

ATTACHMENT 4

Planning Commission Staff Report



PLANNING COMMISSION STAFF REPORT

Project	Stevens Creek Urban Village Plan (File No. GP17-009)
General Plan Designated Jobs and Housing Capacity	<ul style="list-style-type: none"> ▪ Jobs Capacity: 4,500 new jobs (roughly 1,350,000 square feet of net new commercial space) ▪ Housing Capacity: 3,860 new units
Location	The south side of Stevens Creek Boulevard between Hanson Avenue just west of Winchester Boulevard to Stern Avenue just west of Lawrence Expressway.
Planning Process Timeline	2013-2017
General Plan Horizon	Horizon 3
Council District	1
Historic Resource	None
CEQA:	Determination of Consistency with the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617).

RECOMMENDATION

Planning staff recommends that the Planning Commission recommend to the City Council all of the following actions:

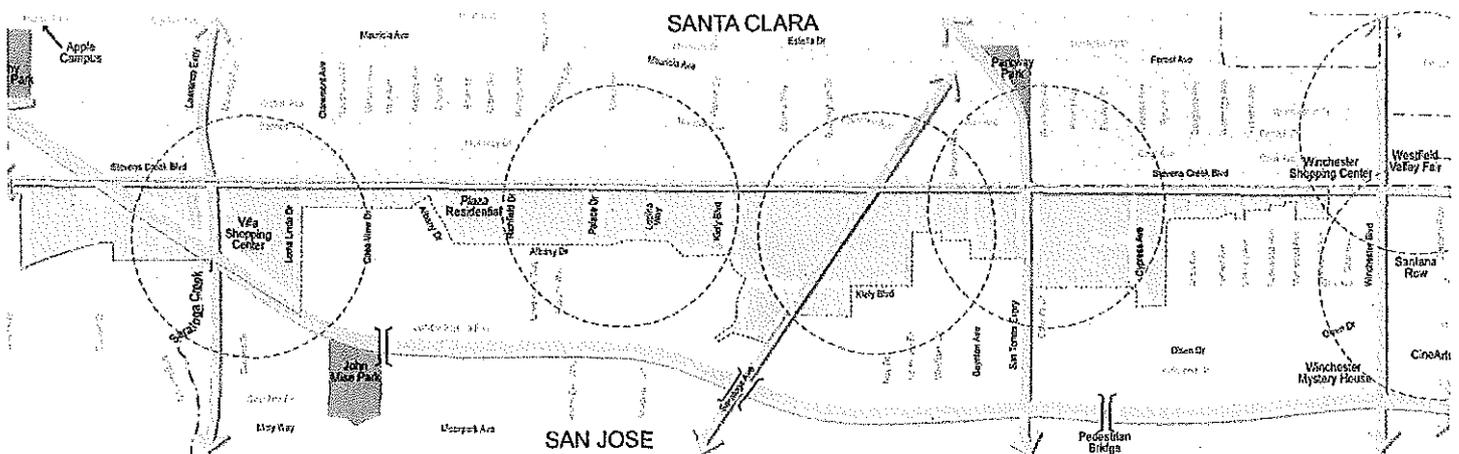
- Consider the Determination of Consistency with the Final Program EIR for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution 77617) in accordance with CEQA.
- Adoption of a Resolution approving a General Plan Amendment to include the modifications to the Stevens Creek Urban Village boundary and changes to General Plan land use designations on properties within the boundary of this Urban Village Plan area as shown on the land use map; and
- Adoption of a Resolution adopting the Stevens Creek Urban Village Plan as the guiding policy documents for new development and identified public improvements within this urban village area.

PROJECT DESCRIPTION

The proposed Stevens Creek Urban Village Plan (Plan) was prepared by the City with community input to provide a policy framework that will guide new job and housing growth within this Urban Village boundary. This Plan will also provide guidance as to the characteristics of future development, including buildings, parks, plazas, placemaking elements, streetscape, and circulation. The Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, providing the capacity for the development of 4,500 new jobs (roughly 1,350,000 square feet of commercial space) and 3,860 new dwelling units.

Urban Village Location

The Stevens Creek Urban Village is located in western San José on the south side of Stevens Creek Boulevard between Hanson Avenue just west of Winchester Boulevard to Stern Avenue just west of Lawrence Expressway, and north of Interstate Highway 280.



BACKGROUND

Planning Process

The planning process for the Stevens Creek Urban Village was supported by a Priority Development Area Planning Grant awarded to the City of San José by the Metropolitan Transportation Commission (MTC) in November 2014. The Urban Village planning process was conducted by the City's Urban Village staff.

Community Engagement

The community engagement process provided an extensive and meaningful way for the community to be involved in the planning process. Planning staff engaged community stakeholders to identify community issues, challenges, and opportunities that guided and informed the development of this Urban Village Plan. The process included three community workshops, which were held in February 2013, October 2016, and April 2017. All neighborhood residents, property owners, business owners, and other interested individuals were invited to

participate and provide input on the formation of this Plan. The City also conducted two on-line engagement surveys during the months of September through December 2016, which results further informed the Plan.

Stevens Creek Advisory Group (SCAG)

In addition to the community engagement discussed above, the District 1 Council Office formed the Stevens Creek Advisory Group (SCAG) made up of residents, business owners, and property owners in the area, as follows.

Kirk Vartan – *Co-chair, Stevens Creek Business Owner*
 Bob Levy – *Co-chair, D1 resident*
 Hoi Poon – *D1 resident*
 Kathy Miller – *D1 resident*
 Carlin Black – *D1 resident*
 Scot Vallec – *Westfield*
 Thomas deRegt – *Fortbay Dev.*

Vallerie Wickersham – *D1 resident*
 Steve Kelley – *Real Estate Broker*
 Chris Giangreco – *WONA Rep*
 Bob Wickersham – *D1 resident*
 Jim Landowski – *D1 resident*
 Randy Shingai – *D1 resident*
 Judith Hage – *D1 resident*
 Doug Handerson – *D1 resident*

Planning staff worked closely with the SCAG over 12 meetings and one joint meeting with the Winchester Advisory Group (WAG) which assisted in the development of the Winchester and Santana Row/Valley Fair Urban Village Plans. The group discussed the outcomes of the workshops and the content of each chapter of the Plan. The discussions and comments from these meetings further informed the final draft version of the Stevens Creek Urban Village Plan.

Interdepartmental and External Government Coordination

The preparation of the Stevens Creek Plan was coordinated with a variety of City departments and outside City agencies and organizations. The participating City departments included the Departments of Parks, Recreation and Neighborhood Services, Cultural Affairs, Transportation, Public Works, Office of Economic Development, and Environmental Services, and the outside City agencies and organizations included the Santa Clara Valley Transportation Authority (VTA), and planning and public works staff from cities of Santa Clara and Cupertino.

URBAN VILLAGE PLAN OVERVIEW

The Stevens Creek Urban Village is situated in a strategic location within San José. The City of Santa Clara is located immediately north, the City of Cupertino is located down Stevens Creek Boulevard immediately to the west, and the Santana Row and Valley Fair regional shopping centers are located immediately to the east. Both neighboring cities house high tech jobs and the Santana Row and Valley Fair shopping centers draw visitors from the larger region. As such, the Stevens Creek Urban Village is an ideal location for people who want to live and work in an urban environment that has access to other major cities and amenities.

The land use densities and building heights proposed in this Plan support growing the Stevens Creek Urban Village into an employment destination while also planning for significant high density mixed-use residential development to create a dynamic urban environment. This Plan encourages well-designed dense multifamily housing units to make the area a desirable place for workers who desire to live in urban settings, as well as for employers who want to locate in areas near a diverse population, which in turn can internalize traffic.

This Plan includes goals, policies, standards, guidelines and action items to guide new development and private and public investment to achieve the vision of the Urban Village

consistent with the Urban Village Major Strategy outlined in the Envision San José 2040 General Plan. This Urban Village Plan includes seven chapters, as follows:

1. Chapter 1 - Introduction: Describes the planning area and the Plan purpose, provides an overview of the planning process, and outlines the organization of the Plan document.
2. Chapter 2 - Vision: Conveys the community's principles used to guide the development of the Stevens Creek Urban Village.
3. Chapter 3 - Land Use: Describes planned growth and identifies land use designations and building height limits for the Urban Village.
4. Chapter 4 - Urban Design: Identifies goals, policies, guidelines, and action items to help realize the design concepts for public and private development.
5. Chapter 5 - Circulation and Streetscape: Presents goals, policies, guidelines, and action items to improve pedestrian, bike, and transit facilities.
6. Chapter 6 - Parks, Plazas and Placemaking: Identifies goals, policies, guidelines, action items, and potential locations for new publicly accessible open space, and presents strategies for incorporating plazas, pocket parks, paseos, parklets, and placemaking into the Urban Village.
7. Chapter 7 – Implementation: Details the existing funding mechanisms available for implementing public improvements and includes action items to study other funding mechanism to implement the Urban Village amenities as identified by the community, which are listed in these Chapters. This Chapter will require updating as the City determines the most effective mechanisms by which to funding amenities that are above and beyond what the City currently funds.

ANALYSIS

The proposed Urban Village Plan was analyzed with respect to: 1) conformance with the Envision San José 2040 General Plan; and 2) conformance with the California Environmental Quality Act (CEQA).

General Plan Amendment (File No. GPT17-001)

Prior to the adoption and implementation of this Urban Village Plan, the City Council must adopt a separate amendment to the General Plan creating the "Urban Village Commercial" land use designation. This land use designation is contained in this Urban Village Plan, but in order to be consistent with the General Plan, it must first be adopted as a General Plan land use designation. That amendment (File No. GPT17-001) to the General Plan is being recommended by staff as a separate item from the consideration of the adoption of this Plan. With the exception of the proposed new land use designation, the Urban Village Plan is consistent with and will further the goals of the General Plan as analyzed below.

Urban Village Boundary and Land Uses

General Plan Implementation Policy IP-5.1 states that an urban village plan should identify potential adjustments to the identified Urban Village Boundaries and potential modifications to the Land Use / Transportation Diagram as necessary to best utilize existing land use growth

capacity, address neighborhood context, and promote economic development through the identification of optimal sites for retail and other employment uses.

Consistent with this policy, this Plan includes a change to the Urban Village boundary, which resulted from a change to the adjacent Santana Row/Valley Fair Urban Village boundary, which abuts the Stevens Creek Urban Village to the east. The Santana Row/Valley Fair Urban Village was changed from the area designated in the General Plan based on the feedback received from the community during the workshops and meetings with community stakeholders. This change removed an area totaling 1.95 acres from the Stevens Creek Urban Village. The removal of this area allowed the boundary between the two Villages to occur at the centerline of Hanson Avenue versus a location that split a block in half down a property line.

Also, consistent with this policy, the adoption of this Plan will modify the General Plan land use designations, as depicted on the Envision San Jose 2040 Land Use/Transportation Diagram, for properties within the boundary of this Plan area as shown on the land use map.

General Plan Consistency

The following describes this Plan's consistency with the Envision San José 2040 General Plan Major Strategies and Policies:

Major Strategy # 5 - Urban Villages

This strategy promotes the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals. The General Plan establishes the Urban Village concept to create a policy framework to direct most new job and housing growth to occur within walkable and bike-friendly Urban Villages that have good access to transit and other existing infrastructure and facilities. San José Urban Villages are planned for a balanced mix of job and housing growth at relatively high densities with greater emphasis placed upon building complete communities at each Urban Village location while also supporting use of the local transit system. The Urban Village Strategy fosters:

- Mixing residential and employment activities
- Establishing minimum densities to support transit use, bicycling and walking
- High-quality urban design
- Revitalizing underutilized properties with access to existing infrastructure
- Engaging local neighborhoods through an Urban Village Planning process

Analysis: The Stevens Creek Urban Village Plan includes goals, policies, standards, guidelines and action items to guide new development and private and public investment to achieve the Urban Village Strategy as outlined in the above Major Strategy. This Plan encourages future development to complement and enhance the existing commercial corridor, while also preserving the surrounding established residential neighborhoods.

In addition, this Plan supports the fiscal and social benefits of shifting to more compact and dense urban forms by encouraging new commercial and residential development at specific areas at higher densities. Locating commercial development close to residences and

services, will create more complete neighborhoods by providing more options for a variety of the population to meet their daily needs within walking distance.

The following describes how each of the chapters of the Urban Village Plan is consistent with General Plan policies.

Chapter 1 and 2: Introduction and Vision

Policy CE-2.3, Community Partnership: Support continuation of existing and formation of new community and neighborhood-based organizations to encourage and facilitate effective public engagement in policy and land use decisions.

Analysis: Community input gathered during the planning process, including monthly meetings with the Stevens Creek Advisory Group formed by the District 1 City Council Office, provided the basis for overarching vision and guiding principles for future development in this Urban Village. The vision statement describes elements that represent the community's preferred future for development and transformation of the Stevens Creek Village area. The Stevens Creek Urban Village guiding principles consist of four defining elements that embody the foundation of this Plan and include:

- *New Parks and Gathering Spaces*
- *Foster Connections*
- *A Great Street*
- *Economic and Residential Vibrancy*

Chapter 3: Land Use

Policy E-1.2, Land Use and Employment: Plan for the retention and expansion of a strategic mix of employment activities at appropriate locations throughout the City to support a balanced economic base, including industrial suppliers and services, commercial/retail support services, clean technologies, life sciences, as well as high technology manufacturers and other related industries.

Policy LU-10.1, Land Use: Develop land use plans and implementation tools that result in the construction of mixed-use development in appropriate places throughout the City as a means to establish walkable, complete communities.

