



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Joseph Horwedel

SUBJECT: SEE BELOW

DATE: June 4, 2009

Approved

Paul Keith

Date

6/9/09

COUNCIL DISTRICT: City-Wide
SNI AREA: All

SUBJECT: RESOLUTION TO ALLOW THE CITY OF SAN JOSÉ TO APPLY FOR THE DESIGNATION OF THE COTTLE TRANSIT VILLAGE AND SHOPPING CENTER (ON THE SITE COMMONLY KNOWN AS HITACHI CAMPUS SITE) AS A REGIONAL PLANNED PRIORITY DEVELOPMENT AREA

RECOMMENDATION

Adopt a resolution to submit an application to the Association of Bay Area Governments' FOCUS program to designate two contiguous subareas of the Hitachi/IBM Campus on Cottle Road as a regional Planned Priority Development Area (Planned PDA) called the "Cottle Transit Village and Shopping Center."

OUTCOME

Adoption of a resolution will allow City staff to apply for the designation of Planned Priority Development Area for the Cottle Transit Village and Shopping Center area located on the northeast corner of Cottle and Poughkeepsie Roads (see Attachment 1). Designated Planned PDAs may be eligible for technical and financial assistance from the FOCUS program to facilitate focused growth with infrastructure improvements in these areas.

BACKGROUND

FOCUS, short for Focusing Our Vision, is a multi-agency, regional planning initiative spearheaded by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission. It builds upon regionally adopted smart growth policies and programs and is funded by the State's Regional Blueprint Planning Program. Regional agencies, working with local governments and partners, will create a specific and shared concept of where growth can be accommodated within Priority Development Areas (PDAs) and what areas need protection in the region (Priority Conservation Areas).

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Subject: Application for Priority Development Areas

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FOCUS goals support a future development pattern that is compact and connected. PDAs seek to accommodate growth as mixed-use, infill development near transit and job centers, with an emphasis on addressing regional housing needs.

Previously Approved PDAs in the City of San José

The City of San José is well represented in the FOCUS program with approved PDAs in the San Francisco Bay Area Region. Together, the approved Planned and Potential PDAs in the City of San José comprise one of the largest areas — if not the largest area — of any city in the FOCUS program.

In June 2007, the City of San José submitted an application to the FOCUS program for approval of a San José Consolidated Planned PDA that includes selected Specific Plan areas, BART Station Area Nodes, Transit-Oriented Development Corridors, Development Policy Areas, Neighborhood Business Districts, and other Special Strategy Areas in the San José 2020 General Plan. This includes areas such as Alum Rock Avenue, the Berryessa BART Station Area, the Alameda, the Downtown Core and Frame, North San José, and Communications Hill (see Attachment 3). ABAG approved the San José Consolidated Planned PDA in September 2007, which then helped position the City to win approval of a \$750,000 MTC Planning Grant for the Diridon Station Area Plan in 2008.

In addition, ABAG approved the Potential Priority Development Area in 2007 that includes Cores, Corridors, and Station Areas proposed by the Santa Clara Valley Transportation Authority (VTA) — many of which are located in the City of San José (see Attachment 4). Inclusion in a Potential or Planned PDA allows such areas to be considered for technical assistance and planning grants administered by agencies associated with FOCUS (i.e., MTC and ABAG).

Call for FOCUS Applications in 2009

Applications are once again being accepted for Potential and Planned PDA designation under the FOCUS program in 2009. Designation informs regional agencies which jurisdictions want and need assistance and expresses the region's priorities for growth, which can help connect with state efforts and programs. The deadline for submitting an application for consideration in this 2009 cycle is June 12, 2009 with an accompanying City Council resolution by July 17, 2009.

Regional agencies are committed to securing incentives and providing technical and financial assistance to designated PDAs. In return, the expectation is that local jurisdictions will commit to expedite development and support local policies that advance sustainable development goals, and, in particular, regional housing goals.

Coordination with VTA to Update Cores, Corridors, and Station Areas Potential PDA

VTA has indicated that it intends to update the Potential PDA, which could include expanding existing station areas in the City of San José from a 1/4 mile to 1/3 mile radius of Light Rail and Bus Rapid Transit Stations and incorporate opportunity sites identified through City of San José planning efforts such as the Envision San José 2040 General Plan Update process. The VTA update could occur during this 2009 FOCUS application cycle or subsequently as the vision for these opportunity sites is further refined.

City Council Resolution for Adoption of a Planned PDA

In order for the City of San José to apply for a regional Planned PDA, a resolution adopted by the City Council is required that shows support for involvement in the FOCUS process. Applicants must demonstrate that an area proposed for designation as a PDA meets all of the following criteria:

1. The area is within an existing community.
2. The area is near existing or planned fixed transit (or served by comparable bus service).
3. The area is planned or is planning for more housing.

Additionally, FOCUS strongly recommends that the area be at least 100 acres in size.

