

# *Smart Growth in San Jose*

*City Council Study Session  
October 9, 2001*



# ***Study Session Overview***

- ***What is Smart Growth?***
- ***How does San Jose implement Smart Growth?***
- ***How does San Jose compare to other cities?***
- ***What kind of city should San Jose become?***
- ***What are the challenges and issues ahead?***

# ***What Is Smart Growth?***

- ***Not “No Growth”***
- ***Creating livable communities by developing efficiently within a reasonable growth boundary.***



***Vital Economy***



***Strong Neighborhoods***



***Healthy Environment***

# *Smart Growth Principles*



***Mix Land Uses***



***Foster Infill Development***



***Create Transportation Choices***



***Create a Walkable Community***

# ***Smart Growth Principles***



***Care of Unique and Special Resources***



***Promote Community Collaboration***

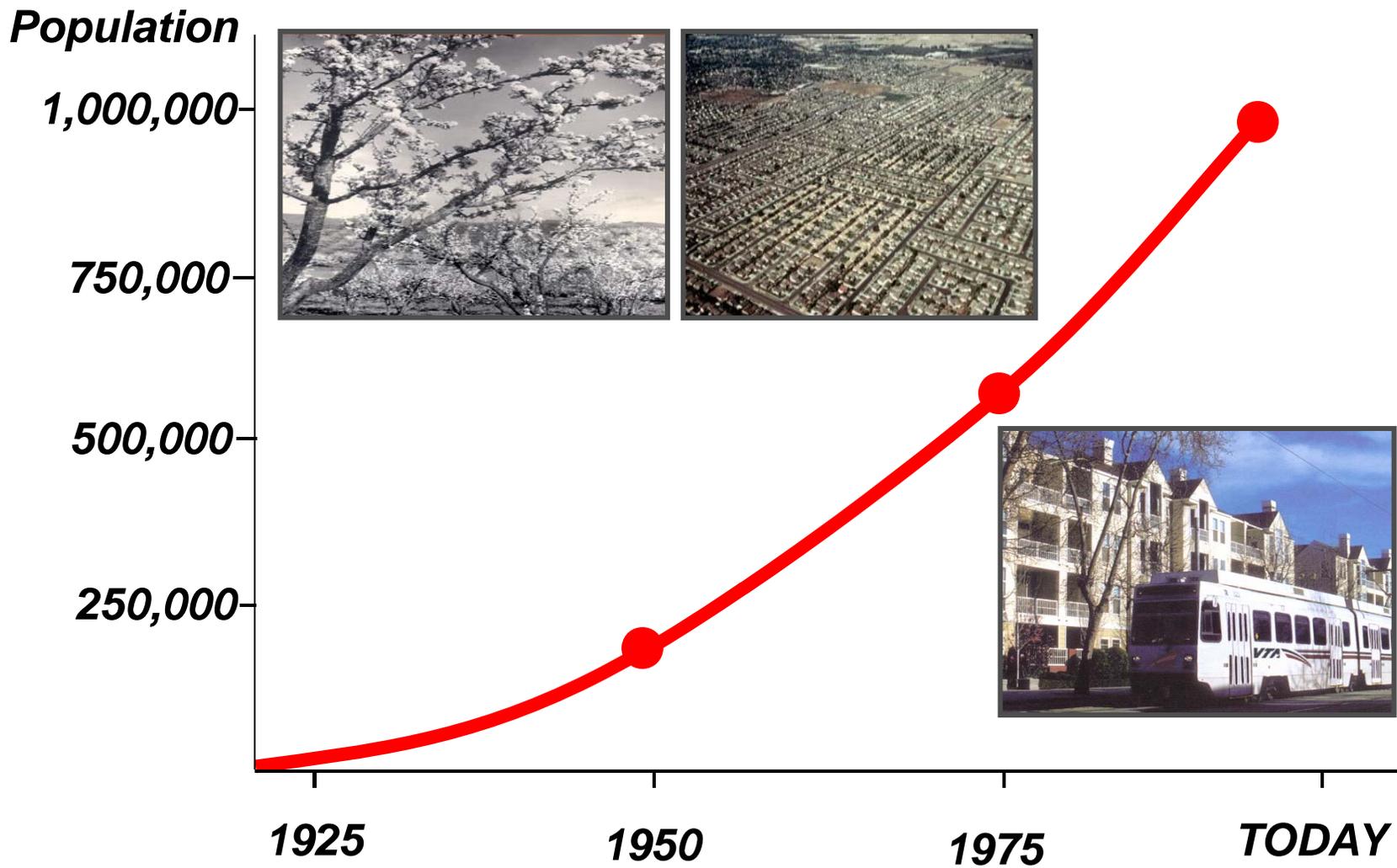


***Conserve Natural Resources***

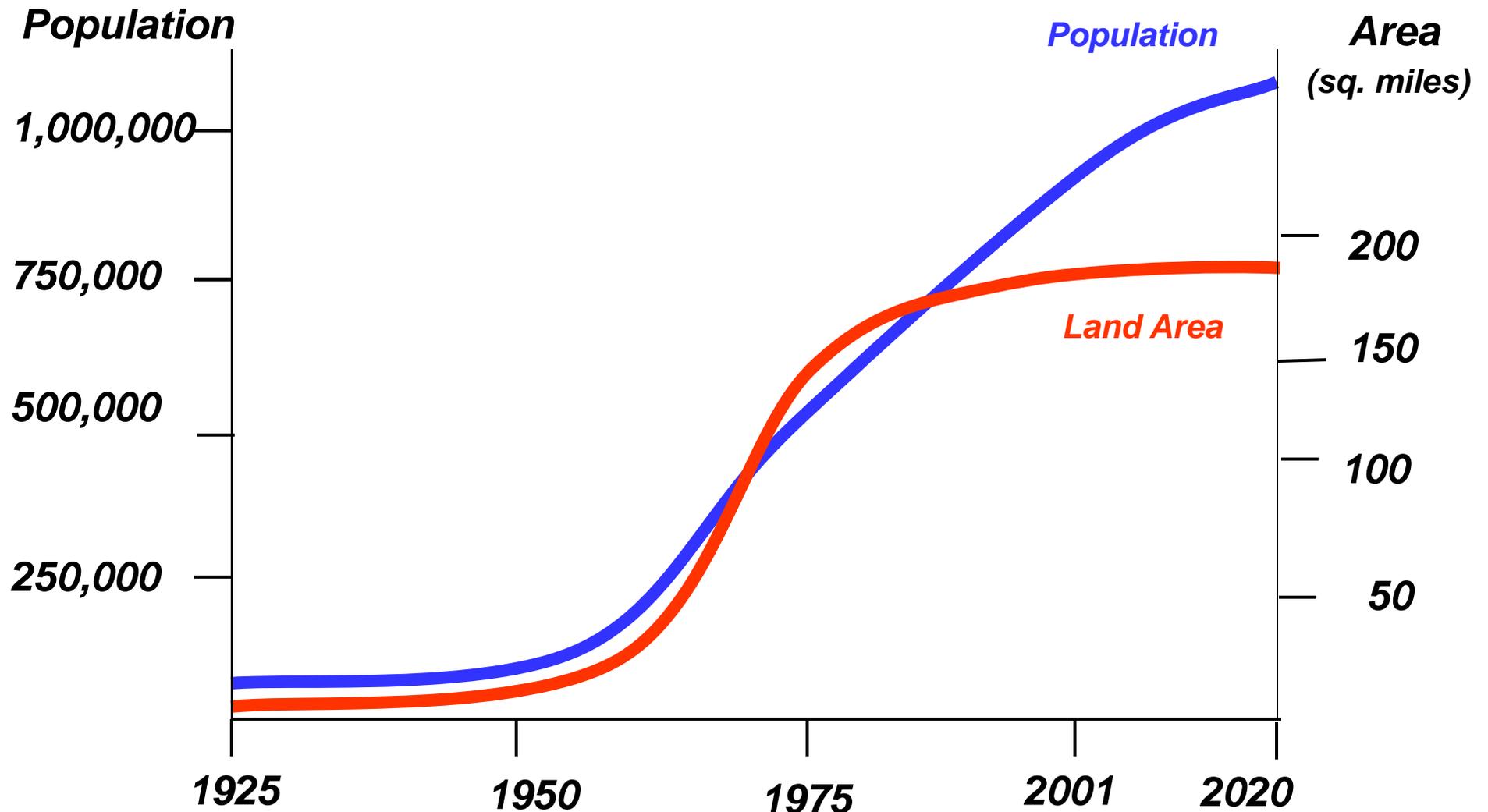


***Preserve Open Space***

# San Jose Development History



# Population vs. Land Area (2020)



# ***San Jose Smart Growth Strategies***

## **General Plan 1990 (1975)**

- ***Growth Management***
- ***Transportation/Land Use Integration***
- ***Economic Development***
- ***Downtown Revitalization***
- ***Urban Conservation/Preservation***

