



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Joseph Horwedel

**SUBJECT:** ENVISION SAN JOSÉ 2040  
FINAL SELECTION OF  
GROWTH STUDY SCENARIOS

**DATE:** May 26, 2009

Approved

*Christine S. Shipper*

Date

*6/2/09*

**COUNCIL DISTRICT:** Citywide  
**SNI AREA:** All

## RECOMMENDATION

Provide direction to proceed with environmental, fiscal and economic analyses of the four proposed Land Use Study scenarios, including a geographic distribution for new job and housing growth capacity within each scenario, as recommended by the administration.

## OUTCOME

If directed by Council, staff and consultants will proceed with environmental, fiscal and economic analyses of the recommended land use scenarios to keep the Envision San José 2040 process consistent with the current work program and schedule. Council and Envision Task Force have previously accepted the amount of job and housing growth to study in each of four Land Use Study scenarios, but the Council has not yet considered the specific locations within the City for that growth. Council acceptance of the proposed geographic location for growth within each scenario will allow staff and consultants to continue with the environmental, fiscal and economic analysis of each scenario.

## EXECUTIVE SUMMARY

Staff is asking the Council to confirm the proposed geographic distribution of job and housing growth capacity for each of the four Land Use Study scenarios that are being used as the basis for the environmental (CEQA) analysis required for the Envision San Jose 2040 General Plan update. These scenarios, along with the "Current Plan – No Project" alternative required under CEQA, define the range of options available going forward under the terms of the current Envision San Jose 2040 work plan and consultant contracts; the current project schedule does not allow for consideration of scenarios with potential environmental impacts beyond the four study scenarios accepted by Council. This is therefore an important decision making point for the Envision process.

Through the Envision San José 2040 process, the Envision Task Force and members of the community have strongly advocated for land use planning that is environmentally sustainable, fiscally responsible, and makes prudent use of existing transit facilities and other infrastructure. In deciding where to locate new job and housing growth capacity for each Land Use Study Scenario, staff has adhered to the clear set of principles articulated in the draft Envision San José 2040 Vision (Vision) and draft Land Use/Transportation Scenario Guidelines (Guidelines) and made use of the “Villages” strategy similarly endorsed by the Task Force and members of the community. The latter supports the Guideline goal of developing walkable neighborhood villages and vibrant urban locations at strategic locations throughout the City. Staff has also carefully considered the results of the Envision Job Growth Projection and Employment Land Demand and Housing Demand analyses and attempted to accommodate the identified demands for each scenario.

Following the same principles, staff is recommending that the City not consider housing growth on the Evergreen Campus Industrial properties and not consider growth within the South Almaden Valley and Coyote Valley urban reserves as part of the Envision San Jose 2040 process. Growth within these areas does not further the Guidelines and is anticipated to result in greater negative environmental implications, and negative fiscal impacts than in-fill development and would not improve the vibrancy of San Jose.

## **BACKGROUND**

Since the initiation of Envision San José 2040 in June of 2007, there have been twenty-two Task Force meetings and six community workshops. All Task Force Meeting agendas, materials and presentations, as well as workshop summaries, are available for review on the Envision San José 2040 web page located at [www.sanjoseca.gov/planning/gp\\_update](http://www.sanjoseca.gov/planning/gp_update).

Major accomplishments of the Envision San José 2040 process thus far include the development of a draft Envision San José 2040 Vision (Vision), draft Land Use/Transportation Scenario Guidelines (Guidelines), and the identification of potential job and housing growth amounts for four Land Use Study Scenarios. These scenarios will be analyzed, along with the theoretical use of the City’s current General Plan through 2040 (the “Current Plan – No Project” alternative as required for CEQA), by environmental, fiscal and economic consultants. These scenarios were reviewed by the City Council at the April 21, 2009 Council meeting and finalized by the Envision Task Force at their April 27<sup>th</sup> Meeting. The “No Project” and four Land Use Study Scenarios provide growth capacity beyond the current 2008 level of development as follows:

- San Jose 2020 (“Current Plan – No Project” alternative) – 255,550 new jobs and 82,110 new dwelling units. (1.1 Jobs / Employed Resident)
- Scenario K – 339,530 new jobs and 158,970 new dwelling units (1.0 J/ER)
- Scenario E – 360,550 new jobs and 135,650 new dwelling units (1.1 J/ER)
- Scenario C – 346,550 new jobs and 88,650 new dwelling units (1.2 J/ER)
- Scenario J – 526,000 new jobs and 88,650 new dwelling units (1.5 J/ER)

Since the April 21<sup>st</sup> City Council meeting, the Task Force has been discussing the geographic distribution for the planned job and housing growth capacity in each of the four Land Use Study Scenarios. At the April 27<sup>th</sup> Task Force meeting, staff presented a proposed geographic distribution

for the job and housing growth capacity in Land Use Study scenarios C and E. The Task Force accepted the proposed distributions with a request that staff make modifications to place more of the growth capacity in the Downtown and to identify a "Hub" for intensified development on the east side of San Jose.

At their May 26<sup>th</sup> meeting, the Task Force will be considering staff's proposed geographic distribution for job and housing growth capacity in Scenario K and Scenario J, and specifically making recommendations on the proposed use of the Evergreen Campus Industrial properties, the South Almaden Valley Urban Reserve and the Coyote Valley Urban Reserve. The outcome of the May Task Force meeting will be communicated to the City Council by supplemental memo.

## ANALYSIS

The Vision and Guidelines (both documents attached for reference) set forth clear criteria to guide the distribution of planned job and housing growth. Without reiterating the important principles contained within the Guidelines, it is important to emphasize that collectively they strongly advocate for land use planning that contributes toward the development of walkable neighborhood villages and vibrant urban locations at strategic locations throughout the City and is environmentally sustainable, fiscally responsible, makes prudent use of existing transit facilities and other infrastructure. Staff has closely followed these principles in order to develop a recommended geographic distribution of job and housing growth capacity for each Land Use Study Scenario.

The Task Force has extensively discussed the use of a "hubs, corridors, and villages" strategy as a means of promoting targeted infill development sites and to distribute new development, including household-serving commercial uses, throughout the City in proximity to existing and future residents. Building on the Vision's goal for an interconnected city, the Task Force has discussed the importance of multi-modal transportation corridors linking a vibrant Downtown, high-intensity hubs, and local-serving neighborhood villages. The hubs, corridors, and villages intensification strategy is reflected in the Task Force's Draft Guidelines. The Task Force and members of the community have also very consistently demonstrated a preference to accommodate all job and housing growth within the City's Urban Growth Boundary (UGB).

Consistent with the Vision and Guidelines and specific input received at Task Force and community meetings, staff has recently updated the hubs, corridors and villages strategy to include additional transit-oriented sites and to better identify the character of each growth area. These growth areas are now identified as Transit-Oriented Villages, Commercial Center Villages & Corridors or Neighborhood Villages. Transit-Oriented Villages include vacant or under-utilized lands within close proximity of an existing or planned light rail, BART, Caltrain or Bus Rapid Transit (BRT) facility. Commercial Center Villages & Corridors include vacant or under-utilized lands in existing, large-scale commercial areas (e.g. Blossom Hill Road, Winchester Boulevard, Bascom Avenue, etc.) Neighborhood Villages are smaller neighborhood-oriented commercial sites with redevelopment potential. While the Neighborhood Villages are not located in proximity to major transit facilities, and thus are not anticipated for significant intensification, they could serve to create a vibrant village setting within easy access of the nearby neighborhood. For all of the Village areas it is expected that the existing amount of commercial square footage would be retained and enhanced as part of any redevelopment project so that existing commercial uses within San Jose are never diminished.

The following Analysis addresses: 1) the proposed location of job and housing growth capacity within each scenario; and 2) the proposed use of the Evergreen Campus Industrial properties, the South Almaden Valley Urban Reserve and the Coyote Valley Urban Reserve within the context of the Envision San Jose 2040 General Plan update.

### **Geographic Distribution of Growth Capacity within Scenarios C, E, K and J**

The current General Plan (San Jose 2020) growth capacity, excluding the urban reserves, is an important component for all four Land Use Study Scenarios. Existing un-built entitlements and planned growth capacity in the Downtown, Specific Plan Areas, and the Employment Land Areas (including North San Jose, Edenvale, and North Coyote Valley) have been incorporated into each of the four Land Use Study Scenarios. On top of this capacity, each scenario includes a proportionally significant amount of new job growth capacity, while the new housing growth capacity is also significant in Scenario K and Scenario E, but proportionally more modest in Scenario C and Scenario J (the rationale for the proposed job and housing growth amounts for each scenario were discussed in an April 9, 2009 memo to City Council). The distribution of job and housing growth for each scenario is summarized in the attached tables.