Policy IP-5.5, Implementation: Employ the Urban Village Planning process to plan land uses that include adequate capacity for the full amount of planned job and housing growth, including identification of optimal sites for new retail development and careful consideration of appropriate minimum and maximum densities for residential and employment uses to insure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this Envision Plan.

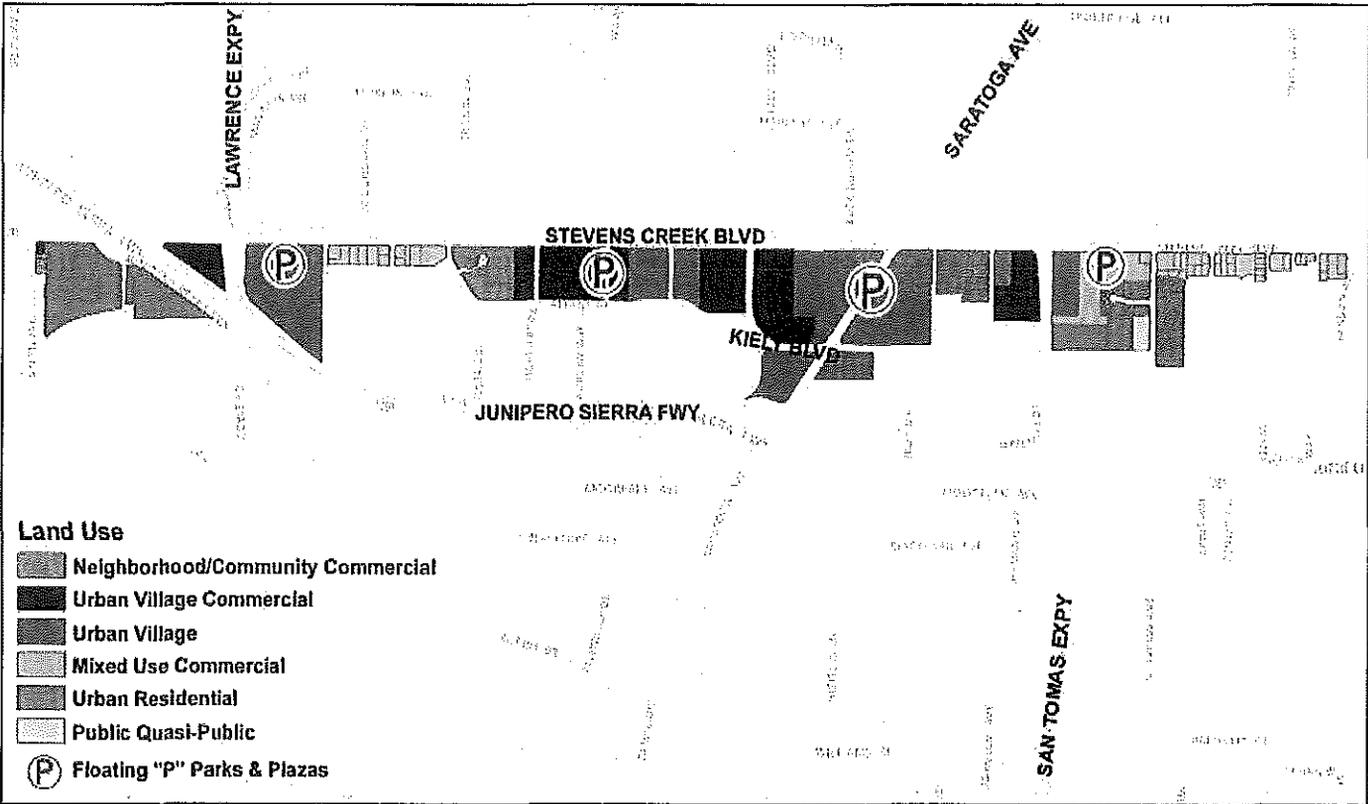
Policy IE-1.6, Land Use and Employment: Plan land uses, infrastructure development, and other initiatives to maximize utilization of existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, promote development potential proximate to these transit system investments compatible with their full utilization.

Analysis: A primary objective of this Plan is to retain the existing amount of commercial space and increase commercial activity and employment opportunities as the area redevelops. The land use plan supports the development of new commercial uses up to 1,350,000 square feet. The land uses as designated can support a variety of commercial spaces from small or midsized in scale that serve the immediate neighborhoods, to large office buildings that would server the larger city. The areas designated for new high density

residential uses will be instrumental in creating a vibrant, walkable great place as the Plan anticipates up to 3,860 new residential units. The vibrancy of Stevens Creek businesses will be enhanced in part by having more people living and shopping along this corridor.

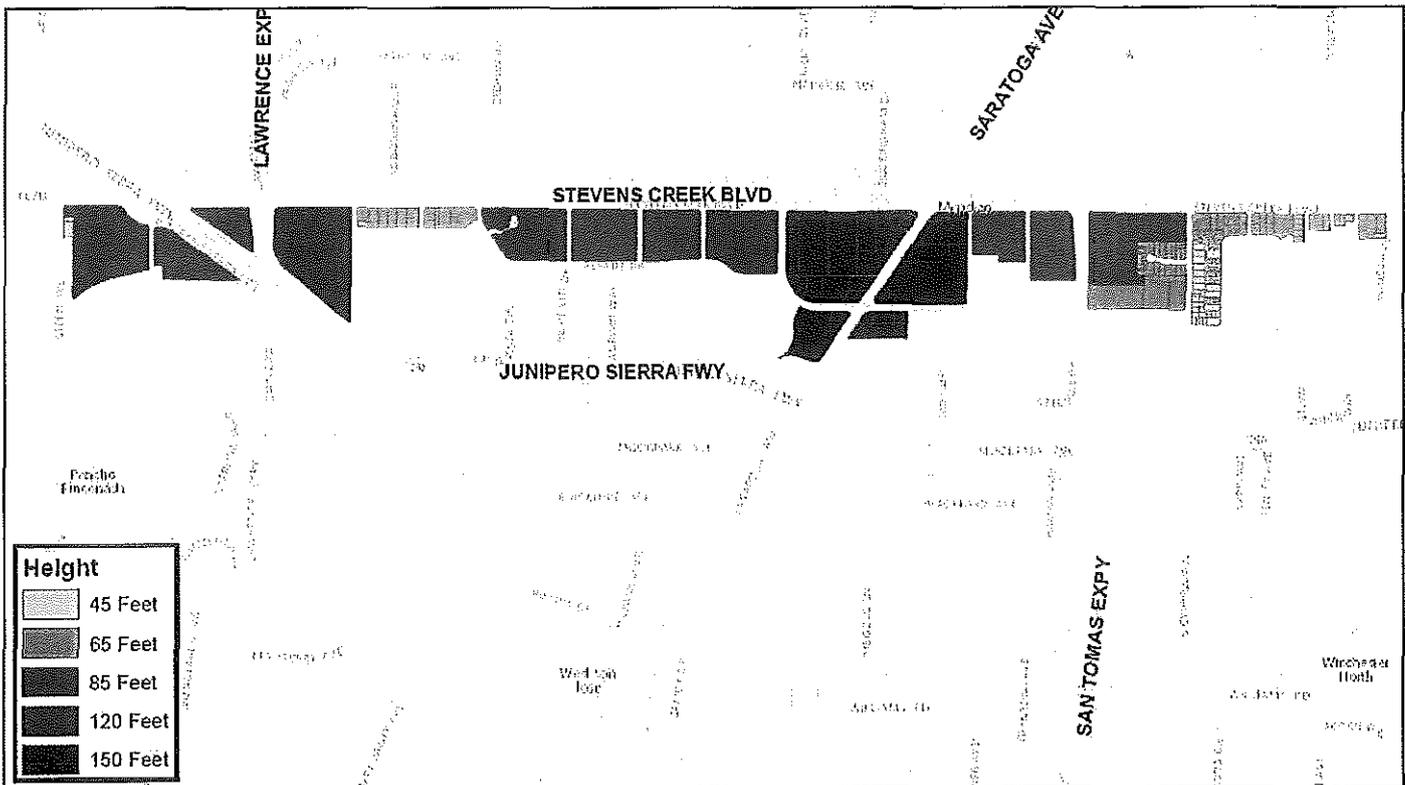
Additionally, to ensure that the Village can accommodate the planned growth minimum, Floor Area Ratio's (FAR's) for commercial development are included. Higher FAR's and building heights were designated in specific areas that were identified as optimal for new commercial development. This Urban Village Plan also proposes land use designations and policies to ensure that the planned housing capacity can be accommodated in the Village. The residential land use densities are higher than the existing development pattern to encourage future transit improvements in this Urban Village.

Land Use Plan



In conjunction with the Land Use Plan, the Height Diagram in this Chapter designates the maximum building heights for each property, which are to be used with the setback guidelines and transitional height policies contained in the Urban Design Chapter of this Plan. The Height diagram reflects the tallest heights of 150 feet in the "Heart of the Village" at Saratoga Avenue and Stevens Creek Boulevard. Spreading down either side of the corridor from there, large parcels, not immediately adjacent to single family homes, have heights of 85 feet and 120 feet. Parcels that are located in more contextually sensitive areas have the lowest heights of 45 feet and 65 feet.

Height Diagram



Chapter 4: Urban Design

Policy CD-1.11, Attractive City: To create a more pleasing pedestrian-oriented environment, for new building frontages, include design elements with a human scale, varied and facades using a variety of materials, and entries oriented to public sidewalks or pedestrian pathways. Encourage inviting, transparent façades for ground-floor commercial spaces that attract customers by revealing active uses and merchandise displays.

Policy CD-1.14, Attractive City: Use the Urban Village Planning process to establish standards for their architecture, height, and massing.

Policy CD-2.8, Function: Size and configure mixed-use development to accommodate viable commercial spaces with appropriate floor-to-floor heights, tenant space configurations, window glazing, and other infrastructure for restaurants and retail uses to ensure appropriate flexibility for accommodating a variety of commercial tenants over time.

Policy CD-4.8, Compatibility: Include development standards in Urban Village Plans that establish streetscape consistency in terms of street sections, street-level massing, setbacks, building facades, and building heights.

Policy CD-7.1, Urban Villages Design: Support intensive development and uses within Urban Villages, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.

Policy CD-7.4, Urban Villages Design: Identify a vision for urban design character consistent with development standards, including but not limited to building scale, relationship to the street, and setbacks, as part of the Urban Village planning process. Accommodate all planned employment and housing growth capacity within each Urban

Village and consider how to accommodate projected employment growth demand by sector in each respective Urban Village Plan.

Analysis: This chapter includes goals, policies, standards, and guidelines that promote a strong urban design concept guiding future development in the Urban Village while protecting established neighborhoods. The Plan's urban design guidelines strive to provide flexibility for creative expression and design of buildings while supporting distinctive placemaking and a coherent Urban Village identity. The standards and guidelines also aim to influence those aspects of building and site design that have a direct effect on the surrounding public context. Design of private developments can have a significant impact on the quality of public spaces since private buildings typically define the edges of public streets and open spaces. Additionally, this Chapter includes requirements for a transition between higher story buildings and lower intensity residential uses, which is key to achieving sensitive building massing adjacent to the established neighborhood context.

The standards and guidelines are based on existing policies, principles, and values established by the City of San José's existing Commercial and Residential Design guidelines, as well as the design policies contained in the General Plan. The standards and guidelines provide more specific guidance to inform the shape of new development in this Urban Village to ensure that buildings contribute to the overall environment.



The above image shows existing conditions progressing with first roadway improvements and then what it can look like with new development that has appropriate setbacks and street furniture.

Chapter 5: Circulation and Streetscape

Policy CD-1.9, Attractive City: Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as Downtown, Urban Villages, or along Main Streets, place commercial and mixed-use building frontages at or near the street-facing property line with entrances directly to the public sidewalk, provide high-quality pedestrian facilities that promote pedestrian activity, including adequate sidewalk dimensions for both

circulation and outdoor activities related to adjacent land uses, a continuous tree canopy, and other pedestrian amenities. In these areas, strongly discourage parking areas located between the front of buildings and the street to promote a safe and attractive street facade and pedestrian access to buildings.

Policy CD-2.3, Function: Include attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian-scale lighting, pedestrian-oriented way-finding signage, clocks, fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways.