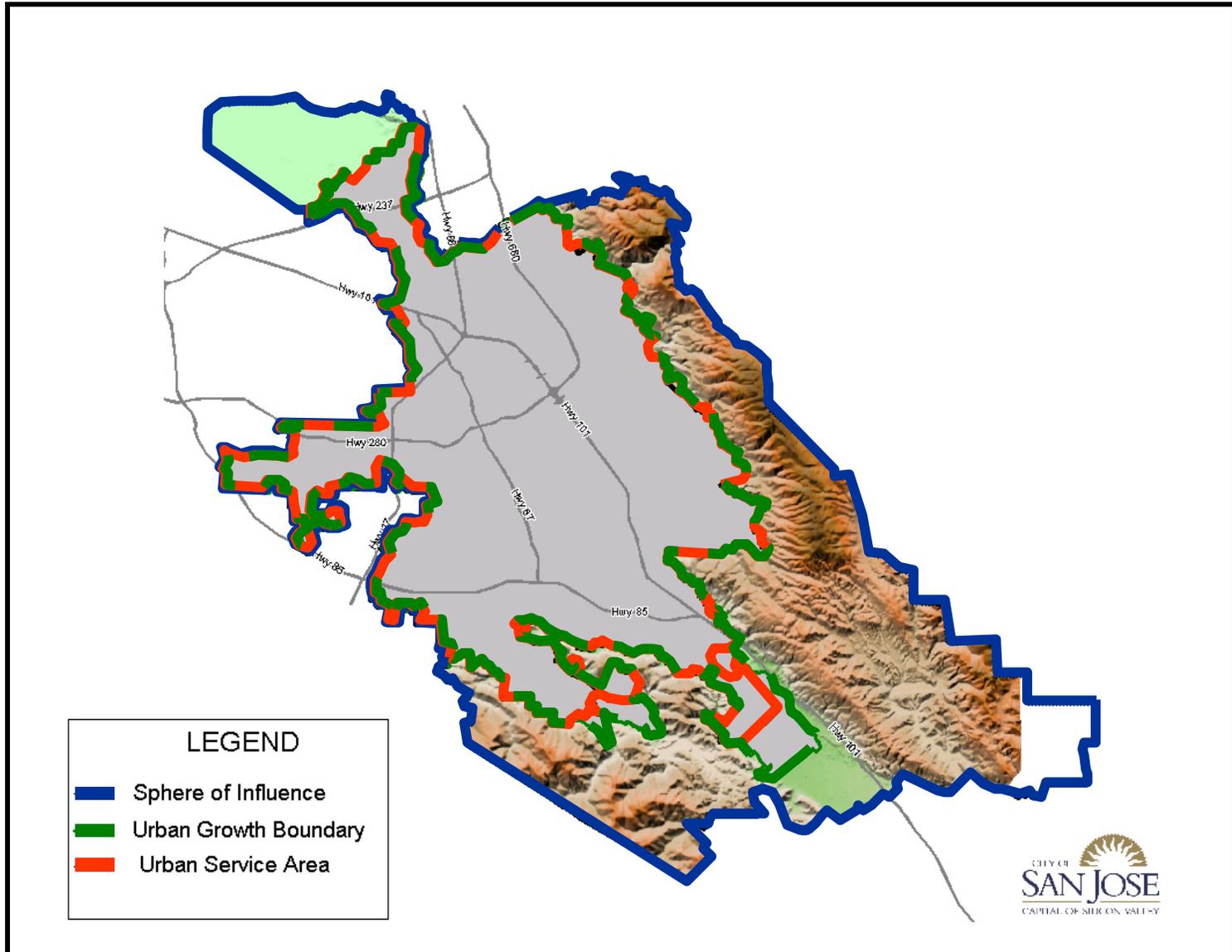
## **Horizon 2000 (1984)**

- ***Greenline***
- ***Urban Reserves***

## **San Jose 2020 (1994)**

- ***Transit Corridors***
- ***Housing***
- ***Sustainable City***

# *Growth Management*



# Greenline

## Urban Growth Boundary



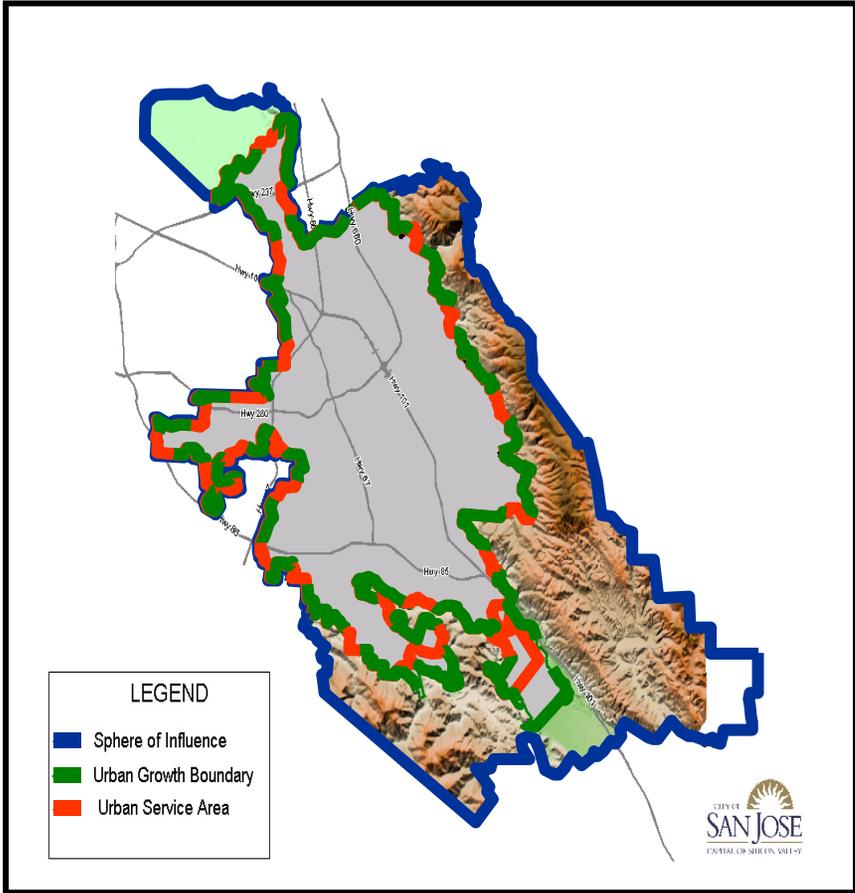
**Hillside Greenbelt**



**Agriculture Preserve**



**Baylands Preserve**



# *Infill Development*



***Classics at Naglee Park***



***Miraido, Japantown***

# *Transportation/Land Use Integration*

- *Transportation/Land Use Diagram*
- *Arterial Network*  
*- Sized to Accommodate Planned Growth*
- *Level of Service Policy*
- *Transit Oriented Development*



