From: <u>Tu, John</u>

To: <u>Kuhlmann, Dylan; Wessling, Cheryl</u>
Cc: <u>Han, James; Downtown West Project</u>

Subject: Fw: GP Appendix A

Date: Friday, April 16, 2021 2:08:43 PM

Attachments: image.png

GPA Resolution Appendix A (4-16-21).pdf

Dylan,

Please update the highlighted link pdf and update to April 16, 2021.

LEARN ABOUT THE DOWNTOWN WEST PROJECT

On **April 5, 2021**, Google provided select updated plans and documents, listed below, to reflect a bou change and other minor text or figure updates in response to comments from the public and City stat project documents not listed here, see the March 1, 2021 submittal.

- <u>Planned Development Zoning District General Development Plan</u>
- Errata to Downtown West Design Standards and Guidelines (updated April 12, 2021)
- Amendments to Envision 2040 General Plan
- Project Specific 2014 DSAP Amendments
- Vesting Tentative Map and Cross Sections (updated April 8, 2021)
- <u>Downtown West Improvement Standards</u>
- Infrastructure Plan (see Exhibit I of the Development Agreement)
- Infrastructure Plan Sheets
- Conceptual Encroachment Plans Sheets (formerly titled Encroachment Diagram...)
- Implementation Guide (updated April 12, 2021)
- Construction Impact Mitigation Plan

All commants and quactions submitted by amail or online forms will be nosted

Best,

Tong (John) Tu

Planner IV (Supervising Planner) | Planning Division | PBCE

City of San José | 200 East Santa Clara Street

Email: john.tu@sanjoseca.gov | Phone: (408)-535-6818

For More Information Please Visit: http://www.sanjoseca.gov/planning

From: Amanda Wolf <amandawolf@google.com>

Sent: Friday, April 16, 2021 1:17 PM

To: Tu, John <john.tu@sanjoseca.gov>; Han, James <James.Han@sanjoseca.gov>

Subject: GP Appendix A

[External Email]

Hi John,

Please see revised General Plan Amendment Appendix A incorporating the figures you sent yesterday.

Thank you, Amanda

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Amanda Wolf | Development Manager Working for Lendlease at Google Sunnyvale, CA | 628-240-4111

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

EXHIBIT A

Downtown West Mixed-Use Plan Envision San José 2040 General Plan Amendments

File No. GP19-009. Various text and diagram/map amendments to the Envision San José 2040 General Plan as follows:

1. Chapter 1, entitled "Envision San José 2040", "Growth Areas" section (pages 26-27) is hereby amended to clarify that the Diridon Station Area Plan is not an Urban Village as follows:

Downtown

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

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

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

2. Chapter 1, entitled "Envision San José 2040", "Growth Areas" section (page 28) is hereby amended to be consistent with Policy LU-6.1 as follows:

Employment Lands

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

areas.

3. Chapter 1, entitled "Envision San José 2040", "History of Planning in San José" section (pages 50-51), is hereby amended to clarify that the DSAP is not an Urban Village and the Midtown Specific Plan does not apply to the DSAP area.

Midtown Specific Plan (1992)

Like Jackson-Taylor, the Midtown Specific Plan directs the conversion of an aging industrial area to a vibrant mixed use community oriented to transit and designed for the pedestrian. Located just west of Downtown and south of the San José Arena, this 210-acre area is planned for close to 3,000 high density housing units, parks, employment opportunities, neighborhood-serving commercial uses, some industrial activities, and close community connections with the San José Diridon Caltrain/Amtrak station and planned light rail stations. Since its adoption, the portion of Midtown directly west of the Diridon Station has been largely built out, as planned, with new high-density housing, mixed-use development, and a public park. With adoption of the Diridon Station Area Plan, the eastern boundary of the Midtown Specific Plan between San Carlos and Santa Clara Streets was shifted west to the railroad tracks to eliminate the overlap between the Midtown Specific Plan area and the Diridon Station Area Plan area. The area previously within the Midtown Specific Plan became integrated into the adopted Diridon Station Plan area Urban Village. The Midtown Specific Plan now primarily provides direction for development south of West San Carlos Street, which is planned for industrial and commercial uses, as well as high-density transit residential uses on identified properties.

