



**Tracking of Task Force Comments on the  
Guidelines for Land Use/Transportation Scenarios  
September 15, 2008**

**A. INTERCONNECTED CITY**

**Guideline #2**

**Previous Guideline Text**

2. Locate \_\_ % (TBD) of new residential and employment growth within existing, planned, and proposed transit corridors, focusing on areas close to transit stations.

**Task Force Comments**

- Need to determine which proposed transportation corridors will realistically be developed with transit within the lifetime of the Envision San Jose General Plan. New high density development often occurs prior to the installation of “funded” transit improvements.
- Fund transit before significant new transit oriented development is permitted to occur along a give corridor. *(The issue of the phasing of development will be discussed later in the Envision San Jose process.)*
- The General Plan should plan where high density development should go with transit then following.
- Incentive for employers that want to provide shuttle buses. *(Comment referred to the development of Transportation goals and policies.)*
- If development were not allowed to take place prior to transit, transit would never happen. We should be visionary and determine where transit should occur.
- A definition of “close to transit stations” needs to be provided. *(See proposed modification to guideline below.)*

**Proposed Modifications to Guideline**

2. Locate \_\_ % (TBD) of new residential and employment growth within existing, planned, and proposed transit corridors, focusing on areas close (i.e. between 2000 and 3000 feet) to transit stations.

**Guideline #6**

**Previous Guideline Text**

6. Create a recognizable identity for San Jose by improving the streets and their public and private realm that link our diverse “neighborhood villages” and “regional hubs,” including Downtown.

### **Task Force Comments**

- The development along these corridors is also important. These major streets or corridors should have an identity that contributes to the identity of the city and the communities adjacent to these corridors. The General Plan should include a new designation on the transportation land use diagram for landmark streets and then streets should have street specific design guidelines. *(See proposed modification to guideline below. Comment will be referred to the development of the Land Use and Transportation Diagram for Envision San Jose 2040.)*

### **Proposed Modifications to Guideline**

6. Create a positive identity for San Jose by creating a consistent urban design character for each of the major corridors that connect San Jose's "neighborhood villages" and regional hubs and link San Jose with its neighboring cities.

### **Task Force General Comments**

- Ridgelines (continuity of undeveloped top of hills), tree formations, river formations, etc. are a valuable asset that should be integrated into guidelines (natural attributes). *(See proposed new Guideline below.)*
- Need to protect and enhance natural features as amenities that can link San Jose together and can help create an identity for the city as a whole, as well as individual communities within the city. *(See proposed new Guideline below.)*

### **Proposed New Guidelines**

7. Reinforce riparian corridors and enhance open spaces and natural features that can weave the many varied areas of the city together.
18. Protect and enhance the natural open space areas (i.e. creeks, hillsides, ridge lines and baylands) that contribute to a positive identity for San Jose.

## **B. INNOVATIVE ECONOMY**

### **Guideline #11**

#### **Previous Guideline Text**

11. Ensure that the General Plan provides the type and quantity of lands necessary to meet the projected needs of businesses that drive innovation.

#### **Task Force Comment**

- Critical to accommodate small businesses. *(Comment referred to development of Economic goals and policies.)*
- Combine Guidelines 9 and 11 given that there is overlap. *(Guideline 9 addresses the need of employment lands in general, where as Guideline 11 specifically address the land use needs of driving industries. Given this, staff is proposing not to combine these Guidelines 9 and 11.)*

### **Proposed Modifications to Guideline**

No change proposed

### **Guideline #13**

#### **Previous Guideline Text**

13. Reinforce Downtown, North San Jose, Edenvale, and the Monterey Corridor as key employment areas.

#### **Task Force Comments**

- There are entitlements for research and development uses already approved in Coyote Valley. Why is Coyote not included as an key employment area. *(The approved research and development uses in North Coyote are allowed to move forward with development. North Coyote however is not currently proposed to be a key employment area. The future of the whole of Coyote (i.e. North Coyote, the Urban Reserve and the greenbelt) will be discussed as part of the Envision San Jose process. We anticipate that there will be scenarios “with” and “without” the development of Coyote.)*
- Need to plan employment along other corridors (e.g. eBay) and within existing communities. *(See Guidelines 3, 4, and 8)*