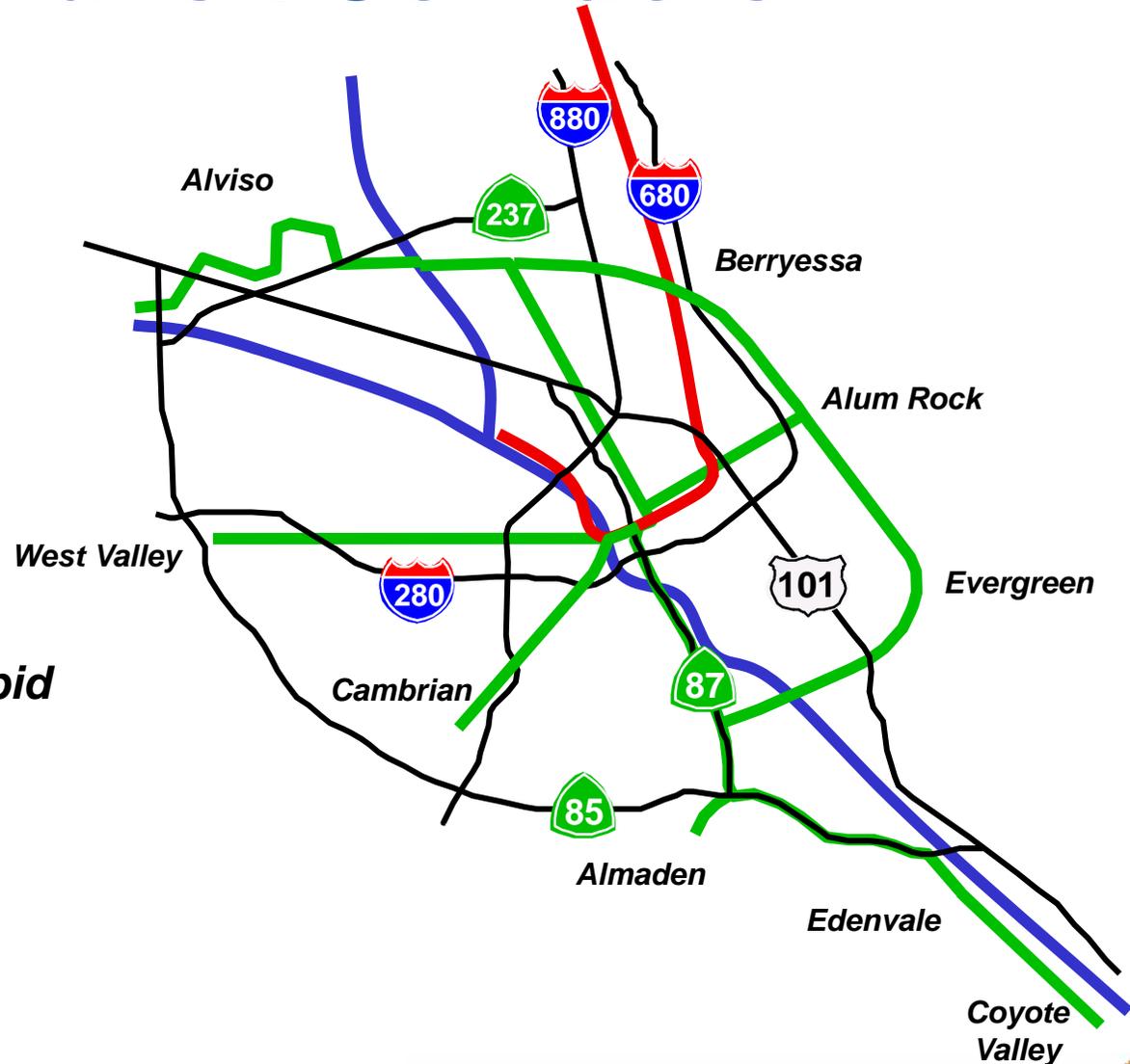
# Transit Corridors

## Existing

- LRT
- Caltrain / ACE

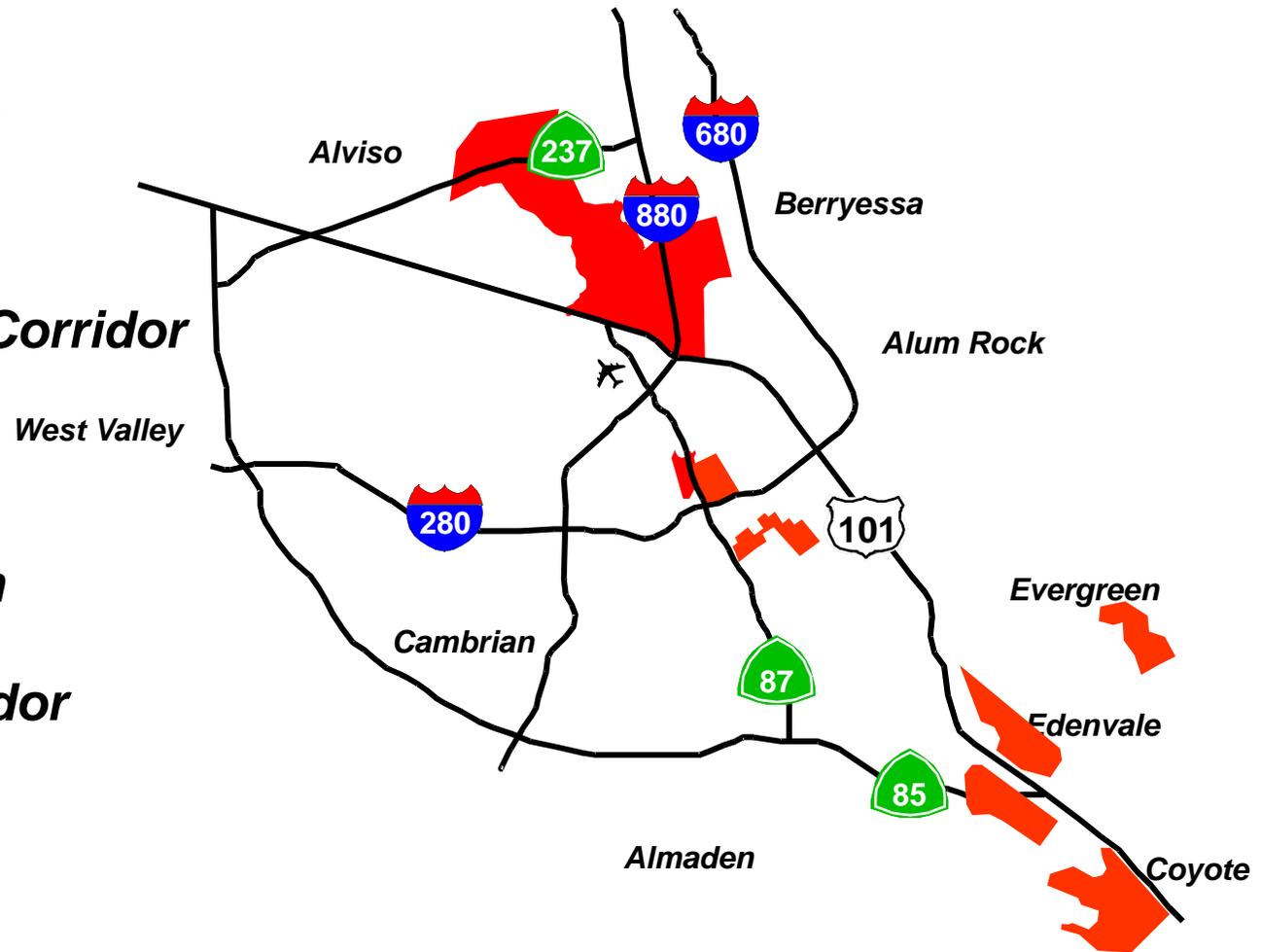
## Future

- LRT Expansion
- Silicon Valley Rapid Transit Corridor



# *Economic Development*

- *North San Jose*
- *Alviso*
- *Oakland Road Corridor*
- *Downtown*
- *Julian-Stockton*
- *Monterey Corridor*
- *Edenvale*
- *Evergreen*
- *North Coyote Valley*



# ***Downtown Revitalization***



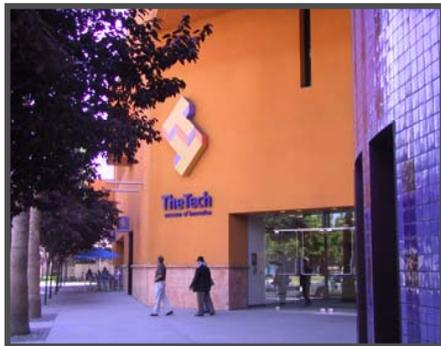
***Convention Center***



***Arena***



***Plaza de Cesar Chavez***



***Tech Museum***



***Adobe***



***Paseo Plaza***

# ***Urban Conservation / Preservation***

- ***Historic Preservation***
- ***Neighborhood Services***
  - ***Parks, Libraries, etc.***
  - ***Code Enforcement***
  - ***Traffic Calming***
- ***Housing Programs***
- ***Strong Neighborhoods Initiative***