#### **Scenario C**

Of the four scenarios, Scenario C provides the most modest amount of new job and housing growth capacity above the current General Plan (capacity for 91,000 additional jobs and approximately 6,000 additional dwelling units). Within the scenario, the significant amounts of new job growth capacity are provided in Alviso, in Edenvale, in proximity to the Lundy/Milpitas BART station, in proximity to light rail stations (with emphasis upon the Capitol/Hostetter, Capitol/Berryessa, Capitol/McKee, Oakridge, Blossom Hill/Cahalan and Blossom Hill/Snell stations), along the North First Street and Southwest Expressway light rail corridors, and in the larger commercial "Village" growth areas. This distribution locates most new job growth capacity near existing or planned major (e.g. BART) transit facilities or in Alviso where there is the best opportunity to provide for additional industrial, low-rise and R&D type job growth. The latter is important in order to accommodate demand for this type of job lands identified through the Job Growth and Employment Land Demand Analysis prepared for the Envision process. Locating additional job growth in Edenvale provides an opportunity for reverse commutes and promotes intensification of currently underutilized lands.

For Scenario C, almost all of the new housing growth capacity is distributed amongst several Transit-Oriented Village sites where there is existing light rail or Caltrain service or planned BART service. This scenario includes a slight increase in housing growth capacity for Specific Plan areas and identified "Commercial Villages and Corridors." Because this scenario does not include adequate growth capacity to warrant redevelopment of all of the identified growth areas, no new growth capacity is proposed for the Neighborhood Villages.

#### **Scenario E**

Scenario E provides slightly more job growth capacity than Scenario C with significantly more housing growth capacity (105,000 additional jobs and approximately 54,000 additional dwelling units). Because of the increased amount of housing growth, more of the job growth demand is projected to be in the Household Support Industry cluster and therefore, the additional job growth is placed within the Commercial Center Villages & Corridors and within the Neighborhood Villages,

where it will be in closer proximity to new and existing residential neighborhoods. The additional housing growth capacity is provided through intensification of the Downtown, Transit-Oriented Villages and Commercial Center Village & Corridor areas and through modest redevelopment of the Neighborhood Villages to incorporate housing as part of new mixed-use projects.

#### Scenario K and Scenario J

Both Scenario K and Scenario J include significantly more growth capacity than either Scenario C or E, with Scenario K providing more housing growth capacity and Scenario J providing more job growth capacity. While scenarios C and E did not fully make use of the identified growth areas, for scenarios K and J growth capacity is placed in all of the growth areas with an emphasis either on housing or job growth respectively.

Consistent with the other two scenarios, the Downtown and planned or existing BART, Caltrain and Light Rail stations are priority locations for new job and housing growth capacity. For the Downtown, Scenario K includes more housing growth capacity by increasing the density of planned residential sites, while Scenario J includes more job growth capacity by converting some of the planned Downtown housing sites to employment use and maintains the housing growth capacity through intensification of the remaining housing sites. Scenarios J and K fully utilize the identified growth at sites in proximity to transit, at a higher intensity than was needed for scenarios C and E. Similarly, Scenarios J and K fully utilize any identified growth capacity within Specific Plan areas.

Scenario J includes a significant addition of job growth capacity in the Employment Land Areas in order to provide industrial, low-rise/R&D and mid-rise and high-rise job growth capacity primarily intended to accommodate Driving Industry and Business Support Industry job growth. Due to the low amount of job growth in these two industry clusters for Scenario K, it includes a smaller amount of new job growth capacity in Employment Land Areas.

To accommodate the large amount of job growth in Scenario J, the Neighborhood Villages are also planned to become neighborhood employment centers. These villages would include a mix of retail, low-rise and mid-rise office buildings intended to accommodate Household Support, Business Support and Driving Industry jobs, but no housing growth capacity. In contrast, for Scenario K, the Neighborhood Villages are planned for a significant amount of housing growth, along with job growth capacity intended to accommodate primarily Household Support job growth. The Scenario K Neighborhood Villages would be primarily composed of 4 to 6-story residential buildings with ground-level retail.

#### **Proposed use of the Evergreen Campus Industrial properties, the South Almaden Valley Urban Reserve and the Coyote Valley Urban Reserve**

In all four Land Use Study Scenarios staff has not proposed to include any housing growth capacity for the Evergreen Industrial Campus properties, essentially maintaining the current General Plan designation for this site. A large share of the City's current job growth capacity is planned on mid-rise and high-rise office lands. Given the need for employment lands to accommodate the amount of job growth capacity included in all four Land Use Study Scenarios and to provide land to accommodate, in particular, the projected demand for industrial, low-rise office and R&D employment land uses, there is a strong need to maintain the job growth capacity currently planned for this area. At the same time, adding housing growth capacity on the Campus Industrial properties

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would not further the goals expressed in the Guidelines because the site lacks access to transit facilities, is an inappropriate setting for mixed-use or more walkable intensified development and is not a feasible location for new neighborhood-supporting commercial uses.

In all four Land Use Study Scenarios, staff is proposing that no growth be considered within the South Almaden Valley Urban Reserve (SAVUR) and the Mid-Coyote Urban Reserve. For the "Current Plan – No Project" scenario required for CEQA, some amount of growth will be analyzed within these areas, because it is reasonably foreseeable that build-out of the City's current General Plan would allow the City to meet the current General Plan triggers that allow for development within the Urban Reserves. Accordingly, the "Current Plan – No Project" scenario includes the addition of 10,000 dwelling units within the Coyote Valley Urban Reserve and the addition of 800 dwelling units within the South Almaden Valley Urban Reserve on top of the previously identified San Jose 2020 General Plan growth capacity.

In contrast, the four proposed Land Use Study Scenarios do not anticipate that the Urban Reserves will be developed within the timeframe of the Envision San Jose 2040 General Plan update. This recommendation responds to stated goals of the Task Force and community members, including the Guidelines, which set forth the goals of environmentally sustainable and economically sound growth management along with the desire to direct new growth into areas that will make best use of existing transit facilities and other infrastructure and contribute toward the development of walkable neighborhood villages and vibrant urban locations. The long term decision of what uses are appropriate in SAVUR and Mid-Coyote would be subject to Task Force consideration during the policy phase of the Update project.

Planning for no growth potential within the Urban Reserves in all four of the Land Use Study scenarios will likely preclude this as an option at the end of the Envision process. While the "Current Plan – No Project" alternative will consider development within the urban reserves, modifying one of the four Land Use Study Scenarios later in the process to include significant development within Coyote Valley or the South Almaden Valley Urban Reserves will likely result in new environmental impacts beyond those that have been identified and analyzed.

If the City Council wants to preserve this option for any one of the four proposed scenarios, one of the four should be replaced with one that includes development within the reserves or a fifth scenario should be added to study this alternative.

Modification of the high housing growth scenario, Scenario K, (e.g. transferring proposed housing growth capacity within the scenario from other growth areas to Coyote Valley) would prevent the City from later planning for the full amount of the Scenario K housing growth without using Coyote Valley, would lessen the value of data produced by analysis of Scenario K for comparison with other scenarios and would make Scenario K less consistent with the Guidelines which support the location of housing growth within proximity to existing transit or within neighborhood Villages. For this reason, staff is not recommending any modification to Scenario K. Replacing Scenario C or Scenario E would also diminish the value of information gained through the comparison of scenarios that hold some variables constant while modifying others. Adding a fifth scenario will require modification of the Envision San Jose 2040 work program and consultant contracts, but may be worthwhile in order to study the Coyote Valley question more fully.

### **Next Steps**

Finalization of the proposed Land Use Study Scenarios will allow the City's consultants to move forward with the environmental, fiscal and economic analyses of all four scenarios and the "No Project" alternative. While the growth scenarios are undergoing analysis, the Task Force will begin working on the next phase of the Envision San José 2040 process. The next phase includes drafting the goals and policies, implementation actions, and performance measurements and monitoring methodology that will form the basis for the Draft Envision San José 2040 General Plan.

### **Conclusion**

The Task Force has consistently expressed a strong interest in minimizing the environmental impacts of the large amount of growth that San José is expected to experience, referencing smart growth principles as an important strategy. The use of growth strategies that reduce the overall projected amount of vehicle miles traveled (VMT; a measure of how much future residents and workers will need to drive) through an improved J/ER ratio and through land use patterns that support transit, has emerged as an important Envision San José 2040 goal. Land use should in particular take advantage of BART and high-speed rail planned within the Envision 2040 time frame as well as the existing transit system. For similar reasons, the Task Force has endorsed mixed-use development and strongly emphasized a desire to plan for a walkable community. These and other similar principles are clearly articulated in the Guidelines which were used to inform the location of new job and housing growth for each of the Land Use Study Scenarios.

