

# Planning Our Way in San Jose



MTC Planning Committee

November 14, 2014

# San Jose's Plan for the Future

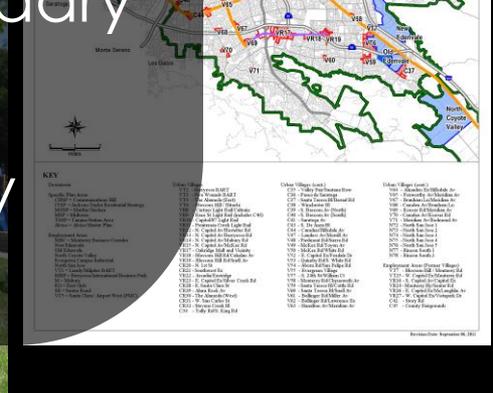
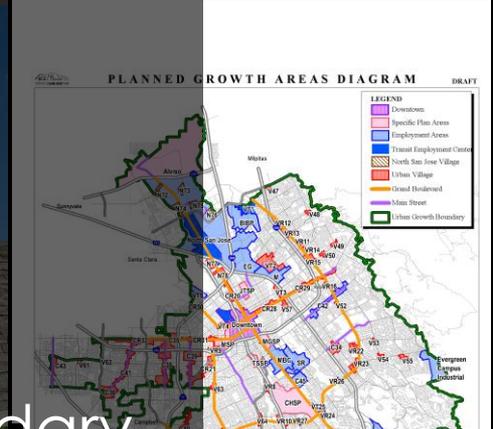
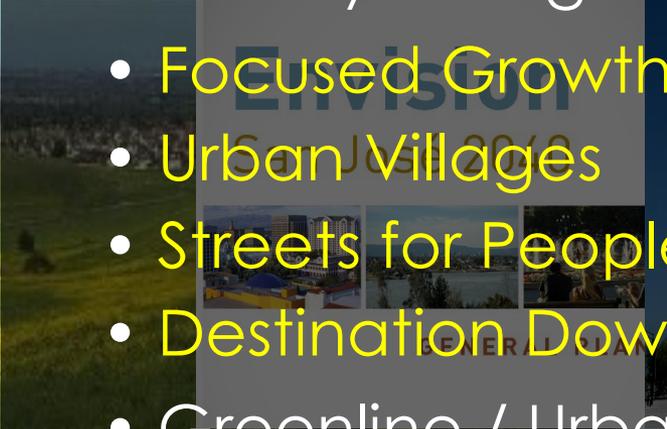
## Envision

San José 2040



GENERAL PLAN

# Envision San Jose Major Strategies



- Community Based Planning
- Regional Employment Center
- Fiscally Strong City
- Focused Growth
- Urban Villages
- Streets for People
- Destination Downtown
- Greenline / Urban Growth Boundary
- Environmental Stewardship
- Design for a Healthy Community

# Regional Employment Center

- Plan for 470,000 New Jobs
- Add new employment lands
- Intensify existing employment lands
- Create transit-oriented urban employment centers
- Enhance and expand commercial activity



# Regional Employment Center



North San Jose Light rail corridor - existing

# Regional Employment Center



Light rail corridor – photo simulation of intensification

# Focused Growth

- Strengthen Urban Growth Boundary
- Grow along transit
- Integrate jobs and housing
- Minimize fiscal and environmental costs
- Preserve existing neighborhoods



