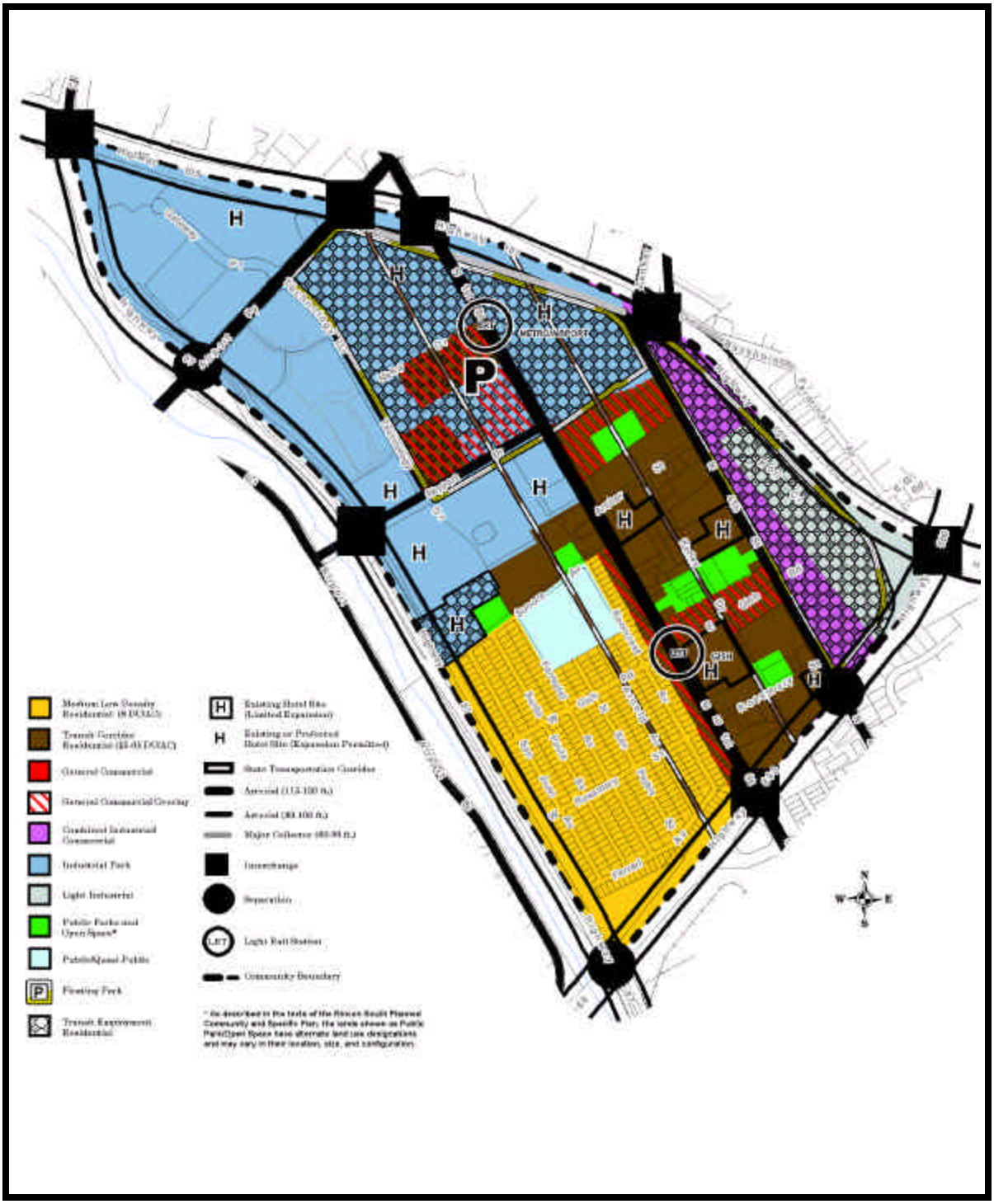
- Promote economic development to improve the City’s jobs-housing balance through the protection of existing industrial and commercial uses in certain areas and by the promotion of new office, industrial, research and development, and hotel uses where appropriate.

- Minimize traffic impacts through trip internalization and encourage transit use as measures for the alleviation of local traffic congestion.

Specific Land Use Plan

The specific land use plan for the RSPC (see Map) is designed to achieve the objectives listed above and was developed after evaluating a series of plan alternatives during the preparation of the RSSP. The specific

Map. 11 Rincon South Planned Communit
Specific Land Use Plan - Amended July 21, 2005



Source: Department of Planning Building and Code Enforcement

land use plan seeks to take full advantage of the light rail stations within Rincon South and to mitigate the regional traffic impacts of industrial development by intensification of residential and commercial uses within proximity to those stations. The Planned Community land use plan, in combination with the land use and design policies of the specific plan, seeks to ensure that new development will be compatible with existing adjacent neighborhoods. The land use plan, when fully implemented, will create a transit-oriented, pedestrian friendly community.

The specific land use plan recognizes and continues the very successful office and industrial development located within the northwestern portion of Rincon South. This type of development is important to the fulfillment of the Economic Development Major Strategy of the San José 2020 General Plan and the City's desire to improve its jobs/housing balance. The specific land use plan also seeks to preserve the Rosemary Gardens Neighborhood and to protect the industrial support services located in the easternmost portion of Rincon South. The industrial support services are essential to the success of other industrial uses in North San José. The importance of existing and new hotel development is also recognized in the plan.

The specific plan allows existing land uses within the Rincon South area to remain indefinitely. Land use changes would only occur when the property owner determines that such a change is desirable. However, the plan limits expansion of uses that do not conform to the plan.

The land use designations and certain key design parameters for the Rincon South Planned Community are described below:

Medium Low Density Residential (8.0 DU/AC): This density is typified by the 6,000 square foot subdivision lot which is prevalent in San José. It is characteristic of many residential neighborhoods, such as Rosemary Gardens. Single-family housing, smaller-lot, detached patio homes and single-family attached residences are all considered appropriate uses. Because preservation of the Rosemary Gardens neighborhood is a primary goal of the Specific Plan, the Plan does not propose to change any of the lands that currently have this designation.

Transit Corridor Residential (25-65 DU/AC): This designation promotes very high-density residential uses, and allows for commercial uses on the first two floors, for suitable sites in proximity to light rail and other transit facilities. Residential development under this designation is expected to be oriented to transit facilities and to encourage transit use. Auto-oriented development is strongly discouraged and drive-through uses should be prohibited.

This designation is consistent with the urban form of the Transit Corridor Residenti

(TCR) land use designation described in the San José 2020 General Plan. This category applies to sites located within 2,000 feet of passenger rail stations in areas where intense development exists or is expected to exist. Development may be wholly residential or may be vertical mixed-use with commercial and/or office uses on the first two floors and high-density residential above. While the density range for this designation is 25-65 DU/AC, an average density of 45 DU/AC is strongly encouraged for all of the identified Transit Corridor Residential sites. This density will enable the establishment of an urban and stable multi-family neighborhood within Rincon South and will help the City achieve its housing goals.

Buildings constructed under this designation should be urban in character with articulated

facade development along all important street frontages. Creative massing of structures, investment in urban amenities, development at urban densities, mixed-use development and multiple street entries are strongly encouraged. Parking should be accommodated within parking structures. Height limits for development under this designation range from 25 to 85 feet depending on the circumstances of the site proposed for development and to ensure compatibility with adjacent uses.

Sites with this designation are located along the north side of Sonora Avenue, the west side of First Street between Sonora Avenue and Archer Street and in the area bounded by Skyport Drive, First Street, Fourth Street and Interstate 880.

Transit/Employment Residential: (55+ Dwelling Units per Acre)

A high-density residential overlay designation that indicates areas in which City Policy supports residential development as an alternate use at a minimum average density of 55 units per acre. The site 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 rezoning and 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.

General Commercial: This designation is used only in combination with the Industrial Park and Transit Corridor Residential land use designations. It has been applied to areas in which it is appropriate to allow a combination of General Commercial types of uses with high density residential or industrial and office land uses.

This designation has been applied to the properties at the northwest and southeast corners of the Skyport Drive and North First Street intersection. The planned extension of Skyport Drive from North First Street to North Fourth Street will give the adjacent properties a high degree of visibility and accessibility conducive to commercial development. For the properties on the northwest corner of this intersection, industrial development consistent with that on adjacent properties is also considered an appropriate land use. Because the properties located on the southeast corner are adjacent to the new planned residential community, a mix of commercial and residential development should create the most appropriate transitional use for this location. Specifically, development at both of these locations should include a minimum of 10,000 square feet of retail space. This retail development should be oriented toward the street to encourage access by pedestrians, transit patrons and local employees.

Commercial development along Gish Road should provide retail support for new residential development in the Kerley Drive area. At least 80% of the block faces along Gish Road, with the exception of the south side of Gish Road between North First Street and Kerley Drive, should be developed as neighborhood serving retail. Eventually, this commercial development should be integrated with residential development consistent with the Transit Corridor Residential designation.

Along Metro Drive, the General Commercial designation is an alternative designation to the Transit Corridor Residential designation. In this location, the General Commercial

designation is intended primarily for professional office uses. At First Street and Metro Drive, a stand alone hotel is also allowed under this designation. Along First Street, ground floor retail and/or restaurants uses are encouraged to foster pedestrian activity and support for transit.

The properties along the west side of North First Street currently are occupied by a mix of residential and commercial uses. The Rincon South Specific Plan supports the continuation of these uses and allows for them to increase in intensity as part of the implementation of the Guadalupe Transit-Oriented Development Corridor. New retail development along North First Street should be oriented to the light rail transit facilities and should serve the Rosemary Gardens neighborhood and the new planned residential community. New residential development on these properties should be designed to be compatible with the existing Rosemary Gardens neighborhood.

Hotel (with alternate use): Specific existing and potential hotel sites within Rincon South (labeled with an "H" on the specific land use plan) are considered appropriate for hotel expansion or new hotel development in addition to the allowed uses consistent with the underlying General Plan designations. These hotel sites have been identified within the Rincon South Specific Plan with the purpose of maintaining and promoting existing hotels and encouraging new hotels in appropriate locations. Hotel use is considered an important activity within Rincon South and the maintenance and improvement of existing hotels and the establishment of new hotels is encouraged within the limits of the City Council's adopted Hotel Policy and Implementation Standards.

All hotel sites have a base land use designation of either Transit Corridor Residential or Industrial Park. All of the hotel sites with a base land use designation of Transit Corridor Residential are existing hotel sites that would be allowed to expand on those sites but not beyond. If these existing hotels were to be removed, they should be replaced by uses consistent with the Transit Corridor Residential land use designation.

Hotel sites with an Industrial Park base land use designation consist of four existing hotels located north of Skyport Drive and three potential hotel sites located south of Skyport Drive. These hotels would be allowed to expand beyond their existing or proposed sites. The location of the three potential hotel sites may vary from that shown on the specific land use plan but should, in general, be located so as to provide a strong street presence. If the existing hotels are removed or the potential hotels are not realized, Industrial Park uses on these sites would be appropriate.

Combined Industrial/Commercial: This category of use is designed to allow for development containing a mixture of compatible commercial and industrial uses. It is also intended to allow either commercial or industrial use in areas which already exhibit such a mixed land use pattern as to make it difficult to define rational boundaries for each of these categories. Rincon South has such an historical mix of uses, but as the area develops, neighborhoods will emerge with more distinct and cohesive land use patterns.

This designation has been applied east of North Fourth Street to preserve existing industrial support uses and to allow for flexibility in meeting market demand within Rincon South. Light industrial and research and development incubator facilities, which play an important role in the San José economy, are anticipated for this area. Hotel and retail/service commercial developments are considered appropriate secondary uses.

This area will also serve as a buffer between the Light Industrial uses to the east and the mixed-use and residential uses on the west side of North Fourth Street.

Industrial Park: This designation represents the largest non-residential land use in the Rincon South area. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature are small and can be mitigated through design controls. Office uses, as well as supportive retail sales, are appropriate uses in this designation.

This designation has been applied on those sites with existing industrial and research and development office uses located within Rincon South with the majority of parcels located north of Sonora Avenue and west of First Street. As these sites redevelop, landscaping requirements will be progressively applied to promote an urban, pedestrian-oriented character throughout the area. Buildings should be oriented toward the street and new site improvements should be installed to facilitate pedestrian movement and access to transit.

Light Industrial: Like the Industrial Park designation, the Light Industrial designation is also intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Examples of typical uses within this designation are warehousing, wholesaling, and light manufacturing. Properties designated Light Industrial uses may also contain service establishments that serve employees of businesses located in the immediate industrial area.

Because of the limited supply of land available for industrial suppliers/services firms in the City, the preservation of existing light industrial uses within Rincon South is considered of strategic importance. The area east of North Fourth Street has historically been the location of a variety of light industrial uses. The Light Industrial land use designation is used in this area to preserve space for these uses along the edges of US Highway 101 and Interstate 880, east of North Fourth Street.

Public Park and Open Space: Public Park and Open Space should be provided within the Rincon South area consistent with the requirements of the City's Parklands Dedication Ordinance. These new parklands should primarily serve the residents living within the Rincon South area but should also serve area employees and transit users. Specific properties with this land use designation may be used, alternatively, for Transit Corridor Residential uses at densities and intensities comparable to adjacent properties if the City is not able to acquire the properties at the time development is proposed for these properties.

The specific land use plan identifies potential public park locations and configurations that should provide existing and future residents, employees, and transit users optimum access to parks and open space. While these sites and their configurations were selected for optimum proximity to new residents and other users, they do not preclude the City from considering other park locations and configurations that achieve the parkland goals and objectives of the Rincon South Specific Plan. The proposed locations and configurations of the proposed parklands may vary based on the ability of the City to fund parkland acquisitions, the timing and location of new residential development leading to the dedication of parkland, and the opportunities that might arise for acquisition of individual properties on the open market.

Wherever parklands are located, all new public parks should be bordered by public streets to ensure maximum public access consistent with long-standing City policies

and should provide a key organizing element for the new Rincon South neighborhoods. Proposed parklands should be located and designed to help provide neighborhood cohesion and a focus of activity for the new residential neighborhoods.

Public/Quasi-Public: This category is used to identify public land uses, such as the Bachrodt Elementary School site or lands owned by public agencies. The intention of the Specific Plan is to maintain the existing Public/Quasi-Public land use designation for the school site and recognize those lands held by the State of California.

Circulation

The Rincon South Planned Community (RSPC) will build on the existing street and circulation system with the extension of the Skyport Drive arterial from North First Street to North Fourth Street. This alignment, in conjunction with other planned transportation improvements, will improve the access to Skyport Drive, the main entrance to the Airport, for traffic generated in North San José that is bound for the Airport and for those traveling on US Highway 101. Skyport Drive will be extended as a four lane road east of North First Street to form a "T" intersection with North Fourth Street. The alignment of Skyport Drive is proposed to be diverted slightly to the south before intersection with Fourth Street to maximize the distance between the Skyport and Old Bayshore intersections on Fourth Street and to reduce land-use impacts. The portion of Skyport Drive west of First street will be expanded to six lanes and extended west to reach the Airport. New traffic signal systems will be installed at its intersections with Technology Drive and Fourth Street.

In addition to Skyport Drive, the Rincon South Specific Plan proposes that new local streets be built as a part of, and in support of, new residential development. These streets will help to tie the new residential area together and link residents to amenities, such as the proposed parks.

The specific plan identifies pedestrian improvements that will help create a pedestrian friendly environment. These improvements include completing sidewalk links when new development occurs and improving existing pedestrian routes with street trees and street lighting. These improvements should enhance pedestrian access to transit facilities and commercial areas.

Implementation

General and specific policies for development within the Rincon South Planned Community (RSPC) are contained in the Rincon South Specific Plan (RSSP). These policies cover land use, design, streets and circulation, and implementation.

The land use and design policies are designed to more specifically guide development within the four sub-areas of the specific plan. All development within the Rincon South area is expected to conform to San José's Residential, Commercial, and Industrial Design Guidelines. In addition, each development project must conform with special policies on building orientation and design, massing and height, setbacks and buffers, parking and servicing, and open space and landscaping for each sub-area.

The streets and circulation policies focus on maintaining adequate street function and access, improving pedestrian walkways and encouraging their use, and improving bicycle circulation.

The implementation policies in the specific plan: describe how common improvements and amenities may be provided; establish parameters for the expansion or remodeling of existing uses and buildings that do not conform to the specific land use plan;

identify specific mitigation measures and interface treatments between different uses; require new development to follow master plan (an illustrative site plan is contained in the Rincon South Specific Plan); and suggest a process for the acquisition and improvement of parklands. These policies, along with the land use, design, and street and circulation policies, should ensure that future development will fulfill the objectives of the Rincon South Planned Community and Specific Plan.

Alviso Planned Community

The Alviso Planned Community (APC) designation establishes a long term development plan which carefully guides new construction in the sensitive Alviso planning area. The Planned Community is based on the Alviso Master Plan: A Specific Plan for the Alviso Community. Developed with extensive community involvement, the Alviso Master Plan is a separate policy document that provides background, specific development policies, and the planned community character in greater detail than the Alviso Planned Community.

The Alviso Planned Community encompasses the portion of San José north of Route 237 and generally between the Guadalupe River and Coyote Creek. The entire planning area is 10,730 acres, however, the focus of the Planned Community is the land within the Urban Service Area (approximately 2,840 acres). Within the Urban Service Area, the "Alviso Village" includes the historic western grid, the neighborhood grid, and lands on both sides of North First Street from Liberty Street to the George Mayne School.

Located at the very northern edge of San José, Alviso is characterized by its small bayside town atmosphere, rich history, wide open spaces, agricultural activities, and a mix of existing residential, commercial, and industrial uses. Alviso has its own distinct sense of place despite its close proximity to the suburban communities and high technology parks of Silicon Valley.

Based on broad community participation, the purpose of the Planned Community is to establish the most appropriate land uses, community facilities, infrastructure, and community character for the APC area and, particularly, to protect and enhance the small town quality of Alviso by careful guidance of new development.

Relationship to the Alviso Master Plan: A Specific Plan for the Alviso Community

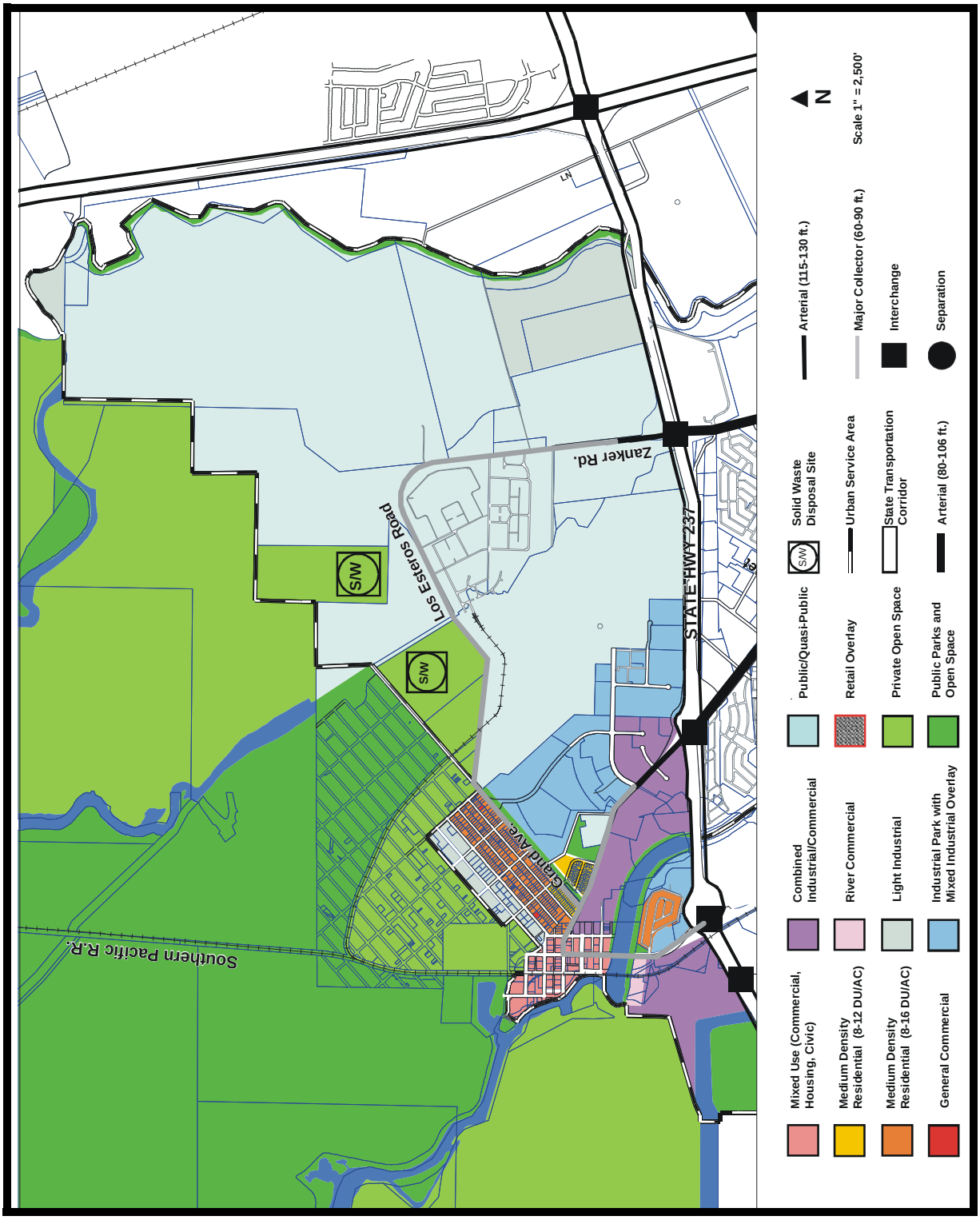
The Alviso Master Plan: A Specific Plan for the Alviso Community (hereafter Alviso Master Plan) is the City's specific policy for governing development in the Alviso Planned Community (APC). The Alviso Master Plan supplements this general plan and is essential to the understanding and proper implementation of the APC. The Alviso Master Plan was developed in an open public process structured around a community task force representing residents, property owners, business owners, the George Mayne School, and other interests. The Alviso Master Plan contains detailed direction for individual development projects, including specific land use, design, circulation, community facility, utilities, and implementation policies beyond the scope of the General Plan.

The Alviso Master Plan and the Planned Community share the following common objectives:

- Retain the small town and bayside character, strong community identity, and neighborliness
- Maintain the existing pattern of residential development

Map 12. Alviso Planned Community

Specific Land Use Plan - Adopted 12 - 8 - 99



Source: Department of Planning Building and Code Enforcement

- Allow for new development at the scale and intensity of existing development within specific subareas
- Provide adequate infrastructure and services
- Provide economic development opportunities
- Celebrate Alviso's history
- Beautify AlvisoAlviso Planned Community
- Preserve and protect Alviso's strong natural amenities, including the Guadalupe River, Coyote Creek, and baylands

Specific Land Use Plan

The specific land use plan for the APC is designed to achieve the objectives listed above by providing opportunities for a mix of residential, commercial, industrial, and public uses (see Map). The specific land use plan identifies locations for a modest amount of new housing and a significant amount of job-generating uses while preserving historic resources, expanding neighborhood amenities, conserving natural features, and providing services to Alviso residents and the broader community of the South Bay. The Planned Community land use plan, in combination with the land use and design policies of the Alviso Master Plan, seeks to ensure that new development is compatible with desired community character, pedestrian activity, existing residential areas, historic preservation, and environmental protection.

Each land use designation and certain key design parameters for the Alviso Planned Community are described below.

Medium Density Residential (8-12 dwelling units/acre): The intent of this designation is to provide for an expansion of Alviso's existing residential core. The designation allows a mix of housing types within the 8 to 12 units per acre density range, including single-family detached housing, duplexes, and townhouses. To reflect the existing diversity of Alviso's housing stock, new residential development should not be uniform or monotonous. Any new housing should generally replicate the development pattern of the existing neighborhood in terms of building sizes, frontage on a public street, front setbacks and degree of architectural variation among individual buildings. Such architectural variation should include distinctly different architectural details, building materials, building volumes, and colors. New development should occur primarily as single family detached houses.

Medium Density Residential (8-16 du/ac): This designation is applied to the existing residential core. The designation is intended to reflect and perpetuate the general character of the existing residential neighborhood, while allowing some small scale development on infill parcels. New development is expected to occur primarily on the few remaining vacant parcels but could also occur as the replacement of existing houses in limited instances. This designation is not intended to preclude lower density development consistent with the character of the neighborhood. Any new housing should generally replicate the development pattern of the existing neighborhood in terms of building sizes, frontage on a public street, front setbacks and degree of architectural variation among individual buildings. This designation is also applied to an existing mobilehome park which is expected to remain as a permanent part of the community.

Mixed Use: This designation is applied to the historic western grid, allowing a broad range of uses, including civic/public, residential, office, and/or retail uses. No new industrial uses are permitted in this designation. Any of the allowed uses may occur in single purpose buildings or sites, or may be combined with one or more of the other allowed uses in a single building. Residential development may take any form but should not exceed 16 dwelling units per acre whether in single purpose or multi-use projects. New development should be consistent with the modest scale, front setback pattern, and street orientation of nearby existing development. Buildings with lower floor commercial uses and upper floor residential uses are encouraged. To the extent feasible, historic buildings should be rehabilitated and reused for a variety of activities.

General Commercial: This designation occurs on sites within the existing residential core. In these locations, only small scale retail and office uses are intended to occur under the General Commercial designation.

River Commercial: This designation is applied to an area south of the Guadalupe River and west of Gold Street. The designation is intended to promote a positive relationship between the river, adjacent land uses, and public interaction by encouraging project design features and characteristics that connect private development to the public use of the river. Development on this site should be designed to reflect and acknowledge the river environment by orienting seating areas, windows, decks, balconies, walkways, and open space to the river and orienting utility, storage and trash areas away from it. Retail, service, recreational, and some commercial uses are appropriate. Appropriate uses include, but are not limited to, restaurants, slaes of specialty foods, gifts and sundries, boating, hiking, and, bicycle services, museums and galleries, small scale bed and breakfast visitor lodging, hotel and conference facilities, office, software development facilities or industrial design facilities, but not production, and commercial or business services.

Combined Industrial/Commercial: This designation allows commercial activities, industrial uses, or a compatible mixture. On the southwesterly side of North First Street from Liberty to Tony P. Santos Street, there is a preference for commercial uses which are more compatible with the village residential, school, and park uses.

Commercial uses could include retail, restaurant, office, hotel, or other commercial establishments. Under this designation in Alviso, a suburban type shopping center is appropriate, preferably located close to North First Street and Route 237. Other allowed non-industrial uses are primary/ secondary schools, freestanding day care centers, churches, and sports, social, or arts centers. All proposed uses should be evaluated in terms of their potential impacts on nearby uses and in terms of nearby uses negatively affecting the proposed uses.

A wide range of industrial uses are also allowed under this designation as long as there are no unmitigated hazardous or nuisance effects to adjacent and nearby areas. These uses could be warehousing, office, research and development, light manufacturing, wholesaling, and service establishments. All new construction should be attractive and well-landscaped, following more stringent performance and design standards than the Light Industrial designation. In addition, industrial activities that require the storage and handling of acutely hazardous materials are prohibited within a quarter mile of the George Mayne Elementary School and any future day care and school uses.

Development under this designation on the former Cargill landfill site should be placed in areas where it can be demonstrated that appropriate construction techniques can be utilized to minimize any and all adverse geotechnical impacts. It is expected that development on this site would include significant amounts of open space and appropriate landscaping, given the configuration of the landfill mound and its steep slopes.

Industrial Park with Mixed Industrial Overlay: This designation allows a wide variety of industrial uses and some non-industrial uses. Industrial and office uses are the primary uses allowed under this designation. Appropriate non-industrial uses are limited retail sales and service establishments, schools, day care facilities, churches, large gymnasiums, sports or arts instruction facilities, and hospitals. Large scale, high volume, single entity commercial uses are not suitable under this designation in Alviso. Such uses are more appropriate under the Combined Industrial/Commercial designation.

An Industrial Park development may be either a single use or a development containing several separate uses, which is zoned, planned, and managed as a unit. All new construction should be attractive and well-landscaped, following more stringent performance and design standards than the Light Industrial designation.

Under the Industrial Park designation, allowed non-industrial uses are limited to primary and secondary schools, freestanding day care centers, churches, and sports, social, or arts centers. All proposed uses should be evaluated in terms of their potential impacts on nearby uses and in terms of nearby uses negatively affecting the proposed uses.

All conflicts between sensitive receptors and hazardous materials must be avoided. Specifically, industrial activities that require the storage and handling of acutely hazardous materials are prohibited within a quarter mile of the George Mayne Elementary School, day care, and other sensitive uses (e.g., housing).

Development adjacent to the Summerset Mobilehome Park, George Mayne School, Alviso Park, and the residential core needs to provide a positive interface so as not to negatively impact the quality of life of the community.

Light Industrial: This designation allows a wide variety of industrial uses, excluding any uses with unmitigated hazardous or nuisance effects. Examples of typical uses are warehousing, wholesaling, light manufacturing, and industrial supplier/ service businesses (i.e., businesses which provide needed services or supplies to other businesses).

Only low intensity uses (i.e., those with low employment densities) are allowed in the Light Industrial area located near Coyote Creek. Appropriate screening and landscaping is required in both light industrial areas. Landscaping and screening along State Street should create a more compatible edge with the adjacent residential neighborhood, and along Route 237, it would protect views of Alviso from the freeway. Uses adjacent to the marshland and Coyote Creek need to be environmentally sensitive by minimizing both point and non-point source pollution and other potential negative impacts.

Retail Overlay: This designation encourages retail and restaurant uses in addition to or instead of residential uses along the northeasterly side of North First Street. The intent of the Overlay is to foster pedestrian activity, create an opportunity for community interaction, and provide needed services. New retail, restaurant, and/or

mixed use development would reflect the existing mixed residential and retail character of the street. The overlay extends to a depth of approximately 100 feet from the front property line.

Public/Quasi-Public: This designation identifies public land uses such as libraries, community centers, schools, fire stations, post offices, and the Water Pollution Control Plant and its buffer lands. Lands used by particular private institutions are also designated Public/Quasi-Public, such as churches and the Alviso Family Health Clinic.

Public Park/Open Space: This designation is applied to existing City and County parks, the Don Edwards San Francisco Bay National Wildlife Refuge, trail corridors along the Guadalupe River, a PG&E easement, and on a wetland mitigation area located adjacent to Route 237.

Active and passive recreation activities, as well as libraries, community centers, and other similar public facilities, are suitable within this designation. These lands are owned by public agencies, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also appropriate under this designation.

Private Open Space: This designation is applied to privately owned lands for low intensity, open space activity. On properties outside the Urban Service Area, Private Open Space is applied to the Cargill Salt ponds. Within the Urban Service Area, this designation is found on private vacant land north of Los Esteros Road.

Solid Waste Landfill Overlay: This overlay designation is applied to currently operating landfills at Newby Island, Zanker Road, and Owens-Corning. Landfill facilities may be either public or private enterprises, and may include related or ancillary activities such as recycling, resource recovery, and composting that, for site located within the City's Urban Service Area and Urban Growth Boundary, may continue on a portion of the site after landfill closure. The underlying designation of Private Open Space is compatible with the Solid Waste Landfill Overlay.

Circulation

The Alviso Planned Community will build on the existing transportation network to facilitate the circulation of vehicles, public transportation, pedestrians, and bicycles. The roadway network consists of grid pattern of streets in the Alviso village, major collectors, and other locally serving streets. New streets are contemplated to serve new residential development adjacent to the Alviso Park and to support industrial development north of Nortech Parkway. Additional locally serving streets are anticipated to be considered at the time of development. Bicycle routes are planned along key streets that link Alviso to North San José and adjacent communities. The Alviso Master Plan acknowledges existing and planned trails that are located adjacent to key environmental amenities (e.g., Wildlife Refuge and creeks) as well as other pedestrian paths through the developed portions of Alviso. The Alviso Master Plan contains circulation policies to minimize the potential negative impacts of vehicular circulation to residential and sensitive environmental areas. Other policies address pedestrian circulation, transit, bicycles, and trails.

Implementation

General and specific policies for development within the Alviso Planned Community are contained in the Alviso Master Plan. These policies include land use, design, landscaping, circulation,

community facilities, utilities, and implementation. The implementation policies address existing uses, direction for more detailed planning on key sites, code enforcement, and an action plan. In particular, the existing use policies recognize the viability of existing legal businesses and the benefits of their continued operation as a bridge to the realization of the ultimate plan. In some cases, however, there is a potential conflict between existing and planned land uses and the existing use policies are intended to resolve such conflicts. All of the policies in the Alviso Master Plan work together to ensure that future development will fulfill the objectives of the Alviso Planned Community and the Alviso Master Plan.

The Alviso Master Plan also contains an action plan which identifies specific improvement items and other activities that should be completed to enhance the quality of the Alviso area. The activities include infrastructure improvements, historic preservation, beautification, street renaming, and a rezoning program for portions of the village so the zoning districts conform to the General Plan.

Martha Gardens Planned Community

The Martha Gardens Planned Community (MGPC) guides the transition of approximately 134 acres south of Downtown San José from a predominately industrial area to a primarily residential neighborhood with a unique "arts focus." The MGPC is based on the Martha Gardens Specific Plan (MGSP), a separate policy document aopted by the City Council that provides background, specific development policies, and the planned community character in greater detail than the MGPC. This planned community is located in close proximity to both the downtown and major, existing and future transportation systems. The area is bounded by Highway 280 on the north, Hollywood and Humboldt Streets to the south, mid-block between South 6th and 7th Streets to the east, and First Street to the west.

The Martha Gardens Planned Community (MGPC) is part of the Spartan Keyes Neighborhood, is bordered on the west by the Washington/Guadalupe Neighborhood, and is located just north of the Monterey Corridor, an important industrial area. The Martha Gardens area has direct access to Interstate 280 from a variety of points in the neighborhood, and via I-280 has direct access to U.S. Highway 101 and State Highway 87. Downtown San José not only provides nearby opportunities for entertainment, dining, retail and professional office resources, but also access to a variety of existing and planned transit links. The Martha Gardens area has several major City streets and arterials that run through the neighborhood, which provides direct access to many other areas of San José.

The MGPC envisions a pedestrian friendly residential/mixed use community that incorporates unusual and fine-grained mixes of uses including housing, retail, and arts-oriented, service and limited industrial uses. The MGPC will provide substantial housing opportunities for a wide range of new central City residents, including artists and their families. There is a significant collection of early and mid-20th Century buildings and associated other structures in the Martha Gardens area, many of which are included in the City of San Jose's Historic Resources Inventory. The largely Victorian-style homes are incorporated into a new residential district, and the historic industrial buildings will be reused to provide a wide range of residential, arts, crafts, community, commercial and other business uses. The small, established arts community, largely associated with the arts programs at nearby San Jose State University, will be provided

Preservation/Single Family: This designation is intended primarily to reflect and protect those blocks predominantly developed with existing single family detached houses. New development or redevelopment is permitted up to 8 dwelling units per acre (DU/AC) and should be compatible with existing development.

Preservation/Single Family/Duplex: This designation is intended to reflect and protect those blocks predominantly developed with existing single family detached houses and duplexes. New development or redevelopment is permitted within the 8 -16 DU/AC range and should be compatible with existing development.

Victorian Preservation Mixed Use: This designation is applied to those blocks having significant numbers of Victorian era buildings, primarily residential buildings. The purpose of this designation is to encourage the preservation of the Victorian buildings and to identify appropriate uses and densities for the Victorians as well as for the intervening non-historic properties. The area is intended to be primarily residential at a density of 8 - 20 DU/AC.

A narrow range of other uses is allowed in Victorian era buildings only, including limited mixed uses and bed and breakfast establishments. Mixed uses within individual buildings should be primarily residential with up to 20 percent of the floor area committed to small non-residential uses such as specialty food, professional offices, art galleries or other similar, uses which can typically operate with little external visibility, including very limited signage. Non residential uses should be entirely compatible with the residential uses as well as with the preservation of the residential character of the buildings and neighborhood.

High Density Residential 20-50 DU/AC: Residential development at densities of 20-50 dwelling units per acre is permitted in this designation. Housing in this area should represent a choice of unit types (flats, townhouses, lofts, live/work, etc.) and tenures (ownership or rental) and be affordable to families with a variety of income levels. Projects in this density range may occur on sites that also include a residential designation with a higher density range. While density ranges may be distributed across different designation areas within a single project, project totals should conform to the combined minimum and maximum numbers of units allowed in each designation area.

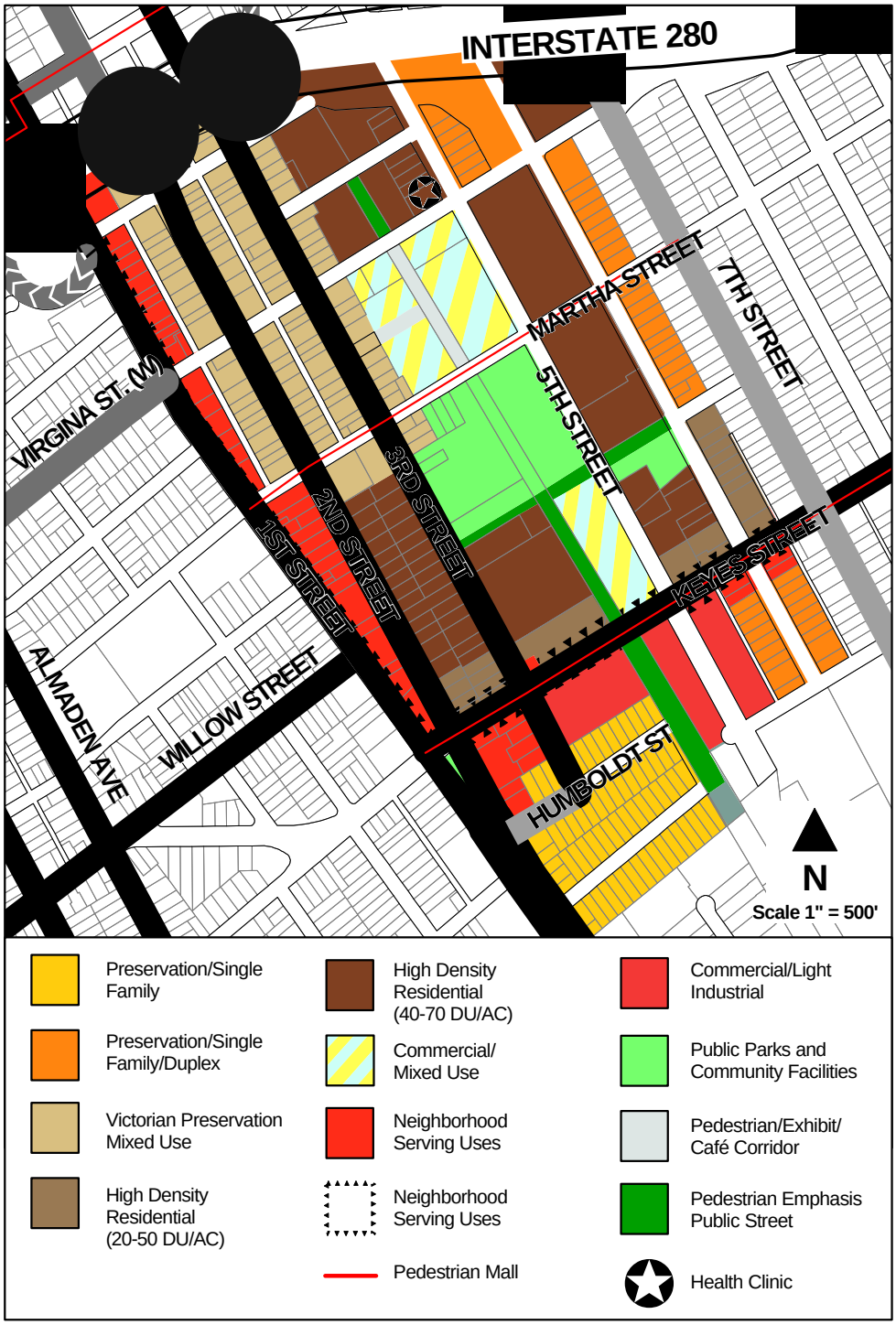
Properties with frontages exhibiting the triangular symbol (see Land Use Plan) should be developed with ground floor commercial uses consistent with the Neighborhood Serving Uses designation. In addition, projects within this designation may incorporate incidental public or private arts related uses that are compatible with the basic residential use, for example, artists' workshops, studios, galleries, supply shops, rehearsal space, recording studios, etc.

Housing projects within this designation should incorporate at least one element that might reasonably be useful and/or attractive to artist/occupants, such as: affordability; some number of live/work or loft units; common work space(s) including wash up facilities; significant display space; rehearsal space; etc.

High Density Residential 40-70 DU/AC: Residential development at densities of 40 to 70 dwelling units per acre are permitted in this designation. Housing in this area should represent a choice of unit types (flats, lofts, live/work, etc.) and tenures (ownership or rental) and be affordable to families with a variety of income levels. Projects in this density range may occur on sites that also include a residential designation with a lower density range. While density ranges may be

Map 13. Martha Gardens Planned Community

Specific Land Use Plan, Adopted December 17, 2003



Source: Department of Planning Building and Code Enforcement

expanded opportunities for living and working. This Planned Community is intended to accommodate up to 1995 dwelling units, approximately 475,000 square feet of commercial space, and 9.0 acres of park and community facilities.

Relationship to Martha Gardens Specific Plan

The Martha Gardens Specific Plan (MGSP) is the City's specific policy for governing development in the Martha Gardens Planned Community (MGPC). The MGSP supplements this General Plan and is essential to the understanding and proper implementation of the MGPC.

The Specific Plan was developed in close collaboration with the City's Strong Neighborhoods Initiative (SNI) program. A community based Specific Plan Advisory Committee (SPAC) was formed to assist the City in the preparation of the Martha Gardens Specific Plan. The SPAC and the Neighborhood Advisory Committee (NAC), which directed the development of the SNI Spartan Keyes Neighborhood Improvement Plan, shared a number of members in common. Both committees were comprised of area residents, property owners, business owners, administrative and academic staff from San Jose State University, and representatives from the Spartan Keyes Neighborhood Association, Walk San Jose and the local arts community.

Plan Objectives

The objectives of the Martha Gardens Specific Plan are to:

- ·Preserve enclaves of existing single family residential development.
- ·Provide for residential infill and intensification that reinforces a sense of neighborhood.
- ·Promote viable use of historic buildings.
- ·Provide opportunities for the expansion and development of the existing arts community.
- ·Encourage existing viable uses and businesses to remain.
- ·Encourage neighborhood serving commercial services.
- ·Reinforce the existing grid system as a network of pedestrian serving streets.
- ·Use traffic calming techniques to moderate potential traffic volumes and speeds and to help create a highly walkable Martha Gardens community.
- ·Provide one or more significant public open spaces to serve existing and future residents.
- These objectives are exemplified in the land use plan for the Martha Gardens Specific Plan (see Map 13).

Specific Land Use Plan

Industrial uses are predominant in the Martha Gardens area. Historically, the area has served the food industries that were ubiquitous in the Santa Clara Valley through much of the 20th Century. A number of 20th Century industrial buildings remain in the area as reminders of that different local economy and time. Uses in those and other industrial buildings and properties have now transitioned to a variety of new industrial and non-industrial uses. In addition, there is a mix of residential, commercial, business and community service uses in the community. The Specific Plan recognizes that many of the current and former industrial buildings and properties are underutilized, which provides opportunities for the adaptive use of

historic buildings and the redevelopment of other properties.

High-density housing, urban in character, will be developed in much of the central part of the Martha Gardens area. The historic, largely single-family area to the north will be preserved as the Victorian Sub Area and the existing single family and two family blocks in the Spartan Keyes area to the east and the Hollywood/Humboldt area to the south will be preserved for single-family and /or two-family uses. Existing viable businesses and community service uses are encouraged to remain, and will be complemented and reinforced by new neighborhood serving commercial uses. Each of the land use designations within the Martha Gardens Planned Community is described briefly below.

distributed across different designation areas within a single project, project totals should conform to the combined minimum and maximum numbers of units allowed in each designation area.

In addition, projects within this designation may incorporate incidental public or private arts related uses that are compatible with the basic residential use, for example, artists' workshops, studios, galleries, supply shops, rehearsal space, recording studios, etc.

Housing projects within this designation should incorporate at least one element that might reasonably be useful and/or attractive to artist occupants, such as: affordability; some number of live/work or loft units; common work space(s) including wash up facilities; significant display space; rehearsal space; etc.

Arts Related Mixed Use: An eclectic mix of uses such as housing, retail, commercial, studio, services, etc., which are arts related, is permitted and encouraged in this designation as long they are compatible with other planned uses, including residential uses. Arts related uses are those uses that are: (1) conducted by artists and craftspeople in the practice or marketing of their arts or crafts, (2) primarily serve artists and craftspeople, including housing, and/or (3) make available or display the work of artists and craftspeople. In addition, however, "arts related" may include neighborhood service uses, such as restaurants and cleaners, which provide a necessary service for all residents of the area including artists. Large scale uses, for example gallery or performance space, that may be intended to attract large audiences or large numbers of participants from outside the surrounding neighborhood areas, are discouraged.

Because this area is substantially developed with existing historic buildings and adaptive use of them is strongly encouraged, residential densities or general floor area ratio's (FAR's) are not prescribed. Residential uses and/or new construction, however, should be permitted only in full conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Light industrial uses may also be permitted under this designation but only when sharing some significant building space with arts related uses. Industrial uses should be limited to low intensity industrial uses only, such as: warehousing; small manufacturing operations, including of wood products; mailing and printing services; data services, and any other industrial use that will be particularly compatible with existing and planned arts related uses including housing.

Commercial/Mixed Use: This designation allows only commercial uses on the ground floor with housing or office uses encouraged on subsequent floors. Commercial and mixed-use buildings should be built to or near the front property line and should be oriented to the sidewalk. Neighborhood

commercial uses and services are encouraged throughout the area but intermittent regional commercial uses are permitted along First Street.

Neighborhood Serving Uses: Neighborhood serving uses are those uses - commercial, retail and service - that are oriented primarily to customers who live in the surrounding area. These uses are represented on the Land Use Plan by triangles along property frontages and should be generally small scale and designed to conveniently accommodate pedestrians and bicyclists. In solid triangle areas these uses are required. and in hollow triangle areas they are allowed.

Commercial/Light Industrial: This designation permits light industrial or general commercial uses or a combination of those uses, as long as they are compatible with any nearby planned or existing uses, particularly residential uses.

Public Parks and Community Facilities: Two public parks and a community facility with a combined total of 8.25 acres comprise this designation. The larger park block includes historic buildings that should be preserved and incorporated into the park plan as community, and perhaps arts related, facilities. All uses within this designation should be operated for general public use except that excess space in historic buildings may be made available to one or more public or non-profit entities, including housing non-profits. The ability of non-profits, particularly housing, to partner with the City and contribute to the successful establishment of the general public uses, should be an important factor in their selection. Any housing established on the large park block should not displace any identified community or arts related need; should occupy no more than 50 percent of the building space; should be affordable to a range of income groups; and should be designed to be compatible with and supportive of the community and arts uses also occupying the buildings.

Pedestrian/Exhibit/Café Corridor: This corridor, which is part of the existing rail right of way bisecting Martha Gardens, will become part of a new pedestrian oriented spine which will replace the rail line. The section between Lewis and Virginia Streets will become a "pedestrian oriented street" or a "pedestrian way" which may accommodate limited vehicular circulation. The south section, between Lewis and Martha Streets, will become a "pedestrian way", providing space for pedestrian circulation, display space for adjacent arts related businesses or studios, dining space for restaurants or coffee shops and very limited vehicular access for businesses in the corridor. While the corridor should be softened with some landscaping, its surface should be primarily hardscape to accommodate this variety of uses.

Pedestrian Emphasis Public Street: While these streets are intended to carry limited amounts of vehicular traffic, the emphasis should be on designing and maintaining them as high quality lanes that are particularly pedestrian friendly. Features should include, at a minimum, narrowed crossings at intersections, crosswalks highlighted by color or texture, complete rows of street trees and appropriate street furniture. Any new development along these streets should be oriented to them in a manner that facilitates pedestrian access and de-emphasizes vehicular access.

Health Clinic: The existing Gardner Health Clinic is considered a valuable resource in the broader community and this Plan takes care to encourage its continued operation in this community. The clinic may stay in its present location at the northwest corner of Virginia and Fifth Streets, either in its present configuration or as part of a new,

multi-story project. Alternatively, it may relocate to any Martha Gardens area site planned for new private sector development as either a stand-alone or mixed-use project. The clinic is represented on the Land Use Plan as a "floating" asterisk to reflect this locational flexibility.

Circulation

New streets, both vehicular- and pedestrian-oriented, should provide improved access to the existing and new uses within the Specific Plan area. One of the goals of the Specific Plan is to re-establish a network of pedestrian-serving streets, and to strengthen the existing grid. New grid streets will help maximize local circulation opportunities, minimize trip lengths, and dilute traffic impacts throughout the Martha Gardens area and its surroundings.

The Plan contains several key objectives for improved circulation:

- ·Maintain arterial connections to freeways and other parts of the City.
- ·Maintain, enhance, and improve the existing street grid system.
- ·Convert 2nd and 3rd Streets to two-way operation.
- ·Provide vehicular and pedestrian connections among neighborhoods: East Gardner, Washington, Spartan Keyes, and Hollywood/Humboldt.
- ·Calm traffic.
- ·Maintain, enhance, and improve pedestrian orientation and connections.

The major changes to the street system include the extension of Bestor and Lewis Streets, and the conversion of South Second, Third and Sixth Streets and East Virginia Street to two-way operation. Bestor Street is extended between Third Street and Fifth Street, if it becomes feasible to displace a portion of the historic American Can Warehouse to accommodate the street. An extended Bestor Street will provide an east-west connection between the Spartan Keyes neighborhood and the future park and will provide an opportunity for on-street parking to serve the future park users as well as nearby residents. Lewis Street is converted to a "pedestrian emphasis street" and extended to connect with the former 4th Street railroad right of way. The former "4th Street" Southern Pacific Railroad right-of-way will be converted to a series of public streets and pedestrian pathways, including a pedestrian spine through the new "Martha Park," and a new neighborhood street between Keyes Street and Hollywood Avenue.

Public streets will border the new public parks to ensure maximum public access. The objective is to help achieve a safe and lively public environment for park users, park neighbors and the passing public as well as to reduce the incidence of unnecessary trips on adjacent blocks.

Implementation

The Martha Gardens Specific Plan contains general and specific policies and guidelines for development within the Martha Gardens Planned Community. All projects and other land use decisions and changes will have to be consistent with the General Plan designation for the specific property. The General Plan designations for the Martha Gardens area are the uses and policies contained in this Specific Plan.

Many of the uses, characteristics and concepts that make this Plan unique are complex and may be difficult to achieve with standard land planning tools. For example, the successful realization of the non-

traditional mix of land uses planned for the Arts Quarter may require some innovative techniques for addressing interface issues among the diversity of planned uses. It will take continued community interest and political will for Martha Gardens to become the family, arts and pedestrian oriented community envisioned in this Plan.

Street and public infrastructure projects will be financed and implemented through a combination of public and private funding mechanisms. In general those will be private development projects, City General Funds and SNI funds. Street improvements, particularly for minor streets, are most commonly funded through private projects which are required to pay for those public streets and other public infrastructure improvements for which they are generating the need. Private developers may also in some cases be interested in funding improvements that add obvious and substantial appeal to their projects.

Urban Reserve

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 residential growth. Given the fiscal and other constraints associated with development at the urban fringe, development of the Urban Reserve lands should be a low priority.

The Urban Reserve designation is tailored for each area to which it is applied recognizing the different physical, locational and service limits associated with each area. These limits will affect the timing of future development and will influence the character of development in the Urban Reserves. The preparation of a specific plan, as well as any necessary General Plan amendments, will precede any development. The specific plan will delineate the land uses in detail, the infrastructure needs for such uses, the financial mechanisms to be used for infrastructure and service needs, the phasing or timing criteria to be used to govern development, and any special policy statements which are appropriate.

South Almaden Valley Urban Reserve (SAVUR)

The South Almaden Valley Urban Reserve 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.

The intent of the South Almaden Valley Urban Reserve (SAVUR) is to ultimately create a planned residential community with supporting commercial services and public facilities. However, the SAVUR is a long-term area for future development when the City determines that there is a demonstrated need for new housing and that such housing can be adequately provided with urban services without adversely affecting services to existing neighborhoods. Given these considerations, planning for development in the SAVUR is a low priority in the short term and is not anticipated to occur in the near future.

The ultimate number of dwelling units to be accommodated in the South Almaden Valley Urban Reserve will be determined by the specific plan process but shall in no case exceed 2,000 dwelling units. The boundary

of this Urban Reserve (established in 1984 and including 1050 acres), may be expanded to include areas appropriate for future urban development as part of the specific plan process. The 2,000 dwelling unit limit, however, may not be increased in this process.

Further, to maintain stable and consistent land use, prior to the preparation of a specific plan for the SAVUR, the City should investigate methods to preserve open space in the SAVUR including cooperative efforts with the Santa Clara County Open Space Authority and the County. As part of this process, the City should establish an Open Space and Housing Scenario Committee to review and consider alternative levels of development within the 2000 unit cap, the implications for open space preservation under these alternatives, and other pertinent issues.

Prerequisite Conditions

The City Council may initiate the preparation of a specific plan for the SAVUR, upon the request of area property owners and with their commitment to pay the full cost of preparing a specific plan, if the following two prerequisite conditions have been satisfied:

1. Five thousand (5,000) new jobs are added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.
2. The City's fiscal condition is stable, predictable and adequate in the long term. This determination should be based on:

- A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.

- City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.

- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan update process.

A General Plan change to Planned Residential Community and expansion of the Urban Service Area to include any part of the SAVUR should occur only after the specific plan becomes effective.

Interim Uses

Until such time as the specific plan becomes effective, allowed land uses and standards are those of the Rural Residential land use designation shall apply in the SAVUR.

Contents of the Specific Plan

The specific plan for the SAVUR should incorporate the following:

1. A land use plan establishing the location and relevant characteristics of each land use and locating the highest residential densities in the northern portion of the SAVUR and rural residential densities in the southern portion compatible with the existing ranchette and equestrian oriented uses in the area. The land use plan should represent a careful consideration of appropriate interfaces between urban and rural land uses and provide substantial public park lands, including creek park chains, for the entire South Almaden Valley.
2. A circulation plan, including provision for equestrian and other trails as well as the roadway network to provide suitable access to open space and rural areas.
3. Analyses of physical and environmental conditions, traffic capacity, infrastructure and service needs, financing requirements and other issues that could affect the conditions of development.
4. Fiscal analysis showing that new development will not result in the deterioration of urban services to the remainder of the City. This should include:

   - The costs of providing required services to the proposed new development.
   - An estimate of tax and other revenues likely to be generated by the proposed new development.
   - An assessment of the negative or positive impact of the proposed new development on the General Fund.
   - The identification of fiscal mitigation measures to offset any negative fiscal impacts created by the proposed new development.
5. Conditions that new development be required to provide all capital improvements necessary to serve it (on-site or off-site).
6. A statement, with supporting evidence, indicating that the development will be consistent with all General Plan level of service (LOS) goals and policies.
7. New development generally limited to areas below the 15% slope line. Minor development incursions above the 15% slope line may be allowed if they are consistent with furthering other goals and policies of the General Plan but such development shall not allow additional dwelling units beyond the 2000 dwelling unit limit.
8. An open space element which addresses the creation of a permanent and final boundary to further urban development (a "greenline") at the south edge of the valley and provides for a significant amount of permanent, public open space.
9. Timing criteria which govern the phasing of development. No development should be allowed in the SAVUR until a significant amount of new (subsequent to January 1, 1994) infill residential development has taken place.
10. Identify opportunities for affordable housing, for all ages, in suitable areas within the plan.
11. A financing plan ensuring needed infrastructure and facilities can be built at the appropriate time.

Coyote Valley Urban Reserve (CVUR)

The Coyote Valley Urban Reserve 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. The Coyote Valley Urban Reserve (CVUR) allows only agricultural and rural residential land uses which are the existing, predominate uses in the area.

This area is not required to accommodate growth but may be considered for development in the future when the City needs additional housing resources. Future urban development is expected outside of the timeframe of this General Plan and is considered conceptually in this Plan. Given these factors, the establishment of a plan for the Coyote Valley Urban Reserve area is beyond the scope of this General Plan; however, this Plan, provides the vision and the broad parameters which should be the basis for the form and nature of any future planning efforts in this area.

The Coyote Valley is relatively isolated from the rest of San José, therefore, any future development will need to be in the form of an independent community with jobs, housing, commercial facilities, schools, parks and other residential service facilities, infrastructure, and public transit-in effect, a new town. As described in more detail later in this section, the vision for the Coyote Valley Urban Reserve includes the creation of a very urban, pedestrian- and transit-oriented mixed use community with a minimum of 25,000 housing units. The planning for such a new town should include, the North Coyote Valley Campus Industrial Area, as the key job center in the area, and the Coyote Valley Urban Reserve (Mid-Coyote Valley), as the primary new residential area. Future development of the Urban Reserve, therefore, should be considered only in conjunction with the North Coyote Valley. The planning for Coyote Valley should also include sound implementation measures for the permanent protection of the Coyote Greenbelt located in the souther portion of the Valley.

A thorough planning process is needed to address these issues and involve a wide variety of interested parties. For Coyote Valley, it is envisioned that the planning process would consist of the development of a detailed specific plan for the area, involving a community task force. The specific plan would guide development in North and Mid-Coyote Valley, and the preservation of South Coyote Valley as a permanent greenbelt. The elements of the specific plan would include the location and intensity of land uses, circulation system, infrastructure, services, and financing plan as well as design guidelines and other implementation measures. During the development of the specific plan, the City Council should be provided with regular status reports so they can be fully informed as to the progress of the plan and any implications for the rest of the City. As with the City's other specific plans, at the time of adoption, the major policy features of the specific plan would be incorporated into the General Plan in the form of the Coyote Valley Planned Community designation.

Prerequisite Conditions

The following conditions are prerequisite to the City Council’s adoption of a specific plan, the Planned Community designation, and any residential zoning approvals for property in the North and Mid-Coyote Valley:

1. Five thousand (5,000) new jobs are added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.
2. The City's fiscal condition is stable, predictable and adequate in the long

term. This determination should be based on:

- A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.

- City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.

- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan update process.

No urban residential development will be allowed in the North and Mid-Coyote Valley until the City Council has adopted the detailed specific plan.

Until such time as the Specific Area Plan is effective, allowed land uses in the Urban Reserve are those of the Agriculture land use designation west of Monterey Highway and those of the Rural Residential 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, are developed under Planned Development zoning and are compatible with both the Coyote Creek Park Chain and the image of the North Coyote Campus Industrial Area.

Preparation of the Specific Plan

The preparation of the specific plan should include the following analyses:

1. Short-term analyses regarding physical and environmental conditions, traffic capacity, infrastructure and service needs, financing requirements and other issues that could affect the conditions of development. Major new transportation facilities may be necessary to serve the area.
2. Fiscal analysis showing that new development will not result in the deterioration of urban services to the remainder of the City. This should include:

    - The costs of providing required services to the proposed new development.

    - An estimate of tax and other revenues likely to be generated by the proposed new development.

    - An assessment of the negative or positive impact of the proposed new development on the General Fund.

    - The identification of fiscal mitigation measures to offset any negative fiscal impacts created by the proposed new development.

3. An analysis of affordable housing opportunities which considers the needs of the Coyote Valley work force and the housing needs and programs identified in the General Plan and the Comprehensive Housing Affordability Strategy.

Vision

The overall development concept and character contained in the future specific plan for the North and Mid-Coyote Valley should be guided by the following vision:

- The creation of a very urban, pedestrian oriented and independent community characterized by high density housing, supportive businesses and services, and Campus Industrial land uses. A community with a minimum of 25,000 dwelling units is representative of this concept. Twenty percent of these units should be affordable.

- The extension of light rail transit into the Urban Reserve area and the use of this facility to orient and focus high density residential and mixed use development.

- The retention of sufficient campus industrial acreage to generate approximately 50,000 jobs within the specific plan area.

- An open space element which addresses the creation of a permanent and final boundary to further urban development (a "greenline") in the Coyote Valley.

- The creation of measures to ensure that new development will provide all capital improvements necessary to serve it and to ensure that the specific plan, and the development allowed by it, complies with all pertinent goals and policies of the General Plan particularly the Services and Facilities goals and policies. These measures may include a financing plan.

- A jobs and housing phasing program to pace the development of housing with job growth consistent with maintaining an internal jobs/housing balance in the Coyote Valley area.

Combined Residential/Commercial

This category provides land use flexibility for existing residences along major arterials where development is predominately commercial in character. The Combined Residential/Commercial designation is applied to parcels developed with single-family or duplex structures which front or side on arterials of six or more lanes in areas that contain a mixture of residential and commercial uses. The intent of this category is to allow commercial uses within existing residential structures in areas that are subject to high volumes of traffic. This designation is generally not intended for application to a single parcel but would be applied to a contiguous row of similar properties for consistency of treatment. To be considered for this designation, the site must be located across the major arterial from a predominantly commercial area which could include limited, interspersed high density residential uses not to exceed twenty percent of the commercial strip.

Uses allowed are residential, office, and personal services either separately or in combination; the specific intensity of commercial uses should be determined by the capacity of each site to accommodate the activities, including parking, associated with the use or uses of the site. Properties in this category should fully retain the residential character and form of buildings, front yards and front yard landscaping. Individual commercial uses will be reviewed at the development permit stage on a case by case basis and permitted only if they are compatible with adjacent residential uses.

Commercial

New commercial development is planned to take place primarily on lands already planned and zoned for this use. The amount of existing land planned and zoned for commercial use in San José generally fulfills this purpose. The commercial land use categories described below identify the types of uses allowed under each category. The standards for commercial development are addressed in the Urban Design section (see Chapter IV, Goals and Policies) and in the City's Zoning Code.

Unless otherwise defined within a specific commercial land use category, the Citywide average commercial development intensity is expected to have an approximate Floor Area Ratio (FAR) of 0.40. Citywide employment densities, excluding the Downtown Core and Downtown Frame Areas, should average 45 employees per acre. Because variations from these averages are expected on a project-by-project basis, they should not be regarded as maximum limits. These averages are intended to illustrate the development intensities that may be possible but do not indicate what each development project can necessarily achieve. The requirement to comply with the Urban Design, Transportation Level of service and other General Plan policies may dictate less intensive development in many instances.

In the Downtown Frame Area, the limit on building intensity/employment density is the Urban Design height policy which limits non-residential building height to 120 feet.

In addition to the typical commercial uses listed below, this Plan recognizes that there may be a need to provide housing for very low-income households in some commercial areas close to jobs and services. The types of units used to provide this housing typically require the sharing of sanitation and kitchen facilities by one or two person households occupying small, one room units. These uses can be contained in a building designed solely for such uses or in a building designed to provide commercial space on the lower floors. These uses are either Single Room Occupancy (SRO) Living Unit Facilities or Single Room Occupancy (SRO) Residential Hotels. SRO Living Unit Facilities and SRO Residential Hotels are allowed with a Conditional Use Permit or Special Use Permit, depending upon the zoning district in which they are proposed, under all commercial designations. There is no "density" limitation on the number of SRO rooms or "units" allowed under these designations; however, the number of these units should be limited to a number that can be reasonably accommodated on a proposed site while being compatible with the intensity, scale, design, character and viability of adjacent land uses, and consistent with the level of service policies adopted by the City Council. New SROs should be located throughout the City. New SRO units should be located along or near major transportation corridors, including light rail, to provide easy access to available services. New SRO units should not be located in industrial areas or on land designated for industrial uses, and should not be located within airport approach zones.

Neighborhood Business District

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.

The Neighborhood Business District designation functions as an "overlay" designation which is applied to predominantly commercial land use designations. The purpose of the overlay is

to recognize the variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. The overlay designation facilitates the implementation of a Neighborhood Business District (NBD) Program by identifying target areas. The NBD Program seeks to preserve, enhance, and revitalize San José's older 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. There are two types of commercial areas to which the NBD overlay designation is applied:

1) Older commercial areas with traditional "Main Street" characteristics also known as sidewalk strip; and, 2) commercial areas characterized by neighborhood serving strip development. In both types of NBDs, a minor portion of the area may be occupied by land uses which are neither commercial nor residential but contribute to the overall identity and character of the street or center.

The first type of area to which the NBD overlay designation is applied is that which is predominantly of a "Main Street" design, where buildings are connected to each other, form a continuous street facade, and have no setback from the sidewalk. Examples of such "Main Street" areas include Lincoln Avenue between Coe and Minnesota Avenues and Jackson Street between 4th and 6th Streets. This type of building relationship creates a pedestrian oriented environment. In these "Main Street" areas, off-street parking should be located so as to minimize vehicle/ pedestrian conflicts and to permit a continuous street frontage of storefronts.

Within this designation, 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 the "Main Street" areas cited above, however, residential uses may be allowed pursuant to the Discretionary Alternate Use Policies only in a mixed use configuration with pedestrian oriented commercial uses occupying the ground floor.

Where the NBD overlay designation is applied to commercial strip development three primary types of design characteristics may be found: 1) Parking Lot Strip - composed of a series of buildings of varying sizes and types with setbacks on several sides or all four sides and parking typically located in front of the building;
2) Neighborhood Center - typified by one or two anchor stores and a series of smaller stores in one complex; and, 3) a combination of commercial development types whether they be Parking Lot Strip, Neighborhood Center or Main Street. In commercial strip areas it is not unusual to encounter a combination of commercial development types with varying design components.

In areas designated with the Neighborhood Business District overlay, any new development or redevelopment must conform to both the underlying land use designation and the overlay designation. Such development must also conform to design guidelines adopted by the City.

Neighborhood/Community Commercial

This designation applies primarily to shopping centers of a neighborhood or community scale. It is the intent of the Plan that future Neighborhood/Community Commercial uses develop in the form of shopping centers, as a group of commercial establishments planned and developed as a

unit and related in size and type of shops to the trade area it serves. The primary distinction between neighborhood and community commercial centers lies in the difference as to trade area served and the range of uses. Typical uses in the Neighborhood/Community Commercial designation are neighborhood serving retail and service establishments.

Regional Commercial

The areas designated as Regional Commercial are, for the most part, existing regional shopping centers. In a few cases they 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. All of the regional commercial areas are designated where there are existing shopping centers. Any completely new regional scale developments should be encouraged to locate in the Downtown Core Area.

General Commercial

This is a non-specialized commercial designation intended to permit miscellaneous commercial uses. It includes both strip commercial areas along major thoroughfares as well as freestanding commercial establishments. Business and professional office uses are allowed within this category as well. While shopping centers may be allowed, they are more appropriately provided for by the Neighborhood/ Community Commercial designation and, therefore, are not encouraged. Uses that have both commercial and industrial characteristics such as self-service warehousing, automobile lubrication, and other similar uses may be permitted provided that: 1) They comply with commercial development standards; 2) do not adversely impact nearby residential neighborhoods; and, 3) are not located within pedestrian oriented, or potentially pedestrian oriented, retail commercial strips.

Office

The primary allowed uses in this category are business and professional offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development should be of low intensity and compatible with surrounding uses. This designation can be used on margins of residential neighborhoods because it is not intrusive.

Core Area

This designation includes office, retail, service, residential, and entertainment uses in the Downtown Core Area. In the Downtown Core Area, the only limit on building intensity (and associated employment density) is expected to be the FAA height limitation which varies from approximately 120 feet (10± stories) to approximately 315 feet (23± stories) necessary to maintain obstruction-free air space around San José International Airport. High density commercial development is planned for the Park Center and San Antonio Plaza redevelopment areas, integrating a mix of office, hotel, commercial, residential, recreational, and cultural activities to create a balanced focus for the urban core in San José. Retail sales should be located at ground level.

Lower intensity commercial uses are appropriate in outer parts of the Core Area, peripheral to the high intensity Park Center/ San Antonio Plaza area. General commercial uses along major corridors of the Frame Area should support the Downtown Core Area.

These outer areas are intended to provide locations for commercial activities that are not necessarily a part of the most intensely developed portions of Downtown, but which, for functional reasons, need to be in close proximity to activities in the Downtown Core Area.

Such entertainment uses as nightclubs, dance halls, and comedy clubs should be located within the Core Area provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies.

Development should incorporate pedestrian oriented design features at street level. Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate. Uses that serve the vehicle, such as car washes and service stations may be considered appropriate when 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.

In areas where the Core Area designation exists, higher density residential uses at 25+ dwelling units per acre or mixed use development of commercial and residential uses are appropriate as is development of either use individually. For mixed use projects, residential uses should generally be located above non-residential uses with commercial uses at street level. Residential uses should only be allowed where they are compatible with adjacent development.

Combined Industrial/Commercial

This land use category is intended for commercial, office, or industrial developments or a compatible mixture of these uses. The uses of the Industrial Park, Light Industrial, General Commercial and Neighborhood/Community Commercial land use categories are consistent with this use category. "Big Box" retail as a stand-alone use or as part of a larger retail development is appropriate in this designation. Uses should be arranged on the site in a manner that avoids land use incompatibilities.

Industrial

The different industrial land uses designations are intended to accommodate a variety of industrial use, design and occupancy needs. In order to ensure that a balance of diverse industrial needs can be accommodated, the General Plan designates areas reserved exclusively for industrial uses, and other limited areas in which compatible non-industrial uses may be considered.

The remaining areas are intended exclusively for a wide variety of industrial users ranging from the "high tech" uses such as research and development, assembly, electronic equipment and instrument testing, and offices, to the more traditional industrial uses such as manufacturing, warehousing, raw material processing, and other equally economically important, but "unglamorous" uses. Businesses within the areas reserved exclusively for industrial uses are afforded protection from incompatible land uses through limits on the ability of non-industrial uses to locate in these areas.

In the industrial areas designated with the Mixed Industrial Overlay, uses such as retail, churches, social and community centers, recreational, or similar uses may be allowed when they do not result in the imposition of additional constraints on neighboring industrial users in the exclusively industrial areas.

For those lands designated Light Industrial and Heavy Industrial, however, office and higher end industrial uses are discouraged to

preserve the scarce, low cost land resources that are available for start-up industries or lower cost industrial operations. The preservation of the older, established industrial areas of San José that contain these land resources, such as the Monterey Corridor area, is important to the overall economic development strategy of the City.

In order to retain industrial services/suppliers in the City and encourage expansion of these uses, specific industrial areas have been targeted for their location. Specifically, the following areas have been identified: the Old Oakland Highway/Berryessa Road area; the Monterey Corridor area; the Rincon de los Esteros Redevelopment Area south of Brokaw Road and east of Zanker Road; and the area bounded by Coleman and Stockton Avenues, Highway 880 and Taylor Street.

The intensity of industrial development can be measured by both employment density and building intensity. For the most part, the variation in these factors is dependent on geographic location rather than on the particular land use designation. Employment densities are the more important measure for General Plan purposes since they determine the need for street and other infrastructure capacities and are used to plan these facilities. Building intensity measured by Floor Area Ratio (FAR) varies tremendously, depending on both (a) the specific use for which the building is designed (e.g., warehousing vs. assembly vs. research lab vs. office) and (b) the land use designation, zoning district and scale of surrounding development which are all considered in the site development and architectural review process.

The FARs and employment densities set forth in the table below are intended to be overall averages expected for each area regardless of the industrial land use category. Because variation from these averages is expected on a project-by- project basis, they should not be regarded as maximum limits, except as noted for the Alviso, Berryessa and North San José areas. Likewise, these averages are not an entitlement that each development project can necessarily achieve. The requirement to comply with the High-Rise, Transportation Level of Service and other General Plan policies may dictate less intensive development in many instances. In this regard, the City Council may impose more restrictive standards in certain areas to solve localized infrastructure capacity problems, as has been done in the Golden Triangle area.

Research and Development and Campus Industrial are categories designed for single user projects as opposed to the multiple occupancies characteristic of other industrial areas. Industrial uses should, in general, be planned in reasonable proximity to residential development in order to facilitate shorter home-to-work commuting.

Figure 20. Industrial Areas

Industrial Area	Average Floor Area	Average Employees Per Acre
Almaden, Alum Rock, Cambrian-Pioneer, & Willow Glen	**.35**	**20**
Alviso*	**.35***	**25**
Berryessa*	**.35***	**30**
Central	**.50**	**50**
Edenvale	**.40**	**40**
Evergreen	**.40**	**35**
North Coyote	**.40**	**40**
North San José*	**.35***	**50**
South Edenvale	**.40**	**40**

Industrial Area	Average Floor Area	Average Employees Per Acre
South San José	.35	25

*FAR's for Alviso, Berryessa, and North San José represent the maximum allowable, subject to the North San José Area Development Policy, as amended.