# *Sustainable City*

- *Energy and Water Conservation*
- *Recycling Programs*
- *Water Quality Protection*
- *Habitat Protection*



# *Housing*

- *Housing Choices*
- *All Household Types*
- *All Income Levels*
- *Ownership and Rental Housing*



# Recent Smart Growth Actions

- *Housing Opportunity Study Phase I*
- *Traffic Calming Program Expansion*
- *Green Building Policies*



# ***Fiscal Management***

- ***Capital Improvement Program implements the General Plan***
- ***Location and type of development affect the costs of providing services***
- ***Importance of job-generating uses to strengthen municipal budget***

# *Managing Infrastructure*

- *Sewage Treatment*
- *Water Supply*
- *Storm Drainage*
- *Roadways*



# *Efficient Delivery of Services*

- *Public Safety*
- *Neighborhood Services*
- *Cultural Services*
- *Other Regional Services*



# Smart Growth Response to Constraints

- **FLOW CAP**
  - *Locate Development in “Right Places”*
  - *Reclaimed Water Program*
- **LAND SHORTAGE FOR PARKS**
  - *“Greenprint”*
  - *Measure P*
- **STREET CAPACITY**
  - *Increase Transportation Choices*



# Smart Growth Cities

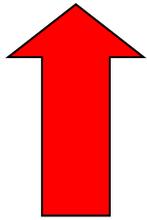


## Common Elements

- *Growth Management*
- *Infill Development*
- *Historic Preservation*
- *Downtown Revitalization*
- *Bicycle/Pedestrian Facilities*
- *Transit Investment*
- *Environmental Protection*

# *San Jose Growth Projections (2020)*

## Job Growth

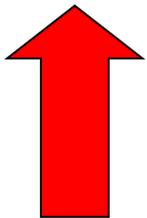


**Up 23 %**

**80,000 Jobs**



## Population Growth



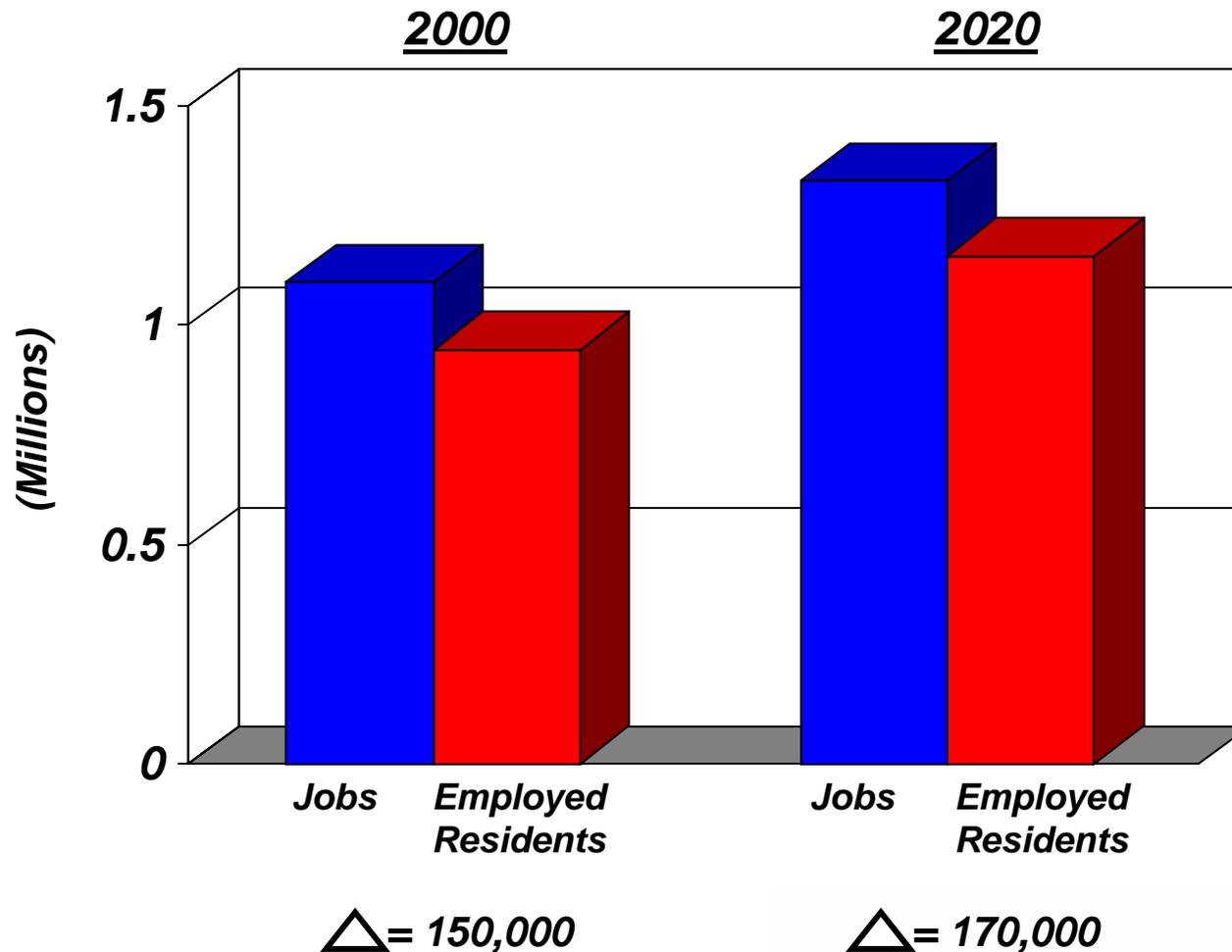
**Up 16 %**

**1.1 Million People**



Source: ABAG Projections 2000

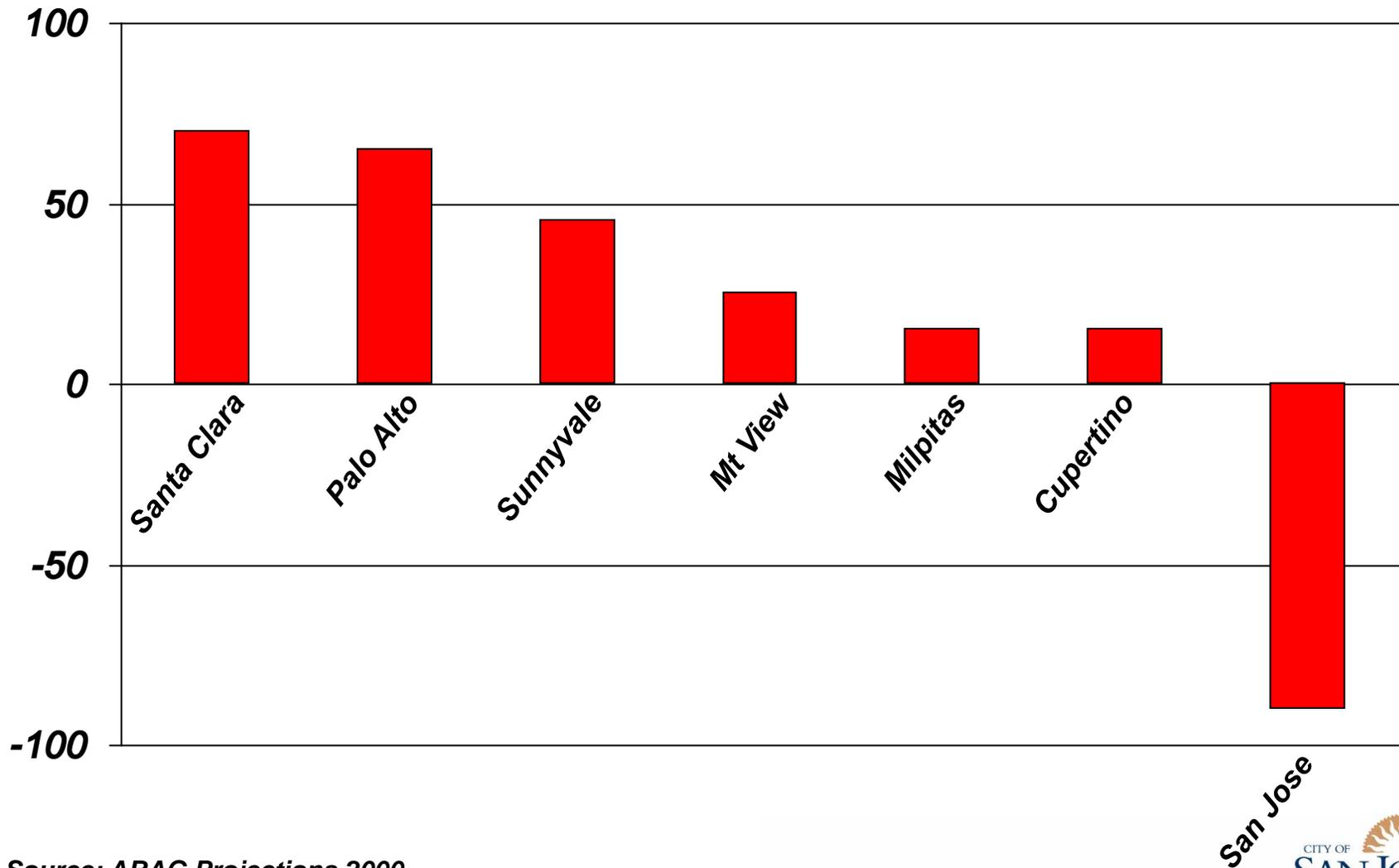
# Regional Job/Housing Balance (Santa Clara County)