# A City of Urban Villages

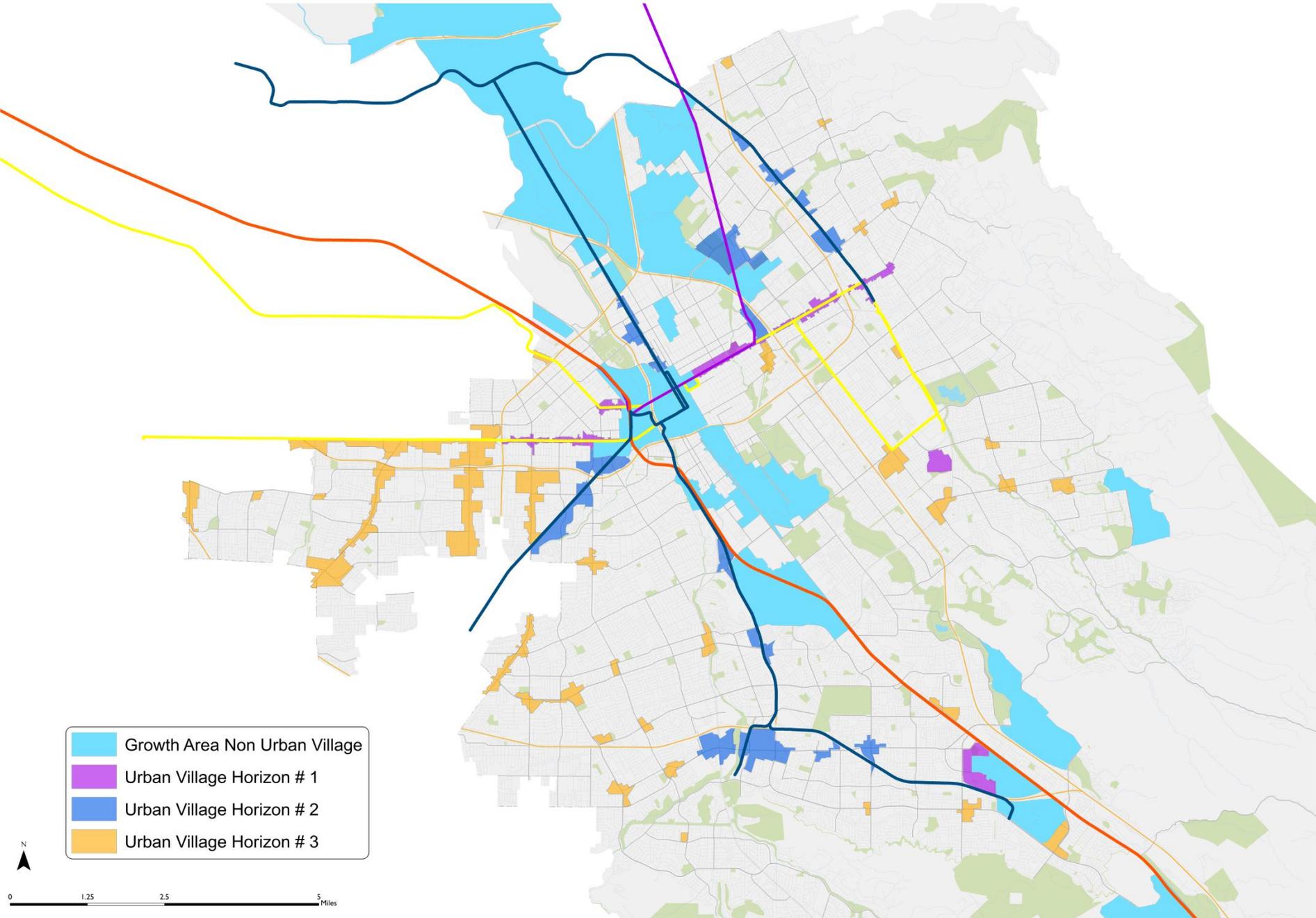
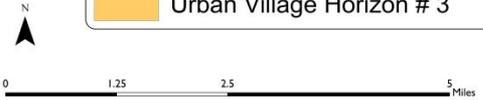
- More urban in density, form, and character
- Mix of uses integrated together
- Designed for walking
- Strong connected public realm: parks, plazas, paseos
- Transit supportive
- A framework for creating great places!





- VTA Light Rail
- Caltrain
- BART
- VTA Bus Rapid Transit





# Streetscapes for People

- Design streets for people not just cars
- Promote walking, bicycling, & transit use
- Foster community identity