Research and Development

This is the least intensive of the industrial land use designations in terms of permitted uses, required urban services and environmental effects. Industrial activities in this area are limited to research, product development and testing, engineering and sales development and any other basic research functions leading to new product development and marketing. Manufacturing facilities, as such, would be limited to pilot plant operations for construction and testing of prototype products.

Parcels to be considered for the Research and Development designation will generally contain 50 or more acres and will be designed for a single user. An open space environment is intended here and developments in this category will be carefully reviewed for sensitivity of use and design. Aggregate building coverage will be restricted to approximately 15% of the total parcel area and most of the site will be landscaped or remain in a natural state.

Campus Industrial

This designation provides for a somewhat more intensive development and broader range of uses than the Research and Development category but with a unique campus design concept which takes advantage of the site's natural features and incorporates substantial amounts of landscaped and natural open space. The uses allowed in this category are industrial research and development, administration, marketing, assembly and manufacturing. Warehousing is allowed only when strictly ancillary to the primary uses. The maximum building coverage of Campus Industrial development should be no more than 30%. A minimum of 25% of each site should be landscaped. The Campus Industrial designation is applied to lands in Evergreen and North Coyote Valley.

Evergreen. In Evergreen, this designation is applied to properties that are at the edge of residential neighborhoods, framing the nearby hillsides. In this more suburban, residential setting, buildings should be low profile and residential in scale and character. Development in this designation should only occur under Planned Development zoning, in order to provide for thorough public review of the proposed uses and design. A master Planned Development Zoning should be completed on existing parcels to provide for a range of types and sizes of campus industrial users with a mix of parcel sizes and designs, as appropriate in the Evergreen setting. While parcels of 20 acres or larger are encouraged, a master Planned Development zoing may include parcels with a minimum size of 5 acres.

North Coyote Valley. Unlike Evergreen, the North Coyote Valley represents a totally new industrial area within a picturesque valley surrounded by hills to the norht and east. In this location, the Campus Industrial designation is intended to support the development of large, single-user industrial sites within a high prestige industrial area. Campus industrial development should be of high quality, and sensitive to North Coyote Valley's environmental features such as the hills, views, existing trees, and agricultural history.

Zoning for campus development should be done through a master Planned Development Zoning for all the contiguous land area

within a single ownership. In most cases campus areas should be planned at sizes of at least twenty acres, however, such planning can occur for sites as small as ten acres. After the approval of a Planned Development Permit covering a campus of ten acres or larger, parcels as small as five acres could be created for financing purposes or disposition subsequent to construction.

Regardless of individual campus size, the overall campus industrial environment should be seamless. Development should be planned irrespective of property lines to cluster buildings, minimize driveways, maximize pedestrian and bicycle linkages, orient to future transit, and create a uniquely cohesive industrial area with lush landscaping, distinct view corridors, and sensitivity to other natural amenities.

All Planned Development Zonings and Permits need to be consistent with the North Coyote Valley Campus Industrial Master Development Plan. The Master Development Plan contains a level of specificity beyond the General Plan by delineating the vision for North Coyote, the infrastructure plan, and guidelines for public and private improvements.

For purposes of sizing the required infrastructure for North Coyote Valley, the approximately 1440-acre area is assumed to accommodate 50,000 employees based on an employee density of 40 employees per acre. Because a large portion of the North Coyote Valley may be required for a storm water detention facility, the remaining developable sites may have higher employee densities so long as the total employee yield does not exceed approximately 50,000 employees.

Research, Development and Administrative Office

This designation provides for a more restricted range of uses than Industrial Park as it is intended for application in infill locations and other areas where a full range of manufacturing uses is not appropriate. The principal uses allowed under this designation are general business offices, professional offices, computer and programming services, and research and engineering laboratories. Manufacturing and assembly are limited to pilot plant operations for construction and testing of prototype products or small scale production that does not involve outdoor activities traditionally associated with manufacturing operations, such as storage tanks, substantial truck traffic and the like.

Parcels of ten acres or more are considered suitable for this designation. Development should occur only under a unified, master plan concept which may accommodate several tenants. Buildings should be of a residential scale and character and shall take into account the sensitive nature of neighboring residential uses. Because of its intended use in infill locations, development under this designation should be allowed only under Planned Development zoning.

Industrial Park

The Industrial Park designation is an exclusive industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing and offices. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. 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 be located within a larger industrial building to protect the

character of the area and maintain land use compatibility. The addition of the Mixed Industrial Overlay changes the industrial character to a mixed designation and allows a broader range of uses as described further in the Mixed Industrial Overlay designation section.

The primary difference between this use category and the "Light Industrial" category is that performance and design standards are more stringently applied to Industrial Park uses primarily with respect to landscaping requirements. The development standards of the I-Industrial zoning district are illustrative of this concept.

An Industrial Park development may be either a single use or a development containing several separate uses, which is zoned, planned, developed and managed as a unit. In either case, a project would be designed to comply with more stringent development standards than in the Light Industrial category.

Industrial Core Area

A mid-rise industrial park area primarily intended for industrial office and research and development facilities. Although allowed land uses are similar to the Industrial Park designation, development intensity and site design elements should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This designation permits development with commercial uses on the first two floors, with industrial use on upper floors, as well as wholly industrial projects. Mixed-Use projects incorporating high-density residential development are also permitted, provided that the residential development is integrated within, compatible with and clearly subservient to an industrial project and generally accounts for no more than 25 percent of the total developed site land area, and provided that the industrial uses are developed prior to or concurrent with the residential uses. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within the Industrial Core Area. Typical intensity for industrial development ranges from a Floor Area Ratio (FAR) of 0.7 to 2.0. New development should orient buildings towards public streets and transit facilities and include features to provide an enhanced pedestrian environment.

Light Industrial

Like the Industrial Park designation, the Light Industrial designation is also intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Because of the limited supply of land available for industrial suppliers/services firms in the City, General Plan land use changes on sites designated Light Industrial within areas reserved exclusively for industrial uses are discouraged. The design controls for this category of use are not as stringent as for the "Industrial Park" uses. Examples of typical uses within this designation are warehousing, wholesaling, and light manufacturing. On the other hand, office and higher-end industrial uses are discouraged in order to preserve the scarce, lower cost land resources that are available for start-up industries or lower cost industrial operations. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the immediate industrial area. The addition of the Mixed Industrial Overlay to property with the Light Industrial designation broadens the industrial character to allow a greater range of uses such as limited large scale, high volume, single entity commercial uses. Due to the scarcity of land with the Light Industrial designation, and the potential for compromising the viability of the remaining Light Industrial sites, future proposals for

adding the Mixed Industrial Overlay to Light Industrial sites should be discouraged.

Heavy Industrial

This category is intended for industrial uses 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. The Heavy Industrial designation is the appropriate category for solid waste transfer and processing stations, but only for sites which meet all General Plan policies such as adequate access, compatibility with surrounding land uses and preservation of the character of residential neighborhoods. 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, land use changes should be discouraged on sites with this designation in areas reserved exclusively for industrial uses. 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.

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 addition of the Mixed Industrial Overlay broadens the industrial character to allow a greater range of uses as described further in the Mixed Industrial Overlay designation section. Free-standing non-industrial uses are not appropriate in areas identified exclusively for industrial uses without the Mixed Industrial Overlay designation. Due to the scarcity of land with the Heavy Industrial designation, and the potential for compromising the viability of the remaining Heavy Industrial sites, future proposals for adding the Mixed Industrial Overlay to Heavy Industrial sites should be discouraged.

Mixed Use

This designation allows for developments consisting of one or more of the three major use categories -- residential, commercial, and industrial. This designation is intended to provide flexibility and encourage developers to build innovative projects.

The Mixed Use designation can be applied as an overlay to the Medium Low Density Residential (8 DU/AC), Medium High Density Residential (12-25 DU/AC), General Commercial, Office, and Industrial Park land use designations, or, it may be applied to a property without an underlying land use designation. Discretionary Alternate Use policies that pertain to affordable housing may be allowed as an alternative to or modification of an approved Mixed Use designation. In the case of properties with an underlying land use designation, the underlying designation determines the predominant land use as well as the mix of alternate uses allowed by the overlay. A choice of land use combinations provides an opportunity for flexibility and for maximizing the natural amenities of the site. Development must be consistent with the intensities and densities specified for both the underlying designation as well as the alternate designations as applied to the net acreage devoted to each use.

In those cases where a mixed use is proposed without an underlying land use designation, the project proponent must describe the proposed types of uses and the intensity ranges to be allowed on the site. The approved mix of uses and their intensities will be listed and described in Appendix F (Mixed Use). Development under this designation should be designed and built so that the mix of uses are functionally connected to create a cohesive whole.

The Mixed Use designation should be used infrequently and only in those situations that ensure the best use of unusual properties or create special opportunities for the City and its residents. Mixed uses should be permitted only if the development is compatible with surrounding land uses and the goals and policies of the General Plan.

Since the conventional zones of the Zoning Ordinance are not designed to accommodate a mix of uses in a project without an underlying land use designation, mixed use developments with no underlying land use designation will require a single Planned Development zoning to cover the entire site. This zoning must be consistent with the combination of use descriptions listed in Appendix F, and the specifications for minimum acreages or intensity ranges.

Medium Low Density Residential (8 DU/AC) with Mixed Use Overlay

The minimum land area necessary to apply the Mixed Use Overlay to the Medium Low Density Residential (8 DU/AC) designation is 25 acres. At least 60% of the site must be developed with residential uses at a density of 8 dwelling units per net acre. Provided that a minimum of 5 acres is devoted to each alternate use, the remaining site acreage may be developed with a combination of any of the following: General Commercial, and/or Medium Density Residential (8-16 DU/AC).

Medium High Density Residential (12-25 DU/AC) with Mixed Use Overlay

The minimum land area required to apply the Mixed Use Overlay to the Medium High Density Residential (12-25 DU/AC) designation is 10 acres. Residential uses developed at a net density of 12 to 25 dwelling units per acre must comprise at least 60% of the total site. If a minimum of 4 acres is provided for each alternate use, the remainder of the site may be developed with General Commercial uses.

General Commercial with Mixed Use Overlay

To apply the Mixed Use Overlay to the underlying land use designation of General Commercial, a minimum 10 acre site is required. Commercial activities must occupy at least 60% of the land area. The alternate use of Medium High Density Residential (12-25 DU/AC) must occupy at least 4 acres of the site.

Industrial Park with Mixed Use Overlay

This designation should not be applied to additional areas in the City. Areas currently designated Industrial Park with Mixed Use Overlay may be developed under this designation; however, upon development, the Land Use/Transportation Diagram should be amended to reflect the developed uses.

The development of mixed uses in industrial areas, when appropriate, should occur under the Mixed Use with No Underlying designation, should protect the limited areas available exclusively for industrial uses in the City, and should not create hardships for existing or planned industrial tenants located in an exclusively industrial area.

The minimum required land area for Industrial Park with Mixed Use overlay is 10 acres. For sites between 10 and 40 acres, a minimum of 5 acres may be developed with Medium Density Residential (8-16 DU/AC), Medium High Density Residential (12-25 DU/AC) or High Density Residential (25-40 DU/AC) uses provided that at least 50% of the land area is developed with Industrial Park uses. For sites greater than 40 acres, at least 25% of the land area must be developed with Industrial Park uses. The land use mix on these larger sites may include any combination of General Commercial, Office, and/or Medium Density Residential (8-16 DU/AC), Medium High Density Residential (12-25 DU/AC) or High Density Residential (25-40 DU/AC) provided that at least 10 acres is devoted to each alternate use. None of the above referenced restrictions on the mix of land uses apply in the Golden Triangle area (those Industrial Park lands located north of the boundary formed by The Alameda, Interstate 880, U.S. 101 and Berryessa Road) if 100% of a site designated Industrial Park with Mixed Use overlay is to be developed residentially. Any other combination of uses in the Golden Triangle area must comply with the formulas stipulated above. Any residential development under the Industrial Park with Mixed Use Overlay designation must be located adjacent to, and integrated with, existing or planned residential neighborhoods or be large enough to create a residential neighborhood that is independently viable.

Office with Mixed Use Overlay

Office with Mixed Use Overlay is intended to allow flexibility in a mix of office and residential uses to preserve established neighborhood character by allowing the efficient use and reuse of infill sites. This designation permits projects which combine two uses within a single site. Sites may also be developed solely for office or high density residential use.

If offices are developed on a site, upper floors may be developed with any combination of Office or Medium High Density Residential (12-25 DU/AC) uses. The total allowed units should be based on the net site acreage. On infill or underutilized sites, projects may be developed with any combination of Office or Medium High Density Residential (12-25 DU/AC) uses which preserve, and are compatible with, the established character of the surrounding neighborhood.

Mixed Use with no Underlying Land Use Designation

A minimum of two uses must be combined to use this designation with no use occupying less than 10% of the site area or less than 10% of the total building square footage proposed. The uses to be combined must be described in terms consistent with the Land Use/Transportation Diagram designations listed above. The intensity ranges of these uses should be described in terms of acreage or building square footage, and, for residential uses, number and type of dwelling units. The uses and intensity ranges allowed for sites with this designation are listed in Appendix F, define the parameters for development of such sites and cannot be modified without a General Plan amendment.

Mixed Industrial Overlay

In order to preserve a supply of land devoted exclusively for industrial uses and maintain its attractiveness, the Land Use/ Transportation Diagram designates non-exclusive industrial areas with a Mixed Industrial Overlay. Areas designated with the Mixed Industrial Overlay may be appropriate for a mixture of primarily industrial with compatible commercial or

public/quasi-public uses, or may be developed entirely with industrial uses in accordance with the base designation. Areas with this overlay designation contain or are surrounded by an existing mix of uses, so that additional non-industrial uses would not compromise the integrity of areas reserved exclusively for industrial uses. Examples of non-industrial uses include, but are not limited to, primary or secondary schools, hotels and motels, nightclubs, churches, free standing daycare centers, big box retailers, large gymnasiums, sports or arts instruction facilities, and hospitals.

The proximity of areas established exclusively for industrial uses should be considered in the application of this overlay to minimize any restrictions on the operations of tenants in the exclusively industrial areas. New uses within the Overlay area should be considered secondary when land use compatibility issues occur between existing or planned users of hazardous materials and sensitive receptors.For these reasons, the addition of the Mixed Industrial Overlay on sites with a Heavy Industrial land use designation or Light Industrial land use designation should be discouraged.

Airport Influence Area Overlay

This overlay designation identifies areas located in the vicinity of the Reid-Hillview Airport potentially subject to aircraft overflights. New Development located within the overlay area should be evaluated for consistentcy with adopted A.L.U.C. policies and careful consideration should be given to potential impacts of noise, safety, and land use compatibility.

Airport Approach Zone

This overlay designation is intended to control the allowed land uses within the generalized "approach area" for aircraft landing at San José International Airport. The impacts of aircraft noise and potential safety hazards to persons and property on the ground are primary considerations. Land uses within the Airport Approach Zone are to be consistent with the requirements of the Federal Aviation Administration grants. New residential uses are inconsistent with the Airport Approach Zone designation. Areas with an underlying land use designation of Public Park and Open Space are intended for uses which meet City-wide recreation and open space needs. In areas with no underlying designation, uses allowed in the City's present I-Industrial and IP-Industrial Park Zoning Districts are appropriate. All industrial uses allowed in this category must conform to the intensity limits and development criteria described under the industrial land use categories above but are expected to be less intense in general. All land uses and development should conform to Federal, State and local regulations regarding airport noise and safety impacts.

Public/Quasi-Public

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 public utilities and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications. In addition, such institutions as churches, private schools and private hospitals are also appropriate for this designation.

Development intensities expected under this designation should generally be no greater than a FAR of 1.5. The development intensities in this category can be expected to vary significantly from very low (e.g., airports, corporation yards) to very high (e.g., government offices). The average intensity across the whole category, however, is not expected to exceed a FAR of 1.5. Freestanding communication structures, however, are not allowed under this designation unless the site is adjacent to an arterial street, the structure is designed or located to significantly minimize its visibility, and the proposal is consistent with applicable General Plan Urban Design height limit policies for structures other than buildings. Only existing uses and ownerships and future uses for which substantial planning has been completed are designated Public/Quasi-Public. New Public/Quasi-Public uses may be established according to the Discretionary Alternate Use Policies. The Discretionary Alternate Use Policies Section also describes the process for determining an appropriate alternate use of properties designated for Public/Quasi-Public use.

Public Park and Open Space

This designation is applied to lands which are publicly owned, though in some instances public access may be restricted. These lands are devoted to open space use for the most part, although some development, such as restrooms, playgrounds, educational/visitor's centers, and parking areas, is an inherent part of many of the properties so designated. It is intended that this designation be applied only to lands owned by public agencies or programmed for acquisition, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also considered appropriate under this designation. This designation can also be applied to privately owned property that is potentially suitable for park development and for which there is a high likelihood that a funding source will be identified to allow the City to purchase the property. Prior to the purchase of a site designated Public Park and Open Space, the General Plan land use designation of the site is the land use designation of the adjacent property.

The most prevalent Public Park and Open Space uses are City and County parks. Other properties included in this designation are publicly owned open space lands and recreation facilities other than parks, including the South San Francisco Bay National Wildlife Refuge, the Santa Clara Valley Water District creeks and percolation ponds and the Airport Approach Zone recreation complex. Non-open space uses to which this designation is applied include such major facilities as the County Fairgrounds, PAL Stadium, and the Historical Museum, as well as golf course club houses and similar ancillary facilities, community centers and concession facilities.

The locations of neighborhood and district parks are in most cases specifically defined on the Land Use/Transportation Diagram. There are cases where a park is needed, but where either no specific site has yet been identified or where the 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.

Private Open Space

This category designates privately-owned lands used for low intensity, open space activity primarily within the Urban Service Area. This designation is usually applied to existing uses but can be applied to other lands when their proposed use conforms to this category. Appropriate uses in this category include cemeteries, salt ponds, and land which is restricted to agricultural use and private buffer lands such as riparian set back areas.

Private Recreation

These are uses of a higher intensity than the Private Open Space category and are generally, but not necessarily, of an open space character. The range of allowable uses is broader than for the Private Open Space category and includes those uses allowed under the Private Open Space category. Uses within the Urban Service Area may also include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks and private campgrounds. Ancillary commercial uses (bars and restaurants) are allowed in conjunction with private recreation uses. The intensity of any combination of buildings or structures developed under this category is expected to be limited. A FAR of 0.05 could be considered typical for lands designated as Private Recreation, and inside the Urban Service Area boundary of the City.

Rural private recreation uses are those located outside the Urban Service Area. A private recreation use is considered rural if it is low intensity, is compatible with surrounding non-urban uses, requires minimal permanent changes to existing terrain and vegetation, and involves 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 located outside the Urban Service Area, it is not intended that there are any significant amount of structures. Rural private recreation uses approved only under Planned Development zoning to determine appropriate levels of development. Planning and design standards for rural recreation uses should ensure visual and environmental compatibility with adjoining and nearby non-urban uses.

Non-Urban Hillside

This land use is proposed for most hillside areas above the fifteen percent slope line. Because of the pervasive geologic conditions in the hills (landsliding, soilcreep, earthquake faults) and the extraordinary public costs of hillside development, uses must be 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 these land areas. Very low intensity uses, such as grazing, tree farming, or very large lot residential estates, are potential uses under this category.

The maximum residential density on property with a Non-Urban Hillside designation is determined by the 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. Clustering of the allowable density is an appropriate means to encourage open space preservation and reduce impacts associated with on-site grading necessary for development and roadways. Development under this land use designation should be consistent with the Hillside Development policies of the General Plan.

The intent of the fifteen percent slope line, as a general planning criterion, is to define the limit of the encroachment of urban land uses into the hillsides that border the valley floor. Areas above the fifteen percent slope line should be designated Non-Urban Hillside and remain outside the Urban Service Area boundary. The Land Use/Transportation Diagram is not intended to show the fifteen percent slope line precisely on any specific parcel, as this is possible only with site specific topographic information. Therefore, where site specific information locates the fifteen percent slope line more precisely, the Non-Urban Hillside density should be applied only to the area above the fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely up slope from the Land Use/Transportation Diagram designation, the down slope land use designation or density should be applied to the additional area up to the precise fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely down slope from the Land Use/ Transportation Diagram designation, the Non-Urban Hillside designation should be applied to the additional area down to the precise fifteen percent slope line.

Agriculture

A variety of agricultural uses are allowed in this category, including grazing, dairying, livestock raising, feedlots, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands and the processing of agricultural products. The intensity of any combination of buildings or structures developed under this category is expected to be limited. A FAR of 0.05 could be considered typical but in some cases agricultural use utilizing greenhouse structures may maintain a FAR of 0.8.

The minimum parcel size in the area planned for Agriculture is twenty acres. This

designation is applied in the southerly area of Coyote Valley and is intended to support the existing agricultural uses in that area. No uses or structures are allowed which would require urban services, such as sanitary sewerage or urban street improvements.

Solid Waste Landfill Site

The Solid Waste Landfill Site land use designation includes two subcategories:

a) Solid Waste Landfill Site. This land use designation indicates the location of an active, i.e. currently operating, solid waste facility or a fully permitted facility that has not initiated operations. Existing Solid Waste Landfill Sites are indicated by the letters "SW." Guadalupe Mines, Kirby Canyon, Newby Island, Owens-Corning and Zanker Road are currently designated active sites.

b) Candidate Solid Waste Landfill Site. This land use designation indicates a location under consideration for development as an active Solid Waste Landfill Site. Candidate sites are indicated by the letters "CSW." All current candidate sites are located in inland canyon locations. These sites include Encinal, Metcalf and Tennant Canyons.

A Solid Waste Landfill Site designation is overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. The symbols "SW" and "CSW" represent "floating" designations and are only intended to indicate general locations so that the actual facility will be sited in the most environmentally suitable location. The Solid Waste Landfill Site and Candidate Solid Waste Landfill Site overlays are compatible with the underlying designations of Public/Quasi-Public, Non-Urban Hillside and Private Open Space.

The development of Solid Waste Landfill 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 of waste and energy/ transformation 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. The allowed uses pursuant to this designation may be permitted only under Planned Development zoning and should comply with the Solid Waste goals and policies of this Plan.

The designation of a Candidate Solid Waste Landfill 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 Landfill facility. The City Council may acquire or approve a specific solid waste landfill site only if surrounding land uses are compatible with the operation of such a site.

Areas of Historic Sensitivity

The designation of Areas of Historic Sensitivity is intended to ensure that new development in the vicinity of the designated historic sites, structures, and districts described below is designed to enhance the character of the designated historic resource, consistent with the Historic, Archaeological and Cultural Resources policies. Areas of

Historic Sensitivity is an overlay designation intended to control design and does not affect the underlying land use designation.

a) St. James Square Historic District Area (including the Scottish Rite Temple, First Unitarian Church, Eagles Club, Trinity Episcopal Church, U.S. Post Office/St. James Branch, Santa Clara County Courthouse, First Church of Christ Scientist, Sainte Claire Club and the Four Wheel Brake Building); the area of historic sensitivity includes all properties fronting on St. James Park which are listed on the Nation Register of Historic Places, and designated as a City Historic District.

b) The Alameda Historic District Area; the area of historic sensitivity includes all sites fronting on The Alameda between Interstate 880 and Julian Street/Martin Avenue, and the trees and structures within the public right-of-way. As the grand boulevard to Downtown, The Alameda is the most visually elegant street in San José which once connected Pueblo San José with Mission Santa Clara. New development on sites within the area of historic sensitivity should further The Alameda image of grand mansions with landscaped yards fronting on a tree-lined avenue.

c) The Hensley Historic Area; the area of historic sensitivity includes all properties within the Hensley Historic District as listed on the National Register of Historic Places and designated as a City Historic District.

d) The Almaden Winery State Historic Landmark; the area of historic sensitivity includes the entire Almaden Winery site located on the south side of Blossom Hill Road approximately 1,500 feet easterly of Camden Avenue.

Coyote Greenbelt

This overlay designation depicts the area in the Coyote Valley proposed as a permanent, non-urban buffer between San José and Morgan Hill. Allowed land uses and development standards in this area should be consistent with the existing base land use designations (Agriculture, Public Park and Open Space, Public/Quasi-Public and Private Recreation) covered by the overlay. New land use designations should only include Agriculture, Public Park and Open Space, and Private Recreation. Ancillary uses to Public Park and Open Space are also appropriate.

Hazardous Waste Disposal Site (Residuals Repositories)

This land use designation indicates those locations which could potentially be developed as hazardous waste disposal sites (residuals repositories). The development of such sites may occur under public or private proprietorship. The only other uses which may be allowed on hazardous waste disposal sites include transfer, treatment, storage and incineration facilities. The establishment and operation of any hazardous waste disposal site facility or other allowed use pursuant to this designation may be permitted only under a Planned Development zoning and should comply with the Hazardous Waste goals and policies of this Plan. The intensity of development expected for any combination of buildings or structures is a FAR of approximately 0.05.

This designation will be indicated on the Land Use/Transportation Diagram by the letters "HW" overlaid on another land use designation and represents a potential alternative to the uses otherwise allowed by the underlying designation. This symbol represents a "floating" designation and is intended to indicate only a general location. The exact size, location and configuration

will be finalized through the acquisition or approval of a specific hazardous waste residuals repository site following certification of a site-specific EIR.

This designation is applied only in non-urban locations for which there are no surrounding or nearby properties devoted to or planned for uses incompatible with the operation of a residuals repository. The City Council may approve a specific hazardous waste disposal site only if surrounding land uses are compatible with the operation of such a site, and the site meets the Siting Criteria identified in Appendix G. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed General Plan amendment incorporates measures to maintain compatibility with the potential hazardous waste disposal facility. ■

DISCRETIONARY ALTERNATE USE POLICIES

The policies below specify conditions under which an alternative to uses otherwise allowed in a particular Land Use/ Transportation Diagram designation may be determined to be in conformance with the General Plan. The alternate use would be permitted without a Land Use Diagram amendment. These are limited alternatives designed to meet the following objectives:

- Foster and encourage the implementation of such General Plan goals and policies as the production of affordable housing, the preservation of historic structures, or the development of high quality projects of an exceptional design.

- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which might be undermined by an overly rigid application of land use designations.

- Streamline the development review process by avoiding, in those cases where appropriate, the time consuming process of amending the General Plan.

The application of Alternate Use policies is intended to be infrequently used in any one neighborhood in order to avoid disrupting the neighborhood's character. The alternate use should be compatible with the surrounding uses. All applicable General Plan policies, including those intended to protect existing residential neighborhoods or exclusively industrial areas from the encroachment of incompatible land uses, should be taken into consideration. In areas covered by an Area Development Policy such as North San José or Evergreen, or within Specific Plan and Planned Community areas, Discretionary Alternate Use Policies should only be applied in a manner which furthers the implementation of the goals and strategies of the Area Development Policy or Specific Plan.

In some cases, Discretionary Alternate Use Policies may be used more than once in a particular neighborhood if such use will further the City's goal of providing an adequate housing supply for all economic segments of the community and the proposed residential or mixed residential/commercial development is substantially compatible with neighborhood character.

For the purposes of this section, affordable housing is defined as housing that is affordable to one of the four income groups as defined below:

- Extremely Low-Income (ELI) households - household income is 0-30% of County median household income.

- Very Low-Income (VLI) households - household income is 31-50% of County median household income.

- Low-Income (LI) households - household income is 51-80% of County median household income.

- Moderate-Income (MI) households - household income is 80-120% of County median household income.

Two Acre Rule

One of the goals of the General Plan is to encourage infill development. For some infill sites, physical or environmental constraints may require innovative design solutions. To further this objective, existing parcels of two acres or less may have an allowed use other than that designated on the Land Use/Transportation Diagram as follows:

- Parcels with a residential land use designation may be developed at a higher or lower density range. The appropriate density for a given site should be determined based on compatibility with surrounding land uses. Projects developed under this policy should be of exceptional design.

- Parcels with a residential land use designation may be developed with commercial uses consistent with the requirements of the Zoning Ordinance if all of the following criteria are met:

  1. The Parcel is located within the CO-Commercial Office Zoning District, the CP-Commercial Pedestrian Zoning District, or the CN-Commercial Neighborhood Zoning District prior to consideration of the application of the Two-Acre Rule for proposed commercial development. The appropriate intensity for a given parcel should be determined based on compatibility with surrounding land uses.

  2. The parcel is adjacent on at least two sides to sites that are in commercial zoning districts or developed with commercial uses. For the purposes of this policy, a site that would otherwise abut the subject parcel if an adjacent righ-of-way were not present may be deemed an adjacent use.

  3. The alternate land use allowed by this policy should be compatible with existing and planned uses on adjacent and neighboring properties.

  4. The proposed development of the site and architecture are of exceptional quality and exceed the City's minimum design standards.

  5. No more than ten acres a year of commercial uses are approved under this provision of the Two Acre Rule.

- Parcels with a non-residential land use designation may be developed under any residential or non-residential category. To the maximum extent feasible, development should provide no net loss in the City of employment capacity and no net loss in the City of acreage that has an exclusively Light Industrial or Heavy Industrial land use designation. Parcels with an industrial land use designation may be developed with commercial uses with a preference for mixed industrial and commercial uses. Parcels with a commercial land use designation that are adjacent on at least two sides or by at least 50% to land with a residential land use designation and that are either within 2000 feet of an existing or planned Light Rail Transit Station or within 3000 feet of an existing or planned BART Station may be developed with residential uses

with a majority of the units affordable, and a significant portion of the affordable units elegible to Extremely Low-Income households. Development with a mix of commercial and residential uses with a preference for retention of employment capacity to the maximum extent feasible is strongly encouraged. The alternate land use allowed by this policy should be compatible with existing and planned uses on adjacent and neighboring properties. To use this policy, projects should exceed the minimum standards of the Zoning Ordinance and adopted design guidelines.

Surplus Public/Quasi-Public and Public Parks/Open Space Land

An alternate use of property designated for Public/Quasi-Public or Public Parks and Open Space use may be approved without an amendment to the Land Use/Transportation Diagram if such alternate use is compatible with existing and planned uses on neighboring properties and is consistent with applicable General Plan policies. The determination of such compatibility and consistency includes consideration of whether the site, in light of the overall planning for the surrounding area, would more appropriately be designated for uses of a public, quasi-public or recreational nature.

Structures of Historical or Architectural Merit

Land uses other than those designated on the Land Use/Transportation Diagram may be allowed on sites with structures of significant historical or architectural merit if to do so would enhance the likelihood that the historic/architectural qualities would be preserved, and the use would not otherwise be incompatible with the surrounding area. Such alternate use(s) should be allowed only under Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance.

Live/Work Policy

This policy is intended to encourage mixed uses in appropriate non-residential or existing mixed use areas, to help achieve an incremental reduction in commute traffic, to facilitate the adaptive reuse of otherwise obsolete structures and to promote the growth of arts in the community. In furtherance of this objective, combined studio/workshop space and living quarters for artists, craftspersons, engineers, computer programmers, personal service providers, and others requiring a basic personal workspace and engaged in activities generally compatible with the quasi-residential nature of the project may be located in new buildings or existing buildings (particularly older commercial and industrial buildings) wholly or partially converted for this purpose. The residential facet of this use will be allowed only in combination with individual studio, office, or workshop space of the residents and is intended to provide an integrated working/ living environment. Other uses -- such as galleries, antique shops, restaurants and the like -- may also be incorporated into these projects as deemed appropriate.

Residential Uses on Commercially Designated Parcels

Higher density residential development (minimum 17 dwelling units per acre) or mixed use commercial/residential development may be allowed under a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance, on properties which are located on major thoroughfares and designated for

Neighborhood/Community Commercial, Office, General Commercial, or Regional Commercial use if such development: (a) is designed to facilitate transit ridership and pedestrian activity; (b) is compatible, well integrated, and part of an appropriate residential or mixed use environment; and (c) the site and architectural design is of exceptional quality and exceeds the City's minimum design standards. The appropriate density for a given site should be determined based on compatibility with the surrounding land uses. Generally, the density of residential development allowed under this policy should not exceed 65 dwelling units per acre for properties on Major Arterial (115-130 ft. ROW) streets and 40 dwelling units per acre for properties on Minor Arterial (80-106 ft. ROW) or Major Collector (60-90 ft. ROW) streets.

Density Bonuses for Rental Housing

In order to encourage the production of rental housing, rental housing projects proposed on sites of greater than two acres may be approved within the next higher density range than that shown on the Land Use/Transportation Diagram. The alternate density allowed herein may be approved only in the context of a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance, that precludes condominium, cooperative apartment or other ownership of individual units for a minimum period of twenty years.

Density Bonus for Affordable Housing

In order to encourage the production of housing units affordable to low- or moderate-income households, a density bonus may be provided under a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance. For a residentially-designated property, a density bonus is allowed for proposed housing projects of five units or more which will contain units affordable to households of extremely low-, very low-, low-, or moderate-income. The percentage of density bonus should not exceed the percentage of proposed units affordable to extremely low-, very low-, low- or moderate-income households except that a density bonus of 50% would be allowed for a project with at least 10% of its units affordable to households of extremely low- or very low-income or 20% affordable for households of low income.

Location of Projects Proposing 100% Affordable Housing

In order to encourage the production of housing units affordable to extremely low-, low- and moderate-income households, flexibility as to the use and density permitted may be provided. For properties designated for Residential, Commercial, Industrial with the Mixed Industrial Overlay, Mixed Use, or Public/Quasi-Public use on the Land Use/ Transportation Diagram, development of housing at any density may be allowed under Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance, if such housing in its entirety is:

- Rental or ownership housing affordable to very low-, low- or moderate-income households-; and
- Proposed for a site and density compatible with surrounding land use designations-; and
- Located on a site consistent with the housing distribution policies of this Plan.

If located within 2,000 feet of a rail station, the development may also include a mixed-use component such as neighborhood-serving retail or childcare facilities. Mixed-use components are particularly encouraged for larger projects.

Use of Surplus City Owned Properties for Affordable Housing

Surplus properties owned by the City of San José may be used for the development of affordable housing at any density, regardless of the land use designation of these properties on the Land Use/Transportation Diagram, if the following criteria are met:

- The proposed project in its entirety provides rental or ownership housing affordable to extremely low-, very low-, or low-income households and the Housing Department certifies that the project is affordable to these households.

- The units are reserved as affordable housing for a period of not less than 30 years and this reservation is recorded, or, the property will be owned or managed by the City or the County Housing Authority for an equivalent period of time.

- The design of the proposed project contributes positively to the surrounding neighborhood and that adjacent or nearby uses will not adversely affect the proposed project.

- The proposed project is developed under a Planned Development zoning or with a use permit, in conformance with the requirements of the City of San José Zoning Ordinance.

Population-Dwelling Unit Equivalency

A residential development designed to have a maximum population, rather than a number of dwelling units, may be found consistent with a residential land use designation by using a "population-dwelling unit equivalency" calculation. To calculate population dwelling unit equivalency, the density allowed under the existing General Plan land use designation is multiplied by the average household size for the City to determine the number of conventional dwelling units to which the development would be equivalent. Application of this Alternate Use policy is appropriate for residential developments which have lesser traffic impacts and lesser demands for City services than would be expected for an equivalent population occupying conventional dwelling units. Examples include senior citizens housing, convalescent hospitals and independent-living establishments for handicapped persons.

New Public/Quasi-Public Uses

The Land Use/Transportation Diagram does not specify sites for all future public or quasi-public development. For sites without the Public/Quasi-Public land use designation, the determination of conformance with the General Plan of proposed public or quasi-public developments will be made on the basis of the applicable General Plan goals and policies and a demonstrated need for the public/quasi-public facility being proposed, not on the basis of the land use designation applicable to the property. However, because of a limited supply of land available for multiple-family housing, public/quasi-public uses are discouraged in areas designated for residential densities exceeding twelve units per acre except in the Downtown Core Area. Because of the limited supply of land available exclusively

for industrial uses, new public/quasi-public uses are also not appropriate in industrially designated areas unless the site is designated with the Mixed Industrial Overlay.

Reuse of Non-Conforming Residential Properties

In order to protect and enhance the established character and scale of development in residential neighborhoods, an existing structure may be converted to residential use which does not conform to the applicable land use designation if to do so would improve land use compatibility with the surrounding neighborhood and would preserve the existing structure. For example, this policy would allow a residence in a single-family neighborhood that had previously been converted to a residential service facility or other group living arrangement to be converted to condominiums. Such a conversion may only be allowed in conformance with the requirements of the City of San José Zoning Ordinance and should address the on-site parking, tenancy and other factors which are deemed important for determining compatibility with the neighborhood.

Residential Density Increases Along Major Transportation Arterials or Corridors

In order to encourage the production of housing and the utilization of existing or proposed mass transit facilities, higher density residential (minimum of 17 DU/AC and maximum of 65 DU/AC) or residential/ commercial mixed-use development may be allowed on residentially designated lands, in conformance with the requirements of the City of San José Zoning Ordinance, only if the following criteria are met:

- The project is within a 2,000 foot radius of a passenger rail station, within the Downtown Frame Area, within 500 feet of The Alameda (north to Shasta/ Lenzen Avenues), or within a Transit-Oriented Development Corridor or Station Area Node.
- The project includes an attached residential product.
- The project exceeds minimum City design standards and is of exceptional quality.
- The project is designed to integrate with the existing neighborhood and does not impair the viability or character of the neighborhood.
- Neighborhood serving commercial uses, if any, are well integrated into the residential development, with vertical mixed use encouraged.
- The project complies with the Transportation Level of Service Policy.

Neighborhood Serving Commercial Uses on Residentially Designated Parcels

Expansion of a commercial use which is located within a residential neighborhood and is separate from any larger commercial area in the neighborhood may be allowed in conformance with the requirements of the City of San José Zoning Ordinance on properties designated for residential use provided that the total building area of new and existing contiguous commercial properties does not exceed 30,000 square feet, that the use is primarily neighborhood serving, that the scale of any new structures and associated activity is compatible with the surrounding neighborhood and that the surrounding neighborhood not be subjected to undesirable impacts from the commercial use such as parking, noise, littering, odors, hours of operation, etc.

Any rezoning of residential structures should be structured to facilitate the re-establishment of residential use if circumstances warrant.

Non-Transportation Uses Within Developed State Transportation Corridors

In an area which is designated as a State Transportation Corridor and which is fully developed as a freeway or multi-modal transportation facility, an additional non-transportation use may be allowed on vacant lands (including land located under raised freeway structures) which are offered for lease by the State. Where such sites are not desired for use as public parking, other uses may be considered, in conformance with the requirements of the City of San José Zoning Ordinance, to the extent that they are compatible with the developed freeway and with surrounding uses. No additional use should be allowed which contributes to deterioration of service level on the freeway, on adjacent streets or at nearby signalized intersections or is impacted by noise. The maximum intensity of development allowed under this category should be limited to a FAR of 1.0.

Any non-transportation use which is approved should be visually integrated with freeway structures and should incorporate substantial areas of high quality landscaping.

Alternate Designation for Proposed Freeways and State Transportation Corridors

When an area is designated as a proposed freeway or State transportation corridor and its dedication is not required by the City, that area has an alternate land use designation. Unless that alternate land use designation is specifically shown on the Land Use/ Transportation Diagram, the alternative land use designation is the designation of the property which bounds the proposed corridor. If the proposed corridor is bounded by more than one designation, each designation applies to the centerline of such corridor.

In the event land is subdivided within a future freeway or State transportation corridor, the recorded Parcel Map or Subdivision Map shall show the corridor traversing the lots.

If the City does not require dedication of an area designated as a proposed freeway or State transportation corridor, the City may nevertheless accept dedication of the area for reservation of the corridor. If a portion of the dedicated parcel remains outside the corridor, the City may permit that portion of the property bordering the corridor to be developed with a greater intensity if all of the following criteria are met:

1. The subject property includes a portion of the parcel within the proposed corridor and a portion bordering it.
2. Both portions have the same alternate land use designation.
3. The development intensity permitted on the portion of property bordering the proposed corridor does not exceed the amount which would otherwise have been permitted on the entire parcel if dedication had not been accepted. ■

TRANSPORTATION DIAGRAM

The Transportation components of this Plan include both existing and planned transportation improvements. The planned transportation facilities are expected to be constructed at some point in the future. This planned transportation network is consistent with all adopted City, County and regional transportation plans. The Land Use components of this Plan set forth all the planned development that may occur over the life of the Plan. Upon full completion of the transportation network and buildout of the planned land uses, the transportation system will fully support the traffic generated by the increased growth.

Due to the long-range planning horizon for this Plan, the City cannot accurately predict the exact timing of the transportation improvements. Not all of these improvements nor buildout of the planned land uses will necessarily be constructed within the timeframe of the Plan. Therefore, to ensure that the Transportation and Land Use components of this Plan remain correlated at interim stages and that development does not occur without an adequate transportation network, development should conform to the City's Transportation Level of Service Policies as set forth in this Plan. This will ensure that development will occur in conjunction with the necessary local and/or regional transportation improvements. This policy will be implemented through the use of the implementation and mitigation policies contained in this Plan. This may require the phasing of development so that development is correlated to completion of transportation improvements.

The City's transportation system has a number of components which together perform the critical function of moving people and goods from one place to another. The suburban nature of the City, together with the geographical imbalance of the jobs and housing centers within the County, cause many segments of the transportation system to function beyond capacity during the peak commute hours.

The Transportation System includes three major components: the Thoroughfare Network (including rail lines), the Transit System and a group of travel control measures called Transportation Systems Management. Rail transit routes can be incorporated into many types of thoroughfares and rail lines. To emphasize the importance of rail transit, a separate diagram is included in the General Plan to clearly set forth these routes. Bikeways can also be incorporated into many types of thoroughfares as well as into scenic trails and pathways. To illustrate which corridors have existing bikeways and which are planned for future bikeways, a diagram of the Transportation bicycle Network is included in the General Plan.

Thoroughfares

The Thoroughfare network is designated on the Land Use/Transportation Diagram and denotes the location and type of all of the components of the City's thoroughfare or street network except minor streets. The Diagram indicates the ultimate planned right-of-way width for the various types of City streets. Other facilities, such as transportation and transit corridors, freeways and expressways are described according to their function rather than specific right-of-way width.

The following are the definitions of the thoroughfare network components, as designated on the Land Use/Transportation Diagram.

State Transportation Corridor

A facility designed to accommodate several different travel modes, such as transit and automobile travel. In general, such a corridor provides no access to abutting properties and its primary function is traffic movement. This designation provides for a 130 foot wide right-of-way multi-modal transportation corridor, providing for development of transportation facilities potentially including, but not limited to, major arterial/expressway roads, busways, light rail, bike paths, equestrian trails and pedestrian paths.

Transit Mall

A street or streets improved for pedestrian use near key transit stops. While the roadway is retained, it is reserved primarily for buses, light rail (street cars) and service vehicles, but not necessarily for automobiles.

Pedestrian Mall

A right-of-way primarily used by pedestrians which is designed to provide safe, attractive and convenient access to portions of the Downtown and Frame Areas where significant pedestrian traffic exists or where pedestrian traffic is encouraged. Light rail transit facilities are also appropriate in pedestrian malls. Automobiles, trucks and other vehicles (except emergency vehicles), and parking are not appropriate in pedestrian malls. Structures, other than those that support the pedestrian mall or light rail transit facilities, should not encroach into pedestrian mall rights-of-way. The Paseo de San Carlos (formerly East San Carlos Street between Fourth and Tenth Streets) is designated as a pedestrian mall and is intended to facilitate the safe movement of students and other pedestrians between the San José State University campus and adjacent Downtown neighborhoods.

Freeway

A facility designed solely for traffic movement, providing no access to abutting properties and designed to separate all conflicting traffic movement.

Expressway

A facility designed primarily for traffic movement, providing little access to abutting properties. Such facilities generally include median areas dividing traffic directions, some intersecting streets allowing right turn access, some grade separated interchanges, and some major intersections controlled by signals. (Note: State Highways are considered to be in this category.)

Interchange

A facility designed to permit traffic to move freely from one road to another without crossing another line of traffic. There are two types of interchanges identified under this designation on the Land Use/ Transportation Diagram: Approved and Candidate. Approved Interchanges may or may not already be constructed and include all interchanges in the City for which all study and environmental clearance has been completed. Candidate Interchanges are potential interchange locations for which further study and environmental clearance are required. Upon completion of the required studies and environmental clearance, the Candidate Interchange would no longer be considered as a Candidate and would be considered as an Approved Interchange. Candidate Interchanges currently include:

Route 101/Mabury Road
Route 87/Route 880
Route 87/Airport Parkway
Route 87/Taylor Street
Route 101/Branham Lane
Route 101/Metcalf Road

Route 101/Bailey Avenue
Route 101/Coyote Valley Parkway
Route 85/Prospect Road
Route 85/Quito Road
Route 237/Lafayette Street

Separation

A facility designed to allow traffic from one roadway to cross over or under another roadway without interrupting traffic flows or allowing traffic from one roadway to access the other roadway. These facilities are also characterized as "grade separations" and usually consist of a structure that elevates a roadway or rail bed of one transportation facility over another. The Separations shown on the Land Use/Transportation Diagram are either existing facilities or are proposed on approved State, County or City transportation facility plans.

Arterial (Minor/Major Street)

A facility which accommodates major movements of traffic not served by expressways or freeways. The Arterial street is designed mainly for the movement of through traffic, which may include light rail transit, but also normally performs a secondary function of providing access to abutting properties. Even though abutting property has access to the facility, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. Two widths of Arterial streets are shown on the Land Use/Transportation Diagram: Minor - 80 to 106 foot right-of-way and Major - 115 to 130 foot right-of-way. The 80 to 106 foot right-of-way can accommodate either two or four travel lanes. The number of lanes depends on the function of the arterial, its location, and the volume of traffic it is expected to handle. Arterials are generally planned to contain four or more travel lanes but some arterials as a matter of policy will remain two lanes. A list of planned Two Lane Arterials is provided in Appendix E. These right-of-way standards may be varied in unique situations provided that the planned function of the Arterial street is not compromised by the alternative right-of-way; for example, narrower rights-of-way may be appropriate in older neighborhoods to avoid excessive property requirements for street widening projects and wider rights-of-way may be desirable for design reasons in such areas as the North Coyote Valley Campus Industrial area. Wider rights-of-way may also be necessary on some Arterials, such as Tasman Drive, to accommodate up to six lanes of traffic as well as light rail transit facilities.

Major Collector

A facility which serves internal traffic movements within an area and connects this area with the major arterial system. It does not handle long through trips but does provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. The right-of-way standard for Major Collector streets is 60 to 90 feet, which can accommodate two or four lane streets. This right-of-way standard may be varied in unique situations where strict adherence to the standard would be unreasonable provided that the planned function of the Major Collector street in question is not compromised by such an alternative right-of-way. Appendix E specifies the maximum number of lanes for each Major Collector street.

Local Street

A facility having the primary function of providing access to immediately adjacent land. Local streets may be divided into sub-classes according to the type of land served, such as residential and industrial. Local streets are not expressly identified on the Land Use/Transportation Diagram.

Freeway Connector

A facility having the primary function of providing access between the arterial street system in the Downtown Core Area and the adjacent freeways (State Route 87 and Highway 280). Such facilities are normally one-way and sometimes function in pairs, or couplets, of two, one-way streets in opposing directions. In one specific case, the portion on North Almaden Boulevard between West Julian Street and West St. John Street on the easterly side of Highway 87, two-way traffic flow is permitted for an interim period, beginning in January, 1999. This traffic pattern should be re-analyzed upon the completion and full operation of the upgrade of Highway 87 to full freeway status to assess whether the two-way function is creating a traffic impact to the Downtown Core Area. If so, the City should eliminate the two-way traffic pattern and return it to one-way.

Rail Line

An exclusive rail right-of-way for the local or regional movement of freight and/or passengers. Heavy rail transit such as BART requires grade separation from the surface street. Light rail transit and diesel-fueled trains, such as CalTrain, do not require grade separation, utilizing the surface street right-of-way.

Contingent Designation

This transportation component consists of an alternate designation/alignment of Bailey Avenue as shown on the Land Use/ Transportation Diagram. The implementation of either designation or alignment may be found consistent with the General Plan.

Bailey Avenue is shown in two alternate alignments between Santa Teresa Boulevard and McKean Road. Affected properties should be required to dedicate and improve streets and/or reserve rights-of-way for both alignments. Either alignment may be selected by the City Council following the certification of a Final EIR. Upon such selection of a preferred alternative, the other alignment will no longer conform to the Land Use/Transportation Diagram and the dedication and improvement or reservation of right-of-way will no longer apply.

Transit System

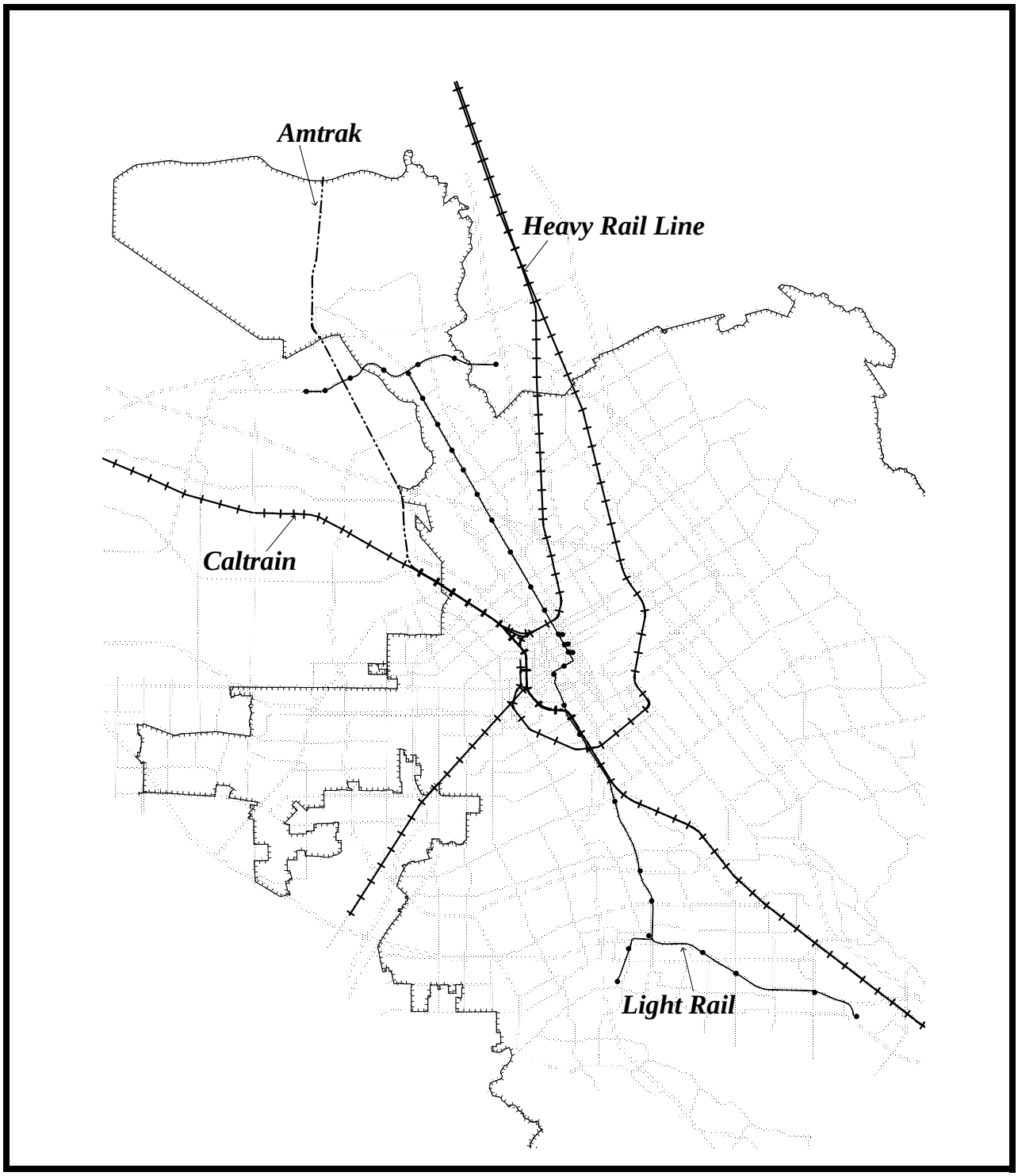
The Transit System consists of the Santa Clara County Transit District System and the CalTrain Peninsula Rail Service. The Santa Clara County System includes bus service and the light rail transit. The bus service, which will include a 750 bus fleet by the year 2000, is comprised of approximately one hundred 150 passenger articulated coaches and over 500 passenger coaches. The Transit District plans to have 600 of these coaches in service during the peak commute hours. In addition to the regularly scheduled service, the Transit District will continue to provide express bus service to high intensity employment centers including the Downtown Core Area, the Civic Center, North San José/Santa Clara industrial areas and Lockheed. The CalTrain service extends from Downtown San José northward to San Francisco, providing access to Peninsula cities. The southerly terminus of the

CalTrain line is planned to extend to Gilroy before the year 2000.

Transportation Systems Management/Transportation Demand Management

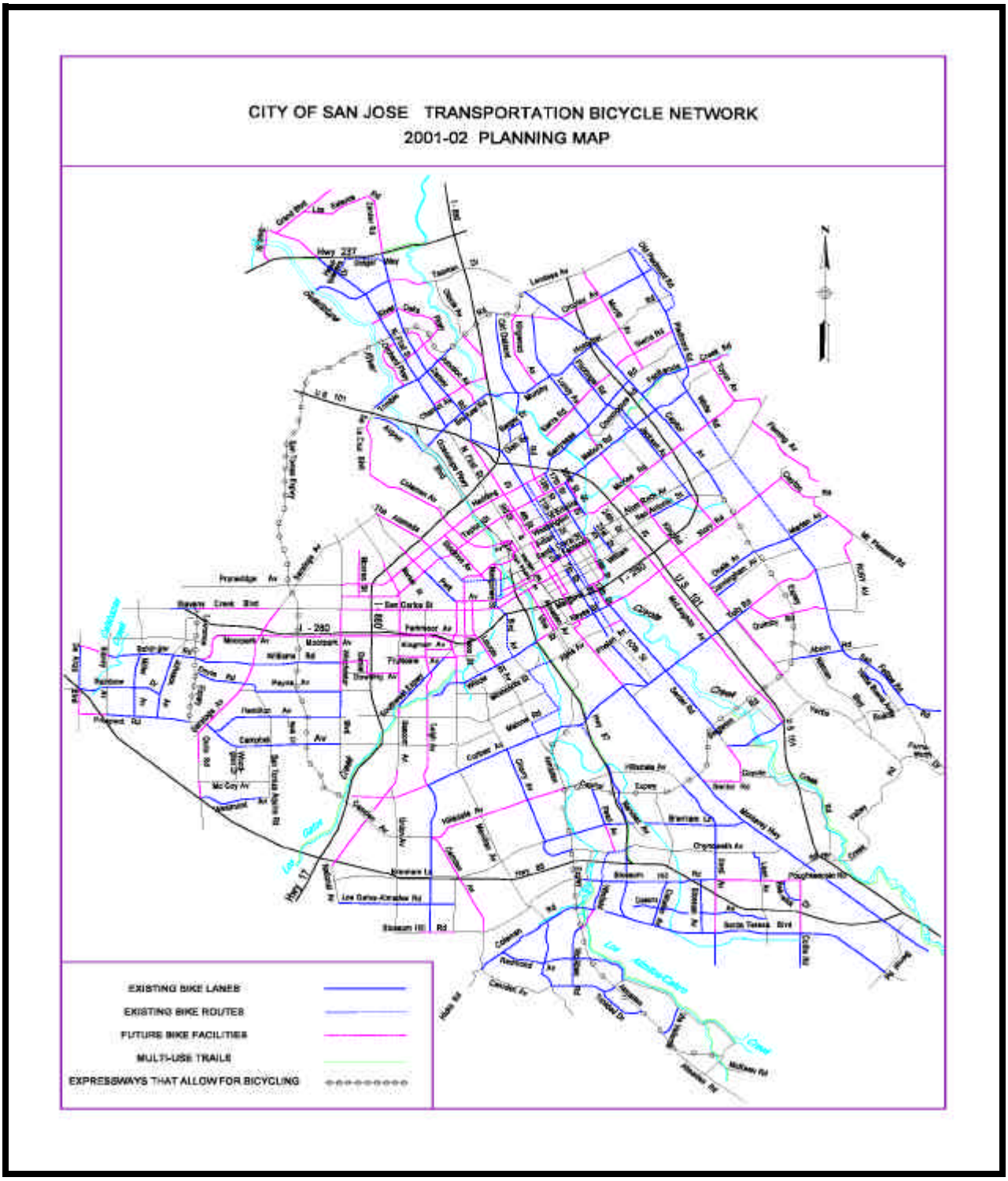
Transportation Systems Management/ Transportation Demand Management (TSM/ TDM) includes a wide variety of measures and techniques, both public and private sector initiated, to improve the efficiency

MAP 14. RAIL TRANSIT DIAGRAM



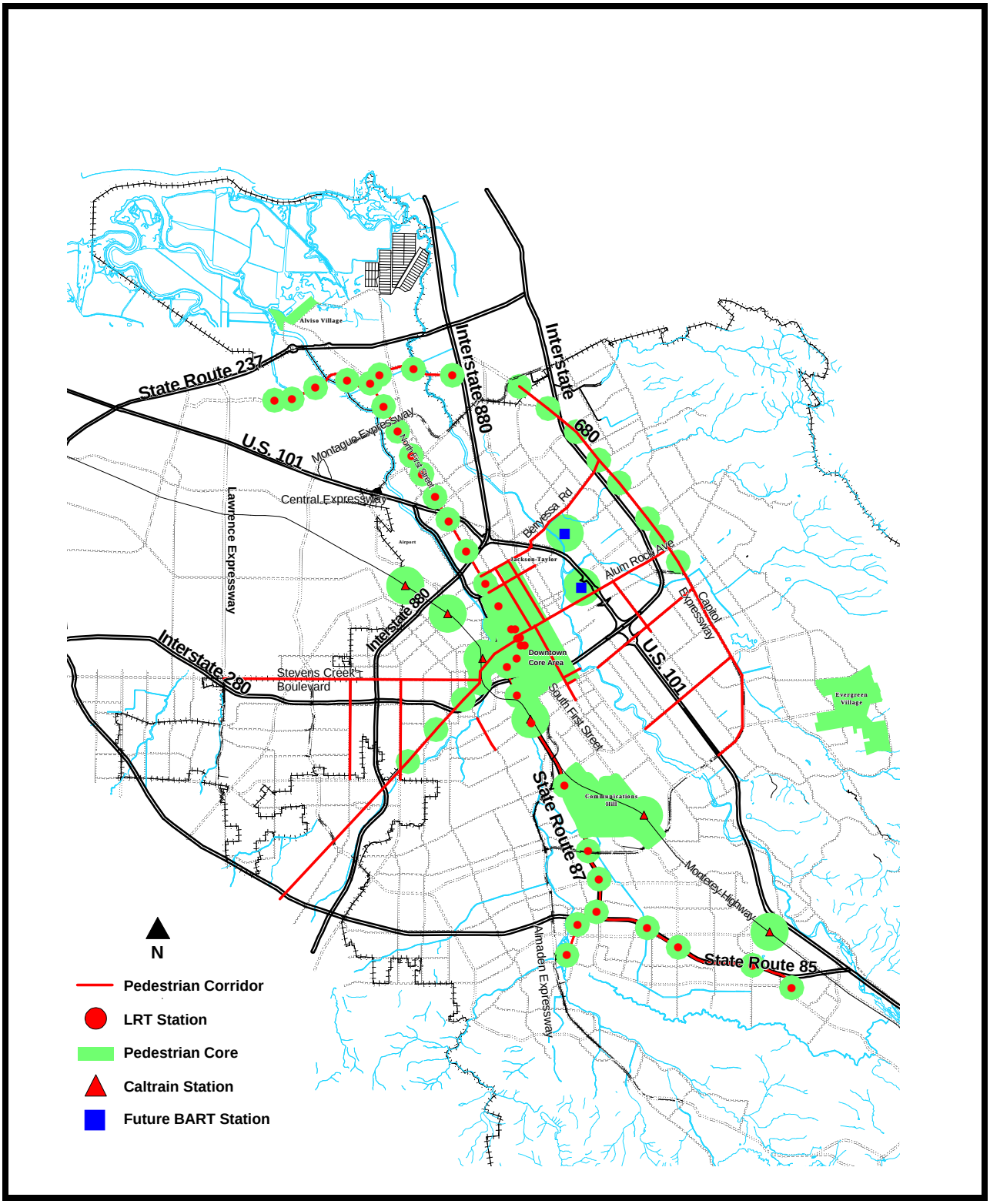
Source: Department of Planning Building and Code Enforcement

Map 15. Transportation Bicycle Network Diagram
Source: Department of Transportation



Source: Department of Planning Building and Code Enforcement

Map 16. Pedestrian Priority Areas



Source: Department of Planning Building and Code Enforcement

and effectiveness of the existing and planned transportation system. Many of these measures are not functionally a part of the transportation system itself, but can be supported and improved through specific programs of the public and/or private sector.

Public sector TSM measures include improvements to intersection signalization systems for better traffic flows, the construction of park and ride lots and High Occupancy Vehicle (HOV) lanes to promote public transit and ridesharing. Other measures include the development of peripheral parking areas with shuttle service into the Downtown area and the development of on-ramp metering to improve the efficiency of area freeways during the peak commute time.

Private sector TDM measures include computer matching programs, vanpool programs and preferred parking for employees who participate in car or vanpool programs, subsidy of transit or shuttles to rail stations, and bicycle parking. Another significant area of Transportation Demand Management consists of employers effecting shifts in peak hour travel by encouraging flexible work hours, staggered work hours or shortened work weeks.

As part of the Golden Triangle Task Force process, a TDM program for participating cities was developed. The program seeks to reduce the peak traffic volume by encouraging transportation alternatives to the single occupant vehicle. The program is discussed in more detail in the Special Strategy Area for the Golden Triangle. The City is actively participating in the countywide effort to support and implement these TDM strategies through its ongoing role in the Santa Clara County Congestion Management Agency.

The Transportation policies in the Services and Facilities section of the General Plan encourage public and private sector TSM/ TDM measures. ■

RAIL TRANSIT DIAGRAM

A significant component of San José's planned transportation system is rail transit. Rail transportation provides an important alternative to passenger vehicles using roadways and is an important means of transporting freight. Rail transit is an efficient and rapid mode of transportation and is considered part of the regional transportation network.

The Rail Transit Diagram delineates existing or approved heavy or light rail lines. As proposed new routes are identified and approved by the appropriate local, regional, State, and Federal agencies, they will be added to the Diagram. In addition, the Diagram specifies the location of rail stations, multimodal stations, and Transit Malls.

The following are the components of the rail transit system as designated on the Rail Transit Diagram at the end of this section:

Heavy Rail

A type of rail transit whose high speeds require an exclusive rail right-of-way. Heavy rail systems can obtain power from an electric third rail (e.g., BART) in which case grade separation from surface streets is necessary. Typically, heavy rail transit is designed for long distance, intercounty travel. Travel speeds can be as high as 80 miles per hour with an electric third rail.

Most of the heavy rail facilities in San José are devoted to railroad freight operations and provide important regional linkages for the producers of manufactured items and other goods to their markets.

Light Rail

A type of rail transit which can be constructed at the surface street level due to an overhead electrical cable system providing power to the rail cars, making a separate right-of-way unnecessary. Light rail lines are intended to be located within the rights-of-way of Land Use/ Transportation Diagram facilities, for the most part. However, engineering or safety requirements may occasionally require the placement of LRT lines in neighborhood streets. Light rail transit can travel at the local posted speed limit or up to 55 miles per hour.

Rail Station

An origin or destination point along the rail route which provides passenger access to residential, employment, retail, service, community, and recreational areas. Parking lots, connections to bus transit lines, and other amenities may be provided at stations.

Multimodal Station

A rail station which either links two or more rail transit systems, such as a connection between light rail and heavy rail routes, or links rail transit with long-distance passenger rail service. Connections to bus transit lines may also be provided.

Transit Mall

As described in the Transportation Diagram section, the Transit Mall includes streets which are improved for high pedestrian use. Light rail transit and bus lines are accommodated within the street right-of-way, facilitating transfers between the two transportation modes. ■

TRANSPORTATION BICYCLE NETWORK DIAGRAM

For many types of trips, bicycling provides an affordable alternative to the automobile. Furthermore, accommodating bicycle travel on the City's roadway system is consistent with the City's goal to reduce automobile emissions and traffic congestion. The Transportation Bicycle Network is a grid pattern of existing and planned bikeways that interconnect residential neighborhoods with employment, recreation, education and transit centers. The Network primarily makes use of arterial, collector and local streets but also includes many of the City's scenic trails and pathways. The Network consists of the following three types of Caltrans designated bikeways:

Bike Paths: Special pathways completely separated from motor vehicle traffic by space or physical barriers. They are usually identified by signs and may also have pavement markings. Bike paths may also be open to pedestrians. Often located along riparian corridors or park chains, Bike Paths can provide bicyclists an alternative to the roadway system.

Bike Lanes: Lanes located on the edge of a roadway identified by "bike lane" signs, special lines, or other pavement markings. Bike lanes are established along streets, through corridors where there is significant bicycle demand.

Bike Routes: Roadways designated as bike routes by "Bike Route" signs. They do not have special lanes for bicycles and bike traffic shares the roadway with motor vehicles. Bike routes serve either to provide continuity to other bicycle facilities or designate preferred routes through high demand corridors.

Pedestrian Priority Areas Diagram

Walking is an important mode of transportation in San José for a wide variety of trips, such as accessing transit, attending school, shopping, visiting parks, and enjoying the outdoors. To accommodate this variety of pedestrian activity, all streets in San José should have sidewalks, street trees, and features to provide a pleasant, safe, and convenient walk, and accessibility to people with disabilities. Development should be oriented to the pedestrian to facilitate increased walking citywide. Pedestrian activity is also planned along the Scenic Routes and Trails, as discussed in the next section.

Some areas of San José already have significant pedestrian activity, such as the Downtown Core and Frame Areas, and Neighborhood Business Districts. Other locations are planned for extensive pedestrian activity to encourage transit ridership, such as the Midtown Planned Community. The Pedestrian Priority Areas Diagram depicts the areas with expected high levels of pedestrian activity. The General Plan, through specific land use designations and/or policy, requires pedestrian friendly development and land uses which best support these pedestrian activity areas. The intent of the Pedestrian Diagram is to encourage and facilitate a physical environment conducive to higher levels of walking. Urban Design and Pedestrian Facilities Policies contained in the General Plan identify design considerations for streets with high pedestrian volumes. The pedestrian Diagram identifies two types of pedestrian facilities:

Pedestrian Corridors: The corridors include the Transit-Oriented Development Corridors and neighborhood shopping streets. The Pedestrian Corridors are intended to increase neighborhood connectivity, and linkages to transit stations or Pedestrian Cores.

Pedestrian Cores: The cores include the Downtown Core and Frame Areas, areas around rail stations, and the Planned Communities of Rincon South, Jackson-Taylor, Midtown, Tamien, and Communications Hill. For light rail stations, the area is defined by a circle with a radius of 2,000 feet. For CalTrain, BART, or other heavy rail stations, the area is defined by a circle with a radius of 3,000 feet.

SCENIC ROUTES AND TRAILS DIAGRAM

San José extends across the Santa Clara Valley floor and enjoys many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City of San José with many scenic and recreational opportunities. The Scenic Routes and Trails Diagram identifies San José's most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

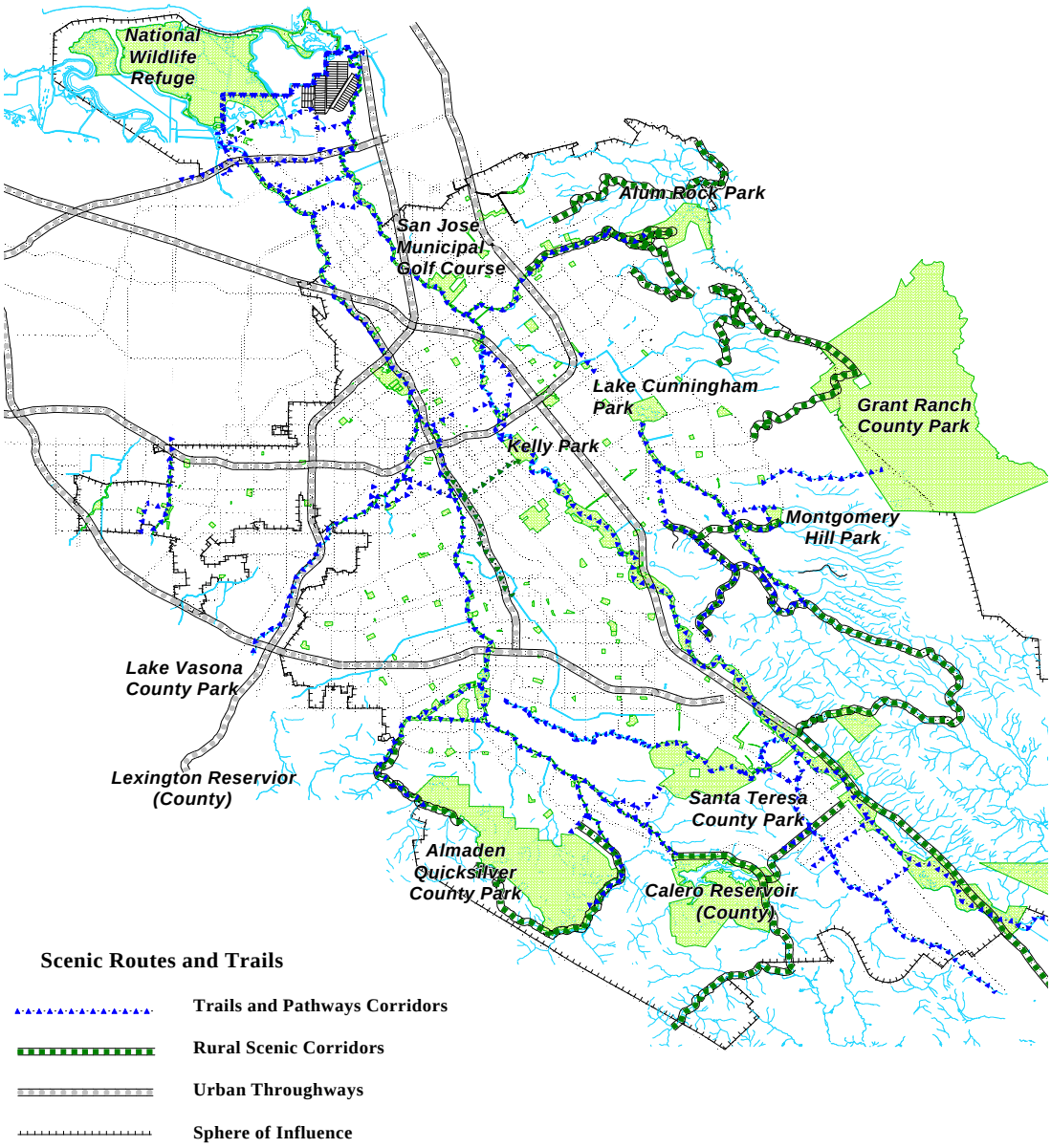
Scenic routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San José and are linear in form. Because these designations strive for many of the same objectives they sometimes overlap and are incorporated into corridors that provide access to both scenic resources and outdoor recreational opportunities.

Scenic Routes

San José possesses outstanding scenic qualities in both its urban and rural communities. These qualities require a

Map 17. Scenic Routes and Trails Diagram

Specific land Use Plan - Adopted 12-8-99



Source: Department of Planning Building and Code Enforcement

consistent plan to preserve and enhance the environment and to provide for convenient access and attractive linkages through and between areas of significant scenic value.

Outstanding scenic areas located throughout the community include expanses of undevelopable land, hillside areas, major parks and urban centers. There is a need to provide physical and visual linkages between such areas. In addition, striking views exist along many major roadways entering the City. Design of these entryways should incorporate attractive landscaping and exceptional architectural qualities.

The integrated system of scenic routes illustrated on the Scenic Routes and Trails Diagram serve four major functions:

- **Pleasure Travel:** Well designed and attractively landscaped roadways, with appropriate separations of movement making travel through and around the City a pleasant experience for its own sake.