### **Proposed Modifications to Guideline**

No change proposed

#### **General Task Force Comments**

- Historic building and resources give us sense of place, but also have an economic value. Language should be enhanced. *(Comment not directly tied to where growth should be located and will therefore be referred to the development of goals and policies.)*
- Need to recognize that tourism has an economic value. *(Comment will be referred to the development of goals and policies.)*

## **C. ENVIRONMENTAL LEADERSHIP**

### **Guideline #19**

#### **Previous Guideline Text**

19. To implement AB32, the California Global Warming Solutions Act, establish a land use/transportation fabric that achieves a \_\_ (TBD) reduction in motor vehicle miles traveled and a \_\_\_ (TBD) reduction in the emission of greenhouse gases from motor vehicles.

#### **Task Force Comments**

- In addition to automobiles, there are a number of other sources of greenhouse gases, including stationary sources (e.g. buildings). Guidelines should state that greenhouse gases from both mobile & stationary sources will be reduced. *(While it is true that there are multiple sources of green house gases, these Guidelines are intended to guide where growth in San Jose should occur. The primary impact that the location of growth can have upon green house gas emission is*

*in the amount of motor vehicle miles traveled. As part of the development of goals and policies, the Task Force and staff will discuss the development of goals and policies to reduce green house gas emissions from all sources, including buildings.*

### **Proposed Modifications to Guideline**

No change proposed

### **Guideline #20**

#### **Previous Guideline Text**

20. Protect and enhance existing riparian corridors within the Urban Growth Boundary and within documented habitat areas outside of the Urban Growth Boundary.

#### **Task Force Comments**

- Need to strengthen language regarding the protections of riparian corridors. (*Comment referred to the development of goals and policies.*)

### **Proposed Modifications to Guideline**

No change proposed

### **Guideline #21**

#### **Previous Modifications to Guideline**

21. Create opportunities for uses that support a self-sufficient city in terms of energy generation, and resource use and conservation, including water conservation and supply.

#### **Task Force Comments**

- Keep “recycling” in this guideline. (*“Waste management” is proposed to be put back in this guideline. Waste management includes recycling, with recycling being a key component of waste management and therefore recycling is not proposed to also be put back into the guideline.*)
- Encourage new developments to capture storm water in small basins within the development. (*Comment referred to the development of goals and policies.*)

### **Proposed Modification to Guideline**

21. Create opportunities for uses that support a self-sufficient city in terms of waste management, energy generation, and resource use and conservation, including water conservation and supply

## **D. HEALTHY NEIGHBORHOODS**

### **Guideline # 22**

#### **Previous Guideline Text**

22. Promote the public health of the City's residents by developing a land use/transportation framework that promotes walking, biking and the use of public transit, and facilitates access to parks and recreation opportunities.

#### **Task Force Comments**

- Promote human interaction as part of healthy neighborhoods. (*See proposed modification to Guideline below.*)

#### **Proposed Modification to Guideline**

22. Promote the public health of the City's residents by developing a land use/transportation framework that promotes walking, biking and the use of public transit, and facilitates access to parks, recreation opportunities and community gathering spaces that allow for increased interaction with neighbors.

## **E. QUALITY SERVICES**

### **Guideline #24**

#### **Previous Guideline Text**

24. Locate growth in developed areas where existing infrastructure (e.g., sewers, water lines, and transportation facilities), and City facilities and services (e.g., libraries, parks and public safety) are already available, resulting in maximum efficiency.

#### **Task Force Comments**

- Locate growth preferentially in developed areas. This is too general. Language should be stronger.

#### **Proposed Modification to Guideline**

24. ~~Locate~~ Focus growth in developed areas where existing infrastructure (e.g., sewers, water lines, and transportation facilities), and City facilities and services (e.g., libraries, parks and public safety) are already available, resulting in maximum efficiency.

### **Guideline #25**

#### **Previous Guideline Text**

25. Provide adequate land for schools, health care facilities, places of worship, and other community activities.

#### **Task Force Comment**

- Language should be added regarding the need to create public/private partnerships to provide these facilities and services. (*Comment is not tied to the development of the land use/transportation diagram. Comment will be referred to the development of goals and policies.*)

### **Proposed Modifications to Guideline Text**

No change proposed

### **Guideline #28**

#### **Previous Guideline Text**

28. Do not locate new development in areas that could impact the city's water supply system which includes watersheds, well fields and percolation ponds.