Designation Criteria Definitions

The following definitions are intended to clarify the designation criteria:

- Area - means the planning area being proposed for designation as a priority development area under the FOCUS program. Since the program seeks to support area planning, the recommended area size is 100 acres, which is approximately a ¼ mile radius. A *planned area* is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan. A *potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.
- Existing Community – means that the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents making non-motorized modes of transportation an option.
- Housing – means the area has plans for a significant increase in housing units, including affordable units, which can also be a part of a mixed-use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.
- Near Transit – means that the area is typically a half mile from rail stations and ferry terminals, high frequency bus, or bus rapid transit corridors.

ANALYSIS

The proposed Cottle Transit Village and Shopping Center Planned PDA was zoned by the City of San José in 2005 to allow up to 2,930 dwelling units and over 660,000 square feet of commercial/retail uses. The site is located across the street from both the Blossom Hill Caltrain Station and the Cottle Road Light Rail Transit Station, and is adjacent to the Hitachi Campus. Together, the City of San José, the San José Redevelopment Agency, the property owners, private-party developers, and neighborhood stakeholders master-planned a transit-oriented development (TOD) for this area with extensive public involvement. The result is a high-density, mixed-use, walkable community next to two modes of rail transit, shopping areas, and a significant employment center. Although the approved shopping center will be anchored by a large home improvement store,

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the full development will also include smaller neighborhood-serving commercial uses to support the anchor tenant, which will relate strongly to the pedestrian-oriented commercial uses and new public park in the adjacent transit village, and help create a walkable environment for this community.

Adoption of a City Council resolution by July 17, 2009 is required for FOCUS to consider approving the Cottle Transit Village and Shopping Center as a Planned PDA. If the FOCUS decision-makers approve the City's application, the City's newly designated Planned PDA may be eligible for technical and financial assistance to facilitate infrastructure improvements and focused growth within this area.

Planning efforts by the City of San José, especially the ongoing work with the Envision San José 2040 General Plan Update Task Force, will likely identify more areas that could be candidate PDAs in the FOCUS program in the future, provided that they meet the FOCUS criteria as described above. FOCUS staff has indicated that there will be additional submittal opportunities for PDAs after this 2009 cycle.

POLICY ALTERNATIVES

The City Council may choose not to adopt the resolution.

Pros: The City does not have to commit to supporting the FOCUS program goals for the proposed Planned PDA.

Cons: The Cottle Transit Village and Shopping Center may not be eligible for technical and financial assistance opportunities provided by FOCUS.

Reason for not recommending: The City will lose the potential to obtain assistance for plans that the City has already begun implementing in accordance with FOCUS program goals.

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)**

The proposed new PDA reflects existing land use designations on the San José 2020 General Plan Land Use/Transportation Diagram; all of these land use designations were approved in accordance with City Council Policy 6-30: Public Outreach.

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COORDINATION

The FOCUS process has been coordinated with the City of San José Department of Transportation, the San José Redevelopment Agency, the Office of Economic Development, the Housing Department, the Santa Clara Valley Transportation Authority, and the City Attorney. The previous zoning processes were coordinated with the above departments and agency as well as the City of San José Police, Fire, Housing, Public Works, Parks, and Environmental Services departments.

FISCAL/POLICY ALIGNMENT

This project is consistent with applicable General Plan Major Strategies, goals, and policies.

COST SUMMARY/IMPLICATIONS

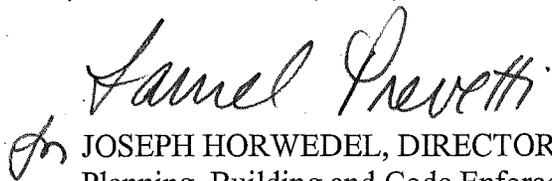
Not applicable.

BUDGET REFERENCE

Not applicable.

CEQA

The proposed resolution is covered by Reuse of the Hitachi Campus and Mixed-Use Transit Village Project Final Environmental Impact Report, certified on June 21, 2005, Resolution No. 72772, and the San José Lowe's Store Project, File No. PDC06-003, certified on June 5, 2007, Resolution No. 73814.