- **Access:** Convenient and attractive access from all parts of the City to major urban centers, pastoral rural areas, regional parklands, streamside parks, nature preserves, hillside areas, the Bay and baylands.

- **Environmental Protection:** Designation of corridors along scenic roads to preserve immediate scenic qualities and enrich distant views.

- **Community Image:** Refinement of community image through easily identifiable scenic routes lacing the City and connecting major points of reference and creation of a greater awareness of the City and its environmental heritage.

There are two types of scenic routes designated on the Scenic Routes and Trails Diagram. They are Rural Scenic Corridors and Urban Throughways and are defined as follows:

Rural Scenic Corridors are generally located in rural and open space areas of significant scenic value. There is no precise criteria to delineate the boundaries of Rural Scenic Corridors. However, these Corridors can be defined as the scenic route right-of-way plus the landscape visible on either side of that right-of-way. The presence of outstanding visual resources should also be considered in determining the Rural Scenic Corridor boundary. The visual field, the Scenic Routes and Trails Diagram angle and speed at which certain features come into view and the road design and geometrics are all important factors.

Permitted land uses in Rural Scenic Corridors should be limited to well landscaped campus industrial uses, single-family residences, agriculture, parks, trails, and other open space uses in order to preserve the natural scenic resources. Bridges and other public improvements should blend with the natural terrain.

Signs located within Rural Scenic Corridors should be of a size, height and design that does not restrict or impair the subject view but are the minimum dimensions necessary for identification. Billboards in these rural areas should be discouraged.

In addition to the preservation of the area's viewsheds, view turnouts, rest areas and, where appropriate, picnic facilities could be provided to enhance and develop these corridors to their best potential. The design of these facilities should incorporate safe accessibility and appropriate grade separation from the roadway.

Urban Throughways are also designated as scenic routes on the Scenic Routes and Trails Diagram. This designation includes all the

State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding manmade or natural resources in an urban area also play a part in dtermining the size and location of these throughways.

Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distance views, and will also screen unsightly views or uncharacteristic land uses.

Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.

Attractive and convenient Urban Throughways present a positive image for San José. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San José will be able to promote a positive community image and identity.

Trails and Pathways

San José is an area rich in natural and scenic resources. Many areas of significant natural value surround and traverse the City including the baylands, the mountain ranges and the many streams that flow through the urban area itself. In addition, an extensive system of regional parks and open space preserves are accessible to the residents of San José. They are developed by the City, Santa Clara County, the Midpeninsula Regional Open Space District, the State and the National Wildlife Refuge. These facilities currently provide many existing trails and are focal points for the Countywide trail system.

Two regional trail systems are planned for the Bay Area: 1) the San Francisco Bay Trail, a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays; and, 2) the Bay Area Ridge Trail, a regional system of recreational trail corridors planned to encircle the Bay Area via the surrounding mountain ridges. Portions of the Bay Trail and portions of the short term alignment of the Ridge Trail are already included on the Scenic Routes and Trails Diagram. The City should continue to work with other agencies in the development of a short term alignment for the Ridge Trail connection across North Coyote Valley between the foothills of the Santa Cruz Mountains and the Diablo Range and a long term alignment for the Ridge Trail through the Santa Cruz Mountains and the Diablo Range within the City's Sphere of Influence.

Trails and Pathways Corridors are the interconnecting trail system in the City of San José, providing many important access links to the regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public rights-of-way of the Santa Clara Valley Water District and other agencies. Some rights-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists

will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.

- **Equestrian Trails:** Equestrian trails can be found in the South San José and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

Bicycle Paths: Bicycle paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians. Riparian corridors and levies along the waterways can provide an ideal setting for bicycle paths. An example of an existing bike path is the Coyote Creek Trail. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers. ■

VI. IMPLEMENTATION

The General Plan is not an implementation tool. Rather, the Plan establishes the foundation of information, analysis, conclusions, rationale, goals, objectives and policies which provide guidance and recommendations for future action. Therefore, the Implementation section of the General Plan identifies techniques, strategies, and methods for carrying out the recommendations contained in the Plan. Major City processes independent of the General Plan provide a vehicle for implementation. The major implementation processes described include the Development Review process, the City's Annual Capital Improvement and Budget Programs, the General Plan Annual Review and Special Implementation Programs. Special Implementation Programs already in existence or proposed provide a means to carry out certain objectives of the Plan.

General Plan implementation depends on much more than merely the actions or decisions of municipal government alone. Inter-governmental and private sector decisions and investments also play a major role in implementation. The General Plan is intended to serve a coordinating function for those decisions which affect the physical development of the City.

Several of the major intergovernmental decisions which warrant attention include the Federal Government's funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; the Federal Government's funding of Water Pollution Control Plant improvements, airport approach zone acquisition and the Federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and welfare facilities and services.

The private sector, of course, finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will, on the whole, continue to be. The City, however, is taking an increasingly active role in shaping development decisions to improve the relationship between private development and public facilities, services, and interests. ■

DEVELOPMENT REVIEW PROCESS

The City's Development Review process is a multifaceted one involving the programs of several City departments. This process has the most direct influence on the City's ability to carry out the primary development goals and policies of the General Plan. The Development Review process also implements the land use designations as shown on the Land Use/Transportation Diagram.

The primary elements of the Development Review process include: specific plans, zoning, subdivision, environmental review, annexation, site and architectural review, building permits and citizen participation. In addition, the City Council Level of Service Policies for transportation, sewers and the Water Pollution Control Plant implement those same policies in the General Plan and control the rate and amount of new development which is allowed. The citizen participation component of the Development Review process includes public hearings which are incorporated into all those phases of the Development Review process that involve the issuance of discretionary permits by the City. Community meetings are also a vehicle for public participation and are held whenever warranted by the nature of a project or the level of public interest.

Specific Plans

The specific plan process allows for more detailed planning of a specific geographic area and ensures that the development of this area will proceed according to specific use, design, phasing, and financing provisions tailored to the circumstances of that area. Specific plans may vary in detail ranging from a level of analysis consistent with General Plan review and policy direction to the Planned Development zoning level which contains detailed development standards. Specific plans are used to coordinate the development of properties in a large area under multiple ownerships. This approach helps to avoid the problems associated with piecemeal development and allows property owners and the City to resolve complex development problems in a cooperative manner.

The City Council adopted an ordinance and a policy which establish the procedures for the creation and administration of specific plans as well as the process and criteria for developing specific plans. Both the ordinance and policy identify who may initiate a specific plan, the types of properties or areas that might be suitable for a specific plan, and the nature of the obstacles to be overcome that warrant use of a specific plan as the appropriate planning tool. The process for funding and preparing specific plans is also discussed in both the ordinance and the policy. The specific plan process is complex and requires a substantial commitment of time and of public and/or private funds and, therefore, should be used only when the benefits warrant the cost.

Specific plans are integrated into the General Plan to help ensure consistency with the Major Strategies and Goals and Policies of the Plan and to give General Plan support to the objectives of the specific plan. Specific plans can only be incorporated into the General Plan through the General Plan Amendment process but not necessarily through the General Plan Annual Review process described later in this section. Revisions to adopted specific plans, however, may occur only during the General Plan Annual Review process.

Specific plans are typically incorporated into the General Plan as Planned Residential Communities or Planned Communities. Implementation of specific plans is usually accomplished through the Planned Development zoning process, which is

described below, but specific plans also may be implemented by conventional zoning or a combination of both conventional and Planned Development zoning.

Zoning

The land uses shown on the Land Use/ Transportation Diagram are not, in all cases, reflective of the existing zoning of property. In such cases, the General Plan land use indicates the intent of the City as to what is the appropriate future zoning. As a charter city, the City of San José is exempt from the statutory requirement that zoning be consistent with the General Plan. However, the General Plan and its policies are considered by the City Council in enacting new zoning ordinances and any inconsistency is based on a determination that such zoning furthers the community welfare and will not impair the major objectives and goals of the General Plan.

In general, the Land Use/Transportation Diagram reflects existing land use in the appropriate General Plan land use category. There are two exceptions to this general rule. Because the Land Use/Transportation Diagram is not intended as a parcel by parcel mapping of proposed land use, some small individual parcels are designated the same as the predominant category of land use in the vicinity. Areas of the City that are in transition from one land use to another (such as from agricultural to residential, single-family to multiple-family or residential to industrial/commercial) are designated as the new use. Scattered or mixed land uses in these transitional areas are generally zoned the same as the predominant use. Therefore, in these transition areas, a land use consistent with the predominant existing use is designated on the Land Use/Transportation Diagram instead of the individual existing mixed uses.

The zoning process consists of the rezoning of lands within the incorporated City limits (or the prezoning of property proposed for annexation) from one zoning district to another. The rezoning of property directly implements the land use designations as shown on the Land Use/Transportation Diagram since, by City Council policy, the rezoning of property should ordinarily conform to the General Plan. Zoning applications are reviewed by various City Departments for consistency with City Council and General Plan policy as well as to identify specific public improvements and requirements such as streets, storm and sanitary sewers, fire hydrants and street lights. Review by other public agencies is also incorporated in the zoning process as appropriate.

Zoning changes take two forms; conventional zoning and Planned Development zonings. Conventional zoning districts contained in the City's Zoning Ordinance include a range of allowed land uses, development intensities and standards within the major land use categories: residential, commercial and industrial, together with zoning districts for other land uses such as Agriculture and Open Space. The various ranges of allowed use and development intensity correspond generally to the respective General Plan land use designations, thereby allowing the application of a zoning district to a property which implements the land use intended by the General Plan. The Site Development Permit process is used to implement both the Urban Design and Neighborhood Preservation goals and policies of the Plan.

Planned Development zoning provides the means to tailor such regulations as allowed uses, site intensities and development standards to a particular site. These development standards and other site design issues implement the design standards set forth in the General Plan and design

guidelines adopted by the City Council. This Planned Development zoning process enables the City Council to consider the unique characteristics of a development site and its surroundings to better implement the objectives, goals and policies of the General Plan. The second phase of the Planned Development process, the Planned Development permit, is a combined site/ architectural permit and conditional use permit which implements the approved Planned Development zoning on the property.

Subdivision

The subdivision process directly implements the General Plan by regulating the subdividing of property. The State Subdivision Map Act requires that all subdivisions be consistent with the jurisdiction's General Plan. The subdivision process is the point at which the specific infrastructure improvements are identified for many proposed projects.

Site Development

The Site Development permit process requires site and architectural review of all new development and redevelopment in the conventional zoning districts with the exception of single family residential uses. The Site Development permit process implements both the appropriate zoning district development restrictions as well as appropriate General Plan policies. Design guidelines, adopted by the City Council, provide specific design standards for architectural and site review.

In addition to the Site Development permit, an Historic Preservation permit is required for modifications to a designated Historic Landmark structure. This permit process fosters the implementation of the Historic Preservation goals and policies of the General Plan.

Annexations

The Annexation process furthers the Plan's Urban Development goals and policies by controlling the incorporation of land within the City's municipal boundary. This process has major implications for both the City and the affected properties, since annexation signifies the acceptance by the City of the responsibility to provide the wide range of necessary municipal facilities and services.

Environmental Clearance

The City's Environmental Clearance process which is mandated by the California Environmental Quality Act (CEQA), plays a crucial role in the implementation of many policy areas of the General Plan. The Environmental Clearance Ordinance, adopted by the City Council in compliance with CEQA, requires environmental clearance of all discretionary permits issued by the City, most public works projects, and all amendments proposed for the General Plan itself. The Annual Review process has deadlines for the submittal of required environmental documentation. Administrative Draft Environmental Impact Reports for amendment requests must be submitted on or before June 1st. Technical reports (such as traffic reports) which are required to complete an initial study must be submitted no later than August 1st.

When potentially significant environmental effects of a project are identified, the preparation of an Environmental Impact Report is required in order to analyze in depth those impacts and to develop mitigation measures which can be incorporated into the project to minimize or avoid them. Many of the General Plan's goals and policies are implemented through

this process, particularly those dealing with the avoidance of natural hazards and the preservation of natural, historical, archaeological and cultural resources.

The Environmental Clearance process also facilitates the implementation of the Facilities and Services goals and policies of the General Plan. The review of proposed development includes the analysis of the project's compliance with the Plan's Level of service policies for transportation, sanitary sewer and Water Pollution Control Plant capacity.

A second manner in which the Environmental Clearance process aids in the furtherance of the Plan's Facilities and Services policies is through the review required for proposed public works capital improvement projects. All such projects must be identified in the Capital Improvement Program and should be consistent with the General Plan. These criteria are verified through the identification of the nature, scope and intent of the proposed project in the environmental document.

Level of Service Policies

The General Plan Facilities and Services goals and policies specify minimum acceptable standards of performance or "levels of service" for the City's critical infrastructure systems: transportation, sanitary sewers and the Water Pollution Control Plant. These policies play a key role in maintaining the quality of life in San José and in the implementation of the Plan's Growth Management Strategy which encourages infill development that can be more efficiently served by existing facilities and resources; and which places strict controls on outward urban expansion due in large part to the significant expense involved in developing new and expanded facilities and service systems to serve such areas. The City Council Policy Manual provides detailed information regarding the implementation of the Level of Service policies.

Building Permits

The Building Permit process is the final phase in the Development Review process. Building permits are ministerial in nature, requiring no public hearing or review process. Building permits implement the approved site and architectural design for a project, as required by either the Site Development or Planned Development permit processes.

The Building Permit process also implements the Natural Hazards and Safety goals and policies of the General Plan by requiring compliance with the Uniform Building Code standards for building design. The City also enforces a Dangerous Buildings Ordinance which requires the repair or demolition of buildings found to be structurally unsafe. A Geologic Hazards Clearance is required for construction projects located in areas with potentially sensitive or hazardous geological conditions, such as the hillsides.

Citizen Participation

The Plan's Community Identity policies encourage residents to take part in local government decision-making. One vehicle for such participation is the public hearing process.

All phases of the Development Review process, with the exception of Building Permits, include public hearings and noticing requirements as a component of the process. Public hearings are held before both the Planning Commission and City Council on specific plans and zoning applications. The City Council also considers all annexation

requests. The City's Environmental Clearance Ordinance requires a public hearing before the Planning Commission on all Environmental Impact Reports prepared by the City. The Environmental Clearance process also provides for the noticing of the findings of the City regarding the environmental effects of certain projects and allows for public scrutiny of these findings. Public hearings are also conducted by the Director of Planning on all Site Development and Planned Development permit applications.

In addition to public hearings, opportunities for public participation in the planning process are provided through community meetings during the Annual Review of the General Plan and for other projects that warrant such attention. Members of the public often participate as community representatives on task forces or committees that consider specific plans or other projects of broad community interest. Special study meetings, such as task force meetings, provide a public forum for all persons interested in the study topic.

Finally, the City encourages developers to consult with neighborhood groups early in the development review process to resolve potential differences before the public hearing process begins. ■

CAPITAL IMPROVEMENT PROGRAM

Construction of public facilities and infrastructure is an important link between the development of the City and the implementation of the General Plan. The City's Five Year Capital Improvement Program (C.I.P.) itemizes specific improvements and indicates the schedule and anticipated funding for them. Based on an annual review of the C.I.P., priority capital improvement projects to serve existing or planned urban development are identified. The Annual Capital Improvement Budget is then adopted to implement these priority projects. In this way, the C.I.P. serves as a financial planning document as well as a physical planning document. It permits the construction of improvements to occur in a logical order which prevents unnecessary duplication, and it allows the construction of a single project to be scheduled over more than one year. For example, scheduling street improvements to follow installation of sewers and water mains is more efficient and more likely to avoid conflicts than scheduling these improvements independently.

The Five-Year Capital Improvement Program enables the implementation of the City's fiscal policies in a manner which is consistent with the goals and policies of the General Plan. For example, to implement the General Plan goal to increase economic development, the C.I.P. can identify those public improvements which are most likely to maintain and attract industry. To implement the City's Greenline strategy, City purchase of key parcels to assure preservation of larger open space areas may be proposed. The C.I.P. can also be used to implement growth strategies in the General Plan by locating and programming public facilities and infrastructure in areas where development is planned and by delaying improvements in areas where development is

restricted. Finally, by stipulating land uses and densities, the General Plan provides the basis for the design and capacity of public facilities necessary to meet the community's future infrastructure needs. ■

DEVELOPMENT FEES, TAXES AND IMPROVEMENT REQUIREMENTS

New growth and development add to the service and facility requirements of the City and other public agencies. Additional demand for ongoing services is financed by the operating revenues paid by new as well as existing development. However, the fiscal burden of the new facilities necessary in order to deliver City services to new development is beyond the capacity of normal municipal revenues. In recognition of this fact, the Services and Facilities policies state that the capital and facility needs generated by new development should be financed by new development. The City implements this policy in three ways:

1. New development is required to construct and dedicate to the City all public improvements directly attributable to the site. This includes neighborhood or community parks and recreation facilities, sewer extensions, sewer laterals, street improvements, sidewalks, street lighting, fire hydrants and the like. In the implementation of the level of service policies for transportation and sanitary sewers and neighborhood and community parks, development is required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded, and dedicate land, pay an in-lieu fee or finance improvements for parks and recreation needs which would result from the development.
2. To finance the construction and improvement of facilities and infrastructure systems for which the demand for capacity cannot be attributed to a particular development, the City imposes a series of taxes through which new growth collectively finances these facilities and systems. These taxes are over and above cost-recovery fees charged for

processing and reviewing applications for development approvals and permits. Examples of development taxes include:

- The Construction Tax and the Conveyance Tax (the latter paid in connection with any transfer of real property, not just new development) provide revenue for parks, libraries, library book stock, fire stations, maintenance yards and communications equipment.

- The Building and Structures Tax and the Commercial/Residential/ Mobilehome Park Tax provide revenue for the construction of the major street network.

- Connection Fees provide revenue for the construction of storm sewers, sanitary sewers and expansions of sewage treatment capacity at the Water Pollution Control Plant.

- These fees and taxes may need to be adjusted from time to time to reflect changing costs and new requirements. Additionally, new fees or taxes may need to be imposed to finance other capital and facility needs generated by growth.

3. A variety of techniques may be used by the City to advance funds for construction of facilities and infrastructure necessitated by new development. These techniques may include assessment districts and agreements or other methods by which the City requires reimbursement of funds advanced. The City may provide for deferral of assessment payments in certain circumstances to encourage particular parcels to remain undeveloped or underdeveloped. ■

REDEVELOPMENT

The City provides significant incentives for economic development through the designation of Redevelopment Areas within which the City's Redevelopment Agency provides funding for the construction of the major infrastructure necessary to support commercial and industrial development. The resulting economic development, in turn, provides both new jobs and increased tax revenues which support the provision of City services for all residents. Through this process, a wide range of General Plan goals and policies are furthered, including increases in economic development, Downtown revitalization, and the provision of adequate services and facilities. The City's redevelopment projects include industrial redevelopment areas in North San José, Central and South San José. In addition, there are several different redevelopment areas in the Downtown Core designed to support the revitalization of blighted areas and generate new office, retail, hotel and convention facilities.

The tax increment financing technique established by California Redevelopment Law is utilized to freeze the property tax rate within the proposed area at its existing level when the redevelopment area is formed. Thereafter, increases in the property tax revenues generated by increased assessments on land and improvements within the designated area accrue to the Redevelopment Agency.

There are two ways in which the tax increment revenues are used to directly benefit the greater community. First, State Redevelopment Law requires that 20% of all tax increment revenues be set aside for the construction of low and moderate income housing. This housing may be constructed within or outside of the Redevelopment areas and is one of the major sources of funding to implement the General

Plan's Housing goals and policies as well as the housing programs contained in this section. The second manner in which redevelopment revenue can be used to benefit the community is through the funding of various infrastructure improvements outside of the designated redevelopment areas but which directly support economic development within the area. ■

CENTRAL INCENTIVE ZONE

The City has established a Central Incentive Zone designed to attract economic and residential development to the Downtown area, beyond the boundaries of the formal redevelopment areas. Developers of projects inside the approximately five square mile zone receive significant one-time construction tax exemptions from the City. The taxes are suspended for qualifying commercial and industrial projects and residential developments of dwellings with four units or more. The exempted taxes include: 1) Construction Tax, 2) Residential Construction Tax, 3) Building and Structures Tax, and 4) Commercial/ Residential/ Mobilehome Park Building Tax. The tax exemptions do not apply only to new construction, and, as a result, a number of valuable historic structures in the Downtown are being rehabilitated to take advantage of the incentives offered by the City. ■

HOUSING

In the development of the Land Use/ Transportation Diagram, those residential and housing goals and policies having spatial or locational dimensions were considered and are, to a large extent, implemented by land use designations and through the process of reviewing development proposals. Other housing goals and policies cannot be effectuated through land use decisions and require program responses as outlined in the following sections.

Quantified objectives for housing programs are for the revised time frame of the Housing Element (January 1, 1999 through June 30, 2006) rather than the 1994-2020 time frame of the General Plan. These objectives reflect the Consolidated Plan timetable mandated by the Federal Government (fiscal years 1999/ 2000 through 2004/05).

The following discussion is integrally linked with the goals and policies stated in this Plan. The implementation of the housing and other related goals and policies occurs through the development review process, as described earlier in this chapter. Technical information regarding housing issues in San José is provided in Appendix C (Housing) which also includes a detailed description of the housing programs listed below.

Summary of Housing Needs Analysis

In support of the 1999-2006 update of the Housing Element, the City applied available data to build on previous updates. The conclusions of the update indicate a continuation of the trends identified five years earlier. Housing costs remain high in San José and the County as a whole, relative to the State. According to available 1990 Census information, the median value of a home in San José was in the 250,000-300,000 dollar range. In January 2000, the average sale price for a home in San Jose was $450,000 (San Jose Real Estate Board). Clearly such high prices, coupled with high financing costs, can severely constrain the ability of even moderate income families and households to purchase a home. Because of spatial correlations between housing cost and employment centers, the spiraling of prices has also caused an even longer commute time for many households searching for cheaper housing both inside and outside of

the region. Such commutes impact the transportation network and degrade the environment.

San Jose's population grew from 782,248 in 1990 to 923,591 in 2000 - an increase of 141,343 residents. The City of San José includes over half of the county's population has grown slightly faster than the county as a whole over the past decade, and accounts for 72.8% of the residential growth in the county. During the last decade the City's population increased 18% while the county's increased by 17%. This growth is expected to continue into the next decade but at a much slower rate.

The size of households has increased from 2.96 persons per household (PPH) in 1980 to 3.08 PPH in 1990 and 3.27 PPH in 2000 (Department of Finance). This increase is partially due to the increase in the number of larger families, as well as rising housing costs. According to the 1990 Census, the proportion of overcrowded dwelling units more than doubled between 1980 (6.8%) to 1990 (14.9%) with a higher percentage of renters living in overcrowded conditions than owners. As greater numbers of families and households are unable to enter the ownership housing market, they turn to the rental market. The tight housing market has caused vacancy rates to range between 1.0% and 3.5% over the last decade. In addition, 16,592 multiple-family units were constructed between 1990 and 1999 reflecting the continued demand for rental units.

In 1990, the City identified 55,410 low income households, out of a total of 251,050 households citywide, which are in need of housing assistance because of living conditions, housing conditions, or housing costs. Of the 55,410 households in need, 16,417 are in owner-occupied units and 38,993 are in rental units.

Under State law, the Association of Bay Area Governments (ABAG) determines the fair share allocation of housing need for all Bay Area communities. For San Jose, the housing need is 26,114 dwelling units between January 1999 and June 2006. Of this number, 5,337 are needed for very low income households, 2,364 for low income households, 7,086 for moderate income households and 11,327 for above moderate income households.

Determining an Appropriate Program Response

The City of San José has traditionally provided the bulk of housing in Santa Clara County with a large range in price variation including the largest number of affordable units. According to the San José Real Estate Board, the median price for ownership housing in San José in 1990 was the second lowest in the county. The needs analysis contained in the Housing Appendix, however, clearly indicates a large and complex housing need which exceeds the resources of the City to meet.

In determining an appropriate program response, the City seeks to maximize its resources towards the area of greatest need and to utilize available State and Federal programs. Recently, however, Federal and State resources which address housing needs have diminished, while needs have increased, particularly for low income rental apartments.

In order to implement the City's housing programs more effectively, the City Council consolidated the Housing and Neighborhood Development Division of the Department of Neighborhood Preservation with the Housing Development section of the Redevelopment Agency in the fall of 1987 and created the Housing Department. A Mayor's Task Force on Housing was created

to develop housing policies to guide the City in addressing affordable housing needs. A comprehensive Housing Needs Assessment was prepared by a consultant and reviewed by the Task Force; together with input from the community, the Housing Needs Assessment formed the basis for the five-year Housing Program. The Mayor's Final Report outlines the following City housing policy goals:

> **Goal 1:** Increase the supply of affordable housing, preserve the housing stock and reduce the cost of developing affordable housing.
>
> **Goal 2:** Utilize available resources to address priority needs for housing.
>
> **Goal 3:** Increase the funds available for the preservation and development of affordable housing.
>
> **Goal 4:** Disperse low income housing throughout the City to avoid concentrations of low income households and to encourage racial and economic integration.
>
> **Goal 5:** Encourage greater involvement of public and private sectors to increase and preserve the stock of affordable housing in San José.

Based on these policy goals, a series of recommendations was made relating to land use planning, site acquisition, residential development tax exemptions, Single Room Occupancy housing, the conversion of assisted units to market rate rentals, long-term affordability requirements, targeting of funds by income level and need for new or rehabilitated housing, development policies for rental and ownership housing, last resort housing and other issues.

The City has systematically addressed these issues and has implemented the individual recommendations outlined in the Final Report. These goals continue to shape the program directions implemented as a part of the City's Consolidated Plan.

The Housing Assistance Program objectives outlined below include the City's funding resources (numerically identified in the text) as well as available Federal and State monies. Because of uncertainties in dollar projections and recent legislative action at the Federal level, these objectives can only be considered as numerical representations of what the City anticipates can be achieved for low and moderate income housing.

The housing program objectives set forth below represent the results of a number of analyses. The construction activity projections are based on the City's annual construction activity forecasts used in the development of the Capital Improvement Program.

The other program objectives are based on: 1) the City's experience with affordable housing programs which will be monitored annually and updated in conjunction with the Consolidated Plan goal setting process; 2) the rates of success in implementing the Housing Element program goals incorporated into the General Plan in 1978, 1981, 1983, 1984, 1988, 1989, and 1994; and, 3) State and Federal Government funding resources available to the City. The objectives for the "Additional Programs" listed on pages 257-259 are based on the need to promote additional housing opportunities and to expand existing programs.

Housing Assistance Program Objectives

Construction Activity Projections

The City of San José has projected a total dwelling unit production of approximately

24,700 units for the January 1999- June 2006 time frame of the Housing Element. These figures assume an average of 3,800 new building permits approved each year, reflecting the recent trend of housing construction in San José. The City projects approximately 7,300 units of affordable housing production for the fiscal year 2000/ 01 - 2005/06 time frame. Between January 1999 and June 2000, approximately 1,400 affordable housing units were produced.

Local Assisted Housing Programs Objectives

The City of San José's very low, low and moderate income housing goals for the 2000/ 01-2005/06 Consolidated Plan are summarized on Figure 21and 22 (see next page). In addition to the five-year housing production goals shown in Figure 21, the City has goals for the conservation of existing affordable housing units. For example, there are 10,815 mobilehome units in San José as of 1999 and all but about 200 of these units are located on sites zoned T-M (Mobilehome Park District) or are under a Planned Development zoning which allows only mobilehome parks as a permitted use. These zoning districts are designed to encourage the preservation of mobilehome parks and give them some continued protection from speculative conversion to other units during the 1999-2006 planning period because of the increased stability provided for mobilehome parks through these zoning districts.

Figure 21 indicates that the goals for new construction of assisted housing units includes the acquisition/rehabilitation of "at-risk" units (federally assisted rental units that could be converted to market rate rents). The City's Housing Department will use a variety of programs identified in the Housing Appendix to conserve these units. The City's maximum goal is to conserve all of the 2,662 1,551 units identified by the Housing Department as "at-risk" of conversion. Figure 22 breaks down the production goals according to income levels for identified priority groups.

Figure 21. Proposed Five-Year Production Goals 2000-2005

Income Groups	Unit Goals	New Construction	Rehabilitation	Conservation/ Preservation
Extremely Low/ Very Low Income	4,516	950	900	2,666
Low Income	1,743	1,368	375	0
Moderate Income	1,046	821	225	0
Total:	7,305	3,139	1,500	2,666

Figure 22. Production Goals Based on Income and Priority Groups

Priority Group	Income Group	Unit Goal
Renter Households		
Small Family Households	Extremely Low Income	101
	Very Low Income	1,527
	Low Income	624
Large Family Households	Extremely Low Income	72
	Very Low Income	1,060
	Low Income	349
Elderly Households	Extremely Low Income	53
	Very Low Income	420
	Low Income	97
Other Households	Extremely Low Income	61
	Very Low Income	582
	Low Income	412
Owner Households	Extremely Low Income	113
	Very Low Income	563
	Low Income	291
Special Populations	Extremely Low, Very Low and Low Income	799
Total Goal		**7,124**

Source: Department of Housing Consolidated Plan, 2000-2005

Existing and New Programs

The following actions will be taken in implementing the goals of the City of San José's Five-Year Housing Strategy:

The Use of the City's 20% Redevelopment Housing Fund

Under the requirements of California Community Redevelopment Law, as provided in Section 33334.2 of the Health and Safety Code, 20% of the tax increment funds from merged, amended, or newly created redevelopment areas utilizing tax increment financing must be set aside for housing purposes for low and moderate income households. These funds may be used for a variety of purposes such as land or building acquisition, construction financing, subsidies, land improvements, development of plans and paying the principal or interest on bonds and loans. Within the next five years, the City will leverage its local resources by borrowing up to $150 million dollars in the capital markets, via either tax-exempt or taxable bonds. Of these funds, up to fifteen percent will be allocated for moderate-income housing, up to twenty-five percent for low income housing, and a minimum of sixty percent for very low income housing.

Tax Allocation Bonds

During the next five years (fiscal years 2000/01 to 2005/06) the City will augment its local funding resources by borrowing up to $150 million in the capital markets using either tax exempt or taxable bonds, or borrowing on lines of credit. The Redevelopment Agency's Capital Budget and 1999/00-2004/05 Capital Improvement Program indicate a total of $57.3 million of the 80% Tax Increment Fund being diverted to the Housing Department as supplemental funding for affordable housing. This supplemental funding is reserved for financing housing units affordable to households at up to 30% of median income (known as Extremely Low Income, or ELI).

Community Development Block Grant Funding

All Community Development Block Grants (CDBG) must benefit low and moderate income persons or contribute to the elimination and prevention of slums. San José will use CDBG funds in the following programs:

- San José's Housing Rehabilitation Program is expected to provide financing for the rehabilitation of from an estimated 2,000 substandard housing units in specified target areas, over a five-year period, for lower-income households. These loans will be financed on a Citywide basis under the City's loan and grant programs.

- The funding of the Home Access Program will provide approximately 300 home improvement loans to low income, elderly, and disabled residents of the City.

- The Weatherization Program is projected to improve a minimum of 1,500 housing units.

- The Handy Workers Program is projected to provide home repair services to a minimum of 350 elderly or disabled persons.

- In addition the City's CDBG resources will continue to fund programs that help fulfill the goal of housing dispersion and production depending on resources and a yearly evaluation.

Figure 23. Housing Programs

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
Housing Policy #12, Conservation and Rehabilitation Extension of mortgage credit for rehabilitation loans by private sector lending institutions should be fostered.	Continue to provide investors in low income housing the use of tax credits to reduce their federal and state income taxes.	Ongoing; 2-3 projects annually	Department of Housing	Low Income Housing Tax Credits (LIHTC)
Housing Policy #14, Low/ Moderate Income Housing - The City should stimulate the production of very low-, low- and moderate-income housing by appropriately utilizing State and Federal grant and loan programs, City Redevelopment 20% tax increment funds, mortgage revenue bonds, and such other local programs authorized by law.	Continue to provide tax-exempt financing for construction and acquisition/rehabilitation of rental projects in which a minimum of 20% of the units must be very low-income or a minimum of 40% of the units must be low-income. **Outcomes:** FY 2000-01, 8 projects/ 735 affordable units were funded	Ongoing; 10 projects/800 affordable units annually	Department of Housing	California Debt Limit Allocation Committee; Tax-Exempt Mortgage Revenue Bonds
	Continue to provide funding for rehabilitation, new construction financing and non-profit capacity building **Outcomes:** FY 2000-01, funded the construction of 132 very-low income and 303 extremely low-income units	Ongoing	Department of Housing	HOME Program Funds
	Continue to provide grants for renovation or conversion of buildings for use as emergency shelters for homeless and provision of essential services to the homeless **Outcomes:** FY 2000-01, the City received $443,000 in funding, which was allocated to 13 non-profit organizations.	Ongoing	Department of Housing	Emergency Shelter Grants Program
	Continue to provide construction financing for single-family units and permanent financing for multi-family units **Outcomes:** Between 1996-2001, CHFA funding was used to fund 1,105 low-and very low-income units.	Ongoing	Department of Housing	California Housing Finance Agency (CHFA)

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
Housing Policy #15, Low/ Moderate Income Housing - The City should foster the production of housing to serve the "starter" housing market through mortgage revenue bonds, Mortgage Credit Certificates and other low and moderate-income housing programs.	Continue to provide funding to low- and very-low income households to become or remain homeowners through three types of assistance.	Ongoing	Department of Housing	Call HOME Program
	Continue to provide deferred payment home loans to assist San Jose public school teachers . The City provides deferred payment loans up to $40,000. The funds are combined with borrower funds, private lender loans and assistance from other agencies to enhance to teacher's ability to buy a home in San Jose. **Outcomes:** As of October 2001, 163 teachers were assisted.	Ongoing	Department of Housing	Low-and-Moderate Income Housing Fund
Housing Policy #29, Administrative - The City should, as a matter of policy, support legislation at the State and Federal levels that: (1) furthers the City's objective of conserving and rehabilitating the existing housing stock, (2) provides for the greatest local autonomy in the administration of State and Federal housing programs, (3) encourages and facilitates private sector investment in housing affordable to households of extremely-low, very low-, low- and moderate-income, particularly rental housing, and (4) encourages the production of low-cost housing for families with children.	Research legislation to amend features of the CalHOME program in order to be more useful in San Jose.	Ongoing	Department of Housing	Low-and-Moderate Income Housing Fund
	Consider supporting legislation to expedite the process of making State-owned surplus land available for affordable housing development. **Outcomes:** Five sites are in the acquisition process	Ongoing	Department of Housing	Low-and-Moderate Income Housing Fund

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
Housing Policy #23, Rental Housing Supply Construction of new affordable rental housing units should be fostered by incentives which include the leveraging of local, state and new federal funds.	Continue to provide funding for rehabilitation, new construction, and rental projects for group homes, independent living and care facilities **Outcomes:** Since 1990, San Jose has funded only one Section 811 project (Casa de los Amigos SRO).	Ongoing	Department of Housing	Section 811: Supportive Housing for Persons with Disabilities
	Continue to provide rehabilitation and new construction financing for rental projects **Outcomes:** Since 1990, San jose has funded three Section 202 projects (Jardines Paloma Blanca, Girasol, Golondrinas)	Ongoing	Department of Housing	Section 202
Housing Policy #1, Distribution - The City encourages a variety and mix in housing types to provide adequate choices for housing to persons of all income levels in Sam Jose. Where appropriate, implementation of this policy in large-scale development projects should be considered.	Research opportunities for property acquisition of public-agency surplus land on a project-by-project basis	Ongoing	Department of Housing	Low-and-Moderate Income Housing Fund
Housing Policy #14, Low/ Moderate Income Housing - The City should stimulate the production of very low-, low- and moderate-income housing by appropriately utilizing State and Federal grant and loan programs, City Redevelopment 20% tax increment funds, mortgage revenue bonds, and such other local programs authorized by law.	Continue to examine the feasibility of obtaining new sources of funding and leveraging of existing public funds for low and moderate income housing.	Ongoing	Department of Housing	Low-and-Moderate Income Housing Fund

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
Housing Policy #15, Low/ Moderate Income Housing - The City should foster the production of housing to serve the "starter" housing market through mortgage revenue bonds, Mortgage Credit Certificates and other low and moderate-income housing programs.	**Outcomes:** On June 21, 2001, the City Council committed to establishing a task force that will focus on identifying new sources of funding for affordable housing.	June 2001	City Council	Low-and Moderate Income Housing Fund
	Outcomes: The Department of Housing retained a consultant to complete a study outlining several alternative sources that may be utilized in the future years for affordable housing. The study was completed in November 2001.	November 2001	Department of Housing	
	Continue to provide assistance , including information on the availability, price and location of comparable housing, relocation payments and other referral and counseling services **Outcome:** New development in the downtown has resulted in over 200 households being successfully relocated - of that, 12 households were able to become first-time homebuyers.	Ongoing	City and Redevelopment Agency	Tax Increment Financing
	Using the Redevelopment Agency's 20% Set-Aside monies, continue to provide affordable housing	Ongoing	Redevelopment Agency, Department of Housing	Tax Increment Financing
Balanced Community Policy #2 - Varied residential densities, housing types, styles, and tenure opportunities should be equitably and appropriately distributed through the community and integrated with the transportation systems, including roads, bicycle and pedestrian facilities. Higher densities are encouraged near passenger rail lines and other major transportation facilities to support the use of public transit.	Housing Opportunity Study (HOS) - Identify vacant and underutilized sites within San Jose's Transit-Oriented Development Corridors to facilitate higher density and mixed-use development opportunities - propose General Plan amendments and rezoning program	June 2003	Department of Planning, Building and Code Enforcement	General Fund

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
Residential Land Use Policy #22 - High density residential and mixed residential/commercial development located along transit corridors should be designed to: Create a pleasant walking environment to encourage pedestrian activity, particularly to the nearest transit stop; maximize transit usage; allow residents to conduct routine errands close to their residence; integrate with surrounding uses to become a part of the neighborhood rather than an isolated project; use architectural elements or themes from the surrounding neighborhood; ensure that building scale does not overwhelm the neighborhood.	Identify HOS III sites within the southern portion of the Capitol Avenue/Expressway and Winchester TOD Corridors and other infill opportunities in the City	June 2003	Department of Planning, Building and Code Enforcement	General Fund
Residential Land Use Policy # 3 - Higher residential densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the light rail transit stations and along bus transit routes are preferable for higher density housing. There are a variety of strategies and policies in the General Plan that encourages the construction of high density housing and supportive mixed uses. For example, the Housing Initiative and Transit-Oriented Development Corridor Special Strategy Areas encourage high density housing and mixed use development in close proximity to existing and planned transit routes. In addition, residential development located within 2,000 feet of a planned or existing rail station should occur at the upper end of the allowed density ranges and should typically be at least 25 DU/AC unless the maximum density allowed by the existing land use designation is less than 25 DU/AC.	Complete rezoning of HOS III sites	June 2003	Department of Planning, Building and Code Enforcement	General Fund
	Complete Transit-Oriented Development guidelines to assist the development community	June 2003	Department of Planning, Building and Code Enforcement	General Fund

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
	Outcomes: In February 2001, the City Council approved General Plan amendments on 14 sites as part of the Housing Opportunity Study - Phase I. The change is land use designations yields approximately 5,000 units above existing General Plan designations.	February 2001	Department of Planning, Building and Code Enforcement	General Fund
	Outcomes: Phase II of the HOS is currently in process. Nine sites have been identified along the Santa Clara Street/Alum Rock Avenue and West San Carlos Street/Stevens Creek Boulevard TOD Corridors. Four sites were approved by the City Council in May 2002, yielding approximately 2,200 units above existing General Plan land use designations. The remainder of the sites is anticipated to be heard by the City Council in December 2002.	December 2002	Department of Planning, Building and Code Enforcement	General Fund
	Review and evaluate development controls and regulations, development and building standards, development policies and processing procedures to ensure that they are consistent with and are effectively implementing the Housing and other policies of this Plan			
	Evaluate the Development Review Process through the Process Improvement Team	Ongoing	Department of Planning, Building and Code Enforcement	General Fund
	Evaluate the Discretionary Alternate Use Policies for use in the conventional zoning districts	2003	Department of Planning, Building and Code Enforcement	General Fund
	Review and update the Residential Design Guidelines	2003	Department of Planning, Building and Code Enforcement	General Fund
	Evaluate the General Plan amendment multiple cycle process	December 2002	Department of Planning, Building and Code Enforcement	General Fund
	Continue to meet convene Developer's Roundtable meetings to disseminate information and receive feedback	Ongoing	Department of Planning, Building and Code Enforcement	General Fund

HOUSING PROGRAMS				
Housing Policies	**Implementation Programs**	**Time Frame**	**Responsible Bodies**	**Funding Source**
	Update the Level of Service Policy to account for various modes of transportation	2003	Department of Planning, Building and Code Enforcement	General Fund
	Review and modify the Zoning Ordinance, specifically the multi-family zoning districts to allow for higher density projects	2003	Department of Planning, Building and Code Enforcement	General Fund
	Review the Reasonable Accommodation section of the Municipal Code to ensure compliance with Government Code Section 65583 (a) (4)	2003	Department of Planning, Building and Code Enforcement	General Fund
	Review and modify the General Plan Land Use/Transportation Diagram General Commercial designation to allow for mixed-use developments consistent with the CP zoning district and Conditional Use Permit process.	2003	Department of Planning, Building and Code Enforcement	General Fund
	Revise the density ranges for the Medium High Density Residential from 12-25 DU/AC to 17-30 DU/AC and High Density Residential from 25-50 DU/AC to 31-50 DU/AC land use categories in the General Plan.	June 2003	Department of Planning, Building and Code Enforcement	General Fund
	Continue to work with communities throughout San Jose to create community plans as part of the Strong Neighborhoods Initiative **Outcomes:** As of June 2002, 13 SNI plans have been adopted by the City Council and 7 more plans are in process	June 2003	Department of Planning, Building and Code Enforcement	CDBG; General Fund
	Continue to implement action items, such as rehabilitation of housing units, through the Strong Neighborhoods Initiative efforts.	Ongoing	Department of Housing; Redevelopment Agency; Parks, Recreation and Neighborhood Services	CDBG; General Fund

Equal Housing Opportunities

The City of San José is committed to providing equal housing opportunities for all persons wishing to reside in San José. City policy is to distribute housing units affordable to various income levels throughout the City to create economically diverse neighborhoods. The City has a variety of programs to avoid discrimination and to resolve discrimination complaints.

The City of San José encourages equal housing opportunities through its rent relief/ stabilization program. Apartment tenants and mobilehome residents seeking relief from rent increases may request a public hearing.

The City funds the Legal Aid Society of Santa Clara County's Housing Project with CDBG monies for the provision of fair housing services to landlords and tenants. Legal Aid provides help with evictions, rental repairs, deposits, rental agreements, leases, rental disputes, mortgage delinquency, home purchase counseling, housing discrimination and other housing related issues. Legal Aid staff is responsible for fair housing counseling, conciliation, fair housing education, referrals, investigations and audits. These responsibilities may extend to monitoring of HUD subsidized complexes on a request basis.

Equal/fair housing opportunities statistics are presented for fiscal year 1999/00 as follows:

- Two community-based fair housing projects were funded in the amount of $407,950 this reporting period. These projects provided fair housing counseling, mediation, and litigation services as well as education, outreach, and processing fair housing claims. During the reporting period, 95 unduplicated participant cases for fair housing claims were filed, 34 of which were meritorious.

- Projects also provided general fair housing information in the form of seminars, public service announcements, radio and television coverage, maintenance of a telephone information system, and distribution of brochures and newsletters. ■

GENERAL PLAN REVIEW AND AMENDMENT PROCESS

The General Plan Review and Amendment Process provides an opportunity to update and refine the City Council policy expressed in the General Plan and to monitor and evaluate the progress of the implementation strategies and programs incorporated therein. Pursuant to State law, the City may conduct up to four hearings, but in any event no more than four hearings, on General Plan amendments per calendar year, depending on the nature and number of amendments. To facilitate a comprehensive review of the cumulative implications of proposed amendments, hearings should be scheduled at least two times per year.

Not more than once a year, the Planning Commission and City Council should schedule a General Plan hearing for the review and consideration of all proposed amendments that involve the conversion of employment land to non-employment uses, or that involve minor modifications to the Urban Growth Boundary or expansion of the Urban Service Area. Any proposed amendment that involves a major policy issue as defined above should only be considered during this annual General Plan hearing unless early consideration for continued processing or denial is recommended by the City.

The General Plan amendment process is the vehicle by which both the City and private property owners, developers, community groups or individual citizens request changes to the planned land uses on property or propose changes to the goals and policies of the Plan. The General Plan Review and Amendment Process affords the opportunity to refine the Plan based on changing conditions and community needs. The General Plan Review and Amendment Process includes citizen participation, both through community meetings to familiarize the general public with the amendment proposals as well as at the formal public hearings before the Planning Commission and City Council. Amendments should be analyzed based on their own merits as well as in the context of cumulative trends and consistency with the General Plan's Major Strategies. A summary of major policy issues and cumulative effects of proposed changes should be provided to the Planning Commission and City Council for every hearing.

On an annual basis through the Annual Report of the General Plan Review, the Planning Commission and City Council should consider current development trends to determine the City's progress in achieving the economic and housing development goals established in the Plan. In particular, the City should carefully monitor its jobs/ employed resident ratio in an effort to reduce the existing jobs/housing imbalance in San José. Information which could be considered includes vacant land absorption, residential versus economic development, amounts and value of non-residential construction, number and types of housing units authorized by building permit, and activity levels in such processes as zonings, annexations, and building permits. Other information which could be considered includes the current capacity status of major infrastructure systems which are addressed in General Plan Level of Service policies (transportation, sanitary sewers and sewage treatment), transit-ridership statistics and other measures of peak-hour diversion from single occupant vehicles, and the levels of police, fire, parks and library services being provided by the City.■

SPECIAL IMPLEMENTATION PROGRAMS

Hillside and Greenbelt Assessment Study

The General Plan includes as one of its major strategies the establishment of a Greenline to define the ultimate edge of the urbanized area. This Greenline includes the baylands, the hillsides within San José's sphere-of-influence and the rural/agricultural area in the south Coyote Valley Greenbelt.

The major objectives of the Greenline concept are as follows:

- Provide a permanent urban edge around San José, including a separation between the urbanized areas of San José and Morgan Hill.

- Devise long-term strategies for the preservation and enhancement of the natural resources in these areas, particularly the scenic and watershed values of the hillsides and the agricultural production and scenic values of the south Coyote Valley

In 1986 The Greenbelt: a Legacy for the Future was approved by the City Council. This report was developed by a 25 member task force in which citizens and special interest advocates participated. Permanent preservation of the natural environment and resources surrounding the City is the focus of the report. The report recommends a long term preservation program for the City to

redirect financial resources and political energy toward achieving this goal.

The report identified many techniques which can be utilized to accomplish permanent open space preservation. These techniques included public ownership of Greenline lands, transfer of development credits, the approval of some limited amount of development in exchange for the dedication of open space or scenic easements and tax and other financial incentives for property owners to maintain open space uses.

In order to develop a strategy for permanent preservation of the Greenline, a preservation technique incorporating three alternate approaches was considered and approved. These approaches were acquisition, regulation, and limited development in exchange for preservation.

In 1992 the Santa Clara County Open Space Authority was formed to actively pursue open space preservation throughout the County. It is anticipated that once a revenue stream has been approved the Agency will acquire and maintain open space. The City has and will continue to politically and financially support overall efforts of the Authority.

Sustainable City Strategy

This special implementation program supplements and supports the Sustainable City Major Strategy which is based on the premise that natural resources are not inexhaustible commodities to be exploited but are limited assets which should be wisely managed for the benefit of present and future generations. By planning for urban sustainability, the City of San José aims to promote resource efficient land use, transportation, energy and water use, and resource conservation. The goal of long term sustainability is to develop a prosperous and healthful urban system which can provide for the physical, social, economic and psychological needs of its population, and, at the same time, reverse the trends of increasing pollution and environmental degradation now threatening the quality of life. The Sustainable City Strategy, adopted by the City Council in 1989, is a long term program with clearly defined objectives and an implementation process for achieving them.

The energy goal of the Sustainable City Strategy promotes a sustainable future by conserving 10% of the energy projected to be used by the year 2000. This goal is intended to enhance the livability, economic strength and well-being of the City's residents and businesses and reduce environmental problems, particularly emissions that affect air quality, and contribute to local health problems and global warming.

The goal was premised on the understanding that an overall 10% energy-use reduction is technically and economically feasible based on 1) San José's actual pattern of energy use and available technologies, and 2) that the 10% goal would achieve a level of conservation exclusive of conservation achieved through State and Federal energy programs.

Building a sustainable community requires the right mix of programs options for the City. The categories of programs to be implemented through the Sustainable City Strategy include:

- Education and Persuasion
- Municipal Operations
- Technical Assistance
- Policy Consistency
- Regulation
- Financial Incentives

Another component of the Sustainable City Strategy includes a Research, Development and Monitoring Program. The benefits of an

enhanced monitoring capability would allow more accurate tracking of program performance which would be useful for program planning and modification. ■

IMPLEMENTATION OF THE GENERAL PLAN BY OTHER AGENCIES

The City of San José is not the sole agency which will implement this General Plan. For instance, it is intended that this Plan be utilized by other public agencies and by utility companies in planning the delivery of services to San José residents and businesses. And the Santa Clara County General Plan does not include a land use plan for the territory within San José's Urban Service Area. For this area, the County General Plan specifies that development on unincorporated lands conform to the City's General Plan and be of a use and density which is compatible with the City's General Plan.

For the above and other purposes where the determination of consistency, compatibility or conformance of any proposal with this General Plan depends on an exercise of discretion (for example, an application of a Discretionary Alternate Use Policy), such discretion is solely within the purview of the City of San José. Any agency proposing to apply the provisions of this General Plan to a proposal can seek a determination of such consistency, compatibility or conformance by filing a written request with the Director of Planning of the City of San José. ■

VII. REFERENCES

LEGISLATIVE MANDATE

The following are the primary page references in this General Plan for each of the seven general plan elements mandated by California Government Code Section 65302.

Land Use Element

Land Use/Transportation Diagram; Maps incorporated by reference; pages 3-242, 261-265, 273-285.

Circulation Element

Land Use/Transportation Diagram; Scenic Routes and Trails Diagram; pages 3-6, 19-20, 32-52, 57-80, 85-101, 107-110, 119-120, 138-151, 242-258, 273-285.

Housing Element

Land Use/Transportation Diagram; Housing Appendix; pages 3-6, 14-61, 67-85, 122-129, 232-233, 235-242, 261-267, 262-285.

Conservation Element

Land Use/Transportation Diagram; Natural Resources Map; Maps incorporated by reference; pages 3-18, 32-52, 67-85, 91-92, 99-104, 107-109, 110-134, 213-219, 232-236, 261-267, 273-285.

Open Space Element

Land Use/Transportation Diagram; Natural Resources Map; Natural Hazards Map; Open Space Appendix; Maps incorporated by reference; pages 3-18, 32-52, 67-80, 85-91, 99-134, 151-219, 230-236, 248-267, 273-285.

Noise Element

Land Use/Transportation Diagram; Noise Appendix; Maps incorporated by reference; pages 3-6, 14-18, 32-61, 76, 99, 101, 113, 122-124, 129-132, 142-149, 230, 242-258, 261-267, 273.

Safety Element

Land Use/Transportation Diagram; Natural Hazards Map; Maps incorporated by reference; pages 3-13, 32-52, 57-61, 78-85, 94-95, 100-101, 122-134, 230, 232-236, 261-267, 273-285. ■

GLOSSARY

Acceptable Risk
A hazard which is deemed to be a tolerable exposure to danger given the expected benefits to be obtained.

Agency
The department, office or administrative unit responsible for implementing regulations.

Analysis
The examination of a subject, particularly its component parts and their interrelationships.

Appropriate
An act, condition or state which is considered suitable.

Baylands
Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats and fans.

Community Center
Facility in which public services for senior, youth, therapeutic and/or recreational programs are provided.

Compatible
Capable of existing together without disharmony or deleterious effects.

Conservation
The management of natural resources to prevent waste, destruction or neglect.

Critical Facility
Facilities housing or serving many people or otherwise posing unusual hazards in case of damage from or malfunction during an earthquake, such as hospitals, fire, police and emergency service facilities, utility "lifeline" facilities, such as water, electricity and gas supply, sewage disposal and communications and transportation facilities.

Development
The physical extension and/or construction of urban land uses.

Discourage
To advise or to persuade, to refrain (from).

DNL
Day-Night Average Sound Level) The A-weighted average sound level in decibels during a 24-hour period with a 10 db weighting applied to night-time sound levels.

Downtown Core Area
That area in Downtown San José bounded by Julian Street to the north, Fourth Street to the east, Highway 280 to the south and Highway 87 to the west.

Downtown Frame Area
Certain neighborhoods surrounding the Core Area, shown on Map 5, in which higher intensity land uses can support the Downtown Revitalization Strategy.

Encourage
To stimulate or foster a particular condition.

Exclusively Industrial
Areas of the City that are designated as Industrial Park, Light Industrial or Heavy Industrial without the Mixed Industrial Overlay; Research and Development; Campus Industrial; and Research Development and Administrative Office. Exclusively industrial uses could include wide variety of industrial users such as research and development,

manufacturing, assembly, testing, warehousing and related offices.

Feasible
Capable of being done, executed or managed successfully.

Fifteen Percent Slope
A slope defined by fifteen units of vertical elevation per one hundred units of horizontal distance, measured on a line perpendicular to contours of equal elevation.

Fifteen Percent Slope Line
A line at the edge of the floor of the Santa Clara Valley which connects lowest-elevation points of fifteen percent or steeper slope.

Flag Lot
A lot which is located behind another lot or lots; has street access only via a long driveway corridor; and does not have a standard street frontage.

Floodway
The channel or course which the flood waters follow.

Geologic Review
The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding and the potential for erosion and sedimentation. Geologic review for property located within a City of San José Geologic Hazard Zone requires a Geologic Hazard Clearance.

Goal
An ultimate purpose, aim or end that the City strives to attain.

Grasslands
Lands in which native or non-native grasses are the predominant vegetation.

Hazardous Material
An injurious substance, including among others, pesticides, herbicides, poisons, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

Green Building
An integrated framework of design, construction, operations and demolition practices that encompasses the environmental, economic, and social impacts of buildings. Green building practices recognize the interdependence of the natural and built environments and seek to minimize the use of energy, water, and other natural resources and provide a healthy, productive indoor environment.

Hillsides
All territory above the fifteen percent slope line, which may include lands with slopes of less than fifteen percent.

Infill Development
Development on land within areas which are largely developed, as opposed to largely undeveloped areas at the periphery of the City where development would constitute outward expansion.

Implementation
An action, procedure, program or technique that involves the carrying out of policies.

Level of service "D" (Transportation)
Defined in San José City Council Policy No. 5-3 (see Council Policy Manual).

Level of service "D" (Sanitary Sewers)
Defined in San José City Council Policy No. 8-7 (see Council Policy Manual).

Local Streets
Same as "Minor Streets".

Low-Income Household
A household with an annual income of no more than 80 percent of the Santa Clara County median household income by household size, as determined by a survey of incomes conducted by the City or by the County of Santa Clara, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Community Development.

Major Streets
The transportation network which includes highways, freeways, major arterials and collectors to service through traffic.

Marine-Life
Living organisms existing in the sea.

May
That which is permissible.

Minimize
To reduce or lessen but not necessarily to eliminate.

Mining
The act or process of extracting resources from the earth, such as coal or minerals.

Minor Streets
Streets not shown on the Transportation Diagram, whose primary intended purpose is to provide access to fronting properties.

Mitigate
Avoid to the extent reasonably feasible.

Moderate-Income Household
A household with an annual income of between 80 and 120 percent of the Santa Clara County median household income by household size, as determined by a survey of incomes conducted by the City or by the County of Santa Clara, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Community Development.

Natural State
The condition existing prior to agricultural activities, grading or urban development.

Necessary
Essential or required.

Non-Attainment
The act of not obtaining or achieving a desired level of performance.

Non-Urban Land Use
Land use that is generally not within one of the three major categories: residential, commercial or industrial. The Rural Residential land use designation is, however, considered non-urban.

Park Land
Land that is publicly owned or controlled for the purpose of providing parks, recreation and/or open space for public use.

Policy
A specific statement of principle or of guiding actions which implies clear commitment but which is not mandatory.

Quasi-Public Use
(1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums and schools; (2) churches and other religious institutions; (3) other non-profit activities of an educational, youth, welfare or philanthropic nature which cannot be considered a residential, commercial or industrial activity; and (4) public utilities and the facilities of any organizaion involved in the provision of public

services such as gas, water, electricity, and telecommunications.

Rare or Endangered Species
A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations Section 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened or endangered.

Regulation
A rule or order prescribed for management or government.

Restore
To renew, rebuild, reconstruct to a former state.

Restrict
To check, bound or decrease the range, scope or incidence of a particular condition.

Risk
The danger or degree of hazard.

School Playground
For purposes of this General Plan, a "school playground" constitutes 42 percent of the total acreage of a school site.

Sensitive Receptor
A use that is occupied by nonambulatory populations that are difficult to evacuate due to their age or physical or mental disability or by populations that are physiologically more sensitive to exposure to toxic materials that the general population.

Shall
That which is obligatory or necessary.

Should
Signifies a directive to be honored in the absence of significant countervailing considerations.

Transportation Demand Management
A program of actions designed to maximize the efficiency of the transportation system (infrastructure and public transit) by promoting alternatives to single occupancy vehicle commuting, such as car and vanpools, transit ridership, bicycling and walking.

Transportation Systems Management
A comprehensive approach to improve the transportation system by reducing demand upon the transportation network through Transportation Demand Management techniques and by improving transportation infrastructure and operations.

Undue
Not proper or more than necessary.

Urban Land Use
Land use consisting of one of three major categories: industrial, commercial or residential in areas where urban services are available. Residential land uses considered urban have existing or planned development of 1 DU/AC or greater. Sites with land use designations such as Public Park/Open Space and Private Recreation that are within the Urban Service Area are also considered appropriate for urban land uses.

Watershed
The total area above a given point on a watercourse that contributes water to its flow.

Wilderness Areas
Uncultivated and unimproved areas which are not readily accessible.

Wildlife
Animals and/or plants existing in their natural habitat.

Wildlife Refuge
An area maintained in a natural state for the preservation of both animal and plant life.

Woodlands
Lands covered with woods or trees.

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2020

GENERAL PLAN

APPENDICES

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APPENDICES

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SAN JOSE 2020 GENERAL PLAN

Appendix A

Open Space Inventory

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement • City of San Jose, California

INVENTORY OF OPEN SPACE LANDS
City of San Jose Sphere of Influence[1]
October 1993

	Short-Term Open-Space Resources (Acres)	Long-Term Open-Space Resources (Acres)
Inside Urban Service Area[2]		
City Park Lands		2,468
County Park Lands (includes SCVWD Ownership)		922
Golf Courses	60	1,067
Vacant, Planned for Non-Urban Uses		2,837
Vacant, Planned for Urban Uses	12,791	
Sub-total	***12,851***	***7,294***
Outside Urban Service Area		
Alum Rock Park		890
Almaden Urban Reserve	1,050	
Coyote Urban Reserve		1,686
Coyote Greenbelt (proposed)		2,470
Coyote Creek Park Chain		1,963
Almaden Quicksilver Park		3,605
Anderson Lake (including reservoir)		1,020
Calero Lake (including Reservoir)		1,530
Metcalf Road		890
Grant Ranch		780
Santa Teresa Park (Including portion in USA)		1,668
South San Francisco Bay National Wildlife Refuge		4,740
Leslie Salt, BFI, and other Private Open Space Baylands		5,000
Sub-total	***1,050***	***26,242***

	Short-Term Open-Space Resources (Acres)	Long-Term Open-Space Resources (Acres)
Outside Urban Service Area		
Private Open Space		
Silver Creek Country Club		802
Pfeiffer Ranch/Graystone		111
Kirby Canyon		343
IBM Coyote		909
IBM Almaden		565
IBM Guadalupe		131
The Villages		570
UTC (including portion designated Industrial Park)		5,380
Other Non-Urban Hillside		56,321
Sub-Total	***0***	***65,132***
TOTAL	**13,901**	**98,668**

Notes:

1 The "Sphere of Influence" for the City of San Jose consists of the territory depicted in color on the published San Jose General Plan Land Use/Transportation Diagrams as amended through 1993, consisting of 179,600 acres or some 281 square miles. The "Sphere of Influence" does not include an additional 212,000 acres (or 331 square miles) of hillside/mountain territory within San Jose's "Boundary Agreement" area which extends to the westerly, northerly and easterly County boundaries.

2 The Urban Service Area as amended by the San Jose City Council through 1993 consists of approximately 89,000 acres.

SAN JOSE 2020 GENERAL PLAN

Appendix B

Seismic Safety

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement • City of San Jose, California

SEISMIC SAFETY

A. INTRODUCTION

The Seismic Safety Appendix is a portion of the Safety Element of the San Jose 2020 General Plan. It contains or refers to the geotechnical information regarding potential seismic or geologic hazards that lands within San Jose's Sphere of Influence may be subject to. This appendix, together with Section IV, G Hazards and other pertinent sections of the General Plan, constitute the Safety Element of the Plan. Since the San Jose 2020 General Plan is a fully integrated Plan, safety issues are addressed throughout the Plan particularly in the sections related to land use and development.

B. PROBLEM STATEMENT

Within San Jose's 340-square-mile sphere of influence are many areas subject to varying degrees of geologic and seismic hazards, presenting risks to the health, safety, and general welfare of the community. Some of these areas are presently developed or will be developed in the near future. It has been true historically that as developable land becomes more scarce, there is increased pressure to develop less suitable land. However, development in such areas as landslide-prone hillsides can result in loss of life and significant property damage, as well as significant cost to the community. San Jose's projected growth rate and the existing hazards in the area need to be considered during the planning process to minimize the effects of the hazards on people and their urban environment. The problems posed by existing development in hazardous areas must also be considered.

In response to the legislative mandate and the concerns outlined above, the City of San Jose authorized a study to obtain geotechnical data which would aid in evaluating proposals for new development. The study was also instigated to obtain basic data and a technical evaluation of potential hazard conditions for use in the preparation of the Seismic Safety Element. This study -- **Technical Report: Geotechnical Investigation, City of San Jose's Sphere of Influence, for the City of San Jose** (Cooper, Clark and Associates, July 19, 1974) -- is incorporated herein by reference and is on file in the Departments of Planning and Public Works of the City of San Jose. An accompanying document -- **Geotechnical Data Report** -- is also on file in the Department of Public Works.

Several problems are involved in translating geotechnical data into urban planning terms. One of the problems is that the types of hazards encountered can reflect a wide variety of conditions. For example, while surface rupture is not in any respect a simple phenomenon, it is not as complex as ground shaking. If the location of a fault trace is accurately known, it is not difficult to regulate land use and establish setback requirements to minimize the possibility of surface rupture damaging new buildings. However, the damage caused by ground shaking depends upon the type of building, the quality of its construction, the characteristics of the subsurface conditions, the magnitude and duration of the earthquake, as well as other factors. No simple land use solutions to the problem of ground shaking are available at this time; the best approach known at present is to concentrate on preventing damage through building codes and other structural requirements. Another problem is that the state-of-the-art in understanding the various seismic hazards is not fully developed. In addition, the quality and quantity of data available or developed for the Geotechnical Investigation varied from hazard to hazard. These points, as they apply to specific hazards, are discussed in other sections of this Appendix.

C. PURPOSE AND SCOPE

Seismic safety considerations should play a major role in establishing urban development policies and in determining future land use patterns. The basic objective of the Safety Element is to reduce loss of life, injuries, damage to property, and economic and social dislocations resulting from earthquakes.

This Appendix incorporates into the City's planning program considerations of seismic and related geologic hazards, identifies and evaluates local seismic hazards (such as surface rupture, ground failure, and ground shaking), goals and policies of the General Plan which are designed to help reduce existing risk from hazardous structures and avoid future risk by controlling and regulating new development.

For earthquakes that occur in the near future before structural abatement and other preventive measures can be implemented, the State Guidelines point out that the most immediately useful actions that a community can take are to plan for these earthquakes and be prepared to respond and recover as quickly and effectively as possible. Therefore, another function of the Safety Element is to provide guidance in disaster planning.

Seismic safety is only one of many factors to be considered in determining desirable land use patterns. For example, while seismic safety considerations may indicate that certain areas should not be developed, the community may feel that overriding economic and social considerations make restriction of development in those areas undesirable. The City must then decide if the risk is acceptable.

Since the City's adopted urban development policies restrict future development to the urban service area, great emphasis has been placed on gathering and evaluating geotechnical data for this area. However, potentially hazardous areas located beyond the City's sphere of influence are included in this Appendix in cases where a disaster in such areas would affect the community. An example of this type of area would be the location of major utility lines.

D. BACKGROUND

1. SEISMIC HAZARDS

The various geologic and seismic hazards in the San Jose area are discussed in the Technical Report.[1] The following sections briefly discuss issues, concepts, and concerns regarding each seismic hazard. The discussion includes a description of the hazards, their magnitudes and extent, and an estimate of the degree of accuracy of the data used to evaluate each hazard. Land use planning to mitigate the risk associated with seismic hazards is also discussed.

[1]See Technical Report of the Geotechnical Investigation on file in the Planning and Public Works Departments.

a. Surface Rupture

Surface rupture occurs during an earthquake when fault displacement extends upward and intersects the ground surface. Surface rupture does not necessarily occur every time a fault moves, and it does not necessarily occur in exactly the same location along a specific fault each time. The length of surface rupture along a fault trace, the width of the zone of surface rupturing, and the amount of relative displacement on opposite sides of the fault at the surface during a single earthquake are highly variable and are generally related to the length of the fault, the magnitude of the earthquake, and the type of fault movement (see Technical Report).

Surface rupture is possibly the most dramatic phenomenon of all the seismic hazards, since it involves the actual tearing apart of the earth's surface. However, this hazard is no more widespread than the actual or potential fault traces which traverse the area. The Fault Traces Map on file with the Director of Planning shows the approximate locations of known and suspected fault traces in the study area.

The study area is traversed by three major active fault zones: the Hayward, Calaveras, and San Andreas. These faults have produced damaging earthquakes in the historic past and can be expected to do so again.

The California Division of Mines and Geology has classified the following faults in the study area as active or potentially active: the Hayward, Calaveras, San Andreas, Berryessa, Crosley, Clayton, Quimby, Evergreen, Piercy, Coyote Creek, Animas, and the southern portion of the Silver Creek. Three additional fault traces in the study area - the Sargent, the Shannon, and the northern segment of the Silver Creek - have been excluded from the "potentially active" classification, on the basis of the criteria adopted by the Division of Mines and Geology for assigning fault activity (see Technical Report).

The Silver Creek fault is of major concern because several investigators have projected it to extend beneath the center of metropolitan San Jose. The potential for activity of the northern section of this fault, which traverses an area of very deep alluvium, is not definitively known. However, there is some basis for classifying the fault as potentially active (see Technical Report). Also, the actual location of this segment of the fault can only be approximated, since the studies which have been conducted provide inconclusive indications of its location. Until otherwise established, it should be considered potentially active and only very approximately located.

Numerous other faults, which are not currently considered to be active or for which activity has not yet been determined, traverse the study area. Faults in this category include the Sierra Azul, Soda Spring, Rincon, Ben Trovato, Berrocal, Metcalfe, Arroyo Aguague, Calero, Almaden, Enriquita, Limekiln, Coyote Peak, and several unnamed faults.

The degree of certainty regarding the possibility of fault activity varies among the faults in the area. The locations of the faults also have been established to varying degrees of accuracy. The Fault Traces Map illustrates the faults and indicates whether their locations are comparatively well known, approximately known, inferred, or concealed.

Surface rupture is one hazard for which there are, at this time, minimal practical structural solutions. Generally, buildings cannot withstand such ground displacement. The best approach is to avoid building across or immediately adjacent to active fault traces. A very appropriate planning approach to the problem of surface rupture would be the establishment of linear parks and open spaces in zones of active or potentially active faults. The Alquist-Priolo Geologic Hazard Zones Act of 1972 established study zones for those faults classified by the California Division of Mines and Geology as active and/or potentially active. Under the provisions of this Act, development is not allowed in a designated study zone until fault trace(s) location studies have been undertaken. In addition, criteria established by the Act require that no building designed for human occupancy be constructed within 50 feet of an active fault unless it can be proved that the development is not underlain by an active fault trace. [The State Mining and Geology Board criteria define a fault as active if it has moved in Holocene time (within the last 11,000 years).]

b. Landslides

Landslides can be caused by a number of related factors (see Technical Report), including seismic shaking. During an earthquake, new landslides can develop, dormant and static landslides can reactivate, and movements on active landslides can accelerate. The number of potentially damaging landslide movements increases with the number of earthquakes and with the intensity and duration of individual earthquakes. In California, landslides have been a significant cause of fatalities and property damage during earthquakes.

Human activities also can lead to landslide failures. If the natural conditions are right, landslides can be triggered by such activities as inappropriate or poorly engineered cuts and fills, removal of protective vegetative cover, an increase in soil and rock moisture through irrigation, or the use of septic tanks and leach fields.

Nearly all of the natural factors that contribute to landslides occur in the hills and mountains surrounding the Santa Clara Valley. Consequently, landslides must be considered a major geologic hazard within the study area. In general, the Diablo Range east of the City contains a consistently higher concentration of known landslides than any other part of the study area. To the south, in the Santa Cruz Mountains and Santa Teresa Hills, moderate amounts of landslides have been identified. However, fewer landslide investigations have been carried out in these areas. The generally dense tree cover makes it difficult to identify landslides by aerial photographic interpretation and field methods. Thus, it is probable that landsliding is more extensive in the hills to the south than current data indicate.

As hillside development progresses, slope movement can cause increasingly extensive damage to both private and public improvements. Recent landslides in the study area provide an example of the high levels of private property loss and public expenditures which can result from landsliding in developed areas. The risk of serious injury or loss of life due to landsliding is substantially smaller than the potential for large-scale property damage.

The risk of property damage, injury or loss of life, or social and economic dislocation can be greatly reduced either by avoiding known landslides or by undertaking very thorough

corrective measures. It is physically possible to effectively stabilize a landslide-prone area, although such measures can be very costly. Urban development in landslide-prone areas, even if the developed areas are stabilized, may necessitate such public facilities as roads, and water and sewer facilities to be constructed through other landslide-prone areas which have not been stabilized. A result of this situation could be very large public expenditures to stabilize the areas through which the facilities pass or to repair or replace the facilities when landslides occur.

The Landslide Susceptibility Map on file with the Director of Planning has been prepared to assist the City in developing policies to minimize risk from this hazard. It should be stressed that these maps are generalized and interpretive, drawn from regional geologic and topographic information. They should not be used on a site-specific basis. They do, however, indicate areas subject to slope stability problems, and help in defining the need for site-specific slope stability investigations. They also indicate areas to be considered for open space or very low density development to mitigate the landslide hazards. Such designation would be influenced by other factors, such as preserving hillsides for erosion prevention and other public health and safety reasons.

Six landslide susceptibility zones are defined in the Technical Report, as follows:

Zone 1 Least Susceptibility: This zone includes areas with very gentle to flat slopes - for example, the floor of the Santa Clara Valley as well as contiguous and isolated upland valleys.

Zone 2 Low Susceptibility: This zone includes gently sloping areas underlain by generally unconsolidated material of non-landslide origin. Typical areas within this zone include several of the alluvial fan deposits peripheral to the Santa Clara Valley floor.

Zone 3 Low-Moderate Susceptibility: This zone includes areas underlain by generally firm bedrock formations with generally low landslide potential, but which are located on moderate-to-very steep slopes.

Zone 4 Moderate-High Susceptibility: This zone includes areas of moderate-to-steep slopes underlain by less competent bedrock formations which are associated with moderate numbers of known or suspected landslides.

Zone 5 High Susceptibility: This zone includes areas of moderate-to-steep slopes underlain by bedrock formations, closely fractured and sheared, which are associated with numerous known and suspected landslides. Included in this zone are areas immediately upslope and downslope from some known and suspected landslides.

Zone 6 Very High Susceptibility: This zone includes all areas of known and suspected landslides, as well as small intervening or peripheral areas where future movement is expected.