Policy CD-3.2, Connections: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

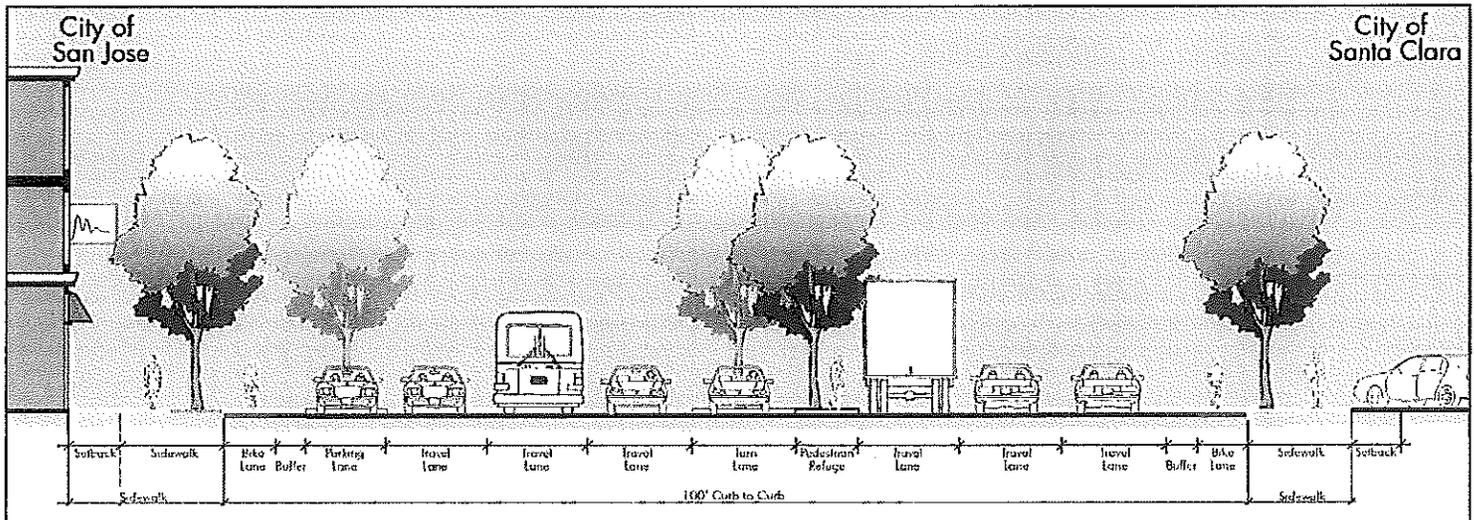
Policy TR-12.2, Intelligent Transportation System: Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

Analysis: *This Plan provides a framework for a network of tree-lined wide sidewalks, bikeways, and street crossings that connect the Urban Village with transit stops, parks, and shopping areas. Bikeways include protected bike lanes on Stevens Creek Boulevard and a class III bike route that parallels Stevens Creek Boulevard along Albany Drive, Kiely Boulevard and Olsen Drive. Walkways include wide sidewalks, paseos, and primary pedestrian routes throughout the Urban Village. This Plan also includes policies that support attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian lighting, wayfinding, and landscaping.*

To more efficiently use transportation networks, this Plan is expected to expand and enhance alternative transportation networks in order to facilitate more travel through more sustainable travel modes like ridesharing, transit, biking, and walking; improve multimodal safety and traffic flow through technology and communication improvements; and facilitate more travel during non-peak periods. The City worked with Santa Clara Valley Transportation Authority (VTA) to develop this Plan and intends to continue to do so. Further, Stevens Creek boulevard remains a Grand Boulevard where transit is prioritized.

The long range concept for Stevens Creek Boulevard included in this plan is shown below. With this concept, Stevens Creek Boulevard can accommodate high volumes of through traffic, while also providing people who bike and people who walk with a safer and more comfortable environment. The design was driven largely by the community's priorities. The community consistently identified a protected bike lane on Stevens Creek Boulevard as a top priority, as well as providing good traffic flow in automobile travel lanes. This design retains the existing curb locations while incorporating protected bike lanes for the length of the corridor. Some street parking will likely be removed to achieve the streetscape concept of this Plan. Coordination with the City of Santana Clara will be key in achieving this streetscape as the north half of the street is within their jurisdiction.

Stevens Creek Boulevard Proposed Roadway Improvements



Chapter 6: Parks, Plaza and Placemaking

Policy CD-2.4, Function: Incorporate public spaces (squares, plazas, etc.) into private developments to encourage social interaction, particularly where such spaces promote symbiotic relationships between businesses, residents, and visitors.

Policy CD-7.8, Urban Village Design: Encourage development along edges of public parks or plazas within or adjacent to Urban Villages to incorporate site and architectural design measures which promote access to and encourage use of the park and which minimize potentially negative shade and shadow impacts upon the park or plaza space.

Policy PR-1.9, High Quality Facilities and Programs: As Urban Village areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately or, in limited instances, publicly owned and maintained pocket parks; neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.

Policy AC-2.2, High Impact Public Art: Integrate planning for public art in other City planning efforts, including area specific planning processes, and Urban Village master planning processes.

Policy VN-4.3, Cultural Opportunities: Consider opportunities to include spaces that support arts and cultural activities in the planning and development of the Downtown, new Urban Village areas and other Growth Areas.

Analysis: This Plan recommends considering parks and plazas as part of all new development and encourages a logical pathway system to connect these spaces. It also suggests that public art and placemaking should play a significant role in new development and implementation of all types of projects including commercial, multifamily residential, common open spaces, transportation facilities, and stormwater management systems. Successful public art implementation would contribute greatly to “branding” this Urban Village, and making it a more memorable place.

On the Land Use Plan, in the Land Use Chapter, the Floating Urban Parks and Plazas land use category is used to designate the general area for new parks/plazas, which can be

publicly- or privately-owned. This is a creative solution to provide direction as to where more public space should be provided in this Urban Village.

Chapter 7: Implementation

Policy IP-5.1: Urban Village Planning- Financing: Consider financing mechanisms which may be needed to deliver public improvements, amenities, and the like envisioned within the Urban Village Plan.

Analysis: The City has been developing an implementation financing mechanism for the Roosevelt Park and Little Portugal Urban Villages, which was presented to the City Council at a public hearing on April 11, 2017. At the hearing, the City Council directed staff to come back with a more specific implementation mechanism for these and all future Urban Villages. As such, the Stevens Creek Urban Village, as well as others, will need to be amended in the near future as the preferred implementation mechanism becomes defined. At this time, the implementation Chapter only describes existing public improvement funding mechanisms and lists the community's desired amenities. The City's existing funding mechanisms for implementing public improvements such as open space, street improvements, public art, and affordable housing include the following:

- *Parkland Dedication (PDO) and Park Impact (PIO) Ordinances*
- *Construction and Conveyance Taxes (C&C)*
- *Outside funding sources from grants, gifts, and other agencies like the County*
- *Cooperative and Joint Use Agreements (most often with schools or other public agencies)*
- *Bond Funding (when available)*
- *Department of Transportation's Capital Improvement Plans*
- *City's public art program - one percent of all eligible City of San José capital project costs goes towards public artwork*
- *Inclusionary Housing Ordinance with Impact Fee (for-sale residential)*
- *Affordable Housing Impact Fee (AHIF) Program (market-rate rental housing)*

Given that the above existing funding mechanisms by themselves will not be adequate to implement many of the identified improvements and amenities in this Plan, additional funding mechanisms will be needed. As such, the following action item is also included in this chapter:

- *Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.*

The following is a list of amenities that have been identified by the community:

- *Affordable Housing*
- *Urban Plazas: public urban plazas and/or publicly accessible, but privately maintained plazas.*
- *Parkland: contribute more than what is required of the project through the Parkland Dedication Ordinance (PDO) and Park Impact Ordinances.*
- *Streetscape Amenities: street furniture, pedestrian scale lighting, drinking fountains, public art, street banners, landscaping, trash and recycling receptacles.*

- *Circulation Improvements: bulb-outs, enhanced crosswalks, landscaping, a protected bicycle lane on Stevens Creek Boulevard, Ped/bike I-280 overcrossing to Mise Park, improve bike facilities on Cypress Avenue.*
- *Public Art*
- *Commercial Development: above the minimum required, or design, build, and/or lease commercial space affordable to small businesses.*
- *Innovation Corridor: smart poles, interactive elements.*
- *Special Financing District*
- *Winchester Boulevard Widening over I-280 to accommodate wider sidewalks, bike lanes, and landscaping.*
- *I-280 Freeway Cap financial feasibility study.*

ADOPTION OF THE URBAN VILLAGE PLAN

The adoption of this Plan will allow commercial development projects to move forward with entitlements that are consistent with the goals, policies, standards, guidelines, and action items identified in the Urban Village Plan.

Residential Entitlements

The Envision San José 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Stevens Creek Urban Village is included in Horizon 3. At this time, only Horizon 1 Growth Areas are available for residential development. Development of Horizon 1 Urban Villages is a priority of the General Plan. Residential and residential mixed-use development projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order to move forward with entitlements. Alternatively, residential projects may be developed using the “Residential Pool” policy (IP-2.11), as defined in the Envision San Jose 2040 General Plan, at the discretion of the City Council. The “Residential Pool” policy provides a capacity of 5,000 units that are allocated for Urban Village areas with approved Urban Village Plan and allow for the City Council to approve a residential and residential mixed-use development projects outside of the current Horizon.

Urban Village Commercial Land Use Designation

Prior to the adoption and implementation of this proposed Urban Village plan, the Council must adopt an amendment to the General Plan creating the “Urban Village Commercial” land use designation. This amendment to the General Plan, File No GPT17-001, is being recommended by staff as a separate item from the consideration of the adoption of this Plan.

Signature Projects

This Plan includes a pipeline policy for Signature Projects (as defined in the General Plan) for such projects that have applied for development entitlements before the adoption of this Plan. Such Signature Projects may continue to move forward and will not be required to be in

conformance with the Urban Village Plan. Currently, there are two Signature Projects on file within this Urban Village:

- File Nos. PDC16-036 and PD17-014: Known as the Stevens Creek Promenade project, located on the southerly side of Stevens Creek on both sides of Lopina Way to allow for a

233,000 square foot office building, parking garage, 10,000 square feet of ground floor commercial and up to 499 residential units.

- File Nos. PDC16-006 and PD17-002: Known as the Garden City project, located at southeast corner of Saratoga Avenue and Stevens Creek Boulevard to allow for an approximately 460,000 square foot office building, up to 15,000 square feet of retail, up to 871 residential units, a 2.5-acre park.

Implementation Chapters

At this time, this Plan includes an Implementation Chapter that outlines the existing mechanisms for funding public improvements and the community priorities for Urban Village amenities for the implementation of this Urban Village. This chapter includes an action item to further study additional mechanisms for the implementation of Urban Village amenities. On June 6, 2017, staff will be going to City Council with a proposed framework for funding Urban Village Amenities. The outcome of this hearing will further inform an amendment to this Chapter, which will also include additional community outreach before being presented at a public hearing.

West San José Area Development Policy (WSJ ADP)

Currently, significant new development within the Stevens Creek Urban Village area will likely be required to prepare an Environmental Impact Report (EIR) most specifically for traffic. Per City Council Transportation Impact Policy (Policy 5-3) and the I-280/Winchester Boulevard Transportation Development Policy (TDP), a traffic analysis is required to be prepared in conformance with California Environmental Quality Act (CEQA). The I-280/Winchester TDP currently requires the payment of a Traffic Impact Fee (TIF) by new development to pay for a future northbound off-ramp from I-280 to Winchester Boulevard.

Additionally, the City is currently processing a West San Jose Environmental Impact Report, including the development of a West San José Area Development Policy (WSJ ADP) that would provide project-level environmental clearance for traffic, noise and air quality for five west San Jose Urban Villages; (1) Santana Row/Valley Fair, (2) Winchester, (3) West San Carlos, (4) South Bascom, and (5) Stevens Creek. The WSJ ADP is intended to provide an alternative transportation improvement solution for non-mitigatable transportation impacts identified in the EIR. The WSJ ADP may provide a mechanism for new development to pay for multimodal transportation improvements identified in the five Urban Villages. The WSJ ADP is intended to streamline and expedite the environmental clearance for new development, and is anticipated to be ready for City Council consideration by June 2018.

COMMUNITY ENGAGEMENT

As discussed in the Background section of this report, the Urban Village Planning process provided multiple opportunities for local community members to become familiar with the goals of the General Plan and its Urban Village strategy, and to participate in the process.

Written public comments received after the final public workshop, which was held in an open house format where the draft plan was presented for review and comment, are attached to this staff report. In general, the comments received at the Open House included:

- Concern about the height of the buildings. Many thought that 120 feet was too high.
- Concern regarding impact on schools once density increases.
- More parks, community spaces, and placemaking concepts are needed in the area.
- Concerned about invasion of privacy and the shadow of the tall buildings.

- More setback of buildings is needed adjacent to single-family residences.
- There is a need for better planned parking options.
- Traffic is already a problem and would like the urban design to improve traffic flow.
- Some do not want another "downtown" San Jose.
- Some supported protected bike lanes and some did not.
- For a continuous bike/pedestrian path a timed light crossing should be considered.
- More senior friendly and parks amenities and resources are needed.
- Commercial development should contribute to park fees and affordable housing fund.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The environmental impacts of this project were addressed in a determination of consistency with the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617). This EIR was prepared for the comprehensive update and revision of all elements of the City of San José General Plan, including an extension of the planning timeframe to the year 2035 and including designating Growth Areas and Urban Villages, which propose intensified urban redevelopment of underutilized commercial lands to accommodate new commercial and residential growth. The EIR is available for review on the Planning web site at: <http://www.sanjoseca.gov/index.aspx?NID=2435>.

PUBLIC HEARING NOTIFICATION

A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the Urban Village boundary and posted on the City website. The staff report is posted on the City's website. Staff has been available to respond to questions from the public.