As discussed above, staff is recommending that in each of the four Land Use Study Scenarios new job and housing growth be planned to:

- 1) Create a geographic balance of jobs and housing;
- 2) Meet the anticipated demand for different types of employment lands;
- 3) Promote transit use;
- 4) Foster the development of vibrant villages; and
- 5) Further the goals of the community and Envision Task Force as outlined in the draft Vision and Guidelines.

For these same reasons, staff is recommending that the City not consider housing growth on the Evergreen Campus Industrial properties and not consider growth within the South Almaden Valley and Coyote Valley urban reserves as part of the Envision San Jose 2040 process.

### **POLICY ALTERNATIVES**

Staff has identified the following policy alternatives to the staff recommendation, with a Pro and Con for each alternative, as well as the reason for not selecting the given policy alternative.

**Alternative #1:** Direct staff and the Task Force to proceed with an alternative set of four Land Use Study Scenarios for environmental, fiscal and economic analyses that includes include a modified version of one of the Study Scenarios to add growth capacity for Coyote Valley as discussed above.

**Pros:** Providing alternative Council direction at this point in the process could provide a clearer understanding of the Council's preference for the amount and location of job and housing capacity to include in the General Plan at the conclusion of the update process.

**Cons:** Modification of the four recommended Land Use Study Scenarios to include potential development within Coyote Valley would result in a scenario less consistent with the Guidelines and impact the Envision project schedule.

**Reason for not recommending:** As discussed in the Analysis section above, modification of Scenario E to include Coyote Valley could limit the City's ability to plan for the full amount of growth consistent with the ABAG Projections without placing growth within Coyote Valley and would potentially lessen the value of the scenario as a point of comparison with other scenarios. Setting a clear direction for Coyote Valley at this point in the process will facilitate the timely completion of the Envision process according to the current work program.

**Alternative #2:** Add a fifth Land Use Study Scenario for analysis, potentially to address the question of future development within Coyote Valley.

**Pros:** An additional Land Use Study Scenario will provide an opportunity for additional analysis of potential growth within Coyote Valley without needing to drop one of the other identified scenarios.

**Cons:** Planning for growth within Coyote Valley is inconsistent with the Guidelines. Delaying the decision on Coyote Valley will further complicate the Envision process.

**Reason for not recommending:** The current work program and consultant contracts for the Envision process only provide for the analysis of four Land Use Study Scenarios. Adding a fifth scenario will require an increased project scope, exceed the project budget, and is unlikely to result in an outcome that better fulfills City goals.

**Alternative #3:** Make minor modifications to one of the proposed Land Use Study Scenarios, such as moving job or housing growth capacity between one type of Village area and another.

**Pros:** Providing alternative Council direction at this point in the process could provide a clearer understanding of the Council's preference for the amount and location of job and housing capacity to include in the General Plan at the conclusion of the update process.

**Cons:** Minor modification of the proposed Land Use Study Scenarios may diminish the degree to which the scenario achieves the various goals identified in the above analysis.

**Reason for not recommending:** Staff has brought forward the four Land Use Study Scenarios that best meet the goals and principles outlined in the Guidelines and expressed by the Task Force and members of the community and which is consistent with staff's professional judgment.

### **PUBLIC OUTREACH/INTEREST**

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

Significant and regular community outreach has occurred as part of the Envision San José 2040 process. Prior to each Task Force meeting, e-mails are sent to a subscription list that consists of approximately 600 individuals who have subscribed online or at a Task Force or community meeting. All Task Force meeting agendas and materials are posted on the Envision San José 2040 website in advance of the meeting, and synopses and audio recordings of meetings are posted online following each meeting. In addition to the above notification, additional outreach has occurred for community workshops, including the Task Force and Community Workshop on February 7, 2009 and the most recent community meeting held on May 20, 2009. Email outreach for workshops was coordinated with the City Council offices, the Mayor's Office and with the Neighborhood Development Center in the City Manager's Office. Staff met with property owners representatives of SAVUR, Mid-Coyote and Evergreen Industrial on May 22, 2009 and is scheduling a follow-up meeting of all interested property owners in these areas for mid-June, prior to Council consideration of this item.

The Envision San José process has been coordinated with a number of outside agencies, including the Santa Clara Valley Water District, the various School Districts, Santa Clara County and the California Department of Transportation. Staff has been working particularly closely with the Valley Transportation Authority on the development of the Draft Land Use/Transportation Scenarios.

### **COORDINATION**

The preparation of this memorandum has been completed in coordination with the City Attorney's Office, the City Manager's Budget Office, the Office of Economic Development, the Housing Department, the Department of Transportation and the Redevelopment Agency.

### **FISCAL/POLICY ALIGNMENT**

The General Plan is the City's primary fiscal/policy document upon which all other City policies are based. Updating the General Plan is an opportunity for the City to determine the future fiscal and policy direction of the City. The Task Force and staff are working together to develop a General Plan update consistent with direction provided by the City Council when it launched the Envision San José 2040 process and consistent with the Council's funding actions. The Task Force has developed a draft Vision for the Envision San José 2040 process and has identified the improvement of the City's

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fiscal condition as a key goal for the General Plan update, consistent with current City policies and goals.

### **COST SUMMARY/IMPLICATIONS**

Council direction at this time to proceed with the analysis of the proposed four growth study scenarios will allow staff to provide data to the environmental, fiscal and economic consultants consistent within the terms of the City's current contracts with those consultants. Based on the scope of those contracts, staff is scheduled to complete the Envision San José 2040 process in June of 2011. Funding for City staff is currently approved through June 2010, so completion of the Envision process is anticipated to require additional one-time funding for staff resources and will be addressed as part of the 2010-2011 budget, if necessary.

### **BUDGET REFERENCE**

Not Applicable

### **CEQA**

Not a project. The proposed action will allow staff and the consultants to proceed with the analysis of potential environmental impacts as required by CEQA.



JOSEPH HORWEDEL, DIRECTOR  
Planning, Building and Code Enforcement

For questions please contact Andrew Crabtree, Principal Planner at 408-535-7893.

Attachments (6)

### Innovative Economy

San Jose's economy thrives on innovation, providing job opportunities for all and ample fiscal resources for a vibrant community.

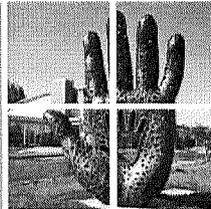


### Environmental Leadership

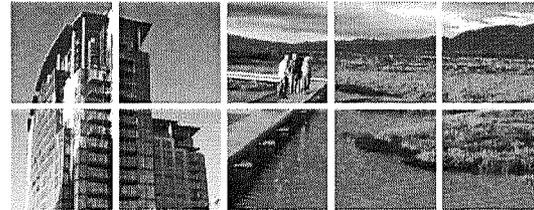
San Jose is a model of an environmentally sustainable and healthy city, a leader in green technology and a vigilant steward of its resources for present and future generations.

### Diversity and Social Equity

San Jose celebrates, embraces and involves a diverse blend of cultures and achieves social, cultural and economic equity.



*San Jose embodies the energy and vitality of its unique human, natural and economic resources.*



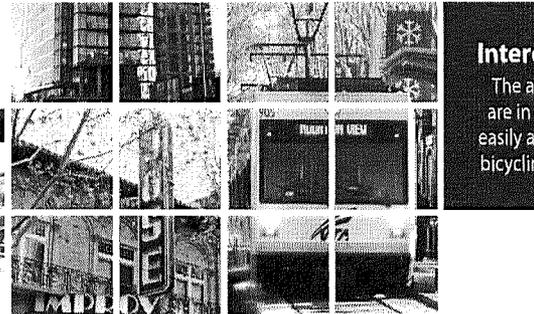
### Healthy Neighborhoods

San Jose's neighborhoods are attractive, affordable, and safe places to live with engaged community members.



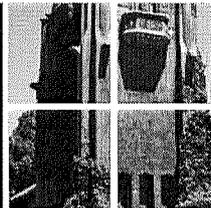
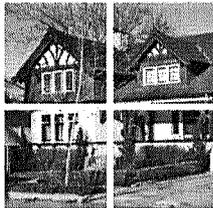
### Interconnected City

The activities of daily life are in close proximity and easily accessible by walking, bicycling and public transit.



### Quality Education and Services

San Jose residents and businesses receive a broad range of high quality services and enjoy excellent educational opportunities for all.



### Vibrant Arts and Culture

San Jose is a vibrant center for multi-faceted arts and cultural programs, celebrating its heritage and inspiring the creative energy of the community and a rich quality of life.