The locations of these zones are indicated on the Landslide Susceptibility Map.

c. Ground Shaking

Ground shaking is the oscillation or vibration of earth materials during an earthquake. It is the most commonly experienced earthquake phenomenon and is source of most of the damage which can result from an earthquake. The Division of mines and Geology's Urban Geology Master Plan for California estimates that $21 billion worth of damage due to ground shaking can be expected in California between the years 1970 and 2000 if current loss-reduction practices continue unchanged. (This estimate compares to $9.9 billion for landsliding, and $76 million for surface rupture.)

The severity and type of ground shaking and its effect on structures depends on several complex factors, including the magnitude of the earthquake, local soil/groundwater conditions, the relationship between the fundamental period of a structure and the predominant period of ground vibration, the design of the structure, and other factors (see Technical Report).

Large parts of the San Jose area, as well as the entire Santa Clara Valley, have a very high potential for severe ground shaking. The next major earthquake in the San Francisco Bay Area could cause considerable building damage in San Jose. On the assumption that past seismic events indicate what may happen in the future, it is estimated that the following earthquakes will occur during a 150-year interval within or in the near vicinity of the study area:

Number of Earthquakes	Richter Magnitude[2]
1	7.5+
4	6.5 to 7.5
24	5.5 to 6.5
100	4.5 to 5.5

These recurrence estimates were developed by a statistical analysis of historic earthquake occurrences for a relatively short period of record, and are probably inaccurate. However, they do indicate the extent of the problem.

The effects of ground motion on buildings depends not only on the characteristics of the ground motion, but also on the characteristics of the buildings. For typical single-story, 10-story, and 40-story buildings, the fundamental periods are on the order of 0.1, 1.0, and 4.0 seconds, respectively. If a building is subjected to a series of ground vibrations having the same period as its fundamental period, large amplitude motions and high internal stresses can develop. On the other hand, if the same building is subjected to base vibrations having a period very different from its fundamental period, comparatively small internal stresses will be induced. However, the relationship between predominant periods is only one of many considerations concerning the effects of ground shaking; other natural and structural factors, such as quality of materials and workmanship, are also important.

[2]For a discussion of Richter magnitude and its relationship to earthquake intensity, see the Technical Report on file in the Planning and Public Works Departments. Any earthquake of Richter magnitude 6.5 can be considered to be a major earthquake.

For ground response evaluations, the study area was divided into the following zones:

Zone 1 - Bedrock outcrops and thin residual soil underlain by bedrock at depths less than 20 feet.

Zone 2 - Residual soil and alluvium underlain by bedrock at depths less than 100 feet and/or landslide area.

Zone 3 - Alluvium underlain by bedrock at depths ranging from 100 feet to 300 feet.

Zone 4 - Alluvium underlain by bedrock at depths ranging from 200 feet to 500 feet.

Zone 5 - Alluvium underlain by bedrock at depths ranging from 500 feet to 1000 feet.

Zone 6 - Alluvium underlain by bedrock at depths of 1000 feet or more.

Zone 7 - Areas underlain by soft bay mud.

The locations of these zones and their ranges of maximum ground surface accelerations and fundamental periods are indicated on the Ground Response Map on file with the Director of Planning.

It should be noted that the natural conditions in any one zone do not necessarily present a greater hazard than in any other zone. However, the potential ground response to a seismic event in one zone may be a much greater hazard to certain types of buildings than in another zone. For example, high-rise buildings might be exposed to greater hazards in deep alluvial areas as compared to areas characterized by short distances to bedrock.

Computed ground acceleration and fundamental periods associated with magnitude 8.3 and 7.6 earthquakes originating on the San Andreas and Hayward faults, respectively, were developed using the "PLUMP" computer program developed at the University of California, Berkeley.[3] These analyses indicate that the maximum ground surface accelerations in the study area could range from 0.2g to 0.75g. The computed fundamental period of the soil deposits during the selected earthquakes ranged from less than 1 second to 6 seconds. These computed values do not apply to areas immediately adjacent to faults (where ground acceleration could be significantly higher). The calculated fundamental periods in Zones 1 through 7 can be used as a preliminary tool in determining areas where vibration characteristics might have a significantly adverse effect on certain types of structures. It should be recognized that the state-of-the-art of predicting dynamic ground response and its effect on structures is in its infancy. Therefore, advances in knowledge, even during the next few years, could significantly modify the predicted ground response. However, the analytical techniques used are believed to be the best now available and warrant consideration in land use planning, provided that their limitations are recognized.

[3]For a discussion of the "PLUMP" computer program, see Technical Report on file in the Planning and Public Works Departments.

The computed ground response data have limited value in land use planning since they are general and regional in nature and cannot be used to make site-specific land use decisions.

Another important limitation in using ground response data for land use planning arises from the necessity of relating seismic response to structural characteristics, rather than to types of land use. Broad correlations could be made between structural type and general land uses (such as high-rise buildings typical of offices in downtown commercial areas). However, there would be many exceptions to such correlations, and local ground response could vary greatly, even from lot to lot on a single block.

Evaluating complex interrelationships between local geologic and soil conditions and structures during seismic events depends on detailed site-specific data which have not been developed for the study area. However, the ground response maps and accompanying data can be used to provide a preliminary guide to where and when potentially severe problems might occur, and can be used to indicate where dynamic ground response studies may be needed. This information, in turn, can be used to determine necessary structural lateral force requirements. Given the existing state-of-the-art of planning, geotechnical, and structural engineering knowledge, regulations which require ground response studies and associated structural design are most appropriate at the building code level and are not directly applicable to general land use planning.

d. Liquefaction and Ground Failure

When saturated granular soil is subjected to vibration, it tends to compact and decrease in volume. If water is unable to drain during the vibration, the tendency of the soil to decrease in volume causes an increase in pore-water pressure. If the pore-water pressure builds up to the point where it is equal to the overburden pressure (effective weight of the overlying soil), the effective stress becomes zero. In this condition, the soil loses all its shear strength (ability to support loads) and assumes the properties of a heavy liquid. Liquefaction is most likely to occur in water-saturated silts, sands, and gravels having low in-situ density.

Liquefaction is a rather common phenomenon during major earthquakes. It can cause vertical distortions at the ground surface. Such ground failure has caused severe damage to structures on level ground as a result of settling, tilting, or floating. If liquefaction occurs in or under a slope, the entire slope could flow or move laterally toward a lower elevation. Other types of ground failure frequently accompanying liquefaction include lateral spreading, earth lurching, and differential settlement.

Lateral spreading is induced by earthquake shaking and may be caused by soils moving toward an unsupported surface or slope, even though the slope may not be steep. Lateral spreading occurs when saturated granular soil layers beneath sloping ground liquefy, and the loss in shear strength allows the land to move laterally. Lateral spreading can also occur in soft saturated clays, such as recent bay mud. During ground shaking, these soft soils may flow, form wave-shaped masses, or squeeze laterally.

Earth lurches are distinctly earthquake-related. Lurching involves earth motion at right angles to a cliff or, more commonly, to a stream bank or artificial embankment. Such motions cause material to yield in the unsupported direction, forming a series of more or less parallel cracks separating the ground into rough blocks.

Differential settlement often occurs when loose to medium dense granular soils densify during ground shaking. If such settlement were uniform beneath a given structure, damage would be minimal. However, due to variations in distribution, density, and confining conditions of the soils, such settlement is generally non-uniform and can cause serious structural damage. Such seismically induced settlement can occur in both dry and partially saturated granular soils, as well as in saturated granular soils. Differential settlement may also be induced by ground failures such as liquefaction, flow slides, and surface ruptures. Generally, differential settlements due to such conditions would be much more severe than those due to densification alone.

Recent technological advances have produced analytical methods of evaluating liquefaction potential during earthquakes. However, because of the many variables involved, the application of these methods may not always be particularly accurate.

The five zones of seismically induced ground failure potential defined in the Technical Report are:

Zone 1 - Low liquefaction potential, low potential for vertical distortions, and low potential for lateral movements.

Zone 2 - Moderately high liquefaction potential, moderately low potential for vertical distortions, and low potential for lateral movements.

Zone 3 - High liquefaction potential, moderately high potential for vertical distortions, and moderately low potential for lateral movements.

Zone 4 - High liquefaction potential, high potential for vertical distortions, and moderately high potential for lateral movements.

Zone 5 - High liquefaction potential, high potential for vertical distortions, and high potential for lateral movements.

The locations of these zones are indicated on the Ground Failure Potential Map on file with the Director of Planning.

The study area susceptibility to differential settlement would conform with these ground failure potential zones and would increase from Zone 1 to Zone 5.

It should be stressed that data limitations and the necessity for considerable generalization require the maps delineating these zones to be interpreted with the realization that many variations in the actual degree of hazard from those indicated can be expected in specific locations within each generalized zone.

The liquefaction analyses indicate that the potential for liquefaction is high throughout all alluvial areas in San Jose, whereas the potential for resultant failure of the ground surface (either vertically or laterally) through subsurface liquefaction varies from low to high within the same alluvial area.

e. Seismically Induced Inundation

Seismically induced inundation can result from tsunamis, seiches, dike failure, and dam failure.

Tsunamis, or seismic sea waves, are long-period waves usually caused by an underwater seismic disturbance, volcanic eruption or, less commonly, by large submarine landslides. The waves may be only one foot to two feet high as they travel across the ocean at a speed of several hundred miles an hour. However, the tsunami waves can increase in height to tens of feet as they approach the coast, due to frictional drag in the shallower waters.

The maximum recorded wave height in the San Francisco Bay area was the tsunami generated by the 1964 Alaskan Earthquake, which had a wave height of seven feet near the entrance to San Francisco Bay, and caused boats berthed at the Sausalito marina to break their moorings and drift away. It is not known if this tsunami was perceptible at the Alviso marina, as no damage was reported at that time.

In 1972, the U.S. Geological Survey published a map showing areas of potential inundation by tsunamis within San Francisco Bay. It was calculated that a tsunami having a wave height or runup of 20 feet may arrive at the Golden Gate once every 200 years. This 20-foot wave runup was used to calculate areas within the San Francisco Bay region which would be subject to flooding in the event of a tsunami. The analyses indicated that the wave height would be attenuated to less than 2 feet at the south end of the Bay near the entrance to Alviso Slough.

On the basis of this information and calculations, the possibility of damage in the San Jose area from tsunamis appears to be extremely remote.

Seiches are periodic oscillations of water within enclosed or restricted basins such as lakes, bays, and reservoirs. Waves generated in a reservoir or lake due to earthquake or related phenomena can reach heights of tens of feet. These waves can have disastrous effects on improvements located in or peripheral to the lake or reservoir. In reservoirs, seiche waves may overtop the dam or cause it to fail, inundating downstream areas. Seismically-induced landslides may also generate seiche waves with this same potential for destruction.

The major historic earthquakes in the Bay area all occurred before most of the region's reservoirs were constructed, and no written reports of local seismically-generated seiches were discovered during the review of available geologic and seismic literature. Lack of documentation does not imply that seiches may not occur as a result of future earthquakes, but on the basis of existing data, it is not possible to accurately assess potential seiche hazards.

Dike failure within the study area is a relatively high potential seismic hazard. The Baylands Salt Water Flood Control Planning Study (conducted in 1973 by Tudor Engineer-

ing Company) concluded that the stability of the existing levees in the baylands portion of the study area is questionable. The study indicates that all baylands below Elevation 10 feet (U.S.G.S. Mean Sea Level Datum[4]) would be subject to salt water flooding if the levees were breached. According to the study, the levees adjacent to Alviso Slough, Guadalupe Slough, and Coyote Creek are located in the highest risk zone, which generally extends approximately 600 feet laterally on either side of existing major sloughs or creeks. A lower, but indeterminate, risk to public safety and property is associated with the failure of other levees and dikes within the study area.

Seismically induced failure of flood control levees above Elevation 10 feet would not be a significant hazard unless such failure occurred during flood periods.

Dam failures caused by seismic events could be disastrous. Although there are no dams in the study area constructed by hydraulic fill methods (such as the Van Norman Dam which was severely damaged in the 1971 San Fernando earthquake), the stability of the area's dams has been investigated by the Santa Clara Valley Water District and the State Division of Safety of Dams. The Water District also has prepared maps indicating areas which could be inundated if dam failures occurred. These maps can be used as a supplementary tool in disaster response planning, since they indicate areas which might have to be evacuated in case of dam failure.

2 . EXISTING STRUCTURAL HAZARDS

Although a major function of the Safety Element is the mitigation of seismic risk by regulating future development, it should be stressed that an equally important aspect is the mitigation of seismically induced property damage and injury in existing developments (including older structures which predate modern earthquake-resistant structural engineering practices).

While seismically-induced landslides, liquefaction, and other types of ground failure can, of course, damage existing structures, by far the greatest amount of seismic damage in San Jose has been, and can be expected to be, caused by ground shaking during a major earthquake.

The entire subject of earthquake-resistant structural engineering is extremely complex, and the complete interrelationship of the physical properties of the structure, subsurface conditions, and earthquake forces (which are never the same for any two occurrences), will probably never be completely rationalized to provide specific design parameters[5].

Substantial increases in the earthquake resistance of new buildings often can be achieved at relatively moderate costs, perhaps representing only a small percentage of the total cost of the building. However, the strengthening of old buildings is a greater problem, since it is very difficult to add a new structural system to an existing building. Experience has shown that rehabilitation costs often amount to more than 50 percent of the cost of a new facility. The economics of strengthening old buildings may well be questioned. While reconstruction may provide reasonable seismic safety, it may often produce a poor building in terms of function,

[4]Equal to Elevation 6.5 feet, Mean Sea Level Datum at the mouth of Alviso Slough.

[5]Some of the variables which affect building performance during seismic events are contained in the Technical Report on file in the Planning and Public Works Departments.

appearance, and maintenance. However, the preservation of buildings with historical value may often validate this expenditure. The risks inherent in not upgrading many existing buildings should be seriously considered.

To date, the number of structures within the study area which could be classified as substandard in terms of resisting seismically induced stresses has not been determined. In very general terms, types of construction have been related to performance, even though such relationships can be somewhat misleading when based solely on materials or types of construction. For example, brick has proven to be weak in past earthquakes. However, when properly engineered, with strong mortar and grout, and reinforced with steel rods, brick is an excellent and reliable material. Suggestions and priority criteria for fully investigating the structural quality of buildings, and for implementing a structural hazards abatement program, are contained in this report.

The old brick bearing wall building with weak lime mortar, no reliable horizontal diaphragms, and inadequate ties has an understandably poor record in earthquakes. Considerable buildings of this type of construction still exist in San Jose, and these buildings must be considered hazardous under seismic conditions.

Other low-rise structures may be constructed with deficiencies that will cause extensive damage, but do not present the collapse hazard of the old masonry structures. Low steel-framed buildings, regardless of age, have an excellent record in earthquakes.

Typical one-story, tilt-up concrete or masonry wall buildings, usually with wood roof framing, are believed to be generally good structures from the standpoint of performance under seismic loads; however, they must be carefully engineered. (Effects of the San Fernando earthquake revealed certain weaknesses in the details typically used.) Also, the response of large-area structures of this type sometimes is less satisfactory than could be expected from the performance record of similar, but smaller, structures. Older buildings with this type of construction may fare poorly due to a lack of strong ties and diaphragms which are now standard details.

Residential structures, which are usually wood-framed, have performed well in earthquakes. Where damage has occurred in residential structures, it has usually been traceable to a lack of even minimum bracing or anchorage to the foundation.

High-rise buildings are generally framed with structural steel or reinforced concrete, although there are some fairly high masonry bearing wall buildings. Structural steel is considered to provide the greatest reliability in strength and ductility (which may be considered as its ability to absorb energy without failure). With currently available higher concrete strengths and reinforcing details which confine the concrete at critical regions (so-called ductile concrete), high-rise reinforced concrete structures are also generally considered seismically safe. Notwithstanding the extensive laboratory testing which has been made on large welded joints and ductile concretes, their actual performance in a major earthquake has not been confirmed.

The interrelationship between the fundamental period of ground response and the predominant period of structures was discussed above in the section on ground shaking. This relationship has not yet been fully explored or codified. However, the deep alluvium underlying central San

Jose should be considered during the design of high-rise buildings because it can have an important effect on the response of these structures to earthquake vibrations.

An extremely important factor in seismic safety considerations is the non-structural elements of buildings. All buildings contain many parts which are not related to the load-carrying members - partitions, stairs, ceilings, windows, veneers, and the like. These are subject to the same inertial forces as the rest of the structure, and they must adjust to the deflections of the building. Every significant earthquake produces damage to these non-structural elements. Falling parapets, appendages, and exterior veneers constitute the most serious hazard in most buildings. In the design of new buildings and the correction of hazards in old buildings, the attachment, anchorage and stabilization of non-structural parts is as important as the strength and rigidity of the skeleton itself.

Depending on the use of the building, varying amounts of equipment, shelving, machinery, piping, ductwork, and lighting fixtures are housed within the shell. The monetary value of these items often exceeds that of the architectural and structural features. Past earthquakes have caused extensive damage to equipment and building contents. More attention will be required to minimize this type of damage and to reduce the attendant hazard to people. Even more important examples of this concern are the continued operation of elevators for the evacuation of high-rise buildings, and the uninterrupted operation of the vital mechanical equipment in hospitals.

Several types of structures other than buildings are of major importance with respect to seismically induced hazards. Such structures include major utilities, and communication and transportation facilities. The services which these facilities provide are vital to the functioning of an urban area and are often necessary to support life.

Water facilities - canals, pipelines, storage facilities, pumping stations, and the like - could be damaged during an earthquake. Some major canals and water supply lines run through hazardous areas such as fault zones. However, San Jose depends on imported water for only some of its requirements and could probably rely on local sources during an emergency. Damaged local facilities would probably only cause inconvenience except where firefighting activities would be hindered.

San Jose depends on outside sources for electricity. The major electric transmission intertie runs along the Diablo Range foothills through an area subject to landslides and traversed by fault traces. Substations and transformers, important in providing electric power, are likely to be damaged by ground shaking during a seismic event. It is desirable for critical emergency facilities, such as hospitals, to have their own power supply, constructed to remain functional during an earthquake.

Gas transmission lines are also important, probably more in terms of potential fire and explosion which could result from pipeline rupture than from inconvenience to consumers from lack of supply. A major gas transmission main runs through hazardous areas of the Diablo Range east of the city. Constructing lines above ground, or preferably, installing shut-off valves, can help alleviate potential hazards.

Communication facilities such as telephone systems could be damaged during earthquakes, but usually the total system is not severely affected. In any case, emergency communication should

employ short wave radio facilities and communication to the community would be over commercial radio and, to a lesser extent, television. The major local radio station designated for emergencies, has its own transmitter at the station.

The greatest potential for damage to the transportation system is likely to be from the collapse of freeway overpasses and other bridges. Besides forcing emergency equipment to use alternative routes, bridge failures could isolate large areas of the city from emergency facilities since these areas are surrounded by freeways and/or creeks which can only be crossed by using bridges. The State is now evaluating the adequacy of freeway overpasses throughout Santa Clara County. Another possible problem concerns the San Jose Airport, which is located in an area identified as having a high potential for liquefaction.

3. ACCEPTABLE RISK

a. The Concept of Risk

There is some risk involved in almost any human activity. The basic objective in determining "acceptable seismic risk" is to reduce to an acceptable level, the probability of loss of life or property damage. Since it is not possible to eliminate all risk to life and property, each community must decide what risk level it is willing to accept. In the "Guidelines for the Safety Element of the General Plan," the Council on Intergovernmental Relations defines acceptable risk as "the level of risk below which no specific action by local government is deemed to be necessary to protect life and property."

There is, of course, an inherent degree of uncertainty in using the concept of risk as a basis for land use planning. However, land use planning decisions can be made on a comparative risk basis. Using this approach, risks arising from environmental hazards concomitant with any development, program or structure are identified, and then compared with the risks of the alternatives. If risk reduction measures are enacted, the amount of damage to property and injury to life will be reduced. In this respect, risk can be a framework for land use decision-making.

The determination of acceptable risk is applicable both to future planning decisions and to the valuation of risks associated with existing buildings and land uses. High risks in existing structures may be lowered to a level of acceptable risk by physical alteration (a structural hazard abatement program), relocation and/or demolition, or by a change in use (from high to low occupancy, or from involuntary to voluntary occupancy). Whatever course of action is taken, the cost of achieving the acceptable level of risk should be commensurate with benefits gained.

It should be noted that the primary evaluation of the degree of risk associated with seismic hazards is a technical judgment of professionals using a limited amount of information on the physical environment. Even with substantial basic data, it is not easy to quantify technical judgement and experience into a suitable format that can readily be understood and used. Because of these limitations and difficulties, the concept of acceptable risk traditionally has not played an important role in land use planning. Generally, a structure is considered "safe" if it conforms to certain required standards, and "unsafe" if it does not.

The basic problem involved in the concept of acceptable risk is not so much a question of whether a structure or land use is "safe," but rather, "how safe." Experts are not necessarily "wrong" if their recommendations on codes, regulations, and risk levels prove to be insufficient during earthquakes. In effect, they would have "lost a bet" that the acceptable level of risk was adequate to mitigate the hazard. Clearly, then, it should not be the role of the engineer, planner, or other professional or technician to place the "bet," i.e., determine the level of acceptable risk. Rather, their function should be to formulate guidelines to allow elected officials, representing the public, to make the final decisions. The intent of the guidelines should be to provide appropriate information so that the level of acceptable risk eventually adopted by the local jurisdictions will be appropriate.

There are two major aspects in determining the level of acceptable risk. The first involves physical factors, both natural and structural. The physical concerns relating to the degree of hazard include the hazard's potential severity, its frequency of occurrence, and its geographic extent, as well as the response of the affected structures to the hazardous event. These physical constraints associated with the various hazards have been discussed earlier in this chapter. The second aspect of determining levels of acceptable risk involves the type of activity or land use which is exposed to the hazard. The community should require lower levels of risk for critical land uses.

The physical concerns involve two factors: one is the chance that a hazardous event will, in fact, occur; the other is the chance that measures taken to mitigate the hazard will be sufficient to reduce the damage to life and property to some pre-determined acceptable level. Unfortunately, there is no technological capability to control or reduce the actual occurrence of seismic events. For example, even though their effects can be minimized, fault rupture and ground shaking cannot be prevented.

A further concern is prediction of seismic events. Although seismic hazards can be identified, the time when a given event will occur cannot be predicted with a significant degree of accuracy. Thus, the risk of occurrence of a seismic event is not necessarily a suitable basis for determining acceptable risk. In other words, it would not necessarily be "acceptable" to expose a school building with a 50-year life expectancy to a potentially destructive seismic event with a once-in-100-years activity expectancy, because the seismic expectancy would be only theoretical and determined by past activity; the event could occur tomorrow, next year, or in hundreds of years.

b. Land Use and Structural Type

The City of San Jose should determine acceptable risk levels based on the seismic hazard potential unique to the San Jose area, and on the pattern and character of land uses and building types. In establishing acceptable risk levels and policies, land uses involving the following types of structures should receive special attention:

- Structures in which a failure would be catastrophic, resulting in considerable loss of life and property damage.

- Structures for emergency services and major public utilities, and transportation facilities which would be vital during disasters.

- Structures and land uses which entail involuntary risk.

- Structures with high occupancy.

The concepts of involuntary risk and high occupancy perhaps need further explanation. There should be an explicit differentiation between voluntary exposure and involuntary exposure to risk. Certain types of buildings and land uses involve involuntary use: the individual has no choice whether or not to submit to a given level of risk. In these instances, therefore, the level of acceptable risk should be quite low. Buildings of this type include mental hospitals, schools, jails, and similar facilities. A related factor involves the ability of the occupant to care for himself and to cope with a potentially disastrous situation. For this reason, the level of acceptable risk should be quite low for structures such as nursing and convalescent homes, hospitals and elementary schools.

There should also be an explicit differentiation between the risks associated with high-occupancy buildings and low-occupancy buildings. Occupancy, or occupancy load, is defined as person-hours of exposure over a specified period of time. All other factors being equal, high-occupancy buildings (office buildings, for example) will expose many more people to risks from a given seismic event than buildings with low-occupancy (warehouse buildings, for example).

Therefore, high-occupancy buildings should be required to have a lower risk exposure than those of low-occupancy.

Another factor which should be considered in establishing acceptable risk levels and policies is whether the risk can be avoided easily. It may not be acceptable to the community to locate a critical facility such as a hospital in a fault zone if there are alternative locations which entail much smaller degrees of risk. However, some facilities, such as major utility lines, must cross active fault zones and other types of potentially hazardous areas to serve the urban area. In these cases, the location of the facilities should only be acceptable if certain measures are taken to mitigate the hazard or if construction techniques are employed which will ensure that damage would be minimal, and/or that alternative means of providing the service are available.

c. Cost of Seismic Risk Mitigation

The level of acceptable risk must be reasonable in relation to costs. Taking action to reduce risk is always costly and at some point in the mitigation process, the public is no longer willing to make further investments to reduce the risk. At this point, the risk becomes acceptable.

Both direct and indirect costs are involved in mitigating seismic risk. Direct costs involve actual expenditures. One type of direct cost would be the effort to reduce risk of potential loss of life or property damage; for example, strengthening poorly constructed buildings. Indirect costs involve lost economic opportunities. For example, an indirect cost would be a decision to retain as open space, land with potentially hazardous features and thereby lose the possible economic benefit which might have resulted from its development.

The City of San Jose is responsible for determining priorities in terms of the investment to be made to reduce existing and potential risks, and by virtue of the additional requirements imposed, how much others will be required to spend. Ideally, from a planning standpoint, risk should be quantified in terms of dollars and lives and compared to mitigation costs. This would indicate situations where relatively minor expenditures could significantly reduce the potential extent of injuries and/or damage which might be caused by an earthquake. However, because the factors are so complex and available information so limited, it appears that the best approach at present is to establish goals and policies to regulate new development and abate structural hazards in existing development on the basis of the acceptable risk concepts contained in this chapter.

SAN JOSE 2020 GENERAL PLAN

Appendix C

Housing

ADOPTED: April 15, 2003

Department of Planning, Building and Code Enforcement • City of San Jose, California

FOREWORD

The San Jose 2020 General Plan of the City of San Jose is a single, integrated document rather than a series of separate elements. In addition to the text, there are a series of appendices containing technical information and analysis necessary for compliance with the mandate of State law.

As an integrated General Plan, the components of the Housing Element are found both in the text of the General Plan and the Housing Appendix. Specifically, the General Plan text includes residential goals, policies, and programs. The Housing Appendix fulfills the analytic requirements of the California Government Code as it pertains to housing elements, including the following topics:

- Population, household, and housing characteristics
- Assessment of current and projected housing need
- Governmental constraints
- Non-governmental constraints
- Emergency shelters and transitional housing sites
- Conversion of assisted housing
- Energy conservation
- Publicly held lands
- Planned housing supply
- Detailed descriptions of housing programs

The 2000 Housing Element is based on the Housing Element completed in 1994 along with a comprehensive General Plan update resulting in the City's current San Jose 2020 General Plan. Earlier efforts included the 1992 Housing Element update to the Horizon 2000 General Plan. The City of San Jose Housing Element is based primarily on 1990 Census data, California Department of Finance data, and City of San Jose Housing Department information. The Housing Element derives information from the Housing Department's Consolidated Plan, which identifies a comprehensive strategy for addressing housing needs in San Jose between 2000 and 2005. Community input on previous housing element updates was obtained from the 17-member Mayor's Housing Task Force in 1988, and the 33-member Task Force for the San Jose 2020 General Plan update in 1994. Additional public participation occurred during the 1988, 1992, 1994, and 2000 Annual Reviews of the General Plan. The current housing element was discussed at community meetings, Housing Advisory Commission meeting, Planning Commission public hearings, and City Council public hearings. The document was also distributed for comment to a variety of community groups concerned with housing.

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I. INTRODUCTION

The housing element is a mandatory component of local general plans required by California State law. To assure that local planning agencies effectively implement the State-wide policy of the early attainment of a decent home and a satisfying environment for every Californian, the statute establishes general standards to be followed in the preparation of the housing element. They include:

- Guidelines and plans for the improvement of housing and for the provision of adequate sites for housing
- Adequate provisions to meet the housing needs of all economic segments of the community

In order to adequately develop a comprehensive plan and implementation strategy in the housing element, several steps must be taken. The initial step is an analysis of the existing housing supply and of housing needs over the planning period (January 1, 1999 through June 30, 2006). The analysis includes an evaluation of market and governmental constraints, recognizing that the regional housing need can only be met through the coordinated efforts of each locality. Generally, a regional Council of Governments (COG) determines the allocation of the regional housing need between localities. The Association of Bay Area Governments (ABAG) is the COG for the nine-county San Francisco Bay Area.

This appendix contains the analytic framework for the City's housing goals, policies, and program objectives described in the General Plan text. Given the interrelationships between the State mandated elements of the General Plan (e.g., housing, land use, circulation, and open space), San Jose's General Plan integrates all of the required elements into one comprehensive and internally consistent document. Hence, the housing element requirements are satisfied by this Housing Appendix and several portions of the San Jose 2020 General Plan text.

As part of the housing program, a locality must address:

- Conservation of existing housing and neighborhoods
- Efforts to preserve affordability and provide adequate housing for all economic groups
- Efforts to reduce the effects of discrimination
- Physical capacity of the locality to accommodate new housing through an inventory of appropriate sites

The San Jose 2020 General Plan and Housing Appendix were adopted by the City Council in 1993 as a comprehensive update to the then existing Horizon 2000 General Plan. The associated revision of the Housing Element was reviewed by a 33-member San Jose 2020 General Plan Update Task Force which included representatives from each of the ten City Council Districts, housing advocates, builders and developers, environmental groups, business groups, and others.

The Housing Appendix is based on a variety of sources including 1990 Census data, California Department of Finance data, and City of San Jose Housing Department information. This current update builds on the efforts of previous updates completed in 1988, 1992, and 1994. Public involvement in the 2000 housing element update included presentations at community meetings, a Housing Advisory

Commission meeting, Planning Commission public hearings, and City Council public hearings. The document was also distributed for comment to a variety of community groups concerned with housing.

A final introductory note concerns the relationship between the housing element and the Consolidated Plan. To receive Federal funds a locality must submit a Consolidated Plan to the U.S. Department of Housing and Urban Development (HUD). The Consolidated Plan delineates a comprehensive strategy for addressing housing needs for five years. San Jose's Consolidated Plan is for the planning period 1999/2000 to 2004/2005 and the Housing Element timeframe is from January 1999 to June 2006. The housing element and the Consolidated Plan are similar in intent; therefore, sections of the Plan are incorporated into the housing element.

II. POPULATION, HOUSEHOLD, AND HOUSING CHARACTERISTICS

A. GENERAL POPULATION CHARACTERISTICS

1. Total Population

The total population in San Jose has increased dramatically during the last forty years, primarily during the 1960s and 1970s, although the rate of growth has slowed since the 1970's. As of January 2000, the total population of San Jose was 923,591 (see Table 1).

The total population of San Jose can be categorized as those individuals living in households and those living in group quarters. Households may be comprised of family members only, family members and unrelated individuals, or only unrelated individuals. Group quarters refer to those living arrangements in which individuals share common eating facilities, including school dormitories, penal institutions, boarding houses, and military barracks. Less than 2% of the City's population live in group quarters, however, the absolute numbers of persons living in group quarters increased 26% between 1980 and 1990. This was partly the result of the completion of a new county jail in 1988.

Table 1.

TOTAL POPULATION: 1960-2000

Year	Number of Persons	Absolute Change	Percent Change
1960	204,196	---	---
1965	328,300	124,104	60.8%
1970	459,913	131,613	40.1%
1975	551,224	91,311	19.9%
1980	629,442	78,218	14.2%
1985	703,135	73,693	11.7%
1990	782,248	79,113	11.3%
1995	845,991	63,743	8.1%
2000	923,591	77,600	9.2%

Source: U.S. Census Bureau (1960, 1970, 1975, 1980, 1990)
City of San Jose Planning Division (1965)
California Department of Finance (1985, 1995, 2000)

2. Age Characteristics

The most interesting demographic change over the past decade has been the "aging" of the population (see Table 2). In l980, the percentage of the population under 17 years of age was 31%. This same age group accounted for only 27% of the total population in 1990. Conversely those individuals in the cohort 18-61 years of age had increased in l990 to 64% of the total population compared to 61% in l980. Those aged 62 or over accounted for 9% of the total population in 1990 compared to 8% in l980. This aging of the population has been due primarily to the maturation of the "baby boom" generation.

It is expected that the aging of the population will continue. However, over the last several years, the "baby boom" generation has begun having families, increasing the fertility rate. As evidence of this, the 1-9 year age category increased by 22.6% between 1980 and 1990.

Table 2.

PERSONS BY AGE: 1990

Age Cohort	Number of Persons	Percent of Total
1-9	125,270	16.0%
10-19	107,107	13.7%
20-29	151,934	19.4%
30-39	151,130	19.3%
40-49	103,104	13.2%
50-59	63,430	8.1%
60-69	44,014	5.6%
70+	36,259	4.6%
TOTAL	782,248	100.0%

Source: U.S. Census Bureau, 1990 Census (STF1)

3. Racial Ethnic Characteristics

The only data source for ethnic information is the U.S. Census Bureau. According to the Bureau, the concept of race is not intended to provide any clear-cut, scientific definitions of biological stock. Rather, it reflects the self-identification of the respondents answering Census questionnaires. The primary difficulty in comparing racial data over time has been the change in methodology used by the Bureau. In 1970, for example, the Census enumerated persons of Hispanic origin by surname. Using a master list, the Bureau assigned persons as being of Hispanic origin according to their name as noted on the Census form. In 1975, the County of Santa Clara conducted a special census, under the auspices of the Census Bureau.

In the special census, one question asked the racial or cultural background to which an individual identified himself. The Census Bureau, in 1980 and 1990, asked all persons to identify themselves according to a list of racial categories not including Hispanic. The Census also asked two additional questions: one for self-identification as either of or not of Hispanic origin and the other for those of Hispanic origin to which race they belonged. From this brief history, the definitions of race and ethnicity are often blurred and the comparison of results over time become very difficult.

The results of the 1990 Census are summarized in Table 3. Despite the difficulty of comparing these data directly, 208,388 persons (26.6%) of the total population in 1990 considered themselves of Hispanic origin. This is the largest ethnic group in San Jose followed by Asian/Pacific Islanders with 146,568 persons (18.7%).

Table 3.

PERSONS BY RACE/ETHNICITY: 1990

Race/Ethnic Category	Number of Persons	Percent of Total
White	387,747	49.6%
Hispanic	208,388	26.6%
Asian or Pacific Islander	146,568	18.7%
Black	34,254	4.4%
American Indian	3,831	0.5%
Other	1,460	0.2%
TOTAL	782,248	100.0%

Source: U.S. Census Bureau, 1990 Census (STF1)

B. GENERAL HOUSEHOLD CHARACTERISTICS

1. Households and Household Size

Based on U.S. Census figures, the total number of households in San Jose in l990 was 250,218 compared to 209,593 in l980. Based on Department of Finance data, in 2000 there were 277,367 total households. The number of households generally approximates the number of dwelling units less those units which are vacant. In 1990 there were 9,147 vacant housing units, for a total of 259,365 housing units. In January 2000, there were an estimated 10,139 vacant housing units, for a total of 287,506 housing units.

The relationship between the number of households and the total population is an important one which determines the need for housing. The changing relationship between households and population is characterized by the persons-per-household figure. The number of persons per household (PPH) has increased steadily since 1980 (see Table 4), which may be due to increasing housing costs, immigration and increased fertility. It is unknown if this trend will continue as San Jose becomes more urbanized. Densely urbanized centers such as San Francisco and Oakland are characterized by lower PPH's due to smaller unit sizes, while cities of a more suburban nature are characterized by a higher PPH. As San Jose focuses on more urban types of development, the PPH may decline in the future.

Table 4.

HOUSEHOLD SIZE: 1970-2000

Year	Persons per Household
1970	3.35
1975	3.10
1980	2.96
1985	3.01
1990	3.08
1995	3.18
2000	3.27

Source: U.S. Census Bureau (1970, 1975, 1980, 1990)
California Department of Finance (1985, 1995, 2000)

The size of households can be detailed further by comparing the size of renter households with the size of owner households (see Table 5). In 1990, owner-occupied households had a slightly higher PPH than rental units (3.12 PPH compared to 3.02 PPH). Still, since rental units tend to be smaller, the relatively high PPH for renter-occupied units could indicate a growing overcrowding problem for renters.

Table 6 presents the number of households by tenure and structure type. The great majority of owner-occupied households were single-family detached (78.1%) while the majority of renter-occupied households (56%) were in structures containing three or more units.

Table 5.

HOUSEHOLD SIZE BY TENURE: 1990

Persons in Unit	Owner-Occupied (OO) Housing Units	Percent of OO Total	Renter-Occupied (RO) Housing Units	Percent of RO Total	TOTAL
1 Person	23,468	15.3%	22,501	23.2%	45,969
2 Persons	46,142	30.1%	24,492	25.3%	70,634
3 Persons	29,236	19.1%	16,752	17.3%	45,988
4 Persons	28,709	18.7%	13,924	14.4%	42,633
5 Persons	13,399	8.7%	8,311	8.6%	21,710
6 Persons	6,140	4.0%	4,747	4.9%	10,887
7 Persons	6263	4.1%	6,134	6.3%	12,397
TOTAL	153,357	100.0%	96,861	100.0%	250,218
Average PPH	3.08		3.08		3.08

Source: U.S. Census Bureau, 1990 Census (STF1)

Table 6.

STRUCTURE TYPE BY TENURE: 1990

Structure Type	Owner-Occupied (OO) Housing Units	Percent of OO Total	Renter-Occupied (RO) Housing Units	Percent of RO Total	TOTAL
Single-Family Detached	120,237	78.4%	26,927	27.8%	147,164
Single-Family Attached	14,774	9.6%	9,109	9.4%	23,883
2-Unit Structure	769	0.5%	4,444	4.6%	5,213
3 or 4-Unit Structure	2,196	1.4%	12,427	12.8%	14,623
5 or more Unit Structure	3,742	2.4%	41,830	43.2%	45,572
Mobile Homes	10,413	6.8%	894	0.9%	11,307
Other	1,226	0.8%	1,230	1.3%	2,456
TOTAL	153,357	100.0%	96,861	100.0%	250,218

Source: U.S. Census Bureau, 1990 Census (STF1)

2. Household Type

As with the ethnic characteristics, the U.S. Census Bureau changed their enumeration methodology in 1980 regarding household types by marital status. Prior to 1980, a married couple with children was presumed to be composed of a male head of household and the family. In l980 and 1990, such couples are delineated simply as a married couple with or without children, irrespective of the gender of the head of household. The following table reports the information on married couples, sex of the head of household in non-married households, and the presence or absence of children (see Table 7).

Table 7.

HOUSEHOLD TYPE BY PRESENCE OF CHILDREN: 1990

Household Type	Number of Households	Percent of Total
Married Couple with Children	77,833	31.1%
Married Couple without Children	62,193	24.9%
Male Householder, no Spouse, with Children	6,853	2.7%
Male Householder, no Spouse, without Children	7,150	2.9%
Female Householder, no Spouse, with Children	18,941	7.6%
Female Householder, no Spouse, without Children	10,924	4.4%
Non-Family Household	66,324	26.5%
TOTAL	250,218	100.0%

Source: U.S. Census Bureau, 1990 Census (STF1)

The table shows that in 1990, 56% of the households in San Jose were comprised of married couples, 53% of which have children. Non-family households comprised approximately 26% of all households, while approximately 31% of all households were composed of traditional "nuclear" family (i.e., father, mother, and children). Single parent households represented about 10% of all households. Single male parent households more than doubled since 1980 but female head of households with children made up 73% of all single parent households.

3. Mobility

In the 1990 Census, individuals were asked to compare their place of residence in 1985 to 1990. The results shown in Table 8 indicate that of those enumerated, 45.6% were living in the same house that they occupied in 1985. Thirty-five percent resided in a different house within the same county and 7% lived somewhere else within the state.

Table 8.

MOBILITY: PLACE OF RESIDENCE IN 1985 (AS COMPARED TO 1990)

Place of Residence	Persons (5 Yrs and Over)	Percent of Total
Same House	326,999	45.6%
Different House, Same County	252,643	35.2%
Different County, Same State	49,975	7.0%
Different State:		
West	13,241	1.8%
South	10,961	1.5%
Midwest	8,493	1.2%
Northeast	5,939	0.8%
Abroad	48,812	6.8%
TOTAL	717,063	100.0%

Source: U.S. Census Bureau, 1990 Census (STF3)

C. GENERAL HOUSING CHARACTERISTICS

1. Total Housing Units

The total housing stock in the City of San Jose has increased from 68,890 units in 1960 to 287,506 units in 2000 (see Table 9). Between 1960 and 1970, a period of rapid growth in San Jose, 70,869 dwelling units were added to the housing supply, an increase of approximately 103%. Between 1970 and 1980, the stock grew by 76,894 units, representing a 55% increase over the previous decade. The growth of the housing stock slowed from 1980 to 1990, reflecting market conditions, with the addition of 42,712 units, an increase of 20% of the 1980 housing supply. This trend continued between 1990 and 2000, with an increase of 28,141 units. Few units have been demolished in San Jose due to the fact that the housing stock is relatively new. Homes in redevelopment areas have been relocated or replaced.

Table 9.

TOTAL HOUSING STOCK: 1960-2000

Year	Number of Housing Units	Absolute Change	Percent Change
1960	68,890	---	---
1965	106,500	37,610	54.6%
1970	139,759	33,259	31.2%
1975	184,784	45,025	32.2%
1980	216,653	31,869	17.2%
1985	238,019	21,366	9.9%
1990	259,365	21,346	9.0%
1995	270,080	10,715	4.1%
2000	287,506	17,426	6.5%

Source: U.S. Census Bureau (1960, 1965, 1970, 1975, 1980, 1990)
California Department of Finance (1985, 1995, 2000)

2. Tenure, Vacancy and Structure Types

The General Plan envisions San Jose's total housing stock to be composed of 60% single-family units and 40% multiple-family units. In 1975, the ratio of single-family to multiple-family units was 74:26 and in 1980, the ratio had fallen to 68:32. In 1990, single-family units accounted for 67% of the total housing stock and multiple-family units 33%. The change in this ratio is due to the increasing density of new development, reflecting high land costs and urbanization. Land use policies in the General Plan support and encourage higher density development in appropriate areas of the City, such as the transit corridors and infill areas, therefore this trend is expected to continue.

In 1990, 82% of single-family detached homes were owner occupied and approximately 62% of the single-family attached homes were owner occupied. Mobile homes have an even greater percentage of owner occupancy units (92%) than standard single-family detached units (82%). For multi-family units, the majority (approximately 77%) were rental units.

The housing policies of the General Plan promote a reasonable balance of rental and ownership housing and an adequate supply of rental housing for low and moderate income families. In 1975, the owner to renter ratio was about 65:35; by 1980, this ratio had fallen to 62:38. By 1990, 61% of all occupied units were owner occupied. This decline in home ownership reflects the difficulty experienced by individuals attempting to qualify for home mortgages during a period of extremely high interest rates and may also reflect speculative buying during an inflationary cycle. Although data for 2000 are not yet available, the high cost of housing may perpetuate the decline in home ownership.

The total supply of rental units has increased but the vacancy rate has not increased significantly. Many private and government agencies target vacancy rates in the 4-1/2% to 5% range, which is assumed to provide adequate flexibility and movement in the housing market. In 1975, the U.S. Census showed a 5.6% vacancy rate in San Jose; by 1980, the vacancy rate had dropped to 1.6% for owner occupied and 3.7% for renter occupied units (3.2% overall vacancy rate). In 1990, the overall vacancy rate was approximately 3.5% (see Table 10). Data from the 1990 Census indicates a vacancy rate of 2.0% for single-family detached homes, 3.4% for single-family attached units, 6.7% for multiple-family units, and

3.7% for mobile homes. In 1998, the California Department of Finance estimated that the vacancy rate remains 3.5% for San Jose. The tight housing market in San Jose and Santa Clara County as a whole has created vacancy rates which varied between 1.0% and 3.5% over the past several years.

Table 10.

STRUCTURE TYPE BY OCCUPANCY STATUS: 1990

Structure Type	Occupied Housing Units	Vacant Housing Units	TOTAL	Vacancy Rate
Single-Family Detached	147,164	3,043	150,207	2.0%
Single-Family Attached	23,883	846	24,729	3.4%
2-Unit Structure	5,213	157	5,370	2.9%
3 or 4-Unit Structure	14,623	712	15,335	4.6%
5 or more Unit Structure	45,572	3,828	49,400	7.7%
Mobile Homes	11,307	436	11,743	3.7%
Other	2,456	125	2,581	4.8%
TOTAL	250,218	9,147	259,365	3.5%

Source: U.S. Census Bureau, 1990 Census (STF1)

3. Structural Age

The age of structures in San Jose corresponds to the growth trends of the City in which almost 80% of all structures were built after 1960 (see Table 11). This relatively new housing stock is dominated by single-family, ranch-style homes which give San Jose its distinctive suburban character. The older structures are more frequently found near the original core of the City or older, outlying communities, subsequently annexed, such as Alviso. As would be expected, such older structures are more prone to physical debilitation. Specific issues related to physical deterioration are discussed in Section 6 "Substandard Housing".

Table 11.

AGE OF HOUSING STOCK: 1999

Year Structure Built	Number of Housing Units	Percent of Total
1990 to 1999	29,176	10.1%
1980 to 1989	46,758	16.2%
1970 to 1979	83,185	28.8%
1960 to 1969	69,947	24.2%
1950 to 1959	34,474	11.9%
1940 to 1949	10,606	3.7%
1939 or earlier	14,360	5.0%
TOTAL	288,506	100.0%

Source: City of San Jose Building Division (1990-1999 time period only)
U.S. Census Bureau, 1990 Census (STF3) (all other time periods)

4. Price of Housing

a. Owner Occupied

Over the past two decades, substantial changes have taken place in the cost of shelter in San Jose. In 1980, the average sales price of homes sold through the San Jose Real Estate Board Multiple Listing Service (MLS) was $117,584. Home prices stabilized somewhat during 1981 and 1982 with the stagnation of the housing market resulting from very high interest rates, however, the median home price increased substantially by 1990 to about $230,000, an increase of 82% from 1982 when the median price was $125,991. The Bay Area has seen dramatic increases in home prices in the last five years. During the one year time period from January 1999 to January 2000, average home prices increased 24% from $364,368 to $452,275. In San Jose, the median price for a single family home was $405,000 in January 2000 compared to $449,000 in Santa Clara County (Santa Clara County Association of Realtors). The California Association of Realtors estimates that only 24% of Santa Clara households could afford to purchase a median priced single-family home in January 2000.

Table 12 illustrates the impact of high housing costs on San Jose's lower income households. Almost half of all owner-occupied households earning less than $35,000 annually spend 35% or more of their income on housing.

b. Renter Occupied

Like homeowner costs, rental rates have increased significantly in San Jose over the past 20 years. The Census data indicated a median gross rental of $307 per month in 1980 and $755 per month in 1990, an increase of 146%. According to the California Association of Realtors, rents in the Silicon Valley increased 40% between 1995 and 1999. Table 13 illustrates the ability of households to afford rental housing in 1990 with over 60% of households earning less than $35,000 annually spending 35% or more of their income on housing.

Table 12.

OWNERSHIP HOUSING AFFORDABILITY
INCOME SPENT ON MONTHLY OWNER COSTS: 1990

Percent of Household (HH) Income	HH Income <$20,000	Percent of Total	HH Income $20,000-$34,999	Percent of Total	HH Income $35,000-$49,999	Percent of Total	HH Income $50,000+	Percent Total
Less than 20%	2,864	27.0%	6,047	38.4%	7,469	32.5%	36,594	44.9%
20% to 24%	1,031	9.7%	1,135	7.2%	2,129	9.3%	13,081	16.1%
25% to 29%	851	8.0%	857	5.4%	2,201	9.6%	12,571	15.4%
30% to 34%	644	6.1%	831	5.3%	2,782	12.1%	8,578	10.5%
35% or More	5,200	49.1%	6,889	43.7%	8,390	36.5%	10,645	13.1%
TOTAL	10,590	100.0%	15,759	100.0%	22,971	100.0%	81,469	100.0%
Mean Monthly Costs=	$1,339							
Median Monthly Costs=	$1,289							

Source: U.S. Census Bureau, 1990 Census (STF3)

Table 13.

RENTAL HOUSING AFFORDABILITY
INCOME SPENT ON GROSS RENT: 1990

Percent of Household (HH) Income	HH Income <$20,000	Percent of Total	HH Income $20,000-$34,999	Percent of Total	HH Income $35,000-$49,999	Percent of Total	HH Income $50,000+	Percent of Total
Less than 20%	659	2.5%	1,521	6.0%	5,352	26.8%	14,570	63.7%
20% to 24%	633	2.4%	3,556	14.1%	5,327	26.7%	5,020	22.0%
25% to 29%	1,419	5.5%	5,206	20.7%	4,754	23.8%	1,936	8.5%
30% to 34%	1,544	5.9%	4,534	18.0%	2,491	12.5%	1,242	5.4%
35% or More	21,762	83.6%	10,385	41.2%	2,023	10.1%	97	0.4%
TOTAL	26,017	100.0%	25,202	100.0%	19,947	100.0%	22,865	100.0%
Mean Gross Rent=	$800							
Median Gross Rent=	$755							

Source: U.S. Census Bureau, 1990 Census (STF3)

5. Mobile Homes

As enumerated in the 1980 Census, there were 8,064 mobile homes in San Jose. A count of mobile homes in January 1, 1983 indicated that there were 10,683 mobile home spaces in San Jose, of which 898 were either annexed mobile homes or mobile home spaces. Mobile home spaces, as counted in 1983, are not directly comparable to mobile homes counted as dwelling units in the 1980 Census. By 1999, the number of mobile home spaces had increased slightly to 10,815, with an estimated resident population of 24,117 persons. Table 14 describes the number and distribution of mobile homes and permanent residents by City Council District as of 1999.

Table 14.

MOBILEHOME HOUSING BY COUNCIL DISTRICT: 1999

Council District	Number of Parks	Number of Spaces	Number of Residents
1	1	111	248
2	8	1,972	4,398
3	5	420	937
4	12	2,778	6,195
5	3	161	359
6	4	491	1,095
7	20	3,816	8,510
8	4	745	1,661
9	0	0	0
10	2	321	716
TOTAL	59	10,815	24,117

Source: City of San Jose Planning Services Division (parks and spaces data)
U.S. Census Bureau, 1990 Census (resident data, estimated from average household size for mobilehomes in San Jose)

6. Substandard Housing

While San Jose's housing stock is relatively new, approximately 25,000 housing units were built prior to 1950. Age alone, however, is not an indicator of the presence or absence of substandard housing. Structural decay, the lack of some or all plumbing facilities, and overcrowding are characteristics which provide better indicators of substandard housing.

In 1990, 1,256 units in San Jose (or less than 1% of total dwelling units) did not have complete plumbing facilities. The majority of these units (1,109 units) were occupied while 147 units were vacant (see Table 15). 1990 Census data also indicate that 1,425 units lack a complete kitchen although many of these units are expected to overlap with those without complete plumbing facilities.

Table 15.

COMPLETENESS OF PLUMBING BY OCCUPANCY STATUS: 1990

Status of Plumbing Facilities	Occupied Housing Units	Percent of Occupied Total	Vacant Housing Units	Percent of Vacant Total	TOTAL
Complete Plumbing	249,078	99.6%	8,996	98.4%	258,074
Lacking Complete Plumbing	1,109	0.4%	147	1.6%	1,256
TOTAL	250,187	100.0%	9,143	100.0%	259,330

Source: U.S. Census Bureau, 1990 Census (STF3)

An additional factor in substandard housing is overcrowding. Although this situation may occur voluntarily, it more often arises when families cannot find adequate housing at prices they can afford. Additionally, it bears a close relationship to the physical condition of a unit since it subjects the physical structure to a greater intensity of use. Thus, overcrowding is both a symptom of an inadequate supply as well as a contributory cause of substandard housing. The conventional measure of overcrowding is a unit having more than one person per room. According to the 1990 Census, 14.9% of all occupied housing units (37,244 units) could be classified as overcrowded (see Table 16). This is more than twice the percentage found in 1980 (6.8%). About 63% of all overcrowded units in San Jose are renter occupied.

Table 16.

PERSONS PER ROOM BY TENURE: 1990

Persons per Room	Owner-Occupied (OO) Housing Units	Percent of OO Total	Renter-Occupied (RO) Housing Units	Percent of RO Total	TOTAL
Less than 0.50	93,085	60.7%	35,853	37.0%	128,938
0.51 to 1.00	46,408	30.3%	37,628	38.8%	84,036
1.01 to 1.50	7,912	5.2%	9,119	9.4%	17,031
1.51 to 2.00	4,048	2.6%	7,624	7.9%	11,672
2.01 or More	1,904	1.2%	6,637	6.9%	8,541
TOTAL	153,357	100.0%	96,861	100.0%	250,218

Source: U.S. Census Bureau, 1990 Census (STF1)

In addition to the Census information, the American Housing Survey and the City's Neighborhood Revitalization Strategy provide some insight regarding the physical condition of San Jose's housing stock. The American Housing Survey (AHS) provides detailed information on the condition of housing in San Jose. The AHS includes data on severe and moderate physical problems for categories such as plumbing, electricity, and general upkeep. The survey identified 2,700 units in San Jose with severe physical problems, and 9,500 units with moderate physical problems (see Tables 17 and 18). The total 12,200 units represent less than 5% of the housing stock in San Jose.

Table 17.

HOUSING UNITS WITH SEVERE PHYSICAL PROBLEMS

Problem Area	Units	Type of Problem
Plumbing	1,700	Lack of hot or cold piped water, flush toilets, or both bathtub and shower inside the structure for exclusive use of the unit.
Heating	500	Having been uncomfortably cold last winter for at least 24 hours because heating equipment broke down at least three times for six hours each time.
Electric	100	Having no electricity or all of the following problems: exposed wiring; a room with no working wall outlet; or three blown fuses or tripped circuit breakers in the last 90 days.
Upkeep	300	Having any of five of the following six upkeep problems: water leaks from the outside (e.g., from the roof, basement, windows, or doors); holes or open cracks in walls or ceilings; more than 8" by 11" of peeling paint or broken plaster; or signs of rats or mice in the last 90 days.
Hallways	100	Having all of the following problems in public areas: no working light fixtures; loosing or missing steps; loose or missing railings; and no elevator.
	2,700	**Total number of units with severe physical problems.**

Source: American Housing Survey

Table 18.

HOUSING UNITS WITH MODERATE PHYSICAL PROBLEMS

Problem Area	Units	Type of Problem
Plumbing	1,000	All toilets have broken down at least three times in the last three months.
Heating	500	Having vented gas, oil, or kerosene heaters as the primary heating equipment.
Upkeep	5,600	Having any three or four of the Upkeep problems listed in the Severe Physical Problems list (see Table 17).
Hallways	1,000	Having any three or four Hallway problems listed in the Severe Physical Problems list (see Table 17).
Kitchen	1,400	Lacking a kitchen sink, refrigerator, or burners inside the structure for the exclusive use of the unit.
	9,500	**Total number of units with moderate physical problems.**

Source: American Housing Survey

In 1996, the City of San Jose conducted a citywide survey of neighborhood conditions to gather data for the Neighborhood Revitalization Strategy. Field surveys were conducted in over 400 neighborhoods in the City to assess the physical condition of the housing stock and other characteristics. While the survey did not identify the number of substandard units, it provides an idea of the location of rehabilitation needs throughout the City. The survey found that about two-thirds of the City's neighborhoods were in good to excellent condition. The main concentration of the neighborhoods with the most need for assistance is in Council Districts 3, 5, and 7. This is not surprising given that the City's oldest housing stock is located in these Council Districts.

D. 1990 CENSUS AND ESTIMATED DATA CONCLUSIONS

Over the last 30 years, San Jose has been widely recognized as one of the primary growth centers in the country. The incorporated population, living in 176 square miles, makes San Jose the third largest city in the State and the 11th largest city in the United States. The growth rate has stabilized since the period of rapid growth in the 1960s and 1970s and is projected to continue to remain stable.

Still predominantly "suburban" in nature, characterized by single-family detached homes, the City has also shown a trend toward a more urban form. Housing density has increased, as demonstrated by the increasing number of townhouse and condominium projects being constructed in San Jose. City policies encouraging infill development and intensification along transit corridors promote this transition.

The population and style of living has also been changing. Although population per household has increased each decade since 1980, the population is composed of fewer traditional nuclear families and more non-family households and single-parent households. Single-parent households increased slightly from 18,779 to 20,284 between 1980 and 1990. These households are less likely to be able to afford a standard, detached single-family dwelling. Overcrowding has more than doubled to 14.9% over the last 10 years and most overcrowded units are rental units. More multi-family rental housing, including larger family apartments, will be needed to serve these needs. Assuming a finite supply of land and an increasing population, the result would be the continuation of a trend toward increasing density of development and the recycling of developed properties to new uses, including residential. Overall, the housing stock is relatively new, with an extremely small percentage lacking plumbing facilities. The housing programs described in this Appendix and in the implementation section of the General Plan will be applied to address this and other housing problems.

The 2000 Census information was not available at the time of this update. The Housing Appendix and other portions of the General Plan will be updated as that data becomes available.

APPENDIX C

III. ASSESSMENT OF CURRENT AND PROJECTED HOUSING NEED

A. LEVEL OF PAYMENT COMPARED TO ABILITY TO PAY

In previous years, the conventional wisdom of loan institutions was that no more than 25% of a household's income should be spent on housing costs. This "rule-of-thumb" has increased to approximately 30%. A 30% figure was used for estimating need in the HUD required Housing Assistance Plan. The following information was calculated from 1990 Census data reflecting level of payment and ability to pay.

As would be expected, those with a lower income pay a significantly greater percentage of their income on housing costs than do those with higher incomes. Of the 94,031 renter householders enumerated, 34,267 pay more than 35% of their income for rent (see Table 13 in Chapter II). For owners, those paying greater than 35% amount to 31,124 (see Table 12 in Chapter II). The total number of households paying over 30% of their income on housing was estimated to be 95,893 in 1990 (38% of all San Jose households) (see Table 19). Lower income households are most impacted by the high cost of housing. In 1990, 38,641 out of 53,452 Extremely Low and Very Low Income households spent over 30% of their income on housing. These data do not reflect the increases in housing prices over the last decade.

Table 19.

ESTIMATED NUMBER OF HOUSEHOLDS PAYING OVER 30% OF INCOME FOR HOUSING: 1990

Income Category	Owner-Occupied Households	Paying Over 30%	Renter-Occupied Households	Paying Over 30%	Total Households
Extremely Low (0-30%)	8,826	5,511	19,184	15,799	28,010
Very Low (31-50%)	10,253	5,152	15,189	12,179	25,442
Low (51-80%)	9,512	4,591	10,680	6,511	20,192
Moderate (81-95%)	9,725	4,641	9,806	3,916	19,531
Above Moderate (96+%)	117,493	32,794	40,382	4,799	157,875
TOTAL	155,809	52,689	95,241	43,204	251,050

Source: U.S. Department of Housing and Urban Development, based on 1990 Census

B. HOUSING ASSISTANCE NEEDS OF LOWER INCOME HOUSEHOLDS

According to 1990 Census data, 29% of the City's households are considered low income (including Extremely Low, Very Low-Income, or Low Income) with incomes up to 80% of the area median income. Special tabulations from the 1990 Census provided by HUD show that 55,379 low-income households out of a total of 251,050 households in San Jose were in need of housing assistance because of living conditions such as overcrowding, physical housing conditions, or housing costs. Of the 55,379 households, 16,400 were in owner-occupied units and 38,979 were in rental units (see Table 20).

Table 20.

LOW INCOME HOUSEHOLDS WITH HOUSING PROBLEMS: 1990

Income Category	Owner Households	Owner Households with Housing Problems	Renter Households	Renter Households with Housing Problems	Total Low Income Households	Total Households with Housing Problems
Extremely Low (0-30%)	8,826	5,699	19,184	16,672	28,010	22,371
Very Low (31-50%)	10,253	5,617	15,189	13,661	25,442	19,278
Low (51-80%)	9,512	5,084	10,680	8,646	20,192	13,730
TOTAL	28,591	16,400	45,053	38,979	73,644	55,379

Source: U.S. Department of Housing and Urban Development, based on 1990 U.S. Census

The income categories used by HUD in the special tabulations are based on household income as they relate to the City-wide median and are defined as follows:

- Extremely Low Income: 0 - 30% of the median
- Very Low Income, 31 - 50% of the median
- Low Income, 51 - 80% of the median
- Moderate Income, 81 - 95% of the median
- Above Moderate Income, greater than 96% of the median

Table 37 (in Chapter V) defines the income categories used to determine eligibility for federal housing assistance. Under those standards, Moderate Income is considered to be 81-120% of the area median and Above Moderate Income is above 120%.

Table 21 shows the average household income by Council District as of 1990. Council District 3, which contains some of the oldest housing stock in San Jose, has the lowest average household income ($45,310), while Council District 5 has the lowest per capita income at $9,974.

Section C, below, provides a discussion of the components of the total 55,379 households in need of housing assistance.

Table 21.

INCOME BY COUNCIL DISTRICT: 1990

Council District	Average Household Income	Per Capita Income
1	$56,627	$20,785
2	$62,896	$17,718
3	$45,310	$10,681
4	$65,569	$18,067
5	$59,027	$9,974
6	$54,734	$20,655
7	$53,121	$11,437
8	$72,390	$16,908
9	$60,524	$20,382
10	$73,088	$22,533
Citywide	$52,091	$16,905

Source: U.S. Census Bureau, 1990 Census (STF3)

C. HOUSING ASSISTANCE NEEDS OF SPECIAL DEMOGRAPHIC GROUPS

1. Elderly

The l990 Census showed that there were 56,358 persons over the age of 65 living within the City of San Jose. The elderly account for 7.2% of the population of San Jose and are distributed throughout the City, with the greatest concentration in District 6 (14%). There were 26,960 elderly households in San Jose in 1990; 18,310 were owner-occupied households and 8,650 were renter-occupied households (see Table 22). Of these households, an estimated 9,400 spent more than 30% of their income on housing.

Table 22.

HOUSING AFFORDABILITY WITHIN ELDERLY (65+) POPULATION
INCOME SPENT ON HOUSING COSTS/RENT: 1990

Percent of Household Income	Owner-Occupied (OO) Housing Units	Percent of OO Total	Renter-Occupied (RO) Housing Units	Percent of RO Total	TOTAL
Less than 20%	12,170	66.5%	1,108	12.8%	13,278
20% to 24%	1,443	7.9%	728	8.4%	2,171
25% to 29%	1,102	6.0%	1,009	11.7%	2,111
30% to 34%	820	4.5%	1,037	12.0%	1,857
35% or More	2,775	15.2%	4,768	55.1%	7,543
TOTAL	18,310	100.0%	8,650	100.0%	26,960

Source: U.S. Census Bureau, 1990 Census (STF3)

According to special tabulations from the 1990 Census provided by HUD, the low income elderly households needing housing assistance total 9,942 (18% of the total number of households needing assistance). Of this number, 4,963 households are owners and 4,979 are renters. These represent households with incomes up to 80% of the area median that are burdened by the cost of housing or physical housing needs. Of the elderly households in need of assistance, 8,839 elderly households were in the extremely low or very low income categories and 1,103 were low income.

Many senior housing developments have been constructed recently, however these developments typically target seniors earning above 40-60% of the median income, and do not meet the needs of lower income seniors. There is also a need for shared and assisted senior housing opportunities. Senior citizens who own their homes may also have difficulty when non-housing expenses increase and their fixed income does not. When senior homeowners find themselves in economic trouble, home maintenance needs are often deferred. According to City Housing Department staff, a significant portion of the participants in the City Rehabilitation Loan Programs have been senior citizens.

In December 1997, the City of San Jose hired a consultant to assess the housing needs special demographic groups, including senior residents. The study noted that senior household incomes tend to be lower than Citywide income levels. At the time of the study, 47% of senior households were very low income (up to 50% of the area median income) and 12% were low income (up to 80% of the area median income). Therefore, the high cost of housing has a greater impact on these households, especially given the fixed nature of their incomes as housing and other costs continue to rise.

2. Disabled Households

The housing needs assessment study conducted by the City in December 1997 also considered the needs of persons with disabilities. This study provides an analysis of the housing supply and directly related services for persons with disabilities. The study reported that according to 1990 Census data, more than 32,000 residents of San Jose had a disability that affected their ability to work. Approximately 15,000 of these residents were prevented from working by their disability. The remainder of the residents had limited mobility or ability for self-care.

Many persons with disabilities receive assistance from Supplemental Security Income (SSI), which is a good indicator of the needs of these residents. In 1995, more than 14,000 adult residents in San Jose (between the ages of 18-64) received SSI assistance because of disability or blindness. The maximum SSI benefit is $640 per month which places recipients in the extremely low income category. This severely limits the amount that SSI recipients can afford to pay for housing.

3. Small and Large Family Households

According to special tabulations from the 1990 Census provided by HUD, 14,506 low income small households in San Jose needed housing assistance. Small households contain four or fewer members. The 14,506 families comprise 26% of the total 55,379 households that needed assistance. There were 11,012 households in the extremely low or very low income categories and 3,494 households were low income. Most of these small households (13,014) paid over 30% of their income on housing costs (see Table 23).

In 1990, 10,952 low income large households in San Jose required housing assistance. Large households contain five or more members. This group comprised 20% of the total households needing assistance. Of these households, 8,449 were considered extremely low or very low income and 2,503 were low income.

It was estimated that 8,215 of these large households paid over 30% of their income on housing costs (see Table 23).

Table 23.

SMALL AND LARGE RENTAL HOUSEHOLDS WITH HOUSING PROBLEMS WITH HOUSING PROBLEMS: 1990

Income Category	Total Households	Households with any Housing Problem	Households Paying over 30% of Income on Rent
Small Renter Households			
Extremely Low Income	6,439	5,802	5,428
Very Low Income	5,752	5,210	4,784
Low Income	4,449	3,494	2,802
TOTAL	16,640	14,506	13,014
Large Renter Households			
Extremely Low Income	4,463	4,349	3,901
Very Low Income	4,237	4,100	3,152
Low Income	2,643	2,503	1,162
TOTAL	11,343	10,952	8,215

Source: Department of Housing and Urban Development Special Tabulations, 1990

4. Female-Headed Households

The l990 Census information indicated that there were 15,278 female-headed single parent households with dependent children under 18 years of age in San Jose. It was estimated that of this number, 5,041 were below the poverty level. These female-headed households may be a subset of either the small or large family components discussed above.

In 1987, 2,580 female-headed owner occupied households paid over 30% of their income on housing, representing 8% of all owner occupied households in San Jose. Similarly, 5,362 female-headed renter occupied households paid over 30% of their income on housing, representing 14% of all renter occupied households in San Jose (see Table 24). (1990 income data were not available to update this section.)

Table 24.

PROFILE OF FEMALE-HEADED HOUSEHOLDS: 1987

	Owners	Renters
Female-headed Households		
1-2 Children	1,954	3,804
3-4 Children	588	1,371
5 or More Children	38	187
TOTAL	2,580	5,362
Female-headed Households Receiving Public Assistance	1,139	2,431
Percent of Female-headed Households Spending Over 30% for Housing	7.7%	13.6%

Source: Michael Fajans & Associates, Housing Needs Assessment (1988)

5. Low Income Minority Households

Using the special tabulations from the 1990 Census provided by HUD, the following estimates were made of low income minority households in San Jose. There were approximately 98,356 minority-headed households; 54,862 resided in owner-occupied units and 43,494 were in renter-occupied units. Of the owner-occupied minority-headed households, 53% are in need of housing assistance while 69% of the renter-occupied households require assistance. In 1990, 27,775 minority households were extremely low or very low income and 9,524 were low income

6. Homeless

Comprehensive and valid statistics on the homeless are not available and vary widely. The 1990 Census reported a homeless population of 1,062 (917 sheltered and 145 visible in street locations) in the City of San Jose on the Homeless Census Night in March 1990. However, the Census Bureau believes that number is low. The Census data also indicate that 20,000 to 30,000 households are at risk of becoming homeless due to a variety of factors (including financial constraints, mental illness, or substance abuse).

The Cities of San Jose, Santa Clara, Palo Alto, Mountain View, Sunnyvale, and Gilroy and the County of Santa Clara conducted surveys of homeless individuals and families in January of 1995 and 1999. The 1999 survey consisted of a questionnaire administered to a sample of 1,805 homeless individuals on the streets or in a shelter in the County (1,054 were in San Jose), while 1,476 homeless individuals responded to the 1995 survey. In 1995, there were an estimated 10,000, persons in San Jose who had experienced an episode of homelessness. By 1999, the estimated had increased to 12,600 persons.

A profile of the homeless in San Jose in 1995 and 1999 was complied based on the results of the two surveys (see Table 25). While the results vary based on the sample surveyed each year and the number of respondents to answer each question, the information provides a picture of San Jose's homeless population. The majority of the homeless population is male, although the number of females is increasing. In 1995, 19% of the homeless were female, which increased to 37% by 1999. In 1999, only 3% were under the age of 18; 36% of these children were under the age of five, 28% were between the

ages of six and twelve, and 17% were thirteen to seventeen years old. (Of those under 18, 19% did not specify their age.) In 1999, 53% of the survey respondents made less than $500 a month, and 27% of respondents reported being employed at the time of the survey.

Approximately 20-25% of the national adult homeless population suffers from severe and persistent mental illness of some form[1]. Twelve percent of the San Jose respondents in the 1999 Homeless Survey identified themselves as suffering from a severe mental illness, and 3% indicated that mental illness was the reason they were homeless. The Julian Street Inn in San Jose provided shelter to over 1,200 homeless and mentally ill individuals during fiscal year 1999/00. Drug and alcohol abuse are common problems for the homeless population. In 1999, 31% of the respondents in San Jose reported problems with drugs and/or alcohol. Eight percent of the respondents indicated problems with both substance abuse and mental illness.

Another study conducted by the Santa Clara Collaborative in 1997 measured the number of turnaways from shelters in Santa Clara County during a given week. Between April 21 and 27, 1997, an average of 75 people were denied beds at shelters each day. The average number of calls to shelters was 40 per day; 53% of those calls were from families. The number of homeless families is especially hard to estimate because many families do not want social service agencies to know about them for fear of losing their children and because they are physically afraid of the persons who use the shelters. They are the most invisible homeless population.

In San Jose, there are about 1,181 permanent and supplemental emergency shelter beds available to homeless individuals or families. San Jose also provides 868 transitional housing units and 395 permanent housing units. In addition, there are voucher programs in Santa Clara County which provide funds for homeless persons receiving general assistance (i.e., mentally ill or developmentally disabled). The vouchers are worth approximately $16-18 a night. San Jose provides approximately 80% of the emergency and transitional facilities in the County of Santa Clara. Most of the meal programs for the homeless and near homeless are also located within the City boundaries. A survey conducted in 1999 indicated that over 73% of the County homeless were local (County) residents immediately prior to becoming homeless.

The problems associated with the homeless cannot be solved simply with adequate housing. The solutions must include employment and training, social services, and programs to counter substance abuse, as well as shelter and more permanent housing. The housing problems of the homeless are seen as being three tiered: (1) temporary or emergency shelter, (2) group quarters or transitional housing with appropriate social services, and (3) very low and low income housing. Second- and third-tier problems are those associated with both the housing supply and problems of entering the rental market (i.e., the lack of funds for first and last month's rent and damage deposits). To combat these problems the City has adopted General Plan policies and Zoning Ordinance amendments to encourage the production of Single Room Occupancy Facilities to provide transitional housing.

[1] Koegel, Paul et al. “The Causes of Homelessness,” in Homelessness in America, 1996, Oryx Press

Table 25.

SAN JOSE HOMELESS PROFILE

	1999	1995
Families: (Homeless more than one year)	18%	16%
Ethnicity:		
White	35%	36%
African American	20%	21%
Hispanic	31%	23%
Native American	5%	6%
Asian or Pacific Islander	4%	3%
Other	4%	11%
Age Groups:		
Under 18	3%	17%
Between 19 and 39	47%	46%
Between 40 and 64	46%	35%
Over 65	3%	2%
Gender:		
Male	63%	81%
Female	37%	19%
Mentally Ill:	12%	7%
With Alcohol and Drug Problems:	31%	20%
Length of Current Homelessness:		
Less than one month	15%	2%
One to three months	21%	23%
Three to six months	7%	16%
Six to twelve months	23%	15%
More than a year	33%	43%
Income:		
Less than $500/month	53%	46%
$500-1,000/month	28%	30%
$1,000-1,500/month	9%	7%
$1,500+/month	5%	10%
Education:		
Some grade school	11%	7%
Some high school	23%	20%
High school degree	28%	31%
Some college	24%	25%
College degree	4%	5%
Post-graduate work	1%	2%

Source: City of San Jose, Department of Housing 2000-2005 Consolidated Plan

In 1995, the City Council examined the issue of homelessness in San Jose and established the Emergency Homeless Shelter Criteria to govern the location, size, and performance of future emergency shelters in the City. These criteria provide clear direction to those proposing new shelters and addresses neighborhood concerns while responding to the needs of the homeless population in San Jose. The City Council established goals for the production of transitional housing and emergency shelter beds, and emphasized the need for other services such as counseling and job training to ensure that homelessness need not be a permanent situation.