Project Manager: Lesley Xavier

Approved by:  , Planning Official for Harry Freitas, Planning Director

Date: 5/17/17

Attachments:
Stevens Creek Urban Village Resolution
Stevens Creek Urban Village Draft Plan - http://www.sanjoseca.gov/index.aspx?nid=3792
Public Comments

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO ADOPT THE STEVENS CREEK URBAN VILLAGE PLAN AND ASSOCIATED GENERAL PLAN AMENDMENT

May 2017 General Plan Amendment Cycle (Cycle 2)

WHEREAS, the City Council is authorized by Title 18 of the San Jose Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San Jose; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San Jose 2040 General Plan, San Jose, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in accordance with Title 18 of the San Jose Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San Jose for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on May 24, 2017, the Planning Commission held a public hearing to consider the following proposed Stevens Creek Urban Village Plan, and associated General Plan Amendments, at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed plans and amendments:

- A. The Stevens Creek Urban Village Plan, attached hereto and incorporated herein by reference as Exhibit "A" ("Stevens Creek Urban Village Plan"); and

- B. General Plan Amendments associated with the Stevens Creek Urban Village Plan, File No. GP17-009 specified in Exhibit "B" hereto ("General Plan Amendment GP17-009") (hereinafter collectively referred to as "General Plan Amendments"); and

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the proposed General Plan Amendments; and

WHEREAS, on June 27, 2017, the Council held a duly noticed public hearing; and

WHEREAS, copies of the proposed General Plan Amendments are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San Jose Municipal Code, public notice was given that on June 27, 2017 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San Jose, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendments; and

WHEREAS, prior to making its determination on the General Plan Amendments, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041), and Supplemental Environmental Impact Report to the Envision San José 2040 General Plan EIR (certified by Resolution No. 77617); and

WHEREAS, the Council is the decision-making body for the proposed General Plan Amendments.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Council's determinations regarding the Stevens Creek Urban Village Plan and General Plan Amendment GP17-009 are specified and set forth in Exhibits "A," and "B" respectively, attached hereto and incorporated herein by reference.

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

ADOPTED this _____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

RD:VMT:JMD
04/28/2017

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

I hereby certify that the amendments to the San Jose General Plan specified in the attached Exhibit A were adopted by the City Council of the City of San Jose on _____, as stated in its Resolution No. _____.

Dated: _____

TONI J. TABER, CMC
City Clerk

RD:VMT:JMD
04/28/2017

EXHIBIT "A"

Stevens Creek Urban Village Plan

Council District 1.

CEQA: Determination of Consistency with the Final Program EIR for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental EIR (Resolution No. 77617).

EXHIBIT "B"

GP17-009. A General Plan Amendment to modify the Stevens Creek Urban Village boundary and changes to designations on the Land Use/Transportation Diagram on properties within the boundaries of the Urban Village Plan area as shown on the Stevens Creek Urban Village land use map.

Council District 1.

CEQA: Determination of Consistency with the Final Program EIR for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental EIR (Resolution No. 77617).

Xavier, Lesley

From: Mohammad Taher <mohammad_taher1@yahoo.com>
Sent: Friday, May 12, 2017 11:41 AM
To: Xavier, Lesley
Subject: Stevens creek urban village project

Hi Lesley,

I am writing to express my opposition to this project. The traffic around Saratoga, Kiely Blvd and FWY 280 junctions is so bad especially in the afternoon and morning as it is. It takes 12 to 15 minutes to go from Saratoga and Kiely junction to enter into S. 280 ramp which is less than one tenth of a mile.

Adding so many new residential units to this area will really bring it to stall. Hope the city consider this fact in approving this project.

Regards,

Mike Taher

Sent from Yahoo Mail on Android

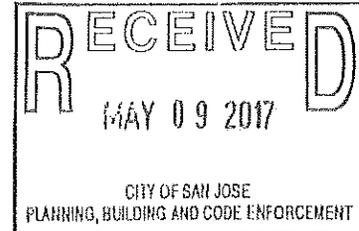
LAW OFFICES OF
STEVEN D. HOFFMAN
563 SOUTH MURPHY AVENUE
SUNNYVALE, CALIFORNIA 94086

TELEPHONE
(408) 252-5900

5/4/2017

FACSIMILE
(408) 900-8225

Lesley Xavier
Supervising Planner - Village Planning
Planning Division
Planning, Building, and Code Enforcement
City of San Jose
200 E. Santa Clara Street, 3rd Flr, Tower
San Jose, CA 95113



RE: 3680-3690 STEVENS CREEK BLVD., SAN JOSE APN 303-28-062.
Notice of Objection to Proposed Land Use Designation Change to the General Plan

Dear Ms. Xavier,

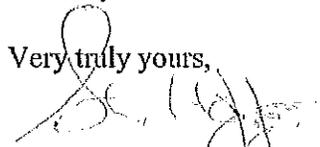
My office represents HB SC2, LLC, the owner of the above referenced property. I am also one of the members of the LLC. As you know from speaking with my brother, Ken, the proposed change in land use designation to the General Plan (to Urban Village designation) is causing significant concern to the ownership. By now, you probably understand that our family has owned this property since 1981 and intend to pass ownership to the next generation. We are concerned that the change in land use designation will adversely affect our ability to maintain the current uses allowed for the property and/or combine uses with the automotive use next door.

The current zoning is CG (PD). The current designation allows several of the automotive uses which we wish to retain. For that, and other reasons, the ownership hereby objects to San Jose changing the land use designation of the subject property to Urban Village in the General Plan or otherwise.

We would remove our objection if given an exception allowing the ownership the continued uses on the property that are currently provided.

Should you wish to discuss, please feel free to contact me.

Very truly yours,


Steven D. Hoffman
SDH/SY
CC:CL

Xavier, Lesley

From: Ken Hoffman <ken@ehoffmanpm.com>
Sent: Monday, May 01, 2017 9:21 AM
To: Xavier, Lesley
Cc: Pressman, Christina; Susan Brenner; Steven Hoffman
Subject: Re: Stevens Creek Urban Village Zoning Objection letter

Good Morning Leslie,

Hope you had a good weekend. We received your response to our objections. Can you let us know if we should be sending a hard copy of our Objections to your physical address? Please see our response underlined below, immediately following your response. Pending your response to that, we will see what further action is needed.

Thank you for your help and consideration in this matter.

On Fri, Apr 28, 2017 at 12:03 PM, Xavier, Lesley <Lesley.Xavier@sanjoseca.gov> wrote:

Hi Ken -

I have received your letter, and it will be included in the public record. In response to your questions in the letter, I provide the following:

Questions:

- 1.) To retain automotive sales/leasing and related service on the entire property.
- 2.) To retain a drive-thru/restaurant with the ability to make changes to the structure.
- 3.) To create a separate parcel for the drive-thru restaurant and use the remainder of the property for residential, or commercial applications.

Response:

1. Existing uses may continue indefinitely as the City is not changing the Zoning District on the site only the General Plan land use designation. However, any new use will need to conform to the new General Plan land use designation. Stevens Creek Blvd., is one of the most vibrant Commercial areas in San Jose. It is also one of the two largest, if not the largest automotive destination. We purchased this property with a C2 zoning. It was downgraded to CN with automotive uses. Now, we understand that San Jose wants to further reduce the commercial nature of the zoning to Urban Village, which removes future automotive. We object to

increasing residential on Stevens Creek Blvd., to the exclusion of automotive sales and leasing with ancillary repair.

2. Same as #1, the drive-through may stay, they may do minor improvements such as façade updates, but if the building is demolished, they must conform to the new general plan land use designation, which would not support a drive-through use. We initially understood that stated above, but failed to convey that we would like to protect our drive-through use a little further than that stated. We would like to be able to keep the drive through use in the event that we want to expand or redesign the existing building. We are okay with losing the drive through right if we were to demolish the building. We recently had several other interested food and beverage entities looking at the building which would have required some modifications that were larger than facade updates (i.e. adding a little square footage to the building). We object to loosing this right.

3. Subdivision must conform to the subdivision ordinance and meet the requirements of the zoning district for setbacks from new property lines and parcel size. The proposed land use designation will allow mixed use, commercial only, or residential only development. We were told concerning the General Plan change and/or the urban village zoning change, that mixed use would require a mixture of residential and commercial components and that CN on the Momentum Chevrolet lot would only be allowed commercial. If you are saying our property is allowed commercial or residential, or mixed use, then, we do not object to that. However, we still object to losing the automotive component of the commercial use, as we have Automotive leasing currently - and wish to continue that right. In the past, we almost leased the entire property to General Motors. At such time we decided to move forward with a Mixed Use redevelopment, we would be happy to drop the automotive component. Please advise us whether we can work out a modified solution to the zoning with our City, as we have in the past.

Regards,
Ken Hoffman
Member Manager

Sincerely,

Lesley Xavier

Lesley Xavier

Supervising Planner - Village Planning

Planning Division

Planning, Building, and Code Enforcement

E. HOFFMAN ENTERPRISES, INC.
Commercial Real Estate Investment & Management
900 S. Winchester Blvd., Suite 7
San Jose, CA 95125
408-293-3500
FAX-293-3006

4/28/2017

Leslie Xavier
Stevens Creek Urban Village
Project Manager,
City of San Jose

RE: 3680-3690 STEVENS CREEK BLVD., SAN JOSE APN 303-28-072. OBJECTION LETTER to certain aspects of the Urban Village.

Dear Ms. Xavier,

Our company (see heading) represents HB SC2, LLC, the owner of the above referenced property. Its members are 3 siblings who grew up, work and live in the San Jose area. I am one of those members, and am a San Jose Native. We are also the managing directors for the property with our office in the Winchester Urban Village area.

BRIEF PROPERTY HISTORY:

Our parents purchased the above referenced property in 1981. The property had two APN's 303-28-062 and 303-28-037. The APN in the rear quarter of the property was zoned residential and the main larger portion of the property was zoned C-2, which allowed automotive uses.

The property had two buildings at the time. The 3690 Building was rented by B and B Party Rents and the Texaco station was attached in the front corner. Taco Bell was interested in this site but would not lease without a drive thru. We leased that area to Taco Bell and applied for a permit to build a drive through with the understanding that we would move the lot line of the two parcels so that the 12,004 square feet that Taco Bell leased would be a separate parcel from the 68,448 square foot total. Both Taco Bell and the HB SC2, LLC tried to separate the two parcels, but were unsuccessful, because the assessor could not separate the two parcels along the land lease, with the residential zoning designation on the back parcel.

Many years later, the assessor approached us to merge the lot line, get rid of the residential and create one parcel, which is now 303-28-072. The City of San Jose had to approve this and did so on the condition that the property would be rezoned from C-2 to CN. We approved it on the basis that we could continue to use the property for Automotive Sales and related service. The City agreed.

3680-3690 Stevens Creek Blvd.

OBJECTION LETTER

Page 2 of 3

URBAN VILLAGE AND GENERAL PLAN CHANGE:

It is our understanding that the City of San Jose is creating an Urban Village on Stevens Creek Blvd. where our property is located. It appears that the Zoning is currently slated to change to an Urban Village designation, which we understand to be mixed use. We further understand that any redevelopment under the Urban Village designation may be required to have both a residential and commercial component and not one or the other exclusively. We also understand that the urban village will be a project which will take many years to implement and redevelop. Currently, we have approval to remodel our 3680 Building and we have just remodeled and signed a long term lease for the 3690 Building. We believe that this property services the neighborhood in many ways.

OBJECTION TO URBAN VILLAGE ZONING:

We like certain aspects of the Urban Village design and Zoning and others we object to.

We like the ability to build a multi-level building, in the event we or our successor, wants to redevelop. We also understand that increasing the height of the building(s) is a necessary component of residential, if we are to maximize the potential of the site and comply with the proposed new zoning designation.

We are decades away from completing the planning and funding of such a multi-level project. In the meantime, with any proposed zoning change, we would like make sure we have the continuing right and ability to do the following:

- 1.) To retain automotive sales/leasing and related service on the entire property.
- 2.) To retain a drive-thru/restaurant with the ability to make changes to the structure.
- 3.) To create a separate parcel for the drive-thru restaurant and use the remainder of the property for residential, or commercial applications.

When the property was first purchased by our family, it had the most favorable zoning after C-3, which was C-2 (allowing for automotive use), and the property had a residential component. The way it laid out, the property could be utilized for commercial use without developing residential. In reality, we had the ability to conduct only commercial or commercial and residential. By allowing the additions requested in 1,2 and 3 above, to the current proposal, we would be able to retain the same rights that we acquired with the property while still being able to plan for and build something that meets the Urban Village Zoning and design in the longer term.

In conclusion, HB SC2, LLC objects to any change in the zoning from CN with automotive rights, to Urban Village, unless we have documentation confirming our continuing rights as outlined under items 1, 2 and 3 above.

3680-3690 Stevens Creek Blvd.

OBJECTION LETTER

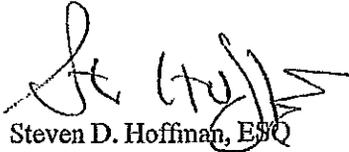
Page 3 of 3



Ken Hoffman
2303 Gundersen Drive,
San Jose, CA 95125
Member



Susan Brenner
2323 Dry Creek Road,
San Jose, CA 95124
Member



Steven D. Hoffman, ESQ
2323 Varian Way,
Cupertino, CA
Member

Xavier, Lesley

From: jeanann2@aol.com
Sent: Wednesday, April 12, 2017 11:00 AM
To: Xavier, Lesley
Cc: Harasz, Marybeth
Subject: Stevens Creek Urban Village/Park Chapter

Hello Lesley,

The policies and goals for the park and open space of the Urban Village do not address a critical feature that is needed for public health benefit--the presence of an adequate number of trees and greenery. There has been a recent trend for increased ratio of concrete hardscape and large areas of decomposed granite (dg) with few trees and little greenery. Yet, there is a substantial body of research that it is the immersion in trees and greenery that brings substantial health benefits derived from parks.