4. Chapter 1, "History of Planning in San José - Specific Plans and Area Plans" (page 54) is hereby amended to add the following language:

Diridon Station Area Plan (2014, revised 2021)

The City of San José adopted the Diridon Station Area Plan in 2014 for the development of the Diridon Station Area, an approximately 250-acre area surrounding the Diridon Station transit center located within the City's Downtown Growth Area. The Diridon Station Area Plan incorporated development proposals for the California High Speed Rail Diridon Station and a new Major League Baseball Stadium. Since the adoption of the Diridon Station Area Plan in 2014, the City elected not to proceed with a new Major League Baseball Stadium. The City has also received proposals for large mixed-use developments within the Diridon Station Area Plan. In 2021, the City adopted a project-specific amendment to the Diridon Station Area Plan in relation to the Downtown West Mixed-Use Plan and the City subsequently adopted a separate City amendment to the Diridon Station Area Plan to provide for mixed-use commercial and residential development which promotes and implements the General Plan policies of focusing growth in Downtown San José. The Diridon Station Area Plan is one of many area plans within the City of San José and implements the goals and policies of the General Plan within the Diridon Station Area Plan boundary. While the General Plan defines a set of broad goals and policies for development throughout the City of San José, the Diridon Station Area Plan addresses issues that are unique to the development of the Diridon Station Area Plan area.

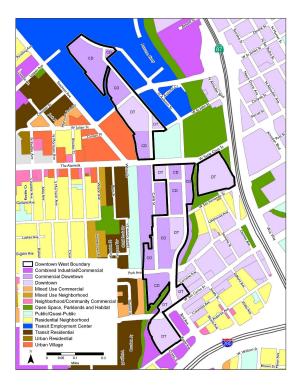
5. Chapter 6, "Land Use and Transportation", Policy LU-1.9 (page 5) is hereby amended as follows:

- LU-1.9 Preserve existing Public / Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use. Lands designated Public / Quasi-Public located within the Diridon Station Area Plan may be re-designated to other land use designations provided that such uses will advance San José's employment growth or housing goals and any redevelopment projects include publicly accessible open space and other community amenities.
- 6. Chapter 6 "Land Use and Transportation", Policy LU-6.1 (page 11) is hereby amended as follows:
 - LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands located within the Diridon Station Area Plan may be re-designated from mixed industrial-commercial to mixed residential-commercial or non-employment uses. Other policies associated with Goal LU-6 shall not apply to mixed industrial-commercial designated lands located within the Diridon Station Area Plan. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.
- 7. The General Plan "Land Use / Transportation Diagram" is hereby amended to change the land use designations of the Downtown West site from Transit Employment Center, Public/Quasi-Public, Commercial Downtown, Downtown and Combined Industrial/Commercial to the Downtown and Commercial Downtown land use designation as shown below.

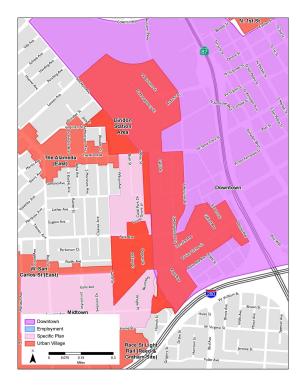
FIGURE: Existing General Plan Land Use / Transportation Diagram

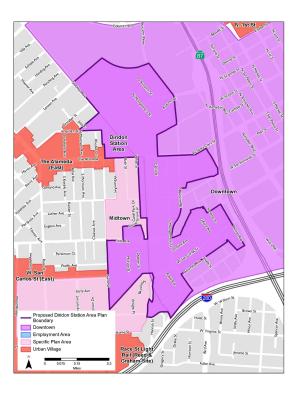
Cultista Policy Commercial
Commercial Downtown (Commercial
Commercial Downtown)
Commercial Downtown
Commer