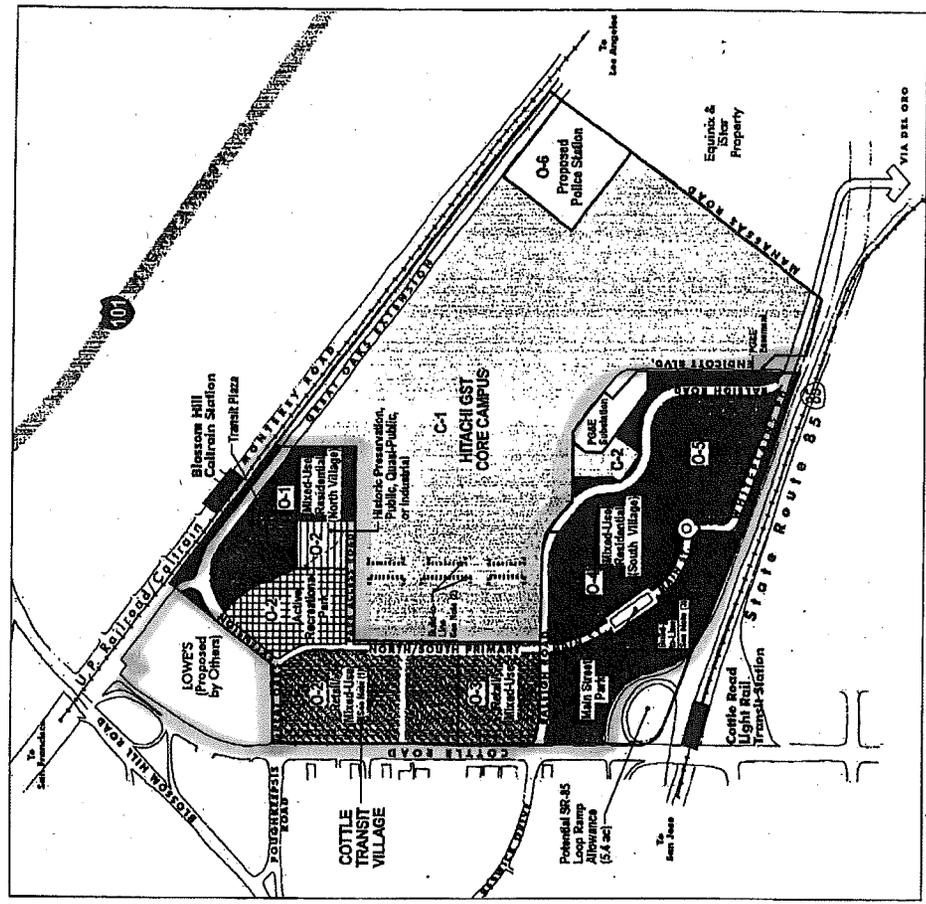

JOSEPH HORWEDEL, DIRECTOR
Planning, Building and Code Enforcement

For questions please contact Susan Walton at 408-535-7847.

- Attachments:
1. Proposed Planned Priority Development Area
 2. Draft Resolution
 3. Maps of approved Planned Priority Development Areas
 4. Maps of approved Potential Priority Development Areas

Attachment 1

Map of Proposed Planned Priority Development Area



LAND USE DIAGRAM

Note 1: Land use applies only for sub-area C-1. See Table 2 in the Development Standards for options.

Note 2: Build to lines for preservation of spatial relationship along pedestrian spine. See Development Standards for details.

Note 3: Build to lines for Main Street. See Development Standards for details.

Scale: 0 200 400 800 Feet

PROPOSED LAND USES

Sub-Area	Proposed Primary Land Use	Other Land Uses
Compass Cove	Industrial (Office/R&D/Manufacturing)	See Development Standards
C-1	Industrial (Office/R&D/Manufacturing)	See Development Standards
C-2	Electrical equipment associated with PG&E	
C-4	Industrial (Office/R&D/Manufacturing)	
Cottle Transit Village		
D-1	Mixed-Use Residential/Neighborhood	
D-2	Mixed-Use Residential / Recreational Park / IP per Table 1 of Permitted Uses	
D-3	Mixed-Use Residential	
D-4	Mixed-Use Residential/Neighborhood/Park	
D-5	Residential/Mixed-Use Residential	

Note: See Development Standards for allowable uses for Sub-Areas.

REVISED
GENERAL DEVELOPMENT PLAN
 A (PD) PLANNED DEVELOPMENT
 CITY COUNCIL APPROVING DATE: 3/1/05
 EFFECTIVE DATE: 3/1/05

Attachment 2

Draft Resolution

RESOLUTION NO.

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AUTHORIZING THE CITY MANAGER TO SPECIFY THE COTTLE TRANSIT VILLAGE AND SHOPPING CENTER (COMMONLY KNOWN AS THE HITACHI/IBM CAMPUS SITE) AS A PRIORITY DEVELOPMENT AREA FOR PARTICIPATION IN THE FOCUS PROGRAM, AND TO SUBMIT AN APPLICATION FOR THE DESIGNATION OF THE COTTLE TRANSIT VILLAGE AND SHOPPING CENTER AS A PRIORITY DEVELOPMENT AREA TO SPECIFIED REGIONAL GOVERNMENT AGENCIES FOR PARTICIPATION IN THE FOCUS PROGRAM

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the Regional Agencies) are undertaking a regional planning initiative called FOCUS; and

WHEREAS, the FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the Regional Agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (Priority Development Areas) and what areas need protection (Priority Conservation Areas) in the region; and

WHEREAS, a Priority Development Area must meet all of the following criteria: (a) be within an existing community, (b) be near existing or planned fixed transit (or served by comparable bus service) and (c) be planned, or is planning, for more housing; and

WHEREAS, local governments in the nine county San Francisco Bay Area are eligible to apply to the Regional Agencies for designation of an area or areas within their community as Priority Development Areas; and

WHEREAS, the Regional Agencies are committed to securing incentives and providing technical assistance to designated Priority Development Areas so that positive change can be achieved in communities working to advance focused growth; and