Specifically, research has shown that time within natural environments cleanses stress and improves memory, and reduces symptoms of Alzheimer's. In Japan, it is called "Forest-bathing" or Shinrin-yoku. By way of reference, the paper by Berman et al provides a summary of the impacts they found in their research, as well as provides links to supporting research. <http://journals.sagepub.com/doi/abs/10.1111/j.1467-9280.2008.02225.x>

Additional research has discovered that time among trees increases mindfulness, calmness, resiliency, improved vision, increased compassion, resiliency, and made people healthier and smarter. In addition, students who lived in Chicago high-rise subsidize housing and looked out over trees from their bedroom window had higher test scores and grades than children living in the same complex with a non-tree view. Here's a link to an article that provides links to many of the research studies. <https://www.tpl.org/blog/7-ways-nature-nurtures-us#sm.00009zkh1jmo9d4tzgk22nph9knzp>

The Urban Village Plan should include a policy that addresses this research. Optimally, an additional policy should be composed. Here's a suggestion: **Policy P-1.9: Support development of natural settings with trees in a substantial portion of at least one of the open space areas of the urban village.** Alternatively, a policy could be amended, such as **Policy P-1.3: Support development of parks that benefit people of all ages using research-based evidence to select materials that provide significant health benefits, both physically and psychologically.**

Thank-you,
Jean Dresden

Xavier, Lesley

From: Ron Canario <ron.canario@aol.com>
Sent: Monday, April 17, 2017 9:47 PM
To: Xavier, Lesley
Subject: SC Urban Village

Hi Lesley

The building height limits for the Stevens Creek Urban Village, which were displayed at the open house on 4/13/17, are totally inappropriate for the area. The height limits are defined in the height diagram at <http://www.sanjoseca.gov/DocumentCenter/View/67620>.

The building height maximum limit, shown surrounding the Stevens Creek/Saratoga Ave. intersection, is called out at 150 feet. Not all of the buildings in this section are expected to be at that height, but only a few. These massive structures will overwhelm, and will not blend, with the character of the surroundings. I don't relish the thought of seeing shorter versions of the Pruneyard Tower in the skyline. A height limit of 85 feet in this section will be a much, much better fit for the community. The required density can be achieved with two 85 foot structures instead of one 150 foot structure.

An 85 foot height limit surrounding the intersection of Lawrence and Stevens Creek, where such structures will not be adjacent to single family homes of 1 or 2 stories, will be acceptable. The remaining area of the Stevens Creek Village should be limited to a maximum of 55 or 65 feet. If density must be reduced, this would not be a bad thing. The additional commercial space planned for the Stevens Creek Village adds about 48% more floor area, and the residential will increase by a factor of about 2.4X. Together with the increases planned for the Santana Row and the Winchester Urban villages, the traffic and congestion will be unacceptably worse than it is now (which is currently extremely burdensome and frustrating).

I spoke briefly with members of the Santa Clara Planning Division, and was told that the Santa Clara side of Stevens Creek is expected, at this time, to have maximum building heights in the 3 to 4 story range (about 45 to 55 feet). It makes sense, then, that San Jose reduces its height limits as well to better blend with the Santa Clara side. Creating a lopsided canyon effect would certainly detract from the aesthetics of the neighborhood and make it less attractive.

Regards,
Ron Canario
ron.canario@aol.com



City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

via email
April 2, 2017

Attention: Ms. Leila Hakimizadeh and Lesley Xavier

Subject: Suggested areas for further study as part of the SCAG/WAG (Tri-Village) process

Ms. Hakimizadeh/Ms. Xavier,

The WAG and SCAG process was a first-of-its-kind effort to better engage the public, residents, businesses, and developers in future planning for an urban village area. The opportunity is great, as is the work load. Because the majority of the participants were not professional planners or designers, a fair amount of education had to occur. Over the 18-24 month process, tens of people became very educated and knowledgeable about how areas can develop, what things to consider, and how the development process for an area can evolve.

Once underway, it was clear that all the aspirations of creating a holistic vision for the Winchester Urban Village (WUV), the Santana Row/Valley Fair Urban Village (SR/VF UV), and the Stevens Creek Urban Village (SCUV) (collectively, the Tri-Village) was not possible given the time constraints of the MTC grant. Another issue was the narrow focus of each group, which excluded some key nearby areas, such as the I-280 corridor between I-880 and Stevens Creek.¹

The WNAC's perspective is because of the timeframe and the requirement of working within the framework of the Envision 2040 General Plan, the work of the WAG/SCAG was really focused on capacity planning and the more immediate technical aspects of development in the area. These are certainly important but did not get residents into a "Visioning" mode.

The residents and participants in the process did not have the opportunity to learn, explore, discuss, dream, and imagine what this area will look like over the next 15, 25, and 40 years. The community did not have the opportunity to learn about the trade-offs with different kinds of development types. Most of what we got to see is: what happens when you add a bike lane, add a median, add some street trees, or have a certain sized building on a corner.

None of this was tied together in the context of the growth we have and will continue to have or the needs of the area. There was not any effort placed on creating images and designs of what intense growth would look like, and ultimately, what that growth would bring to the community. Many community members see large buildings as out of character or simply things that create more traffic. Without a more involved education and exploration, many people do not believe it is possible to truly "see" what the area will or could look like.

¹ Although I-280 is clearly Caltrans jurisdiction, the WNAC understands that the City of San Jose ultimately owns the air-rights above this corridor, which could be potentially be developed for multiple uses.

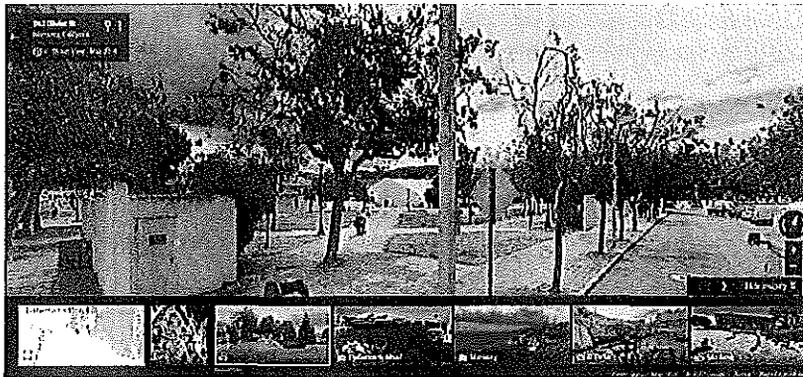
So, to that end, the WAG and SCAG are specifically defining a need for a 2.0 of this process, a next level. While it is not clear how the funding and structure would work, or even when this can happen, it is critical to plan for this next step in visioning the Tri-Village area.

Just as WAG and SCAG will create documents and guides for City Council to adopt, let's call the next version the Tri-Village Advisory Group (TAG). The TAG will have the responsibility of looking 15, 25, and 40 years into the future as well as near term solutions, looking at development concepts and area designs, such as Superblocks or Master Planned areas².

One such element that we feel should be specifically listed as an item for further research is the notion of a cap (or lid) over parts of I-280, east and west of Winchester. The cap would simultaneously unify the suburban neighborhoods south of I-280 with existing and near term development along Stevens Creek and provide the core for future development on both sides of Stevens Creek. We have identified some items in the table below and will look to the TAG to continue this review. Although identified as separate items, as much as possible, these items should also be viewed holistically, as this is a case where the sum of their respective parts will be greater than the whole.



Example of a Cap in Columbus, Ohio



Example of Open Space on a Cap in Monterey

² "Superblocks are made up of a grid of basic roads forming a polygon, some 400 by 400 meters, with both interior and exterior components. The interior (intervia) is closed to motorized vehicles and above ground parking, and gives preference to pedestrian traffic in the public space."
<http://www.bcnecologia.net/en/conceptual-model/superblocks>

	280 Freeway	Cross-Jurisdiction	Placemaking & Visualization
Problem Statement	I-280 splits neighborhoods in the Winchester Urban Village. Additionally, it touches upon the south side of the Stevens Creek Urban Village. Other than where it crosses at Winchester, I-280 is outside the scope of the current WAG/SCAG process.	The Tri-Village area borders three cities (Campbell, Cupertino, Santa Clara). Unfortunately, none of these Cities had formal representation in the WAG/SCAG process. As a result, the policies of those cities, depending upon how they are written, could be in conflict with that which comes out the WAG/SCAG process.	Visualization of what the area could look like and how buildings and spaces could be turned into places where people congregate is challenging. Also, involving current residents and understanding the needs of future residents and visitors is important in the planning process.
Opportunity	Re-using the air-rights above the freeway to facilitate things such as transit oriented development (commercial and residential), transit nodes, decoupled parking and open space could improve the Tri-Village area and the quality of life for existing and future residents, workers and visitors. Additionally it removes the artificial but real divide of the Tri-Village area from the neighborhoods south of 280 that shop and work in the Tri-Village area.	Expansion of the Tri-Village boundaries to include a portion of the surrounding cities to eliminate conflicts between jurisdictions is recommended. The opportunity is to cooperatively design for people, meaning a complete street, as opposed to designing for half a street and a political line on a map. Part of this effort would look at homogenizing various city-specific rules to make it easier to do business in the expanded Tri-Village area.	Thanks to advances in things such as mobility, pressure to reduce carbon emissions and an aging demographic, the built-environment is going to change. Capturing the potential for these changes and showing how conscious placemaking presents an opportunity for creating visualizations that allow the community and general public to "see" what the future could look like if we took deliberate action to make it happen.
What's Needed/Next Steps	The WNAC has formed a subcommittee to determine the feasibility of and to create a roadmap for putting a cap over this part of I-280 to create new land centered around a relatively high-density, transit oriented development including minimum wage affordable housing, plazas and parks/open space. For additional information on the cap concept. ³ Public	A multi-city, citizen-led, task force, similar to the WAG/SCAG process, should be formed to examine how a Tri-Village area might be designed to work for neighborhoods and areas as opposed to artificial political boundaries...expanded to include parts of the bordering cities and how rules might be homogenized between the	The WNAC and the District 1 Council Office applied for various Knight Foundation grants to create both online and physical charrettes to help the community visualize and provide feedback as to what might be. Additionally, WNAC is investigating opportunity to extend the Project for Public Spaces scope by the City of

³ <http://winchesternac.com/wp-content/uploads/2016/11/Capping-280-Flyer.pdf>

	<p>development would be supported by high FAR market-rate housing and commercial space. Parking would be part public and part private. This effort would be a building block of a longer-term, county-wide transportation network. It is recommended that the city, along with other various public agencies (VTA, Caltrans, etc.), provide representatives to serve in "advisory roles" as part of this due-diligence process.⁴</p>	<p>cities to provide a holistic solution for the citizens of all four cities.</p>	<p>Santa Clara to include the entire WNAC region.⁵</p>
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WNAC will gladly work with all four cities and the other political jurisdictions, local citizenry and businesses to take the SCAG/WAG process to the next level and help create a vision for this entire area.

On behalf of the WNAC,



Kirk Vartan,
WNAC, President

cc: Mayor Liccardo, San Jose City Council, Mayor Gillmor, Santa Clara City Council, Mayor Vaidhyanathan, Cupertino City Council, Mayor Gibbons, Campbell City Council, Rep. Eshoo, Rep. Khanna, County Supervisor Yeager, State Senator Beall, State Senator Wieckowski, Assemblymember Chu, Assemblymember Low, Noberto Duenas/SJ City Manager, Harry Freitas, SJ Planning, John Ristow/SJ DOT, Ethan Winston/VTA, Melissa Cerezo/VTA, Nick Saleh/Caltrans

⁴ For additional information on the "freeway within a freeway", please see, <http://winchesternac.com/wp-content/uploads/2016/11/Freeway-within-a-Freeway-Flyer-left-column-10-26-16.pdf>

⁵ We recommend that the City of San Jose engage the City of Santa Clara and the Project for Public Spaces to determine the costs and potential of extending their placemaking efforts to the lower Tri-Village area and budget accordingly. Professional placemaking embraces true community engagement, and this kind of inclusion will be key to ensuring this meets the needs of today's as well future citizens.

With other concerns from the public about this process that San Jose is undertaking, a possible 'last minute' change that may potentially be made by only a portion of an Advisory Group, does not seem appropriate. Additionally, how would an additional meeting of this kind be 'noticed' to the public ?

Please confirm receipt of this email, and answer what you can.
Thank you.

I have BCC'd the district1@sanjoseca.gov email address.

Lisa Warren

----- Forwarded Message -----

From: Lisa Warren <la-warren@att.net>
To: "Pressman, Christina" <Christina.Pressman@sanjoseca.gov>
Cc: "Xavier, Lesley" <Lesley.Xavier@sanjoseca.gov>; "kirk@asliceofny.com" <kirk@asliceofny.com>; Bob Levy <robertlouislevy@yahoo.com>; Lisa Warren <la-warren@att.net>
Sent: Friday, May 12, 2017 11:41 AM
Subject: Re: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

Thank you Christina.

(Lesley, Kirk and Bob)

Is there a reason that my email with attachments is not being forwarded to each member of the Stevens Creek Advisory Group ?
That was my request.

Also, I had sent an updated pdf that included additional photos/captions of the existing six story glass building at Stevens Creek Blvd and Stern Ave in the city of Santa Clara.

I have attached that again here so that the SCAG Co-Chairs and Lesley Xavier will get that as well. Glare by day, Bright by night... all night.

I wish I had the time to photograph multiple developments throughout the region at multiple times of the day, but I do not.

Also, I was alarmed that a member of the SCAG was under the impression that a 150 foot building would be 8 stories. The fact that she said that 'the builders/developers' made that claim is very

worrisome. Regardless of how high ceilings and 'space between' are, a story count is not a representation of true height. So, I hope that the SCAG has been on field trips and site visits to visualize what 45-150 foot buildings actually 'look like'... and what building envelopes and setbacks translate to in 'real life' During Day and Night. Guidance from the Planning Department in the form of a list of structures and their corresponding 'stats' would be helpful. I get the sense that this has not been done.