# Transformation of S. Bascom Ave.



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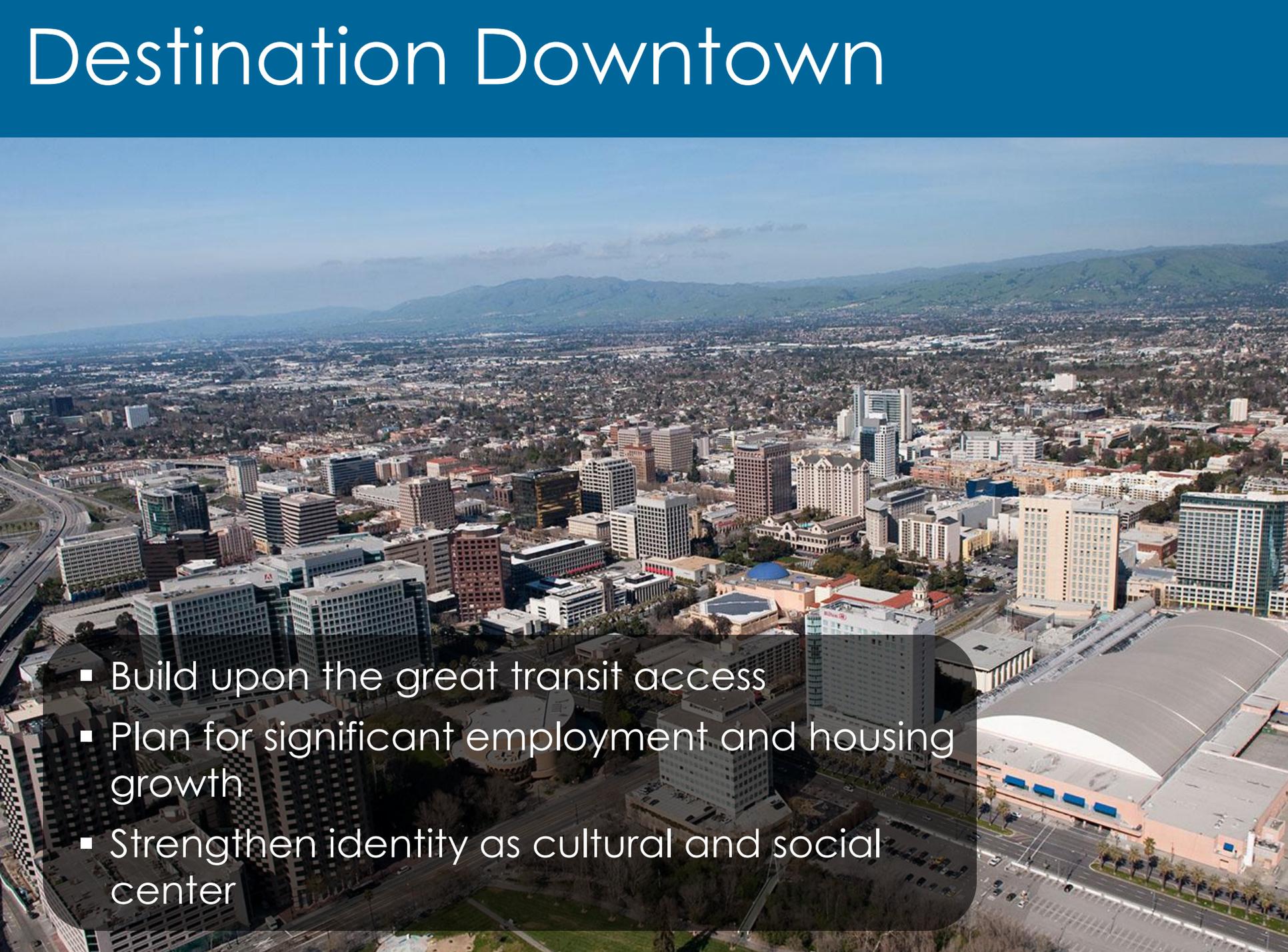
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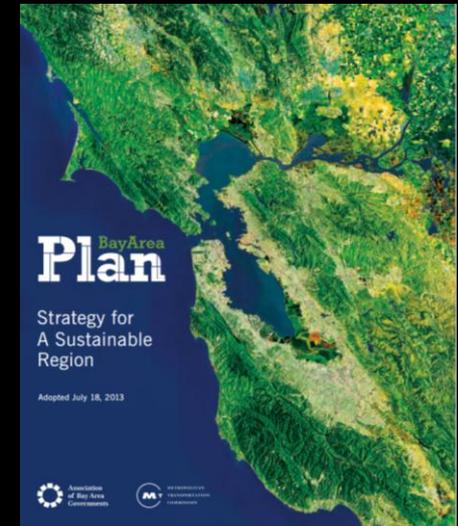


# Destination Downtown

- 
- An aerial photograph of a city downtown area, showing a dense cluster of buildings, including several skyscrapers and a large arena with a white, curved roof. The city extends to the horizon, with mountains visible in the background under a clear blue sky. A semi-transparent dark circle is overlaid on the bottom left of the image, containing a list of three bullet points.
- Build upon the great transit access
  - Plan for significant employment and housing growth
  - Strengthen identity as cultural and social center