# ENVISION SAN JOSE 2040

## Attachment 2



### Current Working Draft of Land Use/Transportation Scenario Guidelines September 15, 2008

#### Notes:

- *The Guidelines are a tool to:*
  - *provide direction in the preparation of land use/transportation growth scenarios*
  - *inform the development of Goals and Policies*
- *All of the Guidelines have equal weight; the numbering just facilitates discussion.*
- *They are organized by vision theme to facilitate discussion, recognizing that many of them support more than one theme.*

#### **A. Interconnected City**

1. Plan for people not just cars: Establish a land use/transportation fabric that promotes increased walking, bicycling, and public transit use and does not give priority to the automobile.
2. Locate \_\_ % (TBD) of new residential and employment growth within existing, planned, and proposed transit corridors, focusing on areas close (i.e. between 2000 and 3000 feet) to transit stations.
3. Create walkable and bike friendly “neighborhood villages” (e.g., The Alameda): Enhance established neighborhoods by integrating a mix of uses within or adjacent to neighborhoods including retail shops (e.g., grocery stores), services, employment opportunities, public facilities and services, housing, places of worship, parks and public gathering places.
4. Create complete and vibrant “regional hubs”: Integrate a mix of high density housing, employment, and services within existing key commercial areas (e.g., the Oakridge area) to create dynamic urban settings.
5. Reinforce and strengthen Downtown San Jose as the symbolic heart of San Jose and as an employment, entertainment and cultural center, with appropriate housing.
6. Create a positive identity for San Jose by creating a consistent urban design character for each of the major corridors that connect San Jose’s “neighborhood villages” and regional hubs and link San Jose with its neighboring cities.
7. Reinforce riparian corridors, and enhance open spaces and natural features that can weave the many varied areas of the city together.

8. Integrate employment and residential land uses, in particular, by locating employment uses in areas of the city that are predominately residential.

**B. Innovative Economy**

9. Provide sufficient quantities and types of employment lands to accommodate \_\_\_% (TBD) new jobs, which is an employment growth level that is \_\_\_% (TBD) higher than current projections.
10. Create complete employment areas that also include business support uses, mixed uses, public and private amenities, restaurants and retail services that serve both adjacent businesses and the employees of these businesses.
11. Ensure that the General Plan provides the type and quantity of lands necessary to meet the projected needs of businesses that drive innovation.
12. Provide sufficient quantity and types of housing land to accommodate the city's projected population and to meet the needs of the city's future workforce.
13. Reinforce Downtown, North San Jose, Edenvale, and the Monterey Corridor as key employment areas.
14. Ensure that sufficient light and heavy industrial lands are available to meet the projected needs of residents and businesses.
15. Provide employment lands that accommodate more than the 25,000 clean tech job goal established in the Green Vision.
16. Provide a sufficient quantity of land to accommodate the projected retail demands of residents and businesses.

**C. Environmental Leadership**

17. Maintain the existing Urban Growth Boundary.
18. Protect and enhance the natural open space areas (i.e. creeks, hillsides, ridge lines and baylands) that contribute to a positive identity for San Jose.
19. To implement AB32, the California Global Warming Solutions Act, establish a land use/transportation fabric that achieves a \_\_\_ % (TBD) reduction in motor vehicle miles traveled and a \_\_\_ % (TBD) reduction in the emission of greenhouse gases from motor vehicles.
20. Protect and enhance existing riparian corridors within the Urban Growth Boundary and within documented habitat areas outside of the Urban Growth Boundary.

21. Create opportunities for uses that support a self-sufficient city in terms of waste management, energy generation, and resource use and conservation, including water conservation and supply.

**D. Healthy Neighborhoods**

22. Promote the public health of the City's residents by developing a land use/transportation framework that promotes walking, biking and the use of public transit, facilitates access to parks and recreation opportunities, and creates community gathering spaces that allow for increased interaction with neighbors.
23. Develop a sustainable food system, in part, by providing access to healthy food, including locations for locally grown produce.

**E. Quality Services**

24. Focus growth in developed areas where existing infrastructure (e.g., sewers, water lines, and transportation facilities), and City facilities and services (e.g., libraries, parks and public safety) are already available, resulting in maximum efficiency.
25. Provide adequate land for schools, health care facilities, places of worship, and other community activities.
26. Provide adequate land for needed public facilities including facilities for solid waste management, wastewater treatment, recycling, and emergency services training.
27. Ensure a fiscally sustainable City, in part, by providing adequate land for uses that generate revenue for the City.
28. Do not locate new development in areas that would impact the city's water supply system which includes watersheds, well fields and percolation ponds.

**F. Vibrant Arts and Culture**

29. Preserve and enhance neighborhoods and other areas of the City that provide San Jose with a sense of identity and a historic and cultural richness.

**G. Diversity and Social Equity**

30. Distribute a wide variety of housing types, both throughout the city as well as within individual communities, which meet the needs of an economically, demographically and culturally diverse population.
31. Provide land for a diversity of jobs to meet the employment needs of a demographically diverse population.
32. Locate parks, libraries, health facilities and other public facilities equitably throughout the city.

**Attachment 3  
Reference Growth Scenarios**

**Envision San Jose 2040  
March 23, 2009 Task Force Meeting**

<b>Scenario</b>	<b>Growth Capacity</b>	<b>Total Capacity (Growth + 396,000 Jobs and 308,000 Dwelling Units)</b>	<b>Jobs/Employed Resident*</b>	<b>Notes</b>
San Jose 2020 General Plan (No Project)	229,000 New Jobs 70,000 New Dwelling Units	625,000 Jobs 567,000 Employed Residents* 378,000 Dwelling Units	1.1	This will be included in the EIR/CEQA analysis as the "no project" alternative.
"CCSCE Projections"	174,000 New Jobs 179,000 New Dwelling Units	570,000 Jobs 730,500 Employed Residents* 487,000 Dwelling Units	0.8	The CCSCE report only projected household and job growth. Dwelling unit numbers are derived from the household projection.
"ABAG Projections 2009"	312,980 New Jobs (2035) 160,315 New Dwelling Units (2035)	708,980 Jobs 702,473 Employed Residents* 468,315 Dwelling Units	1.0	For 2009, ABAG revised their projections, allocating an additional share of Bay Area job growth to the City of San Jose. These projections are for 2035, not 2040. Dwelling unit projection is derived from ABAG's household projection.
"CCSCE Adjusted Projections"	281,200 New Jobs 179,000 New Dwelling Units	677,200 Jobs 730,500 Employed Residents* 487,000 Dwelling Units	0.9	The CCSCE projections used ABAG Projections 2007's percentage of Bay Area job growth assigned to San Jose. For 2009, ABAG adjusted that percentage, so the "CCSCE Adjusted Projections" reflects this change in methodology to project San Jose's job growth for 2040.

\* "Employed residents" is calculated as 1.55 employed residents per household (also equal to 1.5 employed residents per dwelling unit). Generally the number of employed residents per household is an output of projections for job and population growth. Higher or lower ratios of employed resident per household would affect the Jobs/Employed Resident ratio corresponding to the amount of job and household capacity in each scenario.

- Notes:
- Additional discussion of ABAG Projections 2009 & the "CCSCE Adjusted Projections" are available online in the "Job Growth Projections and Employment Land Demand" report, accessible from the March 23, 2009 GPTF materials.
  - To account for vacancy rates, total households are approximately 3.14% less than total housing units.

### Attachment 3: Identified Growth Scenarios – Summary & Voting Results

Generally listed from least to most intensive growth, excepting Scenarios K, L, & M.