As of 1995, most emergency shelters were located within an approximately four square mile area near the center of the City. To promote a more equitable distribution of shelters within the City, the criteria encourage the location of shelters outside of this area. The Council criteria establish other guidelines for siting new shelters, such as proximity to transit and services, and separation from schools and parks. Emergency shelters are preferred on sites with a General Plan designation of Commercial, Combined Industrial/Commercial, Heavy or Light Industrial, and in some situations, Industrial Park. The San Jose Zoning Code permits emergency shelters to be located in all commercial and manufacturing zoning districts with a conditional use permit. These districts are distributed throughout the City, including areas within close proximity of government agencies and public transit facilities. Therefore, ample locations exist for emergency shelters in San Jose. The permit process for shelters is simple and straight forward.

7. Farm Workers

Due to the declining number of farm workers, there are no identified special needs for this population.

D. ADDITIONAL HOUSEHOLDS EXPECTED TO RESIDE IN THE COMMUNITY

Pursuant to Federal regulations, information is provided in the Consolidated Plan and the housing element regarding the housing assistance needs of those expected to reside in the City because of employment and labor market changes. The intent of this requirement is to consider the needs of low income workers who are employed or will be employed within the City but live or would live elsewhere due to a lack of low income housing within the City.

The "expected to reside" number consists of the sum of:

- The number of low income households expected to reside as a result of planned employment
- The number of low income households already employed in the locality but residing elsewhere
- The number of elderly non-residents on waiting lists for assisted housing or the total number of elderly non-residents who use local medical facilities and who prefer to live within the City.

Based upon previous information provided by the area office of the Department of Housing and Urban Development, the expected-to-reside number for San Jose is zero. This is because the ratio of low income households to total households within the City of San Jose exceeds the corresponding ratio for the standard metropolitan statistical area (SMSA). In other words, San Jose currently houses a greater share of low income households than the proportion of all low income households to total households in Santa Clara County.

E. PROJECTED HOUSING NEEDS

1. Population and Employment Growth

Several studies of population and employment growth have been concluded for the San Jose area. For purposes of comparison to ABAG's Regional Housing Needs Allocation (1999-2006), the first to be discussed will be those provided by ABAG in the Projections 2000: Forecasts for the San Francisco Bay Area to the Year 2020 (December 1999). It should be noted that Projections 2000 uses the Sphere of Influence boundary for San Jose which is larger than the incorporated boundaries of the City of San Jose. As a result, direct data comparisons are not possible. The results of ABAG's forecasts are shown on Table 26.

San Jose contains approximately 50% of the County's total population growth, and 52% of the household growth between 2000 and 2010 (based on Projections 2000). San Jose accounts for 43% of the County's job growth and 52% of the growth in employed residents in the County. This reflects San Jose's historic and continuing role as a bedroom community for jobs rich communities in the County.

2. Share of Regional Projected 1999-2006 Housing Need

ABAG calculates San Jose's share of the projected regional housing need to be 26,114 dwelling units over the period from January 1999 to June 2006 (Regional Housing Needs Determinations, June 2000). ABAG defines the projected housing need as the number of units needed to provide for projected household growth, provide for the housing needs of the local labor supply and at the same time, keep the market "in balance", as discussed previously. The City realizes that the need for affordable housing is great and continues to be proactive in its planning and programmatic efforts to exceed ABAG's Housing Need Determination for San Jose.

The methodology used by ABAG to determine citywide projected housing needs is based on a total housing need for the nine-county Bay Area region. This regional need is then allocated to cities and counties according to their share of the region's household and job growth during the planning period.

The methodology may be characterized as "unconstrained" in that it does not take into account local service and facility constraints (e.g., sanitary sewer capacity); however, State law does limit what local policy constraints can be considered by ABAG. ABAG's housing need determination cannot consider local policies or growth ordinances that limit housing production and it must consider the potential for higher levels of residential development than contemplated by local land use policies and zoning ordinances. To promote "smart growth" development, including a jobs and housing balance, the methodology attempts to shift housing responsibilities toward job producing areas. In addition, the methodology emphasized cities assuming a greater share of housing growth within their spheres of influence in order to focus growth in urbanized areas.

In addition to the locality's total share of the regional housing need, ABAG also projects a determination of household need by income category (see Table 27). State law implies that the projected determination for household need by income category should result in movement toward the distribution of households by income category within the region. For purposes of ABAG's 1999-2006 allocation, each jurisdiction's income percentages were moved 50% toward the regional average by averaging the 1990 City income distribution percentages with the existing regional percentages. This method promotes a more equitable distribution of housing opportunities within the Bay Area. Progress toward meeting the housing need and income distribution is discussed in Chapter XI.

APPENDIX C

These projections only address housing need. Despite the consideration given to the jobs and housing balance in the methodology, the projections do not consider the context of City goals for employment growth versus housing and do not consider the historical role of San Jose in providing the vast majority of lower priced housing in Santa Clara County. While there are steps the City could take to improve the housing situation, they will not succeed unless other cities in Santa Clara County also take similar steps.

Table 26.

POPULATION, HOUSEHOLD, AND JOB PROJECTIONS: 2000-2020

Year	Population	Absolute Change	Percent Change	Households	Absolute Change	Percent Change	Jobs	Absolute Change	Percent Change
2000	928,100	---	---	276,490	---	---	395,990	---	---
2005	969,800	41,700	4.5%	288,960	12,470	4.5%	424,840	28,850	7.3%
2010	1,001,600	31,800	3.3%	303,890	14,930	5.2%	451,740	26,900	6.3%
2015	1,026,300	24,700	2.5%	317,220	13,330	4.4%	471,860	20,120	4.5%
2020	1,047,800	21,500	2.1%	325,310	8,090	2.6%	491,410	19,550	4.1%

Source: Association of Bay Area Governments (ABAG), "Projections 2000"

Table 27.

PROJECTED HOUSING NEED BY INCOME CATEGORY: 1999-2006

	Very Low	Low	Moderate	Above Moderate
San Jose	5,337 (20.4%)	2,364 (9.0%)	7,086 (27.1%)	11,327 (43.5%)

Source: Regional Housing Needs Allocation, Association of Bay Area Governments, 2000

3. City of San Jose Population and Employment Projections

a. Population Projections

In planning for future growth, the total increase in population and other demographic characteristics (i.e., household size, age, sex and workers per household) are important considerations.

Population growth is a function of both natural increase and migration into or out of an area. Natural increase includes births (fertility) and deaths (mortality). Both fertility and mortality rates have remained fairly constant over the past several years. Migration is dependent on a wide variety of factors, including current and anticipated economic conditions, land uses, service capacities, and the difficult-to-quantify "quality of life." In addition, migration is frequently a function of a larger geographic area or economic region. For example, migration into San Jose has historically been influenced by employment growth throughout Santa Clara County.

As part of the San Jose 2020 General Plan, population projections were made for San Jose's Sphere-of-Influence, the area of maximum potential expansion for the City. Because no one can ever precisely predict what will occur in the future, a range of mathematical factors and assumptions is used. These assumptions are as follows:

- An increasing birth rate through 2005 followed by a leveling off of the birth rate by 2010.
- A slightly decreasing morbidity rate through 2010.
- Increasing in-migration, comprised primarily of persons less than 35 years of age.
- Increasing participation in the labor force by women.

Projections are not inevitable outcomes. Rather, they are calculations of a future condition if assumptions are proven valid. Using the above assumptions, the future population for San Jose will be characterized by the following:

- A total population in the year 2010 of between 959,000 and 1,040,000 persons, with a figure of around 1,000,000 persons being most likely.
- An older population, with a median age of 35 to 39 years in 2010 as compared to the median age of 27 years in 1980 and 30.6 in 1990.

- In-migration will account for slightly more than one half of the population growth between 1990 and 2010.

- Average household size increasing slightly to 3.10 PPH by year 2005 and then declining back to 3.08 persons per household in 2010.

- New household formation increasing at roughly the same rate as population growth.

- The average number of workers per household will remain at around 1.6 in 2010 after the steady increase from 1.45 in 1980 to 1.63 in 1990.

The above projections are "unconstrained"; that is, they assume that no sociological or public policy limitations on population growth will occur.

b. Employment Projections

San Jose is a distinct economic component of Santa Clara County. Trends in economic activity in the County as a whole will largely determine economic trends in the City. County-wide employment growth from 1990 to 2010 is expected to follow general patterns established since World War II. Highlights of these historic growth patterns for the County from 1950 to 1980 are:

- A 665% increase in total employment from about 110,000 jobs in 1950 to 841,800 jobs in 1980.

- Increases in manufacturing (1000% increase), services (700% increase) and government (600% increase) exceeded the overall employment growth rate between 1950 and 1980.

- Service sector jobs increased from 22% to 26% of County total employment between 1980 - 1990; manufacturing sector jobs declined from 36% to 32% during the same timeframe.

- An increasingly larger share of the manufacturing sector was devoted to "high technology" products which have given Silicon Valley its name, including: computers and peripherals; calculators; communications equipment; electronic components; missiles and space vehicles; and instruments.

- Agriculture and mining sectors continued to a decline.

- Most other sectors recorded increases in numbers of jobs, though at slower rates than total employment growth.

- From 1975 to 1980, 174,500 jobs were created, an unprecedented growth of employment equaling 25% of the total number of 1982 jobs in the County.

- Between 1981 and 1990, 145,400 jobs were added to the County; over 60% of this growth occurred in the first half of the decade before the state and national economies slowed.

Total employment is projected to increase to about 1,105,800 jobs in Santa Clara County in 2010. This represents an "unconstrained" forecast, assuming no barriers to economic expansion and growth. The anticipated 1990 to 2010 increase of about 244,000 jobs would represent a slower rate of employment growth than was experienced in Santa Clara County in the late-1970's and early 1980s; however, this growth rate still exceeds the anticipated growth rates for California and the nation as a whole.

Those sectors of the County's economy which will show the highest rates of growth are services, wholesale trade and manufacturing. In each of these sectors, high technology products and services will predominate. It is expected that local employment expansion by high technology manufacturing firms will be primarily in the administrative headquarters and research and development functions, with expansion of fabrication and assembly operations occurring in other regions. Programming and computer services will be a high growth industries. Agriculture and food processing will show actual declines in numbers of jobs. The service sector is expected to grow and support the "high technology" industries. All other sectors should experience growth, but at rates slower than overall employment growth.

The faster rates of growth in the high technology sectors and the fact that high technology employment growth in Santa Clara County will be largely "white collar" implies a continuing demand for a well-educated and highly skilled labor force.

It is not known what proportion of the County's employment growth will develop in San Jose. The location of employment growth can be directly affected by public policy incentives such as infrastructure expansion and housing production. For example, San Jose has been more successful in attracting economic development since the establishment of redevelopment projects in the mid-1970's. San Jose has a sizable inventory of vacant land to accommodate future employment. The City continues to provide most of the new housing in Santa Clara County. Finally, the policy to develop a high-technology campus industrial center in North Coyote Valley is another initiative to improve the City's economic base.

The nature of employment projections, occupational outlook, and changes in household economic strategies add to the difficulty of quantifying the changes in the housing market stemming from employment growth; however, moderate increases in the need for assistance in securing affordable housing are expected in response to a trend of increasing income bifurcation. While many households are better off, there is also a growing number of lower income households and a diminishing proportion in the middle of the income spectrum.

IV. GOVERNMENTAL CONSTRAINTS

Housing elements are mandatory components of local general plans, recognizing that local planning and program commitments play an integral role in the pursuit of housing goals. At the same time, identified total housing needs may exceed available resources and the community's ability to satisfy these needs. The ability to satisfy housing needs is affected by two types of constraints:

- Governmental (including fees, taxes, land supply, local land use controls and development standards, local building codes, on-site/off-site improvements, and local processing procedures)

- Non-governmental (including availability of financing, price of land, and costs of construction)

In addition, localities must have adequate resources to service its population. Although these three factors are discussed independently in this appendix, they are largely interdependent.

A. AVAILABILITY OF VACANT LAND

The availability of vacant land for residential development is frequently cited as the most important governmental constraint to meeting housing needs. Additionally, the availability of vacant residential land affects not only the amount of housing which can be built, but also the cost of such housing due to land costs. The General Plan does not focus on housing exclusively, but must balance other competing community needs. Thus, the available vacant land must be distributed to residential, commercial, industrial and community service land uses.

Related to a city's pool of vacant land is that city's defined area of service, in San Jose, the Urban Service Area. The Urban Service Area (USA) is an area defined in conjunction with the City of San Jose and the Santa Clara County Local Agency Formation Commission. The USA consists of lands which are served by existing urban facilities, utilities, and services or are expected to be served within the next five years. These lands will be available for development. In addition, the City adopted the Greenline/Urban Growth Boundary in March 2000 which delineates the maximum extension of urban development and urban services anticipated in the General Plan. The Urban Growth Boundary (UGB) generally follows the 15% slope line of the hillsides surrounding San Jose and excludes lands that are subject to geologic or seismic hazards and are inappropriate for urban development. The UGB is generally coterminous with the USA; however, the UGB includes the Coyote Valley and South Alamden Valley Urban Reserves. The Urban Reserves are planned for future residential growth when the fiscal stability of the City allows the extension of urban services. The Greenline/Urban Growth Boundary and USA policies govern the timing and location of future urban development and the extension of urban services to ensure that both occur in a timely manner.

By the City defining an area for urban services and development, the housing developers are informed as to the development potential of lands relative to available services. For areas that lie within the City's USA but are not yet within the City limits, the process of prezoning and annexation is required. These processes are considered concurrently to minimize the processing time for new development within the USA. The USA is the key constraint or limit to urban development in San Jose, rather than zoning, since it is relatively easier to rezone land already in the USA for residential development than it is to bring new land into the USA through the lengthy Local Agency Formation Commission (LAFCO) process. It is General Plan policy to encourage annexation of lands within the USA.

APPENDIX C

In order to keep track of the pool of vacant land within its boundaries, San Jose has maintained a Geographic Information System database that tracks new development within the USA. New development on previously vacant land is taken out of the vacant land inventory while any new vacant lands created through demolition or expansion of the USA are added to the inventory (see Table 28).

The Urban Service Area (USA) designates the area where urban development requiring services and facilities should be located. The vacant land inventory thus provides information regarding development opportunities where suitable infrastructure exists or could be provided. The reuse of underutilized land and vacant sites within the USA are consistent with the City's infill policies which encourages reuse of sites, such as canning plants, which are no longer viable in today's changing economy, but already have the services and facilities in place. This maximization of efficient use of infrastructure is consistent with the San Jose's Sustainable City Major Strategy. The General Plan Urban Service Area Goals and Policies address the desire to ensure that the future growth of San Jose proceeds in an orderly and planned manner in order to provide efficient and economical public services and to maximize the utilization of existing and proposed public facilities. Expansion of the Urban Service Area should only occur when it can be demonstrated that existing facilities are either able to serve the expansion area, adequate facilities are planned and will be available when required, or the developer can provide the necessary facilities. Additionally, the USA should not be expanded unless it can be determined that adequate public resources are available for maintenance and operation in the long term. Future development will be primarily concentrated in lands designated for urban development capable of providing services and facilities within the planning period.

As of July 1999, approximately 2,220 gross acres of vacant land, designated for residential uses were identified within the City's Urban Service Area. This acreage represents about 19,875 dwelling units (approximately 2,810 single-family units and 17,065 multi-family units) assuming development occurs at average densities reflective of past development (see Table 29). If development consistently occurs at the high end of the density ranges of the various residential land use designations, the dwelling unit yield of this land would increase to about 24,500. The 1999 vacant land inventory indicates there is development potential available in both single-family and multiple-family land use categories, providing opportunities for all types of housing development.

Table 28.

VACANT LAND BY GENERAL PLAN LAND USE CATEGORY: 1999

Land Use Category	Vacant Land Area (Gross Acres)	Percent of Total
Single-Family Residential	1,619	19.2%
Multiple-Family Residential	641	7.6%
Commercial	282	3.3%
Industrial	3,808	45.1%
Public/Quasi-Public	962	11.4%
Public Park	1,125	13.3%
TOTAL	8,437	100.0%

Source: City of San Jose Planning Services Division

Of these vacant lands, 1,812 acres are zoned for residential use and represent a potential yield of 12,871 units (see Table 30). Approximately 80% of these lands have a residential Planned Development zoning which is the typical approach for approval of new residential development in San Jose (see discussion of Planned Development Zoning Process in section B.2., below). The remaining 408 acres of vacant lands designated for residential use currently have a non-residential zoning. Rezoning of these lands to Planned Development, consistent with the General Plan is expected to occur at the time of a development proposal. Between 1995 and 2000, over 900 acres with a residential General Plan designation were rezoned from non-residential to residential uses, resulting in the approval or construction of 11,000 new housing units (see Table 31). A majority of these units were approved through the Planned Development zoning process. The City also encourages the annexation and zoning of County lands within the Urban Service Area which increases the amount of residentially zoned lands. (See Chapter VI for more details on the City's planned housing supply).

Additionally, the General Plan's Discretionary Alternate Use Policies provide for residential development beyond what the Land Use/Transportation Diagram identifies. Discretionary Alternate Use Policies can be used in certain instances to allow residential development to occur at a greater density or to enable residential development on nonresidentially designated lands and is typically facilitated through the Planned Development zoning. These policies encourage the production of affordable housing and can act to streamline the development review process for such projects. (See section B. 1. below for a description of these policies.)

In summary, the City is not constrained by available vacant land for residential development.

Table 29.

POTENTIAL HOUSING UNIT YIELD OF ALL VACANT LANDS WITH A RESIDENTIAL GENERAL PLAN DESIGNATION: 1999

Land Use Designation	Vacant Land Area (Gross Acres)	Average Yield (Housing Units)	Maximum Yield (Housing Units)
Very Low Density Residential (2 DU/AC)	314	367	565
Low Density Residential (5 DU/AC)	186	639	743
Medium Low Density Residential (8 DU/AC)	267	1,804	1,924
Medium Density Residential (8-16 DU/AC)	101	1,094	1,458
Medium High Density Residential (12-25 DU/AC)	85	1,521	1,901
High Density Residential (25-40 DU/AC)	120	3,422	4,562
Residential Support for the Core Area (25+ DU/AC)	18	971	971
Transit Corridor Residential (20+ DU/AC)	30	1,358	1,358
Planned Community	1,100	8,700	10,900
TOTAL	2,220	19,875	24,383

Source: City of San Jose Planning Services Division

Table 30.

RESIDENTIALLY-ZONED VACANT LANDS WITH A RESIDENTIAL GENERAL PLAN DESIGNATION: 1999

Land Use Designation	Vacant Land Area (Gross Acres)	Average Yield (Housing Units)	Maximum Yield (Housing Units)
Very Low Density Residential (2 DU/AC)	248	274	421
Low Density Residential (5 DU/AC)	115	421	490
Medium Low Density Residential (8 DU/AC)	228	1,541	1,644
Medium Density Residential (8-16 DU/AC)	90	974	1,298
Medium High Density Residential (12-25 DU/AC)	60	1,079	1,348
High Density Residential (25-40 DU/AC)	115	3,263	4,351
Residential Support for the Core Area (25+ DU/AC)	1	62	62
Transit Corridor Residential (20+ DU/AC)	30	1,358	1,358
Planned Community	925	3,900	4,700
TOTAL	1,812	12,871	15,672

Source: City of San Jose Planning Services Division

Table 31.

UNITS GAINED THROUGH REZONING FROM NON-RESIDENTIAL TO RESIDENTIAL: 1995-1999

Year	Housing Units Gained Through Rezoning	Acres
1995	618	65.9
1996	2,558	456.9
1997	6,005	265.8
1998	2,009	108.4
1999	430	25.0
TOTAL	11,620	922

Source: City of San Jose Planning Services Division

B. DEVELOPMENT APPROVAL PROCESS

The City of San Jose, through its commitment to the planning process, has developed and maintained three key planning documents designed to support efficient residential development within the City. These three implementation tools are the San Jose 2020 General Plan, Title 20 of the San Jose Municipal Code (the zoning ordinance) which contains zoning provisions regulating development, and the City Council adopted Residential Design Guidelines. All three documents work in concert with each other to create a very clear guide for the development community to work from in an effort to ensure the creation of livable residential environments and to minimize processing time.

1. The General Plan

The San Jose 2020 General Plan is a comprehensive document that includes strategies, goals and policies and land use designations to promote the development and preservation of housing in San Jose. Such policies include the Housing Major Strategy which seeks to provide housing opportunities to meet all economic segments and the Housing Goals and Policies which address distribution, discrimination, conservation and rehabilitation, low/moderate income housing, rental housing, design review and administration. While the Housing Goals and Policies section of the San Jose 2020 General Plan speak most directly about housing issues, it is important to note that the San Jose 2020 General Plan is fully integrated with each individual element designed to complement and support other elements. San Jose's approach to providing housing opportunities is included in other goals and policies, including the City Concept, Community Development, Residential Land Use, Land Use/Transportation Diagram and Land Use Designations, etc.

The City of San Jose currently has ten residential land use designations (see Table 32). The higher density designations have both a minimum density and maximum density to ensure that development occurs at an appropriate density. For example, the minimum number of units per acre which could be constructed under the Medium High Density Residential designation is 12 DU/AC and the maximum is 25 DU/AC. Establishing a minimum density promotes efficient use of lands designated for higher density residential and maximizes the housing potential. The Residential Support for the Core Area and the Transit Corridor Residential designations do not have upper density limits (as indicated by the "+" symbol after the minimum density permitted) to encourage higher densities in appropriate areas of the City (see Table 32). This ensures that a minimum density will be achieved while allowing flexibility to develop denser projects that are compatible with surrounding land uses.

The residential designations are distributed throughout the City, as displayed in the Land Use/Transportation Diagram of the General Plan. Generally, the Rural Residential (0.2 DU/AC) to the Very Low Density Residential (2 DU/AC) land use designations are found in the hillside areas surrounding the City of San Jose while the Medium High (12-25 DU/AC) and High Density Residential (25-40 DU/AC) land use designations are more appropriate either near the Downtown Core Area or along arterials and transit corridors. Sites within a Transit-Oriented Development Corridor or near transit facilities can be designated Transit Corridor Residential (20+ DU/AC) to promote high density residential development in close proximity to transit facilities.

Table 32.

RESIDENTIAL GENERAL PLAN LAND USE DESIGNATIONS

Land Use Designation	Density
Rural Residential	0.2 Units/Acre
Estate Residential	1 Unit/Acre
Very Low Density Residential	2 Units/Acre
Low Density Residential	5 Units/Acre
Medium Low Density Residential	8 Units/Acre
Medium Density Residential	8-16 Units/Acre
Medium High Density Residential	12-25 Units/Acre
High Density Residential*	25-40 Units/Acre
Residential Support for the Core Area	25+ Units/Acre
Transit Corridor Residential	20+ Units/Acre

Source: City of San Jose Planning Services Division

* A pending General Plan amendment proposes to increase this density range from 25-40 to 25-50 DU/AC to ensure efficient use of lands with this designation

A key component of the General Plan is the flexibility it provides to respond to changing conditions thereby minimizing governmental constraints. In recognizing the need to meet changing long range plans and goals, the City has historically held an annual review of the General Plan which is a comprehensive process whereby privately or publicly initiated amendments to the Land Use/Transportation Diagram and General Plan text are analyzed. Beginning in 2001, the City Council directed that the review of the General Plan occur three times per year, offering flexibility to modify General Plan land use designations on individual properties.

In addition to the lands designated for residential uses, the San Jose 2020 General Plan contains 13 Discretionary Alternate Use Policies, 11 of which have provisions to increase residential densities or to allow the conversion of nonresidential lands to residential use without an amendment to the General Plan. These policies provide considerable flexibility in increasing the City's ability to provide additional housing opportunities and avoid the requirement for a General Plan amendment. The Discretionary Alternate Use Policies are applied through the Planned Development zoning process, at the time of a specific development proposal. Examples of these policies are listed below:

- Discretionary Alternate Use (DAU) Policy No. 1 (The Two Acre Rule) allows parcels less than two acres in size which have a nonresidential designation to be developed residentially if such development would be compatible with the neighborhood. It also allows parcels with a residential designation to be developed at a higher or lower residential density range. The appropriate density for a given site should be determined based on compatibility with surrounding land uses. The intent of this policy is to encourage the development of small, residential infill projects which take advantage of existing urban infrastructure.

- DAU Policy No. 2 allows surplus properties with a Public/Quasi-Public land use designation to be developed under any land use without a General Plan amendment. To use this policy, the proposed land use must be compatible with existing land uses and consistent with General Plan goals and policies.

- DAU Policy No. 6 allows proposed rental housing projects to develop at the next highest density range, regardless of the size of the site, to encourage the production of rental housing.

- DAU Policy No. 7 allows for a 50% density bonus for any five unit or larger residential project where at least 20% of the units proposed would be affordable to low income households, or 10% of the units proposed would be affordable to very low income households.

- DAU Policy No. 8 allows a residential project that proposes 100% of its units be affordable to low or moderate-income households to be located on **any** site designated for nonopen space use and does not impose a density limit if certain standards are met.

- DAU Policy No. 9 allows for a relaxation in density limits for alternative senior citizen and handicapped housing which reflects an anticipated lower population per household and allows alternate types of living quarters for these populations.

- DAU Policy No. 12 allows density increases of up to a maximum of 50 DU/AC for residentially designated parcels within 2000 ft. of a light rail station or within 500 ft. of The Alameda (north to Shasta/Lenzen) or within a Transit-Oriented Development Corridor.

- DAU Policy No. 14 was adopted by the City Council in November 2000 and allows surplus properties owned by the City of San Jose to be used for the development of affordable housing at any density, regardless of land use designation if certain criteria are met.

All of the above referenced Discretionary Alternate Use Policies are designed and implemented to encourage infill housing opportunities and increased density on lands that were not originally planned for such use but are capable of accommodating such development consistent with the overall goals and policies of the General Plan. A new DAU Policy was recently approved by the City Council to allow the use of City surplus lands for affordable housing at any density regardless of the General Plan designation.

The above polices effectively increase the pool of land available for residential development within the City's Urban Service Area. Discretionary Alternate Use Polices were applied to more than 60 projects between 1989 and 1999, resulting in the approval or construction of 2,600 units above the General Plan designation. Details on these policies can be found in Chapter V, Land Use/Transportation Diagram, of the San Jose 2020 General Plan.

In addition to the provisions of the General Plan identified above, the San Jose 2020 General Plan contains a special strategy area to increase residential densities along major transit routes. The Transit-Oriented Development Corridor Special Strategy Area is described in detail in Chapter V of the General Plan. The strategy area encourages high density and mixed high density/commercial uses to locate near light rail lines or major bus routes. Such development would encourage transit use, pedestrian-oriented activities, efficient use of vacant or underutilized lands, and more affordable housing opportunities. Intensification of land uses within these corridors would occur through a series of stages as planning and construction of light rail facilities progresses. In 1999, the City Council initiated a three-year Housing Opportunities Study to proactively identify vacant or underutilized sites within the Transit-Oriented Development Corridors suitable for higher density residential development.

San Jose also has a variety of Mixed Use Designations which allow combinations of industrial, commercial and multi-family residential uses. As an example, lands designated Industrial Park with a

Mixed Use overlay can be converted to allow up to 40 dwelling units per acre on the entire site. These mixed use designations are described in Chapter V of the General Plan text.

To facilitate residential development, General Plan amendment proposals typically include changing the land use designation to a higher density residential category. Additionally, amendments to the text of the General Plan could modify policies and land use definitions to also encourage the creation of residential development. Most recently, Planning Staff initiated a text amendment to modify the definition of High Density Residential from 25-40 DU/AC to 25-50 DU/AC as well as proposed increasing the maximum density allowed in several of the General Plan's Discretionary Alternate Use Policies. The City Council is the final decision making body for General Plan amendments, which become effective 30 days after adoption.

The use of General Plan amendments, however, is not the only mechanism to facilitate housing development. The General Plan's Discretionary Alternate Use Policies (DAU), as mentioned above, are utilized to support and expedite residential development by eliminating the requirement for a General Plan amendment. The DAU Policies provides flexibility when the implementation of goals such as the production of affordable housing, rental housing and high quality projects is met.

In conclusion, San Jose's General Plan does not constrain the development of low cost housing units in San Jose, but rather has demonstrably increased the supply of housing by requiring minimum densities and providing flexibility through Discretionary Alternate Use Policies to add more density beyond the General Plan land use designation where appropriate.

2. Zoning Ordinance

The City's zoning ordinance provides two forms of zonings; "conventional" zonings and Planned Development zonings. In the conventional zoning series, there are 14 designations established for residential uses. The Planned Development zoning process establishes a separate, unique zoning for each site, including use, density, and development standards, not afforded through the more rigid development standards found in a conventional zoning district.

<u>Conventional Zoning Districts</u>

The uses allowed in the residential districts graduate from single-family detached up to multi-family, including provisions for mobile home parks, sororities and fraternities, and single-room occupancy residential uses. Although there is a conventional zoning district to accommodate mobile home parks, there is no restriction on locating mobile homes or manufactured housing in any other single-family district as long as it is on a permanent foundation.

In general, the R-1 zoning districts represent single-family residences. The suffix (i.e., B-3 and B-6) indicates the minimum lot area, which can be interpreted into a maximum density. For example, the R-1:B-6 zoning district permits one single-family residence, has a minimum lot size of 6,000 square feet and would allow approximately 7.26 dwelling units per acre. This is a typical single-family residential neighborhood in San Jose. Other single-family zoning districts such as R:1-B:3 and R-1:B-2 require larger minimum lot sizes for single family residences. Sites with these zoning designations are often located in the hillsides or rural areas where hazardous conditions and/or preservation of open space on the urban fringe may warrant larger lots. The R-1 single-family residential zoning districts are designated on approximately 16% of the City's vacant residential General Plan designated land.

The R-2 zoning district is typified by duplexes on a minimum of 6,000 square foot lots. The R-3 and R-4 categories are typified by multi-family residential developments, ranging in densities from 8.7 to 43 dwelling units per acre. These zoning districts represent a very small portion (approximately 3%) of

vacant land in San Jose. However, much of the higher density residential developments have been accommodated through the Planned Development Zoning Process.

Through the 1970's, the majority of housing constructed in San Jose was built on land zoned R-1 and R-l:B-6, single-family detached homes on average 6,000 square foot lots. This resulted in a typical density of 6.5 dwelling units per net acre. Since about 1980, the great majority of all residential development, including single-family development, has occurred through Planned Development zonings. Single-family development is now occurring at an average density of 8.6 dwelling units per acre.

Recent residential development has reflected a trend towards increasing density. In 1990, 58% of housing stock consisted of single-family detached units. Since 1990, only 43% of new residential units have been single-family detached units. Major development occurs most frequently in the density range of 8-16 dwelling units per acre for single-family detached units and 12-25 dwelling units per acre for multi-family units. Much of this higher density residential development has been concentrated in urban infill locations, particularly along the transit-oriented development corridors and in the downtown area.

Table 33 lists the "conventional" zoning districts established for residential uses (San Jose Zoning Ordinance). Mobile home parks are treated like other residential developments and are regulated by the standards set forth in the T-M zoning district.

Table 33.

RESIDENTIAL ZONING DISTRICTS

Zoning District	Minimum Lot Area	Development Type	Stories/Height	Maximum Density[1]
R-1:B-3	One Acre	Single-Family	2.5/35 Feet	1.0 Unit/Acre
R-1:B-2	20,000 Square Feet	Single-Family	2.5/35 Feet	2.18 Units/Acre
R-1:B-1	10,000 Square Feet	Single-Family	2.5/35 Feet	4.36 Units/Acre
R-1:B-8	8,000 Square Feet	Single-Family	2.5/35 Feet	5.45 Units/Acre
R-1:B-6	6,000 Square Feet	Single-Family	2.5/35 Feet	7.26 Units/Acre
R-1	6,000 Square Feet	Single-Family	2.5/35 Feet	7.26 Units/Acre
R-2	6,000 Square Feet	Two-Family (Duplex)	2.5/35 Feet	14.52 Units/Acre
R-3	6,000 Square Feet	Multiple-Family	3.0/45 Feet	43.00 Units/Acre
R-3-A	6,000 Square Feet	Multiple-Family	2.0/25 Feet	29.04 Units/Acre
R-3-B	10,000 Square Feet	Multiple-Family	2.0/25 Feet	17.42 Units/Acre
R-3-C	10,000 Square Feet	Multiple-Family	2.0/25 Feet	8.71 Units/Acre
R-3-F	6,000 Square Feet	Multiple-Family, Fraternities/Sororities	3.0/45 Feet	43.00 Units/Acre
R-4	6,000 Square Feet	Multiple-Family	6.0/75 Feet	40.00 Units/Acre
T-M	6,000 Square Feet	Mobile Homes	3.0/45 Feet	7.26 Units/Acre
PD Zoning	Varies	Varies	Varies	Varies

[1]This is a theoretical maximum number of units possible per net acre of land. Unit type and size, accessory facilities and site configuration may affect dwelling unit yields.

Source: City of San Jose Planning Services Division

APPENDIX C

Site Development Permit Process

A Site Development Permit, which is approved by the Director of Planning, Building and Code Enforcement through a public hearing process, is necessary prior to construction for property located within one of the above-mentioned multi-family Residence Zoning Districts. The Site Development Review permit process reviews the site design, landscaping, architecture, parking, environmental impacts, and the project's compatibility with the adjacent development. Like all residential projects, the Residential Design Guidelines should be followed during the Site Development Review process. As discussed in the Residential Design Guidelines section, the guidelines are a helpful tool by clearly defining the goals for new residential developments. On average, a site development permit is processed in 90 days.

Planned Development Zoning and Permit

The Planned Development (PD) District is a zoning district in which a specific project design for a piece of property is adopted by City Council ordinance. This approach facilitates innovative residential development responsive to changing housing trends and effectively reducing the constraints associated with conventional zoning districts by incorporating flexible development standards unique to each site.

The Planned Development process has two steps; the PD rezoning approved by the City Council and the PD Permit approved administratively. The PD Zoning actually incorporates all the typical elements of the traditional conventional rezoning, and site and architectural approval (i.e., The Site Development Permit in San Jose), including a full review of the project for conformance with City policies, the Residential Design Guidelines and CEQA. This provides the Planning Staff, the City Council and the community a complete picture of a project at the zoning stage and upon approval, provides the developer assurances as to the ability to proceed with the project. Most of the development review occurs at the zoning stage, allowing the PD Permit process for refining the details of the site design, landscape and architectural details.

Table 33a provides a comparison of the key elements of the conventional zoning, Site Development Permit and PD Processes. The two processes include similar steps, but at different stages. For example, with an existing conventional residential zoning (or City-initiated rezoning), thorough review of a "real" development project is required at the Site Development stage. Through the PD process, the full project review is completed at the PD zoning stage. Timing of the zoning and permit processes are discussed in Section B.4., Process Times.

Table 33a.

Comparison of Conventional Zoning/Site Development Permit Review and Planned Development Zoning and Permit Processes				
PROCESS COMPONENT	CONVENTIONAL ZONING	SITE DEVELOPMENT PERMIT	PD ZONING	PD PERMIT
Rezone land to residential use	**v**		**v**	
Approve number of dwelling units		**v**	**v**	
Approve architectural design		**v**	**v**	
Conduct environmental review		**v**	**v**	
Identify infrastructure requirements		**v**	**v**	
Apply Discretionary Alternate Use Policy (as required)			**v**	
Final architectural design and finishes		**v**		**v**
Final grading and drainage design		**v**		**v**
Landscape design		**v**		**v**
Final discretionary approval prior to Building Permit		**v**		**v**

The Planned Development (PD) District has, for many years, been utilized to zone and develop the majority of San Jose's new residential development. The reliance on the PD process has occurred for several reasons:

- It allows density and development standard flexibility not found in the conventional zoning districts.
- The City Council favors the greater detail and ability to tailor the PD zoning to the unique circumstances of infill parcels.
- The development community has accepted the PD process as both predictable and flexible.

- The community relies on the PD process as the means to gain assurances as to the design of projects and inclusion of site specific conditions, thereby providing the basis for community acceptance of the majority of projects, including high density and affordable developments.

While the use of the PD District does provide greater site design opportunities and density, it also limits flexibility to meet market changes. For example, if a PD zoning and permit have been approved for a condominium development and actual market conditions indicate that townhouse development would be more profitable, then the property must be rezoned, resulting in time delays. However, the flexible development standards of the PD zoning process allows developers to respond to changing market trends that could not be accommodated through the conventional zoning districts. For example, higher density small lot single-family homes that could not meet the regulations of a conventional zoning district could be developed through the PD process.

Overall, the City's significant success in production of housing in all density categories, particularly higher density, has been accomplished through the application of the Planned Development process. Therefore, San Jose's future housing production is not constrained by the lack of City-initiated rezoning of land to conventional residential zones. In fact, the PD process facilitates the development of all lands planned for residential use, both vacant and non-vacant.

Residential Parking Requirements

As part of the development standards for residential units, minimum off-street parking is required. For one-family dwellings, two covered parking spaces are required. For two-family dwelling units and multiple family units, the number of required parking is derived from the living unit size and the type of parking facility, as indicated below.

Table 33b.

Type of Parking Facility			
	All Open Parking (TF/MF)*	One-Car Garage (TF/MF)*	Two-Car Garage (TF/MF)*
Living Unit Size			
0 Bedroom (Studio)	1.5/1.5	1.5/1.6	2.0/2.2
1 Bedroom	1.5/1.5	2.0/1.7	2.0/2.3
2 Bedrooms	2.0/1.8	2.0/2.0	2.0/2.5
3 Bedrooms	2.0/2.0	2.0/2.2	2.0/2.6
Each Additional Bedroom	.25/.15	.25/.15	.25./.15

*TF = Two-family dwelling
*MF = Multiple family dwelling

The requirements provide flexibility in choosing the type of parking facility and how that parking should be allocated, but sets standards to help ensure that needs of residents are met. Several parking studies have been recently completed and indicated that the minimum parking standards are adequate.

A reduction in parking standards could be appropriate upon finding that a reduced number of spaces will be adequate to meet parking demand generated by a project. A reduction in parking requirements may be granted through a Development Permit if a parking demand analysis indicates a reduction is appropriate. The parking demand analysis may include shared parking, proximity to public transit, transit pass

subsidies, availability of public transit van/carpool parking and drop-offs, and alternate peak use of parking spaces. Additionally, the Planned Development Zoning process also provides flexibility and the opportunity to determine parking space requirements according to the proposed development.

The Zoning Ordinance provides housing opportunities for very low income persons, including Single Room Occupancy (SRO) hotels and residential living facilities. SROs offer a housing option to the very low income segment of the population, filling a gap between traditional apartments and homeless shelters, as well as an alternative to those who prefer the flexibility and dormitory lifestyle that can be found in SROs. In 1987, the City's Housing Advisory Commission determined that SROs are a viable housing type and a necessary component of the housing stock for San Jose, and recommended strengthening City policies to facilitate the development of SRO facilities within the City.

Revisions to the Zoning Ordinance in 1990 provided greater flexibility and streamlined the development review process for SRO projects. The revised ordinance defined two types of SROs; the SRO Residential Hotel, which is allowed in all Commercial Zoning Districts, and the SRO Living Unit, which is allowed in the R-3 and R-4 multi-family residential zoning districts and the commercial zoning districts. In addition to specifying appropriate zoning districts for SRO facilities, the ordinance revision addressed several issues which impact the feasibility of such projects. In order to increase project density, the allowable height of a SRO projects was increased up to a maximum of 60 feet, and, SRO projects were allowed a significant reduction in the number of required parking spaces if they are located within 2000 feet of public transportation.

The Zoning Ordinance sets minimum off-street parking requirements for Single-Room Occupancy (SRO) facilities and recognizes reduced parking standards for this type of use and also its location with respect to public transportation. The following are the minimum parking spaces required.

Table 33c.

Single Room Occupancy (SRO) Facilities	
SRO Facilities within two thousand (2000) feet of public transportation:	
SRO Residential Hotel	.25 for each SRO unit
SRO Living Unit Facility with shared kitchen and bathroom facilities	.25 for each SRO unit
SRO Living Unit Facilities with partial or full kitchen and bathroom facilities	1 for each SRO unit
SRO Facilities not within two thousand (2000) feet of public transportation:	
SRO Living Unit Facilities and SRO Residential Hotels	1 for each SRO unit

Mobilehome parks have been a source of affordable housing in San Jose. Title 20 of the San Jose Municipal Code (Zoning Ordinance) provides a chapter pertaining to mobilehome park conversions to resident ownership or to any other use. The intent is to treat mobilehome park conversion projects differently from other projects, to establish rules and standards for regulating such projects in San Jose, and to ensure that approval of conversions is consistent with policies and objectives of San Jose, including:

- To make adequate provision for the housing needs of all economic segments of the community;
- To facilitate resident ownership of mobilehome parks, while recognizing the need for maintaining an adequate inventory of rental space within mobilehome parks;
- To provide a reasonable balance between mobilehomes and other types of housing;
- To inform prospective conversion purchasers regarding the physical conditions of the structures and land offered for purchase; and

- To reduce and avoid the displacement of long-term residents, particularly senior citizens the handicapped , those who are of low income, and families with school-age children, who may be required to move from the community due to a shortage of replacement mobilehome housing.

3. Residential Design Guidelines

The City requires a design review process for all residential development. To ensure an efficient and timely review, while still attaining quality living environments in residential developments, the City Council adopted the Residential Design Guidelines. Adopted in 1986, the Guidelines were revised in 1997 to address current housing trends and City policies. The intent of the Guidelines is to ensure that future residential projects will be of acceptable design quality and to clearly define the City's expectations for the design of new residential development. Design quality in this case focuses on the functional aspects of a development (e.g., buildings, parking, setbacks, etc.) rather than requirements for expensive materials. The Guidelines are primarily concerned with the relationship of new residential development to its surroundings and seek to minimize the intrusion of a project into established neighborhoods. The internal organization of new developments are also designed to ensure the livability of the project.

By clearly defining the goals for new residential development occurring within the City, the Guidelines benefit the development community by taking the ambiguity out of the design process, thereby reducing the soft costs of producing housing. In other words, developers can incorporate standards from the Guidelines into a project during the early stages of project design rather than having to revise plans significantly during the approval process, thus saving both time and money. In 1997, the Guidelines were updated to reflect new trends in housing type and design, including small lot single-family and courthome developments. By establishing a set of expectations that developers could apply to their projects during the early design stage, the Guidelines have encouraged the development of these efficient housing types.

By reducing the time spent on the design and approval phase of a project, the Guidelines have actually created more opportunities for developers to build affordable housing. The guidelines do not require that the developer spend more money during the construction phase of the project, but rather ensure the success of the development through its design. This promotes the efficient use of land, the cost of which is the greatest constraint on the construction of affordable housing in San Jose.

It is important to note that the development standards used in the Residential Design Guidelines have been designed to allow residential projects to achieve the maximum densities permitted in the various density ranges of the General Plan residential land use designations. The setback and landscaping requirements are not excessive and do not require inordinate development expenditures, but contribute to a quality living environment. Affordable housing and market rate housing both adhere to the Guidelines, resulting in high quality affordable housing acceptable to neighborhoods throughout the City.

The Guidelines provide for project design flexibility and creative design solutions on the part of developers. Project designers can choose not to follow the specific guidelines and can create new ways to meet the City's stated goals for livable housing. Through the implementation of the Residential Design Guidelines, the City of San Jose has demonstrated that by defining specific development standards, it will save developers both time and money, as well as promote efficient land use patterns to improve housing affordability and avoid onerous constraints on development.

4. Processing Time

Lengthy processing times for zonings and development permits can increase the "carrying" costs of a property under consideration for development. Processing time is dependent on a number of factors, including the enforcement of State laws and City ordinances to protect the public health and welfare and to ensure that the general public is fully informed.

The City of San Jose, understanding the need to minimize the length of time needed to process zonings and development permits, has developed a system for review that satisfies both the development community's need for reasonable review periods and the City's need to conduct a complete review while attaining the desired quality of construction. In 1992, 1994 and 2001, the City Council initiated Business Climate Studies to evaluate the Department's development review process and identify ways to further expedite development projects. The Department has since implemented many recommendations from these studies.

As previously discussed, the City has developed Residential Design Guidelines which enable architects and developers to clearly understand the City's expectations with respect to site design and architecture. In addition to this tool, the Planning Department has developed a "preliminary review process" through which the development community, during the initial stages of project formulation can have their projects reviewed by staff for conformance with the City's goals and policies. This process, which takes two to three weeks, enables developers to have input from the City on large or complex projects during the initial planning stages thus reducing the need for time-consuming revisions after a project application is submitted for formal review by the City.

Aside from the preliminary review process, the Department of Planning, Building, and Code Enforcement has developed an extensive public information system that serves to inform the development community in an ongoing manner. A public information counter staffed by professional planners is open daily to address planning related inquiries posed by developers and the general public. The Department has produced multiple brochures covering the various processes performed by the Department and has developed an extensive web site providing information on Department operations. A wide range of information can be accessed through the web site, including the Zoning Ordinance, General Plan amendments and development applications. The applications for development permits include detailed instructions on what is required for submittal, and how to schedule an appointment to submit the application. This has been done in an effort to accommodate the public's need for information and guidance, and to make the development process run as efficiently as possible. By being informed of City development standards, and processing requirements, the development community is able to facilitate and expedite the review process through the design of their projects thus minimizing the amount of time spent on project redesign after being submitted to the City for formal review.

Inter-departmental coordination is critical to the timely processing of development applications, as noted in the Business Climate Studies. To assure that a project application receives a thorough review by all necessary City departments, the project review process includes weekly meetings with the City's Public Works; Fire; Police; Streets and Traffic; Parks, Recreation, and Neighborhood Services; and Environmental Services Departments to gather comments on each project application. Copies of project plans are routed to each department and appropriate outside agencies, and the project is scheduled for a project review meeting typically within two weeks of submittal. After this meeting has occurred, the assigned project manager is able to transmit full comments on the project to the applicant within 30 days of submittal. This review process occurs for all project applications including zonings, development permits, and tentative maps. Once the applicant responds to the project comments to the satisfaction of the Director of Planning, the project then goes before the appropriate decision making body.

APPENDIX C

The City of San Jose, through its commitment to serving the development community by way of expeditious processing of development applications, has established processing time goals. The majority of residential developments are processed through the Planned Development zoning and permit processes. The processing time goal for Planned Development (PD) zonings is to process 80% of the complete applications in less than 180 days. This six month time goal is designed to accommodate a detailed review process and two public hearings. The subsequent PD Permit processing time goals are to process 65% of the complete applications in less than 90 days and 95% in less than 180 days.

Development permits include Site Development Permits, Conditional Use Permits, Planned Development Permits, and/or Special Use Permits, and are issued for new construction, erection, placement, paving or installation. The purpose of these permits is to promote orderly development, enhance the character and integrity of neighborhoods and secure the general purposes of the Zoning Ordinance and San Jose General Plan. Typically, multi-family residential developments are processed under the R-3, R-3-G, R-3-A, R-3-B, R-3-C, and R-4 Residence Districts. If a conventional rezoning is necessary (not Planned Development zoning), the processing time goals are to process 70% of complete applications within 90 days and 95% within 180 days. A subsequent Site Development Permit typically is processed in 90 days with a complete application.

The Department has established a Special Handling Process to ensure that important development projects are given priority attention and timely review. In addition, the critical need for affordable housing in San Jose has resulted in the creation of a new Senior Planner position in the Plan Implementation Division to facilitate the special handling of affordable housing projects. The Senior Planner reviews preliminary project proposals to identify issues that may delay the processing of permits and works with the developer to resolve such constraints. Since the creation of this position in November 1999, the City has approved approximately 2,200 affordable housing units. The Senior Planner attends monthly Housing Action Team meetings to coordinate with other Departments regarding affordable housing issues.

The Department of Planning, Building, and Code Enforcement has streamlined the review process to facilitate a more efficient use of the time spent reviewing development proposals and thus reducing the time spent by developers in processing a project. In a continuing effort to further streamline the review process, the Department concurrently reviews applications that are closely related to each other, such as development permits and tentative maps, or annexations and prezonings. The review periods for these applications overlap and decisions on both are made within the same general time frame. These permit applications are accepted and processed on an ongoing basis.

C. FEES AND TAXES

Developers encounter various costs associated with developing a new project ranging from processing fees to the cost of actual public improvements. The City is very conscious of the need to balance the private costs associated with development and the costs passed on to the development from the City. This consciousness is reflected in the way the various taxes and fees have been structured.

Processing Fees

The Department of Planning, Building, and Code Enforcement is required to establish fees based on cost recovery for the processing of development permits. The fees cover City staff time necessary to process the various permits. Included in the processing time are internal review and processing, public hearings, and inspections required to implement the City General Plan, Zoning Code, Building Code and other applicable State laws such as the California Environmental Quality Act (CEQA). Without these fees, the City would not be able to hire sufficient staff to process residential development proposals. This would

delay permit processing which would add considerably more to project costs than the processing fees charged by the City. An example of how the development fees have been designed to reflect the processing time associated with specific applications is illustrated below with the Planned Development (PD) Zoning and Permit process:

	PD Zoning	**PD Permit**	**Tentative Map**
Residential			
26-100	$3,825 plus	$2,275 plus	$2,725 plus
Dwelling Units (DU)	$62/DU	$36/DU	$39/DU
Environmental Review	$1,250*	**	**

* Clearance which involves a Negative Declaration as opposed to EIR.
** Environmental Review at zoning stage is designed to cover all subsequent permitting processes.

As discussed previously, at the PD Zoning stage an intensive evaluation occurs including environmental review. The PD Permit stage is the process which implements the zoning and finalizes the project design according to the approved development standards and any required environmental mitigation. The processing time spent at the permit stage is less than at the zoning stage which is reflected in the fee structure for a PD Permit. At the zoning stage, staff conducts a detailed review of the project for conformance with City policies, guidelines, and CEQA. Because this review is so detailed, it is not necessary to repeat it at the permit stage.

Aside from the fees established to cover the cost of processing development applications, the City has adopted various construction taxes applicable to providing services and infrastructure for residential development. The taxes established are designed to provide for the capital improvements necessary to support new development. The City's Municipal Code does provide for exemptions from these taxes for housing developments within certain redevelopment areas, incentive zones, housing developments supported by government funding and for very low-income households. These exemption provisions reflect the City's sensitivity to the economic constraints experienced by developers supporting housing in higher risk areas and housing for very-low income households.

In addition to the taxes imposed, there are impact fees established to provide for essential public improvements necessary to support new residential development. The City's Public Works Department collects a fee related to anticipated improvement needs to the Water Pollution Control Plant based on current capacity and projected future expansion requirements.

Another impact fee imposed is associated with the amount of parkland necessary to serve increased development. The Parkland Dedication Ordinance (PDO) requires residential development to dedicate land or pay in-lieu fees toward the acquisition and development of parks. The standard dedication is three acres for an increase of 1,000 residents. In-lieu fees may be paid in certain circumstances, such as for new subdivisions with 50 or fewer parcels. The fees vary based on the location of the development in the City and the type of development (i.e., single family or multi-family). The fees are lowest in the Alviso area ($2,350 per unit for multi-family with five or more units to $3,550 per unit for single family detached) and highest in Downtown and Central San Jose ($6,250 per unit for multi-family with five or more units to $9,400 per unit for single family detached). The PDO recognizes some private recreational amenities in new residential development and assigns a pro-rated credit based on the amount and quality of private recreational facilities. The PDO fees are waived for: 1) residential projects located in the Downtown Core Area, and 2) assisted housing projects for very low- to moderate-income households

with recorded restrictions. The PDO was revised in 1998 after being static for ten years. The revisions were necessary to keep pace with the parkland needs and the cost of land throughout the City.

The Building Divsion collects the taxes which pay for capital improvements required by new growth within the City. The "construction taxes" include:

- Strong Motion Instrumentation Program Assessment collected at the local level for the State
- Construction Tax (San Jose Municipal Code 4.54.050)
- Residential Construction Tax (San Jose Municipal Code 4.64.050)
- Building and Structure Construction Tax (San Jose Municipal Code 4.46.050)
- Commercial, Residential, Mobile Home Park Building Tax (San Jose Municipal Code 4.47.050)

The taxes and fees increase the per dwelling unit cost. For example, in 2000 an infill project proposing 14 dwelling units on less than two acres would pay from approximately $3,293 per 1000 square foot dwelling unit to $4,777 per 1,500 square foot dwelling unit. For a development proposing 150 dwelling units on five acres, the fees would range between approximately $2,352 per 700 square foot dwelling unit to $3,832 per 1,200 square foot dwelling unit.

Additionally, State law has expanded the authority of School Districts to raise revenue from all new development. The impact fee is based on the new building's square footage (assessments of up to $2.05 per square foot of residential development and up to $0.33 per square foot of commercial development as of January 2000). These fees are collected by the school districts prior to issuance of a building permit. State law preempts the City from altering these fees.

School districts are continuing to seek new legislation at the State or local level to increase the funds they receive from residential development to off-set the costs of new school or classroom construction. School districts have also asked local governments to require developers to negotiate with them regarding these facilities prior to project approval. These events imply that the worsening financial picture for the State's schools could have a significant impact on the cost of new residential development.

Except in the case of very low income housing, the taxes levied by the City cannot be eliminated because they pay for facilities and services which support residential neighborhoods (e.g., parks, libraries, etc.). The services are essential for all residential projects be they subsidized or not. All of San Jose's fees and taxes are comparable to other cities; therefore, the fees and taxes are not constraints to development in San Jose.

D. ON-SITE AND OFF-SITE IMPROVEMENTS

As is standard practice with most cities since the passage of Proposition 13 (1978), new residential development is responsible for both public and private improvements directly associated with the development. The City has established both public and private infrastructure standards so that developers can factor in those costs during the development design stage. Occasionally, an off-site improvement may be required of a certain development. In these cases, the off-site improvement has to be directly related to an impact created by the development. These improvement requirements are identified in the early stages of the project review process and the costs can be factored in early on. Because the City maintains a consistent record relative to the off-site improvement requirements, the development community in many cases has already anticipated said improvements and factored them into the project before submitting it to the City for review.

On-site improvement requirements in San Jose are comparable to other nearby cities. Such on-site improvements include landscaping and private open space, quality building materials, requirements for covered parking, etc. These improvements are private improvements required by the Zoning Ordinance and/or as conditions of development permits.

Off-site improvements include streets, street lighting, curbs, sidewalks, etc. These improvements are considered to be public improvements. Such improvements may be required not only for the frontage of the specific property to be developed but also at some distance from the development site (e.g., to mitigate a traffic congestion problem).

Three major fees are usually required of development:

- Engineering and inspection fees based on estimated construction costs
- Sanitary sewer connection and storm drainage fees charged per acre or per lot, whichever is higher
- Sewage treatment plant connection fees based on potential quantity and type of sewage discharge with an additional fee to cover anticipated plant expansion

Requirements for off-site improvements in San Jose are comparable to other cities of similar size and character. San Jose requires developers to pay for such improvements, following the City's policy that development should pay its own way. Without this policy, considerably fewer homes would be built in San Jose because the City simply does not have the funding or tax base to provide the infrastructure necessary for all the residential development proposed in the City. The City's policy is to carefully husband its financial resources to encourage the production of lower income housing.

E. LEVEL OF SERVICE ("LOS") POLICIES

Through the zoning and subdivision processes, the City seeks compatible, appropriate residential development for specific sites. Beyond such site specific concerns, the City also strives to maintain orderly, balanced, and appropriate development for the City as a whole. Unique among many localities, the City of San Jose has developed several level of service (LOS) policies which seek to maintain, as the name implies, certain levels of service throughout the City. Because the policies are part of the General Plan, development projects must meet the level of service policies in order to be found consistent with the Plan. The General Plan includes LOS policies for transportation, sanitary sewers, storm drainage and flood control, and other services such as police, fire, and parks. Development proposals are also reviewed to ensure that the Water Pollution Control Plan (WPCP) capacity is not exceeded.

The transportation level of service policy states that the minimum overall performance of City streets having peak travel periods shall be level of service 'D'. Level of service 'D' represents conditions that approach unstable traffic flow, with tolerable driving speeds generally maintained, though altered by changing driving conditions, which may cause substantial reductions in driving speeds. The LOS policy is applicable to all intersections on which the traffic from a development proposal would constitute at least l% of the peak hour, critical-movement trips through the intersection. The LOS policy applies to City streets, to County expressways, and to State highways which are not designated as "State Transportation Corridor" (i.e., freeways) on the City's General Plan. Development which will have the potential to reduce the LOS below 'D' (i.e., worse traffic) shall be required to provide and pay for mitigation measures to maintain a LOS of 'D'.

The transportation LOS policy exempts "small" infill residential, commercial, and industrial projects based on the size of the proposed developments. The following residential exemptions reduce governmental constraints on the production of affordable housing:

- Single-family detached residential projects of 15 or fewer units
- Single-family attached or multiple-family residential projects of 25 or fewer dwelling units

The LOS 'D' policy may be superseded by an Area Development Policy for an area with a unique traffic problem. San Jose currently has three Area Development Policies: the Evergreen Area Development Policy, the North San Jose Area Development Policy, and the Edenvale Area Development Policy. The Evergreen Area Development Policy applies to the area located south of Story Road and east of Highway 101. The policy incorporates an allocation system for residential development which distributes available transportation capacity based on a weighted-average LOS 'D' for six perimeter (or "gateway") intersections in this area. In contrast, the City-wide policy requires all intersections to operate at LOS 'D'.

The second Area Development Policy is the North San Jose Area Development Policy which affects the North San Jose, Alviso and Berryessa Planning Areas. This policy seeks to improve the balance of employment densities, housing supply and transportation infrastructure in this predominantly industrial area. A four point strategy to address land use and transportation concerns specifically relates to housing by providing over 5,000 housing units close to job centers, thereby reducing cross-County commutes. These units are anticipated to support projected employment growth through the year 2000. The level of service policy considers an average LOS for the area instead of focusing on individual intersections.

The Edenvale Development Policy pertains to a planned industrial area located in south San Jose near many neighborhoods. This policy caps non-residential development based on particular roadway improvements.

The sanitary sewer LOS policy is level of service 'D', defined as restricted sewage flow during peak flow conditions. Development which will have the potential to lower the downstream level of service below 'D' or development which would be served by downstream lines already operating at a level of service below 'D' is required to provide mitigation measures to improve the level of service to 'D' or better.

The Cities of San Jose and Santa Clara jointly own the San Jose-Santa Clara Water Pollution Control Plant (WPCP). Growth has required capital investment to increase the plant's capacity to adequately treat sewage outfall. The City has instituted a development tracking system (DTS) which monitors applications in the development process which are pending consideration by the City of San Jose and other jurisdictions in the WPCP tributary area. The purpose of DTS is to provide current information to cities and the Regional Water Quality Control Board regarding the plant's capacity. Applications which are approved and receive building permits are also monitored. DTS provides both a forecast of future WPCP demand and a report of available capacity. Future improvements in WPCP capacity are monitored to show the relationship between demand and capacity over time. San Jose applies a standard condition to all development approvals to ensure that the capacity of the WPCP will not be exceeded.

Currently, the funding for increased capacity of the Water Pollution Control Plant comes from sewer service and use fees paid by all users and from connection fees paid by new development. All capacity improvements are funded and are programmed for completion to serve new housing development projected to be built within the time frame of the San Jose 2020 General Plan.

The level of service policies cannot be eliminated because they are mechanisms which manage growth in the community. As a growth management tool, they apply to all development, thereby preserving neighborhoods and maintaining the community's quality of life.

The LOS policies have not significantly hampered residential development in San Jose. There have been no constraints on residential development related to sewage treatment capacity since the adoption of the San Jose 2020 General Plan.

The transportation LOS policies have slowed residential development in some areas of the City to await the completion of Highways 85 and 87. Less than 1,500 approved residential units were once affected by this wait. The City anticipated that its transportation LOS policies would work in this way so that residential development could be approved prior to full traffic improvements being available rather than waiting for these improvements to be completed before taking action on a residential project.

F. BUILDING CODE

The City of San Jose has adopted the Uniform Building Code, as have all other communities in California. Local additions to the code reflect local geological hazards and other environmental constraints. As such, its implementation and its effects on housing costs in San Jose should not significantly differ from other cities. Therefore, the code does not constrain residential development in San Jose.

G. RENT RELIEF/STABILIZATION

Substantial pressure to increase rents is due to housing demand, inflation, rising costs of new housing construction, and other factors. The increase in housing prices results in a greater demand for rental housing, as more households are forced out of the ownership market and need to seek less expensive housing. In particular, there is a shortage of rental housing which is affordable to households of low and moderate income.

Presently, two separate rent stabilization ordinances are in effect, one for apartments containing three or more units and one for mobilehome park spaces. After over ten years of experience with the ordinances, it is clear that rent stabilization has not discouraged new construction.

The ordinances establish a maximum percentage (8% for apartments and 5% for mobilehomes) by which the rents may be raised, no more frequently than once every twelve months, without justification on the part of the landlord. The ordinance applies to units constructed prior to September 1979. Apartment landlords who believe their rents provide less than a fair and reasonable return on their investment and mobilehome landlords who perceive that an insufficient margin of profit exists when compared to a designated base year profit may justify rents in excess of the established percentages after a public hearing. The ordinances prescribe detailed financial criteria and a format for the presentation of such an argument to an Administrative Hearing Officer who will make a binding decision based upon such evidence. Through a similar hearing process, apartment tenants and mobilehome residents may seek relief from rent increases stemming from a decrease in services without a corresponding decrease in rent.

These rent control measures maintain affordable housing in San Jose and do not constrain residential development.

APPENDIX C

H. ENFORCEMENT

The City's regulations are enforced on a citizen complaint basis and upon inspection of new development. The Housing and Building Codes of the City are only rigidly enforced when it is clear that there is a health or safety problem that must be corrected to protect the residents of buildings and their neighbors. Code Enforcement inspectors also work with property owners to apply for assistance programs to improve their properties through the Housing Department as part of the City's neighborhood programs (such as Project Crackdown and the Strong Neighborhoods Initiative). Enforcement is not a government constraint because it ensures that people of all income levels live in safe buildings. This is a right for all citizens, maintaining the health, safety, and welfare of the community.

I. CITY ACTIONS TO REDUCE GOVERNMENT CONSTRAINTS

Traditionally, San Jose has encouraged large quantities of housing development. Due to increasing urbanization and competing interests, the City's approach to housing has become integrated into a comprehensive planning process. This planning process includes the Level of Service Policies, Area Development Policies and Development Tracking System. These policies and monitoring devices lead to a conclusion that certain government processes which may be viewed as constraints actually fulfill a necessary public purpose. At the same time, the City has recognized the need to reduce artificial constraints wherever possible. In the preceding sections (specifically those concerning the development review process), a number of actions by the City to reduce constraints have been noted. Additionally, policies and programs which reduce governmental constraints are listed within the General Plan text as part of the housing goals and policies and program sections.

Of particular note, are the Discretionary Alternate Use policies of the San Jose 2020 General Plan, which allow for residential development to occur without the need for a General Plan amendment under certain circumstances. The City has undertaken several efforts to promote residential development, including the Housing Initiative and the Housing Opportunities Study. Both of these efforts have resulted in General Plan amendments to increase the allowable residential densities, therefore eliminating the need for developers to initiate a General Plan amendment.

V. NON-GOVERNMENTAL CONSTRAINTS

A. PRODUCTION

Dwelling unit production in San Jose has fluctuated over the past decade (see Table 34). In 1990, San Jose authorized building permits for 2,087 dwelling units, 85% of which were multi-family units. This production rate dropped off from 1991 through 1995 as the economy hit a recession; building permits authorized during this period averaged 2,000 dwelling units per year. Housing production increased sharply in 1996 and has remained steady through 2000. Building permits were authorized for an average of 4,250 dwelling units each year, with a high in 1998 with 4,860 dwelling units.

Table 34.

NEW HOUSING CONSTRUCTION BY UNIT TYPE: 1990-1999

Year	Single-Family Units	Percent of Year Total	Multi-Family Units	Percent of Year Total	TOTAL
1990	315	15.1%	1,772	84.9%	2,087
1991	689	34.8%	1,290	65.2%	1,979
1992	913	59.5%	621	40.5%	1,534
1993	780	29.7%	1,846	70.3%	2,626
1994	912	44.7%	1,129	55.3%	2,041
1995	836	43.5%	1,085	56.5%	1,921
1996	2,237	53.9%	1,912	46.1%	4,149
1997	2,332	53.3%	2,041	46.7%	4,373
1998	1,972	40.6%	2,888	59.4%	4,860
1999	1,598	44.3%	2,008	55.7%	3,606
TOTAL	12,584	---	16,592	---	29,176
Average	1,258	43.1%	1,659	56.9%	2,918

Source: City of San Jose Building Division

The cost of housing in San Jose, as with the Bay Area in general, is among the highest in the country. Historically, the majority of housing units in the County have been built in San Jose. ABAG's Projections 2000 predicts that the majority of the County's new households will continue to be housed in San Jose. ABAG estimates that San Jose will experience 52% of the County's new household growth for the period between 2000 and 2010, and 50% of growth between 2010 and 2020.

Extremely large subdivisions, typical of much of the existing housing in San Jose, have been replaced by smaller developments. In 1980, traditional single-family detached homes comprised 62% of the City's housing stock. By 1990, single-family detached homes accounted for 58% of the housing stock. In 1990, single-family units (attached and detached) comprised 44% of new housing construction. As the price of single-family detached homes increases, buyers have turned to single-family attached homes as an alternative. The number of these types of dwellings more than doubled between 1980 and 1990 (see Table 35). Development of multi-family housing has also increased, indicating more efficient use of land designated for residential use. Between 1990 and 1999, 57% of new housing units were multi-family

units. The trend toward higher density housing is expected to continue as development is focused on infill sites in urban areas.

Table 35.

HOUSING STOCK BY STRUCTURE TYPE: 1980-1990

Structure Type	1980 Housing Units	Percent of Total	1990 Housing Units	Percent of Total	Absolute Change	Percent Change
Single-Family Detached	134,976	62.3%	147,164	58.8%	12,188	9.0%
Single-Family Attached	12,132	5.6%	23,883	9.5%	11,751	96.9%
Subtotal (Single-Family)	147,108	67.9%	171,047	68.4%	23,939	16.3%
2-Unit Structure	6,493	3.0%	5,213	2.1%	-1,280	-19.7%
3 or 4-Unit Structure	14,679	6.8%	14,623	5.8%	-56	-0.4%
5 or more Unit Structure	40,284	18.6%	45,572	18.2%	5,288	13.1%
Subtotal (Multi-Family)	61,456	28.4%	65,408	26.1%	3,952	6.4%
Mobile Homes	8,064	3.7%	11,307	4.5%	3,243	40.2%
Other	0	0.0%	2,456	1.0%	2,456	
TOTAL	216,628	100.0%	250,218	100.0%	33,590	15.5%

Source: U.S. Census Bureau, 1980 and 1990 Census (STF1)

Single-family development densities have also increased. A distinct trend began in the mid-1980s with development proposals for small lot single-family houses on narrow private streets. This trend has increased as land costs continue to rise. These small lot single-family projects yield about 10 units per net acre. Also, the small lot single-family developments are being developed on lands designated Medium High Density Residential (8-16 DU/AC).

While buyers have been willing to accept smaller homes, increases in density, particularly in "infill" areas, have met with both neighborhood opposition and marketplace resistance. Generally, this opposition is limited for those units most "like" the traditional single-family detached unit. The General Plan contains policies to guide infill development to minimize the impacts of new development on existing neighborhoods. The Residential Design Guidelines, referenced earlier, have helped to make higher density infill projects more acceptable to receiving neighborhoods by ensuring high quality design and appropriate relationships with surrounding uses.

Market rate sales prices for both new and resale homes indicate that San Jose remains a provider of lower cost housing in Santa Clara County relative to other cities. In January 1999 and January 2000, the average sale prices for all single-family units were more affordable in the San Jose area as compared to other areas in the County (see Table 36).

Table 36.

SINGLE-FAMILY HOUSING SALES IN SANTA CLARA COUNTY: 1999-2000

City	January 1999 Number of Sales	January 1999 Average Sales Price	January 1999 Days on Market	January 2000 Number of Sales	January 2000 Average Sales Price	January 2000 Days on Market	Percent Change (Sales Price)
Campbell	21	$393,880	73	21	$465,951	51	18.3%
Cupertino	38	$599,680	70	23	$821,457	38	37.0%
Gilroy	38	$315,393	88	56	$449,777	59	42.6%
Los Altos	23	$907,106	104	16	$1,344,625	47	48.2%
Los Altos Hills	16	$1,487,875	82	7	$2,753,000	23	85.0%
Los Gatos	29	$1,078,905	110	24	$1,195,266	48	10.8%
Morgan Hill	46	$438,589	84	45	$526,317	49	20.0%
Milpitas	52	$358,737	55	41	$380,204	30	6.0%
Mountain View	22	$504,690	63	21	$625,873	14	24.0%
Palo Alto	32	$644,578	47	24	$1,197,058	24	85.7%
Saratoga	36	$1,214,061	96	28	$1,474,613	38	21.5%
Santa Clara	55	$347,317	78	34	$420,635	18	21.1%
San Jose	**546**	**$364,368**	**69**	**447**	**$452,275**	**35**	**24.1%**
Sunnyvale	53	$439,441	54	34	$543,011	11	23.6%

Source: San Jose Real Estate Board

As shown in Table 36, San Jose provides some of the most affordable housing in Santa Clara County. Therefore, the City has fewer economic constraints than other cities in the County.

B. PRODUCTION COSTS

Production costs can be divided into three groups: the price of land, costs of construction and financing. San Jose continues to have the lowest land prices in Santa Clara County. Consequently, San Jose provides the majority of the County's affordable housing.

Construction costs within the County are relatively equal; therefore, these costs do not constrain residential development in San Jose. Financing is available in San Jose for low and very low income housing projects, as discussed in the Housing Program section in the General Plan text. Financing is available through City housing programs for new affordable units and rehabilitation. Specific information on these programs is available through the San Jose Department of Housing. Financing without assistance is also available to households of varying income levels through the private sector.

C. AFFORDABILITY

With the recent increases in the price of housing in the Silicon Valley, it is estimated that seven out of ten people who do not already own a home cannot afford to purchase one. According to the California Association of Realtors, only 24% of Santa Clara County households could afford to purchase a median-priced single family home in January 2000. Data collected by the Santa Clara County Association of

Realtors indicate that in March 1999, the median price of a single family home in San Jose was $349,950. It increased 23% by March 2000 to $429,950. Similarly, the median price of a condominium or townhome in San Jose increased 24% between March 1999 and March 2000 from $209,950 to $259,950. Median prices for residential sales in San Jose were still lower than in Santa Clara County. During this time frame, the County median price for a single family home increased 26% from $398,000 to $499,950 while the price of condominiums and townhomes increased 26% from $228,888 to $289,000. Financing for the purchase of a home is available through commercial lenders, and is therefore not a non-governmental constraint.

Lower income families are burdened by the high cost of housing in Santa Clara County. A study conducted by the National Low-Income Housing Coalition in September 1999 found that residents in San Jose require incomes well above the California average to afford an average two-bedroom apartment. The California average income is $14.90 an hour; however, in San Jose, an income of at least $21.90 an hour is necessary to afford a two-bedroom apartment. The City of San Jose estimates that an income of at least $27.45 an hour would be needed (City of San Jose Department of Housing Consolidated Plan 2000-2005).

Table 37 outlines the Department of Housing and Urban Development's guidelines to define income categories in March 2000. These income limits are used to determine eligibility for federally assisted programs.

Table 37.