FIGURE: Proposed General Plan Land Use / Transportation Diagram



8. The General Plan "Planned Growth Areas Diagram" is hereby amended to (a) remove the Urban Village color coding (red) designation from the Diridon Station Area Plan and make text amendments clarifying that the Diridon Station Area Plan is not an Urban Village as set forth below; (b) expand the boundaries of the Diridon Station Area Plan consistent with the Downtown West project-specific DSAP amendment approved by Resolution No. ____; and (c) re-designate South Montgomery Street (between W. Santa Clara Street to W. San Fernando Street) from a Grand Boulevard to Main Street and reconfigure the transportation network within the Downtown West site as shown below:



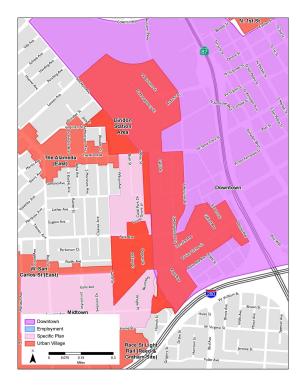


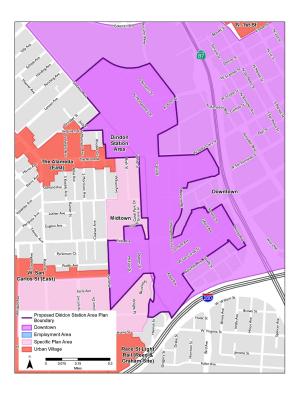
Text on the Planning Growth Area Diagram is hereby amended as follows:

Downtown

DT = Downtown DSAP = Diridon Station Area <u>Plan</u> Urban Village

9. Chapter 7, "Housing Growth Areas by Horizon Diagram" is hereby amended to replace the Urban Village / Horizon 1 color coding with the Downtown color coding within the Diridon Station Area Plan boundary.





10. The "Transportation Network Diagram" is hereby amended to: (a) re-designate South Montgomery Street (between W. Santa Clara Street to W. San Fernando Street) from a Grand Boulevard to Main Street and N. Montgomery Street (between W. Julian Street to W. St. John Street) from a Local Connector to On-Street Primary Bicycle Facility; and (b) to reflect the transportation network, street alignment, and abandonment of the following streets: South Montgomery Street between West San Fernando Street and Park Avenue; Otterson Street between South Montgomery Street and proposed Cahill Street; Delmas Avenue between West Santa Clara Street and West San Fernando Street; North Montgomery Street between West St. John Street and proposed Cahill Street; Cottage Lane between North Montgomery Street and the Peninsula Corridor Joint Powers Board rail tracks; Cinnabar Street between proposed North Autumn Street and the Peninsula Corridor Joint Powers Board rail tracks; the northerly portion of Auzerais Avenue near the Peninsula Corridor Joint Powers Board rail tracks (Street easement): The westerly portion of Royal Avenue between Auzerais Avenue and West San Carlos Street; the southerly portion of West San Carlos Street west of Royal Avenue; the westerly and easterly portions of South Montgomery Street between West San Carlos Street and Park Avenue; the northerly and southerly portions of Park Avenue between South Montgomery Street and the Peninsula Corridor Joint Powers Board rail tracks; and the westerly portion of South Autumn Street north of West San Fernando Street.