Envision San Jose 2040

From March 23, 2009 Task Force Meeting

Scenario	Growth Capacity	Total Capacity (Growth + 396,000 Jobs and 308,000 Dwelling Units)	Jobs/ Employed Resident*	# of Task Force Votes	Description
<b>A</b>	201,000–210,000 New Jobs 90,000–96,000 New Dwelling Units	597,000–606,000 Jobs 597,000–606,000 Empl. Res.* 398,000–404,000 Dwelling Units	1.0	<b>0</b>	<ul style="list-style-type: none"> <li>○ Developed from feedback received at the 3/9/09 GPTF meeting.</li> <li>○ Includes new dwelling unit capacity adequate to allow an amount of development consistent with the average amount constructed in recent years (current housing trendline**).</li> <li>○ Provides job growth capacity adequate to achieve a 1:1 J/ER ratio for the trendline** housing capacity.</li> <li>○ New job and new housing capacity would be less than the capacity of the existing SJ 2020 GP.</li> </ul>
<b>B</b>	271,500 New Jobs 137,000 New Dwelling Units	667,500 Jobs 667,500 Employed Residents* 445,000 Dwelling Units	1.0	<b>3</b>	<ul style="list-style-type: none"> <li>○ Developed from feedback received at the 3/9/09 GPTF meeting.</li> <li>○ Modifies “More Jobs &amp; Less Housing” scenario by reducing total amount of job capacity to amount needed to achieve a 1:1 J/ER ratio.</li> <li>○ Has more job growth than the “CCSCE Projection” but less than the “Adjusted CCSCE Projection.”</li> <li>○ Has more job growth than the existing SJ 2020 GP.</li> </ul>
<b>C</b>	320,000 New Jobs 90,000 New Dwelling Units	716,000 Jobs 597,000 Employed Residents* 398,000 Dwelling Units	1.2	<b>18</b>	<ul style="list-style-type: none"> <li>○ Developed by staff in response to feedback received at the 2/7/09 workshop and presented to the GPTF at their 3/9/09 meeting.</li> <li>○ Provides new dwelling unit capacity consistent with the current housing development trendline**.</li> <li>○ Provides job growth capacity adequate to achieve a 1.2:1 J/ER ratio.</li> <li>○ Has more job growth than both the original and adjusted CCSCE projections.</li> </ul>
<b>D</b>	334,000 New Jobs 105,000 New Dwelling Units	730,000 Jobs 619,500 Employed Residents* 413,000 Dwelling Units	1.17	<b>9</b>	<ul style="list-style-type: none"> <li>○ Developed from feedback received at the 3/9/09 GPTF meeting.</li> <li>○ Modifies “More Jobs &amp; Less Housing” scenario by reducing housing growth capacity to achieve a 1.2 J/ER ratio.</li> <li>○ Housing growth capacity below the CCSCE projections but above the current housing trendline**.</li> <li>○ Job growth capacity above original and adjusted CCSCE projections.</li> </ul>
<b>E</b>	334,000 New Jobs 137,000 New Dwelling Units	730,000 Jobs 667,500 Employed Residents* 445,000 Dwelling Units	1.1	<b>18</b>	<ul style="list-style-type: none"> <li>○ Developed by staff in response to input received at the 2/7/09 workshop and presented to the GPTF at their 3/9/09 meeting.</li> <li>○ Modified “More Jobs” scenario by reducing housing capacity to achieve a higher J/ER ratio.</li> <li>○ Provides housing growth capacity less than the CCSCE projected demand but more than the current housing trendline**.</li> <li>○ New job growth capacity would exceed the original and adjusted CCSCE projections.</li> </ul>

### Attachment 3: Identified Growth Scenarios – Summary & Voting Results

Generally listed from least to most intensive growth, excepting Scenarios K, L, & M.

Envision San Jose 2040

From March 23, 2009 Task Force Meeting

Scenario	Growth Capacity	Total Capacity (Growth + 396,000 Jobs and 308,000 Dwelling Units)	Jobs/ Employed Resident*	# of Task Force Votes	Description
<b>F</b>	432,000 New Jobs 60,000 New Dwelling Units	828,000 Jobs 552,000 Employed Residents* 368,000 Dwelling Units	1.5	<b>14</b>	<ul style="list-style-type: none"> <li>○ Developed from feedback received at the 3/9/09 GPTF meeting.</li> <li>○ Projects less housing unit growth capacity than the current housing trendline** and less than the capacity of the existing SJ 2020 GP.</li> <li>○ High J/ER ratio of 1.5, so job growth capacity increased well above the original and adjusted CCSCE projections.</li> </ul>
<b>G</b>	334,000 New Jobs 179,000 New Dwelling Units	730,000 Jobs 730,500 Employed Residents* 487,000 Dwelling Units	1.0	<b>29</b>	<ul style="list-style-type: none"> <li>○ Developed by staff in response to input received at the 2/7/09 workshop and presented to the GPTF at their 3/9/09 meeting.</li> <li>○ Provides an amount of new housing growth capacity consistent with the CCSCE demand projection.</li> <li>○ 1:1 J/ER ratio, so job growth capacity is increased above the original and adjusted CCSCE projections.</li> </ul>
<b>H</b>	405,000 New Jobs 137,000 New Dwelling Units	801,000 Jobs 667,500 Employed Residents* 445,000 Dwelling Units	1.2	<b>10</b>	<ul style="list-style-type: none"> <li>○ Developed from feedback received at the 3/9/09 GPTF meeting.</li> <li>○ Modifies “More Jobs &amp; Less Housing” scenario by reducing housing growth capacity below housing growth demand identified in CCSCE projection, but above the current housing trendline**.</li> <li>○ High J/ER ratio of 1.2:1, so jobs growth capacity is provided to exceed the original and adjusted CCSCE projections for demand.</li> <li>○ Provides more jobs than “More Jobs &amp; Less Housing” scenario, thus has a higher J/ER ratio.</li> </ul>
<b>I</b>	479,000 New Jobs 179,000 New Dwelling Units	875,000 Jobs 730,500 Employed Residents* 487,000 Dwelling Units	1.2	<b>6</b>	<ul style="list-style-type: none"> <li>○ Developed by staff in response to feedback received at the 2/7/09 workshop and presented to the GPTF at their 3/9/09 meeting.</li> <li>○ Provides an amount of new housing growth capacity consistent with the CCSCE demand projection.</li> <li>○ 1.2:1 J/ER ratio, so job growth capacity is significantly increased above original and adjusted CCSCE projections.</li> </ul>
<b>J</b>	499,500 (Low) – 798,000 (High) New Jobs 90,000 New Dwelling Units	895,500 (Low) – 1,194,000 (High) Jobs 597,000 Employed Residents* 398,000 Dwelling Units	1.5 – 2	<b>10</b>	<ul style="list-style-type: none"> <li>○ Developed from feedback received at the March 9, 2009 GPTF meeting.</li> <li>○ Provides new dwelling unit capacity consistent with the current housing trendline**.</li> <li>○ Provides job growth capacity sufficient to allow a very high J/ER ratio in the range of 1.5:1 to 2:1.</li> <li>○ Job growth capacity would far exceed the original and adjusted CCSCE projections for demand.</li> </ul>

### Attachment 3: Identified Growth Scenarios – Summary & Voting Results

Generally listed from least to most intensive growth, excepting Scenarios K, L, & M.

Envision San Jose 2040  
From March 23, 2009 Task Force Meeting

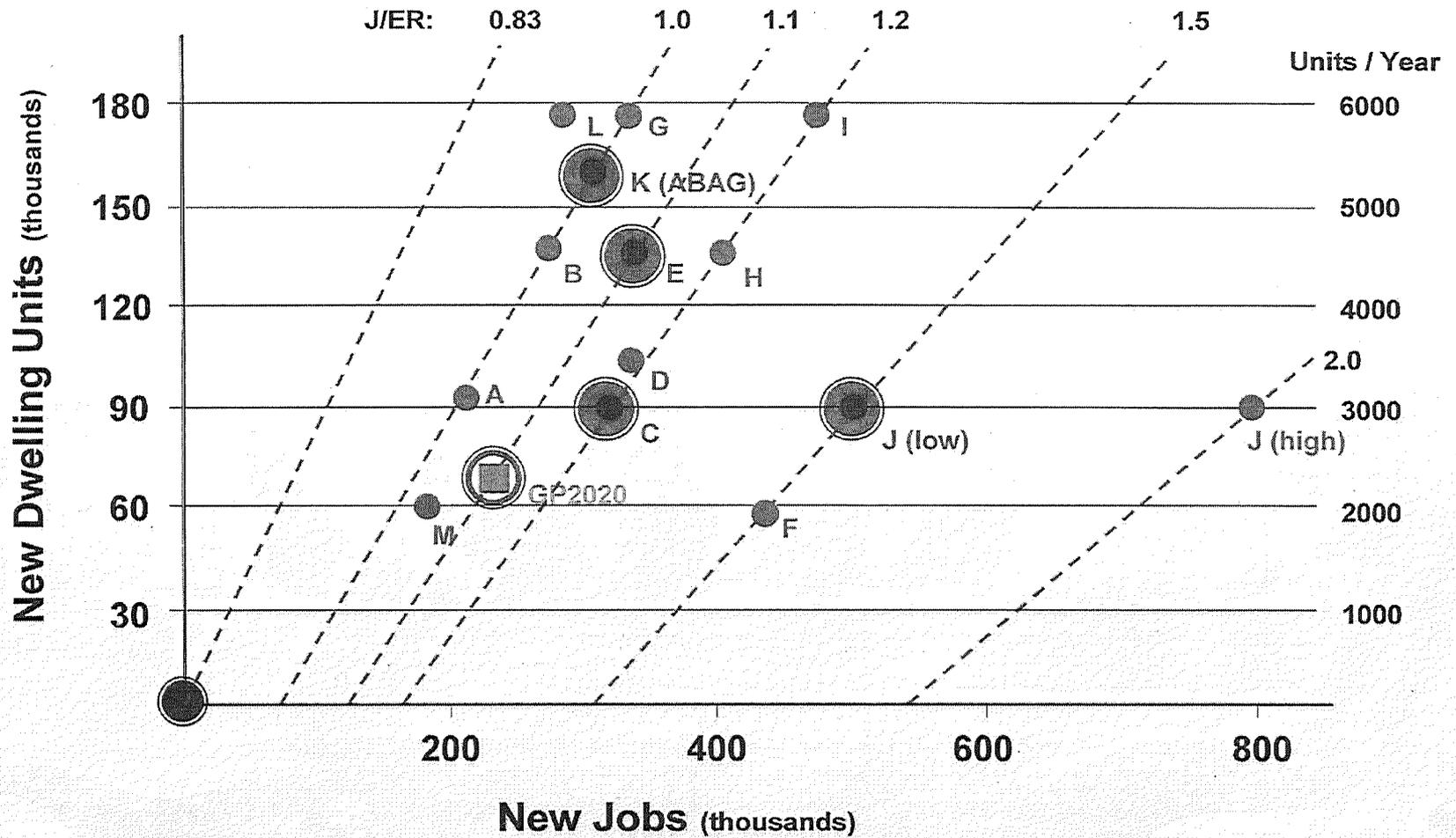
Scenario	Growth Capacity	Total Capacity (Growth + 396,000 Jobs and 308,000 Dwelling Units)	Jobs/ Employed Resident*	# of Task Force Votes	Description
<b>K</b>	312,980 New Jobs (2035) 160,315 New Dwelling Units (2035)	708,980 Jobs 702,473 Employed Residents* 468,315 Dwelling Units	1.01	3	<ul style="list-style-type: none"> <li>○ <i>ABAG Projections 2009</i>.</li> <li>○ Allocates an additional share of Bay Area job growth to the City of San Jose.</li> <li>○ Projections are for 2035, not 2040.</li> <li>○ Dwelling unit projection derived from ABAG's household projection.</li> </ul>
<b>L</b>	281,200 New Jobs 179,000 New Dwelling Units	677,200 Jobs 730,500 Employed Residents* 487,000 Dwelling Units	0.9	2	<ul style="list-style-type: none"> <li>○ Adjusted CCSCE projections using <i>ABAG Projections 2009</i>'s percentage of Bay Area job growth assigned to San Jose.</li> <li>○ Matches the maximum number of dwelling units evaluated in any scenario.</li> </ul>
<b>M</b>	180,000 New Jobs 60,000 New Dwelling Units	576,000 New Jobs 552,000 Employed Residents* 368,000 New Dwelling Units	1.04	6	<ul style="list-style-type: none"> <li>○ Suggested by GPTF Member at the 3/23/09 meeting.</li> <li>○ Would analyze the lowest number of dwelling units under consideration while maintaining a greater than 1 J/ER ratio.</li> <li>○ Presents the least intensive growth of all potential scenario options.</li> </ul>