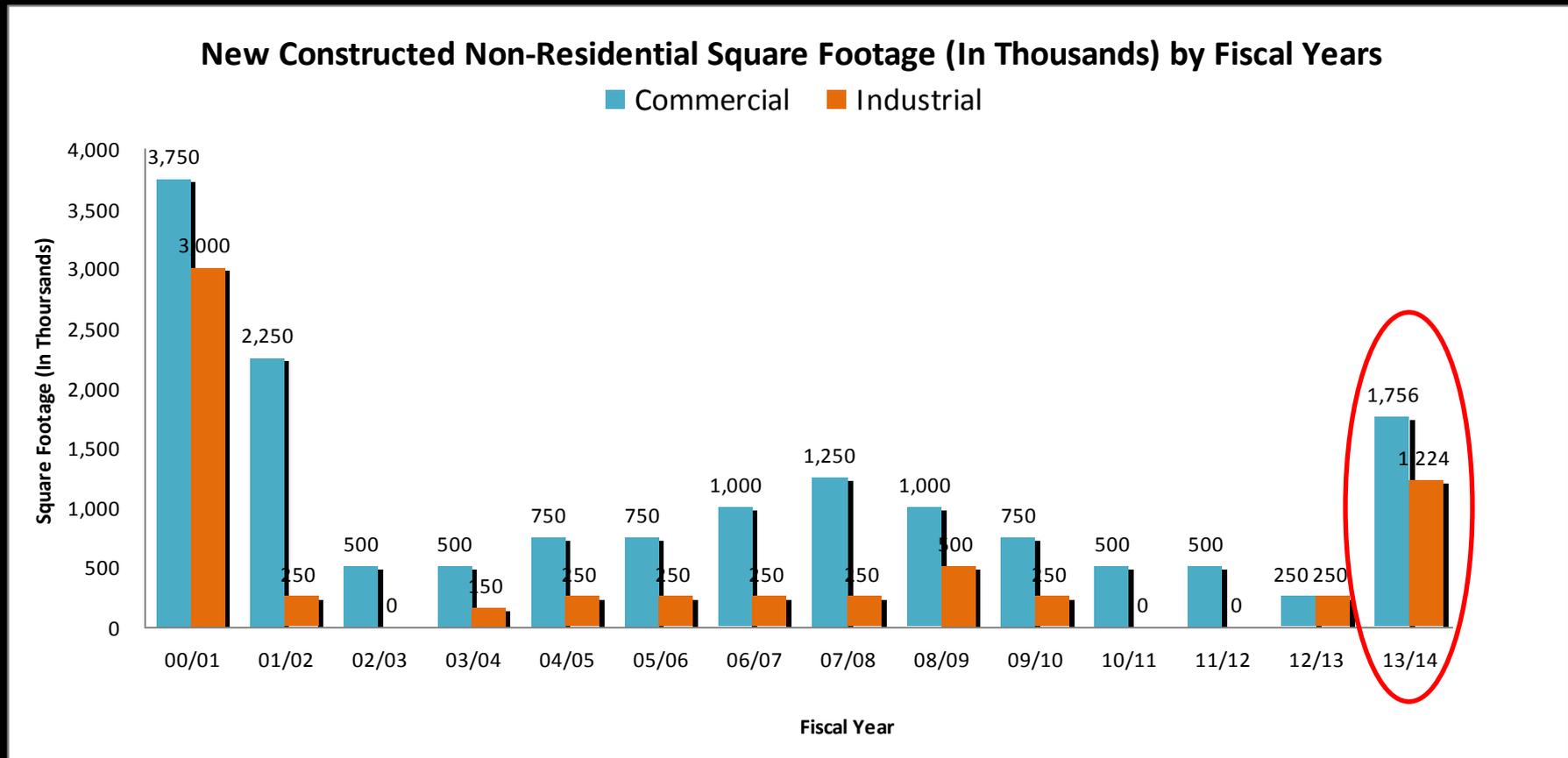
# Alignment with Plan Bay Area

- Key Growth Areas align with Priority Development Areas
- Provides strategy to reduce greenhouse gas emissions
- Strategy to retrofit suburban corridors into Urban Villages
- Focused jobs and housing growth around transit facilities
- Strong commitment towards affordable housing