WHEREAS, the City of San José desires to submit an application to the Regional Agencies in order to designate the Cottle Transit Village and Shopping Center on the Hitachi/IBM campus site, as indicated on Exhibit "A" hereto, as a Priority Development Area for the purpose of participation in the FOCUS program;

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

SECTION 1. The City Manager is hereby authorized to specify portions of the areas within the Hitachi Campus and Mixed-Use Transit Village Planned Development Zoning District, File No. PDC 04-031, and the San José Lowe's Store Project on Cottle Road Planned Development Zoning District, File No. PDC 06-003, as indicated on Exhibit "A" incorporated herein by reference, and commonly referred to as the Cottle Transit Village and Shopping Center, as a City of San José Priority Development Area in a manner consistent with the policies of the Regional Agencies and the FOCUS program, and to submit an application to the Regional Agencies for the designation of such Priority Development Area within the City of San José by the FOCUS program.

SECTION 2. This Resolution shall take effect immediately following the adoption of this Resolution.

ADOPTED this ____ day of _____, 2009, by the following vote:

AYES:

NOES:

ABSENT:

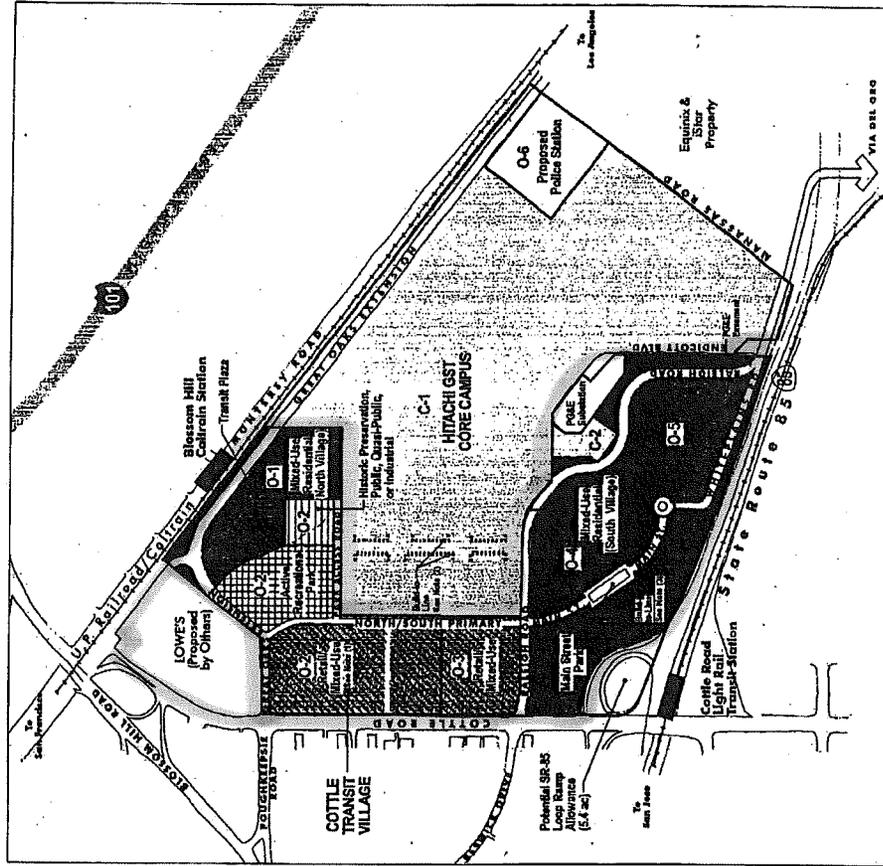
DISQUALIFIED:

CHUCK REED
Mayor

ATTEST:

LEE PRICE, MMC
City Clerk

EXHIBIT A



LAND USE DIAGRAM

Note 1: Land use options exist for sub-area O-2. See Table 2 in the Development Standards for options.

Note 2: Build to line for preservation of space relationship along pedestrian spine. See Development Standards for details.

DATE: 6/3/09

Sub-Area	Proposed Primary Land Use	Other Land Uses
Compost Core		
C-1	Industrial (Office/R&D/Manufacturing)	See Development Standards
C-2	Electrical equipment associated with PC&E	
O-4	Industrial (Office/R&D/Manufacturing)	
Cells Transit Village		
O-1	Allowed Use Residential/Residential	
O-2	Residential / Allowed Use Residential / Recreational Park / JP per Table 1 of Permitted Use	
O-3	Residential / Allowed Use Residential	
O-4	Allowed Use Residential/Residential/Residential	
O-5	Residential/Allowed Use Residential	

Note: See Development Standards for allowable uses for Sub-Areas.