\* "Employed residents" is calculated as 1.55 employed residents per household (also equal to 1.5 employed residents per dwelling unit). Generally the number of employed residents per household is an output of projections for job and population growth. Higher or lower ratios of employed resident per household would affect the Jobs/Employed Resident ratio corresponding to the amount of job and household capacity in each scenario.

\*\* Housing trendline projection continues dwelling unit growth at the same rate as the average number of dwelling units built between FY99/00 and FY07/08 (3,164 DU/year).

Note: To account for vacancy rates, total households are approximately 3.14% less than total housing units.

# 4 Recommended Study Scenarios



# SJ 2020

## Scenario SJ 2020 (625,000 Jobs and 391,460 Dwelling Units; 1.1 J/ER)

Existing 2008 Development: 369,450 Jobs & 309,350 DU

Growth Above Existing: 255,550 Jobs & 82,110 DU

	% of Job Growth	% of DU Growth	Jobs Added	DU Added
<b>Downtown</b>	<b>19.0%</b>	<b>10.1%</b>	<b>48,500</b>	<b>8,330</b>
<b>Specific Plan Areas</b>	<b>3.0%</b>	<b>23.7%</b>	<b>7,600</b>	<b>19,420</b>
Berryessa Planned Community	0.0%	0.1%	-	50
Communications Hill Specific Plan	0.0%	4.7%	-	3,830
Jackson-Taylor Residential Strategy	0.0%	1.4%	-	1,190
Martha Gardens Specific Plan	0.0%	2.1%	-	1,760
Midtown Specific Plan	0.0%	1.6%	100	1,300
Rincon South Specific Plan	1.2%	12.5%	3,000	10,290
Tamien Station Area Specific Plan	0.0%	1.2%	-	960
Alviso Master Plan	1.8%	0.0%	4,500	-
Evergreen Specific Plan	0.0%	0.0%	-	40
<b>Employment Land Areas</b>	<b>69.8%</b>	<b>26.0%</b>	<b>178,500</b>	<b>21,330</b>
Monterey Business Corridor	0.2%	0.0%	500	-
Edenvale (excluding Hitachi)	10.6%	0.0%	27,000	-
North Coyote Valley	19.6%	0.0%	50,000	-
Evergreen Campus Industrial Area	4.5%	0.0%	11,500	-
North San Jose (excluding Rincon South)	33.3%	26.0%	85,000	21,330
Berryessa / International Business Park	1.2%	0.0%	3,000	-
Mabury	0.2%	0.0%	500	-
East Gish	0.2%	0.0%	500	-
Senter Road	0.2%	0.0%	500	-
<b>Transit-Oriented Villages</b>	<b>0.6%</b>	<b>2.0%</b>	<b>1,600</b>	<b>1,650</b>
BART/Caltrain Villages	0.6%	2.0%	1,600	1,650
Light Rail Villages (Existing LRT)	0.0%	0.0%	-	-
Light Rail Corridors (Existing LRT)	0.0%	0.0%	-	-
Light Rail Villages (Planned LRT)	0.0%	0.0%	-	-
Light Rail Corridors (Planned BRT/LRT)	0.0%	0.0%	-	-
<b>Commercial Center Villages &amp; Corridors</b>	<b>1.2%</b>	<b>0.0%</b>	<b>3,000</b>	<b>-</b>
<b>Neighborhood Villages</b>	<b>0.3%</b>	<b>0.0%</b>	<b>830</b>	<b>-</b>
<b>Other Identified Growth Areas</b>	<b>6.1%</b>	<b>38.2%</b>	<b>15,520</b>	<b>31,380</b>
Vacant Lands	4.6%	6.6%	11,820	5,420
Entitled & Not Built	0.0%	18.5%	-	15,160
Coyote Valley Urban Reserve	1.4%	12.2%	3,700	10,000
South Almaden Valley Urban Reserve	0.0%	1.0%	-	800

**K****Scenario K (708,980 Jobs and 468,320 Dwelling Units; 1.0 J/ER)***Existing 2008 Development: 369,450 Jobs & 309,350 DU**Growth Above Existing: 339,530 Jobs & 158,970 DU*

The following chart identifies the amount and proportional share of job and housing growth for Scenario K in each of the identified growth areas.

	% of Job Growth	% of DU Growth	Jobs Added	DU Added
<b>Downtown</b>	<b>14.3%</b>	<b>6.2%</b>	<b>48,500</b>	<b>9,830</b>
<b>Specific Plan Areas</b>	<b>7.8%</b>	<b>12.6%</b>	<b>26,640</b>	<b>19,960</b>
Berryessa Planned Community	0.0%	0.0%	-	50
Communications Hill Specific Plan	0.4%	2.4%	1,500	3,830
Jackson-Taylor Residential Strategy	0.0%	0.7%	-	1,190
Martha Gardens Specific Plan	0.0%	1.1%	-	1,760
Midtown Specific Plan	0.3%	1.0%	850	1,600
Rincon South Specific Plan	0.9%	6.5%	3,000	10,290
Tamien Station Area Specific Plan	0.0%	0.8%	20	1,200
Alviso Master Plan	6.3%	0.0%	21,270	-
Evergreen Specific Plan	0.0%	0.0%	-	40
<b>Employment Land Areas</b>	<b>54.4%</b>	<b>13.4%</b>	<b>184,770</b>	<b>21,350</b>
Monterey Business Corridor	0.3%	0.0%	1,000	-
Edenvale (excluding Hitachi)	9.0%	0.0%	30,570	-
North Coyote Valley	14.7%	0.0%	50,000	-
Evergreen Campus Industrial Area	3.4%	0.0%	11,500	-
North San Jose (excluding Rincon South)	25.0%	13.4%	85,000	21,350
Berryessa / International Business Park	1.1%	0.0%	3,700	-
Mabury	0.3%	0.0%	1,000	-
East Gish	0.3%	0.0%	1,000	-
Senter Road	0.3%	0.0%	1,000	-
<b>Transit-Oriented Villages</b>	<b>11.5%</b>	<b>25.1%</b>	<b>39,040</b>	<b>39,870</b>
BART/Caltrain Villages	4.3%	3.3%	14,660	5,270
Light Rail Villages (Existing LRT)	3.0%	11.6%	10,340	18,390
Light Rail Corridors (Existing LRT)	1.3%	3.8%	4,400	6,030
Light Rail Villages (Planned LRT)	1.0%	2.5%	3,540	4,010
Light Rail Corridors (Planned BRT/LRT)	1.8%	3.9%	6,100	6,170
<b>Commercial Center Villages &amp; Corridors</b>	<b>3.6%</b>	<b>18.5%</b>	<b>12,280</b>	<b>29,330</b>
<b>Neighborhood Villages</b>	<b>4.9%</b>	<b>11.4%</b>	<b>16,480</b>	<b>18,050</b>
<b>Other Identified Growth Areas</b>	<b>3.5%</b>	<b>12.9%</b>	<b>11,820</b>	<b>20,580</b>
Vacant Lands	3.5%	3.4%	11,820	5,420
Entitled & Not Built	0.0%	9.5%	-	15,160
Coyote Valley Urban Reserve	0.0%	0.0%	-	-
South Almaden Valley Urban Reserve	0.0%	0.0%	-	-