FIGURE: Existing General Plan Transportation Network Diagram

Townsown West Boundary

Grand Boulevard

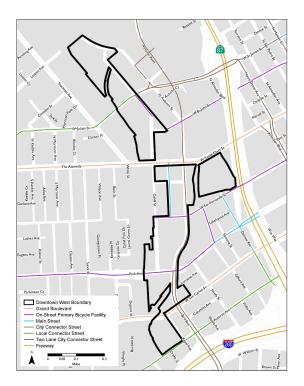
On-Street Primary Bloyde Facility

Man Distreet

One Connector Street

Freeway Street

FIGURE: Proposed General Plan Transportation Network Diagram



11. Appendix 5 to the General Plan is hereby amended as follows:

751,450 Jobs and 429,350 Dwelling Units; 1.1 J/EF Existing 2008 Development: 369,450 Jobs & 309,350 DU							*******************************		
Growth Above Existing: 382,000 Jobs & 120,000 DU	Gross Acres	CARA	CITY				TRACKING		
		Planned Job Capacity	Planned Housing Yield		Base	TRACKING Planned DU Growth Capacity for Growth Areas and Urban Villages by Horizon (Timeframe)			NSJ ADP
Total Plan Growth Capacity		382,000	(DU) 120,000		Already Entitled 38,787	Horizon 1 35,234	Horizon 2	Horizon 3	Phases 2-
Downtown		302,000	120,000		30,707	00,204	14,400	7,930	20,04
Downtown (including Diridon Station Area Plan) (v) Downtown Sub-Total	943	79,679 79,679	20,735 20,735		10,705 10,705	10,030 10,030			
Specific Plan Areas	2.12								
Communications Hill Specific Plan Jackson-Taylor Residential Strategy Martha Gardens Specific Plan	942 109 145	1,700 100 0	2,775 1,190 1,760		2,775 656	534 1,760			
Midtown Specific Plan Tamien Station Area Specific Plan	125 149	841 600	800 1,060		0 169	800 891			
Alviso Master Plan (v) Evergreen Specific Plan (not including V55)	10,730 879	18,700 0	70 25		25	70			
Specific Plan Sub-Total		21,941	7,680		3,625	4,055			
Employment Land Areas Monterey Business Corridor (v)	453	1,095	0						
New Edenvale Old Edenvale Area (Bernal)	735 474	10,000 15,000	0 780		780				
North Coyote Valley Evergreen Campus Industrial Area	1,722 368	13,980 10,000	0						
North San José (including Rincon South) VT1 - Lundy / Miipitas BART Berryessa / International Business Park (v)	4,382 167	100,000 28,400	32,640 0		9,094				23,54
Ben yessa / international business Park (v) Mabury (v) East Gish (v)	497 290 495	4,583 2,265 2,300	0						
Senter Road (v) VT5 - Santa Clara / Airport West (FMC)	361 94	2,275 1,600	0						
VT7 - Blossom Hill / Monterey Rd VT25 - W. Capitol Expy / Monterey Rd	24 35	1,940 100	0						
VR16 - S. Capitol Av / Capitol Expy VR24 - Monterey Hwy / Senter Rd	2 35	100 100	0						
VR26 - E. Capitol Expy / McLaughlin Dr VR27 - W. Capitol Expy / Vistapark Dr C42 - Story Rd (v)	16 15 223	100 100 1 823	0						
C42 - Story Rd (v) C45 - County Fairgrounds Employment Land Sub-Total	223 184	1,823 100 195,861	0 0 33,420		9,874				23,54
Employment Lanti Sub-10tal Regional Transit Urban Villages		130,001	33,420		5,074				23,04
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v) VT3 - Five Wounds BART	270 74	22,100 4,050	4,814 845		1,416	3,398	845		
VT4 - The Alameda (East) VT6 - Blossom Hill / Hitachi	46 142	1,610 0	411 2,930		177 2,930	234			
Regional Transit Villages Sub-Total		27,760	9,000		4,523	3,632	845		
Local Transit Urban Villages (Existing LRT) VR8 - Curtner Light Rail / Calitrain (v)	69	500	906		61		845		
VR9 - Race Street Light Rail (v) A (west of Sunol) B (Reed & Graham Site)	123	2,000 1,200	1,937 675		532	1,405 675			
VR10 - Capitol / 87 Light Rail (v) VR11 - Penitencia Creek Light Rail	56 24	750 0	1,070 560			0/3	1,070 560		
VR12 - N. Capitol Av / Hostetter Rd (v) VR13 - N. Capitol Av / Berryessa Rd (v)	25 54	500 1,000	870 1,105				870 1,105		