# Current Growth in San Jose

Total square feet of non-residential construction by building permits issued

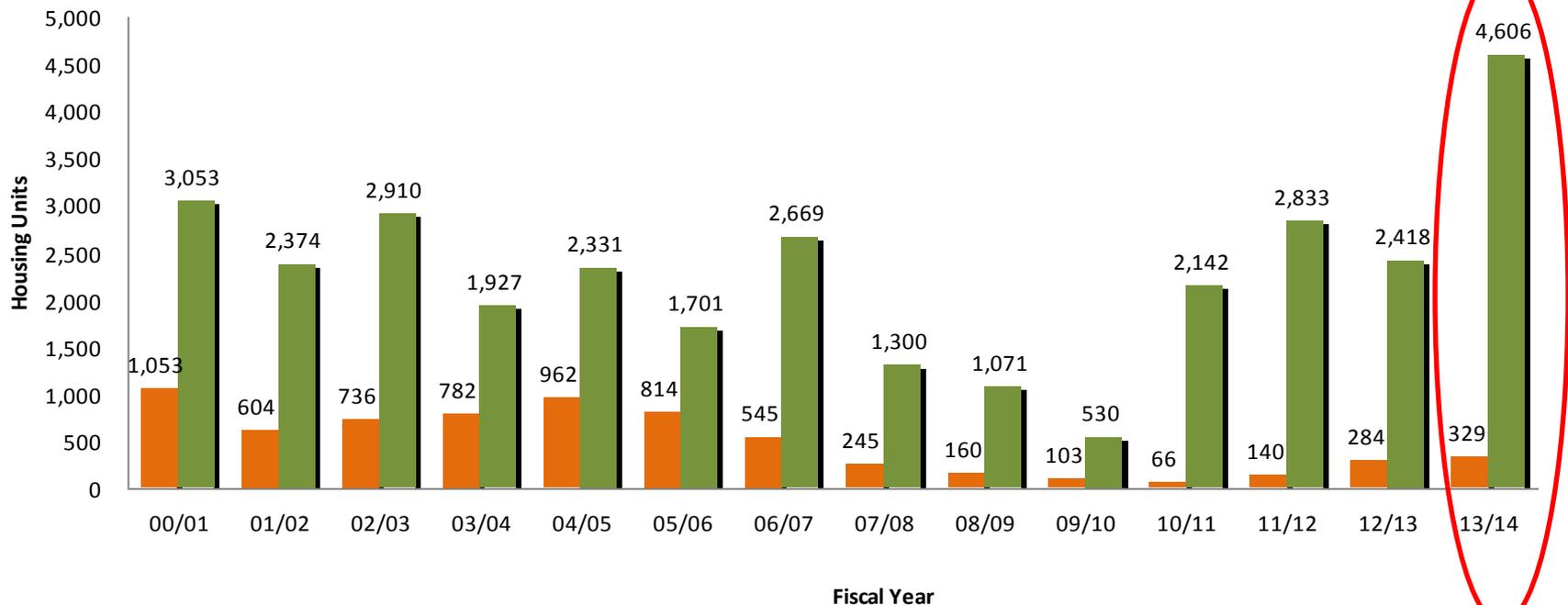


# Current Growth in San Jose

Total residential units constructed by building permits issued

## New Residential Units Constructed by Fiscal Years

Single-Family Multi-Family



# Current Growth in San Jose

Percentage of FY13/14 planning permits for new development occurring in Growth Areas:

- 88.4% of Residential Units
- 73.4% of Non-residential Sq. Ft.



# Challenges

- Transforming suburbia into urban, walkable great places
- Attracting employment growth
- Providing City services and facilities
- Some communities resistance to urban growth



# Transportation Related Challenges

- Reaching goal to reduce VMT by 40% by 2040
- Maintaining existing roadway system
- Funding for BART Phase II



# Great Resources for Planning

San Jose has great success in securing grant for planning

- Diridon Station Area Plan – *MTC Station Area Planning grant*
- Santana Row, Winchester Steven Creek Urban Village Plans – *MTC/VTA PDA grant*
- Four Village Plans adjacent to planned Alum Rock BART Station – *Health Trust grant*
- West San Carlos and South Bascom Urban Village Plan – *Caltrans grant*
- The Alameda Urban Village- *VTA grant*
- East Santa Clara Urban Village Plan- *Strategic Growth Council Grant*
- Streetscape Master Plan for West San Carlos – *MTC Technical Assistance Grant*

# Implementation Needs

Funding for:

- Affordable housing
- Infrastructure and amenities in Growth Areas/PDA's
- Roadway maintenance
- Transit system expansion, including BART Phase II