MEDIAN INCOME LIMITS BY HOUSEHOLD SIZE FOR FEDERAL HOUSING ASSISTANCE IN SANTA CLARA COUNTY: 2000

Number of Persons	Very Low Income 30-51%	Low Income 51-80%	Moderate Income 81-120%	Above Moderate Income 120%+
1 Person	$30,450	$39,850	$60,900	$73,100
2 Persons	$34,800	$45,550	$69,600	$83,500
3 Persons	$39,150	$51,250	$78,300	$93,950
4 Persons	$43,500	$56,950	$87,000	$104,400
5 Persons	$47,000	$61,500	$93,950	$112,750
6 Persons	$50,450	$66,050	$100,900	$121,100
7 Persons	$53,950	$70,650	$107,900	$129,450
8 Persons	$57,400	$75,200	$114,850	$137,800

Source: U.S. Department of Housing and Urban Development

D. AVAILABILITY OF FINANCING

The City of San Jose has been very successful in its efforts to finance affordable housing. Between 1988 and March 2000, the City has financed 8,211 units of affordable housing through the use of 20% Housing Funds, bond proceeds, and federal funds such as the HOME Investment Partnership. Of these units, nearly 60% are available to very low income households, and 30% are available to low income households.

Private loans for home purchases and loans for construction and permanent financing are generally available in the San Jose market. Discriminatory loan practices, or "redlining", are not major issues in the San Jose market. Prior to the passage of the Community Reinvestment Act (CRA) in 1977, some difficulties in getting lending institutions to extend conventional loans with favorable terms in certain lower income areas of San Jose did exist. The Housing Department has been successful in its working relationships with most major banks and lending institutions in this area. The CRA regulates financial institutions, ensuring that banks and savings and loans meet the local credit needs of the community, including low to moderate income housing assistance.

Under the Financial Institution Reform, Recovery and Enforcement Act of 1989 (FIRREA), banking practices have been further revamped. The Affordable Housing Program provides for the Federal Home Loan Banks (FHLB) to contribute to a housing subsidy fund. $20.1 million was contributed in 1990 for the San Francisco district. Subsidies are provided by FHLB members on a competitive basis to qualified nonprofits or other housing sponsors.

In addition to private lenders, the City offers a First-Time Homebuyers Program through a partnership with the California Housing Finance Agency. The City has secured a $100 million loan pool making it possible for the City to offer a variety of downpayment loans and innovative borrowing programs for lower and moderate income homebuyers.

The construction of affordable housing has been increasingly beset with the dual problem of diminishing resources and exorbitant production costs. Because of the relative scarcity of available financing for affordable housing, private lenders have required that developers leverage the various sources of funds available for new construction. These sources include local 20% tax increments from redevelopment, various State funds, low income housing tax credits, lending consortia benefits and Federal dollars which will include the HOME funds.

Coordination of the various funding sources to match dollars and project parameters can be very time consuming, requiring sophisticated financial expertise. Moreover, the lower the income group served, the more leveraging is required with more time devoted to the overall process. This represents a greater financing problem than "redlining" or availability of funds.

VI. PLANNED HOUSING SUPPLY

A. AVAILABLE LAND

The Department of Planning, Building and Code Enforcement forecasts the issuance of building permits for approximately 21,500 units between July 2000 and June 2006. These units combined with the 6,306 units already permitted between January 1999 and June 2000 would exceed the housing need allocation of 26,114 units. These units can be accommodated on vacant lands with a residential General Plan land use designation as well as lands currently developed with other uses that are planned for reuse as residential, such as those in Specific Plan Areas (described below). Table 38 summarizes the various lands available for residential development and shows a housing supply ranging between 39,335 and 45,554 units. This supply could be expanded through tools such as General Plan amendments or application of Discretionary Alternate Use policies.

Table 38.

LAND AVAILABLE FOR RESIDENTIAL DEVELOPMENT

Lands with Residential General Plan Designations	Average Yield	Maximum Yield
Vacant Land with Residential Zoning	12,871	15,672
Vacant Land with Nonresidential Zoning	7,024	8,726
Non-Vacant Lands Planned for Housing	13,190	14,906
Non-Vacant Lands in Specific Plan Areas Planned for Housing	6,250	6,250
TOTAL	39,335	45,554

Source: City of San Jose Planning Services Divsion

As of July 1999, it is estimated that the City of San Jose had a total of approximately 2,220 acres of vacant land designated for residential use on the Land Use/Transportation Diagram. 765 acres are designated for single-family development and 1,455 acres for multi-family development. (The General Plan defines "single-family" as densities less than or equal to 8 units per net acre and "multi-family" as densities exceeding 8 units per net acre.) Table 29 (in Chapter IV) summarizes the General Plan land use designations of this vacant land and the potential residential yields. On average, this acreage would accommodate an estimated 19,875 dwelling units, including about 2,810 single-family units and 17,065 multi-family units. For both the single-family and multi-family categories, development is assumed to occur at densities less than maximum, reflective of historic development patterns; however, the General Plan contains policies to encourage the efficient use of lands designated for residential use by developing at the high end of the density range. Development on these lands at the high end of designated density ranges would yield approximately 24,500 units, an increase of 4,600 units.

Residentially Zoned and General Plan Vacant Land Inventory

About 1,812 acres of the 2,220 acres of vacant land described above are already zoned for residential use (see Table 30 in Chapter IV). San Jose's Zoning Code permits affordable housing in any conventional residential district, although production of affordable units are typically located in conventional multiple-family zoning districts such as the R-3, R-3-A, R-3-B, R-3-C, R-3-F, and R-4 or, in recent years,

primarily under PD zoning. These lands could accommodate between 12,871 and 15,672 dwelling units - 50% - 60% of San Jose's share of the regional housing need.

Table 38a, similar to Table 30, identifies the City's vacant land supply of residentially zoned and General Plan residential designated lands. However, Table 38a provides a more detailed analysis, showing the land acreage per residential zoning category and by planning area in the City of San Jose.

Table 33 lists the "conventional" zoning districts and provides an overview of the minimum lot area, development type, development standard and maximum density for each category. As noted in Table 38a, these conventional zoning districts comprise a relatively small portion of the residentially zoned vacant land, approximately 20% (16% single-family and 3% multi-family). The Planned Development Zoning category represents the largest opportunity with almost 1,500 acres or approximately 80% of the total vacant land.

Table 38a.
RESIDENTIALLY-ZONED VACANT LANDS (IN ACRES) WITH A RESIDENTIAL GENERAL PLAN DESIGNATION, BY ZONING DISTRICT AND PLANNING AREA: 1999

Planning Area	R-1:B-3	R-1:B-2	R-1:B-8; R-1:B-1	R-1; R-1:B-6	T-M	R-2	R-3 (all); R-4	PD	TOTAL
Almaden	5.70	19.62	21.08	19.89	-	-	-	168.96	235.25
Alum Rock	-	1.04	3.66	21.41	0.57	8.56	2.12	24.56	61.92
Alviso	-	-	-	1.04	-	-	3.57	12.08	16.69
Berryessa	-	0.59	9.79	11.52	-	-	-	7.98	29.88
Central	-	-	-	7.86	-	7.89	6.08	13.37	35.20
Cambrian/Pioneer	-	-	-	20.27	-	-	0.66	15.70	36.63
Edenvale	41.84	3.45	13.73	4.98	-	-	0.58	116.18	180.76
Evergreen	-	-	12.19	41.93	-	-	-	929.95	984.07
South	0.88	-	-	14.07	-	0.66	1.89	84.86	102.36
North	-	-	-	5.42	-	-	-	85.47	90.89
Willow Glen	-	-	1.99	10.07	-	3.47	4.50	5.95	25.98
West Valley	-	-	1.43	2.42	-	-	5.34	3.00	12.19
TOTAL	48.42	24.70	63.87	160.88	0.57	20.58	24.74	1,468.06	1,811.82
Yield (Housing Units)	48	49	319	1,287	-	247	495	11,454	13,900

Source: City of San Jose Planning Services Division

The absence of a formal rezoning program to rezone properties to residential zoning categories is not a hindrance in providing housing opportunities since most applicants choose the PD zoning process as a means to tailor the project needs to each site specifically.

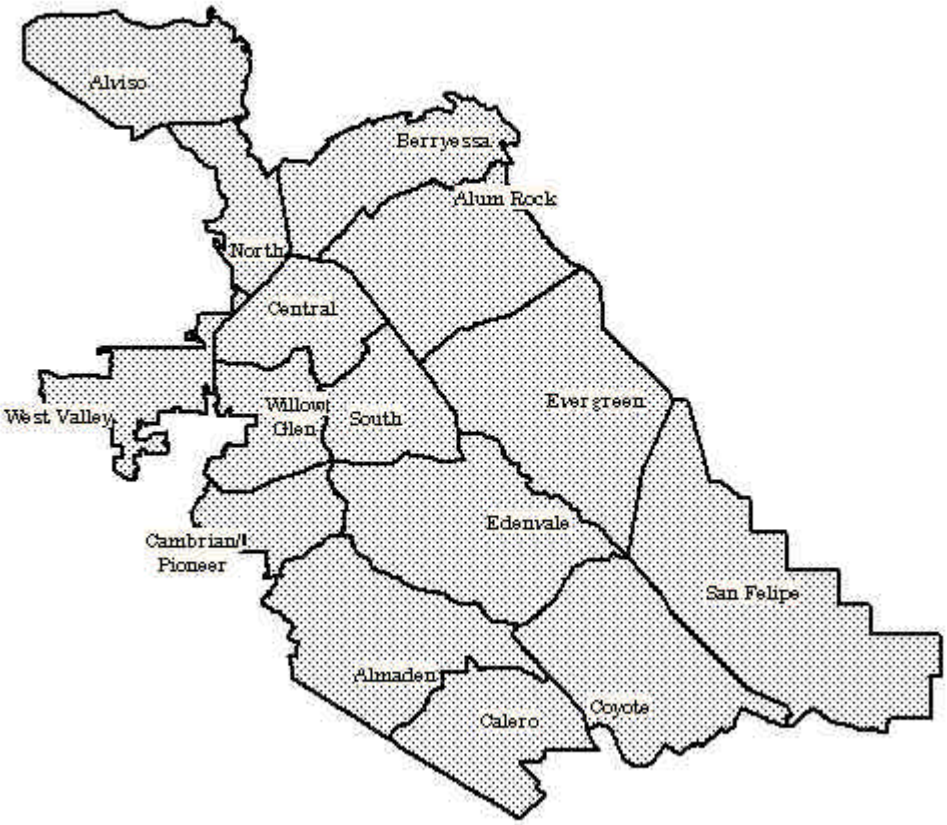
The application of a PD zoning is often preferred because it allows density and development standard flexibility to meet the needs of the market that is not found in conventional zoning districts. The PD zoning is the mechanism consistently used to facilitate the development of higher density residential development. For example, of the PD zonings in Table 38a, approximately 15% have an approved 25 or higher dwelling unit per acre project, accounting for approximately 6,700 units or 58% of the total dwelling unit yield. Projects with density levels of 25+ dwelling units per acre are typified by three-story, multi-family residential development. Many of the City's affordable units are located within higher density projects.

Residentially Zoned and General Planned Vacant Land by Planning Area

Table 38b displays a map of the various Planning Areas in the City of San Jose referenced in Table 38a. The majority of the vacant land, approximately 54% of the total acreage is located within the Evergreen Planning Area. A large portion of this area is attributed to the Evergreen Planned Residential Community (PRC) which has a master PD zoning. The Evergreen PRC provides for a variety of housing types and densities to shape a more diverse and complete community. The mix of housing ranges from higher density residential (12-25 DU/AC) to large single-family homes on 10,000 square foot lots, with a total of approximately 3,000 dwelling units. As development occurs, there may be opportunities for affordable housing in the higher density range areas of the Planned Residential Community.

Table 38b.

PLANNING AREAS IN SAN JOSE



Examples of Affordable Housing Projects in San Jose

The City of San Jose recognizes the need to provide housing opportunities for all segments of the population. The following examples of recent affordable housing projects in San Jose provide an overview of the variety of product types, income categories and design that can be accommodated in the City. Each example includes the developer, location, number of units, number of units per income category, the General Plan designation, zoning district, and density of the project. In general, the majority of the projects were rezoned to a Planned Development zoning and are at density levels of 25+ dwelling units per acre. It is also important to note that several of these developments are located in a non-residential or lower density residential General Plan designation as compared to the approved higher density residential project. Thus, the absence of residentially zoned or General Planed land is not hindering the City's ability to provide housing and affordable dwelling units.

The opportunity to provide housing on these sites is accomplished through the use of a Discretionary Alternate Use Policy. These policies serve as a tool to facilitate higher residential density, provide housing opportunities on non-residentially designated sites, and allow density bonuses for affordable housing projects. As indicated in Table 40, between 1989 and 1999, the net housing unit increased by approximately 2,700 units through the application of Discretionary Alternate Use Policies. A description of the applicable housing-related Discretionary Alternate Use Policies is located in the General Plan section of Section IV. Governmental Constraints.

NORTH WHITE ROAD FAMILY APARTMENTS		
Developer:	JSM Enterprises	
Location:	East side of White Rd., north of McKee	
Units:	157 Units; 48 VLI 108 LI 1 unrestricted	
General Plan Designation	High Density Residential (25-50 DU/AC)	
Zoning	A(PD) (File # PDC01-002)	
Density	42.0 DU/AC	*Looking east towards the south property line*

LENZEN TEACHER HOUSING		
Developer:	CORE Development	
Location:	Lenzen/ N. Morrison	
Units:	88 units; 18 VLI 69 LI 1 unrestricted manager's unit	
General Plan Designation:	Residential Support for the Core Area (25+ DU/AC)	
Zoning	A(PD) (File # PDC00-042)	*North wing and swimming pool*
Density	53.9 DU/AC	

APPENDIX C

VILLAGIO SENIOR HOUSING		
Developer:	JSM Enterprises	*Building #3 on east end of project*
Location:	2855 The Villages Parkway	
Units:	79 units; 24 VLI 54 LI 1 unrestricted manager's unit	
General Plan Designation:	Neighborhood/ Community Commercial	
Zoning:	A(PD) (File #: PDC 00-011)	
Density:	40.0 DU/AC	

TULLY GARDENS SRO		
Developer:	CORE Development and Emergency Housing Consortium	*North side of project – apartment building and parking garage in background*
Location:	2030 to 2150 Monterey Road	
Units:	155 units; 152 ELI 3 unrestricted manager's unit	
General Plan Designation:	Combined Industrial/Commercial	
Zoning:	A(PD) (File #: PDC01-059)	
Density:	104.0 DU/AC	

EL PASEO STUDIOS		
Developer:	First Community Housing	
Location:	Hamilton Avenue and Campbell Avenue	
Units:	98 units; 10 ELI 88 VLI	
General Plan Designation:	High Density Residential (25-50 DU/AC)	
Zoning:	A(PD) (File #: PDC00-070)	
Density:	200.0 DU/AC	Looking northwest west towards subject site

BETTY ANNE GARDENS		
Developer:	First Community Housing	
Location:	945 and 955 King Road	
Units:	76 units; 8 ELI 15 VLI 53 LI	
General Plan Designation:	Medium High Density Residential (12-25 DU/AC)	
Zoning:	A(PD) (File #: PDC00-022)	
Density:	20.7 DU/AC	Looking at the building pad for Building 2

These affordable residential projects are just a sample of the types of developments (i.e., teacher, family, single-room occupancy, senior and studios) that can be accommodated in San Jose. The City's policies, such as the Housing Goals and Policies and the Discretionary Alternate Use Policies support the development and preservation of affordable housing and dispersion of housing throughout the City. These projects are located throughout the City in mostly small infill sites and address the needs of the Extremely Low, Very Low and Low-Income residents.

The examples are listed as part of Table 42d (Projects Under Construction), accounting for approximately 38% of the total 1,485 units currently under construction. It is important to recognize that through the application of the Discretionary Alternate Use Policies, the average density of the above-mentioned projects is 88 DU/AC. This density is greater than the maximum 50 DU/AC allowed under the High Density Residential (25-50 DU/AC) General Plan designation or under non-residential General Plan designations which allow no residential development. Additionally, examples like the Betty Anne Gardens project demonstrate the ability to develop affordable housing within lower density residential categories and without the use of Discretionary Alternate Use Policies. As a sample, these projects serve as an indication that housing for lower income households can realistically be accommodated in lower density or non-residential designations. For example, the Villagio Senior Housing project has a General Plan land use designation of Neighborhood Community Commercial, which does not permit residential uses. The use of a Discretionary Alternate Use Policy was deemed appropriate and facilitated housing at 40 dwelling units per acre through the PD rezoning process. Like this development, the use of DAU Policies (on the sample projects) to either increase the density or provide housing on non-residential designated sites have yielded approximately 300 dwelling units above existing General Plan land use designations. This is just an example of how effective the DAU Policies are in facilitating higher density and affordable housing.

Non-Residentially Zoned Vacant Land with a Residential General Plan Designation

The remaining 408 acres of vacant land are designated for residential use on the General Plan but currently have a nonresidential zoning (see Table 39). These lands could be rezoned by 2006 to accommodate San Jose's housing needs and represent a potential average yield of 7,024 units, including 6,310 multi-family units (again about one-third to one-half would be affordable to very low- and low-income households) and 714 single-family units. Since the vast majority of new residential projects in San Jose occur through the Planned Development process, the nonresidential zoning on these lands is not an impediment to residential development. Between 1995 and 2000, over 900 acres with a residential General Plan designation were rezoned from nonresidential to residential, resulting in 11,000 new or approved housing units (see Table 31 in Chapter IV). A majority of these were privately –initiated PD Rezonings.

Table 39.

NONRESIDENTIALLY-ZONED VACANT LANDS WITH A RESIDENTIAL GENERAL PLAN DESIGNATION,: 1999

Land Use Designation	Vacant Land Area (Gross Acres)	Average Yield (Housing Units)	Maximum Yield (Housing Units)
Very Low Density Residential (2 DU/AC)	66	73	113
Low Density Residential (5 DU/AC)	70	257	299
Medium Low Density Residential (8 DU/AC)	39	263	280
Medium Density Residential (8-16 DU/AC)	11	120	160
Medium High Density Residential (12-25 DU/AC)	25	442	553
High Density Residential (25-40 DU/AC)	6	158	211
Residential Support for the Core Area (25+ DU/AC)	17	910	910
Transit Corridor Residential (20+ DU/AC)	-	-	-
Planned Community	175	4,800	6,200
TOTAL	408	7,024	8,726

Source: City of San Jose Planning Services Division

The San Jose 2020 General Plan contains strategies and polices to encourage the creation of housing to serve all economic groups and to facilitate its development throughout the City. The City's General Plan permits the development of affordable housing units for very low, low and moderate income groups in all residential categories. The City also has retained a policy encouraging affordable housing throughout the City. The Council's approval of City-financed affordable development is made in the context of the goals to balance and promote economic integration.

Affordable dwelling units are typically located in designations that can accommodate higher densities due to development costs. General Plan land use designations that support higher density housing such as Medium High Density Residential (12-25 DU/AC), High Density Residential (25-50 DU/AC), Transit Corridor Residential (20+ DU/AC) and Residential Support for the Core (25+ DU/AC), all contain minimum densities. The General Plan provides the flexibility necessary to increase San Jose's potential residential capacity.

Most residential land use designations establish a minimum and maximum allowable density, as described in Chapter IV (see Table 32). Two land use categories (Residential Support for the Core Area and Transit Corridor Residential) do not specify a maximum density. This provides opportunity for higher density residential development in appropriate areas of the City. Additionally, the residential designations greater than 8 dwelling units per acre, which are typified by multi-family residential units, have an established minimum density. These designations include Medium Density Residential (8-16 DU/AC), Medium High Density Residential (12-25 DU/AC), High Density Residential (25-50 DU/AC), Transit Corridor Residential (20+ DU/AC) and Residential Support for the Core Area (25+ DU/AC). For example, the High Density Residential (25-50 DU/AC) designation has a minimum density of 25 dwelling units per acre and a maximum density of 50 dwelling units per acre. The defined minimum density ensures that the development contains an appropriate minimum number of units, resulting in the efficient utilization of land for housing in appropriate locations. Development locating in such designations would need to be in conformance with the density range, thus s ensuring that an appropriate

minimum number of housing units is occurring in San Jose. The minimum density requirement established in the San Jose 2020 General Plan Land Use/Transportation Diagram has been an important housing policy mechanism for San Jose.

The San Jose 2020 General Plan Goals and Policies promote the efficient use of residentially designated lands to maximize San Jose's housing opportunities. Several General Plan Major Strategies and Goals and Policies support this issue, including the Housing and Growth Management Major Strategies and the Balanced Community, Residential and Housing Goals and Policies. These goals and policies recognize that the remaining vacant land and existing infill sites should be used as efficiently as possible; that the relative affordability of housing is enhanced by higher densities given the rising cost of land. For example, the Balanced Community Policy #2 states that higher densities are encouraged near light rail lines and other major transportation facilities to support the use of public transit; Residential Land Use Policy # 3 states that residential development should occur at the upper end of the density range, and Residential Land Use Policy #4 states that the location of public/quasi-public uses such as churches and schools should be discouraged in areas designated for residential densities exceeding 12 units per acre. These policies in conjunction with the defined minimum densities for multi-family residential designations (above 8 DU/AC) set forth in the General Plan discourage the inefficient use and underutilization of resources such as accommodating lower density or non residential development on higher residentially designated sites.

Effective implementation of a mixed-use strategy can also help the City's ability to facilitate new housing opportunities. Several General Plan land use designations support mixed use development, including Residential Support for the Core Area (25+ DU/AC), Transit Corridor Residential (20+ DU/AC), and Mixed Use With No Underlying Land Use Designation. The Mixed Use With No Underlying Land Use Designation is unique in that the use intensity ranges are outlined in Appendix F of the General Plan for each site. As of 1999, seven sites were approved for this land use designation by the City Council and during the 2000 General Plan Annual Review, several more sites are being considered. Currently, two of the seven Mixed Use designation sites (MU #2 and MU #4) have been built. These projects have contributed high density residential units and senior units to the City's housing stock and also commercial uses and recreational/park amenities to foster a balanced community. The General Plan is a long range tool to help guide appropriate development. The development of the remaining sites are within the context of the San Jose 2020 General Plan.

Discretionary Alternate Use Policies

General Plan Discretionary Alternate Use Policies are tools to achieve alternatives to uses otherwise allowed in a particular General Plan Land Use/Transportation Diagram designation. In particular, 11 policies have provisions to help increase the residential holding capacity by allowing residential development at higher densities or on non-residentially General Plan designated sites in certain instances. The policies specify conditions under which an alternative use may be determined in conformance with the General Plan without the need for a General Plan amendment. The alternate use under the Discretionary Alternate use Policy should meet the following objectives:

- Foster and encourage the implementation of such General Plan goals and policies as the production of affordable housing, the preservation of historic structures, or the development of high quality and well designed projects.

- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which might be undermined by an overly rigid application of land use designations.

- Streamline the development review process by avoiding, in those cases where appropriate, the General Plan amendment process.

Table 39a is a summary of the housing-related Discretionary Alternate Use Policies:

Table 39a.

HOUSING RELATED DISCRETIONARY ALTERNATE USE POLICIES	
Policy	Summary
Two Acre Rule	Parcels less than 2 acres in size with a residential designation may be developed at a higher or lower density range based on compatibility with the surrounding neighborhood. Parcels less than 2 acres which have a non-residential designation could be developed residentially if such development would be compatible with the neighborhood
Surplus Public/Quasi-Public and Public parks/Open Space Land	Allows surplus properties with a Public/Quasi-Public land use designation to be developed under any land use without a General Plan amendment.
Residential Uses on Commercially Designated Parcels	Higher density residential development (minimum 12 DU/AC) or mixed use developments may be allowed under PD Zoning on properties located on major thoroughfares and designated for Neighborhood/Community Commercial, General Commercial, or Regional Commercial use if such development: (a) takes access from the major thoroughfare; and (b) is of size and design which would provide an appropriate residential environment within the larger non-residential environment.
Density Bonuses for Rental Housing	Allows proposed rental housing projects to develop at the next higher density range to encourage the production of rental housing
Density Bonuses for Affordable Housing	In order to encourage the production of housing units affordable to low- or moderate- income households, a density bonus may be provided under a Planned Development zoning. The policy allows a density bonus of 50% for any five units or larger residential project where at least 20% of the units proposed would be affordable to low-income households, or at least 10% of the units proposed would be affordable to very low income households.
Location of Projects Proposing 100% Affordable Housing	In order to encourage the production of housing units affordable to low- and moderate- income households, flexibility as to the use and density permitted may be provided. The policy allows a residential project that proposes 100% affordable to low- or moderate-income households to be located on **any** site designated for non-open space and at **any** density if certian standards are met.

Use of Surplus City-Owned Properties for Affordable Housing	Allows surplus properties owned by the City of San Jose to be used for the development of affordable housing at any density, regardless of land use designation if certain criteria are met.
Population-Dwelling Unit Equivalency	Allows for a relaxation in density limits for alternatives to senior citizen and handicapped housing which reflects an anticipated lower population per household and allows alternate types of living quarters for these populations.
Residential Density Increases Along Major Transportation Arterials or Corridors	In order to encourage the production of housing and the utilization of existing and proposed mass transit facilities, the allowable density on residentially designated properties may be increased to at least 12 DU/AC, but no more than 50 DU/AC if certain criteria are met.
Reuse of Non-Conforming Residential Properties	In order to protect and enhance the established character and scale of development in residential neighborhoods, an existing structure may be converted to residential use which does not conform to the applicable land use designation if to do so would improve land use compatibility with the surrounding neighbprhood and would preserve the existing structure.
Live/Work Policy	This policy is intended to encourage mixed uses in appropriate non-residential or existing mixed-use areas.

The Discretionary Alternate Use Policies are applied on a case by case basis upon approval by the Director. The projects are typically required to be implemented through the PD zoning process to provide the flexibility, address the needs of the project, and allow for review by the community and City Council. Thus, the existing zoning designation does not necessarily help or hinder the use of these policies. The same opportunity applies for residential and non-residentially zoned sites. The General Plan land use designation, the proposed project, and the context of the surrounding neighborhood would determine the appropriateness of implementing one of the policies.

The following residential developments are several examples that benefited from use of one of the Discretionary Alternate Use Policies and provided affordable housing opportunities for San Jose. The use of DAU Policies is a streamlined process that further the goals of the General Plan by increasing the housing supply, providing housing opportunities for all segments of the population, and using efficiently available resources. The examples demonstrate that the policies are flexible, providing for high density housing in non-residential designated and lower density lands. The three examples yielded a net increase of 182 units above existing General Plan designations.

DISCRETIONARY ALTERNATE USE POLICIES RESIDENTIAL EXAMPLES (1/1/99 to 6/30/02)			
Project:	Shiraz Senior Housing	Rose Garden Senior Apartments	Oaks Circle Seniors
Location:	1275 McLaughlin Avenue	3071 Rose Avenue	North side of Vintage Way between Roberts Avenue and Lucretia Avenue
Units:	61 units: 60 VLI/1 unrestricted manager's unit	66 units: 18 ELI/ 47 VLI/ 1 unrestricted manager's unit	100 units: 15 ELI/ 8 VLI/ 1 unrestricted manager's unit
General Plan Designation	Medium Low Density Residential (8 DU/AC)	General Commercial	Medium Density Residential (8-16 DU/AC)
Zoning:	A(PD) (File no. PDC01-022)	A(PD) (File no. PDC00-062)	A(PD) (File no. PDC00-103)
Density:	39.3 DU/AC	49.0 DU/AC	36.6 DU/AC
Discretionary Alternate Use Policy	100% Affordable	100% Affordable	100% Affordable
Net Unit Yield:	**59 units**	**66 units**	**57 units**

The Discretionary Alternate Use Policies are frequently applied to projects that further the goals and policies of the General Plan. Between 1989 and 1999, the application of Discretionary Alternate Use Polices resulted in the approval or construction of more than 2,600 residential units (see Table 40) above existing yield allowed under the current General Plan designation.

Table 40.
UNITS GAINED THROUGH DISCRETIONARY ALTERNATE USE POLICIES: 1989-1999

Year	Potential Unit Yield Under General Plan Designation	Actual Unit Yield Through DAU Policy	Net Housing Unit Increase
1989	167	489	385
1990	33	166	133
1991	183	311	128
1992	269	530	261
1993	235	506	271
1994	142	321	179
1995	0	33	33
1996	267	534	267
1997	30	407	377
1998	247	768	521
1999	0	125	125
TOTAL	1,573	4,190	2,680

Source: City of San Jose Planning Services Division

San Jose's housing supply could be expanded by annexing the unincorporated lands within the Urban Service Area (USA). The City has a long-standing policy to annex unincorporated lands within the USA and to ensure that those designated for high density residential use on the General Plan are zoned appropriately at the time of annexation. All lands within the City's USA have or will have complete urban services available prior to residential development. Therefore, all lands zoned and/or planned for residential use within the USA could be used to accommodate San Jose's projected 2006 housing need.

San Jose's potential to provide housing is not limited to vacant lands planned or zoned for residential use. The City has identified 672 acres that have a residential land use designation and could be reused residentially but are currently zoned for and occupied by other uses (see Table 41). Many of these parcels are located in the Downtown Core Area, Downtown Frame Area or within designated Transit-Oriented Development Corridors and are designated for high density residential use and are already provided with urban services capable of accommodating residential development. Recent land use changes on the Del Monte Plant and Mariani Packing Plant from industrial uses to higher density residential are examples of recent change in development trends. Additionally, underutilized shopping centers have also been the focus of land use changes, including two sites that are located near the funded Vasona Light Rail line. These sites, once used for non-residential uses that are no longer viable today, are designated for residential use but not yet vacant represent a potential average yield of 13,190 dwelling units. If developed at the high end of the allowable density range, these lands could yield 14,906 units. Since these sites are designated residential in the General Plan, redevelopment of these sites can easily occur with a conforming rezoning. As discussed above, a nonresidential zoning designation is not an impediment to residential development since most new housing projects are developed under the Planned Development process.

City staff is committed to providing services to help facilitate the development of housing, either through direct programs or policies which encourage increasing the housing supply to meet the needs of all economic segments of San Jose. The Department of Housing provides a variety of programs including assistance for the construction, rehabilitation and preservation of affordable units, grants for conversion of buildings for use as emergency, for facilities to house and provide services for the homeless and first time homebuyer programs. Additionally, the Department of Planning, Building and Code Enforcement has policies that foster the development and redevelopment of lands for residential uses. The Discretionary Alternate Use Policies in the General Plan which permit increased densities if certain conditions are met and parking reduction standards in the Zoning Code Update are several tools that provide flexibility to the development community to better meet the housing demand and special conditions. As part of the Housing Opportunity Study, staff has proactively identified underutilized sites for the redevelopment of higher density and/or mixed-use development and initiated General Plan amendments to facilitate such development. While staff has been proactive in search of suitable land for housing, staff has not initiated rezonings to further facilitate development. Rezoning would be premature since higher density housing typically occurs through the Planned Development Zoning process, which requires specific development details. However, when projects are ready for processing, the Department has a established a Special Handling Process to ensure that important development projects are given priority attention and timely review. In particular, San Jose has a dedicated, senior-level staff person for affordable housing projects, to identify issues, help resolve impediments to the process, and facilitate special handling of these important projects.

Table 41.

POTENTIAL HOUSING UNIT YIELD OF LANDS WITH A RESIDENTIAL GENERAL PLAN DESIGNATION BUT ZONED AND DEVELOPED FOR NONRESIDENTIAL USE[1]: 1999

Land Use Designation	Land Area (Gross Acres)	Average Yield (Housing Units)	Maximum Yield (Housing Units)
Rural Residential (0.2 DU/AC)	N/A	N/A	N/A
Estate Residential (1 DU/AC)	N/A	N/A	N/A
Very Low Density Residential (2 DU/AC)	N/A	N/A	N/A
Low Density Residential (5 DU/AC)	54	185	215
Medium Low Density Residential (8 DU/AC)	146	986	1,052
Medium Density Residential (8-16 DU/AC)	192	2,074	2,765
Medium High Density Residential (12-25 DU/AC)	109	1,958	2,448
High Density Residential (25-40 DU/AC)	46	1,320	1,759
Residential Support for the Core Area (25+ DU/AC)	106	5,808	5,808
Transit Corridor Residential (20+ DU/AC)	19	860	860
TOTAL	672	13,190	14,906

[1]Excludes lands located in a Specific Plan area (see Table 42).

Source: City of San Jose Planning Services Division

San Jose actively pursues opportunities to increase the potential housing supply by applying the resources described above or employing other approaches. The City has adopted seven Specific Plans to facilitate the development or redevelopment of areas of San Jose and to advance important objectives of the General Plan including infill development and growth management. Several of these Specific Plans were undertaken to guide the reuse of sites in key areas of the City, particularly areas close to Downtown and along major transportation routes. The Specific Plan areas contain full range of land uses considered appropriate and compatible within the specific project area and are intended to carry out the objectives of each plan. Collectively, these Specific Plans (Jackson/Taylor, Midtown, Rincon South, and Tamien) contain the potential for 7,700 new units as defined within the various plans. Approximately 1,500 units have already been constructed in these areas, with a remaining capacity of 6,200 units. These areas currently contain older industrial and commercial uses, and represent a significant opportunity for the reuse of lands to increase the City's housing supply. These 7,700 on reuse lands are in addition to the 13,190-14,906 potential units described above.

Two additional Specific Plans (Evergreen and Communications Hill) were prepared to facilitate the development of areas that faced major obstacles including the financing of infrastructure. These Specific Plans identified the potential for 7,000 new units, of which roughly 2,500 have already been built. The accomplishments in the seven Specific Plan areas demonstrate that the market is responding to San Jose's proactive planning efforts to preserve housing opportunities.

The seventh Specific Plan, the Alviso Specific Plan, did not identify significant new housing opportunities beyond existing General Plan designations. It sought to retain the existing supply of affordable housing in the community and guide the minimal amount of residential development that could occur in the area.

Within these specific plan areas, various higher density residential and/or mixed use designations have been included which could create opportunity for affordable housing. For example, the Tamien Station Area Plan provides some opportunity for the creation of affordable housing given the Very High (25-40 DU/AC) and High Density (12-25 DU/AC) Residential, Transit Corridor Residential (25-55 DU/AC) and Mixed Use (25-55 DU/AC) land use categories within the Plan. The Plan does not include specific affordable housing goals since it is expected that affordable housing units can be successfully created, particularly as part of mixed income projects, through flexibility and goals and policies incorporated into the Plan. The City, through Housing Department programs, has already provided substantial financial assistance for new housing projects in this area and is expected to continue in the future.

Likewise, the Midtown Specfic Plan also identifies the land use categories and policies and goals that support development of a residential community, offering a wide range of housing opportunities including higher density housing and mixed use development. Land use designations such as Transit-Oriented Mixed Use (40-100 DU/AC) and High Density Residential (25-65 DU/AC) have been created to take advantage of infill development near transit facilities and facilitate housing for all economic segments of the community. The Communications Hill Specific Plan also states that one of its Housing Goals and Policies is to provide a wide variety and mix of housing types, prices and tenure to accommodate households of all income levels. This is partly achieved through a minimum of 24 units per net developable area on each block and a multi-family residential range between 25-40 DU/AC. A variety of densities will help create the desired urban character as well housing to suit varied social and economic needs. The Jackson-Taylor Residential Strategy include residential and mixed-use designations that have a minimum density requirement of 25 DU/AC with a maximum of 50 DU/AC. The intent of these categories is to provide a variety of unit sizes and types to meet all household needs. New residential development within the Rincon South Specific Plan is designed to create multi-family residential opportunities in close proximity to the Guadalupe Light Rail Transit Corridor. Consistent with City policies and redevelopment law, some portion of the new housing should be reserved for households

with below median incomes. The Rincon South Specific Plan area is part of the Rincon de los Esteros Redevelopment Area.

While other Specific Plan Areas such as Silver Creek, Evergreen and Alviso provide housing opportunities and contribute to the overall supply of housing, the majority of housing in the area is already built-out. The residential designations in these areas facilitate lower density housing as well as estate housing that meet different social and economic needs of the City.

Table 42.

POTENTIAL HOUSING UNITS ON LANDS WITHIN A SPECIFIC PLAN AREA:* 1999

Specific Plan Area	Land Area** (Gross Acres)	Total Planned Housing Units	Housing Units Built (To Date)	Potential Housing Units
Communications Hill	900	4,000	325	3,675
Evergreen	865	2,996	2,078	918
Jackson-Taylor	80	1,675	618	1,057
Midtown	210	2,940	292	2,648
Rincon South	465	1,900	238	1,662
Tamien Station Area	140	1,225	354	871
TOTAL	2,660	14,736	3,905	10,831

Source: City of San Jose Planning Services Division

* A seventh Specific Plan, the Alviso Specific Plan, did not identify significant new housing opportunities.
** Land Area for the entire Specific Plan area, not just residential component.

The City has also initiated a three-year Housing Opportunities Study (HOS) to identify vacant or underutilized sites along major transportation routes that are suitable for high density residential or mixed commercial/residential development. An expansion of the successful Housing Initiative Program, the first phase of the HOS has recommended the intensification of 14 sites, with a net increase of approximately 6,100 units above the existing General Plan designations. These sites are located throughout the City, with seven sites situated along the Capitol Transit-Oriented Development Corridor and four sites in the Midtown area. General Plan amendments to increase the residential density on these sites are pending and will be considered by the City Council as part of the 2000 Annual Review process. Additional sites will be identified in the second and third phases of the study.

While the current anticipated “build-out” of vacant residential lands, and the reuse of lands the Specific Plan areas and other areas of the City would meet San Jose's designated share of the regional housing need, full build-out would depend on a variety of factors. The rate of development and issuance of building permits fluctuates according to various economic influences. In 1990-91, for example, housing production decreased due to the recession and the tightening of bank and lending practices. The region’s recent economic prosperity has resulted in high demand for housing and an increase in housing production. Housing production could slow in the future in response to changing economic trends.

Transportation and other level of service policies may also affect the timing of development of all of the lands planned for residential use. General Plan policy calls for increased density within the existing Urban Service Area to be planned along transit routes with an emphasis on built or planned light rail transit routes. General Plan policy states that in no case should density increases be made unless they can

be accommodated within the transportation level of service policy. Also, if funding sources cannot be identified for transportation projects, projections of ultimate build out could be affected.

Tables 42a and 42b provide information regarding land available for residential development with General Plan residential designations, including vacant land with residential zonings, vacant land with non-residential zonings, non-vacant land with non-residential zonings and non-vacant land within specific plan areas. The land identified presents housing opportunities not yet come to fruition. It is estimated that the average housing dwelling yield with the General Plan designated lands would be 39,336 units, which would exceed San Jose's fair share housing of 26, 114 units. Much of the available land is within the higher density residential land use categories which typically facilitates affordable housing. It is estimated that typically one-third to one-half of the multi-family units would be affordable to very low and low income households. Thirty percent of the total average housing yield with General Plan residential land use designations would provide almost 12,000 affordable units, including approximately 6,000 for very low income and 5,700 for low income households. These figures would exceed the City's RHNA's figures for lower income households of 5,337 for very low and 2,364 for low income households.

Table 42a.

LAND AVAILABLE FOR RESIDENTIAL DEVELOPMENT WITH GENERAL PLAN RESIDENTIAL DESIGNATIONS

LAND USE DESIGNATION	VACANT LAND WITH RESIDENTIAL ZONING		VACANT LAND WITH NON RESIDENTIAL ZONING		NON VACANT LAND WITH NON RESIDENTIAL ZONING		SUBTOTAL		NON VACANT LAND IN SPECIFIC PLAN AREAS*		TOT
	Average Yield (Housing Units)	Maximum Yield (Housing Units)	Average Yield (Housing Units)	Maximum Yield (Housing Units)	Average Yield (Housing Units)	Maximum Yield (Housing Units)	TOTAL (Average Yield)	TOTAL (Maximum Yield)	Average Yield (Housing Units)	Maximum Yield (Housing Units)	TOTAL (Average Yield)
RURAL RESIDENTIAL (.2 DU/AC)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			N/A
ESTATE RESIDENTIAL (1 DU/AC)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			N/A
VERY LOW DENSITY RESIDENTIAL (2 DU/AC)	274	421	73	113	N/A	N/A	347	534			347
LOW DENSITY RESIDENTIAL (5 DU/AC)	421	490	257	299	185	215	863	1,004			863
MEDIUM LOW DENSITY RESIDENTIAL (8 DU/AC)	1,541	1,644	263	280	986	1,052	2,790	2,976			2,790
MEDIUM DENSITY RESIDENTIAL (8-16 DU/AC)	974	1,298	120	160	2,074	2,765	3,168	4,223			3,168
MEDIUM HIGH DENSITY RESIDENTIAL (12-25 DU/AC)	1,079	1,348	442	553	1,958	2,448	3,479	4,349			3,479
HIGH DENSITY RESIDENTIAL (25-40 DU/AC)	3,263	4,351	158	211	1,320	1,759	4,741	6,321			4,741
RESIDENTIAL SUPPORT FOR THE CORE AREA (25+ DU/AC)	62	62	910	910	5,808	5,808	6,780	6,780			6,780
TRANSIT CORRIDOR RESIDENTIAL (20+ DU/AC)	1,358	1,358	N/A	N/A	860	860	2,218	2,218			2,218
PLANNED COMMUNITY	3,900	4,700	4,800	6,200	N/A	N/A	8,700	10,900	6,250	6,250	14,950
TOTAL	**12,872**	**15,672**	**7,023**	**8,726**	**13,191**	**14,907**	**33,086**	**39,305**	**6,250**	**6,250**	**39,336**

*Jackson/Taylor, Midtown, Rincon South, and Tamien

Table 42b.

ESTIMATED AFFORDABLE UNITS PER RESIDENTIAL LAND USE DESIGNATION

LAND USE DESIGNATION	HOUSING CATEGORIES			
	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MODERATE INCOME
RURAL RESIDENTIAL (.2 DU/AC)	N/A	N/A	N/A	N/A
ESTATE RESIDENTIAL (1 DU/AC)	N/A	N/A	N/A	N/A
VERY LOW DENSITY RESIDENTIAL (2 DU/AC)	0	0	0	347
LOW DENSITY RESIDENTIAL (5 DU/AC)	0	0	0	863
MEDIUM LOW DENSITY RESIDENTIAL (8 DU/AC)	0	0	837	1,953
MEDIUM DENSITY RESIDENTIAL (8-16 DU/AC)	317	317	1,109	1,426
MEDIUM HIGH DENSITY RESIDENTIAL (12-25 DU/AC)	522	522	1,218	1,218
HIGH DENSITY RESIDENTIAL (25-40 DU/AC)	853	806	1,659	1,422
RESIDENTIAL SUPPORT FOR THE CORE AREA (25+ DU/AC)	1,220	1,153	2,034	2,373
TRANSIT CORRIDOR RESIDENTIAL (20+ DU/AC)	399	377	776	665
PLANNED COMMUNITY	2,691	2,542	5,233	4,485
TOTAL	**6,003**	**5,716**	**12,866**	**14,752**

In June 2000, ABAG established new housing need goals for San Jose for the January 1999 to June 2006 planning period. Of the 26,114 units allocated to San Jose, 5,337 units are needed for very low-income households, 2,364 for low-income households, 7,086 for moderate-income households, and 11,327 for above-moderate income households. Thirty-percent of the total need, or 7,701 units, are for very low- and low-income households.

Between January 1999 and June 30, 2002, the City issued building permits for 13,390 dwelling units (51% of the total housing need). Of these building permits, 70% were for multi-family residential units. The majority of San Jose's affordable housing needs are met through the development of multi-family residential units. The Department of Planning, Building and Code Enforcement estimates that between 35% and 50% of these units, which has been typical of the past, would be affordable to lower income households. The Department forecasts the issuance of building permits for approximately 21,500 units between July 2000 and June 2006. These units combined with the 13,390 units already permitted would exceed the housing need allocation.

The City's Housing Department continues to administer programs that provide assistance in facilitating the production of very low, low and moderate-income housing, rehabilitation, and preservation of the existing affordable housing supply. Tables 42c-f provides data on affordable housing projects by income categories that have been completed, are currently under construction, have City funding commitment, and are in the pipeline. Table 42g provides a summary.

The dwelling units attributed in the Extremely Low, Very Low, Low and Moderate-Income categories are affordable based on the unit's sales or rent level. Affordable housing prices are determined by formulas applied to the annually updated income figures published by HCD and HUD. Rents are based on 30% of monthly income, minus an allowance for basic utilities. The following table shows the maximum rents in 2002 by income level and household size, though it should be noted that in affordable housing developments that have been operating for several years, the rents charged are often less than the maximum allowed. Moderate-income rents are not shown since those rents are equivalent to unrestricted, market rents.

	Household Size			
	1	2	3	4
Extremely Low-Income	$475	$528	$594	$667
Very Low-Income	$813	$912	$1,027	$1,147
Low-Income	$1,271	$1,437	$1,617	$1,952

Virtually all affordable rental developments that the City finances receive some form of Low-Income Housing Tax Credits. The rents established under the tax credit rules restrict low-income rents to 60% of Area Median Income (AMI), and it is assumed that each bedroom will be occupied by 1.5 persons (except for SRO and studio units, for which the rent is based on a household of one person). Thus, a one-bedroom unit is based on income levels that are half-way between the published incomes for one-person and two-persons. The following table shows the maximum tax credit rents in 2002 by income level and unit size, with the same stipulation as above that in affordable housing developments that have been operating for several years, the rents charged are often less than the maximum allowed.

APPENDIX C

	Unit Size			
	SRO	1-Bdrm	2-Bdrm	3-Bdrm
Extremely Low-Income	$475	$550	$594	$687
Very Low-Income	$813	$873	$1,027	$1,187
Low-Income	$983	$1,057	$1,248	$1,440

Affordable home-purchase prices for 2002 are shown below for moderate-income households (at 120% of AMI) and low-income (at 77% of AMI). Extremely low- and very low-income levels are not shown since there is no possibility that households at these income levels could realistically purchase any real property in San Jose without substantial subsidy loans from the City or some other source. The following assumptions were used to generate these figures:

1. Buyer makes a 3% downpayment.
2. Housing ratio of 33% of gross income.
3. Given these prices of units in the San Jose market, all assume a $200/month homeowner association dues.
4. Interest rates vary between 6.75% and 7% (based on the fact that different home-purchase prices qualify for different first-mortgage programs).
5. The first mortgage is a 30-year fixed-rate note.
6. There is no silent-second mortgage from the City or any other source.

	Household Size			
	1	2	3	4
Low-Income	$150,000	$175,000	$200,000	$245,000
Moderate-Income	$242,500	$285,000	$330,000	$365,000

To the extent that silent-second mortgages can be provided by the City or another source or that the homebuyer can obtain a Mortgage Credit Certificate, the purchasing power shown in the table above would be increased.

Table 42c identifies affordable housing projects that have been completed with building permits issued after January 1, 1999. Of the affordable units completed, 21% of the RHNA's very-low income needs have been met, 14% of the low income needs have been met, and 4% f the moderate income needs have been met as of June 30, 2002. The table also identifies subsidies for the various projects, indicating that almost $62 million contributed to the development of over 1,700 affordable units in San Jose since 1999.

Table 42c.

I. PROJECTS COMPLETED (Projects Receiving Building Permits after 1/1/99)

	Units by Income Level*:				Total	Per Unit	Project		Unit
Project Name	ELI	VLI	LI	MOD	Aff. Units	Subsidy	Subsidy**	Occupancy	Type***
101 San Fernando		26		39	65	$0	$0	Families	MF
Arbor Park		74			74	$34,276	$2,536,458	Families	MF
Creekview Inn	10	14			24	$42,310	$1,015,443	Singles	SRO
Crescent Parc				46	46	$61,087	$2,810,000	For-Sale	SFA
El Parador		124			124	$59,435	$7,370,000	Seniors	MF
Helzer Court		77	76		153	$38,150	$5,837,000	Families	MF
Italian Gardens Family	36	110			146	$33,226	$4,851,000	Families	MF
Market Gateway				22	22	$0	$0	Families	MF
Monte Vista Gardens		114			114	$39,521	$4,505,429	Families	MF
Monte Vista Srs I	7	61			68	$39,500	$2,686,000	Seniors	MF
North Park I & II		81		120	201	$0	$0	Families	MF
Ohlone-Chynoweth		78	115		193	$26,943	$5,200,000	Families	MF
Quail Hills		58	37		95	$32,337	$3,072,000	Seniors	MF
Ryland Mews V				9	9	$0	$0	For-Sale	SFA
Siena Court				16	16	$42,813	$685,000	For-Sale	SFA
The Haven				7	7	$142,857	$1,000,000	Families	MF
The Plaza				11	11	$30,000	$330,000	For-Sale	SFA
Villa Torre I		31	71		102	$49,922	$5,092,000	Families	MF
Vista Park I		82			82	$28,878	$2,368,000	Seniors	MF
Vista Park II		40	42		82	$28,878	$2,368,000	Seniors	MF
Waterford Place		15		21	36	$0	$0	Families	MF
Willow Glen Seniors		132			132	$75,938	$10,023,783	Seniors	MF
TOTALS	**53**	**1,091**	**341**	**252**	**1,737**	**$36,640**	**$61,750,113**		

* Income Levels
- ELI Extemely Low-Income (30% of AMI)
- VLI Very Low-Income (50% of AMI)
- LI Low-Income (%-age of AMI varies year to year; in 2002, 77% of AMI)
- MOD Moderate-Income (120% of AMI)

** Project Subsidy
- $0 This indicates a project that is meeting an inclusionary requirement to provide affordable housing units

*** Unit Types
- MF Multi-Family Rental
- SFA Single-Family Attached (Townhouse/Stacked Flat Condo)
- SFD Single-Family Detached
- SRO Single-Room Occupancy

APPENDIX C

Table 42d identifies affordable projects under construction as of June 30, 2002. Of these units, 204 are extremely low, 760 units are very-low income, 378 units are low-income, and 143 are moderate-income, for a total of 1,485 affordable units under construction. This represents 18%, 16%, and 2% of RHNA's very low-, low- and moderate-income needs, respectively.

Table 42d.

II. PROJECTS UNDER CONSTRUCTION (Projects Rceiving Building Permits after 1/1/99)

Project Name	Units by Income Level*: ELI	VLI	LI	MOD	Total Aff. Units	Per Unit Subsidy	Project Subsidy	Occupancy	Unit Type**
Almaden Seniors		13	52		65	$57,800	$3,757,000	Seniors	MF
Betty Anne Gardens	8	15	53		76	$86,896	$6,604,114	Families	MF
Century Center		4		9	13	$0	$0	Families	MF
Craig Gardens		89			89	$53,820	$4,790,000	Seniors	MF
El Paseo Studies	10	46	42		98	$51,211	$5,018,675	Singles	SRO
Fruitdale Station I		14		19	33	$0	$0	Families	MF
Gadberry Court	6	48			54	$51,389	$2,775,000	Seniors	MF
Immanuel Lutheran		62			62	$53,629	$3,325,000	Seniors	MF
Legacy at College Pk.				46	46	$0	$0	Families	MF
Legacy at Museum Pl.				19	19	$0	$0	Families	MF
Lenzen at The Alameda		18	69		87	$47,828	$4,161,000	Teachers	MF
North White Road		108	48		156	$64,006	$9,985,000	Families	MF
Northside	10	84			94	$71,809	$6,750,000	Seniors	MF
Oak Circle	15	83			98	$62,245	$6,100,000	Seniors	MF
Rose Gardens		65			65	$42,692	$2,775,000	Seniors	MF
Shiraz		60			60	$64,917	$3,895,000	Seniors	MF
Tully Gardens I	155				155	$31,394	$4,866,000	Singles	SRO
Tuscany Hills				50	50	$50,000	$2,500,000	For-Sale	SFA
Villa Torre II		27	60		87	$64,897	$5,646,000	Families	MF
Villagio		24	54		78	$56,192	$4,383,000	Seniors	MF
TOTALS	**204**	**760**	**378**	**143**	**1,485**	**$45,536**	**$77,330,789**		

* Income Levels

ELI Extemely Low-Income (30% of AMI)

VLI Very Low-Income (50% of AMI)

LI Low-Income (%-age of AMI varies year to year; in 2002, 77% of AMI)

MOD Moderate-Income (120% of AMI)

** Project Subsidy

$0 This indicates a project that is meeting an inclusionary requirement to provide affordable housing units

*** Unit Types

MF Multi-Family Rental

SFA Single-Family Attached (Townhouse/Stacked Flat Condo)

SFD Single-Family Detached

SRO Single-Room Occupancy

In addition, Table42e identifies affordable housing projects that have received city funding commitment, but are not yet complete or have started construction. Between January 1, 1999 and June 30, 2002, the City Council has approved funding for an additional 1,474 affordable units. Through various financing mechanisms, approximately $110 million will help subsidize the development of these units in San Jose. Construction of these units represents an additional 13% towards the City's VLI needs, 26% of LI needs and 2% of moderate-income needs. Upon approval by the City Council, the monies appropriated to finance the units must be used for production in the specific income categories. This will help ensure that the housing supply is accommodating various income categories and targeting those most in need. The Department of Housing estimates that there is typically a one to two year lag time between financing and construction of units, which would be within the 1999-2006 planning period.

Table 42e.

III. PROJECTS WITH CITY FUNDING COMMITMENT (1/1/99 to 6/30/02)

	Units by Income Level*:				Total	Per Unit	Project		Unit
Project Name	ELI	VLI	LI	MOD	Aff. Units	Subsidy	Subsidy	Occupancy	Type**
Delmas Park	27		106		133	$40,925	$5,443,000	Teachers	MF
Evans Lane - CHBA	24	48	165		237	$98,823	$23,420,949	Families	MF
Fallen Leaves	30	18	111		159	$92,125	$14,647,895	Families	MF
Hacienda Villa	20	59			79	$92,291	$7,290,985	Seniors	MF
Kennedy Apts		20	80		100	$75,485	$7,548,482	Teachers	MF
Las Golondrinas	49				49	$38,180	$1,870,841	Seniors	MF
Las Mariposas				66	66	$53,506	$3,531,400	For-Sale	SFA
Monte Vista Srs II		48			48	$93,863	$4,505,429	Seniors	MF
Panelized Housing				3	3	$193,667	$581,000	For-Sale	SFD
Pollard Plaza		13	116		129	$94,280	$12,162,117	Teachers	MF
Reception Center	10				10	$100,000	$1,000,000	Families	MF
Saddlerack				50	50	$97,000	$4,850,000	For-Sale	SFA
Sycamore Terrace				18	18	$41,667	$750,000	For-Sale	SFA
Tierra Encantada	10	57	25		92	$43,478	$4,000,000	Families	MF
Tully Gardens II	147				147	$43,131	$6,340,295	Singles	SRO
W. San Carlos Srs	100				100	$47,750	$4,775,000	Seniors	MF
W. San Carlos Twnhse				30	30	$137,120	$4,113,600	For-Sale	SFA
WATCH/Homesafe	24				24	$125,000	$3,000,000	Families	MF
TOTALS	**441**	**263**	**603**	**167**	**1,474**	**$83,794**	**$109,830,993**		

* Income Levels

ELI Extemely Low-Income (30% of AMI)

VLI Very Low-Income (50% of AMI)

LI Low-Income (%-age of AMI varies year to year; in 2002, 77% of AMI)

MOD Moderate-Income (120% of AMI)

** Project Subsidy

$0 This indicates a project that is meeting an inclusionary requirement to provide affordable housing units

*** Unit Types

MF Multi-Family Rental

SFA Single-Family Attached (Townhouse/Stacked Flat Condo)

SFD Single-Family Detached

SRO Single-Room Occupancy

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Table 42f identifies projects that are in the pipeline. These projects are in the process of receiving entitlements and provide additional units towards meeting the City's RHNA needs, including an additional 31% towards VLI needs, 67% for LI, and 8% for moderate-income needs.

Table 42f.

IV. PROJECTS IN THE PIPELINE

Project Name	Units by Income Level*: ELI	VLI	LI	MOD	Total Aff. Units	Per Unit Subsidy	Project Subsidy	Occupancy	Unit Type**
12th & Keyes				*66*	*66*	$31,439	$2,075,000	For-Sale	SFA
5th & Bestor	*31*	*32*	*63*		*126*	$75,000	$9,450,000	Artists	MF
Alma Bowl				*40*	*40*	$50,000	$2,000,000	For-Sale	SFA
Almaden at WGW	*12*	*6*	*41*		*59*	$75,000	$4,425,000	Families	MF
Almaden Family Apts		*67*	*156*		*223*	$75,000	$16,725,000	Families	MF
Branham & Monterey		*53*	*121*		*174*	$46,782	$8,140,000	Families	MF
Branham/101 East				*40*	*40*	$50,000	$2,000,000	For-Sale	SFA
Branham/101 West	*7*	*23*	*44*		*74*	$75,000	$5,550,000	Families	MF
Capital LRT Station				*30*	*30*	$50,000	$1,500,000	For-Sale	SFA
Capital LRT Station	*120*				*120*	$75,000	$9,000,000		
Cherryview	*25*	*100*			*125*	$56,000	$7,000,000	Seniors	MF
Cinnabar Commons		50	198		248	$60,415	$14,983,000	Families	MF
City Heights				22	22	$0	$0	For-Sale	SFA
Delmas Park		*40*	*93*		*133*	$40,925	$5,443,000	Teachers	MF
Esplanade II				19	19	$0	$0	For-Sale	SFA
Evans Ln City Apts	*6*	*7*	*15*		*28*	$56,429	$1,580,000	Families	MF
Evans Ln VTA Apts	*8*	*24*	*48*		*80*	$53,438	$4,275,000	Families	MF
Evans Ln VTA Condos				*70*	*70*	$61,071	$4,275,000	For-Sale	SFA
Fairgrounds I	*100*	*100*			*200*	$75,000	$15,000,000	Seniors	MF
Fairgrounds II		*17*	*241*		*258*	$75,000	$19,350,000	Families	MF
Fairgrounds III				*60*	*60*	$50,000	$3,000,000	For-Sale	SFA
Ford & Monterey	*24*	*36*	*59*		*119*	$75,000	$8,925,000	Families	MF
Fruitdale Station II		14		20	34	$0	$0	Families	MF
Goble Lane		*415*	*390*	*25*	*830*	$75,000	$62,250,000	Families	MF
Las Plumas Transitional	*50*				*50*	$67,200	$3,360,000	Families	MF
Oak Room				8	8	$0	$0	For-Sale	SFA
Monterey (Eden Palms)	15				15	$115,000	$1,725,000		
Murphy & Ringwood		8			8	$154,750	$1,238,000	For-Sale	SFA
North Park III		*81*		*120*	*201*	$0	$0	Families	MF
Saint James Park Snrs	*125*				*125*	$75,000	$9,375,000	Seniors	MF
San Antonio Court		*13*	*117*		*130*	$75,000	$9,750,000		
Skyport		19		28	47	$0	$0	Families	MF
Willow & Locust/Palm		1			1	$104,000	$104,000	For-Sale	SFD
TOTALS	**523**	**1,106**	**1,586**	**548**	**3,763**	**$56,741**	**$232,498,000**		

NOTE: All figures shown in italics are estimates as of 6/30/02

* Income Levels

ELI Extemely Low-Income (30% of AMI)
VLI Very Low-Income (50% of AMI)
LI Low-Income (%-age of AMI varies year to year; in 2002, 77% of AMI)
MOD Moderate-Income (120% of AMI)

** Project Subsidy

$0 This indicates a project that is meeting an inclusionary requirement to provide affordable housing units

*** Unit Types

MF Multi-Family Rental
SFA Single-Family Attached (Townhouse/Stacked Flat Condo)
SFD Single-Family Detached

In addition to the sites identified as Projects Completed, Projects Under Construction, Projects with City Funding Commitment, and Projects in the Pipeline, the City also has numerous other sites that provide opportunities for residential development. As shown in Tables 42a, the City has a large supply of General Plan residentially designated land available for residential development. Furthermore, Table 42b provides estimated yields for affordable dwelling units per land use designation. Table 42g. combines the two tables and highlights only vacant lands with residential General Plan designations. A map insert illustrates where the sites are geographically located. The vacant land inventory is one example that illustrates opportunities of where affordable housing can be accommodated in San Jose.

Table 42g.

VACANT RESIDENTIAL DESIGNATED LAND AND ESTIMATED AFFORDABLE UNITS

LAND USE DESIGNATION	AVERAGE YIELD (HOUSING UNITS)			INCOME LEVEL			
	VACANT LAND WITH RESIDENTIAL ZONING	VACANT LAND WITH NON RESIDENTIAL ZONING	TOTAL	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MODERATE
RURAL RESIDENTIAL (0.2 DU/AC)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ESTATE RESIDENTIAL (1 DU/AC)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
VERY LOW DENSITY RESIDENTIAL (2 DU/AC)	274	73	347	0	0	0	347
LOW DENSITY RESIDENTIAL (5 DU/AC)	421	257	678	0	0	0	678
MEDIUM LOW DENSITY RESIDENTIAL (8 DU/AC)	1541	263	1804	0	0	541	1263
MEDIUM DENSITY RESIDENTIAL (8-16 DU/AC)	974	120	1094	109	109	383	493
MEDIUM HIGH DENSITY RESIDENTIAL (12-25 DU/AC)	1079	442	1521	152	152	456	761
HIGH DENSITY RESIDENTIAL (25-50 DU/AC)	3263	158	3421	616	582	1197	1026
RESIDENTIAL SUPPORT FOR THE CORE AREA (25+ DU/AC)	62	910	972	175	165	340	292
TRANSIT CORRIDOR RESIDENTIAL (20+ DU/AC)	1358	N/A	1358	244	231	475	408
PLANNED COMMUNITY	3900	4800	8700	1566	1479	3045	2610
TOTAL	**12872**	**7023**	**19895**	**2862**	**2718**	**6437**	**7878**

The City also has a supply of non-vacant land that is designated with residential designations, primarily suitable for higher density and/or mixed use developments. A majority of these sites were identified through the efforts of the City Council initiated Housing Opportunity Study and other recent privately initiated General Plan amendments. Tables 42h. through 42k. identify the various sites identified through the 3 phases of the Housing Opportunity Study and other recent General Plan amendments. The tables indicate the location, size, existing General Plan designation, potential housing yield and potential affordable units. Many of these sites are located within a Strong Neighborhood Initiative area or other redevelopment project area and subject to inclusionary zoning. The estimates are based on the minimum 15% requirement for affordable housing, estimating 9% for very low-income, 3% low-income and 3% moderate-income. The tables also identify an affordable component for sites not located in redevelopment project areas. This 15% estimate is conservative given that many higher density, affordable projects tend to be 100% affordable.

Table 42h.

HOUSING OPPORTUNITY STUDY PHASE I

File Number	Site Location	Acreage	General Plan Designation	Zoning Designation	Potential Net Dwelling Unit Yield	Units by Income Level		
						VLI	LI	MOD
*GP00-03-03	Site bounded by Basset Avenue to the north, Market Street to the east, Old West Julian Street to the south, and Terraine Street to the east	5.8	General Commercial on 4.3 acres and Residential Support for the Core Area on 1.5 acres	LI - Light Industrial	82***	7	2	2
**GP00-03-05a	Southwest corner of West Santa Clara Street and Delmas Avenue	2.1	Mixed Use With No Underlying Land Use Designation	CN - Neighborhood Commercial	116***	10	3	3
*GP00-04-05a	Southwest corner of North Capitol Avenue and Hostetter Road	15	Transit Corridor Residential (20+ DU/AC)	County	825	74	25	25
*GP00-04-05b	Northeast corner of North Capitol Avenue and Sierra Road	4.4	Medium High Density Residential (12-25 DU/AC)	R-1-8 - Single Family Residential	79	7	2	2
*GP00-04-05c	West side of North Capitol Avenue at the terminus of Penitiencia Creek Road	9.5	Transit Corridor Residential (20+ DU/AC)	County	523	47	16	16
*GP00-04-05d	West side of North Capitol Avenue and the south side of Mabury Road	14.5	Transit Corridor Residential (20+ DU/AC)	County	798	72	24	24
*GP00-04-05e	Southwest corner of North Capitol avenue and Gimelli Way	10.9	Transit Corridor Residential (20+ DU/AC)	County	600	54	18	18
*GP00-04-05f	West side of North Capitol Avenue, approximately 850 feet north of McKee Road	8	Transit Corridor Residential (20+ DU/AC)	CG - General Commercial	440	40	13	13

File Number	Site Location	Acreage	General Plan Designation	Zoning Designation	Potential Net Dwelling Unit Yield	Units by Income Level		
						VLI	LI	MOD
*GP00-05-03	Southeast corner of North Capitol Avenue and McKee Road	2.1	Transit Corridor Residential (20+ DU/AC)	CP - Pedestrian Commercial and CN - Neighborhood Commercial	432	10	3	3
**GP00-06-01b	North side of Auzerais between Sunol Avenue and Los Gatos Creek	13.3	Mixed Use #2 (40-100 DU/AC) (Midtown Planned Community)	HI - Heavy Industrial	116***	52	17	17
*GP02-06-02	Northwest corner of Southwest Expressway and South Bascom Avenue	7.2	Transit Corridor Residential (20+ DU/AC)	CP- Pedestrian Commercial	580***	29	10	10
*GP00-06-04	Generally located on both sides of South Montgomery Street between Crandall Street and Park Avenue	12.6	Mixed Use #1 (40-150 DU/AC) (Midtown Planned Community)	LI - Light Industrial and CN - Neighborhood Commercial	Maximum 800 units***	72	2	24
TOTAL		**105.4**				**475**	**158**	**158**

*Approved Feburary 2001
** Approved August 2001
*** Subject to 15% Inclusionary Zoning

Income Category	***Potential Affordable Units	Potential Affordable Units (Non-Redevelopment Areas)
VLI	171	304
LI	57	101
MOD	57	101
TOTAL	**285**	**507**

Table 42i.

HOUSING OPPORTUNITY STUDY - PHASE II

File Number	Site Location	Acreage	General Plan Designation	Zoning Designation	Potential Net Dwelling Unit Yield	***Potential Affordable Units	Units by Income Level		
							VLI	LI	MOD
*GP01-03-12	Area generally bounded by East Julian Street, State Route 101, East Santa Clara and North 27th Streets	20	Mixed Use with No Underlying Land Use Designation (Transit Corridor Residential (20+ DU/AC) (700-1,650 DU), General Commercial (70,000-1,350,000 sq.ft.), Public Park/Open Space (minimum 4.5 acres) and Public Quasi-Public (0-10 acres))	HI - Heavy Industrial	1650	248	149	50	50
*GP01-05-02	Northwest corner of Alum Rock and Alexander Avenues	1.7	Transit Corridor Residential (20+ DU/AC)	CN - Neighborhood Commercial, R-1-8 Single Family Residence and A(PD) Planned Development	95	14	9	3	3
*GP01-05-04	Northwest corner of Alum Rock and Jose Figueres Avenues	2.5	Transit Corridor Residential (20+ DU/AC)	CG - General Commercial and A(PD) Planned Development	140	21	13	4	4
*GP01-05-05	North side of Alum Rock Avenue, both sides of North Sunset Avenue	5.6	Transit Corridor Residential (20+ DU/AC)	LI - Light Industrial	308	46	28	9	9
**GP01-06-09	Northeast corner of West San Carlos Street and Willard Avenue	0.6	Transit Corridor Residential (20+ DU/AC)	LI - Light Industrial and R-2 - Two Family Residence	32	5	3	1	1
**GP01-06-10	North side of West San Carlos Street between Willard and Buena Vista Avenues	3.9	Transit Corridor Residential (20+ DU/AC)	LI - Light Industrial	168	25	15	5	5
**GP01-06-11	North side of West San Carlos Street between Buena Vista and Dana Avenues	0.9	Transit Corridor Residential (20+ DU/AC)	LI - Light Industrial and CO - Office Commercial	47	7	4	1	1
**GP01-06-12	South side of West San Carlos Street between Meridian Avenue and Page Street	3.9	Transit Corridor Residential (20+ DU/AC)	LI - Light Industrial, CN - Neighborhood Commercial and CG - General Commercial	215	32	19	6	6
TOTAL		**39.1**			**2,655**	**398**	**239**	**80**	**80**

*Approved June 2002

** Pending City Council approval

*** Subject to 15% Inclusionary Zoning

Income Category	***Potential Affordable Units	Potential Affordable Units (Non-Redevelopment Areas)
VLI	239	N/A
LI	80	N/A
MOD	80	N/A
TOTAL	**398**	

Table 42j.

HOUSING OPPORTUNITY STUDY PHASE III

File Number	Site Location	Acreage	General Plan Designation	Zoning Designation	Potential Net Dwelling Unit Yield	Units by Income Level		
						VLI	LI	MOD
1*	West side of Winchester Boulevard between Riddle Road and Neal Avenue	12.1	Transit Corridor Residential (20+ DU/AC)	CG - Commercial General	545	49	16	16
2*	West side of Saratoga Avenue between Stevens Creek Boulevard and Keily Boulevard	21.6	Transit Corridor Residential (20+ DU/AC)	CP - Commercial Pedestrian and CG - Commercial General	972	87	29	29
3*	Bound by Highway 85, Curtner Avenue and Canoas Garden Avenue	7.1	High Density Residential (25-50 DU/AC)	LI - Light Industrial and LI(PD) - Planned Development	320	29	10	10
4*	Southeast corner of Curtner Avenue and Canoas Garden Avenue	4.9	Transit Corridor Residential (20+ DU/AC) and Public Park/Open Space	R_1-8 - Single Family Residence, CO - Commercial Office and Unincorporated County	221	20	7	7
5*	Northwest corner of Blossom Hill Road and Blossom Avenue	14.4	Medium High Density Residential (12-25 DU/AC)	A - Agriculture	259	23	8	8
6*	South side of Santa Teresa Boulevard, between Cottle Drive and Camino Verde	10	High Density Residential (25-50 DU/AC)	CP - Commercial Pedestrian and R-M(PD) - Planned Development	370	33	11	11

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File Number	Site Location	Acreage	General Plan Designation	Zoning Designation	Potential Net Dwelling Unit Yield	Units by Income Level		
						VLI	LI	MOD
7*	Near the southeast corner of Capitol Avenue and Pentencia Creek	11.3	Transit Corridor Residential (20+ DU/AC) and Public Park/Open Space	R-1-8 - Single Family Residence	622	56	19	19
8*	South side of Berryessa Road, just east of Jackson Avenue	2.5	High Density Residential (25-50 DU/AC)	A - Agriculture	93	8	3	3
9*	Near the southwest corner of Capitol Avenue and Alum Rock Avenue	2.4	Transit Corridor Residential (20+ DU/AC)	Various	108***	10	3	3
10*	Southeast corner of Julian and 27th Street	6.9	Medium High Density Residential (12-25 DU/AC)	LI - Light Industrial and LI(PD) - Planned Development	124***	11	4	4
11*	Northeast corner of Story Road and McGinness	12	Transit Corridor Residential (20+ DU/AC)	CN - Neighborhood Commercial	540***	49	16	16
12*	North side of Berryessa Road just west of the Union Pacific Railroad tracks	13.5	Transit Corridor Residential (20+ DU/AC)	A - Agriculture and LI - Light Industrial	608	55	18	18
13*	24th and William Street	15.5	Medium High Density Residential (12-25 DU/AC) on 9.4 acres; Medium Low Density Residential (8-16	Light Industrial	228***	21	7	7

File Number	Site Location	Acreage	General Plan Designation	Zoning Designation	Potential Net Dwelling Unit Yield	Units by Income Level		
						VLI	LI	MOD
14*	Midtown Area		DU/AC) on 4.9 acres; General Commercial on 1 acres; Public Park/Open Space on 0.22 acres Residential (up to 1,500 units)	Various	1,500***	135	45	45
TOTAL		**118.7**			**6,507**	**586**	**195**	**195**

* Anticipated to be heard by the City Council in Fall 2003

*** Subject to 15% Inclusionary Zoning

Income Category	***Potential Affordable Units	Potential Affordable Units (Non-Redevelopment Areas)
VLI	225	361
LI	75	120
MOD	75	120
TOTAL	**375**	**601**

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Table 42k.