#### **Task Force Comments**

- Guideline is too broad. Watershed should be better defined and guideline should be more specific. Perhaps text should say that sensitive watershed zones should be protected and that development that would impact these sensitive watershed zones can not occur without effective mitigations.
- Clarity needs to be given on where development should or should not occur. Don't want to encourage development in areas that would affect our water supply by including language that development could occur in these areas with mitigation.
- The word "could" should be more clearly defined.

*(After much Task Force and staff discussion it was agreed that this guideline should just be made clearer in its direction. The proposed modification below is intended to provide clarity.)*

### **Proposed Modifications to Guideline Text**

28. Do not locate new development in areas that ~~could~~ would impact the city's water supply system which includes watersheds, well fields and percolation ponds.

#### **Task Comment General Comments**

- There needs to be guideline that states that new development should not overwhelm an area with traffic; need to retain the City's transportation level-of-service standard. *(The City's level of service policy will be discussed at an upcoming Task Force meeting.)*

## **F. VIBRANT ARTS AND CULTURE**

### **Guideline # 29**

29. Enhance neighborhoods and other areas of the City that provide San Jose with a sense of identity and a historic and cultural richness.

#### **Task Force Comments**

- Need to include language regarding the promotion of people having a good time. *(This comment will be referred to the development of goals and policies.)*
- This Guideline should include the word "preserve" and not just enhance. *(See proposed modification below.)*

**Proposed Modifications to Guideline Text**

29. Preserve and enhance neighborhoods and other areas of the City that provide San Jose with a sense of identity and a historic and cultural richness.

**G. DIVERSITY AND SOCIAL EQUITY**

**Guideline #30**

**Previous Guideline Text**

30. Distribute a wide variety of housing types, which meet the needs of an economically, and culturally diverse population.

**Task Force Comments**

- What does “distribute” mean? Does it mean distributing a diversity of housing types throughout the city, or within each community or area? Clarification is needed. *(The Guideline is intended to mean both. See proposed modification below intended for clarification.)*
- Add demographic trends (i.e. aging population) *(See proposed modification below.)*

**Proposed Modifications to Guideline Text**

30. Distribute a wide variety of housing types, both throughout the city as well as within individual communities, which meet the needs of an economically, demographically and culturally diverse population.

**Guideline #32**

**Previous Guideline Text**

32. Distribute parks, libraries, health facilities and other public facilities equitably throughout the city.

**Task Force Comments**

- The word “distribute” is not “right”. There is no more land in parts of the city. Maybe “create”. *(See proposed change below. The goal should be to equitably provide these public facilities throughout the city even though there is very little vacant land in most of San Jose.)*

**Proposed Modifications to Guideline Text**

32. ~~Distribute~~ Locate parks, libraries, health facilities and other public facilities equitably throughout the city.

**TASK FORCE INPUT AND COMMENTS THAT WILL BE REFERED TO THE DEVELOPMENT OF ENVISION SAN JOSE 2040 GOALS AND POLICIES**

**(Note: This list will become an on-going list that will be continuously updated)**

- Incentive for employers that want to provide shuttle buses.
- Critical to accommodate small businesses
- Historic building and resources give us sense of place, but also have an economic value. Language should be enhanced.
- Need to recognize that tourism has an economic value.
- In addition to automobiles, there are a number of other sources of greenhouse gases, including stationary sources (e.g. buildings). Guidelines should state that greenhouse gases from both mobile & stationary sources will be reduced.
- Need to strengthen language regarding the protections of riparian corridors.
- Encourage new developments to capture storm water in small basins within the development.
- Language should be added regarding the need to create public/private partnerships to provide public facilities and services.
- Need to include language regarding the promotion of people having a good time.
- Need to attract well-paying jobs
- Need to address the idea of the home office. More employment will be manifested in the home, not in an industrial park. If the City is going to accommodate 250,000 new jobs, how many are going to be in the neighborhood, and how is that going to affect housing?
- Some of the employment in the City can occur in residential areas. Rather than forcing small businesses to apply for a General Plan amendment, there should be an overlay that allows small businesses to operate in neighborhoods.
- Coyote Valley is not mentioned as an employment area. The existing General Plan designates 50,000 jobs in North Coyote Valley. That was planned 26 years ago and based on the assumption that corporations wanted monolithic development on the peripheral of the City. That type of development does not support our vision.
- Commend addressing heavy and light industrial uses. Manufacturing is a critical piece in California. Should there be protections or incentives on industrial land? Want clean-tech jobs. Clean-tech jobs are high-quality and high-paying jobs.
- Need to identify and address the underserved areas of the city.
- Need to protect health care land and facilities, in terms of employment. (*See Guideline #23*).
- The retail demands of residents of business need to be addressed (*See Guideline #15*).
- Recent retail developments (e.g., The Plant and Market Center shopping centers) do not support a walkable community because they tend to be auto-oriented. Retail developers business plans often conflict with the goal of Envision San Jose 2040. This guideline is not going to be easy to achieve.
- The General Plan should develop strategies to attract people to San Jose.
- Tourism should be addressed. Tourism brings people to the City.