Source: ABAG Projections 2000

# Job/Housing Balance

*Jobs Minus Employed Residents (in Thousands)*

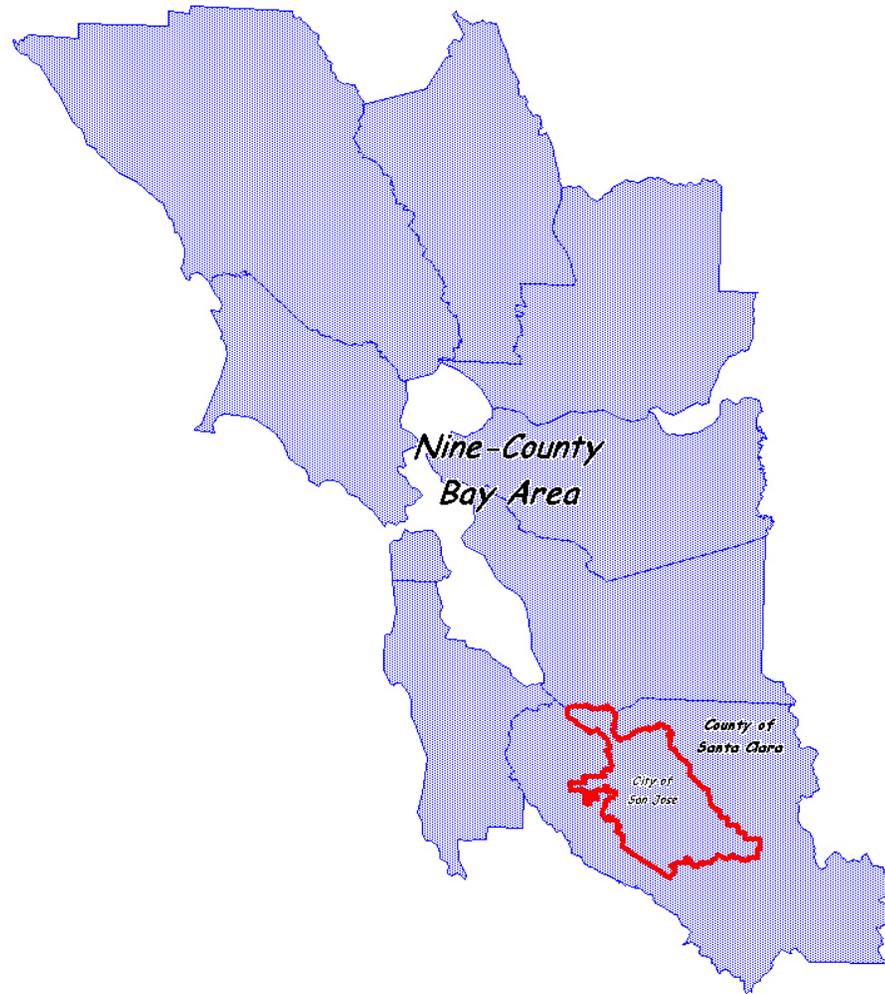


Source: ABAG Projections 2000

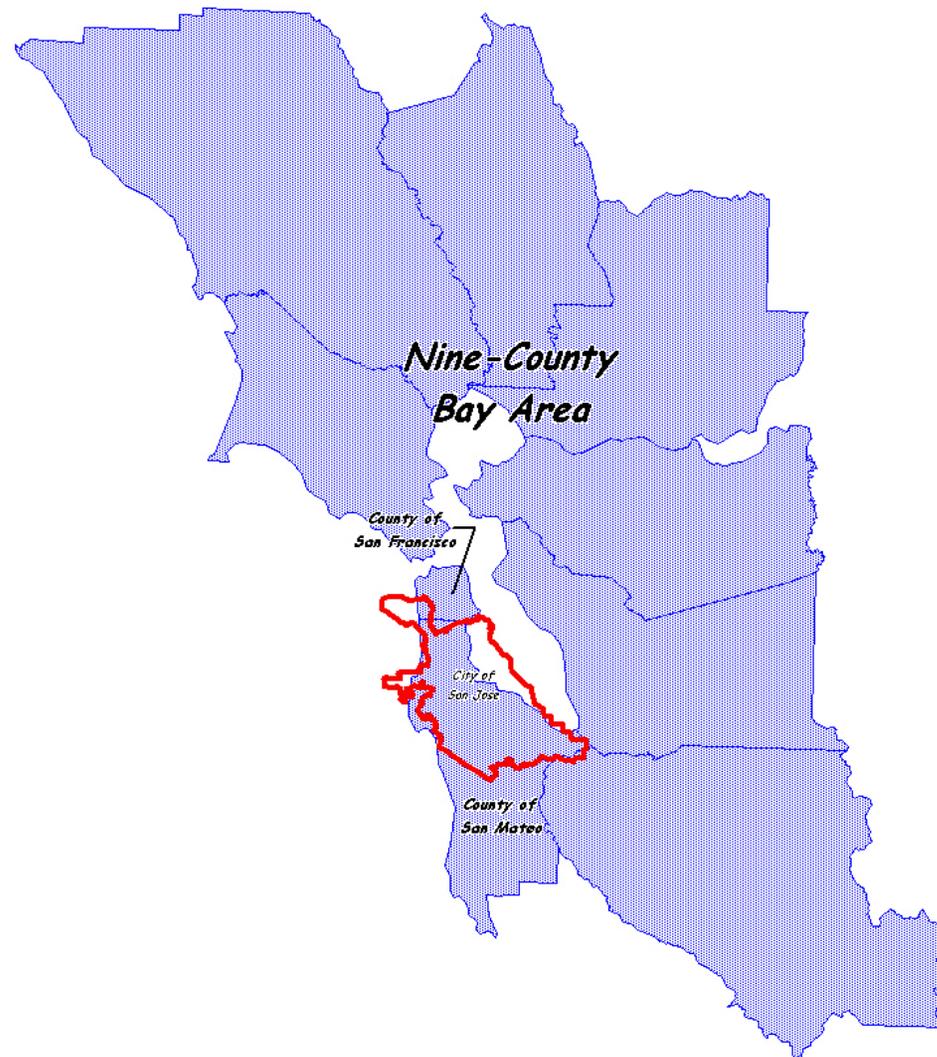
San Jose



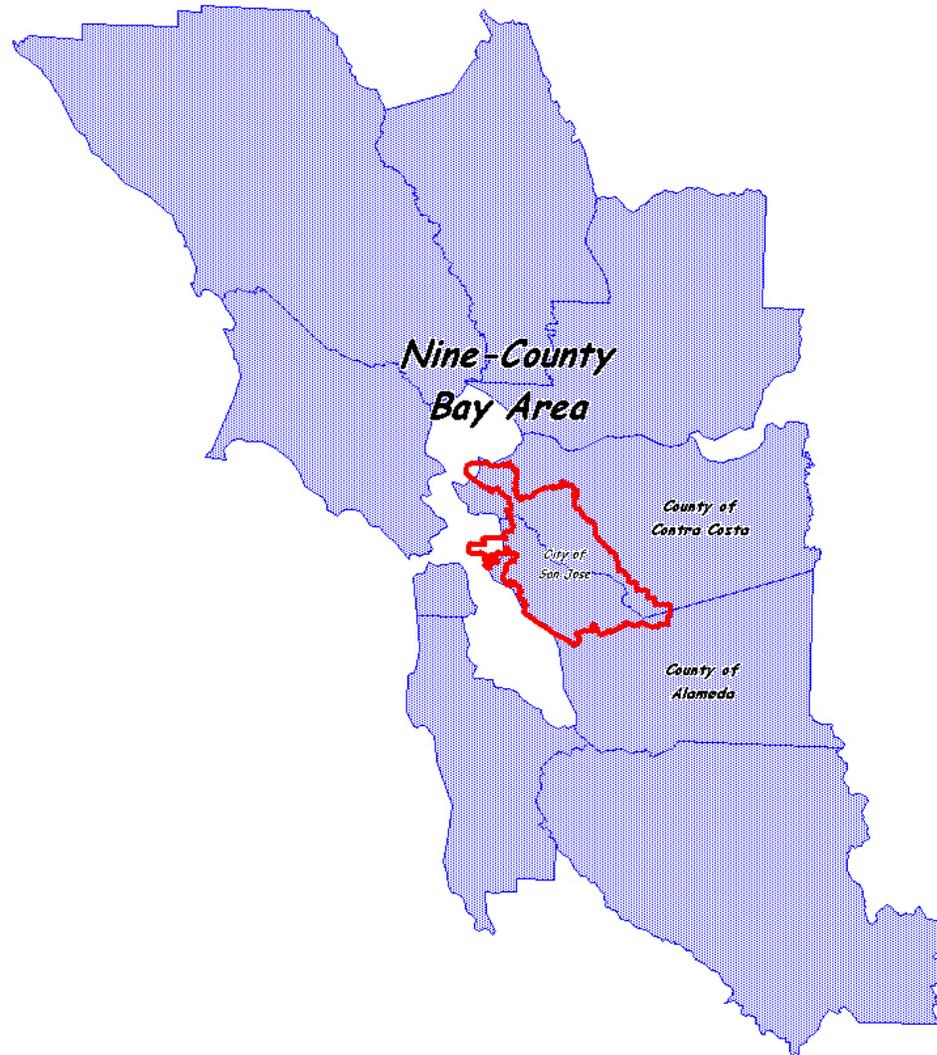
# *San Jose within the Region*



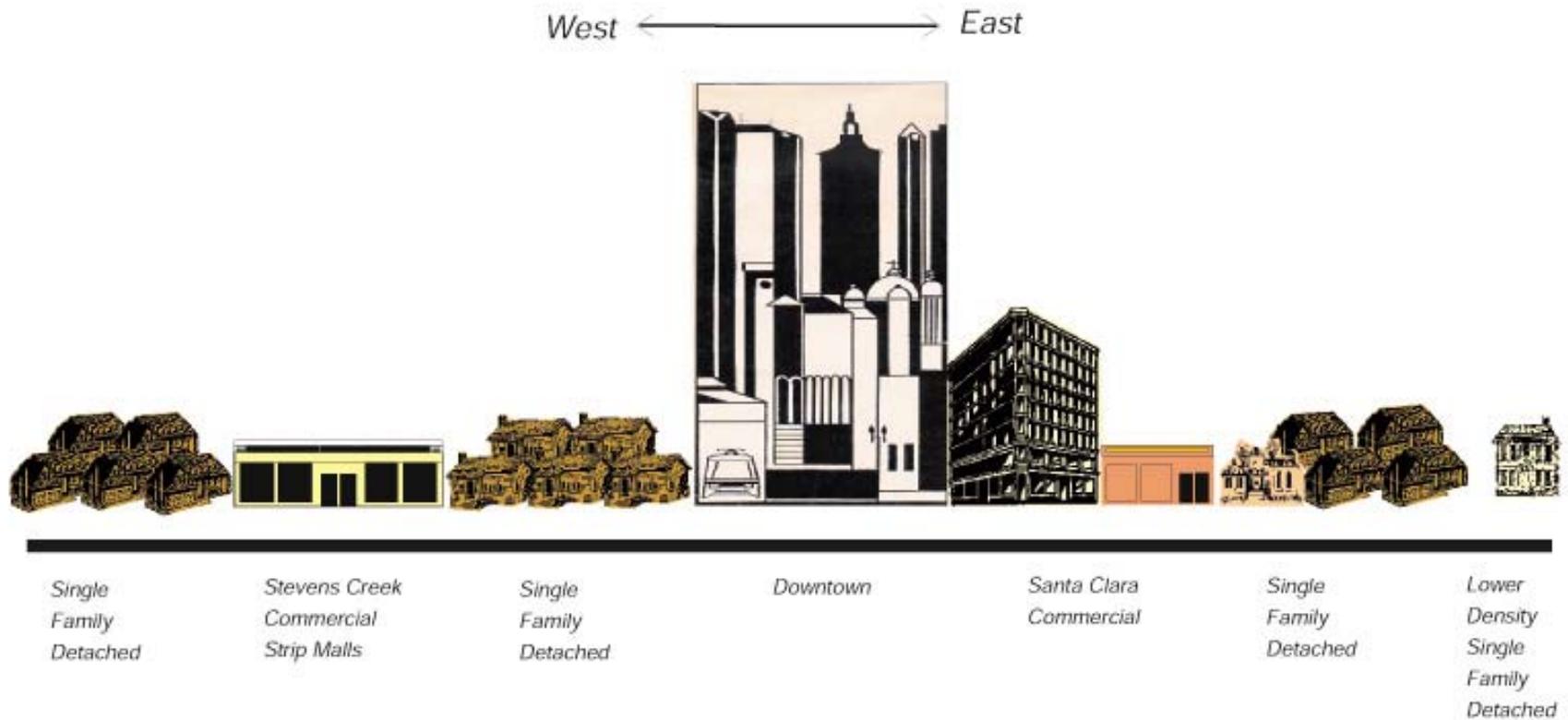
# *San Jose as a Sub- Region*



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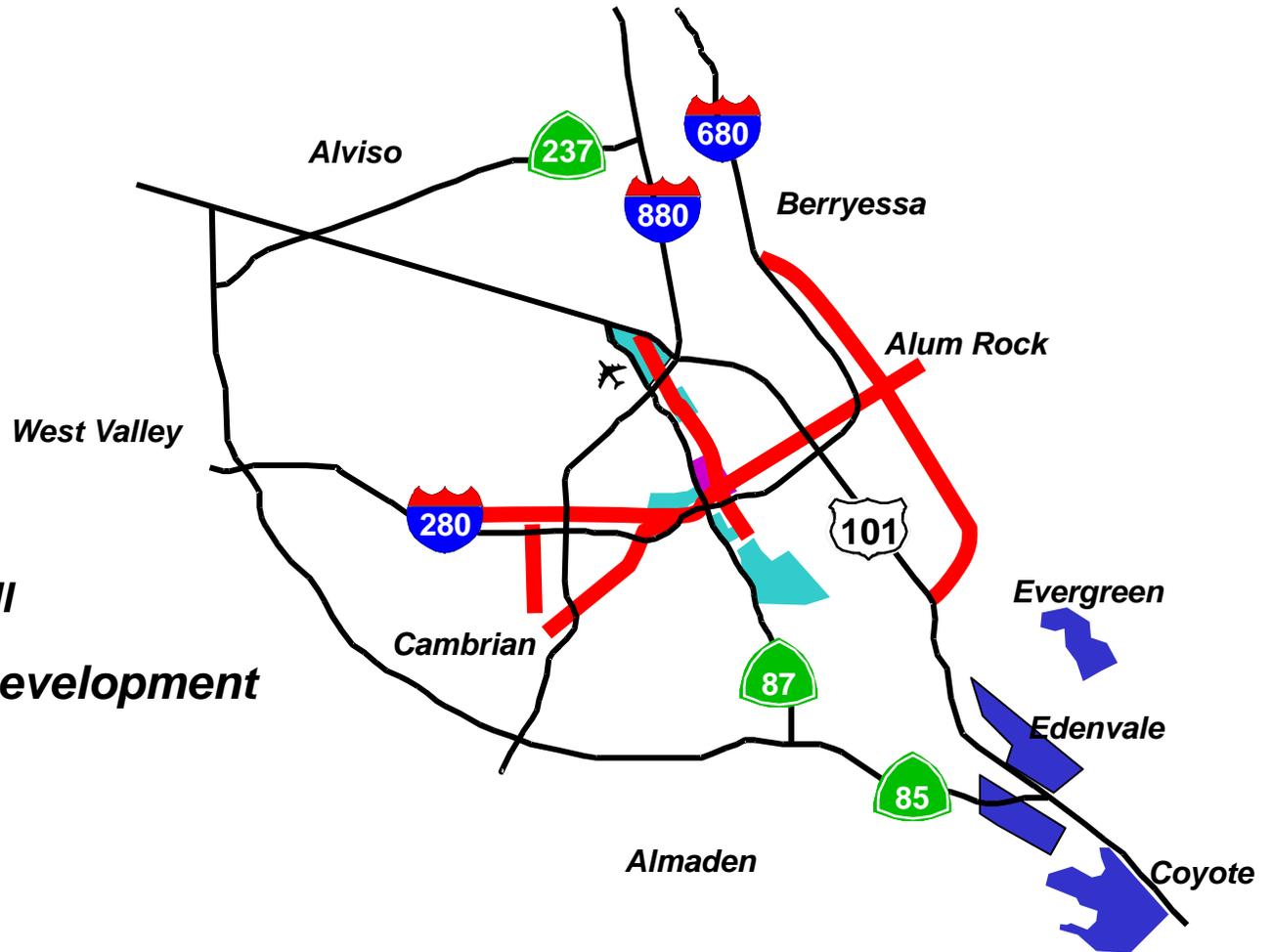