APPROVED GENERAL PLAN AMENDMENT SITES

File Number	Site Location	Acreage	General Plan Designation	Potential Net Dwelling Unit Yield	***Potential Affordable Units	Units by Income Level			Potential Affordable Units (Non - Redevelopment Areas)
						VLI	LI	MOD	
GP01-06-01	Both sides of Sunol Street between Savaker Street, Home Street, and Highway 280 (Reed and Graham)	15.6	Mixed Use with No Underlying Land Use Designation (up to 675 units and up to 625,000 square feet of office uses)	675	101	61	20	20	
GP02-04-02	Both sides of Berryessa Road just west of the Union Pacific Railroad tracks (Flea Market)	120.2	Transit Corridor Residential (20 DU/AC) on 58.4 acres, Medium Density Residential (8-16 DU/AC) on 8.0 acres, Combined Industrial/Commercial on 31 acres, Public Park/Open Space on 22.8 acres and floating Public Park/Open Space	3349		301	100	100	502
GP02-06-03	Southeast of the intersection of Almaden Expressway and Curtner Avenue, and north of the terminus of Rinconada and Pebble Beach Drive (Scottish Rite Temple)	4.4	Transit Corridor Residential (20+ DU/AC)	198		18	6	6	30
GP01-03-03*	Generally bounded by Santa Clara Street, Union Pacific Railroad tracks, Shortridge Avenue and S. 26th Street (Empire Lumber)	2.8	Transit Corridor Residential (20+ DU/AC)	126	19	11	4	4	
GP01-03-02*	Southeast corner of U.S. 101/Bayshore Freeway and Oakland Road (Modern Ice)	9	High Density Residential (25 50 DU/AC)	342	51	31	10	10	
GP98-06-01	Terminus of Masonic Drive (Masonic Temple)	3.5	Transit Corridor Residential (20+ DU/AC)	158		14	5	5	24
Total				**4848**	**171**	**436**	**145**	**145**	**556**

*** Subject to 15% Inclusionary Zoning

Income Category	***Potential Affordable Units	Potential Affordable Units (Non-Redevelopment Areas)
VLI	103	333
LI	34	111
MOD	34	111
TOTAL	**171**	**555**

In summary, between the timeframe January 1999 to June 30, 2000, 7,621 units have been completed, are in the process of construction, have City funding commitment or are in the pipeline. Of this figure, 1,221 are Extremely Low-Income units, 2,805 are Very Low-Income units, 2,518 are Low-Income units, and 1,077 are Moderate-Income units. As shown in Tables 42h. through 42k., recent General Plan amendments through the Housing Opportunity Study and privately initiated residential changes provide additional affordable housing opportunities. These efforts are estimated to facilitate the development of approximately 2,900 affordable units; 1,765 very low-, 588 low- and 588 moderate-income units. These figures combined with estimated affordable housing opportunities on residentially designated, vacant lands (as show in Table 42g.) result in approximately 1,200 ELI, 7,400 VLI, 5,400 LI and 8,100 moderate income units. Table 42l. summarizes this data, demonstrating the City of San Jose's ability to meet and exceed ABAG's RHNA units. Given that most of the housing opportunities are available in the higher density residential designations and the City's goals and policies support higher density and affordable dwelling units, it is anticipated that the RHNA units can be accommodated during the planning period.

Table 42l.

POTENTIAL AFFORDABLE HOUSING UNITS

Income Category	Projects Completed	Projects Under Construction	Projects with City Funded Commit-ment	Projects in the Pipeline	*HOS I Designated Sites	*HOS II Designated Sites	*HOS III Designated Sites	All HOS sites - Non - Redevelopment Area	Other sites	Other sites - Non Revelopment Area	General Plan Residential Designated Vacant Land
Extremely Low-Income (ELI) (30% of AMI)	53	204	441	523							
Very Low-Income (VLI) (50% of AMI)	1,091	760	263	691	171	239	225	694	103	333	2,862
Low Income (LI) (% of AMI varies year to year; in 2002, 77% of AMI)	341	378	603	1,196	57	80	75	231	34	111	2,718
Moderate-Income (MOD) (120% of AMI)	243	143	167	524	57	80	75	231	34	111	6,437
TOTAL	**1,728**	**1,485**	**1,474**	**2,934**	**285**	**398**	**375**	**1,156**	**171**	**555**	**12,017**

Source: City of San Jose, Department of Housing and Department of Planning, Building and Code Enforcement
Note: VLI % of RHNA includes ELI units
* Typically 9% of all dwelling units shall be reserved for very low/low/moderate income residents, and 6% are for very low income-residents

Income Category	Total	RHNA Units	% of RHNA Units
Extremely Low-Income (ELI) (30% of AMI)	1,221		
Very Low-Income (VLI) (50% of AMI)	7,432	5,337	162%
Low Income (LI) (% of AMI varies year to year; in 2002, 77% of AMI)	5,483	2,364	232%
Moderate-Income (MOD) (120% of AMI)	8,102	7,086	114%
Above Moderate (Vacant Residential Designated Land)	7,878		
TOTAL	**30,116**		

APPENDIX C

B. FUTURE HOUSING OPPORTUNITIES

The lands described above are not the only resources available to meet future housing needs in San Jose. There are currently two Urban Reserves (South Almaden Valley and Coyote Valley) in South San Jose. The Urban Reserves are lands currently outside of San Jose's USA and jurisdiction but within the Greenline/Urban Growth Boundary that have been identified for future residential use. Some of these areas could be made available for residential use after industrial development begins in the North Coyote Valley campus industrial area and the City attains the financial stability necessary to extend urban services to these areas while maintaining the current level of service for existing neighborhoods. Taken together, both Urban Reserves could ultimately provide between 22,000 and 27,000 dwelling units when urban services are eventually extended to these areas. Only the South Almaden Valley Urban Reserve is planned for residential development within the time frame of the General Plan and could provide up to 2,000 dwelling units.

In addition to the Urban Reserves, the City's transit corridors present additional housing opportunities through the efficient use of vacant land and the reuse of underutilized sites. The General Plan calls for higher residential densities along existing or future light rail corridors or major bus routes through the Transit-Oriented Development Corridor Special Strategy Area. This special strategy area is described in Chapter V of the General Plan and identifies six key transit corridors suitable for high density residential or mixed commercial/high density residential development. The Housing Opportunities Study (described above) will actively identify high density housing sites within these corridors to facilitate eventual development. The first phase of the study focused on the Capitol Corridor and recommended land use amendments on 14 sites which could result in a net increase of 6,100 units. The five remaining corridors (Guadalupe Light Rail Corridor, Stevens Creek Boulevard/West San Carlos Street, Santa Clara Street/Alum Rock Avenue, Winchester Boulevard, and Vasona Light Rail Corridor) will be analyzed for additional housing opportunities during the second and third phases of the study.

The Housing Initiative, adopted in 1991, illustrates how the City has successfully increased the housing supply through careful planning. The Housing Initiative encouraged the production of high density housing and supportive mixed uses in close proximity to public transit corridors. The program was conducted in three phases. During the first phase, the consultants identified vacant and underutilized sites within the Guadalupe Light Rail Corridor which have potential for high density housing. The consultants then reviewed case studies, demographic data, and economic trend information to determine the market demand for multi-family housing. Lastly, the consultants analyzed the financial feasibility of four high density prototypes.

The consultants concluded that San Jose has land within the study area to accommodate significant development of high density and mixed use projects on vacant and underutilized sites. The study identified 386 acres which could yield up to 10,000 units above existing General Plan designations. The study also includes a strategy for considering additional sites within the study area for high density development. Implementation of the Housing Initiative has exceeded the expectations of the program. To date, more than 11,000 units have been constructed or have received planning approval. The increasing demand for housing close to transit and near the Downtown area indicates that additional opportunities exist within the study area.

VII. PUBLICLY HELD LANDS

A major source of publicly held lands which could be utilized for residential development is property owned by the twenty Elementary, Unified, and High School Districts which serve the City of San Jose. In some areas, new development is increasing demand for classroom space; in other Districts, declining enrollments have resulted in school closures. The City and School Districts have been working closely together to meet the changing needs of the community.

This cooperative process has continued with the publication of the School Site Reuse Plan (City of San Jose, revised January 2000). This document has brought together information on the City's concerns about school closures, potential interest in using school sites, and procedures for considering private development of sites. The revised School Site Reuse Plan identifies nine surplus school sites constituting approximately 60.8 acres where acquisition is not desired under provisions of the Naylor bill. Those sites proposed by the plan for private development would be subject to the City's land use regulations. Due to the "auction" approach utilized by School Districts in selling such surplus land, prices tend to be higher than in direct sale transactions. The General Plan does provide for an alternative use of school sites which are declared surplus through the application of a Discretionary Alternate Use Policy (discussed in Chapter IV: Governmental Constraints). In general, the nature and intensity of the alternate use is determined by existing uses in the surrounding neighborhood.

The revised School Site Reuse Plan mentioned in this appendix is on file with the Department of Planning, Building and Code Enforcement. The document is not static and will be reviewed and updated periodically by the City to maintain current information.

Other publicly held lands, not owned by school districts, are handled on a case by case basis. Publicly held lands usually have General Plan land use designations of Public/Quasi-Public. These parcels would also be subject to the City's land use regulations when proposed for private housing. Again, the surrounding land uses would be important considerations for determining the type and/or intensity of use. As discussed previously, a pending amendment to the General Plan would allow the use of City surplus lands for affordable housing at any density regardless of the General Plan designation.

APPENDIX C

VIII. PRESERVATION OF ASSISTED HOUSING

A. RELEVANT LAWS

In 1989, Section 65583 of the State Government Code was amended to require an analysis of "at-risk" assisted housing development and a program to preserve such units. The term "at-risk" is used to describe a project which received federal Section 221 (d) (3) Below Market Interest Rate loans and Section 236 federally insured and subsidized loans for multi-family projects.

In San Jose, most of the "at-risk" projects were built under Section 221 (d) (3), Section 236 and Section 8 programs from 1961 through 1983 by for-profit developers. Although HUD 221 (d) (3) and 236 insured mortgages were normally written for 40 year terms, owners were allowed to "option out" of their contracts after 20 years by prepaying the mortgage and converting to market rate rents. Additionally, units are "at-risk" because of expiring Section 8 project-based or tenant-based subsidies. Project-based subsidies guarantee affordable rents for tenants, while tenant-based subsidies provide affordable rents if the holder of the certificate can find an owner of a vacant unit who is willing to accept the subsidy rent payment.

As part of the Cranston-Gonzales National Affordable Housing Act of 1990, Congress adopted permanent legislation to deal with the preservation of Section 221 (d) (3) and 236 projects whose low income use restrictions would expire after 20 or more years. The preservation law is known as the "Low Income Housing Preservation and Residential Homeownership Act of 1990" or LIHPRHA. Thousands of at-risk units in California were preserved through this program during the 1990s, however, funding is no longer available through this source.

The Multifamily Assisted Housing Reform and Affordability Act of 1997 (MAHRA) established new policies for the renewal of Section 8 contracts and the restructuring of FHA-insured loans on properties with Section 8 contracts. The restructuring process, called “Mark-to-Market,” is now permanently included in Section 8 law and has been implemented since October 1998. MAHRA requires the renewal of Section 8 contracts as long as the landlord opts to stay in the program. Some landlords may choose to opt out of the program as their contracts expire, in which case tenants receive one-year renewable vouchers and certificates to use to find housing.

The following is a description of the general rules and options for Section 8 expiring contracts:

<u>Contract Renewal Options:</u>

1. Mark-to-Market - Rents may be marked up to comparable market rents, not to exceed 150% of Fair Market Rents (FMR) (except with waiver). This option is designed to encourage owners in strong market areas to remain in the Section 8 program.
2. Regular Renewal -
   All Owners - Renew at current rents with an Operating Cost Adjustment Factor (OCAF) or budget-based adjustment (at owner's option), not to exceed comparable market rents.
   Non-Profits: Mark-Up to Budget - Renew with a budget-based rent increase to finance capital improvements. Rents cannot exceed comparable market rents, capped at 150% of FMRs and adjusted downward for the value of any mortgage subsidy.
3. HUD's Office of Multifamily Housing Assistance Restructuring (OMHAR) Renewals - Renew at rents reduced from above-market to comparable market levels, with debt restructuring (Mark-to-Market) or without (OMHAR Lite). These renewals will be processed primarily by state and local agencies and other entities under contract to HUD as Participating Administrative Entities, with OMHAR approval.

4. Exception Project Renewals - Renew at the lesser of: 1) current OCAF-adjusted rents; or 2) budget-based rents. No market 150% FMR cap. This option will permit owners to retain above-market rents, in some cases.
5. Preservation and Demonstration Project Renewals -
   Preservation Projects - Renew in accordance with the terms of the existing Use Agreement, to provide benefits to owners comparable to those promised in the original Plan of Action. Contract rents may be above- or below-market. Preservation projects are now exempt from Mark-to-Market.
   Demonstration Projects - Projects with restructured debt or rent reductions may renew with OCAF adjustment (or budget-based increase, upon request) for four years, followed by Regular Renewal (Option 2). For all others with an executed Demonstration Program use agreement that have above-market rents, OMHAR may approve exemptions from debt restructuring on a case-by-case basis at the Owner's request.
6. Opt Out - The owner may terminate and not renew the contract upon expiration. Tenants must notify tenants and HUD at least one year before contract termination or expiration.

B. INVENTORY OF "AT-RISK" PROJECTS

There are 30 project-based Section 8 developments in San Jose, representing about 2,700 units, that are affected by expiring Section 8 contracts. According to the California Housing Partnership Corporation (CHPC), a State-established nonprofit agency responsible for working with local jurisdictions on the issue of expiring Section 8 contracts, many of the project-based Section 8 units in San José are not at-risk of owners opting out of the program because they are owned by nonprofits with either an interest in preserving these units, or their developments were financed with HUD Section 202 funds and are therefore exempt. The following table summarizes the Section 8 inventory in San José by category.

Category	Units
Nonprofit Developments Exempt from Mark-to-Market	482
Nonprofit Developments Subject to Mark-to-Market	921
For-profit Developments Subject to Restrictions	183
For-profit Developments Eligible for Conversion	1,080
TOTAL	***2,666***

Tables 43 through 46 describe the Section 8 housing units and the likelihood of conversion in each category in more detail.

Approximately 1,000 for-profit units previously considered at-risk chose to opt out of their Section 8 contracts. Most have restructured their debt and still have affordability restrictions but are no longer under HUD control. As the demand for affordable housing increases, San José needs this portion of its housing stock. Because of federal preferences for providing housing to the lowest incomes, the average income in project-based Section 8 projects is 18% of median (in San José, the average is somewhat higher, but still extremely low). This means that the households living in these units require deep rental subsidies, without which these projects would be unable to operate.

While tenants in units that convert to market-rate are expected to receive vouchers to stay in their units, the long-term nature of the vouchers is in question. To calculate the amount of the voucher, HUD subsidizes the difference between 40% of a tenant's income and the Fair Market Rent. However, because the current asking rents in San José are so high, many times exceeding the FMR, some tenants must pay in excess of 40% of their income for housing.

Older Section 8 programs (prior to 1983) are project-based with terms renewable every five years for up to 40 years. Most of these subsidies were provided with substantial and moderate rehabilitation of existing units, however, some were tied to new construction. Many Section 8 certificates were later offered as a secondary subsidy (in addition to the primary 221/236 contract) under the HUD Loan Management Set Aside and Property Disposition Programs. The result of having a variety of HUD funding programs with various schedules, funding sources, and restrictions generates confusion in record keeping. In some instances, not even HUD has records of projects previously funded.

Table 43.

NONPROFIT-OWNED SECTION 202 DEVELOPMENTS EXEMPT FROM MARK-TO-MARKET

Project	Council District	FHA Program	Expiration Date	Number of Section 8 Units
Jeanne D'Arc Manor	3	202	7/28/03	87
Homebase	3	202	6/6/11	24
Casa de los Amigos	4	202	7/31/15	23
Milagro	5	202	10/31/13	14
Jardines Paloma Blanca	5	202	3/31/15	43
Chai House	6	202	11/26/05	70
Vivente I	6	202	6/25/10	28
Cambrian Center	9	202	9/14/01	150
Vivente II	9	202	5/1/08	28
Homport	9	202	6/10/11	15
TOTAL				482

Source: City of San Jose Department of Housing

Table 44.

NONPROFIT-OWNED DEVELOPMENTS SUBJECT TO MARK-TO-MARKET*

Project	Council District	FHA Program	Expiration Date	Number of Section 8 Units
Villa Garcia	1	236	1997/1998	42
Villa San Pedro	2	221(d)(3)	1996/1999	88
Fuji Towers	3	236	2/1/16	28
Town Park Towers	3	236	1996-1998	173
Casa del Pueblo	3	236	1997-2000	154
Elena Gardens	4	236	1997-2000	161
Mayfair Golden Manor	5	221(d)(3)	10/31/96	210
Emmanuel Terrace	5	221(d)(3)	10/31/96	18
Capitol Manor	5	236	10/31/97	33
Don de Dios	7	236	6/30/98	14
TOTAL				921

*If rents exceed "comparable market rents"

Source: City of San Jose Department of Housing

Table 45.

FOR-PROFIT OWNED DEVELOPMENTS SUBJECT TO OPT-OUT RESTRICTIONS

Project	Council District	FHA Program	Expiration Date	Number of Section 8 Units
San Jose Gardens	1	236	1997-2000	162
Terrell-Cline Apartments	5	236	1/15/97	21
TOTAL				183

Source: City of San Jose Department of Housing

Table 46.

FOR-PROFIT OWNED DEVELOPMENTS ELIGIBLE TO CONVERT TO MARKET-RATE

Project	Council District	FHA Program	Expiration Date	Number of Section 8 Units
Moreland Apartments	1	221(d)(3)	1/25/03	160
Las Casitas	4	221(d)(3)	10/22/98	168
Villa de Guadalupe	5	221(d)(3)	12/16/01	101
Monte Alban Apartments	7	221(d)(3)	5/31/98	192
San Jose Apartments	7	221(d)(3)	6/11/99	214
San Jose Greens	9	221(d)(3)	2/19/01	79
Cedar Glen Apartments	9	221(d)(3)	10/28/05	44
Arbor Apartments	9	221(d)(3)	8/26/99	122
TOTAL				1,080

Source: City of San Jose Department of Housing

C. COST ANALYSIS OF PRESERVING "AT-RISK" UNITS

Acquisition of at-risk units is one method available for preservation; however the costs of acquisition can be prohibitive. The cost of purchasing all of the 1,080 at-risk units could be $100 million or higher, depending on location and condition of the development. It could cost as much as $80,000 to $100,000 per unit to acquire and rehabilitate the at-risk units, although this estimate could be higher depending on the extent of repairs and rehabilitation necessary. National studies estimate a cost of $4,000 to $10,000 per unit for the rehabilitation of Section 8 units; however the rehabilitation cost in California may be twice the national estimate. Sources of funding for acquisition include conventional financing, State bond funds, California Housing Finance Agency funds, tax credits, federal programs such as HOME and HOPE, local 20% funds and bonds.

Table 47 compares the replacement costs to the preservation costs of converting the at-risk units to market-rate housing. The City would provide assistance of up to $10,000 per unit or replacement cost, or 15% of development costs, whichever is less. Nonprofits or tenant purchasers would be responsible for obtaining the remaining financing needs.

Table 47.

COMPARISON OF REPLACEMENT VERSUS PRESERVATION*

LOW RANGE ESTIMATES					
REPLACEMENT Replacement Cost		PRESERVATION Preservation Cost		DIFFERENCE	
$332,357,674 Total	$116,127 Per Unit	$237,587,656 Total	$83,014 Per Unit	$94,770,019 Total	$33,113 Per Unit
Public Subsidy Required for Replacement		Public Subsidy Required for Preservation			
$212,599,414 Total	$74,257 Per Unit	$58,492,071 Total	$20,431 Per Unit	$154,107,343 Total	$53,827 Per Unit
HIGH RANGE ESTIMATES					
REPLACEMENT Replacement Cost		PRESERVATION Preservation Cost		DIFFERENCE	
$395,838,111 Total	$138,308 Per Unit	$293,211,592 Total	$102,450 Per Unit	$102,626,519 Total	$35,858 Per Unit
Public Subsidy Required for Replacement		Public Subsidy Required for Preservation			
$276,079,851 Total	$96,431 Per Unit	$110,146,385 Total	$38,473 Per Unit	$165,933,466 Total	$57,958 Per Unit

*Adjusted for 1999 dollar value

Source: City of San Jose, Housing Department

Public subsidy in Table 47 refers to state and local contributions required to preserve or replace the existing low-income housing stock after HUD subsidies are taken into account.

D. RESOURCES FOR PRESERVATION

All nonprofit housing corporations are legally capable of acquiring "at-risk" housing projects. The following is a list of all entities that have self-identified as having the capacity and/or the interest in managing assisted units:

BRIDGE Housing Corporation
Community Housing Developers (CHD)
Mid Peninsula Housing Corp.
First San Jose Housing
Ecumenical Association of Housing (EAH)
Bay and Valley Habitat for Humanity

The City has, on an annual basis, assisted some nonprofits with administrative costs. The new federal housing legislation sets aside 15% of all Home Investment Partnership Program (HOME) funds to be used for such purposes. If a nonprofit purchased an "at-risk" project, the City could provide gap financing using 20% funds as a leveraging mechanism and would require professional project management skills. If, based on City assessment, adequate project management capabilities did not exist, the City would require the nonprofit to contract with an outside professional management firm.

Sources of funding for project acquisition would include conventional financing, State bond funds such as Proposition 77, California Housing Finance Agency funds, tax credits, other local or state bonds, special federal programs available for this purpose such as HOME and Housing Opportunities for People Everywhere (HOPE), and local 20% tax increment funds.

The City of San Jose's Consolidated Plan outlines the expected commitment of funds for a given year. It is extremely difficult for the City to know very far in advance every potential source of funding that may or may not be available to it. Frequently, the City can only react to new Notices of Funding Availability as they are distributed by the federal government.

The following list is a sample of projected funding sources and the amount of uncommitted funds that could be used to preserve assisted developments during the 2000-2005 five-year horizon:

Redevelopment Tax Increment ("20% Funds")	$148,000,000+
Borrowed Funds*	$156,200,000+
Supplemental Redevelopment Agency Funding	$14,500,000+
Federal Programs	$37,200,000+
Interest/Repayments	$27,700,000+
Bond Proceeds	$10,400,000+
Housing and Homeless Funds	$1,750,000+
TOTAL	$395,750,000

*Includes sales of bonds and draws on lines of credit

Because the City is able to leverage its funding at a ratio of approximately 3 outside dollars per 1 City dollar, the potential amount that could be used to preserve lower-income units at-risk would actually be at least $1,187,250,000 for this time horizon.

In the ten years since the Housing Department was established in 1988, nearly $1 billion has been spent on the production and rehabilitation of affordable housing in San Jose, including approximately $200 million in City funding. This funding has resulted in the production of over 6,600 affordable units in San Jose. Sixty percent of those units were reserved for very low income households and 30% were for low income households. Housing developments subsidized through the City are required to reserve low income units for as long as 55 years to ensure the longevity of the affordable housing supply.

E. PROGRAMS FOR PRESERVATION

The affordable housing program objectives, as shown in Figure 21 of the San Jose 2020 General Plan, cover the five-year period from 2000-2005. The City has analyzed the various subsidy programs in place for the at-risk housing developments. Approximately 1,080 units could be "at-risk" of conversion.

Objectives

The ultimate goal of the City of San Jose is to preserve affordable housing permanently. The following policies implement this goal:

1. Preserve the existing housing stock for the longest term possible. The ideal is permanent preservation of affordability.

2. Develop and implement policies which provide repurchase by an entity which will agree to permanent affordability at the end of the affordability restriction.

If permanent preservation is not possible in a particular case:

3. Minimize displacement of current tenants by negotiating either an anti-displacement policy or relocation mitigation with the owner when feasible.

In all new restricted developments, whenever possible:

4. Structure transactions so that no displacement occurs at the termination of the City's affordability restrictions.

Strategies

Over the next several years, nearly one million Section 8 projects will expire nationally. Upon expiration, project owners can choose to opt out of the contract. Additionally owners of certain HUD funded projects have the ability to prepay their mortgages. In San Jose, there are approximately 1,079 units at the risk of possible conversion. While tenants of these units may receive housing vouchers, the loss of the units coupled with high and rising area market rents, will further exacerbate San Jose’s housing challenges. The following strategies aim to minimize the impact of increased rents and limit the displacement of tenants in projects that may be converted to market rate:

1. Provide funding for the construction of more affordable units with affordability restrictions as long as 55 years.

2. Utilize available federal resources in order to provide project owners incentives to maintain project and affordability and coordinate with the Housing Authority of Santa Clara County to obtain Housing Choice Vouchers for households as necessary.

3. Encourage project owners to remain in the program.

4. Provide tenant/owner education on the issue of expiring Section 8 contracts utilizing non-profit organizations such as Mid-Peninsula Housing Coalition and the California Housing Partnership Corporation.

5. Require developers of affordable rental housing, financed in whole or in part by the City, to set aside 10% of the units in these developments for Section 8 tenants.

6. Continue to develop other programs and actions to address this important issue.

APPENDIX C

Project-based Section 8

There are 30 Section 8 projects in the City of San Jose. The term of restriction for Section 8 projects is established by the Housing Assistance Payments Contract. The loss of Section 8 for these properties may occur in one of two ways. First, some Section 8 contracts provide the owner with the opportunity to "opt out" of the Section 8 program and raise rents to the level allowed by whatever other regulatory requirements are on the property. Because there are presently no federal or state requirements to provide for the long-term preservation of these properties, other than notice provisions to local governments and nonprofits, rents are likely to rise to market rate.

Second, the federal government may not offer an extension of expiring contracts, even if an owner wants to renew, which, while this has not been the case up to now, could occur at any point at which Congress elects not to reauthorize enough Section 8 allocations to cover further extensions.

Strategies to preserve Section 8 project-based housing include:

1. Communicate regularly with the owner to determine his/her interest in terminating the Section 8 contract.

2. Keep abreast of actions by Congress regarding continued appropriation of Section 8, and actively support appropriations.

3. Purchase properties, either directly, or in conjunction with the local housing authority or a local nonprofit to ensure permanent preservation. In many cases, owners have an interest in selling the properties long before the termination of the Section 8. This strategy will permanently preserve the project's affordability.

Projects with Other Financing or Incentives

Other types of subsidies which regulate housing affordability include tax-exempt bond financing and density bonus programs. There are four projects in the inventory that were financed, either completely or partially, through Redevelopment funds and eight projects financed by mortgage revenue bonds. There are no at-risk units in this period that were subsidized through CDBG or density bonus programs.

Strategies to preserve properties financed by other subsidy programs are directly dependent upon the specific restrictions or subsidies which were provided in conjunction with the subsidy. The key elements for preserving locally subsidized affordable housing are to:

1. Identify the potential to convert as soon as possible;
2. Communicate with owners and tenants; and
3. Define the specific opportunities as soon in the process as possible.

The involvement and education of tenants and nonprofits as active partners is an important piece of any strategy. Resources in addition to local resources which are available to assist nonprofit and local governments include the California Housing Partnership Corporation, and various intermediaries, such as the Local Initiatives Support Corporation (LISC), and the State Department of Housing and Community Development's Policy Division.

The City also has an active preservation program for low and very low income units through its rehabilitation and purchase/rehabilitation programs. These programs are primarily funded with CDBG funds, Section 8 funds, and Redevelopment 20% Tax Increment funds. The former Rental Rehabilitation

Program has been replaced with HOME funds and the Section 8 subsidies tied to this program have not been available after 1992. Section 8 subsidies, authorized by HUD and administered by the Housing Authority, are always in limited supply. Loss of rent subsidy funds will remain the greatest single issue over the next few years until new programs can be put in place. The Redevelopment Agency's 20% funds, administered by the City's Housing Department, will be the prime source of funding available for any future HUD programs requiring matching funds.

IX. ENERGY CONSERVATION

Housing is made more affordable by the reduction of the utility bill associated with operating a household. In the Pacific Gas & Electric (PG&E) service area of which San Jose is a part, the typical residential energy use pattern is shown in Table 48.

Table 48.

TYPICAL RESIDENTIAL ENERGY USE: 2000

Use	Amount of Energy	Annual Cost
Heating	322 kWh and 433 Therms	$322
Cooling	879 kWh and 433 Therms	$98
Hot Water	220 Therms	$146
Major Appliances	1934 kWh and 30 Therms	$235
Lighting	821 kWh	$91
Miscellaneous	1,641 kWh	$182
TOTAL	**5,597 kWh and 683 Therms**	**$1,074**

Source: Energy Star Home Energy Saver Program, 2000

In 2000, typical costs in running a household were about $90/month based on an average annual electrical usage of 5,597 kwh and 683 therms. A home utilizing energy efficient techniques could reduce the monthly cost by an estimated 42% ($52/month) based on an average annual electrical usage of 3,763 kwh and 285 therms.

The Sustainable City Major Strategy of the General Plan seeks to conserve natural resources and preserve San Jose's natural living environment. To promote the sustainable city concept, the City has developed many programs to encourage the wise use of natural resources, including programs for recycling, waste disposal, water conservation, transportation management, and energy conservation.

In 1998, the City Council created a Task Force to develop a Green Building Policy to promote building practices that minimize the negative environmental impacts associated with new development. Green building practices promote resource conservation, including energy efficiency, renewable energy, and water conservation. One benchmark of green building is to achieve energy usage 30% below Title 24 standards. The City's Environmental Services Department is preparing Green Building Guidelines to provide developers with information and resources to develop environmentally sensitive projects. Possible financial assistance or incentives are being pursued to facilitate this type of development.

A. OPPORTUNITIES IN THE DESIGN AND CONSTRUCTION OF INDIVIDUAL UNITS

Two primary opportunities exist for energy conservation for new units. One is the enforcement of California Title 24 Building Standards. These standards, established in 1983, prescribe, by regulation, building design and construction standards which increase the energy efficiency in new residential and new non-residential buildings.

There are two general options for demonstrating that a residential building meets the energy budget defined in the Standards. With prescriptive packages, each individual component of the proposed building must meet a prescribed minimum energy requirement. The second option, computer or hand-calculated performance methods, provides more flexibility and accuracy in calculating energy use. With any of these compliance paths, installation of mandatory measures must also be demonstrated.

The second opportunity in San Jose is the application of "green building" principles to increase the energy efficiency of new units. This could include the installation of solar hot water heaters in newly constructed residential structures, insulation to decrease energy use, use of green construction materials (e.g., recycled materials), etc.

B. OPPORTUNITIES IN THE DESIGN OF SUBDIVISIONS AND RESIDENTIAL PROJECTS

State law requires that subdivisions provide solar access and natural heating and cooling to the fullest extent feasible. The legal obligation is to review subdivisions for natural heating and cooling methods which include lot orientation and determination of shadow patterns. San Jose's Residential Design Guidelines also require that the design of new residential projects consider the effects of climate and solar orientation through primary window orientation, solar access, overhang design, landscaping techniques as well as solar access of existing and adjacent units. In addition, the Green Building Guidelines under preparation would establish standards for developing "green" projects that would reduce energy use by as much as 30%.

C. OPPORTUNITIES THROUGH REHABILITATION AND RETROFIT

Building rehabilitation is an opportunity to incorporate energy-saving measures which may not otherwise be available. Energy measures installed during rehabilitation are a long-term savings to the energy costs of households, especially low income households. Programs available through the City of San Jose, public agencies and private organizations provide long term solutions to energy problems and conservation.

There are a number of programs available for the weatherproofing of existing dwelling units. Partnerships between PG&E and the City are established to promote the upgrading of homes to energy efficient units. These include:

- Project Help Weatherization Grants -Available through PG&E
- California Home Energy Efficiency Rating System - A non-profit program supported by PG&E and other entities

Additionally, there are programs available in the San Jose area that can provide assistance in rehabilitation and installation of energy conservation measures for both owners and renters. Most of the programs are directed to qualified low income homeowners. The programs are as follows:

- Housing Rehabilitation Loan and Grant Programs -
  Available through the City of San Jose Housing Department
- Housing and Energy Services Program -
  Available through Economic and Social Opportunities, Inc. (financed through CDBG)
- Minor Home Repair -
  Available through Santa Clara County, Special Circumstances Program
- Water Conservation Programs -
  Available through City of San Jose, Environmental Services Department

D. ASSESSMENT OF THE EFFECT OF ENERGY CONSERVATION MEASURES ON THE COST OF HOUSING IN THE LONG RUN

Through energy efficiency programs, California has made impressive energy savings. Since energy efficiency regulations went into effect in 1978, Californians have reduced their utility bills by an estimated $15.8 billion. Energy programs which contributed to this decrease include:

- Utility Programs
- Public Agency Programs
- Electric Utility Systems Improvements
- California State Building and Applicance Standards Improvements

Consumer responses to rising energy costs also encouraged energy conservation.

Over the next decade, it is estimated that energy costs will remain at approximately two percent of household income, although recent energy shortages have been driving costs higher. Clearly, low income households are more sensitive to increases in energy costs than moderate income households.

However, energy efficient measures are projected to be cost effective in the long term. Specifically, new high-efficiency replacement gas furnaces demonstrate an average heating efficiency improvement of 33% and wall insulation provides 24% efficiency. These measures pay for themselves (in terms of energy costs savings) long before they need to be replaced or upgraded.

It is far more economical to incorporate energy efficient measures at the time of construction than after the house is built. For example, wall insulation may cost as much as 50 to 100 percent more when it is installed on a retrofit basis.

In conclusion, energy conservation measures do not add to the cost of housing in the long run due to the utility costs savings. The initial capital cost of installing energy efficient equipment is regained as savings in the long run.

E. PROXIMITY OF PROPOSED RESIDENTIAL DEVELOPMENT TO EMPLOYMENT CENTERS, SCHOOLS, AND TRANSIT SERVICES

The General Plan encourages the location of residential development, especially high density residential projects, in close proximity to employment centers and transit services. With the redevelopment of San Jose's downtown, higher density residential development has been encouraged and constructed, to create a “24-hour Downtown” with an active mix of commercial and residential uses. Higher density housing on infill sites along the City’s Transit-Oriented Development Corridors is integral to the General Plan's Economic Development and Growth Management Strategies.

The City has been proactive in promoting this objective. Three major sites in North San Jose were redesignated on the General Plan from industrial to residential use in 1989 to create opportunities for approximately 6,000 housing units adjacent to or proximate to the light rail transit line. These residential areas are located near major employment centers in North San Jose. To date, nearly 6,500 units have been constructed or approved in these areas.

The Transit-Oriented Development Corridors Special Strategy Area encourages more pedestrian oriented, compact forms of high density residential or mixed use projects in close proximity to transit. The City is currently engaged in a three-phase Housing Opportunities Study (HOS) to further this objective by identifying specific vacant or underutilized sites suitable for high density housing within these corridors

and other key locations in the City. The first phase of this study has identified 14 sites with a potential yield of 6,000 units above the current yield. In addition to increasing housing opportunities with San Jose, the HOS promotes transit use and connects planned residential areas with employment centers along the transit corridors.

The Housing Initiative Special Strategy also seeks to increase the supply of high density housing along major transportation corridors and in the Downtown Core and Frame areas. To date, over 11,000 units have been approved or developed within the Housing Initiative study area, including about 30 affordable housing projects.

APPENDIX C

X. DETAILED DESCRIPTION OF HOUSING FINANCE PROGRAMS

A. HOUSING PROGRAMS

The City of San Jose's Housing Department offers a comprehensive affordable housing program. The Department assists in financing both new construction and the rehabilitation of single-family and multi-family units for low and moderate income residents in San Jose. A summary list of all the programs administered by the Housing Department (unless otherwise noted) is contained in the Housing portion of the Implementation chapter of the San Jose 2020 General Plan. All of those programs will be used to achieve the quantified goals identified in that portion of the General Plan. The programs will be primarily used to develop or conserve housing for lower income households during the 1999-2006 planning period of the housing element. To ensure that these programs are implemented to the fullest, the Housing Department conducts an outreach program to contact nonprofits and other housing providers to make them aware of the programs administered by the City. This includes training workshops and explaining City policies for using and leveraging available funds.

Specific programs are funded from City redevelopment area property tax increments; the Federal Government's Community Development Block Grant (CDBG), Rental Rehabilitation Programs, and HOME program under the National Affordable Housing Act; bond sale proceeds; private sector investors; and lending institutions. Programs related to these funding sources are detailed in the Consolidated Plan. The City's overall strategy is to use available public funds to leverage financing from private sources to support a variety of housing construction and rehabilitation programs.

Certain restrictions may apply for the use of these funds, depending on the source. These restrictions are generally based on income and family size. The current income limits and maximum affordable housing costs for very low, low and moderate income households is presented in Table 37. The income limits and affordable housing costs are updated annually by the federal government and may be obtained from the Housing Department.

The City has established a priority system to guide the allocation of housing funds. Under the City's priority system, **Priority One** will target very low-income households only, with existing programs such as moderate and substantial rehabilitation; increased new construction, such as new rental unit activity; additional rental subsidization; and support for facilities and services for the homeless and at-risk.

Priority Two will target both very low- and low-income households with the same programs described above. In addition, low-income "other households" will benefit from increased new construction activity, such as SRO units and substantial rehabilitation and support facilities for special needs groups.

Priority Three will target both very low- and low-income households; however, qualifying first-time homebuyers with children are eligible for mortgage assistance opportunities.

San Jose is an "entitlement" city and expects to continue to receive federal funds from such programs as the Community Development Block Grant (CDBG) program, the HOME Investment Partnership Program (HOME) and program income from the previously terminated Rental Rehabilitation Program (RRP).[1] As part of the City's Five Year Strategy, the Housing Department will continue to target CDBG funds for moderate and substantial rehabilitation of very low- and low-income renter and owner-occupied units, and relocation of occupants during the rehabilitation phase, as needed. CDBG funds will further be used to fund

[1] While the Rental Rehabilitation Program is terminated, the City continues to receive loan repayment proceeds, which are used for a variety of affordable housing-related purpose.

projects in specially-designated neighborhoods, to support the City's predevelopment loan program for nonprofit housing sponsors, and to assist in the permanent relocation of households. RRP funds will also be used to support the City's predevelopment loan program for nonprofit housing sponsors and for needs that arise that cannot be funded from other sources.

With respect to the federal HOME program, HUD prefers that program dollars be used for rehabilitation rather than new construction, though HUD does permit an emphasis on new construction in those local jurisdictions where the market conditions and the local housing supply dictate a need for new rental construction. HOME program regulations also require that at least 15% of the funds be set aside for nonprofit Community Housing Development Organizations (CHDOs), the boards of which must contain representatives from the community.

While San Jose's limited housing supply and high cost of available rental housing make the construction of new rental units a high priority, the City's rehabilitation needs are great. As such, in addition to new construction, the City also anticipates continuing to use HOME funds for acquisition and moderate rehabilitation of rental properties and for projects sponsored by CHDOs.

The federal government provides additional funds for both interim/transitional and more permanent housing facilities, supportive services, and prevention programs for the homeless. The City receives direct funds under both the CDBG and the federal McKinney Act/Emergency Shelter Grant Program (ESG) for this purpose. Various nonprofit service providers in the City also receive ESG funds via the State and County. Other federal funds for the homeless may be applied for on a competitive basis by the housing provider directly, including funds from the Federal Emergency Management Agency (FEMA), Supplemental Assistance for Facilities to Assist the Homeless (SAFAH), Transitional Housing, Permanent Housing for the Handicapped Homeless, and the new Section 811 Program funds (Supportive Housing for Persons with Disabilities; formerly part of the Section 202 Program for the Elderly and Handicapped).

The Santa Clara County Housing Authority also receives federal funds, part of which are targeted to residents of San Jose needing assistance. In addition to administering the Section 8 Certificate and Voucher rental assistance programs, the Authority also acts as the local conduit for the federal Shelter Plus Care rental assistance program for homeless persons with disabilities, particularly mental illness, chronic alcohol and/or drug addiction, and AIDS. The Authority further plays a direct role in developing affordable housing units, and is in the process of constructing the City's first family conventional public housing development. Acting as a nonprofit housing developer, the Housing Authority will continue to apply for funds from the City and a spectrum of State, federal, and private sources for its various development projects.

State and Local Sources

California State Redevelopment Law requires that where there are local redevelopment areas, the property tax revenues generated by increases in assessed value within these areas after the adoption of the redevelopment plans be allocated to the redevelopment agency to carry out its redevelopment programs. State law further requires that at least 20% of these "tax increments" be set aside for the development, maintenance and preservation of low- and moderate-income housing. A local jurisdiction need not limit the use of the funds to redevelopment areas only, but may use the "20% funds" more broadly within its entire geographic boundaries, provided that the assistance is of benefit to redevelopment areas. The City of San Jose allocates its 20% funds and HOME -- as well as the housing rehabilitation portion of its CDBG funds -- for affordable housing development throughout the City according to **the Income Allocation Policy** which 60% of the dollars are targeted to housing affordable to very low-income households, 25% for housing affordable to very low-income households, and 15% for housing affordable to moderate-income households.

APPENDIX C

In the Fiscal years 1990-03, the City will receive over $66 million dollars of supplemental Redevelopment Agency (RdA) funds, over and above the 20% Housing set-aside, for the **Extremely Low-income (ELI) Housing Initiative**. The City has undertaken this bold and innovative program to finance the development of housing units affordable to households earning 30% or less of Area Median Income. The ELI funds are granted rather than loaned, since the rent revenues from ELI units cannot sustain debt. With this level of supplemental funding from the Redevelopment Agency plus $11.5 million from the 20% and HOME Funds, the Initiative is expected to produce approximately 950 units of housing affordable to ELI families, seniors, individuals and special needs populations.

In addition to direct subsidies for affordable housing, the Redevelopment Agency provides indirect subsidies by paying the **Parkland Impact In-Lieu Fees** that would otherwise be imposed on developers for the construction of units affordable to low-, very low- and extremely low-income households with long-term affordability restrictions. Over the 1999-2005 period, the RdA has budgeted $20 million for this program.

Finally, under the **Expanded Housing Program** originally adopted by the City Council in 1990, San Jose is borrowing against its long-term 20% Tax Increment revenues in order to provide financing to meet its affordable housing in the short term. As of June 2002, the City has sold $201 million of Tax Allocation Bonds (TABS), primarily in the form of taxable bonds. Based on 20% Housing Set-Aside projections as of June 2002, an additional $200 million of bonding capacity remains over the next few years.

Current federal law requires that HOME funds be matched with State or local resources as follows:

- $2 federal to every $1 non-federal for new construction
- $3 federal to $1 non-federal for substantial rehabilitation
- $4 federal to every $1 non-federal for moderate rehabilitation
- $4 federal to every $1 non-federal for tenant-based rental assistance

The City of San Jose intends to meet the matching requirements for HOME funds with its local 20% funds and, to a lesser extent, through locally-imposed construction-related tax and fee exemptions for very low-income projects. In providing financing for affordable housing development, the City of San Jose policy is to provide financial assistance in the form of low-interest loans rather than grants, forgivable loans, or rental assistance. Moreover, the City emphasizes gap financing rather than primary financing in its large-project program, including new construction and acquisition/rehabilitation.

The City further requires that project sponsors leverage City funds with funds from non-City sources to maximize the investment in affordable housing. As with current projects in the City pipeline, project sponsors will be expected to leverage City funds with funds from various programs of the California Housing Finance Agency (CHFA) and the State Housing and Community Development Department (HCD). The City is aware that many of the State's housing program funds are currently exhausted. These include the Rental Housing Construction Program (RHCP) and the California Housing Rehabilitation Program for Rental Units (CHRP-R), two programs on which local sponsors heavily depend for other leveraging.

The City also expects its funds to be leveraged through a variety of private sources, including the Savings Association Mortgage Company (SAMCO), the California Community Reinvestment Corporation (CCRC), the Affordable Housing Program (AHP) of the Federal Home Loan Bank Board, Community Reinvestment Programs of private lenders, other conventional lenders, tax-exempt Mortgage Revenue Bond proceeds (e.g., 501(c)(3) bonds), allocated by the California Debt Limit Allocation Committee (CDLAC), and California and federal low-income housing tax credits allocated by the California Tax Credit Allocation Committee (CTCAC). Finally, over the next five years, the City will continue to target its Notices of Funding Availability (NOFAs) to the needs of priority groups identified in the Consolidated Plan, including seniors, large families with children, the disabled, the homeless, and those at risk of homelessness.

Table 48a. summarizes the ways that outside funding sources are leveraged by City-controlled funding sources. Because outside funding sources are sometimes targeted to specific types of housing product, the table is organized in that fashion.

Table 48a.
City of San Jose Affordable Housing Program
Local and Outside Funding Sources, By Type of Housing Product

Product	**Local Funding Sources**	**Outside Funding Sources**	**Comments**
Family Rental – New Construction and Acquisition/ Rehabilitation	- 20% Housing Fund - HOME Funds - ELI Housing Fund (80% RdA Funds) - Inclusionary housing requirement in RdA project areas - 80% RdA Funds	- Tax-exempt private-activity bonds (CDLAC) - 501(c)(3) tax-exempt bonds - Low-Income Housing Tax Credits (CTCAC) - Housing Trust of Santa Clara County - Commercial lenders - Multifamily Housing Program (HCD) - Affordable Housing Program (FHLB)	
Senior Rental – New Construction and Acquisition/ Rehabilitation	- 20% Housing Fund - HOME Funds - ELI Housing Fund (80% RdA Funds) - Inclusionary housing requirement in RdA project areas	- Tax-exempt private-activity bonds (CDLAC) - 501(c)(3) tax-exempt bonds - Low-Income Housing Tax Credits (CTCAC) - Commercial lenders - Housing Trust of Santa Clara County - Multifamily Housing Program (HCD) - Affordable Housing Program (FHLB) - 202 Program (HUD)	Funding for senior housing limited to 8.3% of the 20% Housing Fund
Single-Room Occupancy (SRO)	- 20% Housing Fund - HOME Funds - ELI Housing Fund (80% RdA Funds) - Inclusionary housing requirement in RdA project areas	- Tax-exempt private-activity bonds (CDLAC) - 501(c)(3) tax-exempt bonds - Commercial lenders - Low-Income Housing Tax Credits (CTCAC) - Housing Trust of Santa Clara County - Multifamily Housing	

		Program (HCD) - Affordable Housing Program (FHLB)	
Special Needs Populations	- 20% Housing Fund - HOME Funds - ELI Housing Fund (80% RdA Funds)	- 811 Program (HUD) - 501(c)(3) tax-exempt bonds - Housing Trust of Santa Clara County - Low-Income Housing Tax Credits (CTCAC)	
Ownership/For-Sale	- 20% Housing Fund	- Commercial lenders	
Predevelopment	- CDBG revolving loan fund - RRP revolving loan fund	None	Available only to nonprofit housing developers

In addition to direct or indirect financial assistance to developers of affordable housing, a joint City-Redevelopment Agency policy adopted in 1990 requires that developers of housing in redevelopment project areas meet the State Health and Safety Code mandate for an **Inclusionary Housing Requirement** within their individual development projects (or pay an in-lieu fee) without City or Redevelopment assistance. Developers of rental projects are required to provide either 20% very low-income units or a combination of 8% very low- and 12% moderate-income units. Developers of for-sale projects are required to provide either 20% moderate-income units. This policy not only assures long-term compliance with State law, it also provides for affordable housing production that does not require public subsidy.

B. HOMEOWNER PROGRAMS

For all of the Homeowner Programs outlined below:

CITY ROLE: Provide financing and technical advice services (Housing Department), Building Code compliance services (Building Division of PBCE) and general Code Compliance services (Code Enforcement Division of PBCE).

OTHER PARTICIPANTS: Income qualified owner-occupants and the California Department of Housing and Community Development (providing mobilehome code compliance services).

FUNDING: CDBG and 20% Tax Increment

Housing Preservation Program (HPP): Homeowners earning up to the County median income level may apply for a 3%-interest loan up to $100,000 to rehabilitate their homes. Qualifying rehabilitation work includes achieving compliance with the health and safety standards of the City's Housing Code, repairing or replacing structural deficiencies, and energy conservation measures. Payments on most HPP loans may be deferred until transfer or change of title. By City Council policy, 75% of HPP and other rehabilitation

program funds, with the exception of the Mobilehome Repair Loan Program (MRLP), are to be spent in Strong Neighborhood Initiative (SNI) areas of the City which are characterized by higher concentrations of lower-income households and older housing stock in the greatest need of rehabilitation. This program has been successful and expects to rehabilitate approximately 120 housing units on an annual basis.

Homeowner Grant Program (HGP): This program, that became effective on July 1, 2001, grants up to $15,000 per household for necessary health and safety repairs to owner-occupied single-family and duplex residences. The Homeowner Grant Program is available only to eligible low-income home owners. Based on data from the first four months of the new program, the Department expects to approve approximately 200 HGP applications during the current fiscal year. Since the program's conception, there has been high demand for the grants and has proven to be a success.

Mobilehome Repair Loan Program (MRLP): Owner occupants of mobilehomes earning less than median income may apply for ~~a~~ 3% interest loan up to $15,000 to rehabilitate their homes. Qualifying rehabilitation work is limited to those measures necessary to achieve compliance with State health and safety standards and applicable park regulations. The Department of Housing also offers one-time repair grants up to $12,000 for low-income mobilehome owners for work meeting the criteria set forth in the loan program. The Department expects to rehabilitate approximately 140 mobilehomes on an annual basis.

Paint Grant Program – Owner Occupied: The City provides grants to single-family homeowners and mobilehome owners earning up to median income, adjusted for household size. The City will pay 100% of the cost of repainting the exterior of their single-family, duplex, or mobilehome residence up to a maximum of $5,000. The Department expects to paint approximately 1,250 dwelling units on an annual basis between both the owner-occupied and the tenant-occupied programs.

C. HOMEBUYER PROGRAMS

First-Time Homebuyers Mortgage Credit Certificates (MCC): In cooperation with the County, the City offers Mortgage Credit Certificates (MCC) to qualified buyers. A Mortgage Credit Certificate enables qualified first-time buyers to reduce the amount of their federal income tax liability by a specified percentage of the interest rate they pay on a conventional, FHA or VA loan. This reduction may by applied to a new or an existing loan. By reducing the tax liability, an MCC effectively increases the homebuyer's income level. San Jose has been an active participant in the Santa Clara County MCC program with an average of 600 MCCs available annually. The program has proven to be an effective means for enabling mainly moderate income household purchase homes that they might not otherwise afford. The City will continue its cooperation with the County on this program.

CITY ROLE: Referrals to the Countywide MCC Program operated by the County of Santa Clara (Housing Department).

OTHER PARTICIPANTS: County of Santa Clara and income-qualifying homebuyers.

FUNDING: Not applicable.

Teacher Housing Program (THP): In June 1999, the Mayor and City Council approved the implementation of a program to assist San Jose public school teachers in the purchase of a home in San José and has appropriated $4 million to date for this program. The City loan within this program provides up to $40,000 to assist in purchasing a single-family residence, town home, or condominium. To qualify, households must have a classroom teacher employed full-time at a public K-12 school within San Jose and earn up to 120% of the area median. The loan is offered at a zero-percent interest rate and is not due until

transfer of the title to the home or in 30 years. The program has proven to be an effective means for attracting and retaining public school teachers in one of the nation's highest housing cost areas. The City continuously markets and evaluates the program to assure that program goals and maximum leveraging of City funds are achieved.

CITY ROLE: Provide second-mortgage loans (Housing Department).

OTHER PARTICIPANTS: Income-qualifying teacher homebuyers and public school districts.

FUNDING: 20% Tax Increment for purchase of conventional homes; RRP Fund for purchase of mobilehomes.

Project-Based Second Mortgages: The City is providing 30-year second mortgages up to $55,000 for moderate-income, first-time homebuyers in ownership housing projects for which the City has previously provided financial assistance for development. Interest rates vary, depending upon the borrower's ability to pay. This financing approach has proven to be an effective means for stimulating an increase in the supply of newly constructed housing that is affordable for both low- and moderate-income households. The City has expanded its project-specific assistance programs in its overall homebuyer assistance program strategy to provide forward commitments of take-out soft-second mortgages to developers of for-sale projects.

CITY ROLE: Provide second-mortgage loans (Housing Department).

OTHER PARTICIPANTS: Income-qualifying homebuyers and developers of for-sale housing projects.

FUNDING: 20% Tax Increment.

The Vernal Fund: Private lenders have entered into an agreement with Neighborhood Housing Services Silicon Valley, a nonprofit organization, to provide down payment assistance loans to both low and moderate-income homebuyers. Loan amounts range from $10,000 to $80,000. Interest income derived from a $2 million City grant is used to make interest payments on behalf of the borrower during the five-year loan deferral period. The Redevelopment Agency is also considering making a $2 million grant to the Vernal Fund. The program, just begun, is a first in the country. Potentially, it will enable the City to leverage its funds more effectively than if it funded downpayment assistance loans itself. The City has effectively combined the program with the Teacher Homebuyer Program, to enable lower income teachers purchase a home. The City will continue to evaluate program results. It may provide additional funding for this innovative effort.

CITY ROLE: Provide grants to capitalize the HomeVenture Fund (Housing Department and Redevelopment Agency).

OTHER PARTICIPANTS: Neighborhood Housing Services Silicon Valley and income-qualifying homebuyers.

FUNDING: 20% Tax Increment and 80% Tax Increment.

D. HOUSING DEVELOPERS/INVESTMENT PROPERTY OWNERS

Predevelopment Loan Programs: This program, originally funded by CDBG in the amount of $400,000, is designed to assist nonprofit housing developers with funds necessary to explore the feasibility of a proposed housing project. Under this revolving –loan program, nonprofits may apply for option fees and

preliminary environmental or design studies. Loans are currently set at 4% interest and range from $15,000 up to $100,000 with repayment due at the close of escrow on construction loans or within two years. During the previous year's budget process, an additional $200,000 of RRP Funds was allocated to this program providing additional capacity for predevelopment loans. This program has high demand and loans out its annual allocation nearly every year.

CITY ROLE: Provide predevelopment loans (Housing Department).

OTHER PARTICIPANTS: Nonprofit housing developers.

FUNDING: Revolving loan fund capitalized by CDBG and RRP funds.

Project Development Loans for Acquisition, Construction and Acquisition/ Rehabilitation: Below market rate gap loans and grants, made to both for-profit and nonprofit developers, are typically subordinated to the primary lender's loan. They are designed to minimize the developer's project costs, provided the savings are passed on to low and moderate income persons in the form of lower rents or sales prices. The loans provide funding for apartments for families and seniors, SROs, transitional housing, and housing for special needs populations as well as development condominiums and townhomes. Loans are also made for site acquisition , predevelopment, and construction and for other specific development related costs.

The Housing Department offers this funding through Notices of Funding Availability (NOFAs) on a fund-available basis and as means to implement the five-year strategy plan. During fiscal year 2000-01, 1,265 units were completed or rehabilitated. Of that amount 1,166 units used City funding and were restricted to extremely low, very low, low and moderate-income persons or families. During the fiscal year, the City Council approved funding for 1,135 additional units of new construction, of which 1,126 used City funding and were restricted to extremely low, very low, low and moderate-income persons or families. Recent City Council policy has made financing Extremely Low-Income units a priority for new construction projects. The Redevelopment Agency has budgeted over $57 million for the Fiscal Years 1999-2006 time period.

Funding for the acquisition and rehabilitation of existing apartment complexes focuses on blighted properties where rehabilitation would have a significant revitalizing impact on the surrounding neighborhood and those projects with expiring HUD loans and rent restrictions (the so-called "preservation" projects). A recent preservation success story was the City-financed purchase of the 700-unit El Rancho Verde Apartments, for which the rehabilitation and upgrade work was completed in Spring 2002.

CITY ROLE: Provide gap loans and grants to finance affordable housing development (Housing Department) and development review services (Implementation Division of PBCE, Public Works, Fire).

OTHER PARTICIPANTS: For-profit and nonprofit housing developers.

FUNDING: 20% Tax Increment, 80% Tax Increment and HOME Funds.

City as "Developer": State law stipulates that affordable housing (along with parks and public education) have priority for surplus property owned by any public agency created under State auspices. The Housing Department aggressively seeks to purchase such properties owned by the City of San Jose, the Valley Transportation Authority (VTA), CalTrans, the 19 school districts in San Jose, the Santa Clara Valley Water District and other public agencies for housing development. For example, the surplus and potentially surplus properties owned by VTA are estimated to be able to accommodate approximately 1,000 high-

density housing units. Properties so acquired are subsequently transferred to nonprofit and for-profit developers for the construction of affordable housing projects, both rental and for-sale.

CITY ROLE: Purchase surplus public property and transfer to housing developers (Housing Department) and provide development review services (Implementation Division of PBCE, Public Works, Fire).

OTHER PARTICIPANTS: Public agencies with surplus properties and nonprofit/for-profit affordable housing developers.

FUNDING: 20% Tax Increment and 80% Tax Increment

Rental Housing Rehabilitation Program (RHR): Low interest rate loans are made available to owners of rental housing properties whose tenants are very low- or low-income. Most RHR loans are made for fourplexes, though single-family, duplex and 5+ unit properties may also qualify. Maximum loan amounts are $100,000 for single-family units and $55,000 per unit for duplex and multi-family properties. Qualifying rehabilitation work includes achieving compliance with the health and safety standards of the City's Housing Code, repairing or replacing structural deficiencies, and energy conservation measures. Loans are made at 3%-interest for terms of between 15 and 30 years. Deferral of amortization may be allowed in cases where the project's cash flow and/or the borrowers other financial resources cannot sustain additional debt service and keep rents affordable. By City Council policy, 75% of RHR and other rehabilitation program funds are to be spent in target areas of the City which are characterized by higher concentrations of lower-income households and older housing stock in the greatest need of rehabilitation.

CITY ROLE: Provide financing and technical advice services (Housing Department), Building Code compliance services (Building Division of PBCE) and general Code Compliance services (Code Enforcement Division of PBCE).

OTHER PARTICIPANTS: Owners of income-qualifying rental properties.

FUNDING: CDBG and 20% Tax Increment.

Paint Program – Tenant Occupied: The City provides grants to property owners who have at least 51% of their tenants that are very low- or low-income. The City will pay 100% of the cost of repainting the exterior of a one to four-unit tenant occupied residence, and 90% of the lowest bid for buildings with five or more units. The Department expects to paint approximately 1,250 dwelling units on an annual basis between both the owner-occupied and the tenant-occupied programs.

CITY ROLE: Provide grant financing (Housing Department).

OTHER PARTICIPANTS: Owners of income-qualifying rental properties.

FUNDING: 20% Tax Increment.

E. HOMELESS SERVICES PROGRAMS

Emergency Shelter Grant Program (ESG): ESG is a HUD funded program that provides grants for renovation or conversion of buildings for use as emergency shelters for homeless families and individuals and provision of essential services to the homeless. Some funds may be used for operating costs. In FY 2000-01, the City received $443,000 in funding, which was allocated to 13 nonprofits. Annually

nonprofits submit proposals for homeless prevention, essential services for the homeless population, and maintenance and operations.

CITY ROLE: Provide grant funding (Housing Department)

OTHER PARTICIPANTS: Nonprofit shelter and homeless services providers.

FUNDING: ESG funds (HUD).

Housing Opportunities for People with AIDS or HIV (HOPWA): HOPWA is a HUD funded program that provides grants for nonprofit agencies that provide housing and housing-related services for people with AIDS or HIV. Some funds may be used for operating costs. For FY 2000-01, San Jose received $755,000 in funding. This money is granted to ARIS and Health Connections who provide housing for people with AIDS or HIV.

CITY ROLE: Provide grant funding (Housing Department)

OTHER PARTICIPANTS: Nonprofit service providers.

FUNDING: HOPWA funds (HUD).

Housing and Homeless Fund: On February 2, 1993, the Mayor and City Council approved the allocation of funds to establish a Housing and Homeless Fund. These funds can be used for a variety of activities. Applications are accepted on an ongoing basis; funds are awarded first-come, first-served basis. The City's Housing and Homeless Fund was created to provide financial assistance to nonprofit organizations that operate homeless shelters or provide other services to the homeless. Nearly $800,000 is granted to nonprofits on an annual basis from this fund.

CITY ROLE: Provide grant funding (Housing Department).

OTHER PARTICIPANTS: Nonprofit shelter and homeless services providers.

FUNDING: Housing and Homeless Fund.

Mayor's Homeless Families and Children Fund: The Mayor's Homeless Families and Children's Initiative Fund is a one-time (FY 2001-02) competitive funding opportunity, provided by the City of San Jose, which is designed to support creative and collaborative proposals for one-time projects from the community to address the needs of homeless families and individuals. The Mayor's Homeless Families and Children's Initiative Fund is administered by the Department of Housing. This new Fund seeks to assist creative projects that are currently unable to be funded under other grant programs the Department of Housing administers, including the Housing and Homeless Fund.

CITY ROLE: Provide grant funding (Housing Department).

OTHER PARTICIPANTS: Nonprofit shelter and homeless services providers.

FUNDING: General Fund.

Promoting Growth and Early Self-Sufficiency (PROGRESS): The City Council authorized the Department of Housing to implement a two-year, $400,000 program to provide housing and supportive services to homeless families and individuals, beginning in Fiscal Year 2001-02. Families and

individuals who are homeless will no longer living in the streets. Supportive services will be given to people who would have otherwise not receive them, taking them off the streets and providing supportive services in permanent housing.

CITY ROLE: Provide grant funding (Housing Department).

OTHER PARTICIPANTS: Housing Authority of the County of Santa Clara and homeless families and individuals drawn by lottery.

FUNDING: Housing and Homeless Fund.

F. NEIGHBORHOOD IMPROVEMENT PROJECTS

The City of San Jose has a strong focus on the quality of its neighborhood, as demonstrated by the numerous programs aimed at strengthening and improving neighborhood living conditions. The City's active neighborhood blight and comprehensive neighborhood revitalization programs strive to improve neighborhoods in a combined "city/local resident" cooperative effort. These programs were developed in response to neighborhood concerns about crime, a desire for community improvement, and the need to address the City's deteriorating housing stock. Project Crackdown and Project Blossom provide an interdepartmental approach with coordinated services. Project Crackdown address social problems of drugs, crime and gangs, and physical blight. Project Blossom focuses on blighted neighborhood conditions.

In 1996, the City initiated the Neighborhood Revitalization Strategy (NRS) to coordinate the delivery of services to neighborhoods identified as needing additional assistance to improve their living conditions. NRS identified neighborhoods faced with challenges such as poor physical condition of buildings and infrastructure, high crime rates, and a lack or resources to correct recognized problems. NRS was a multi-departmental approach to address these challenges using available City programs, such as Project Crackdown, and community resources. Neighborhood Revitalization Plans (NRP) were developed in five target neighborhoods as a joint effort between the City and community. The plans identified a coordinated approach for the revitalization of these communities. The Department of Parks, Recreation, and Neighborhood Services continues to implement the adopted NRPs through partnerships with community members in each neighborhood and various City Departments.

The City furthered its interdepartmental neighborhood improvement efforts through the Strong Neighborhoods Initiative (SNI). An expansion of the successful Neighborhood Revitalization Strategy, SNI involves several City departments, including the Planning and Housing Departments. SNI, launched in spring of 2000, combines the efforts of several City Departments and the Redevelopment Agency to identify improvements and services needed to revitalize declining neighborhoods throughout the City. Nineteen target areas have been designated as improvement areas. Neighborhood Improvement Plans are being initiated for each target area and the first phase will be completed by summer of 2001. Physical improvements are expected to be funded through redevelopment funds, existing City programs (including Housing rehabilitation programs), and Community Development Block Grants.

CITY ROLE: Facilitate neighborhood planning efforts (Planning Division of PBCE) and finance public and private-property improvements identified by neighborhood residents (Redevelopment Agency, Department of Transportation, Department of Parks, Recreation and Neighborhood Services, Housing Department, and others).

OTHER PARTICIPANTS: Strong Neighborhoods residents, business owners and institutions (schools, churches and the like).

FUNDING: 80% Tax Increment, 20% Tax Increment and other special funds.

XI. EVALUATION OF PREVIOUS HOUSING ELEMENT

A. A REVIEW OF ACCOMPLISHMENTS

The City made significant progress toward meeting ABAG's need allocation for San Jose of 37,633 units for the 1988 to 1995 planning period. From 1988 through 1995, 17,635 units were built in San Jose, leaving 19,998 units out of the total 37,633 unit allocation to be built. This shortfall was not the result of City policies since sufficient land was available to accommodate these units. However, the general economic slowdown and recessions that occurred both in the early part of the decade significantly depressed housing production in the region. Between 1995 and 1998, a period of time not covered by a housing need allocation from ABAG, 17,087 units were issued building permits in San Jose.

The City's progress towards its General Plan housing assistance program goals for 1995-2000 is summarized in Tables 49 and 50. The City significantly exceeded its goals for new construction, acquisition and rehabilitation, and home improvement goals. The five-year goals identified in 1995 - 2000 Consolidated Plan targeted the production or assistance of 11,570 units. During this timeframe, financing was committed for the construction or rehabilitation of 12,121 units. An additional 9,130 affordable units were completed or assisted.

Table 49.

HOUSING ASSISTANCE ACCOMPLISHMENTS: 1995-2000

Accomplishment	Funds	Units
New Construction - Affordable	$129,444,555	3,780
New Construction - Market Rate	$0	641
Acquisition/Rehabilitation	$9,091,000	1,397
Rehabilitation	$17,071,498	1,551
Paint Grants	$6,916,765	4,752
Homebuyer Programs	$3,000,000	-
TOTAL	$165,523,818	12,121

Source: City of San Jose Department of Housing, Consolidated Annual Performance Evaluation Report 1999-2000

Table 50.

AFFORDABLE HOUSING COMPLETIONS: 1995-2000

Accomplishment	Units
New Construction - Affordable	3,461
Acquisition/Rehabilitation	723
Paint Grants	4,870
Homebuyer Programs	76
TOTAL	9,130

Source: City of San Jose Department of Housing, Consolidated Annual Performance Evaluation Report 1999-2000

Ten years after the Housing Department was established in 1988, nearly $1 billion has been spent on the production and rehabilitation of affordable housing in San Jose. The City has been very successful in leveraging City resources to achieve its housing goals. Approximately 75% of available funds are leveraged through public and private sources, including government and private lenders, bond financing, tax credits, and developer equity. It is estimated that 91% of housing funds benefit very low and low income residents and 9% targets moderate income individuals. The Tables 51 and 52 summarize the City's progress in using available funding to assist in the production of low and moderate income housing between 1988 and 1998.

Table 51.

NEW CONSTRUCTION AND REHABILITATION UNITS COMPLETED BETWEEN 1988 AND 1998

Fiscal Year	New Construction Units/Beds	Acquisition Units/Beds	Acquisition/ Construction Units/Beds	Acquisition/ Rehabilitation Units/Beds	Rehabilitation Units/Beds	Annual Totals Units/Beds
1988/89	212	-	-	60/5	14	286/5
1989/90	21	-	25	-	100	146
1990/91	152	132	-	-	-	284
1991/92	499/132	243/20	309	264/36	-	1,315/188
1992/93	460	40	60	-	-	520/40
1993/94	49	446	-	-	-	495
1994/95	386/84	-	466	166	-	1,018/84
1995/96	423	-	-	212	-	423/212
1996/97	859	-	-	50	80	939/50
1997/98	635	-	-	68	-	635/68
1998/99	432	-	-	128	30	590
TOTAL	4,128 Units 216 Beds	821 Units 60 Beds	861 Units	518 Units 371 Beds	224 Units	6,651 Units 647 Beds

Source: City of San Jose Department of Housing

Table 52.

AFFORDABLE UNITS COMPLETED BETWEEN 1988 AND 1998 BY INCOME CATEGORY

Fiscal Year	Loan Amount	Very Low Income	Low Income	Moderate Income	Total Units	Beds
1988/89	$8,582,891	143	96	47	286	5
1989/90	$3,471,000	135	11	0	146	0
1990/91	$10,892,036	164	100	20	284	0
1991/92	$44,589,946	785	268	262	1,315	188
1992/93	$13,597,981	239	147	134	520	40
1993/94	$15,335,560	281	162	52	495	0
1994/95	$29,114,217	618	355	45	1,018	84
1995/96	$16,438,000	156	267	0	423	212
1996/97	$23,771,810	594	328	17	939	50
1997/98	$18,321,117	412	140	83	635	68
1998/99	$12,777,000	425	165	0	590	0
TOTAL	$196,891,558	3,952	2,039	660	6,651	647

Source: City of San Jose Department of Housing

B. LESSONS LEARNED FROM THE PREVIOUS HOUSING ELEMENT

As mentioned in the Forward to this document, the City of San Jose completed an extensive Housing Task Force process in 1988. This process included lengthy City Council public hearings on the housing goals, policies, and programs found in the General Plan and Housing Assistance Plan.

The public hearings and City Council decisions resulted in an affirmation of the existing goals and policies found in the General Plan. These goals and policies include residential land use, housing, and the discretionary alternate use policies which provide greater flexibility for the development of affordable housing.

The most significant policy change occurred with respect to the quantitative objectives for use of City funds. The revised objectives are, as follows:

Income Level	Prior to 1988 Task Force	After 1988 Task Force
Very Low	10%	60%
Low	40%	25%
Moderate	50%	15%

The revised targets shift a greater proportion of programmatic resources to very low income households in San Jose. An estimated 25% of San Jose's households are considered to be very low income households, defined as income below 50% of the County median. The median income for families in Santa Clara County in 1990 was $53,560. Within San Jose, the average income is lower than the other cities in Santa Clara County. However, Santa Clara County is one of the highest income areas in the United States.

The City has implemented other policy changes and programs to facilitate housing production. The 1990 Housing Initiative resulted in several policy changes which have increased the City's housing supply. The Housing Initiative encouraged the production of high density residential and mixed uses in close proximity to public transit corridors. The study identified the potential for 10,000 units in the study area above existing General Plan designations. Implementation of the Housing Initiative has exceeded the expectations of the program. To date, more than 11,000 units have been constructed or have received planning approval. The increasing demand for housing close to transit and near the Downtown area indicates that additional opportunities exist within the study area.

The Housing Initiative recommended that a new land use designation be added to the General Plan to facilitate the production of transit-oriented, high density residential and/or mixed use developments. The **Transit Corridor Residential (12+ DU/AC)** designation was established in 1990 and was subsequently increased to a minimum density of 20 DU/AC in 1995. This designation also allows street level commercial uses in conjunction with residential uses on the upper floors.

The City established a Transit-Oriented Development Corridor Special Strategy Area in 1994 (previously called Intensification Corridors) to expand on the success of the Housing Initiative. Six corridors along existing or planned rail lines or major bus routes have been designated as part of this special strategy area. The General Plan promotes the development of pedestrian- and transit-oriented high density residential and/or mixed uses along these corridors. In January 2000, the City initiated a three phase Housing Opportunities Study to identify sites within these corridors that are suitable for high density housing and mixed uses. The first phase of the study has identified the potential for 6,000 units above the existing General Plan designations.

In 1990, the maximum height limit was increased from 45 feet to 90 feet for high density residential development outside the Downtown Core and Frame areas but within 2,000 feet of a rail station. A pending General Plan amendment would further increase the allowable height to 120 feet and would allow heights up to 75 feet for sites located within a Transit-Oriented Development Corridor. This change allows high density housing to be developed more efficiently at a given density, especially on smaller or awkwardly shaped sites and reinforces the City's commitment to increasing housing opportunities for all income levels in close proximity to transit. Many changes have been made in the General Plan which have already been mentioned in this document. These included the amendments approved through the Housing Initiative effort, expanding SRO opportunities, a new Discretionary Alternate Use (DAU) Policy related to transit and a variety of other measures to encourage higher density housing.

Additional policy changes are amendments proposed as part of the 2000 Annual Review of the General Plan, including a new DAU Policy to allow affordable housing development on surplus City property and the modification of an existing policy to allow higher densities on infill sites. Other proposals include increasing the maximum density allowed under the High Density Residential (25-40 DU/AC) land use designation to 50 units per acre. These changes combined with existing City policies and housing programs will create new opportunities for the production of affordable housing.

C. APPROPRIATENESS OF HOUSING GOALS AND POLICIES

In general, the housing goals and policies and other supporting goals and policies of the General Plan have facilitated the production of a large number of housing units. In fact, the production of nearly 30,000 dwelling units between 1990 and 1999 (as shown in Table 34 in Chapter V) is equivalent to the creation of a small city of over 90,000 people. San Jose continues to build the majority of housing in Santa Clara County, including affordable housing. In 1998, San Jose produced 67% of new housing in the County while capturing only 40% of the job growth. While taking pride in its successes, the City continues to explore and implement ways to increase housing opportunities throughout San Jose, with a strong focus on the needs of

low income families. This search has required, and will continue to require, some minor revision, clarification, or fine tuning of various existing General Plan goals and policies such as the most recent revisions to the housing element that were described earlier in this document. The nature of these revisions indicate that the basic goals and policies of the General Plan remain effective in allowing San Jose to substantially contribute to the effort of meeting the State's housing goal of a decent place to live for all Californians.

XII. PUBLIC PARTICIPATION

A. PREVIOUS HOUSING ELEMENT UPDATES

The housing element has been updated in 1988 and 1992, and in 1994 as part of the San Jose 2020 General Plan Update. Each update process provided several opportunities for public participation.