The kind of decisions that this group is being asked to make can not realistically be done by looking at two dimensional schematics. That should be obvious.

Thank you.
Lisa Warren

From: "Pressman, Christina" <Christina.Pressman@sanjoseca.gov>
To: Lisa Warren <la-warren@att.net>
Cc: "Xavier, Lesley" <Lesley.Xavier@sanjoseca.gov>; "kirk@asliceofny.com" <kirk@asliceofny.com>; Bob Levy <robertlouislevy@yahoo.com>
Sent: Friday, May 12, 2017 10:28 AM
Subject: FW: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

Hi Lisa,

Thanks again for sending this information and for attending the Stevens Creek Advisory Group meeting last night. I have cc'd the SCAG Co-Chairs (Bob Levy and Kirk Vartan). I also cc'd Lesley Xavier so your email and attachments can be added to the staff report/public record.

Again, please let me know if you have any additional questions or comments.

Best,

Christina Pressman

Policy & Legislative Director
Office of Councilmember Chappie Jones
San Jose City Councilmember, District 1
San Jose City Hall | 200 E. Santa Clara St., 18th Floor | San Jose, CA 95113
Phone: 408-535-4901 | Fax: 408-292-6448 christina.pressman@sanjoseca.gov | www.sjdistrict1.com

From: Lisa Warren [<mailto:la-warren@att.net>]
Sent: Wednesday, May 10, 2017 4:32 PM
To: District1 <district1@sanjoseca.gov>
Cc: Lisa Warren <la-warren@att.net>
Subject: SCAG -- San Jose Urban Village collection of items for meeting May 11, 2017 - for Public Record

To the Office of Council member Chappie Jones

I am sending this email to your office and requesting that you forward it to all Stevens Creek Advisory Group members. I also ask the the full content of this message, including attachments, be made part of Public Records for SCAG and for the Stevens Creek Urban Village concept as a whole.

This message contains four pdf attachments with text and photos.

I am reaching out for myself, and many others who have strong and legitimate concerns about the direction the City of San Jose is going in regard to Urbanizing the region. I have doubts that an EIR would logically support approval for much of the Urban Village concept that is being studied by San Jose. With heights up to 150', setbacks being minimized, and density going beyond reasonable, there is no evidence that this kind of growth is sustainable. I realize that San Jose is not the only city in the West Valley that is feeding the frenzy, and the residents in a wide swatch of this area are left to wonder "what the heck are they' thinking?" .

This email is an effort to give some very recent history of development issues that have arisen in the area of San Jose near Santa Clara and Cupertino 'borders' along Stevens Creek Boulevard. The area is directly 'in' or adjacent to a residential neighborhood with single family homes within the city of Cupertino. It is an area across Interstate 280 from a residential neighborhood with single family homes within the city of Santa Clara. I am reaching out in hopes that your 'Neighbors', as well as many of your own residents, will be heard and respected.

Note that some of the correspondence attached to this email was written and submitted by the City of Cupertino, your neighbors to

the West. One is current, one is older, but relevant to a large portion of your Stevens Creek Blvd planning.

I am assuming that San Jose has reached out to Cupertino Union School District (CUSD) and Fremont Union High School District (FUHSD) and also the City of Santa Clara in the form of Notice of Preparation (NOP). Please reply to this email and attach copies of any NOP letters that you have received from CUSD, FUHSD, and the city of Santa Clara.

Thank you.
Lisa Warren
Cupertino Resident



CUPERTINO

OFFICE OF COMMUNITY DEVELOPMENT
PLANNING DEPARTMENT

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
(408) 777-3308 • FAX (408) 777-3333

August 5, 2014

Ms. Debby Fernandez
City of Santa Clara Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Addendum 5403/5405 Stevens Creek Boulevard Office Project

Dear Ms. Fernandez:

Thank you for allowing the City of Cupertino the opportunity to comment on the Phase 2 office project proposed at 5403/5405 Stevens Creek Boulevard.

The approximate height of the proposed building is identified as 138 feet (nine stories) in the Addendum to the Final EIR. The Phase 1 six-story office building on the site, at 105 feet, is significantly taller than existing buildings in the area. While the project is located in an area where four story buildings exist, the project site is also located close to a residential neighborhood where the maximum allowable height is limited to two stories.

The project is proposing a monolithic sidewalk and a reduction in the amount of landscaping along Stevens Creek Boulevard. Please note that for projects along Stevens Creek Boulevard, the City of Cupertino requires the installation of a detached sidewalk and a double row of trees to buffer the mass and bulk of buildings from the street.

Please also find attached comments that the City has received from a concerned resident.

I hope that the City of Santa Clara will consider the City of Cupertino's comments in the review of the proposed project to improve its interface with the surrounding neighborhood and community. Should you have any questions, please do not hesitate to contact me at (408) 777-3308 or Piug@cupertino.org.

Sincerely,

Piu Ghosh, AICP
Senior Planner
City of Cupertino

Enclosed: Letter from Catherine Thaler re: Stevens Creek Office Building

Catherine Thaler
10116 Stern Ave.
Cupertino, CA 95014
(408) 446-9266

City of Santa Clara
Planning Commission
1500 Warburton Ave.
Santa Clara, CA 95050

RE: Stevens Creek Office Building

Dear Planning Commission;

I am writing in response to the proposed plans for the second building at 6409 Stevens Creek Blvd. Although I was officially notified by mail about the original project in 2012 I have not received anything in the mail about this issue. Luckily a neighbor mentioned it and I immediately contacted Debby Fernandez. She was most helpful in supplying documents and answering my questions on Friday. I have two major concerns, the scale of this project and the landscape plan.

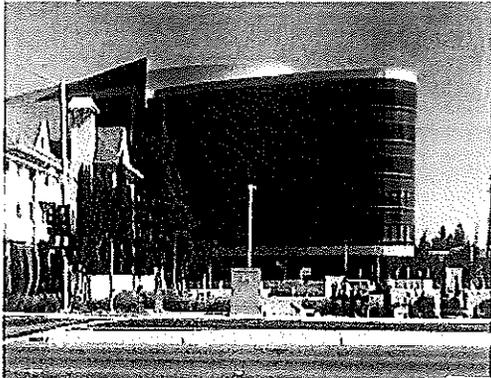
The scale of a 9 story project seems way out of proportion to the existing area. As you know, none of your Santa Clara residents are impacted by the office project, just many of us in Cupertino as we traverse Stevens Creek. Just behind this main street is a neighborhood of over 5,000 citizens that travel this area daily plus the many other commuters driving into work. Currently all surrounding buildings are at most 4 stories. The 6 story office building recently opened is the tallest building for quite a distance into Cupertino.

The following pictures illustrate the actual views of the project and the scale for human beings and cars. This is the reality, not just plans on paper. I wanted you to see the project as we do.

This picture was taken in front of my house on Stern Avenue. As you can see the existing new 6 story building is somewhat obscured by the 4 story hotel and masked by its location on the rear of the property. It is still quite impressive and we call it the 'Cruise Ship'.

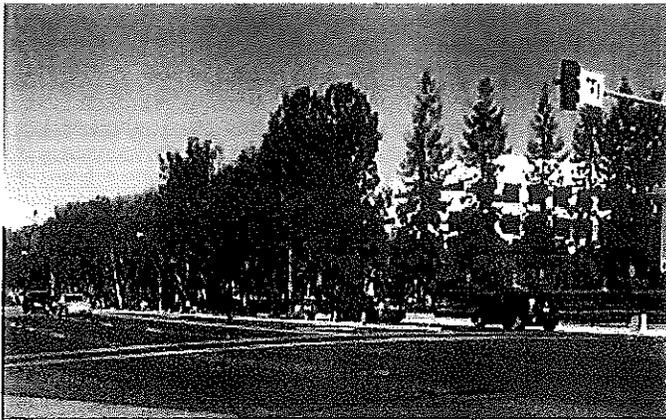


Imagine this section of the building moved to within 60 feet of Stevens Creek and add 50% more to make it 9 stories! My lot is 60 feet wide, about 25 steps, so this is going to be very close to the street at the end and very tall.



This structure will tower over everything near it. Four stories high is the most of anything within sight. Although it is an attractive building it does not seem to compliment and fit in with the surroundings.

Given that the new building will be in plain view with nothing to hide it, the proposed landscape plan seems inadequate. The plan calls for large shade trees, but the selected trees are Chinese Pistache. Not only are they not large, but they are only slow to medium growers. It seems that this project requires the placement of many of trees to soften the structure.



This view is just west of the Hotel, and shows the current office building. Notice the large shade trees along the street. Inside are smaller trees closer to the structure. Coming from the other direction the office building is nicely masked.

Since a 9 story tree doesn't exist, please consider making the street trees larger, faster growing and require a larger specimen that 15 gallon listed on the plans. This is an impressive building whether 6 stories or 9, it should have impressive landscaping both inside and along the street.

Thank you,
Catherine Thaler

cc: Cupertino Planning Department.



OFFICE OF COMMUNITY DEVELOPMENT

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

(408) 777-3308 • FAX (408) 777-3333 • planning@cupertino.org

March 23, 2017

City of San Jose
Department of Planning, Building and Code Enforcement
Attn: Dipa Chunder, Environmental Project Manager
200 E. Santa Clara St, 3rd Floor Tower
San Jose, CA 95113-1905

Re: 4300 Stevens Creek Boulevard Mixed-Use Project Notice of Preparation

Dear Ms. Chunder:

Thank you for allowing the City of Cupertino to comment on the Notice of Preparation (NOP) for the above-referenced project. We have reviewed the NOP, and the abridged plans, emailed by the Project Planner, Tracy Tam, for the project and have the following comments:

Height and Density

Policy IP-5.7 of the City of San Jose's 2040 General Plan requires careful consideration of best land uses and urban design standards for properties along an Urban Village periphery to minimize potential land use conflicts with adjacent properties.

The plans indicate a ten-foot setback for the proposed six and seven story buildings along both Stevens Creek Boulevard and Albany Drive. While, the plans provided to the City do not indicate the heights of the proposed or existing surrounding buildings, it appears that the land uses immediately to the south are older two and three story residential buildings. These areas are outside of the Urban Village and it is unclear whether any thoughtful transitions (including building step backs) are being provided either on the north or south sides of the project. The EIR should consider this in its aesthetics analysis.

This is particularly of concern since the standards established by the proposed project may be carried into the Stevens Creek Urban Village Plan and impact the largely single-family residential areas within the City of Cupertino, if such a project were to be proposed in the western portion of the Urban Village Area.

Policy IP-2.3 of the City of San Jose's 2040 General Plan (adopted in 2011) urges the adoption of a Village Plan prior to redevelopment of the Plan Area, unless a proposed project is considered a Signature Project.

The proposed plans indicate that the allowable 2040 General Plan land use density in this Urban Village area is 250 dwelling units per acre. On the other hand, a review of the City's website and the General Plan does not indicate that an Urban Village Plan has been adopted as yet, or that the allowable heights and densities have been established. As a result, it is unclear whether the proposed project conforms to the heights and densities allowed within the Stevens Creek Urban Village.

However, should the information in the plans be accurate, this is of concern to the City of Cupertino since this is ten times greater than the density allowed along Stevens Creek Boulevard within the City of Cupertino up to the eastern city limits (abutting the City of San Jose.) This could potentially allow very high intensity development adjacent to properties in Cupertino that would be out of scale and context.

It is also unclear whether the proposed project meets the criteria spelled out in the General Plan for a Signature Project. The Environmental Impact Report (EIR) should consider this information in its analysis.

Street Improvements

The City of Cupertino's Heart of the City (HOC) Specific Plan establishes the frontage improvements required of properties along Stevens Creek Boulevard within the city limits.

The HOC Specific Plan requires a 35 foot setback for buildings from the face of curb which includes a 26 foot wide landscaped easement comprising of a detached sidewalk. The HOC Specific Plan is available online at: www.cupertino.org/hoc. This linear parkway is a signature of development within Cupertino and provides for a safe and comfortable experience for pedestrians. It is encouraged that projects, at a minimum, consider improving the street frontage with a detached sidewalk with a park strip. The EIR should consider these as strategies for improved pedestrian mobility in its analysis.

The City of Cupertino's Bike Master Plan envisions the installation of a Class IV bike lane on Stevens Creek Boulevard.

This project is in the early stages of implementation. It is encouraged that the City of San Jose consider requiring this of projects within the Stevens Creek Urban Village. The EIR should consider this as a strategy/mitigation measure for improved bicycle mobility in its analysis.

Traffic

It is encouraged that the City of San Jose staff contact the City of Cupertino's Traffic Engineer to determine the appropriate thresholds of significance for intersections controlled by the City of Cupertino, prior to determination of the thresholds of significance or developing appropriate and adequate mitigation measures.

The City of Cupertino appreciates your consideration of the requested study scope elements described above. Should the City of San Jose elect not to do any of these analyses, or take a different approach to an analysis that will provide similar results or information, we would appreciate your notification.

Thank you for your consideration in this matter. Please contact Piu Ghosh, Principal Planner, at piug@cupertino.org, if you have any questions or concerns about the items discussed in this letter.