# San Jose Today



# Future Growth Locations

- **Downtown**
- **Specific Plans**
  - South Rincon
  - Japantown
  - Midtown
  - Tamien
  - Communications Hill
- **Transit-Oriented Development Corridors**
- **Job Centers**
  - North Coyote
  - Edenvale
  - Evergreen



# San Jose 2020



*Single  
Family  
Detached*

*Stevens Creek  
Santana Row  
Mixed Use*

*Single  
Family  
Detached*

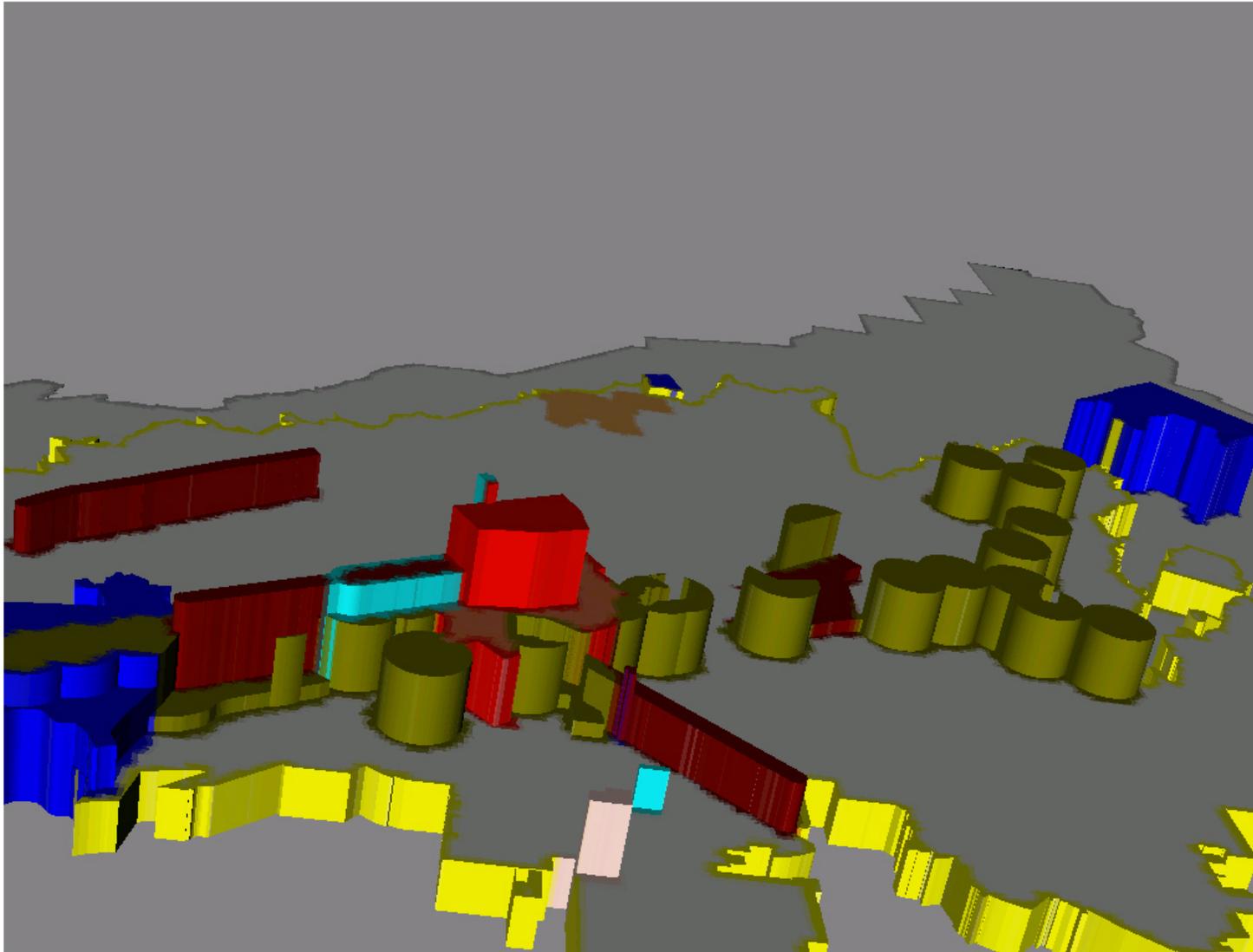