REVISED
GENERAL DEVELOPMENT PLAN

DATE: 6/3/09

DATE LAST REVISED

A (PD) PLANNED DEVELOPMENT

DATE: 6/3/09

DATE: 6/3/09

DATE: 6/3/09

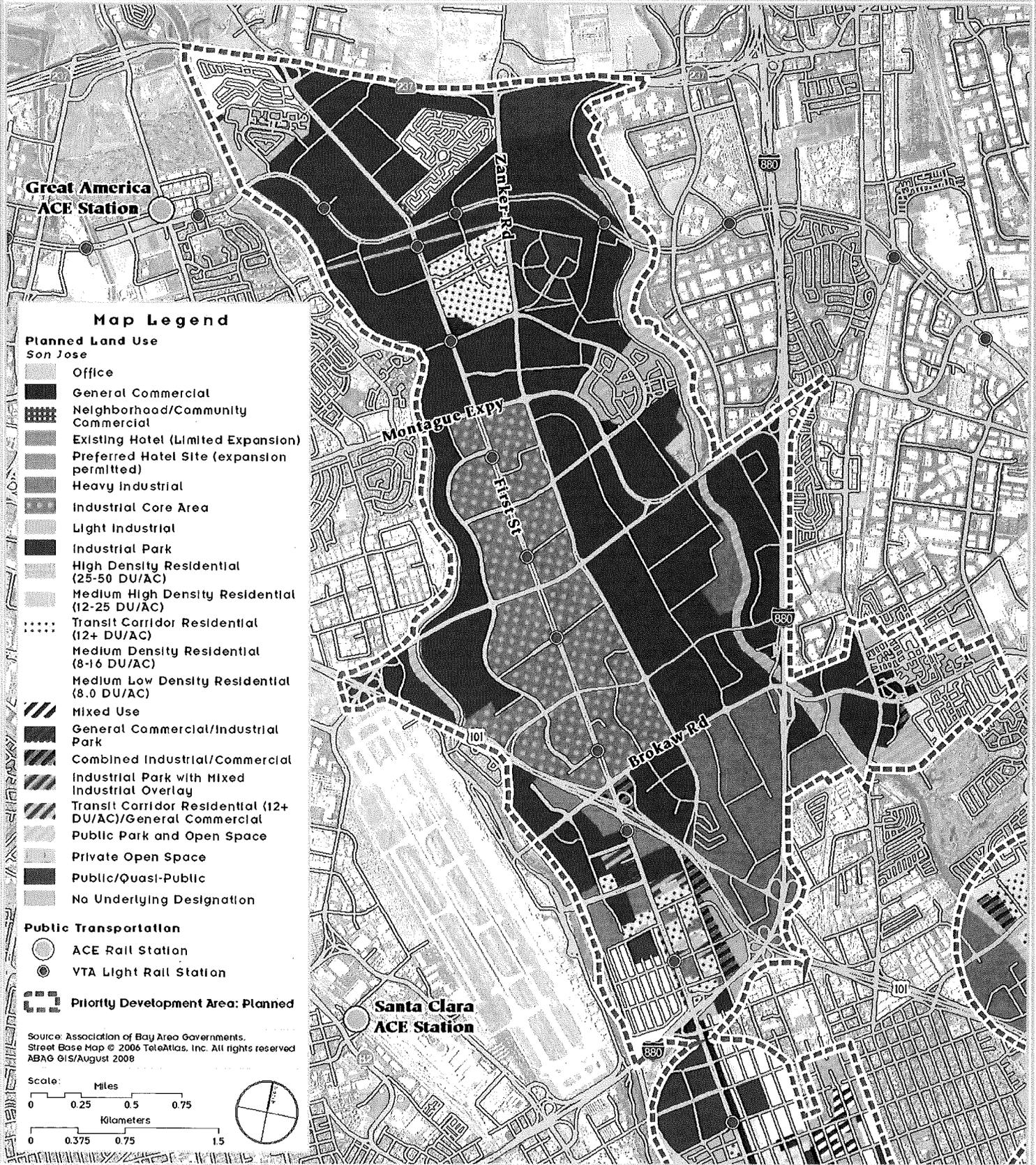
Attachment 3

Approved

Planned Priority Development Areas

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for the San Francisco Bay Area



Map Legend

Planned Land Use

Son Jose

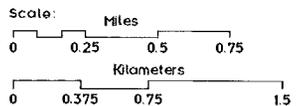
- Office
- General Commercial
- Neighborhood/Community Commercial
- Existing Hotel (Limited Expansion)
- Preferred Hotel Site (expansion permitted)
- Heavy Industrial
- Industrial Core Area
- Light Industrial
- Industrial Park
- High Density Residential (25-50 DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Mixed Use
- General Commercial/Industrial Park
- Combined Industrial/Commercial
- Industrial Park with Mixed Industrial Overlay
- Transit Corridor Residential (12+ DU/AC)/General Commercial
- Public Park and Open Space
- Private Open Space
- Public/Quasi-Public
- No Underlying Designation

Public Transportation

- ACE Rail Station
- VTA Light Rail Station

Priority Development Area: Planned

Source: Association of Bay Area Governments.
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved
ABAG GIS/August 2008