Sincerely,

Aarti Shrivastava
Assistant City Manager

CC: David Brandt, City Manager
Randolph Hom, City Attorney
Timm Borden, Director of Public Works
Benjamin Fu, Assistant Director of Community Development
David Stillman, Senior Traffic Engineer

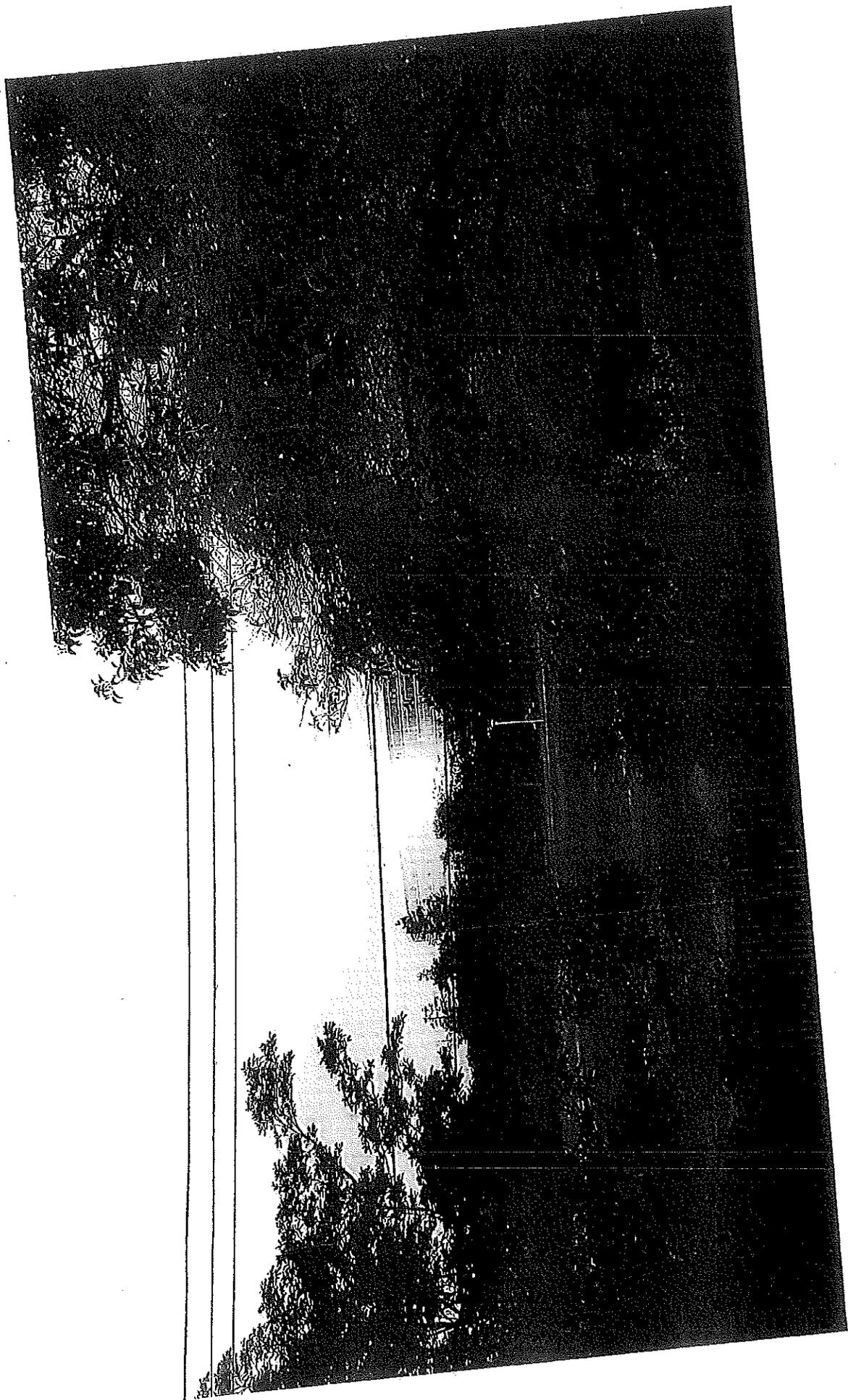


View of Apple leased blue 6 story office building on IHOP site Stevens Creek and Stern in Santa Clara - May 2017 . View is from Santa Clara single family neighborhood across Hwy 280 .

“Twin” 6 story building is approved for same site when IHOP is demolished.

Santa Clara CC denied application to increase the 2nd building’s height to 9 stories in 2015.

Cupertino weighed in on the height increase proposal. San Jose may have done so also.





Taken July 2014 from same Santa Clara home, same basic location.



Photo taken just before Midnight May 4, 2017 with this note : " took this photo with my phone. It is through my home's window screen.

The floors in the blue oval building are not fully lit. - the lights aren't on all the way. It's in nighttime mode where the lighting turns down probably where/when employees are not working. But there are some nights when multiple floors are fully lit up, and then it is much much brighter.



Photo shows the existing 6-story building that is easily seen from this residential neighborhood. (Photo taken from corner of Dawson and Sullivan, facing south). c. 2014

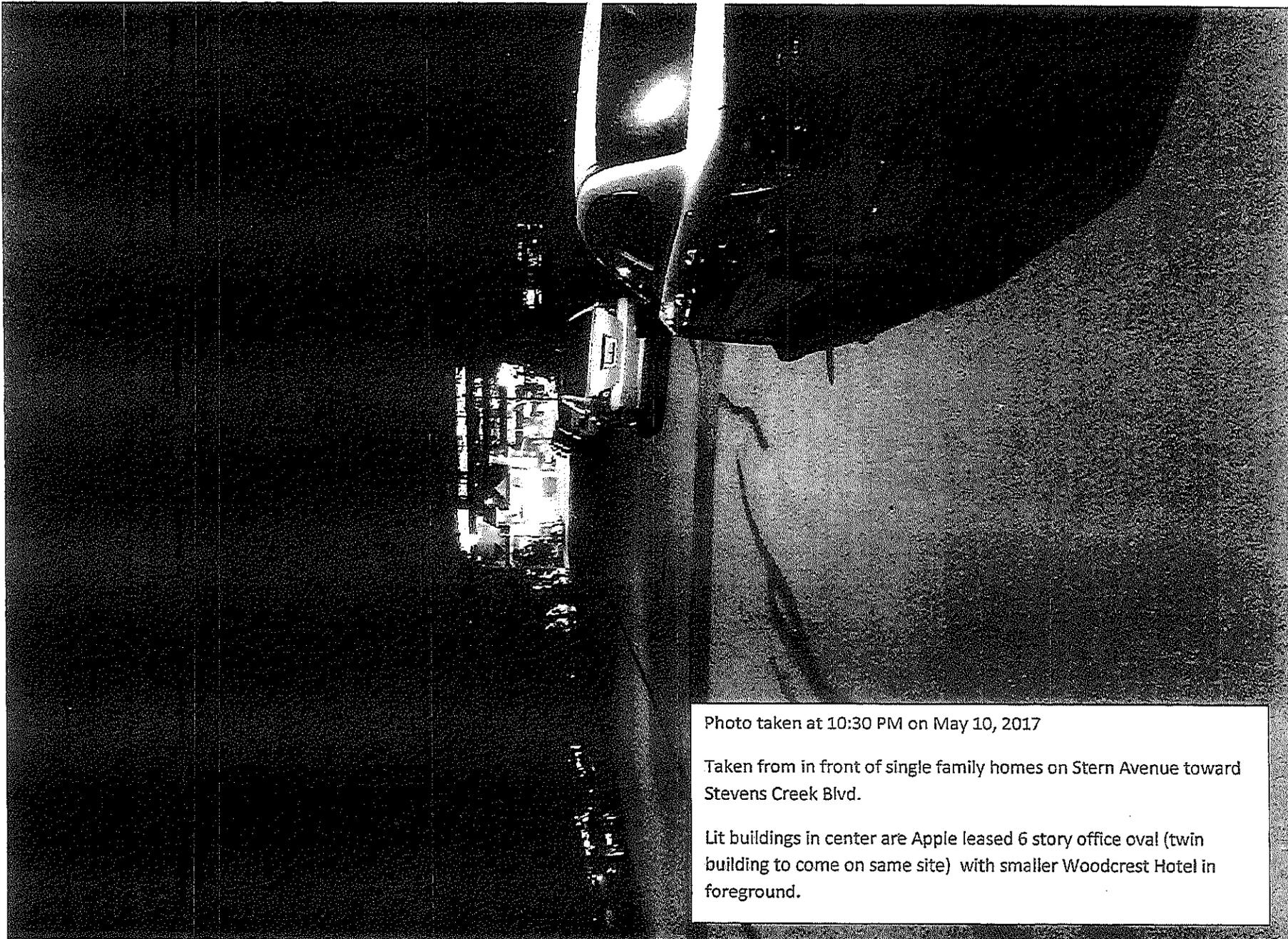


Photo taken at 10:30 PM on May 10, 2017

Taken from in front of single family homes on Stern Avenue toward Stevens Creek Blvd.

Lit buildings in center are Apple leased 6 story office oval (twin building to come on same site) with smaller Woodcrest Hotel in foreground.



Photo taken on Stern Avenue (Cupertino) facing north in c.2014

The following
items were
received after
packets were
distributed.

May 20, 2017

Planning Commissioners
City of San Jose Planning Commission
200 E. Santa Clara Street
San Jose, CA 95113

Stevens Creek Advisory Group Recommendations for the Stevens Creek Urban Village

Dear Planning Commissioners:

For the last 11 months, the Stevens Creek Advisory Group (SCAG) has met a dozen times with the community, consultants, Council Staff, and City's Planning Department to develop an Urban Village Plan (Plan). The urban village is located on the south side of Stevens Creek Boulevard west of the Santana Row / Valley Fair Urban Village and east of the City of Cupertino and stretches for more than two miles.

The Plan defines the design guidelines and policy framework to accommodate the land use, circulation, and parks required to accommodate the additional 3,860 dwelling and 4,500 jobs envisioned by the General Plan. There was a feeling within the group that these numbers were arbitrary and may not represent a fully developed urban village. This was particularly true with the housing component.

SCAG requests the Planning Commission recommends conditional approval of the Plan to City Council with the following three conditions:

- 1. Require staff to reconvene SCAG for the development of the Plan's transition and implementation strategies.**
The current Plan does not include an Implementation chapter and does not adequately address the transition between land uses. Neither staff nor SCAG considers the existing plan to be complete.
- 2. Extend Heart of the Village to Kiely on the west and consequently the land use designation should change from Urban Village Commercial to Urban Village.**
The natural geographic boundary was not considered due to current usage
- 3. Do not identify Albany and Kiely as designated bicycle corridors within the current plan**
The issue was not adequately discussed during the course of the deliberations yet roads many cyclists consider extremely dangerous were identified as bicycle corridors. Additional study is required to verify their safety in advance of designating these streets as designated bikeways.

SCAG was in agreement with the majority of the Plan's policies. SCAG overwhelmingly agreed with the Plan's overall Vision, to grow the Stevens Creek Urban Village into an economically vibrant commercial corridor that serves the surrounding communities. **A significant majority of the group agreed Stevens Creek should be an Innovation Corridor, exploring things like better transportation solutions and technology to substantially improve our quality of life.** We want to attract the Innovation Capital's best resources to help solve the challenges in our Urban Village.

SCAG understood that additional development in the area is necessary to obtain the amenities required to provide parkland, build pedestrian and bicycle corridors, and create a 'sense of place.' Although SCAG agreed on the overall vision of the Plan there were differences of opinion on its specific components. Maximum building heights was the issue that divided the committee more than any other. A significant portion of the committee believes the densities proposed were too high. There was also the perspective that Stevens Creek will never rise to the level of an Urban Village, but will continue to be an urban thoroughfare with urban villages embedded at key intersections.

SCAG would like to continue the work it has begun. SCAG does not believe the plan being presented to you today is complete. In addition to not completing the implementation chapter, **SCAG didn't have time to evaluate innovative strategies**, such as putting a cap on 280 at Saratoga, allowing parkland on leased rather than deeded property, change the circulation patterns on smaller streets, or grander visions on how the neighboring Urban Village can be more integrated. In addition, the committee didn't adequately address the area's affordability.

SCAG recommends that the Planning Commission forward a recommendation to the City Council to approve the plan with the three conditions identified.

One thing is abundantly clear, without the support from Councilmember Jones' office, Christina Pressman specifically, there was no chance for success. Christina spent literally hundreds of hours (at the office and on her personal time many evenings) at both the Winchester Advisory Group (WAG) and Stevens Creek Advisory Group (SCAG) meetings. While Councilmember Jones' staff in general is great, Christina should be singled out as an exemplary member of our City team. I know we speak for the WAG too on this point. Any future Advisory Group needs an executive sponsor and supporting staff to help the community navigate the system and help guide the process.

SCAG would also like to thank Lesley Xavier in Planning for her resiliency and for leading this team while two of her lead planners left after this process started. She stuck with it and spent hundreds of hours as well on all of these plans.

Lastly, we would like to acknowledge the public in their participation, whether they liked the idea of an Urban Village or not. We all know change is hard, but we all need to be involved and engaged so we can positively influence the outcomes, while keeping in mind the needs of the future, not just the needs of the past or present day; these are forward looking plans.

SCAG appreciates the time of the Planning Commission in reviewing our thoughts and guidance. Appendix A has a list of "Lessons Learned" that we hope will further inform and direct future Advisory Groups for Urban Villages.

Kind regards,

SCAG Co-Chairs, Robert Levy and Kirk Vartan

Appendix A: Lessons Learned

No project is complete until the process has been evaluated. The community engagement process for the development of urban village plans in the City of San Jose is new and being formulated. The City should learn from this experience and modify future endeavors with the lessons learned here. The following are the lessons learned from SCAG co-chair's perspective.