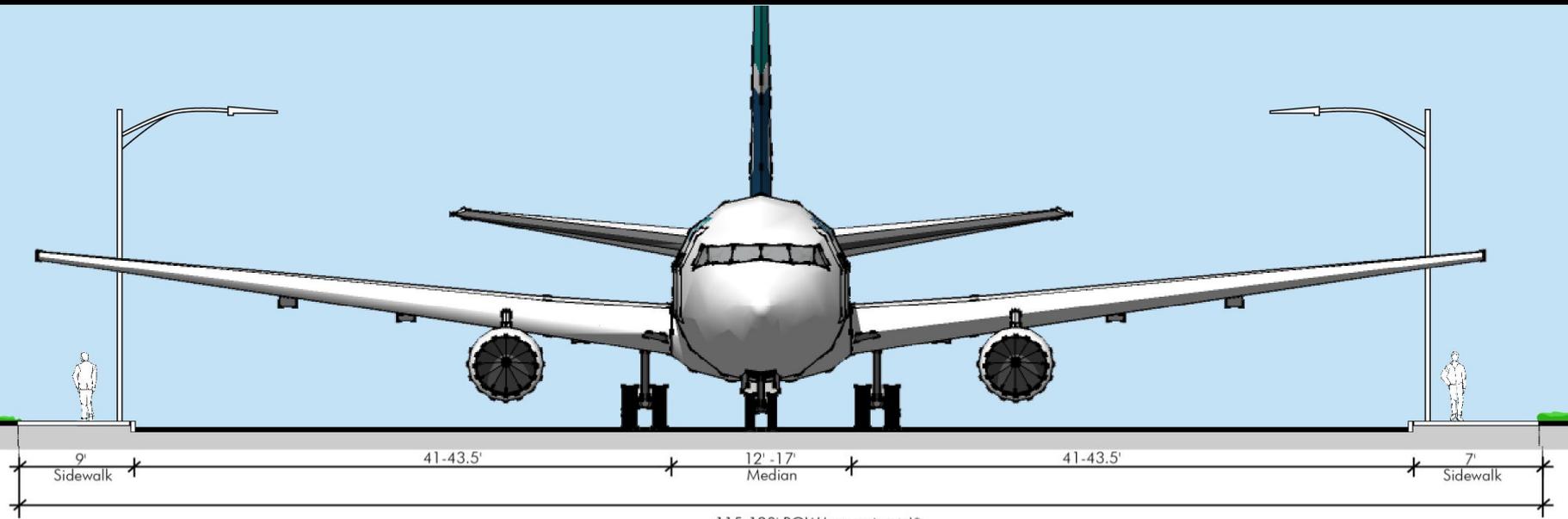


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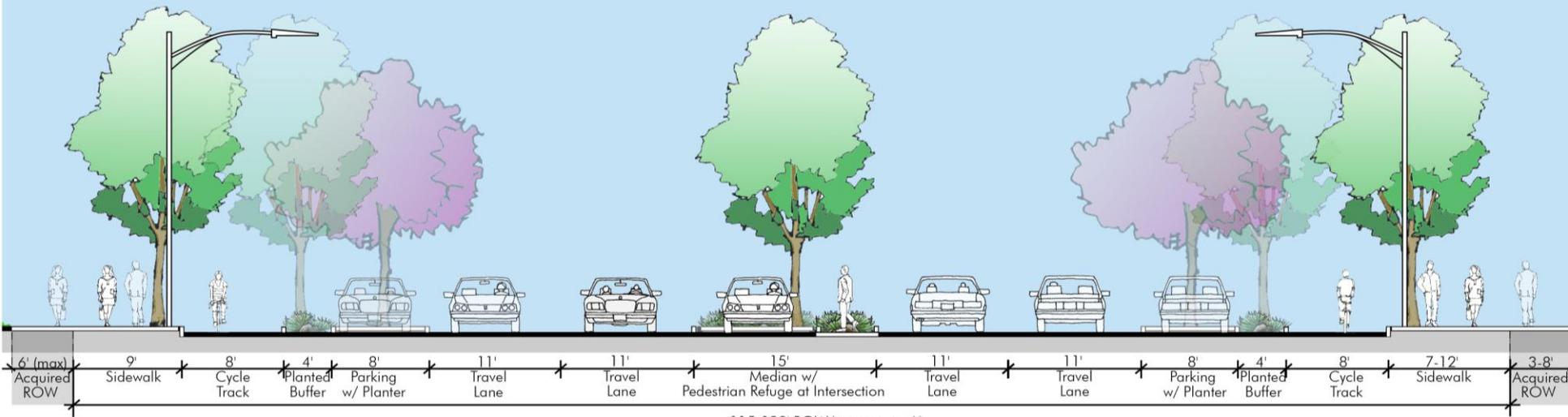
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115-120' ROW (approximate)\*

\* Width of lanes are not typical and vary along the corridor



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