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Map Legend

Planned Land Use

San Jose

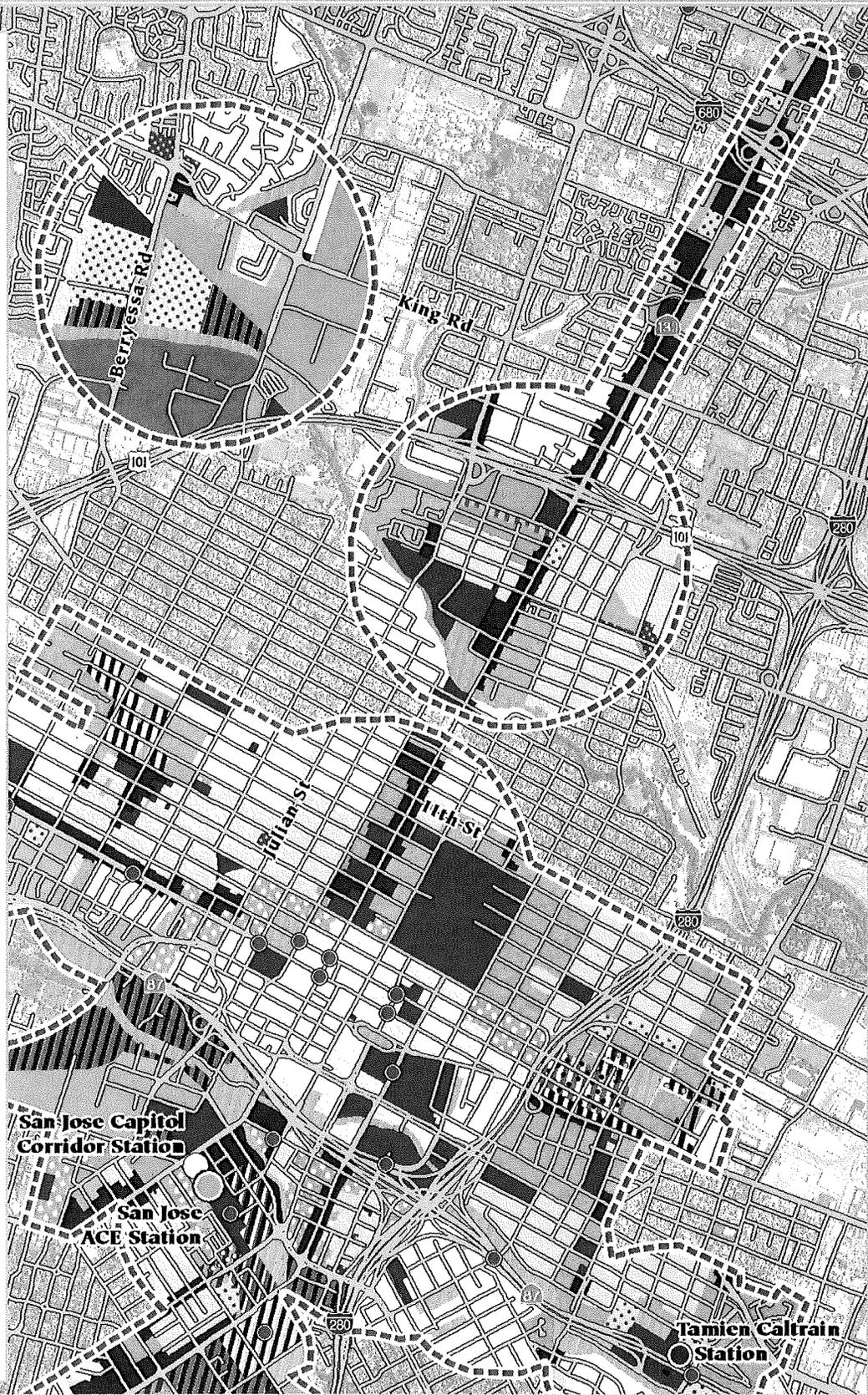
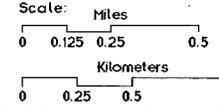
- Core Area
- Office
- General Commercial
- Neighborhood/Community Commercial
- Existing Hotel (Limited Expansion)
- Preferred Hotel Site (expansion permitted)
- Heavy Industrial
- Light Industrial
- Industrial Park
- High Density Residential (25-50 DU/AC)
- Residential Support for the Core Area (25+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Mixed Use
- 712 - Transit-Oriented Mixed Use (40-150 DU/AC)
- Transit Corridor Mixed Use (40-100 DU/AC)
- Victorian Preservation/Mixed Use
- Arts Related Mixed Use
- Commercial/Mixed Use
- Commercial/Light Industrial
- General Commercial/Industrial Park
- Combined Industrial/Commercial
- Combined Industrial/Commercial with Live/Work Overlay
- Residential Support for the Core Area (25+ DU/AC)/General Commercial
- High Density Residential (25-50 DU/AC)/General Commercial
- Medium High Density Residential (12-25 DU/AC)/General Commercial
- Transit Corridor Residential (12+ DU/AC)/General Commercial
- Public Park and Open Space
- Private Open Space
- Public/Quasi-Public
- No Underlying Designation