For these updates, the City pursued a broad outreach process as part of the Annual Review of the General Plan. A newsletter, describing all of the major proposed amendments to the General Plan (including the housing element update) and public meetings to discuss these changes, was sent to approximately 1,000 citizens and interested organizations for each update. This process involved community meetings in each of the City's ten City Council districts. At each meeting, staff presented a summary of the housing element update and provided opportunities for public discussion. Following the community meetings, the Planning Commission held a public hearing on the housing element update to provide opportunities for public discussion and to recommend action by the City Council. Finally, the City Council conducted a public hearing and approved the housing element after providing additional opportunities for public review and discussion.

During the update of the housing element in 1988, San Jose obtained direct public participation through the Mayor’s Task Force on Housing and a broad community outreach process. The Housing Task Force held public meetings between 1987 and 1988 to evaluate the City’s existing housing programs and to explore new mechanisms for providing affordable housing in San Jose. Since the 1988 housing element update overlapped with this effort, the task force reviewed the Housing Needs Assessment conducted by the consultant firm Michael Fajans & Associates, and provided input on other issues.

These public participation efforts included opportunities for involvement by all economic segments of the community. The 1987-88 Mayor's Housing Task Force represented a full range of housing interests and economic backgrounds. In 1992, drafts of the Housing Elements were distributed for review to a variety of groups interested in housing issues from a list developed by the Housing Department. These groups represent the interests of many or the lower-income or other segments of the community as well as others needing assistance. The 1994 update was reviewed by the 33-member San Jose 2020 General Plan Update Task Force comprised of representatives from a variety of groups including housing advocates, business people, developers, community groups, and others. The outreach efforts through community meetings and public hearings provided further opportunities for public participation. By hosting meetings in each City Council district, the community meetings demonstrated the City's commitment to opening up the process and making it accessible to all citizens and interested groups.

B. 2000 HOUSING ELEMENT UPDATE

The Housing Element was reviewed in 2000 as part of the General Plan Annual Review process and built on the work done during previous updates. The public participation process was similar to the outreach process described above. Due to an expansion of the City’s public outreach policy, approximately 15,000 citizens and interested parties received the General Plan Annual Review Newsletter, which discussed the housing element update.

Eight community meetings and formal public hearings before the Planning Commission and City Council were conducted to receive community input on the Housing Element as part of the 2000 General Plan Annual Review process. In addition, the Housing Element was reviewed at a public Housing Advisory

Commission meeting. The document was also distributed to interested parties and posted on the web site for the Department of Planning, Building and Code Enforcement.

As part of the review and amendment process, the City has continued its efforts to do public outreach to keep the community informed. Eight additional community meetings and formal public hearings before the Planing Commission and City Council were conducted during the months of September, October and November 2001 to solicit community input on the Housing Element and modifications to the document. As part of the City's Public Outreach Policy, the City has notified the community through various mechanisms, including a newsletter to approximately 12,000 citizens, public notice in the Mercury News (circulation approximately 288,000) and posting on the Department's webpage. The revised Housing Element was also presented at a Housing Advisory Commission meeting in November 2001 to receive input.

XIII. HOUSING ELEMENT DATA SOURCES

POPULATION, HOUSEHOLD AND HOUSING CHARACTERISTICS

Population Characteristics	**Source**
Total Population	U.S. Census Bureau, 1960, 1970, 1975, 1980, 1990; City of San Jose Planning Division, 1965; California Department of Finance, 1985, 1995, 2000
Household and Group Quarters Population	U.S. Census Bureau, 1990
Age Characteristics	U.S. Census Bureau, 1980 and 1990 (STF1)
Ethnic Characteristics	U.S. Census Bureau, 1980 and 1990 (STF1)
Household Characteristics	
Total Households and Household Size	U.S. Census Bureau, 1980 and 1990; California Department of Finance, 2000
Household Size	U.S. Census Bureau, 1070, 1980, 1990; California Department of Finance, 1985, 1995, 2000
Household Size and Structure Type by Tenure	U.S. Census Bureau, 1990 (STF1)
Household Type by Presence of Children	U.S. Census Bureau, 1990 (STF1)
Mobility	U.S. Census Bureau, 1990 (STF3)
Housing Characteristics	
Total Housing Stock	U.S. Census Bureau, 1960, 1965, 1970, 1975, 1980, 1990; California Department of Finance, 1985, 1995, 2000
Tenure, Vacancy, and Structure Type	U.S. Census Bureau, 1975, 1980, 1990 (STF1); California Department of Finance, 1998
Structural Age	City of San Jose Building Division, 1990-1999; U.S. Census Bureau, 1990 (STF3)
Price of Housing	U.S. Census Bureau, 1990 (STF3); San Jose Real Estate Board Multiple Listing Service, 1980, 1990; Santa Clara County Association of Realtors, 2000; California Association of Realtors, 2000

	Source
Mobilehomes	City of San Jose Planning Services Division (data collected regarding number of parks and spaces); U.S. Census Bureau, 1990 (resident data)
Substandard Housing	U.S. Census Bureau, 1990 (STF1 and STF3); American Housing Survey; City of San Jose Neighborhood Revitalization Strategy
ASSESSMENT OF CURRENT AND PROJECTED HOUSING NEED	
Ability To Pay	U.S. Department of Housing and Urban Development, based on 1990 U.S. Census
Housing Assistance Needs	U.S. Department of Housing and Urban Development, Special tabulations based on 1990 U.S. Census; U.S. Census Bureau, 1990 (STF3); City of San Jose Housing Needs Assessment, 1997; Michael Fajans & Associates Housing Needs Assessment, 1987
Homeless	U.S. Census Bureau, 1990; 1999 Santa Clara County Homeless Survey; Santa Clara Collaborative, 1997; City of San Jose Department of Housing Consolidated Plan 2000-2005
Projected Housing Needs	Projections 2000: Forecasts for the San Francisco Bay Area to the Year 2020, Association of Bay Area Governments, 1999; Regional Housing Needs Determination, Association of Bay Area Governments, June 2000
GOVERNMENTAL CONSTRAINTS	
Availability Of Vacant Land	Vacant Land Inventory, City of San Jose Planning Services Division, 1999
Development Approval Process	City of San Jose Zoning Code; San Jose 2020 General Plan; City of San Jose Building Division and Public Works Department; Toward Community, Residential Design Guidelines; City of San Jose Business Climate Study, 1992

NON GOVERNMENTAL CONSTRAINTS	Source
Production	City of San Jose Building Division, building permit data; ABAG Projections 2000
Available Land	Vacant Land Inventory, City of San Jose Planning Services Division, 1999; San Jose 2020 General Plan; City of San Jose Housing Initiative
Publicly Held Lands	School Site Reuse Plan, City of San Jose, January 2000
Preservation Of Assisted Housing	Multifamily Assisted Housing Reform and Affordability Act of 1997; City of San Jose Department of Housing Consolidated Plan 2000-2005
ENERGY CONSERVATION	Energy Star Home Energy Saver Program; City of San Jose Environmental Services Department; Toward Community, Residential Design Guidelines, City of San Jose; California Title 24 Building Standards
HOUSING PROGRAMS	City of San Jose Department of Housing
EVALUATION OF PREVIOUS HOUSING ELEMENT	City of San Jose Department of Housing Consolidated Annual Performance Evaluation Report, 1999-2000; Regional Houisng Needs Determiniation, ABAG

SAN JOSE 2020 GENERAL PLAN

Appendix D

Noise

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement • City of San Jose, California

NOISE

I. INTRODUCTION

A. Legislative Mandate

One of the mandatory elements of the General Plan of each City and County, as required by Section 65302 (f) of the California Government Code, is the Noise Element. This section describes the required contents of the Noise Element of the General Plan. The purpose of this Appendix is to present or document the technical information necessary to satisfy the requirements of Section 65302 (f).

This document, together with the Noise Goals and Policies contained in the text of the San Jose 2020 General Plan, satisfy the requirement for the Noise Element of the City of San Jose General Plan. The Noise Contour Maps required to be a part of the Noise Element are incorporated by reference and are on file in the Department of City Planning.

B. Problem Statement

In today's modern technological society noise is recognized as a major source of pollution of the environment, together with air and water pollution. In recent years, a substantial body of scientific knowledge has been developed which documents the detrimental effects on human health and well-being from exposure to noise. Noise is not only a health concern, but an economic one, as well. The World Health Organization estimates that billions of dollars are spent annually by industry in the United States for noise-related absenteeism, reduced efficiency, workman's compensation claims and mental illness.

Noise in urban areas is generated by a variety of sources. Combination of daily activities, including everything from listening to radios and mowing lawns to the operation of major industrial plants, contributes to the ambient or constant background noise level in an urban area. The area affected by noise generated by a large metropolitan center does not stop abruptly at the edge of the urban area, but can extend for many miles into otherwise quiet rural areas. This phenomenon, sometimes referred to as the "urban roar", can be experienced in the foothills surrounding San Jose.

C. Purpose

The Noise Element of the General Plan provides a basis for comprehensive local programs to control and abate environmental noise and to protect their citizens from excessive exposure to it. Fundamental goals of the Noise Element are:

- To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process.

- To develop strategies for reducing excessive noise exposure through cost effective mitigation measures, as appropriate, to avoid incompatible land uses.

- To protect those existing regions of the study area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive."

- To utilize the definition of the community noise environment, in the form of CNEL or Ldn noise contours as provided in the Noise Element to serve as a guideline for local compliance with the State Noise Insulation standards. These standards require specified levels of outdoor to indoor noise reduction for new multi-family residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dB.

D. Scope

A number of variables affect the measurement and control of noise sources. Within any urban area there are thousands of permanent stationary noise sources and several hundred thousand transitory noise events per day. The characteristics of the sounds generated are directly affected by the size, shape and density of all of the various types of barriers, structures and topographical features in the City. In addition, localized meteorological conditions distort sound waves in unpredictable ways. For these reasons, the Noise Element of the General Plan is concerned with the major predictable sound sources within San Jose's Sphere-of-Influence (e.g., primarily transportation facilities serving aircraft, automobile/truck traffic, and railroads) and a macroscale description of the noise environment.

Noise contours should not be employed as a literal description of the noise levels at any particular location. At any location in the City along a highway, near an airport, or other transportation facilities, there are too many unknowns and variables to state categorically that the noise levels depicted by the contours are in fact an exact representation of what is taking place. Contours are intended to be applied as a general planning tool, and as information by which those in various City departments and other agencies can be forewarned of potential problems that may exist. From an administrative view, contours can be used as a method by which to trigger the need for more detailed noise analysis as a part of environmental review of a development permit.

The Contour Maps, through the delineation of the 60 Ldn contour, are intended to define the approximate extent of the noise impact area surrounding any particular noise source. Property owners, developers and others contemplating new development on property within such areas will be informed of the need to prepare an acoustical analysis to determine the potential noise impacts to the future development and to identify possible mitigation measures to allow all new development to meet the General Plan's Noise Goals and Policies. As mentioned in Section C., Purpose, the contour maps will also be used by the City to serve as a guideline for local compliance with Title 24, Part 2, of the California Administrative Code, the State Noise Insulation Standards, which specify allowed levels of interior and exterior noise for new multi-family residences, hotels/motels and dwellings other than detached single-family dwellings.

II. NOISE EXPOSURE

A. Noise Measurements

The City of San Jose prepared its first city-wide noise assessment in 1974. Noise levels were monitored at 141 locations to determine the existing noise conditions throughout the City. When the General Plan was updated in 1984 (the Horizon 2000 General Plan, 113 of the original 141 locations were retained and 39 new locations were added. Since the 1984 General Plan Update, noise levels have been monitored throughout the City of San Jose during the preparation of environmental impact reports for specific development projects, General Plan amendments, and specific plans. A listing of key noise measurements taken during 1990-1992 is shown in Table 1 below.
Many continuous 24-hour noise measurements were conducted in neighborhoods, along major transportation routes, and along major freeways. Numerous reports were reviewed during preparation of the existing and future noise contour data used in the noise analysis of the Environmental Impact Report for the San Jose 2020 General Plan.

During preparation of the 2020 General Plan Update, noise levels were monitored at representative locations behind soundwalls along U.S. Highway 101. A survey of the City was conducted in order to identify the locations of soundwalls along major highways. It was determined that nearly all noise sensitive land uses along major highways in San Jose are now afforded some acoustical shielding by existing soundwalls. The soundwalls, which are built as a part of the State Highway Program, are designed to mitigate freeway noise to federal and state standards. These are equivalent to an Ldn of 65 to 70 dBA.

The noise measurement survey revealed the following:

- Areas along major thoroughfares and freeways throughout the City experience noise levels above the 60 Ldn exterior noise level limit.
- Many City neighborhoods, particularly if adjacent to heavily traveled streets, experience noise levels at or above 60 Ldn.
- Some noise sensitive land uses throughout the City, including hospitals, schools and parks, experience noise levels above the 60 Ldn noise limit.
- Areas within downtown San Jose experience noise from Interstate 280, Highway 87, the local street network, and aircraft overflights from San Jose International Airport, resulting in noise levels significantly higher than 60 Ldn.
- Areas beyond the influence of freeways, major arterials, and the airport continue to experience noise levels below 60 Ldn.

B. Noise Contours

Noise Contour Maps describing the approximate area exposed to 60 Ldn or greater noise levels are incorporated into this report by reference and are on file in the Department of City Planning. These map(s) are prepared using the Federal Highway Administration

Transportation Noise Computer Model FHWA RD-77-108 to estimate the location of the Ldn contours based on simulated speed, traffic volume, and street type. The level of detail and specificity of the noise contours is generalized to the extent appropriate to the computer model simulation technique and the scale of the contour maps.

The noise contours around the San Jose International Airport are prepared on an annual basis. The contours along area railroad lines were developed from data on existing and estimated future train traffic volume, speed and distribution as provided by the railroad companies. Noise studies for recent development proposals along railroad lines were also researched for data to determine contours.

The contour maps are intended to identify the area potentially within the 60 Ldn contour, thereby requiring that noise mitigation measures be considered for new residential and commercial construction. The maps provide a source of information to prospective developers as to the possible noise impacts associated with future development on sites within San Jose. They also identify areas in need of an acoustical study in conjunction with development permits. In particular, the Noise Contour Map(s) provide the mechanisms for determining compliance with the State's Noise Insulation Standards, as contained in Title 24, Part 2, of the California Administrative Code.

Table 1

MEASURED NOISE LEVELS IN SAN JOSE (1990-1992)

LOCATION	Ldn (dBA)
Stockton Avenue at W. Julian Street	72
N. First Street at Skyport Drive	70
Almaden Road at W. Alma Avenue	72
Blossom Hill Road at Winfield Boulevard	66
Winfield Boulevard at Blossom Hill Road	68
Coleman Avenue at Winfield Boulevard	65
Hillsdale Avenue at Communications Hill	69
Southern Pacific Railroad at Communications Hill	73
Guadalupe Corridor at Blossom Hill Road	59
Santa Teresa Boulevard at Bernal Road	68
Monterey Road at Encinal School	66
U.S. 101 at Coyote Regional Park	61
U.S. 101 at the Historic Fisher Ranch	60
N. Market Street Overpass at College Park Site	67
E. Hedding Street at Southern Pacific Railroad	69

LOCATION	Ldn (dBA)
E. Mission Street at N. 10th Street	62
E. Taylor Street at N. 10th Street	65
E. Jackson Street at 7th Street	65
E. Empire Street at 6th Street	61
N. Sixth Street at E. Jackson	59
N. Seventh Street at E. Jackson	61
N. Eight Street at E. Jackson	63
N. Ninth Street at E. Jackson	59
N. Tenth Street at E. Hedding	67
N. Eleventh Street at E. Hedding	67
Capitol Expressway at State Route 87	77
Interstate 680 at Wool Drive	74
W. San Carlos Street at Race Street	66
The Alameda at Cleaves Avenue	67
Park Avenue at Sunol Street	66
Auzerais Avenue at Sunol Street	64
Lincoln Avenue at W. San Carlos Street	65
Sunol Street at Park Avenue	64
Oakland Road at Wayne Street	72
Piedmont Avenue at Sierra Avenue	65
San Carlos Street at San Jose State University	64
Interstate 280 (elevated) at Second Street	72
San Jose International Airport (Aircraft Noise) at Delmas Avenue/Downtown	68
Third Street at San Carlos	69
St. James Street at 6th Street	65
N. First Street at Lamplighter Way	67
San Jose International Airport (Aircraft Takeoffs) at Oakmead/N. First Street	64
Alum Rock Avenue at King Road	73
King Road at Alum Rock	68

III. NOISE GOALS & POLICIES

The intent of General Plan Noise policies and City programs is to control and suppress overall noise levels in San Jose for the health and well-being of its citizens. The policies establish the maximum noise levels standards which should be maintained for outdoor and indoor areas, and land use compatibility guidelines for community noise in San Jose.

Noise can be controlled and mitigated at three points: at the source, at the receiver, and at a point between the source and receiver, along the transmission path. General Plan policies direct the City to require various noise attenuation techniques in private and public projects to mitigate noise at any or at all three points. Further, the plan directs the City to encourage and support legislation and other efforts by state and federal agencies to control and reduce noise emissions throughout the community.

There is a direct relationship between the noise goals and policies and the land use, circulation, and open space goals and policies of the General Plan. The noise level standards provide land use compatibility criteria which are an integral component of land use decisions. Since the transportation facilities identified in the General Plan are the major noise source within the City, noise policies provide for inclusion of attenuation devices along transportation routes. The noise policies identify City parks and playgrounds as important open space uses warranting noise attenuation, as well.

IV. IMPLEMENTATION PROGRAM

Implementation of the Noise Goals and Policies of the General Plan depends on the coordination of actions of the various City departments during the development processes. The environmental review, subdivision, zoning, discretionary land use permit, and building permit processes include review of projects for noise control issues. Consideration of land use compatibility and transportation implications of General Plan text and Land Use/Transportation Diagram amendments through the Annual Review process provides further opportunity for review of noise impacts at the early stages of private and public projects.

SAN JOSE 2020 GENERAL PLAN

Appendix E

Major Collector Streets

Adopted August 16, 1994
(as Amended through April 24, 2007)

Department of Planning, Building and Code Enforcement ● City of San José, California

MAJOR COLLECTOR STREETS

Street Name	**Number of Travel Lanes Planned for Year 2020**
N. 1st St.	Two Lanes
2nd St.	Three Lanes from Hwy. 280 to San Carlos St. (existing). Two Lanes and One LRT from San Carlos St. to St. James St. Three Lanes from St. James St. to Jackson St.
S. 7th St.	Two Lanes from Hwy. 280 to E. Reed St. Two Lanes from Hwy. 280 to Keyes St. Four Lanes from Keyes St. to Curtner Ave.
N. 13th St.	Two Lanes
N. 17th St.	Two Lanes
Adrian Way	Two Lanes
Allen Ave.	Two Lanes
E/W Alma Ave.	Four Lanes
Almaden Rd.	Two Lanes from Canoas Garden Ave. to Bertram Rd.
N. Autumn St.	Four Lanes
Auzerais Ave.	Two Lanes
Bassett St.	Four Lanes
Bernal Rd.	Four Lanes
Beswick Way	Four Lanes
S. Blaney Ave.	Two Lanes
Blossom Ave.	Two Lanes from Colleen Dr. to Santa Teresa Blvd. Four lanes from Santa Teresa Blvd. to Blossom Hill Rd.
Branham Ln.	Two Lanes from Samaritan Way to Union Ave. Four lanes from Union Ave. to Hellyer Ave.
Calero Ave.	Two Lanes
Camden Ave.	Four Lanes
Charcot Avenue	Four Lanes from Junction Avenue to North First Street Two Lanes from Junction Avenue to Old Oakland Road
Cherry Ave.	Two Lanes
Cherry/Blake Aves.	Two Lanes from Husted Ave. to Branham Ln. Four Lanes from Branham Ln. to Almaden Expwy.
Clayton Rd.	Two Lanes
Coe Ave.	Two Lanes
Coleman Rd.	Four Lanes
Commercial St.	Four Lanes

Street Name	Number of Travel Lanes Planned for Year 2020
Cottle Rd.	Two Lanes
Coyote Rd.	Two Lanes
Curtner Ave.	Two Lanes
Delmas Ave.	Two Lanes
Delta Rd.	Four Lanes
Doyle Rd.	Four Lanes
Edenvale Ave.	Two Lanes
Fleming Ave.	Two Lanes
Fortini Rd.	Four Lanes
Foxworthy Ave.	Two Lanes
Fruitdale Ave.	Two Lanes
Gish Rd.	Four Lanes
Gold St.	Two Lanes
Grand Blvd.	Two Lanes
Hanchett Ave.	Two Lanes
Harwood Rd.	Two Lanes
Hellyer Ave.	Two Lanes from Hwy. 101 to Senter Rd. Four Lanes from Hwy. 101 to Fontanoso Ave. Two Lanes from Tennant Ave. to Metcalf Rd.
Johnson Ave.	Two Lanes
Kirk Ave.	Two Lanes
Lean Ave.	Four Lanes from Chynoweth Ave. to Blossom Hill Rd. Two Lanes from Blossom Hill Rd. to Curie Dr.
Leyland Park Dr.	Two Lanes
Lincoln Ave.	Two Lanes from Park Ave. to West San Carlos St. Four Lanes from West San Carlos St. to Almaden Expwy.
Little Orchard St.	Four Lanes
Los Esteros/Zanker Rd.	Two Lanes
Los Gatos-Almaden Rd.	Four Lanes
Lucretia Ave.	Four Lanes
Manasas Road	Two Lanes
McAbee Rd.	Two Lanes
McCarthy Blvd.	Four Lanes
McKay Dr.	Two Lanes
McKee Rd.	Two Lanes

Street Name	Number of Travel Lanes Planned for Year 2020
Metcalf Rd.	Two Lanes
Minnesota Ave.	Two Lanes from Meridian Ave. to Weaver Dr. Four Lanes from Weaver Dr. to Hervey Ln.
Morrill Ave.	Four Lanes
Mt. Hamilton Rd.	Two Lanes
Mt. Pleasant Rd./Ruby Ave.	Four Lanes
Nieman Blvd.	Four Lanes
Nortech Prkwy.	Four Lanes
Oberlin Way	Two Lanes
Old Bayshore Hwy.	Two Lanes south of Hwy 880. Four Lanes north of Hwy 880.
O'Toole/Charcot Ave.	Two Lanes
Palm Ave.	Outside U.S.A., subject to future review.
Park Ave.	Two Lanes
Payne Ave.	Four Lanes
Pearl Ave. arterial extension	Four Lanes from Almaden Expresway to approximately 400 feet easterly of Old Almaden Road
Pedro St.	Two Lanes
Penitencia Creek Rd.	Two Lanes
Piercy Road	Two Lanes from Silver Creek Valley Road to Hellyer Ave.
Pine Ave.	Two Lanes
Quimby Rd.	Four Lanes
Race St.	Two Lanes from The Alameda to San Carlos St. Four Lanes from San Carlos St. to Fruitdale Ave.
Rainbow Dr.	Two Lanes
Rajkovich Dr.	Four Lanes
Redmond Ave.	Four Lanes
E. Reed St.	Four Lanes
W. Reed St.	Four Lanes from 1st St. to 2nd St. Two Lanes from 1st St. to Vine St.
Roeder Rd.	Two Lanes
St. John St.	Four Lanes
E. San Antonio St.	Two Lanes
San Antonio St.	Four Lanes from King Rd. to Jackson St. Two Lanes from Hwy. 101 to King Rd.
Sanchez Dr.	Four Lanes

Street Name	Number of Travel Lanes Planned for Year 2020
San Felipe Rd.	Two Lanes
San Fernando St.	Two Lanes from Los Gatos Creek to 11th St.
Santa Teresa Blvd.	Four Lanes
Shasta Ave.	Two Lanes
Sierra Rd.	Two lanes from Flickinger Ave. to Berryessa Rd.
Skyway Dr.	Four Lanes
Snell Ave.	Four Lanes
Steinbeck Dr.	Two Lanes
Story Rd.	Two Lanes
Suncrest Dr.	Two Lanes
Toyon Ave.	Two Lanes
Trinidad Dr.	Four Lanes
Tully Rd./Murillo Av.	Four Lanes
Umbarger Rd.	Four Lanes
Unnamed New Street	Two Lanes Paralleling Great Oaks Boulevard between Cottle Road and Great Oaks Boulevard
Unnamed New Street	Two Lanes Paralleling Cottle Road between Poughkeepsie Road and a new street extending from Beswick Road
Unnamed New Street	Two and Four lanes from Berryessa Rd. to Mabury Rd.
Unnamed Road	Two Lanes Paralleling Great Oaks Boulevard between the Raleigh Extension and Great Oaks Boulevard
Unnamed Road	Two Lanes from Unnamed Road to Highway 85
Uvas/Willow Springs Rd.	Outside U.S.A., subject to future review.
Via Valiente	Four Lanes
W. Virginia St.	Two Lanes
Westmont Ave.	Two Lanes
E. William St.	Two Lanes
Willow St.	Two Lanes
Yerba Buena Rd.	Four Lanes
New street (Hwy. 237 frontage)	Two Lanes
One Unnamed New Street Paralleling Coyote Creek between Piercy Road and Tennant Ave.	Two Lanes

Street Name	Number of Travel Lanes Planned for Year 2020
ARTERIAL STREETS	
Street Name	**Number of Travel Lanes Planned for Year 2020**
Coleman Avenue	Six Lanes from Hedding Street to Autumn Street
North 1st St.	Two Lanes from Hedding St. to Reed St.
Poughkeepsie Road Extension	Six Lanes from Cottle Road to Unnamed North South Road Running Parallel To and Directly East of Cottle Road
Raleigh Road Extension	Four Lanes from Cottle Road to Unnamed North South Road Running parallel to and Directly East of Cottle Road
Samaritan Dr.	Four Lanes from Bascom Avenue (south) to Union Avenue
Taylor St.	Two Lanes from N. 4th St. to Hwy. 101

SAN JOSE 2020 GENERAL PLAN

Appendix F

Mixed Use Inventory

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement ● City of San José, California

The following inventory of mixed use designations must comply with the Mixed Use with No Underlying Land Use Designation criteria that includes:

- A minimum of two uses must be combined to use this designation with no use occupying less than 10% of the site area or less than 10% of the total building square footage proposed.
- The uses to be combined must be described in terms consistent with the Land Use/Transportation Diagram designations.
- The uses and intensity ranges allowed for sites with this designation are listed below.

MIXED USE INVENTORY

Map Reference Number	Location	Amendment File Number	Use Mix	Use Intensity Range[1]
MU#1	NW/c of Murphy and Lundy Avenues	GP91-4-3	Medium Density Residential (8 DU/AC) or Medium High Density Residential (8-16 DU/AC) Neighborhood/ Community Commercial	45-90 Dwelling Units 40,000 to 70,000 sq. ft. of gross building area
MU#2	NE/c 5th and Taylor Sts.	GP90-3-5	Very High Density Residential (25-40 DU/AC) General Commercial	15-20 Dwelling Units 1,000-3,000 sq. ft.of gross building area (at street level)
MU#3	SW/c 9th and Hedding Sts.	GP90-3-7	High Density Residential (12-25 DU/AC) General Commercial	56-166 Dwelling Units (56) 8,000-42,000 sq. ft. of gross building area (8,000)

[1]Any numbers in parentheses represent the greatest allowable intensity in that use category when any other category in the combination is to be developed at the top of its range. Parenthetical intensities may be increased commensurate with decreases from top of the range intensities in other categories.

MIXED USE INVENTORY

Map Reference Number	Location	Amendment File Number	Use Mix	Use Intensity Range[1]
MU#4	W/s of King Rd., approx. 200 ft. S.of San Antonio St.	GP95-5-1 GP02-5-1/ GPT02-5-1	High Density Residential Private Recreation Public Park	Up to 250 detached or attached unit on approx. 14 to 16 acres & up to 120 senior units on approx. 2 to 3 acres 9-hole golf course on approx. 34 acres Public park on up to 4 acres
MU#5	Both sides of N. 13th Street between Hedding and Jackson Streets	GP98-3-7	General Commercial Medium High Density Residential (12-25 DU/AC)	0-14.2 acres (0) 0-256 Dwelling Units (0)
MU#6	SW/c of South 11th Street and East San Carlos Streets	GP99-3-5	Office Medium High Density Residential (12-25 DU/AC)	0-7,000 sq. ft. (0) 0-6 Dwelling Units (0)
MU#7	SE/c of South 11th Street and East San Carlos Streets	GP99-3-5	Office Medium High Density Residential (12-25 DU/AC)	0-4,300 sq. ft. (0) 0-6 Dwelling Units (0)
MU#8	NE/c of Park and Naglee Avenues	GP00-6-6	Medium High Density Residential (12-25 DU/AC) General Commercial	5-10 Dwelling Units 6,000-7,5000 sq. ft. of gross building area

MIXED USE INVENTORY

Map Reference Number	Location	Amendment File Number	Use Mix	Use Intensity Range[1]
MU#9	Generally bounded by Stockton Ave., W. Julian Street, The Alameda, and Rhode Court	GP00-6-9	Medium High Density Residential (12-25 DU/AC) General Commercial	0-144 Dwelling Units (0) 0-7.0 acres (0)
MU#10	Generally bounded by Stockton Avenue, Cinnabar Street, and West Julian Street	GP01-T-30/ GP00-06-08	Residential Support for the Core Area (25+ DU/AC) General Commercial	Up to 230 dwelling units Up to 58,000 sq. ft.
MU#11	East side of Race Street, 250 feet north of W. San Carlos Street	GP01-06-05/ GP01-T-14	Medium High Density Residential (12-25 DU/AC) General Commercial	0 - 30 Dwelling Units Up to 10,000 sq. ft. of commercial/retail
MU#12	South side of Park Avenue, between Grand Avenue and Race Street	GP01-06-06/ GP01-T-15	Medium High Density Residential (12-25 DU/AC) General Commercial	30 - 90 Dwelling units Up to 20,000 sq. ft. of commercial/retail
MU#13	East side of Yucca Avenue, between Foxworthy and Hillsdale Avenues	GP01-09-02/ GP01-T-18	Medium High Density Residential (12-25 DU/AC) General Commercial	30-60 Dwelling units 3,000 - 9,000 sq. ft. of commercial/retail space

MIXED USE INVENTORY

Map Reference Number	Location	Amendment File Number	Use Mix	Use Intensity Range[1]
MU#14	West side of Meridian Avenue, approx. 350 feet northerly of Foxworthy Avenue.	GP01-09-03	Medium High Density Residential (12-25 DU/AC) General Commercial	80-160 Dwelling units 0 - 88,000 sq. ft. of commercial/retail space
MU#15 (All development in this area should follow the guiding principles and development regulations contained in the *Five Wound/ Brookwood Terrace Neighbor-hood Improvement Plan*)	Properties generally bounded by E. Julian Street U.S. Highway 101, E. Santa Clara Street, and No. 27th Street	GP01-03-12/ GPT01-03-12	Transit Corridor Residential (20+ DU/AC) General Commercial Public Park/Open Space Public/Quasi-Public	700-1,650 dwelling units 70,000-1,350.000 sq.ft. Minimum 4.5 acres 0-10 acres
MU#16	Both sides of Sunol Street between Savaker Street, Home Street and Highway 280	GP01-06-01/ GPT01-06-01	Multi-family-residential Office Public Park/Open Space	Up to 675 dwelling units Up to 625,000 sq. ft. Up to 4.6 acres

MIXED USE INVENTORY

Map Reference Number	Location	Amendment File Number	Use Mix	Use Intensity Range[1]
MU# 17	Generally bounded by Great Oaks Boulevard, Cottle Road, Pughkeepsie Road/ Boulder Boulevard, Monterey Highway and Highway 85	GP04-02-01/ GPT04-02-01	Industrial Mix General Commercial Multi-Family Residential	Up to 3.6 million square feet of industrial Up to 460,000 square feet of commercial Up to 2,930 dwelling units
MU# 18	Generally bounded by Monterey Highway, State Route 85, and Manassas Road	GP03-02-05/ GPT03-02-05	Industrial Park on 32 acres (+/-) General Commercial on 42 acres (+/-)	A minimum of 500,000 sq. ft., A maximum of 450,000 sq. ft.

[1]Any numbers in parentheses represent the greatest allowable intensity in that use category when any other category in the combination is to be developed at the top of its range. Parenthetical intensities may be increased commensurate with decreases from top of the range intensities in other categories.

SAN JOSE 2020 GENERAL PLAN

Appendix G

Siting Criteria for Hazardous Waste Management Facilities

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement • City of San Jose, California

SITING CRITERIA FOR HAZARDOUS WASTE MANAGEMENT FACILITIES

1. **Consistency with the Goals and Policies of the County Hazardous Waste Management Plan (CHWMP)**

   A hazardous waste management facility shall be consistent with the Goals and Policies of the Santa Clara County Hazardous Waste Management Plan, revised July 1991, as incorporated by reference into this General Plan, and with other provisions of this General Plan. Facilities are to be designed and sized primarily to meet the needs of hazardous waste generators located in Santa Clara County or to meet the City's broader commitments under inter-jurisdictional agreements.

2. **Consistency with the General Plan**

   All hazardous waste management facilities shall be located in areas consistent with the Santa Clara County Hazardous Waste Management Plan (CHWMP, revised July 1991) and the Horizon 2000 General Plan. Specifically, a transfer station, treatment facility or incinerator shall be located in areas consistent with existing and proposed industrial areas as designated in the General Plan. Urbanized areas are not appropriate for siting residuals repositories. Residuals repositories will be sited only in those areas which meet all siting criteria.

3. **Proximity to Major Transportation Routes**

   All hazardous waste management facilities shall be located on paved roads designed and constructed to accommodate heavy vehicles, with access to regional transportation facilities. All designated routes should preclude the transport of hazardous wastes on residential streets and in areas housing immobile populations.

4. **Protection from Active, Recently Active, or Potentially Active Faults**

   No hazardous waste management facility may be located within 200 feet of an active, recently active, or potentially active fault. Specifically, no facility where hazardous waste is to be stored, transferred, treated, incinerated or disposed may be located within 200 feet of an active, recently active (Holocene Period), or potentially active earthquake fault as established by the Alquist-Priolo maps of the State of California or identified in the most recently available local maps or information.

5. **Protection from Suspected Faults**

   For all hazardous waste management facilities sited within 3,000 feet of a known or suspected fault, as established by the Alquist-Priolo maps of the State of California or identified in the most recently available local maps or information, a subsurface exploration shall be conducted to determine that there are no active faults within 200 feet of the portions of the facility where treatment, storage, or disposal will be conducted.

6. Protection of Airport Safety Zones

No hazardous waste management facility may be located within an area designated by any agency of the United States Department of Defense or the Santa Clara County Airport Land Use Commission as an accident potential zone, generally defined as the area immediately surrounding a public or military airport, including the approach and take-off paths.

7. Protection of Recreational, Cultural or Aesthetic Areas

No hazardous waste management facility may be located within an area having particular cultural, aesthetic, historical, or archaelogical significance as identified in the General Plan or in any Regional or State Plan. No hazardous waste facility may be located within a National, State, Regional, County or City Park, Monument, National Recreational Area, Wildlife Refuge, Historic Site, or any designated open space identified in one or all of these Plans.

8. Protection of Critical Habitats

No hazardous waste management facility shall be located within critical habitats of any endangered or threatened species as defined or designated in the General Plan or in any Regional or State Plan, or designated by the Secretary of the Interior or U.S. Fish and Wildlife Service or appropriate California authorities.

9. Protection of Prime Agricultural Lands

No hazardous waste management facility may be located on prime agricultural lands which are used for prime agricultural crop production. Specifically, no facility may be located in areas designated by the Soil Conservation Service as Class l or Class 2 soils or designated as prime agricultural land in the General Plan or in any Regional or State Plan.

10. Protection of Mineral Areas

No hazardous waste management facility may be located in an area containing mineral resource deposits that may be suitable for commercial development or hold outstanding scientific significance, as identified under the California Surface Mining and Reclamation Act of l975 with classifications of MRZ-2, MRZ-3 or SZ, such that the siting would restrict or prevent the use or preservation of the deposit.

11. Protection of Wetlands

No hazardous waste management facility may be located in a bayland or wetland area as defined by the U.S. Army Corps of Engineers, Environmental Protection Agency, U.S. Fish and Wildlife Service or the California Department of Fish and Game, or as designated in the General Plan or in any Regional or State Plan.

12. Protection from Dam Inundation Areas

No residuals repository may be located in any dam inundation area.

All other hazardous waste management facilities should be located outside dam inundation areas unless designed, constructed, operated and maintained to preclude failure due to such an event.

13. Protection from Levee Inundation Areas

No residuals repository may be located in any levee inundation area.

All other hazardous waste management facilities should be located outside levee inundation areas unless designed, constructed, operated and maintained to preclude failure due to such an event.

14. Protection from Floodplain Areas

No residuals repository may be located in an area subject to inundation by floods having a 100-year return period or by flash flooding or major surges from storms, river flooding or rainfall as identified on Federal Flood Insurance Rate Maps.

No other hazardous waste management facility may be located in any area subject to inundation by floods having a 100-year return period or by flash flooding or major surges from storms, river flooding or rainfall, unless the facility developer can demonstrate that mitigation features are adequately designed, constructed and maintained to preclude failure or washout resulting from such events.

15. Protection from Unstable Soils

No hazardous waste management facility may be located in any area where the natural or established slope exceeds 15%.

No residuals repository may be located in an area of potential rapid geological change.

No other hazardous waste management facility should be sited in any area of potential rapid geological change unless containment structures approved by the City are designed, constructed and maintained to preclude failure as a result of such changes.

16. Protection from Liquefaction Areas

No residuals repositories may be located in areas of potential liquefaction.

No hazardous waste management facility should be located in any area of potential liquefaction unless containment structures approved by the City are designed, constructed and maintained to preclude failure as a result of such changes.

17. Protection from Subsidence Areas

No residuals repository may be located in any area of potential subsidence.

No other hazardous waste management facility should be located in areas of potential subsidence unless containment structures are designed, constructed and maintained to preclude failure as a result of such changes.

18. Protection of Major Groundwater Recharge Zones

No residuals repository may be located in an area known to be, or suspected of, supplying recharge to a major aquifer as defined and identified in the General Plan or in any Regional or State Plan.

No transfer station, treatment facility, storage facility or incinerator shall be located in any area known to be, or suspected of, supplying recharge to a major regional aquifer, unless the facility developer can demonstrate adequate protection through properly designed, constructed and maintained engineering spill containment features, inspection and monitoring measures and other environmental protection controls.

19. Protection of Supply Wells and Well Fields

No residuals repository shall be located within the cone of depression created by pumping a well or well field for 90 days.

No other hazardous waste management facility shall be located within the cone of depression created by pumping a well or well field for 90 days unless the facility developer can demonstrate that an effective hydrogeological barrier to vertical flow exists.

20. Protection of Proximate Population

A minimum 2000 foot buffer zone shall be provided between any residuals repository and a residence or any area where residential uses would be allowed under the General Plan. Based on an analysis of environmental impacts including a risk assessment, a buffer zone greater than 2000 feet may be required in a particular location.

A minimum buffer zone of 2000 feet is required between a transfer, storage, treatment or incineration facility and the nearest residence or area designated or zoned for residential use unless the applicant can demonstrate that a smaller buffer zone provides adequate protection for the public in the event of an accident.

21. Protection of Immobile Populations

A minimum 2000 foot buffer zone should be provided between a residuals repository and any facility housing immobile populations. Based on a risk assessment and an analysis of environmental impacts, a buffer zone of greater than 2000 feet may be required in a particular location.

A minimum buffer zone of 2000 feet between a transfer, storage, treatment or incineration facility and facilities housing immobile populations will be required unless the developer can sufficiently demonstrate that a smaller buffer zone provides adequate protection for the immobile population in the event of an accident.

22. Capability of Emergency Services

An analysis of local emergency response capability---including fire, police, medical and hazardous materials response -- shall be required in order to ensure that adequate protection will exist in the event of a release at the proposed facility. The applicant or operator may be required to supplement these capabilities by maintaining additional emergency response equipment, personnel or both,

onsite. Fee exactions may be required at the time of application in order to upgrade the local capabilities to provide needed services. Additional facility design features may be required to limit the impact of potential accidents at the facility.23. Protection from Permeability of Strata and Soils

No residuals repository shall be allowed in any area lacking a natural underlying stratum with permeability greater than 1×10^7 cm/sec.

No other hazardous waste management facilities shall be sited on any highly permeable soils or sediment unless properly engineered containment features, inspection measures and other environmental protection controls are provided as required by the City.

23. Protection of Surface and Groundwater

No hazardous waste management facility should be located in any area posing a threat to the contamination of usable surface or groundwater supplies. Containment measures for facilities necessary to minimize any risks to surface or groundwater may be required by the City.

24. Protection of Air Quality in Non-Attainment Areas

All facilities with air emissions shall comply with New Source Review and Best Available Control Technology requirements established by the Bay Area Air Quality Management District under the Federal Clean Air Act (CAA) and relevant California air quality statutes and regulations, and relevant City goals and requirements. No facility shall be approved in any non-attainment area unless the environmental impact report denotes that emissions will not significantly contribute to non-attainment of standards, or if such emissions cannot be mitigated that the emissions from such facilities are less than those associated with the transport of hazardous waste out of the area.

25. Protection of Air Quality in Prevention of Significant Deterioration (PSD) Areas

In order to be established in a PSD air quality area, an applicant for a land use permit for a hazardous waste management facility must demonstrate that air emissions can be adequately mitigated.

26. Protection of Public Facilities

A minimum buffer zone of 2,000 feet should be provided between the portions of a hazardous waste management facility where hazardous waste will be stored, treated, or disposed and an existing or planned public facility. Based on the risk assessment and analysis of environmental impacts, a buffer zone of greater or less than 2,000 feet may be required to protect the present and future public health, safety, and welfare.

27. Protection of Watershed Areas

Residuals repositories shall not be located in watershed areas tributary to any reservoirs as well as in those drainage basins supplying water to major recharge areas.

Storage, treatment and incineration facilities should not be located in watershed areas tributary to any reservoirs as well as in those drainage basins supplying water to major recharge areas. Facilities

locating in such areas shall have appropriate engineered containment features, inspection measures and other environmental protection controls necessary to minimize any risks to watershed areas.

28. Protection of Wells and Fields

Residuals repositories shall not be located within the cone of depression created by pumping a well or well field (included are drinking water, irrigation, and remediation and monitoring wells) which is operated more than 90 days at a time.

Storage, treatment, and incineration facilities should not be located within the cone of depression created by pumping a well or well field (included are drinking water, irrigation, and remediation and monitoring wells) which is operated more than 90 days at a time, unless an effective hydrogeological barrier to vertical flow exists.

29. Protection of Water Quality and Resources

All applicants are required to obtain written confirmation from the Santa Clara Valley Water District (SCVWD) stating whether or not the proposed site is in an area that may adversely impact water quality or resources. Based on the SCVWD letter and other information obtained during the land use decision-making process, the proposed facility may be disallowed, further hydrogeological investigation may be required of the applicant, or if the facility is allowed, appropriate environmental protection measures will be required.

SAN JOSE 2020 GENERAL PLAN

Appendix H

Species of Concern

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement • City of San Jose, California

SPECIES OF CONCERN

ANIMAL SPECIES OF CONCERN

Reported or Expected to Occur Within the City of San Jose

Listed and Proposed Endangered or Threatened Species

Common Name	Scientific Name	Status
California Linderiella	*Linderiella occidentalis*	PFE
Bay Checkerspot Butterfly	*Euphydryas editha bayensis*	FT
Winter-run Chinook Salmon	*Oncorhynchus tshawytscha*	FT
Delta Smelt	*Hypomesus transpacificus*	PFT
Tidewater Goby	*Euclyclogobius newberryi*	PFE
California Brown Pelican	*Pelecanus occidentalis californicus*	FE,SE
Peregrine Falcon	*Falco peregrinus*	FE,SE
California Black Rail	*Laterallus jamaicensis coturniculus*	FC1,ST
California Clapper Rail	*Rallus longirostris obsoletus*	FE,SE
Western Snowy Plover	*Charadrius alexandrinus nivosus*	PFT,CSC
Willow Flycatcher	*Empidonax traillii*	SE
Salt Marsh Harvest Mouse	*Reithrodontomys raviventris*	FE,SE
San Joaquin Kit Fox	*Vulpes macrotis mutica*	FE,ST

Candidate Species, California Species of Special Concern, and other Protected Species

Common Name	Scientific Name	Status
Mimic Tryonia	*Tryonia imitator*	FC2
Hom's Micro-blind Harvestman	*Microcina homi*	FC2
Jung's Micro-blind Harvestman	*Microcina jungi*	FC2
Lee's Micro-blind Harvestman	*Microcina leei*	FC2
San Francisco Forktail Damselfly	*Ischnura gemina*	FC2
Opler's Longhorn Moth	*Adela oplerella*	FC2
Grey's Silverspot Butterfly	*Speyeria adiaste adiaste*	FC2
Callippe Silverspot Butterfly	*Speyeria callippe callippe*	FC2
Longfin Smelt	*Spirinchus thaleichthys*	FC2R
Sacramento Splittail	*Pogonichthys macrolepidotus*	FC2,CSC
Green Sturgeon	*Acipenser medirostris*	FC2R
California Tiger Salamander	*Ambystoma californiense*	FC2,CSC
Western Spadefoot	*Scaphiopus hammondii*	CSC
California Red-legged Frog	*Rana aurora draytonii*	FC1,CSC
Northwestern Pond Turtle	*Clemmys marmorata mamorata*	FC2,CSC
Southwestern Pond Turtle	*Clemmys marmorata pallida*	FC2,CSC

APPENDIX H

Candidate Species, California Species of Special Concern, and other Protected Species

Common Name	Scientific Name	Status
Cooper's Hawk	*Accipiter cooperi*	CSC
Sharp-shinned Hawk	*Accipiter striatus*	CSC
Golden Eagle	*Aquila chrysaetos*	CSC
Ferruginous Hawk	*Buteo regalis*	FC2,CSC
Northern Harrier	*Circus cyaneus*	CSC
Black-shouldered Kite	*Elanus caeruleus*	Protected
Merlin	*Falco columbarius*	CSC
Prairie Falcon	*Falco mexicanus*	CSC
Burrowing Owl	*Athene cunicularia*	CSC
California Horned Lark	*Eremophila alpestris actia*	FC2
Loggerhead Shrike	*Lanius ludovicianus*	FC2
Tricolored Blackbird	*Agelaius tricolor*	FC2,CSC
Saltmarsh Common Yellowthroat	*Geothlpis trichas sinuosa*	FC2
Yellow-breasted Chat	*Icteria virens*	CSC
Alameda Song Sparrow	*Melospiza melodia pusillula*	FC2
Saltmarsh Wandering Shrew	*Sorex vagrans halicoetes*	FC1,CSC
Pallid Bat	*Antrozous pallidus*	CSC
Townsend's Big-eared Bat	*Plecotus townsendii townsendii*	FC2,CSC
Riparian Brush Rabbit	*Sylvilagus bachmani riparius*	FC1, CSC
San Francisco Dusky-footed Woodrat	*Neotoma fuscipes annectens*	FC2
Badger	*Taxidea taxus*	CSC
Ringtail	*Bassariscus astutus*	Protected

Source: California Natural Diversity Data Base Reports for the San Jose Area, Response by U.S. Fish and Wildlife Service to General Plan Notice of Preparation (January, 1993)

Appreviations:

FE	Listed as Endangered by the Federal government.
FT	Listed as Threatened by the Federal government.
SE	Listed as Endangered by the State of California.
ST	Listed as Threatened by the State of California.
PFE	Proposed for listing as Endangered by the Federal government.
PFT	Proposed for listing as Threatened by the Federal government.
FC1	Designated as a Category 1 Candidate for Federal listing as Endangered or Threatened
FC2	Designated as a Category 2 Candidate for Federal listing as Endangered or Threatened
FC2R	Recommended as a Category 2 Candidate for Federal listing as Endangered or Threatened
CSC	California Department of Fish and Game "Species of Special Concern"
Protected	Protected species in the State of California (other State or Federal Laws)

PLANT SPECIES OF CONCERN

Reported or Expected to Occur Within the City of San Jose

Listed and Proposed Endangered or Threatened Species

Common Name	Scientific Name	Status
San Mateo Thornmint	*Acanthomintha duttonii*	FE,CNPS1B
Coyote Ceanothus	*Ceanothus ferrisae*	PFE,CNPS1B
Setchell's Dudleya	*Dudleya setchellii*	PFE,CNPS1B
Metcalf Canyon Jewelflower	*Streptanthus albidus* ssp. *albidus*	PFE,CNPS1B

Federal Candidates and California Native Plant Society Rare and Endangered Plant Listings

Common Name	Scientific Name	Status
Balsamroot	*Balsamorhiza macrolepis* var. *macrolepis*	CNPS1B
Oakland Star Tulip	*Calochortus umbellatus*	CNPS4
South Bay Clarkia	*Clarkia concinna* ssp. *automixa*	FC2,CNPS1B
Mt. Hamilton Thistle	*Cirsium fontinale* var. *campylon*	FC2,CNPS1B
Pt. Reyes Bird's Beak	*Cordylantus maritimus* ssp. *palustris*	FC2,CNPS1B
Mt. Hamilton Coreopsis	*Coreopsis hamiltonii*	FC2,CNPS1B
Clay-loving Buckwheat	*Eriogonum argillosum*	CNPS4
Tiburon Buckwheat	*Eriogonum luteolum* var.*caninum*	CNPS3
Hoover's Button-celery	*Eryngium aristulatum* var. *hooveri*	FC2,CNPS4
Fragrant Fritillary	*Fritillaria liliacea*	FC2,CNPS1B
Marsh Gumplant	*Grindelia stricta* var. *angustifolia*	CNPS4
Contra Coast Goldfields	*Lasthenia conjugens*	FC1,CNPS1B
Delta Tule-pea	*Lathyrus jepsonii* ssp. *jepsonii*	FC2,CNPS1B
Arcuate Bush Mallow	*Malacothamnus arcuatus*	CNPS4
Gairdner's Yampah	*Perideridia gairdneri* ssp. *gairdneri*	FC2,CNPS1B
Mt. Diablo Phacelia	*Phacelia phacelioides*	FC2,CNPS1B
Hairless Popcorn Flower	*Plagiobothrys glaber*	FC2,CNPS1A
Lobb's Aquatic Buttercup	*Ranunculus lobbii*	CNPS4
Rock Sanicle	*Sanicula saxatilis*	FC2,CNPS1B
Uncommon Jewelflower	*Streptanthus albidus* ssp. *peramoenus*	FC2,CNPS1B

APPENDIX H

Federal Candidates and California Native Plant Society Rare and Endangered Plant Listings

Common Name	Scientific Name	Status
Mt. Hamilton Jewelflower	*Streptanthus callistus*	FC2,CNPS1B
Showy Indian Clover	*Trifolium amoenum*	FC2,CNPS1B
Caper-fruited Tropidocarpum	*Tropidocarpum capparideum*	FC2,CNPS1A

Source: *California Native Plant Society's Inventory* (1993), Response by U.S. Fish and Wildlife Service to General Plan Notice of Preparation (January, 1993), California Natural Diversity Data Base Reports for the San Jose Area.

Abbreviations:

FE Listed as Endangered by the Federal government.
PFE Proposed for listing as Endangered by the Federal government.

FC1 Designated as a Category 1 Candidate for Federal listing as Endangered or Threatened
FC1R Recommended as a Category 1 Candidate for Federal listing as Endangered or Threatened
FC2 Designated as a Category 2 Candidate for Federal listing as Endangered or Threatened

"CNPS" Refers to species and subspecies listed in the California Native Plant Society's *Inventory of Rare and Endangered Vascular Plants of California* (1993). Designations listed below are from the *Inventory*.

CNPS1A Plants presumed extinct in California
CNPS1B Plants, rare, threatened, or endangered in California and elsewhere.
CNPS3 Plants about which we need more information; a review list.
CNPS4 Plants of limited distribution; a watch list.

SAN JOSE 2020 GENERAL PLAN

Appendix I

Transportation Bicycle Network

Adopted August 16, 1994

Department of Planning, Building and Code Enforcement ● City of San José, California

TRANSPORTATION BICYCLE NETWORK

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
1st Street (EBL)	Brokaw Road	Highway 237
1st Street (FBF)	Grand Boulevard	Highway 237
3rd Street (FBF)	E. Mission Street	Humbolt Street
4th Street (FBF)	US 101	Reed Street
7th Street (EBL)	San Carlos Street	Tully Road
7th Street (EBL)	St. John Street	San Fernando Street
10th Street (EBR)	Taylor Street	Tully Road
10th Street (EBL)	Old Bayshore Highway	Taylor Street
11th Street (EBR)	Hedding Street	Humbolt Street
12th Street (FBF)	Margaret Street	Story Road
16th Street (FBF)	San Carlos Street	Margaret Street
17th Street (EBL)	Hedding Street	Santa Clara Street
17th Street (FBF)	San Carlos Street	Santa Clara Street
21st Street (EBL)	Santa Clara Street	E. William Street
21st Street (EBL)	Taylor Street	Julian Street
22nd Street (FBF)	Taylor Street	Empire Street
Aborn Road (EBL)	Capitol Expressway	San Felipe Road
Airport Boulevard (EBR)	Ewert Road	Airport Parkway
Airport Parkway (FBF)	Airport Boulevard	North 1st Street
Alma Avenue (FBF)	10th Street	Senter Road
Almaden Avenue (FBF)	Grant Street	Willow Street
Almaden Boulevard (FBF)	Grant Street	E. San Carlos Street
Almaden Boulevard (FBF)	Santa Clara Street	Highway 280

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Autumn Street (EBR)	Santa Clara Street	Montgomery Street
Autumn Street (FBF)	West Julian Street	The Alameda
Balbach Street (FBF)	Almaden Boulevard	Market Street
Bascom Avenue (FBF)	250' northerly of Hamilton Avenue	Fruitdale Avenue
Bascom Avenue (FBF)	300' north of Dry Creek Road	Samaritan Drive
Bascom Avenue (FBF)	Moorpark Avenue	San Carlos Street
Bascom Avenue (FBF)	Newhall Street	Stevens Creek Boulevard
Berger Drive (EBL)	Gish Road	Oakland Road
Berryessa Road (EBL)	State Route 101	Capitol Avenue
Beswick Drive (EBL)	Blossom Hill Road	Cottle Road
Bird Avenue (EBR)	Minnesota/Alma Streets	Malone Road
Bird Avenue (EBR)	Willow Street	San Carlos Street
Blossom Avenue (EBL)	Blossom Hill Road	Santa Teresa Boulevard
Blossom Hill Road (EBL)	Almaden Expressway	Snell Avenue
Blossom Hill Road (FBF)	Snell Avenue	Beswick Avenue
Bollinger Road (FBF)	DeAnza Boulevard	Blaney Avenue
Bollinger Road (south side only) (EBL)	Lawrence Expressway	Blaney Avenue
Branham Lane (EBL)	Cherry Avenue	Monterey Highway
Branham Lane (FBF)	Over Highway 101	
Brokaw Road (EBL)	North 1st Street	Oakland Road
Cahalan Avenue (EBL)	Santa Teresa Boulevard	Blossom Hill Road
Calero Avenue (EBL)	Allen Avenue	Snell Avenue
Camden Avenue (EBL)	Meridian Avenue	Almaden Expressway
Camden Avenue (FBF)	Hillsdale Avenue	Blossom Hill Road

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Campbell Avenue (EBL)	10' easterly of the centerline of Superior Drive	155' easterly of the centerline of Abbey Lane
Campbell Avenue (EBL)	Saratoga Avenue	380' easterly of Woodglen Drive
Capitol Avenue (EBL)	Berryessa Road	Capitol Expressway
Capitol Avenue (EBL)	Trimble Road	Berryessa Road
Charcot Avenue (FBF)	N. 1st Street	Otoole Avenue
Cherry Avenue (EBL)	Curtner Avenue	Almaden Expressway
Chynoweth Avenue (EBR)	Winfield Boulevard	State Route 87 Bike Path
Clayton Road (FBF)	Story Road	Mt. Pleasant Road
Coleman Avenue (FBF)	DeLaCruz Boulevard	Market Street
Coleman Avenue (FBF)	Taylor Street	Guadalupe River Trail
Coleman Road (EBL)	Camden Avenue	Santa Teresa Boulevard
Cottle Road (EBL)	Curie Drive	Santa Teresa Boulevard
Cottle Road (FBF)	Santa Teresa Boulevard	Poughkeepsie Road
Cropley Avenue (EBL)	Morrill Avenue	Piedmont Road
Cropley Avenue (FBF)	Montague Expressway	Morrill Avenue
Cunningham Avenue (EBL)	King Road	Tymn Way
Curtner Avenue (EBL)	Monterey Highway	Leigh Avenue
Curtner Avenue (FBF)	Bascom Avenue	Leigh Avenue
Daniel Way (FBF)	Downing Avenue	Williams Road
DeAnza Boulevard (FBF)	Rainbow Drive	Prospect Road
Downing Avenue (FBF)	Thornton Way	Daniel Way
Doyle Road (EBL)	Saratoga Avenue	Happy Valley Avenue
E. San Carlos Street (FBF)	Market Street	4th Street

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Fleming Avenue (FBF)	Alum Rock Avenue	Morrie Drive
Flickinger Road (EBL)	Hostetter Road	Berryessa Road
Forest Avenue (FBF)	Winchester Boulevard	N. Bascom Avenue
Fruitdale Avenue (FBF)	Bascom Avenue	Southwest Expressway
Fruitdale Avenue (FBF)	Meridian Avenue	Race Street
Fruitdale Avenue (FBF)	Southwest Expressway	Meridian Avenue
Gold Street (FBF)	Taylor Street	SR 237
Goodyear Street (FBF)	Lick Avenue	Market Street
Graham Street (FBF)	Willow Street	Keyes Street
Grand Boulevard (FBF)	N. 1st Street	Easterly City Limit
Grant Street (FBF)	Vine Street	Almaden Avenue
Hamilton Avenue (EBL)	Campbell Avenue	230' easterly of Beck Drive
Headquarters Drive (EBR)	N. 1st Street	Holger Way
Hedding Street (EBL)	17th Street	State Route 101
Hedding Street (FBF)	Winchester Boulevard	17th Street
Hillsdale Avenue (FBF)	Leigh Avenue	Almaden Expressway
Holger Way (EBR)	Headquarters Drive	Zanker Road
Hostetter Road (EBL)	Lundy Avenue	Capitol Avenue
Hostetter Road (EBL)	Morril Avenue	Sierra Creek Way
Humbolt Street (EBR)	10th Street	11th Street
Jackson Avenue (FBF)	San Antonio Road	Story Road
Jackson Avenue (EBL)	Alum Rock Avenue	San Antonio Street
Jackson Avenue (EBL)	Berryessa Road	Commodore Drive
Jackson Avenue (EBL)	Mabury Road	McKee Road

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Jackson Avenue (west side) (EBR)	Commodore Drive	Mabury Road
Jackson Avenue (east side only) (EBL)	Commodore Drive	Mabury Road
Jackson Avenue (EBR)	McKee Road	Alum Rock Avenue
Johnson Avenue (EBL)	Bollinger Road	Prospect Road
Junction Avenue (FBF)	Zanker Road	Brokaw Road
Keyes Street (EBL)	5th Street	Senter Road
Keyes Street (FBF)	Market Street	5th Street
Keyes Street (FBF)	Graham Street	1st Street/Monterey Highway
King Road (FBF)	Berryessa Road	Capitol Expressway
Kingman Avenue (FBF)	Leigh Avenue	Moorpark Avenue
Lean Avenue (EBL)	Blossom Hill Road	Chynoweth Avenue
Leigh Avenue (EBL)	Curtner Avenue	Blossom Hill Road
Leigh Avenue (FBF)	Curtner Avenue	Southwest Expressway
Leigh Avenue (FBF)	Southwest Expressway	Parkmoor Avenue
Lick Avenue (FBF)	Willow Street	Goodyear Street
Lincoln Avenue (EBR)	Curtner Avenue	Malone Road
Lincoln Avenue (FBF)	Coe Avenue	Park Avenue
Lincoln Avenue (FBF)	Willow Street	Coe Avenue
Los Esteros Road (FBF)	Zanker Road	Grand Boulevard
Los Gatos-Almaden Road (EBL)	Harwood Road	Westerly City Limit
Lundy Avenue (EBL)	Trade Zone Boulevard	Berryessa Road
Mabury Road (EBL) (South Side)	Penitencia Creek	Jackson Avenue

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Mabury Road (EBR) (North Side)	Penitencia Creek	Jackson Avenue
Mabury Road (EBL)	Jackson Avenue	White Road
Mabury Road (EBL)	21st Street	Capitol Avenue
Mabury Road (EBL)	Capitol Avenue	White Road
Mabury Road (FBF)	Capitol Avenue	21st Street
Malone Road (EBR)	Lincoln Street	Bird Avenue
Margaret Street (FBF)	16th Street	10th Street
Marten Avenue (EBL)	Mt. Pleasant Road	White Road
McAbee Road (EBL)	Almaden Expresssway	Camden Avenue
McKee Road (FBF)	21st Street	White Road
McLaughlin Avenue (FBF)	East William Street	Tully Road
Meridian Avenue (FBF)	Fruitdale Avenue	Park Avenue
Meridian Avenue (EBL)	Coleman Road	Camden Avenue
Meridian Avenue (FBF)	Fruitdale Avenue	Willow Street
Miller Avenue (EBL)	Bollinger Road	Prospect Road
Minnesota/Alma Streets (EBR)	Bird Avenue	State Route 87/Alma Light Rail Station
Monroe Street (FBF)	Newhall Street	Forest Avenue
Monterey Highway (EBL)	Tully Road	Metcalf Road
Monterey Highway (FBF)	Humbolt Street	Tully Road
Montgomery Street (EBR)	Santa Clara Street	San Carlos Street
Moorpark Avenue (FBF)	Winchester Boulevard	Williams Road
Moorpark Avenue (EBL)	Williams Road	Lawrence Expressway
Moorpark Avenue (FBF)	Winchester Boulevard	Kingman Avenue
Morrill Avenue (FBF)	Landess Avenue	Berryessa Road

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Murphy Avenue (EBL)	Oakland Road	Lundy Avenue
N. 10th Street (EBL)	Old Bayshore Highway	Taylor Street
N. 1st Street (EBL)	Brokaw Road	State Route 237
N. Jackson Avenue (west side only) (EBR)	Commodore Drive	Mabury Road
Nagley Avenue (FBF)	N. Bascom Avenue	The Alameda
Narvaez Avenue (EBL)	Branham Lane	Canoas Creek
Nieman Boulevard (FBF)	Capitol Expressway	Yerba Buena Road
North 1st Street (FBF)	Grand Boulevard	State Route 237
North Autumn Street (FBF)	West Julian Street	The Alameda
North San Pedro Street (FBF)	Ryland Street	E. Julian Street
Oakland Road (EBL)	Montague Expressway	Bayshore Freeway
Oakland Road (FBF)	Commercial Street	Hedding Street
Ocala Avenue (EBL)	King Road	White Road
Old Bayshore Highway (EBL)	Zanker Road	N. 10th Street
Old Piedmont Road (EBR)	Landess Avenue	Piedmont Road
Orchard Parkway (FBF)	N. 1st Street	Guadalupe Parkway
O'toole Avenue (FBF)	Montague Expressway	Charcot Avenue
Park Avenue (EBL)	Naglee Avenue	Race Street
Park Avenue (FBF)	Autumn Street	Market Street
Park Avenue (FBF)	Hedding Street	Taylor Street
Park Avenue (FBF)	Meridian Avenue	Autumn Street
Parkmoor Avenue (FBF)	Winchester Boulevard	Lincoln Avenue
Payne Avenue (EBL)	Winchester Boulevard	San Tomas Aquino Road

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Pearl Avenue (EBL)	Capitol Expressway	Branham Lane
Pearl Avenue (FBF)	Branham Lane	Chynoweth Avenue
Penitencia Creek Road (FBF)	Piedmont Road	Dorel Drive
Penitencia Creek Road (EBL)	Piedmont Road	Capitol Avenue
Piedmont Road (EBL)	Landess Avenue	Penitencia Creek Road
Plumeria Drive (FBF)	Montague Expressway	N. 1st Street
Prospect Road (FBF)	DeAnza Boulevard	Blaney Avenue
Prospect Road (north side only) (EBL)	Blaney Avenue	Lawrence Expressway
Quimby Road (FBF)	Tully Road	White Road
Quito Road (FBF)	Mc Coy Avenue	Westmont Avenue
Quito Road (FBF)	Saratoga Avenue	Cox Avenue
Race Street (FBF)	Fruitdale Avenue	The Alameda
Rainbow Drive (EBL)	Saratoga-Sunnyvale Road	Johnson Avenue
Redmond Avenue (EBL)	Coleman Road	Camden Avenue
Ringwood Avenue (FBF)	Trade Zone Boulevard	Murphy Avenue
River Oaks Parkway (FBF)	Westerly City Limit	N. 1st Street
River Oaks Parkway (FBF)	North First Street	Montague Expressway
Ruby Avenue	Kohler Drive	Tully Road
Ryland Street (FBF)	Santa Teresa Street	N. San Pedro Street
S. De Anza Boulevard (EBL)	State Route 85	Bollinger Road
S. Jackson Avenue (EBR)	McKee Avenue	Alum Rock Avenue
San Antonio Street (EBL)	King Road	Jackson Avenue
San Felipe Road (EBL)	Aborn Road	Yerba Buena Road

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
San Fernando Street (FBF)	11th Street	17th Street
San Fernando Street (FBF)	Autumn Street	11th Street
San Fernando Street (FBF)	Highway 87 Overpass	10th Street
San Pedro Street (FBF)	Ryland Street	E. Julian Street
San Tomas Aquino Road (EBL)	Payne Avenue	Saratoga Avenue
Santa Teresa Boulevard (EBL)	State Route 87 On-Ramp	Bailey Avenue
Saratoga Avenue (FBF)	300' south of Quito Road	Stevens Creek Boulevard
Senter Road (EBL)	Keyes Street	Singleton Road
Senter Road (EBR)	Singleton Road	Sylvandale Avenue
Senter Road (FBF)	Sylvandale Avenue	Monterey Highway
Sierra Road (FBF)	Piedmont Road	Araujo Street
Skyport Drive (FBF)	Highway 87	North 1st Street
Snell Avenue (EBL)	Blossom Hill Road	Capitol Expressway
Snell Avenue (EBL)	Santa Teresa Boulevard	Curie Drive
Snell Avenue (FBF)	Blossom Hill Road	Santa Teresa Boulevard
Southwest Expressway (FBF)	Bascom Avenue	Fruitdale Avenue
Stevens Creek Boulevard (FBF)	Lawrence Expressway	N. Bascom Avenue
Stevens Creek Boulevard (south side only) (EBL)	Stern Avenue	Lawrence Expressway
Stockton Avenue (FBF)	Hedding Street	The Alameda
Stockton Avenue (FBF)	Emory Street/College Park Caltrain	The Alameda
Stokes Street (EBR)	Southwest Expressway	Bascom Avenue
Story Road (FBF)	Senter Road	Clayton Road

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Tasman Drive (EBL)	Westerly City Limit	Zanker Road
Tasman Drive (FBF)	Zanker Road	Easterly City Limit
Taylor Street (FBF)	The Alameda	21st Street
Taylor Street (FBF)	North First Street	Coleman Avenue
Technology Drive (FBF)	Airport Parkway	Sonora Avenue
The Alameda (FBF)	Northerly City Limit	Hedding Street
The Alameda (EBR)	Hedding Street	Autumn Street
Toyon Avenue (FBF)	McKee Road	Penitencia Creek Road
Trimble Road (EBL)	Seaboard Avenue	Montague Expressway
Trinidad Drive (EBL)	Camden Avenue	Almaden Expressway
Tully Road (EBL)	Monterey Highway, north	Quimby Road
Tully Road (FBF)	Quimby Road	White Road
Via Valiente (EBL)	Camden Avenue	Almaden Expressway
Vine Street (FBF)	Grant Street	Willow Street
Washington Street (FBF)	4th Street	21st Street
West Julian Street (FBF)	The Alameda	Autumn Street
West Julian Street (FBF)	Autumn Street	Market Street
West San Carlos Street (FBF)	N. Bascom Avenue	Market Street
Westmont Avenue (EBL)	Quito Road	London Drive
White Road (EBL)	Ocala Road	Aborn Road
White Road (EBL)	Penitencia Creek Road	McKee Road
White Road (EBR)	McKee Avenue	Ocala Avenue
Williams Road (FBF)	Daniel Road	Winchester Boulevard
Williams Road (EBL)	Winchester Boulevard	Moorpark Avenue

*EBL = Existing Bicycle Lane	**Bycicle Facilities*** EBR = Existing Bicycle Route	FBF = Future Bicycle Facility
STREET	**BEGIN**	**END**
Willow Street (EBL)	100' westerly of Norman Avenue	Pepitone Avenue
Willow Street (FBF)	Lick Avenue	Graham Street
Winchester Boulevard (EBL)	Hamilton Avenue	Payne Avenue
Winchester Boulevard (FBF)	Stevens Creek Boulevard	Payne Avenue
Winfield Boulevard (EBL)	Blossom Hill Road	Coleman Road
Winfield Boulevard (FBF)	Coleman Road	Almaden Expressway
Winfield Boulevard (EBR)	Blossom Hill Road	Chynoweth Avenue
Woz Way	Auzerais Avenue	Almaden Boulevard
Yerba Buena Avenue (EBL)	Forestwood Drive	Greenleaf Lane
Yerba Buena Road (EBL)	San Felipe Road	3,900' east
Yerba Buena Road/ Sylvandale Avenue (EBL)	Senter Road	McLaughlin Avenue
Zanker Road (EBL)	State Route 237	Old Bayshore Highway
Zanker Road (FBF)	State Route 237	Los Esteros Road

SAN JOSE 2020 GENERAL PLAN

Appendix J

Priority Areas Network

Adopted January 16, 2004

Department of Planning, Building and Code Enforcement ● City of San José, California

EXISTING PEDESTRIAN CORES
Downtown Core
Communications Hill Specific Plan Area
Evergreen Village
Alviso Village
Midtown Specific Plan Area
Diridon Station Area
Existing and Proposed Light Rail Stations
Proposed BART Stations

PEDESTRIAN CORRIDORS	BEGIN	END
Alum Rock Avenue	Capitol Expressway	U.S. 101
Auzerais Avenue	Woz Way	Meridian Avenue
Balbach Street	South Market Street	Almaden Boulevard
Berryessa Road	U.S. 101	Capitol Expressway
East San Fernando Street	South Seventeenth Street	South Fourth Street
Gifford Street	West San Fernando Street	Auzerais Avenue
Hedding Street	North First Street	U.S. 101
Jackson Street	North Seventeenth Street	North First Street
Keyes Street	Senter Road	South First Street
King Road	Alum Rock Avenue	Story Road
Lincoln Avenue	Coe Avenue	Minnesota Avenue
Martha Street	South Seventh Street	South First Street
Martha Street	Kelly Park	South Seventh Street
North Eleventh Street	Hedding Street	East Santa Clara Street
North First Street	Tasman Drive	Hedding Street
North Fourth Street	Hedding Street	East Santa Clara Street

EXISTING PEDESTRIAN CORES
Downtown Core
Communications Hill Specific Plan Area
Evergreen Village
Alviso Village
Midtown Specific Plan Area
Diridon Station Area
Existing and Proposed Light Rail Stations
Proposed BART Stations

PEDESTRIAN CORRIDORS	BEGIN	END
North Thirteenth Street	Hedding Street	Jackson Street
Reed Street	U.S. 101	Race Street
Santa Clara Street	U.S. 101	Interstate 880
Scott Street	Willard Avenue	Interstate 880
South Bascom Avenue	Stevens Creek Boulevard	Hamilton Avenue
South Eleventh Street	East Santa Clara Street	Interstate 280
South Fifth Street	East Santa Clara Street	San Jose State Campus
South Seventh Street	Interstate 280	East Alma Street
South Seventh Street	East Santa Clara Street	Interstate 280
Southwest Expressway	Interstate 280	South Bascom Avenue
Story Road	Capitol Expressway	Lucretia Avenue
Taylor Street	North Seventeenth Street	North First Street
Tully Road	Capitol Expressway	Lucretia Avenue
West San Carlos Street/ Stevens Creek Blvd.	Dupont Street	Winchester Boulevard
Winchester Boulevard	Stevens Creek Boulevard	Hamilton Avenue