

CITY OF SAN JOSÉ, CALIFORNIA  
Department of Planning, Building and Code Enforcement  
801 North First Street, Room 400  
San José, California 95110-1795

Hearing Date/Agenda Number  
June 6, 2005 Item: 7.a.4.

File Number GP04-02-02 and GPT04-02-02

Application Type  
General Plan amendment and General  
Plan Text amendment

Council District 2

Major Thoroughfares Map Number 130

Assessor's Parcel Number(s) VARIOUS

**GENERAL PLAN  
TRANSPORTATION  
AMENDMENT AND GENERAL  
PLAN TEXT AMENDMENT  
STAFF REPORT  
SPRING 2005 HEARING**

PROJECT DESCRIPTION

Completed by: Elena Lee

Location: Generally bounded by Cottle Road to the west, Poughkeepsie Road/Boulder Boulevard to the north, Monterey Highway to the east, State Route 85 to the south

Gross Acreage: 411

Net Acreage: 411

Net Density: N/A

Existing Zoning: IP Industrial Park

Existing Use: Industrial

Proposed Zoning: IP(PD) Planned Development

Proposed Use: Industrial, Residential and Commercial

GENERAL PLAN

Completed by: EL

Land Use/Transportation Diagram Designation

Existing: No designated streets. Proposed: New General  
Plan Designated Streets

Project Conformance:

Yes  No

See Analysis and Recommendations

SURROUNDING LAND USES AND ZONING

Completed by: EL

North: Industrial, Commercial and  
Residential

IP Industrial Park, A(PD) Planned Development, CN Commercial  
Neighborhood, and R-MH Residential

East: Industrial, Commercial and  
Residential

A(PD) Planned Development, IP Industrial Park, R-MH Residential  
and R-1-8 (CL) Residential

South: Industrial, Hospital/  
Institutional, and Residential

IP Industrial Park, A(PD) Planned Development and LI(PD)  
Planned Development

West: Commercial, Industrial and  
Residential

LI Light Industrial, A(PD) Planned Development, R-M Residential,  
CN Commercial Neighborhood, CG Commercial General

ENVIRONMENTAL STATUS

Completed by: EL

Environmental Impact Report found complete (pending)

Negative Declaration circulated on

Negative Declaration adopted on

Exempt

Environmental Review Incomplete

FILE HISTORY

Completed by: EL

Annexation Title: Monterey Park No. 7,62,77; Oakgrove No. 58

Date: 2/1/55, 6/24/66, 8/15/75, 3/20/79

PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

Approval  
 Approval with Conditions  
 Denial

Date: \_\_\_\_\_

Approved by: \_\_\_\_\_

Action

Recommendation



	<b>6 lanes</b>	<b>(Arterial 115'-130')</b>	<b>Poughkeepsie</b>
	<b>4 lanes</b>	<b>(Arterial 80'-106')</b>	<b>Great Oaks</b>
	<b>2 lanes</b>	<b>(Collector 60'-90')</b>	<b>Manassas</b>

**Department of Transportation  
May 2005**

**Note: Street alignments shown are conceptual only.  
Actual alignment to be established at the site plan stage.**

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 APPLICANT/OWNER/DEVELOPER
 

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Hitachi GST  
 Attn: Kyle McElroy  
 5600 Cottle Road  
 San José, CA 95153

Ken Kay and Associates  
 Attn: Jason Victor  
 1045 Sansome Street, Suite 321  
 San Francisco, CA 94111

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 PUBLIC AGENCY COMMENTS RECEIVED
 

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 Completed by: EL
 

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 Department of Public Works
 

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See attached memorandum

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 Other Departments and Agencies
 

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 GENERAL CORRESPONDENCE
 

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 ANALYSIS AND RECOMMENDATIONS
 

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## **BACKGROUND**

City of San Jose Planning staff is requesting a General Plan amendment and a General Plan Text amendment to designate one or more arterials on a 332-acre site. This General Plan amendment is being requested to facilitate the development of the Hitachi project, GP04-02-01 and PDC04-031. Hitachi Global Storage Technology (Hitachi) has concurrently filed a General Plan amendment to change the land use designation from Industrial Park to Mixed Use With No Underlying Designation and a Planned Development Rezoning from IP Industrial Park to IP(PD) Planned Development Zoning District to allow the reconfiguration and entitlement of up to 3.6 million square feet of industrial park uses, up to 2,930 residential units, up to 460,000 square feet of commercial uses and up to 13 acres combined of Public/Quasi-Public (approximately 3 acres) and Public Park and Open Space (approximately 10 acres) uses on a 332-acre site.