Public Transportation

- ACE Rail Station
- Caltrain Rail Station
- Amtrak Capitol Corridor Rail Station
- VTA Light Rail Station

Priority Development Area: Planned

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Central and North San Jose Consolidated Area (2 of 4)
Planned Land Use



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Map Legend

Planned Land Use

San Jose

- Core Area
- Office
- General Commercial
- Regional Commercial
- Neighborhood/Community Commercial
- Existing Hotel (Limited Expansion)
- Preferred Hotel Site (expansion permitted)
- Heavy Industrial
- Light Industrial
- Industrial Park
- Research, Development and Administrative Office
- High Density Residential (25-50 DU/AC)
- Residential Support for the Core Area (25+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Mixed Use
- 712 - Transit-Oriented Mixed Use (40-150 DU/AC)
- Transit Corridor Mixed Use (40-100 DU/AC)
- Victorian Preservation/Mixed Use
- Arts Related Mixed Use
- Commercial/Mixed Use
- Commercial/Light Industrial
- Combined Industrial/Commercial
- Combined Industrial/Commercial with Live/Work Overlay
- Residential Support for the Core Area (25+ DU/AC)/General Commercial
- High Density Residential (25-50 DU/AC)/General Commercial
- Medium High Density Residential (12-25 DU/AC)/General Commercial
- Transit Corridor Residential (12+ DU/AC)/General Commercial
- Private Recreation
- Public Park and Open Space
- Public/Quasi-Public
- No Underlying Designation

Santa Clara

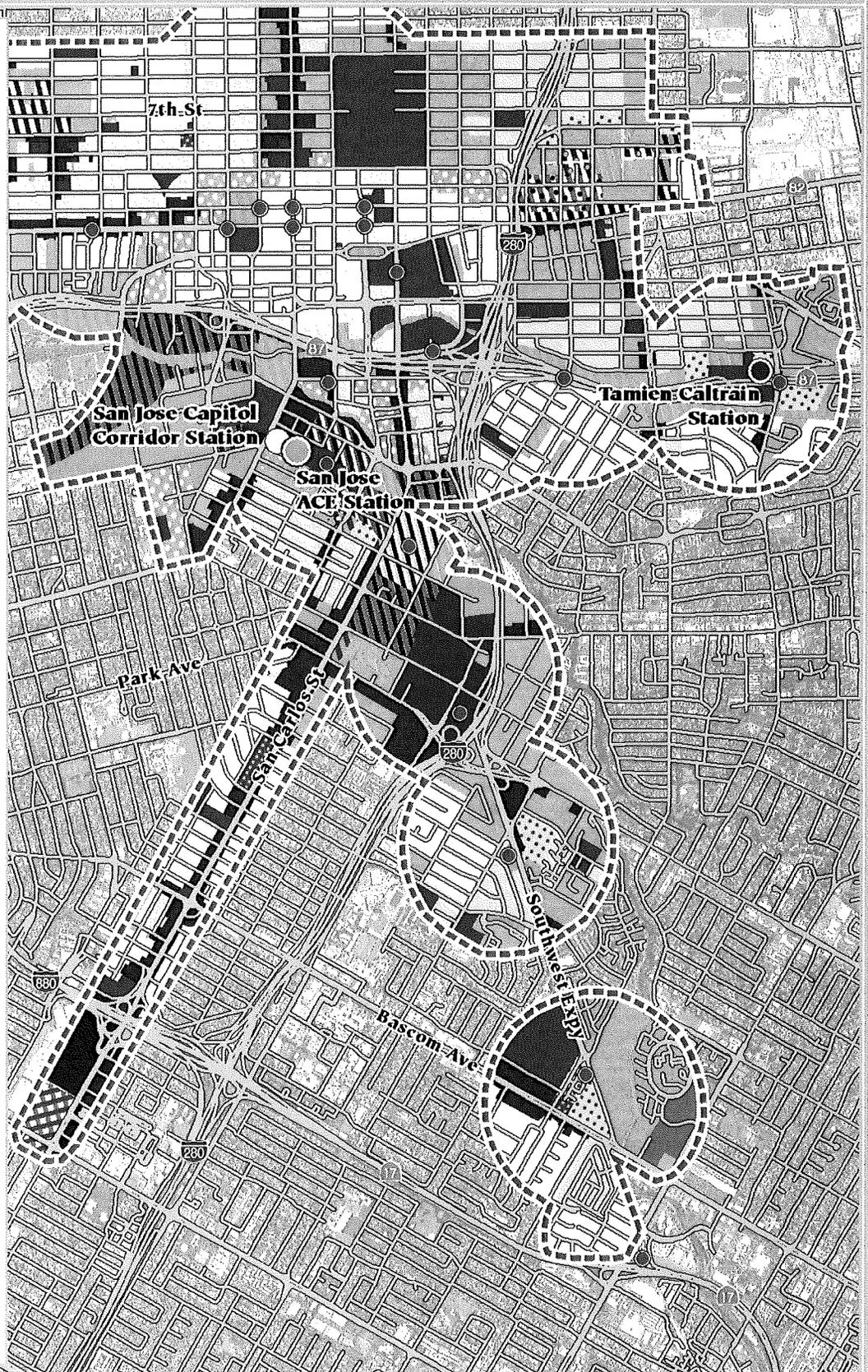
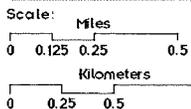
- Community & Regional Shopping