**Scenario E (730,000 Jobs and 445,000 Dwelling Units; 1.1 J/ER)***Existing 2008 Development: 369,450 Jobs & 309,350 DU**Growth Above Existing: 360,550 Jobs & 135,650 DU*

The following chart identifies the amount and proportional share of job and housing growth for Scenario E in each of the identified growth areas.

	<b>% of Job Growth</b>	<b>% of DU Growth</b>	<b>Jobs Added</b>	<b>DU Added</b>
<b>Downtown</b>	<b>13.5%</b>	<b>6.7%</b>	<b>48,500</b>	<b>9,080</b>
<b>Specific Plan Areas</b>	<b>7.4%</b>	<b>14.7%</b>	<b>26,640</b>	<b>19,960</b>
Berryessa Planned Community	0.0%	0.0%	-	50
Communications Hill Specific Plan	0.4%	2.8%	1,500	3,830
Jackson-Taylor Residential Strategy	0.0%	0.9%	-	1,190
Martha Gardens Specific Plan	0.0%	1.3%	-	1,760
Midtown Specific Plan	0.2%	1.2%	850	1,600
Rincon South Specific Plan	0.8%	7.6%	3,000	10,290
Tamien Station Area Specific Plan	0.0%	0.9%	20	1,200
Alviso Master Plan	5.9%	0.0%	21,270	-
Evergreen Specific Plan	0.0%	0.0%	-	40
<b>Employment Land Areas</b>	<b>55.0%</b>	<b>15.7%</b>	<b>198,230</b>	<b>21,350</b>
Monterey Business Corridor	0.3%	0.0%	1,000	-
Edenvale (excluding Hitachi)	10.5%	0.0%	38,030	-
North Coyote Valley	13.9%	0.0%	50,000	-
Evergreen Campus Industrial Area	3.2%	0.0%	11,500	-
North San Jose (excluding Rincon South)	23.6%	15.7%	85,000	21,350
Berryessa / International Business Park	2.7%	0.0%	9,700	-
Mabury	0.3%	0.0%	1,000	-
East Gish	0.3%	0.0%	1,000	-
Senter Road	0.3%	0.0%	1,000	-
<b>Transit-Oriented Villages</b>	<b>14.0%</b>	<b>29.0%</b>	<b>50,410</b>	<b>39,350</b>
BART/Caltrain Villages	5.5%	2.4%	19,950	3,200
Light Rail Villages (Existing LRT)	4.4%	14.7%	15,780	19,940
Light Rail Corridors (Existing LRT)	1.6%	4.4%	5,800	6,030
Light Rail Villages (Planned LRT)	0.8%	3.0%	2,890	4,010
Light Rail Corridors (Planned BRT/LRT)	1.7%	4.5%	5,990	6,170
<b>Commercial Center Villages &amp; Corridors</b>	<b>5.4%</b>	<b>14.2%</b>	<b>19,530</b>	<b>19,330</b>
<b>Neighborhood Villages</b>	<b>1.5%</b>	<b>4.4%</b>	<b>5,420</b>	<b>6,000</b>
<b>Other Identified Growth Areas</b>	<b>3.3%</b>	<b>15.2%</b>	<b>11,820</b>	<b>20,580</b>
Vacant Lands	3.3%	4.0%	11,820	5,420
Entitled & Not Built	0.0%	11.2%	-	15,160
Coyote Valley Urban Reserve	0.0%	0.0%	-	-
South Almaden Valley Urban Reserve	0.0%	0.0%	-	-

**C****Scenario C (716,000 Jobs and 398,000 Dwelling Units; 1.2 J/ER)***Existing 2008 Development: 369,450 Jobs & 309,350 DU**Growth Above Existing: 346,550 Jobs & 88,650 DU*

The following chart identifies the amount and proportional share of job and housing growth for Scenario C in each of the identified growth areas.

	<b>% of Job Growth</b>	<b>% of DU Growth</b>	<b>Jobs Added</b>	<b>DU Added</b>
<b>Downtown</b>	<b>14.0%</b>	<b>9.4%</b>	<b>48,500</b>	<b>8,330</b>
<b>Specific Plan Areas</b>	<b>7.7%</b>	<b>22.2%</b>	<b>26,640</b>	<b>19,670</b>
Berryessa Planned Community	0.0%	0.1%	-	50
Communications Hill Specific Plan	0.4%	4.3%	1,500	3,830
Jackson-Taylor Residential Strategy	0.0%	1.3%	-	1,190
Martha Gardens Specific Plan	0.0%	2.0%	-	1,760
Midtown Specific Plan	0.2%	1.7%	850	1,550
Rincon South Specific Plan	0.9%	11.6%	3,000	10,290
Tamien Station Area Specific Plan	0.0%	1.1%	20	960
Alviso Master Plan	6.1%	0.0%	21,270	-
Evergreen Specific Plan	0.0%	0.0%	-	40
<b>Employment Land Areas</b>	<b>57.2%</b>	<b>24.1%</b>	<b>198,230</b>	<b>21,350</b>
Monterey Business Corridor	0.3%	0.0%	1,000	-
Edenvale (excluding Hitachi)	11.0%	0.0%	38,030	-
North Coyote Valley	14.4%	0.0%	50,000	-
Evergreen Campus Industrial Area	3.3%	0.0%	11,500	-
North San Jose (excluding Rincon South)	24.5%	24.1%	85,000	21,350
Berryessa / International Business Park	2.8%	0.0%	9,700	-
Mabury	0.3%	0.0%	1,000	-
East Gish	0.3%	0.0%	1,000	-
Senter Road	0.3%	0.0%	1,000	-
<b>Transit-Oriented Villages</b>	<b>13.6%</b>	<b>18.2%</b>	<b>47,150</b>	<b>16,120</b>
BART/Caltrain Villages	5.8%	3.6%	19,950	3,200
Light Rail Villages (Existing LRT)	4.3%	6.3%	14,890	5,610
Light Rail Corridors (Existing LRT)	1.5%	3.9%	5,075	3,430
Light Rail Villages (Planned LRT)	0.6%	1.3%	2,245	1,130
Light Rail Corridors (Planned BRT/LRT)	1.4%	3.1%	4,990	2,750
<b>Commercial Center Villages &amp; Corridors</b>	<b>4.1%</b>	<b>2.9%</b>	<b>14,210</b>	<b>2,600</b>
<b>Neighborhood Villages</b>	<b>0.0%</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Other Identified Growth Areas</b>	<b>3.4%</b>	<b>23.2%</b>	<b>11,820</b>	<b>20,580</b>
Vacant Lands	3.4%	6.1%	11,820	5,420
Entitled & Not Built	0.0%	17.1%	-	15,160
Coyote Valley Urban Reserve	0.0%	0.0%	-	-
South Almaden Valley Urban Reserve	0.0%	0.0%	-	-

J

**Scenario J (895,500 Jobs and 398,000 Dwelling Units; 1.5 J/ER)***Existing 2008 Development: 369,450 Jobs & 309,350 DU**Growth Above Existing: 526,050 Jobs & 88,650 DU*

The following chart identifies the amount and proportional share of job and housing growth for Scenario J in each of the identified growth areas.