The General Plan amendments, Edenvale Area Development Policy Modification, Development Agreement and Planned Development Zoning for the Hitachi project are all scheduled to be heard concurrently with the subject General Plan amendment for the addition to the General Plan street network at the June 6, 2005 Planning Commission hearing and the June 21, 2005 City Council hearing.

### **Site Location and Description**

The subject area includes the 332-acre site Hitachi campus located at 5600 Cottle Road and the 79-acre iStar parcel located directly to the south. The 332-acre Hitachi campus and the 79-acre iStar site were part of the original IBM campus. The properties are bounded by Monterey

Highway and Union Pacific Railroad tracks to the north, State Route 85 to the south, and Cottle Road, Poughkeepsie Road, and Boulder Boulevard to the west. The project site is located in the Edenvale Redevelopment area. The Edenvale Redevelopment area, which is approximately 2,312 acres in size, was established in 1979 and 1981 to house driving industry and business support uses. The Hitachi site, which is gated and closed to the public, is currently developed with approximately 3.7 million square feet of industrial uses. The iStar site is mostly undeveloped. Existing uses on the site include a historic fruit dehydration facility, abandoned orchards and the IBX data storage center facility.

### **Project Description**

The staff initiated General Plan amendments address the transportation needs created by the Hitachi project. As staff is tasked with providing an adequate transportation system for the future, staff has also addressed the potential impacts created by the Planned Development Zoning (PDC04-100) and General Plan amendment (GP03-02-05) for up to one million square feet of industrial uses and up to 450,000 square feet of commercial uses proposed for the iStar project. The General Plan Text amendment would identify the new Major Collector Streets in Appendix E. The General Plan contains a Transportation Diagram to provide a planned transportation network that is consistent with the planned development anticipated by the proposed General Plan amendment. This ensures that the City's transportation system will continue to facilitate the traffic generated by approved uses. Currently, the subject site is developed for a single user and closed to the general public. As such, a broader transportation network was never anticipated for this area. However, the proposed change would potentially draw traffic from new residents and customers for the new mixed uses proposed for part of the site. Staff recognizes that it is necessary to create a transportation system that will fully support the traffic generated by this new commercial and residential growth as well as land use changes on adjoining properties.

Street network issues have been a major focus of City staff since the Hitachi proposal was submitted to the City. Staff wanted to make sure that the core campus retained adequate street presence to reduce the potential of the remaining industrial campus being so landlocked by housing and retail that the industrial users would propose a second round of conversion applications to the City. A critical piece of that puzzle is turning Great Oaks Boulevard into the new premier address for the area. One significant challenge centered on connecting Great Oaks Boulevard extended to Cottle Road and potentially Blossom Hill Road. The proposed street network now allows Great Oaks Boulevard to connect directly to Blossom Hill Road with several street renamings and realignments. One important consideration for the core area is that the proposed General Plan amendment would not result in all the streets being built immediately, but it sets the policy direction for staff to use in the future when dealing with building placement in the Core Campus to preserve street connectivity if and when the core is opened up to public access at some later date.

### **ENVIRONMENTAL REVIEW**

A Draft Environmental Impact Report (EIR), entitled *Hitachi Campus and Mixed-Use Transit Village Project*, was prepared for the subject General Plan amendments as part of the Hitachi Project and provides both a program level and project level environmental review appropriate to address and evaluate the environmental impacts of the project appropriate for the adoption of the proposed General Plan amendments. The Draft EIR was circulated from March 25, 2005 to May 9, 2005 for public review and comment on the adequacy of the environmental review during this

time period. Please refer to the staff report prepared for GP04-02-01 and PDC04-031 for detailed discussion on the Draft EIR.

### **GENERAL PLAN CONFORMANCE**

The new General Plan streets are proposed in conformance with General Plan transportation policies. General Plan policies require that a long-range transportation plan be identified to ensure that the capacity for the transportation demand created by the approved long-range growth is available. The site is also the subject of a General Plan amendment to change the Land Use/Transportation Diagram Land Use Designation from Industrial Park to Mixed Use With No Underlying Designation.

### **ANALYSIS**

General Plan streets represent General Plan policies that must conform to the City's Transportation Level of Service Policies. The General Plan transportation diagram provides a planned transportation network designed to accommodate the growth allowed for by the General Plan land use designations. The diagram indicates the ultimate planned right-of-way width for various types of City streets. The streets identified on the diagram are Arterials (115-130 feet) and Major Collectors (60-90 feet). Arterial facilities accommodate major movements of traffic not served by expressways or freeways. Arterial facilities fall into two categories: Minor Arterials can accommodate 80-106 foot right-of-way, which can take the form of either two or four lanes. Major Arterials can accommodate 115-130 foot right-of-way for four lanes. Major Collector Streets serve internal traffic movements within an area and connect an area with the major arterial system. The standard right-of-way width for Major Collector streets is 60-90 feet, which can also accommodate two to four lane streets. Appendix E designates the maximum number of lanes for each Major Collector Street. Local streets that have the primary function of providing access to immediately adjacent lands are not identified in the diagram. General Plan streets are typically identified on the Land Use/Transportation Diagram to show the approximate width and general location. The exact location and timing is determined at the development level. The timing for these improvements will be discussed separately in the staff report for the Planned Development Zoning.