*Downtown*

*Santa Clara  
Commercial*

*Single  
Family  
Detached*

*Lower  
Density  
Single  
Family  
Detached*

# *San Jose 2020*



# ***Future Smart Growth Policy Actions***

- ***Downtown***
- ***Housing Opportunities***
- ***Transportation***
- ***Coyote Valley Urban  
Reserve***

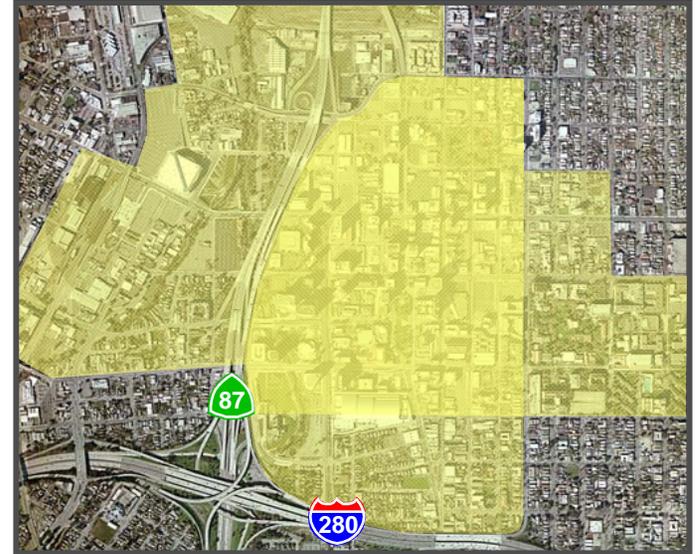
# ***Downtown Land Use Policy Issues***

- ***Retail Strategy***
- ***Parking***
- ***Housing***
- ***Historic Preservation***