	<b>% of Job Growth</b>	<b>% of DU Growth</b>	<b>Jobs Added</b>	<b>DU Added</b>
<b>Downtown</b>	<b>10.0%</b>	<b>9.4%</b>	<b>52,550</b>	<b>8,330</b>
<b>Specific Plan Areas</b>	<b>4.4%</b>	<b>22.2%</b>	<b>23,170</b>	<b>19,670</b>
Berryessa Planned Community	0.0%	0.1%	-	50
Communications Hill Specific Plan	0.3%	4.3%	1,500	3,830
Jackson-Taylor Residential Strategy	0.2%	1.3%	800	1,190
Martha Gardens Specific Plan	0.0%	2.0%	-	1,760
Midtown Specific Plan	0.2%	1.7%	850	1,550
Rincon South Specific Plan	0.6%	11.6%	3,000	10,290
Tamien Station Area Specific Plan	0.0%	1.1%	20	960
Alviso Master Plan	3.2%	0.0%	17,000	-
Evergreen Specific Plan	0.0%	0.0%	-	40
<b>Employment Land Areas</b>	<b>41.8%</b>	<b>24.1%</b>	<b>220,000</b>	<b>21,350</b>
Monterey Business Corridor	0.2%	0.0%	1,000	-
Edenvale (excluding Hitachi)	8.9%	0.0%	47,000	-
North Coyote Valley	9.5%	0.0%	50,000	-
Evergreen Campus Industrial Area	2.3%	0.0%	12,000	-
North San Jose (excluding Rincon South)	18.4%	24.1%	97,000	21,350
Berryessa / International Business Park	1.3%	0.0%	7,000	-
Mabury	0.4%	0.0%	2,000	-
East Gish	0.4%	0.0%	2,000	-
Senter Road	0.4%	0.0%	2,000	-
<b>Transit-Oriented Villages</b>	<b>23.4%</b>	<b>17.3%</b>	<b>123,280</b>	<b>15,370</b>
BART/Caltrain Villages	8.3%	3.3%	43,500	2,950
Light Rail Villages (Existing LRT)	7.9%	9.4%	41,500	8,370
Light Rail Corridors (Existing LRT)	2.1%	3.2%	11,000	2,800
Light Rail Villages (Planned LRT)	1.5%	1.4%	8,010	1,250
Light Rail Corridors (Planned BRT/LRT)	3.7%	0.0%	19,270	-
<b>Commercial Center Villages &amp; Corridors</b>	<b>12.6%</b>	<b>3.8%</b>	<b>66,500</b>	<b>3,350</b>
<b>Neighborhood Villages</b>	<b>5.5%</b>	<b>0.0%</b>	<b>28,730</b>	<b>-</b>
<b>Other Identified Growth Areas</b>	<b>2.2%</b>	<b>23.2%</b>	<b>11,820</b>	<b>20,580</b>
Vacant Lands	2.2%	6.1%	11,820	5,420
Entitled & Not Built	0.0%	17.1%	-	15,160
Coyote Valley Urban Reserve	0.0%	0.0%	-	-
South Almaden Valley Urban Reserve	0.0%	0.0%	-	-



## Revised Village Description

May 26, 2009

General Plan Update Task Force Meeting

At the April 2009 meeting, the Task Force requested that staff better define an east San Jose hub (with suggested possible locations at the intersection of Berryessa & Capitol, at the Eastside Union High School District offices, at the intersection of Story & King, and at the Alum Rock BART station). In response, staff comprehensively evaluated all villages, hubs, and corridors in order to identify or re-consider identified growth areas (some in east San Jose) and to potentially resize and/or reclassify identified growth areas accordingly. This document outlines the findings and outcomes of that analysis.

Staff first added identified planned growth areas for the remaining stations along existing and planned light rail, heavy rail, BART, and Bus Rapid Transit (BRT). For example, new growth areas were identified at existing light rail stations at the intersections of Race & Parkmoor, Capitol & Penitencia Creek, and Capitol & Emilie/Wilbur. Additional or expanded growth areas were also identified in the vicinity of the planned Milpitas BART station (along Lundy) and the Flea Market BART station (along Berryessa).

Second, staff looked for practical opportunities to expand any of the identified growth areas in east San Jose, the key difference between a “hub” and a “village” being the amount of land considered to have potential for redevelopment. As a result, one village in eastern San Jose was expanded (at Capitol & McKee). Enlarged village areas along the Capitol light rail line and additional identified growth areas in proximity to Capitol Line light rail stations provide the best opportunities to meet the Task Force goal of expanding commercial support uses in east San Jose. The job and housing growth capacity along the Capitol Avenue light rail line is significant and cumulatively comparable to the Oakridge and Valley Fair areas in amount of total development capacity.

After considering the difference between a “hub” and a “village”, staff concluded that other characteristics (e.g. proximity to transit and the type of transit) may have more significance in determining how to address a potential growth area. As a result, staff reorganized the villages, hubs, and corridors in order to better describe their character and to facilitate planning for job and/or housing growth in each area into the following categories:

- BART/Caltrain Station Villages
- Existing Light Rail Villages & Corridors
- Planned Light Rail or BRT Villages & Corridors
- Commercial Center Villages & Corridors
- Neighborhood Villages

## Envision San Jose 2040

### Classification of "Village" Growth Areas, Revised (5/20/09)

#### ***BART/Caltrain Villages***

- VT1 - Lundy/Milpitas BART
- VT2 - Berryessa BART
- VT3 - Alum Rock BART
- VT4 - Diridon / The Alameda (East)
- VT5 - Santa Clara / Airport West (FMC)
- VT6 - Blossom Hill / Hitachi
- VT7 - Blossom Hill / Monterey Road

#### ***Light Rail Villages (Existing LRT)***

- VR8 - Curtner Light Rail/Caltrain
- VR9 - Race Street Light Rail
- VR10 - Capitol/87 Light Rail
- VR11 - Penitencia Creek Light Rail
- VR12 - N. Capitol Av/Hostetter Road
- VR13 - N. Capitol Av/Berryessa Road
- VR14 - N. Capitol Av/Mabury Road
- VR15 - N. Capitol Av/McKee Road
- VR16 - S. Capitol Av/Capitol Expy.
- VR17 - Oakridge Mall and Vicinity
- VR18 - Blossom Hill Road/Cahalan Ave.
- VR19 - Blossom Hill Road/Snell Ave.

#### ***Light Rail Corridors (Existing LRT)***

- CR20 - N. 1st Street
- CR21 Southwest Expressway

#### ***Light Rail Villages (Planned LRT)***

- VR22 - Arcadia/Eastridge Light Rail
- VR23 - E. Capitol Expy/Silver Creek Road
- VR24 - Monterey Hwy/Senter Road
- VR25 W. Capitol Expy/Monterey Road
- VR26 - E. Capitol Expy/McLaughlin Dr
- VR27 - W. Capitol Expy/Vistapark Dr

#### ***Light Rail Corridors (Planned BRT/LRT)***

- CR28 - E. Santa Clara Street
- CR29 - Alum Rock Avenue
- CR30 - The Alameda (West)
- CR31 - W. San Carlos Street
- CR32 - Stevens Creek Boulevard

#### ***Commercial Center Villages & Corridors***

- C33 - Story Road/McLaughlin Ave.
- C34 - Tully Road/S. King Road
- C35 - Valley Fair/Santana Row and Vicinity
- C36 - Paseo de Saratoga and Vicinity
- C37 - Santa Teresa Bl/Bernal Road
- C38 - Winchester Boulevard
- C39 - S. Bascom Avenue (North)
- C40 - S. Bascom Avenue (South)
- C41 - Saratoga Avenue
- C42 - Story Road
- C43 - S. De Anza Boulevard
- C44 - Camden/Hillsdale Avenue
- C45 - County Fairgrounds
- C46 - Meridian / Parkmoor

#### ***Neighborhood Villages***

- V47 - Landess Av/Morrill Ave.
- V48 - Piedmont Road/Sierra Road
- V49 - McKee Road/ Toyon Ave
- V50 - McKee Road/White Road
- V51 - N. Capitol Av/Madden Av
- V52 - E. Capitol Expy/Foxdale Dr
- V53 - Quimby Road/S. White Road
- V54 - Aborn Road/San Felipe Road
- V55 - Evergreen Village
- V56 - EEHVS -Pleasant Hills Golf Course
- V57 - S. 24th St/William Ct.
- V58 - Monterey Road/Chynoweth Road
- V59 - Santa Teresa Bl/Cottle Road
- V60 - Santa Teresa Bl/Snell Ave
- V61 - Bollinger Road/Miller Ave.
- V62 - Bollinger Road/Lawrence Expy
- V63 - Hamilton Av/Meridian Ave.
- V64 - Almaden Expy/Hillsdale Ave.
- V65 - Foxworthy Av/Meridian Ave.
- V66 - Branham Ln/Pearl Ave.
- V67 - Branham Ln/Meridian Ave.
- V68 - Camden Av/Branham Ln
- V69 - Kooser Road/Meridian Ave.
- V70 - Camden Av/Kooser Road
- V71 - Meridian Av/Redmond Ave.
- V72 - Almaden Expy/Camden Ave.
- V73 - Almaden Expy/Via Valiente