The transportation diagram ensures that an adequate transportation network is in place at the same time as the planned growth. GP04-02-02 and GPT04-02-02 propose to designate approximately six new General Plan street segments (see attached map). Based on the transportation analysis for the demand generated by the Hitachi project, the need would be to designate the new Great Oaks Extension as a four-lane Arterial, Poughkeepsie Road would be designated as a six-lane Arterial, and Manassas Road as a two-lane Collector. Additionally, this General Plan amendment application is proposing three new two-lane Collector roads across the site. One is a north-south connection through parcels O-3 and O-2. The second runs roughly east-west and parallel to Great Oaks Boulevard through the middle of the site from Cottle Road past Manassas Road to the adjacent iStar site. The third is the Raleigh Road extension, also roughly parallel with Great Oaks, between Raleigh Road and the new north-south connection and Great Oaks Boulevard. This collector splits into two roads that pass through Manassas Road. A portion of this third east-west connection is proposed to be designated as a four-lane Minor Arterial in parcel O-3 and would become a Major Collector after. The roads that run east-west would end at the same point at the middle of the iStar property and feed into a short four-lane Minor Arterial that connects to the future Great Oaks Boulevard.

Recognizing that staff does not have detailed traffic analysis for the proposed iStar site, the proposed street network map proposes several alignment options for the portions of the General Plan streets designated on the iStar property (refer to attached street network map) The proposal emphasizes that it is critical to provide two access points to Great Oaks Highway from the Hitachi site and to Via del Oro. However, because detailed information about the proposed development has not been submitted, staff proposes a network that could accommodate a range of development. The street network map identifies one connection from the Hitachi site to Via Del Oro. The map also identifies several options for the connection to Great Oaks. The attached General Plan Street Network plan incorrectly shows two connections to Great Oaks. Prior to the City Council hearing, staff will submit a revised map that correctly shows one connection to Great Oaks Boulevard. Depending upon the traffic analysis that will be completed for the iStar project, the implementation of the General Plan street network could be provided in one of three ways or some other variation. The first option would be to provide connection A and B to Great Oaks, each being two lane facilities, if the traffic analysis warrants it. If so, the area where the two connections join to Great Oaks would likely be four lanes to serve the capacity adequately. The second and third options would be to implement only connection A or B. If the second or third options are implemented, the required width could be from two to four lanes, again dependent upon the final traffic analysis.

As stated earlier, General Plan streets are identified to ensure that a transportation network will be included to accommodate future planned growth. It is especially important in this case because this area was never planned for a long-term transportation network. The site has been part of one industrial campus that has been closed to the public for the past approximately 60 years. The iStar property had been developed as part of the former IBM campus. Because of its proximity to the subject site and the proposed General Plan amendment for it, the iStar property was included in this master planning effort. It contributes to the development of a comprehensive plan for transportation. These General Plan streets are proposed to be implemented at the appropriate time with development. Because the applicant maintains a need for security, the applicant will not be required to dedicate the streets within the industrial core as public streets. However, the applicant would be required to construct the streets in a way that would enable the streets to be dedicated in the future when the campus is no longer closed to the public.

### **PUBLIC OUTREACH**

Due to the size and scope of this project, the City Council Policy on Public Outreach (Policy) considered the project a “Significant Community Interest Proposal.” In conformance to the policy, early notification postcards were mailed out to property owners, tenants, neighborhood groups, community organizations and other interested parties. Notices of the public hearing before the Planning Commission and City Council have been published, posted on the City of San Jose web site and distributed to the owners and tenants of all properties within a mailing radius of 3,000 feet of the project site. Given the size of the property, staff utilized a very large mailing radius to ensure that all interested parties would receive notices. Staff has also maintained a “frequently asked question” website and an email list for those outside of the mailing radius who were interested in the project. In conformance with the Policy, the applicant has posted on-site noticing of the project description and contact numbers on the project site. The staff report was posted on the City of San Jose website. Staff has also been available to answer questions from members of the public. Additionally, copies of the Draft Environmental Impact