# ***Downtown Transportation Policy Issues***

- ***Strategy Plan Implementation***
  - *Existing Core*
  - *Proposed Expanded Core*
  - *Traffic LOS Exemption*
- ***Access & Circulation Study***
  - *One-Way Couplets*
  - *Freeway Access*
- ***Transit Mode and Alignment Studies***
  - *Silicon Valley Rapid Corridor (BART)*
  - *Downtown / East Valley LRT*
  - *Santa Clara -vs- San Fernando*
- ***Diridon Station***



# Housing Opportunities

- **Housing Opportunity Study - Phase II**
  - Stevens Creek/San Carlos
  - Alum Rock/Santa Clara
- **Changes To Two Residential Density Ranges**  
**17-30 DU/AC & 31-50 DU/AC**



**Ohlone Court**  
**(32 DU/AC)**



**Sienna**  
**(44 DU/AC)**

# *Transportation Level of Service Policy*

	<i>Existing Policy</i>	<i>Possible Policy Approach</i>
<i>Goal</i>	<i>Traffic Mobility</i>	<i>Multimodal Mobility Community Livability</i>
<i>Traffic Impact Standard (Level of Service)</i>	<i>“D”</i>	<i>“D”</i>
<i>Transportation Improvement Focus</i>	<i>Traffic Capacity</i>	<i>Multimodal / Flexible</i>
<i>Discretion to Override</i>	<i>Not Allowed</i>	<i>Allowed with an EIR</i>
<i>Transportation Improvement Cost</i>	<i>Variable</i>	<i>Fixed</i>

# Area Development Policies

## ■ North San Jose

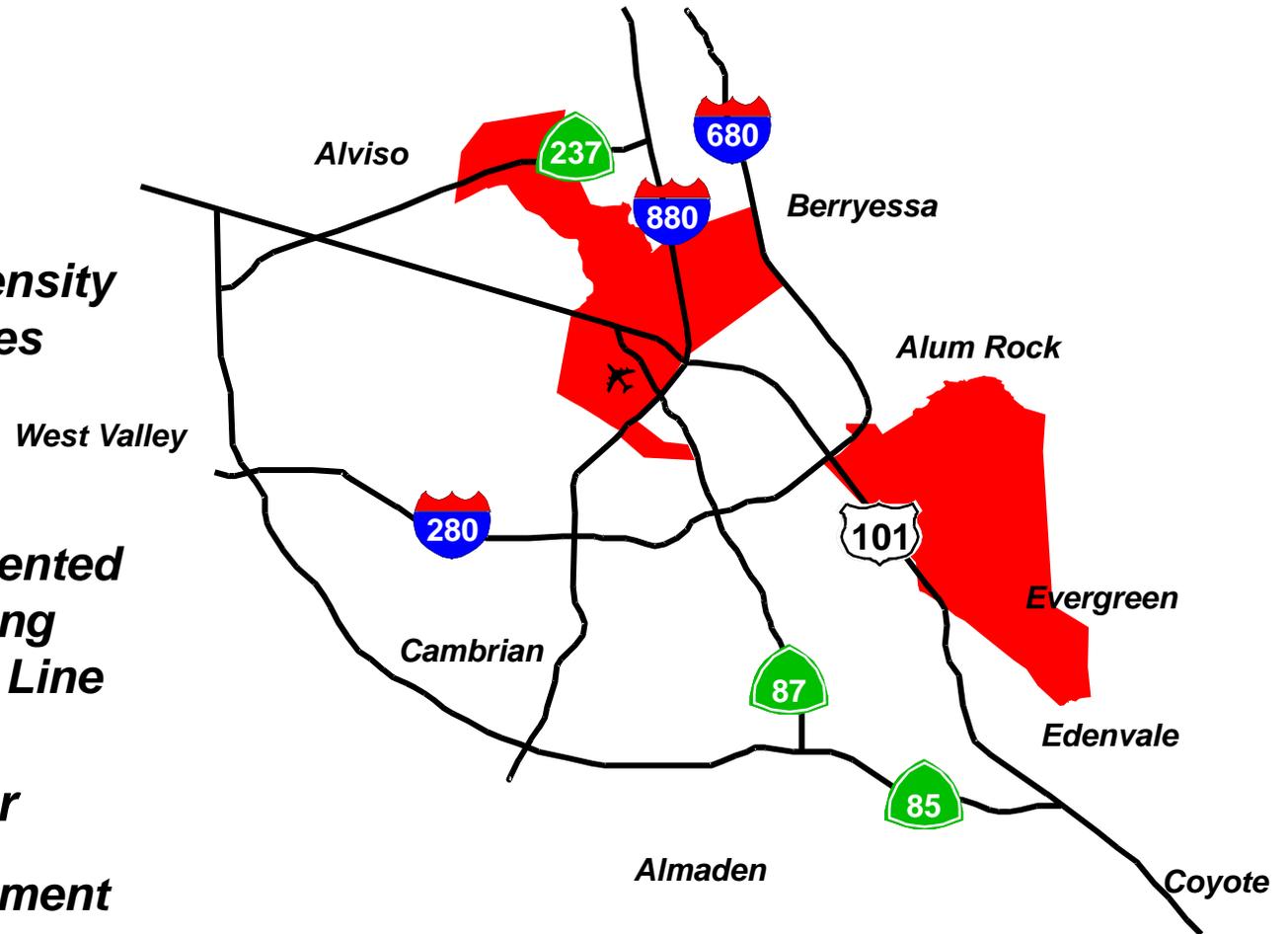
- Allow Higher Intensity Along Transit lines

## ■ Evergreen

- Allow Transit Oriented Development along New Capitol LRT Line

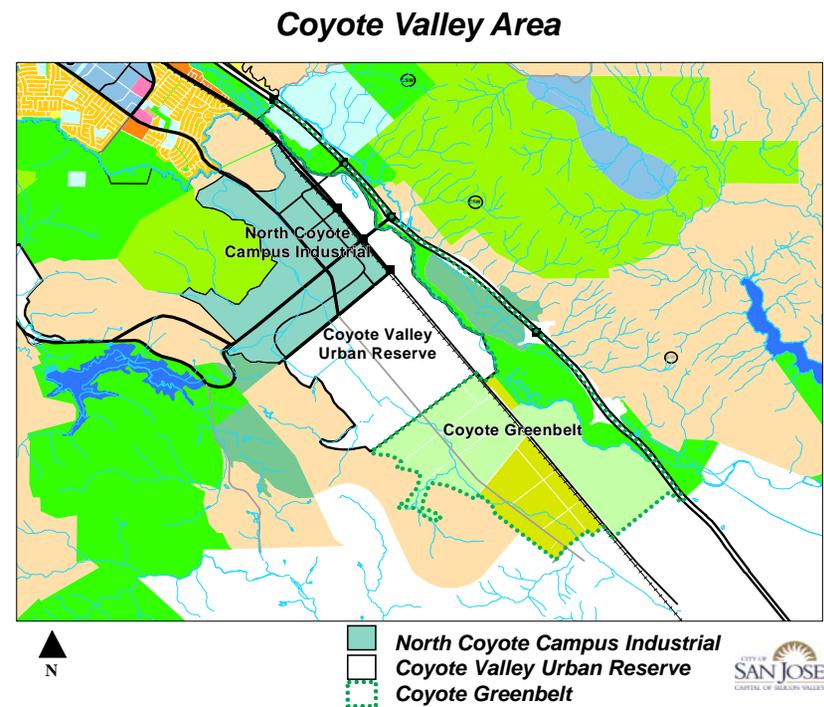
## ■ Coleman Corridor

- Allow Redevelopment opportunities



# Coyote Valley Urban Reserve

- **25,000 + Housing Units**
- **Pedestrian and Transit Oriented, Mixed Use Development**
- **Triggers and Timing**
  - **5,000 Jobs in N. Coyote**
  - **City-wide Service Levels**
  - **Fiscal Stability**
- **Boundary of Plan Area**























# Conclusion

- ***Since the 1970s, San Jose has worked hard to become a more sustainable community, embracing smart growth principles.***
- ***San Jose's growth affects all City Departments and operations.***
- ***A smart growth approach is more fiscally sound and results in better service delivery.***
- ***San Jose's accomplishments are due to a strong policy framework and political will.***