- Some of the employment in the City can occur in residential areas. Rather than forcing small businesses to apply for a General Plan amendment, there should be an overlay that allows small businesses to operate in neighborhoods.
- There are existing planned and proposed transit corridors. But some of the proposed transit corridors do not have funding, so plans are based on something that is not financed. That is not sustainable.
- Need to encourage manufacturing facilities to be a zero-waste business. There is a new industry of small farms that provide produce to restaurants (urban farming). There is a negative environmental consequence of transporting food. Need to address how to support the urban environment diet.
- Need to incorporate the arts community into the economy. Could create arts corridors Downtown. The arts also help the economy.
- Should focus not just on Downtown San Jose. There are other areas of the City that are cultural and symbolic. (*See Guideline #27*).
- There are existing cultural resources. They should be identified and addressed (*See Guideline #27*).
- Need to attract well-paying jobs.
- Coyote Valley is not mentioned as an employment area. The existing General Plan designates 50,000 jobs in North Coyote Valley. That was planned 26 years ago and based on the assumption that corporations wanted monolithic development on the peripheral of the City. That type of development does not support our vision.
- Recent retail developments (e.g., The Plant and Market Center shopping centers) do not support a walkable community because they tend to be auto-oriented. Retail developers business plans often conflict with the goal of Envision San Jose 2040. This guideline is not going to be easy to achieve.
- Need to incorporate the arts community into the economy. Could create arts corridors Downtown. The arts also help the economy.
- Need to encourage manufacturing facilities to be a zero-waste business.
- There is a new industry of small farms that provide produce to restaurants (urban farming). There is a negative environmental consequence of transporting food. Need to address how to support the urban environmental diet. (*See Guideline #21*).
- The proximity of healthy foods to residential neighborhoods should specify an acceptable radius to healthy foods.
- Guideline #21 should incorporate stronger language along the following lines: “San Jose should pursue a sustainable food system that provides access to affordable, healthy and culturally appropriate food.” (*See Guideline #21*).
- Community gardens should not be taken out for the development of a library.
- Pocket gardens on smaller parcels within neighborhoods would allow residents to walk to them addressing several needs at the same time.
- Should focus not just on Downtown San Jose. There are other areas of the City that are cultural and symbolic (*See Guideline #5*).

- There are existing cultural resources. They should be identified and addressed.

**TASK FORCE INPUT AND COMMENTS THAT WILL BE REFERED TO THE  
DEVELOPMENT OF ENVISION SAN JOSE 2040 PERMORMANCE MEASURES  
(Note: This list will become an on-going list that will be continuously updated)**

- Need to perform midterm checks on the progress of goals.
- Improving the fiscal health of the City should be a guideline that every decision is measured against.

**TASK FORCE INPUT AND COMMENTS THAT WILL BE REFERED TO THE  
DEVELOPMENT OF ENVISION SAN JOSE 2040 LAND USE SCENARIOS  
(Note: This list will become an on-going list that will be continuously updated)**

- Fund transit before significant new transit oriented development is permitted to occur along a give corridor.
- The General Plan should plan where high density development should go with transit then following.
- If development were not allowed to take place prior to transit, transit would never happen. We should be visionary and determine where transit should occur.
- Would like to see scenarios that include Coyote Valley and do not include Coyote Valley. Building out Coyote Valley the way it is planned now does not meet our goals.
- With the projected growth the city should have a vision for additional new parks. The north, south, east and west areas of the city should each have a major park creating dynamic open spaces for these areas of the city and complementing the central Guadalupe River Park.