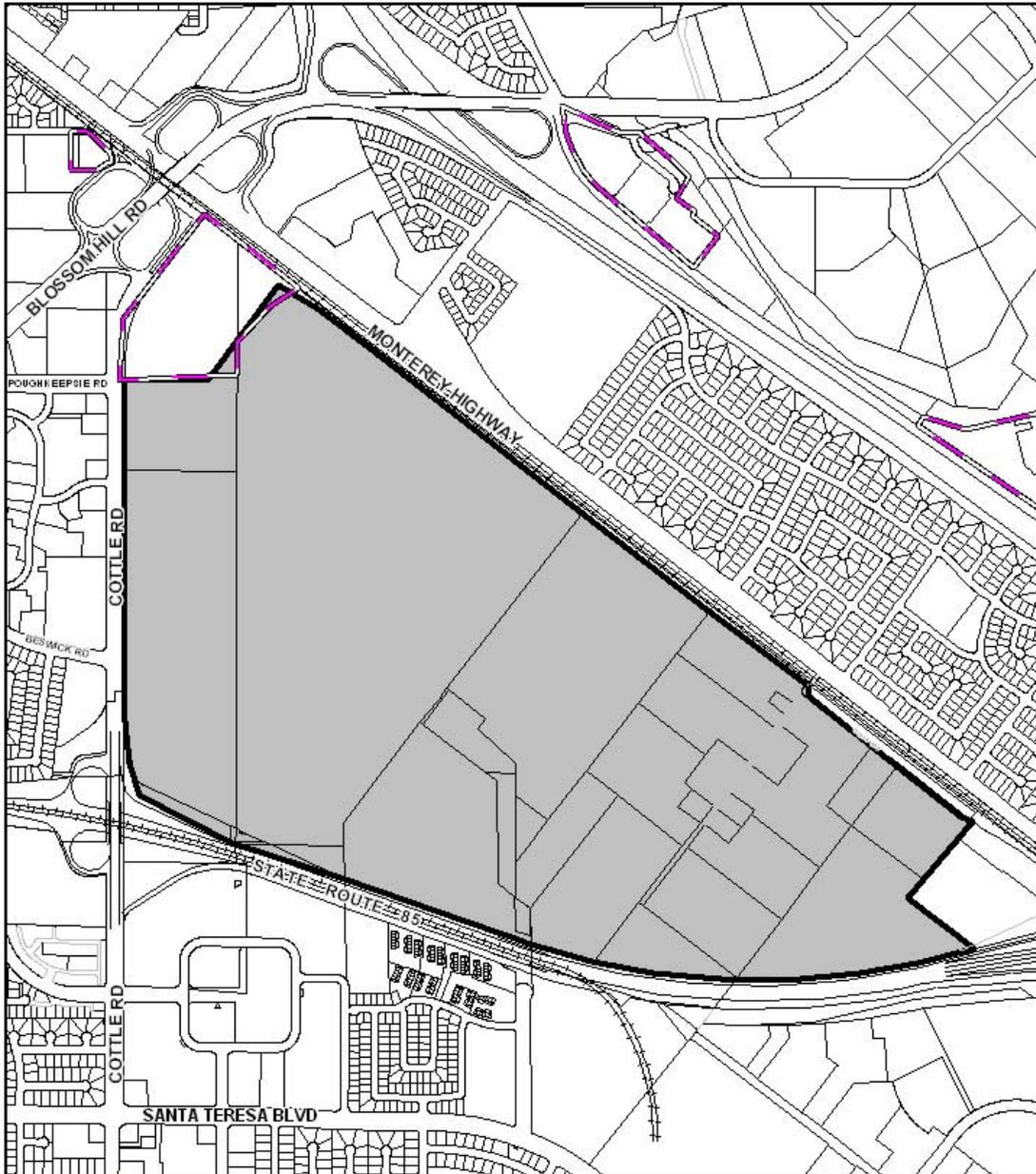
Report have been available for public review in both the Dr. Martin Martin Luther King Jr. Library and the Santa Teresa Library.

Community meetings were held on June 30, 2004, February 28, 2005 and May 12, 2005. The first and third meetings were held at the Southside Community Center. The second meeting was held at the Santa Teresa Library. An Environmental Impact Report Public Scoping Meeting was also held on August 5, 2004. Topics and issues discussed at those meetings included the following: traffic, urban design and timing for the development. Most of the concerns regarding the project were about the traffic generated by the project. Staff and the applicant responded that the project will be required to meet all City requirements and would have to mitigate for the impacts. At the final community meeting, the majority of attendees expressed support for the project.

### **RECOMMENDATION**

Planning staff recommends that the Planning Commission recommend approval of the proposed General Plan amendments to the City Council.

GP04-02-02



  
CITY OF  
**SAN JOSE**  
SUNSHINE CITY  
SUNSHINE VALLEY  
Department of Planning, Building  
and Code Enforcement  
Planning Services Division

 SITE  
 Mixed Industrial Overlay

  
N  
Scale 1" = 1,000'  
Quad: 130