What worked

- The community was well represented by the current community with the exception of renters
- Public outreach was effective but not many attended
- The council district office serving as the sponsor and shepherding the process
- The committee and community was educated on land use and urban village design
- Great meals

What didn't work

- Unable to complete the project in the time allotted
- Not able to effectively take innovative ideas into account
- Collaboration with neighboring Cities
- Collaboration with neighboring urban villages

What would you do differently

- More clearly define goals at outset of the process
- Understanding the background conditions (Don Weden type content)
- *More realistic timeline (the timeline was inappropriately condensed)*
- Provide a greater opportunity to explore creative/ innovative ideas
- Include more renters and younger residents (too many middle age and older participants)
- More discussion on affordable housing

Appendix B: Survey Results

A survey of the proposed goals and policies were forwarded to SCAG for their input. The following summary section identifies the committee's relative level of support for most of the major policies identified within the plan.

- **Overwhelming agreed (80%+):**
 - Land Use, Place Making, and Open Space
 - Support a range of housing types within the Stevens Creek Urban Village and increase the supply of the Village's residential units consistent with the housing growth assigned by the Envision San José 2040 General Plan.
 - Ensure new development along Stevens Creek Boulevard, Kiely Boulevard, Saratoga Avenue, and Albany Drive includes ground floor commercial and/or active spaces such as lobbies fronting the street and wrapping the corner when located on a corner lot.
 - Encourage the aggregation of parcels within the Stevens Creek Urban Village to facilitate new development, especially mixed-use, at a higher density or intensity, and to provide for the inclusion of publicly-accessible plazas and open spaces into new development.
 - All new development shall incorporate some amount of publicly accessible open space, such as plazas and pocket parks, or small areas for seating, into their development that is privately owned and maintained.
 - Explore creative strategies and opportunities to integrate community spaces including parks, plazas, open spaces, indoor/outdoor event spaces, and community centers into new development.
 - The Heart of Stevens Creek is envisioned to become the major activity center and community hub in this Urban Village.
 - The East End Gateway marks the transition into the Stevens Creek Urban Village and will signify this change through gateway treatments and urban design. The shallow lots in this portion of San Jose will continue to house mixed-use commercial uses, including opportunities for small businesses.
 - Prohibit self-storage and big box retail with the Village
 - Prohibit drive through uses within the Village
 - Ensure that all new development includes placemaking elements that focus on improving quality of life, investing on local, existing assets and cultural expression, and creating both physical and psychological connections
 - Public plazas should be completely visible from at least one street frontage and where applicable, be visible from a secondary street frontage.
 - Improve pedestrian and bicycle circulation
 - Remove the parking on Stevens Creek to allow for a dedicated bicycle lane
 - Redesign the lanes to create additional space for pedestrian and bicycle safety improvement
 - Improve pedestrian spaces along Stevens Creek by widening sidewalk space, adding street trees and landscaping, and installing pedestrian scale lighting
 - Installing a pedestrian/ bicycle only over I-280 at John Mise Park

- Provide safe crossings of Stevens Creek and other major roadways through high-visibility elements and shorter crossing distances.
 - Provide pedestrian space within private developments and install signage and way finding to direct visitors to nearby destinations and create a cohesive sense of place throughout the Village
 - Circulation
 - Redesign the right-of-way on Stevens Creek Boulevard to create a complete street that provides for all modes of travel and encourages destination travel to enhance economic development and support the access needs of local businesses and residents
 - Improve traffic flow along Stevens Creek Boulevard through the use of adaptive signal technology, signal timing, or other technology
 - Make transit a more desirable option within the Urban Village and to surrounding destinations to support mode shift and improve roadway conditions.
- Somewhat agreed (60% to 70% agreement) with:
 - Land Use, Place Making, and Open Space
 - The addition of 4,500 new jobs in the planning area
 - The maximum building heights defined within the Village with the exception of the buildings within the 'Heart of the Village'
 - Encourage the integration of deed restricted affordable units within residential development. A goal, and not a requirement of individual projects, is that 25% of the total new residential units constructed are affordable.
 - The West End Gateway character area is the western entry point to the Urban Village, close to the border of the City of Cupertino and the City of San Jose. It will convey the arrival in San Jose and the Urban Village by introducing distinct design elements, such as the iconic vintage Safeway sign.
 - Create vehicle parking requirements and guidelines for new development to encourage travel mode shifts and efficient use of land.
 - Improve pedestrian and bicycle circulation
 - Foster a development pattern that supports the creation of a walkable dynamic environment and reduces motor vehicle travel by encouraging the use of other modes of travel.
- Divided (40% to 60%)
 - Land Use, Place Making, and Open Space
 - Allowing for 150' rather than 120' height limit in the 'Heart of the Village'
 - Setback and Step Down Guidelines
 - Façade Articulation Guidelines and Standards: Select color palettes and materials that are harmonious with existing character defining building and signage along Stevens Creek Blvd., Saratoga, Kiely, and San Thomas Expressway.
 - Circulation

- Design new developments and redevelopments to accommodate autonomous vehicle maneuvering and parking activities
- **Disagreed with the Plan (>40%)**
 - Improve pedestrian and bicycle circulation
 - Activate Albany as a multi-modal corridor that accommodates auto, bike, and pedestrian.
 - The team felt that street was already too narrow to accommodate the existing traffic and parked cars. Encouraging additional bicycle usage would be unwise. Bike traffic should be directed to a dedicated bicycle lane on Stevens Creek.
 - Land Use, Place Making, and Open Space
 - The additional of 3,860 new housing units.
 - 37% approved of the number the remainder of SCAG. The majority of those who disagreed felt the number was too low. Additional housing in the area is needed



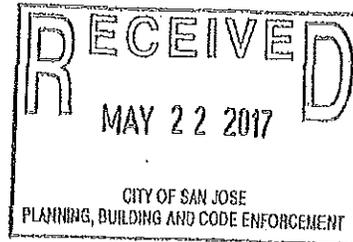
CUPERTINO

OFFICE OF THE MAYOR

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

(408) 777-3308 • FAX (408) 777-3333 • planning@cupertino.org



May 18, 2017

City of San Jose

Department of Planning, Building and Code Enforcement

Attn: Lesley Xavier, Senior Planner

200 E. Santa Clara St, 3rd Floor Tower

San Jose, CA 95113-1905

Re: Stevens Creek Urban Village Draft Plan (Plan)

Dear Ms. Xavier:

Thank you for allowing the City of Cupertino the opportunity to comment on the Draft Plan for the Stevens Creek Urban Village. While San Jose desires to create dense urban nodes within the Stevens Creek Urban Village, in the interests of good urban design and consideration for its neighbors in Cupertino, and to ensure context-sensitive development in the areas that abut Cupertino, I hope that the City of San Jose will consider the following comments.

- 1. Land Use and Urban Design** – The City of Cupertino envisions Stevens Creek Boulevard to be a walkable, bike-able corridor with active uses located along Stevens Creek Boulevard. To that end, retail commercial frontages, stoops, porches, wide sidewalks – separated from the traffic lanes, bike features, active open spaces, and a landscape easement with shade trees along Stevens Creek Boulevard is encouraged. It is requested that the City of San Jose consider placing land uses similar to those in Cupertino with development standards consistent with those in Cupertino for the properties to the west of I-280.
- 2. Heights and Transitions** – The properties within the Plan area to the west of I-280 abut a single family neighborhood to the south and Cupertino's Heart of the City mixed-use area to the west. The single-family neighborhood has a maximum allowable height of 28 feet while the Heart of the City allows a height of 45 feet with a transition of 1.5 feet setback for every foot increase in height from

residential developments at the rear. The differences in allowable height between the San Jose portions and the Cupertino portions could impact the residents of Cupertino adversely.

In addition, a review of the Draft Plan indicates that the maximum allowable height for parcels that abut single family residential neighborhoods in San Jose are either 45 feet or 65 feet. However, it appears that the same consideration has not been made to the single family neighborhoods in the City of Cupertino. It is requested that the City of San Jose consider lowering the proposed 85 foot height to be consistent.

3. **Density** – In addition to the increased heights that are proposed in the Draft Plan, the proposed densities of the properties to the west of Lawrence are much higher than those adjacent to them. The single family neighborhood to the south of the San Jose properties has a density of 1-5 dwelling units/acre while the mixed use neighborhood to the west has a density of up to 25 dwelling units/acre. Placing developments of up to 95 dwelling units/acre in this portion of the Plan area would not be appropriate. It is requested that the City of San Jose consider keeping the densities within this portion of the Plan area closer to the existing densities.
4. **Parks and Open Space** – The Draft Plan envisions that the properties to the west of I-280 be redeveloped with housing developments with small pocket parks or plazas (privately developed with public access). However, the Plan locates four floating public parks/plazas on the east side of Lawrence Expressway. For access to the closest public open space, residents would have to cross Lawrence Expressway and I-280, with a number of major driveway, on-ramp and off-ramp conflicts. In order to ensure that the redeveloped areas to the west of I-280 have adequate access to public open space, it is requested that the City of San Jose relocate one of the floating parks to this area.
5. **Traffic and Environmental Review** – The traffic network figure does not reflect all the signalized intersections in the vicinity, including those along the street that connects Stevens Creek Boulevard to Lawrence Expressway/SB I-280.

Additionally, since the adoption of the Plan relies on environmental documentation from 2011 with a minor update in 2015 unrelated to this Plan, Cupertino continues to look forward to collaborating with San Jose staff in the development of any required regional environmental mitigation as projects are proposed within the Plan area, including any public transit opportunities along major transportation corridors, such as I-280 and SR-85, and any possible

freeway/expressway interchange redesign at I-280/Lawrence Expressway/Stevens Creek Boulevard.

Thank you in advance for the City of San Jose's careful consideration of these comments, prior to adoption of the Village Plan, in order to improve its interface with the surrounding neighborhood and community and encourage context-sensitive planning and development.

We also request that the San Jose staff collaborate closely with Cupertino residents on the development of area Plans that impact Cupertino residents, e.g. a future De Anza Village Plan should one be developed.

Should you have any questions about the items discussed in this letter, please do not hesitate to contact Aarti Shrivastava, Assistant City Manager at aartis@cupertino.org.

Sincerely,


Savita Vaidhyanathan
Mayor
City of Cupertino

CC: **City of San Jose:**
Sam Liccardo, Mayor
Chappie Jones, Councilmember, District 1
Sergio Jimenez, Councilmember, District 2
Raul Peralez, Councilmember, District 3
Lan Diep, Councilmember, District 4
Magdalena Carrasco, Councilmember, District 5
Devora "Dev" Davis, Councilmember, District 6
Tam Nguyen, Councilmember, District 7
Sylvia Arenas, Councilmember, District 8
Donald Rocha, Councilmember, District 9
Jhonny Khamis, Councilmember, District 10
Ed Abelite, Planning Commissioner, Chair
Nick Pham, Planning Commissioner, Vice Chair
Shiloh Ballard, Planning Commissioner
Edesa Bit-Badal, Planning Commissioner
Michelle Yesney, Planning Commissioner
Peter Allen, Planning Commissioner
Namrata Vora, Planning Commissioner

Comment Letter to City of San Jose
Re: Proposed Stevens Creek Urban Village Plan

Harry Freitas, Director of Planning, Building and Code Enforcement

City of Cupertino:

David Brandt, City Manager

Aarti Shrivastava, Assistant City Manager

Randolph Hom, City Attorney

Timm Borden, Director of Public Works

Xavier, Lesley

From: Teri Quatman <tquatman@scu.edu>
Sent: Monday, May 22, 2017 11:28 AM
To: Xavier, Lesley
Cc: maryrsj@aol.com; Bill Blume; Ray Chen; tamer Abuelata
Subject: Project File number GP17-009--Some concerns

Dear Lesley,

I write re: the Stevens Creek Urban Village Plan.

I currently own a condominium at 419 Bundy Ave. San Jose, CA 95117.

It looks from the map I received along with the notice of the upcoming Planning Commission Hearing (5/24/17) that my street, Bundy Ave., is projected to be within the proposed Urban Village Boundary, and therefore, subject to re-zoning.

I want to note that the area of Bundy Ave. currently designated in the Urban Village Plan is already high-density housing. The former single-family houses/lot on Bundy have, one-by-one, all been knocked down and converted to high-density apartment complexes and condominium complexes of 4-12 units, all including residences for multiple families.

I urge the Planning Commission to re-draw its planned boundary to exclude the many upscale, relatively new, multi-family condominiums and apartment buildings on Bundy from eventual re-zoning and destruction. The goal of the plan is to increase population density and accommodate more residents in an urban environment. We have already done that! Please don't destroy the good work we have already done.

Please re-draw the boundary of the plan by one street in order to preserve the high-density, high-quality housing that already exists on Bundy Ave.

In addition,

I want to observe more generally that the Steven's Creek corridor is already over-trafficked.

It is a major artery providing access to and from the 880 and 280 freeways.

As I have reviewed the plan, it appears that the planners have not truly considered the impact of their plan on current and future traffic flow on Steven's Creek between San Tomas and these freeways.

I urge the Commission to study this element carefully, and to consider re-locating the project to a less-trafficked area, perhaps to the south of Steven's Creek. We cannot afford to ignore the dangers of over-programming traffic on Steven's Creek.

The life of Santana Row and Valley Fair Malls depend on the free flow of traffic up and down Steven's Creek.

Thank you for considering my letter.

In particular, I am requesting a response about the plan to re-zone/ (and, I surmise, destroy) the current residence on Bundy Ave.

Best,

Teri Quatman, Ph.D.