VR14 - N. Capitol Ave / Mabury Rd VR15 - N. Capitol Av / McKee Rd (v)	5 92	100 1,000	655 1,399		188		655 1,211		
VR17 - Oakridge Mall and Vicinity (v) A (Cambrian / Pioneer)	380	3,375	2,512				2,512		
B (Edenvale) VR18 - Blosson Hill Rd / Cahalan Av	30	5,715 500	3,806 600		455		3,806 600		
VR19 - Blossom Hill Rd / Snell Av CR20 - N. 1st Street CR21 - Southwest Expressway (v)	64 132 170	500 2,520 750	559 1,678 3,007		155 448 339	1,230 2,668	404		
Local Transit Villages (Existing LRT) Sub-Total		20,410	21,339		1,723	5,978	13,638		
Local Transit Urban Villages (Planned BRT/LRT) VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250		250				
VR23 - E. Capitol Expy / Silver Creek Rd CR28 - E. Santa Clara Street	73	450 795	394 850		86	764		394	
A (West of 17th Street) B (Roosevelt Park) CR29 - Alum Rock Avenue	51	605	650		80	570			
A (Little Portugal) B (Alum Rock)	18 72	100 870	310 1,010		71 187	239 823			
C (East of 680) CR30 - The Alameda (West)	61 21	650 200	1,175 400			1,175		400	
CR31 - W. San Carlos Street CR32 - Stevens Creek Boulevard	269	980 4,500	1,245 3,860		395 508	850 3,352			
Local Transit Villages (Planned BRT/LRT) Sub-Total Commercial Corridor & Center Urban Villages		10,300	10,144		1,577	7,773		794	
C34 - Tully Rd / S. King Rd C35 - Santana Row/Valley Fair and Vicinity (v)	102 185	900 8,500	430 2,635		1,768	867		430	
C36 - Paseo de Saratoga and Vicinity C37 - Santa Teresa BI / Bernal Rd	174 75	1,500 850	1,522 239					1,522 239	
C38 - Winchester Boulevard C39 - S. Bascom Avenue (North)	300 215	2,000 1,000	2,200 1,560		441 755	1,759 805			
C40 - S. Bascom Avenue (South) (v) C41 - Saratoga Avenue (v) C43 - S. De Anza Boulevard (v)	117 159 84	500 1,500 2,140	383 725 598		74 391			309 334 553	
C44 - Camden / Hillsdale Avenue Commercial Corridor & Center Villages Sub-Total	108	2,000 20,890	484 10,776		3,474	3,431		484 3,871	
Neighborhood Villages		.,,,,,,	.,		•				
V47 - Landess Av / Morrill Av V48 - Piedmont Rd / Sierra Rd	16 11	100 100	157 90					157 90	
V49 - McKee Rd / Toyon Av V50 - McKee Rd / White Rd (v) V52 - E. Capital Eyay / Eyaytele Dr	25 19	100 100	120 111		7			120 104	
VS2 - E. Capitol Expy / Foxdale Dr V53 - Quimby Rd / S. White Rd V54 - Aborn Rd / San Felipe Rd	14 19 37	100 100 100	93 150 203					93 150 203	
V95 - ADDIT RUT SMIT PEIIDE RU V55 - Evergreen Village V57 - S. 24th St / William Ct (v)	49 52	0	335 217		67	335		150	
V58 - Monterey Rd / Chynoweth Rd V59 - Santa Teresa Bl / Cottle Rd (v)	37 48	100 500	96 122					96 122	
V60 - Santa Teresa BI / Snell Av V61 - Bollinger Rd / Miller Av	11	100 100	86 128	Ш				86 128	
V62 - Bollinger Rd / Lawrence Expy V63 - Hamilton Av / Meridian Av V64 - Almaden Expy / Hillsdale Av	11 53	100 500	56 339 218	Н				56 339	
V64 - Almaden Expy / Hillsdale Av V65 - Foxworthy Av / Meridian Av V67 - Branham Ln / Meridian Av	49 16 18	400 100 100	218 150 176		55			218 95 176	
vor - Brannam Ln / Mendian Av V68 - Camden Av / Branham Ln V69 - Kooser Rd / Meridian Av	21	200 200	279 213					279 213	
V70 - Camden Av / Kooser Rd (v) V71 - Meridian Av / Redmond Av	49 10	100 100	314 96					314 96	
		3,400	3,749		129	335		3,285	
Neighborhood Villages Sub-Total									
Other Identified Growth Areas Vacant Lands	558	1,759	1,460		1,460				
Other Identified Growth Areas	558 513	1,759 0 1,759	1,460 1,697 3,157		1,460 1,697 3,157				

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. Thes lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).