Public Transportation

- ACE Rail Station
- Caltrain Rail Station
- Amtrak Capital Corridor Rail Station
- VTA Light Rail Station

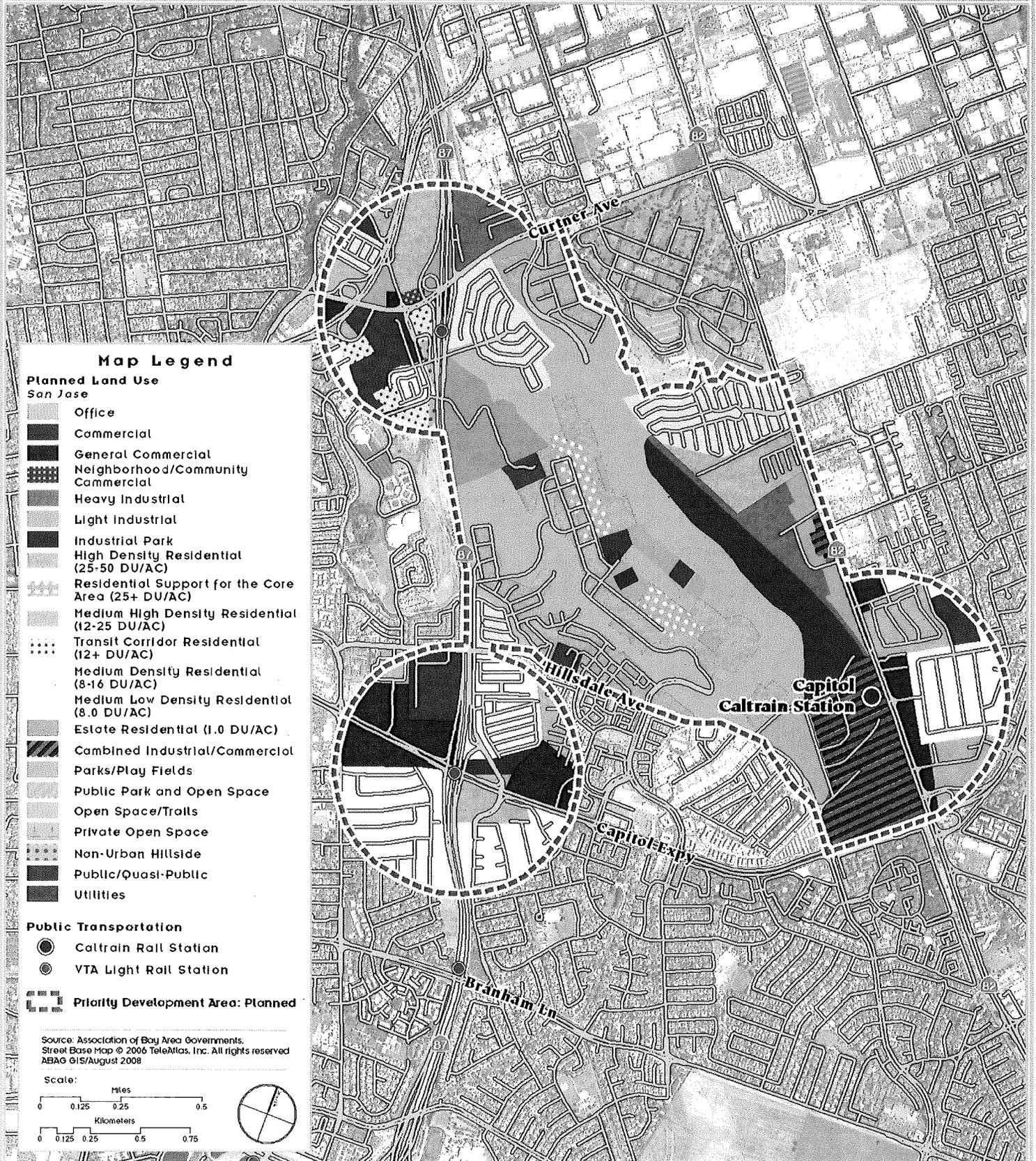
Priority Development Area: Planned

Source: Association of Bay Area Governments.
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for the San Francisco Bay Area



Map Legend

Planned Land Use

San Jose

- Office
- Commercial
- General Commercial
- Neighborhood/Community Commercial
- Heavy Industrial
- Light Industrial
- Industrial Park
- High Density Residential (25-50 DU/AC)
- Residential Support for the Core Area (25+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Estate Residential (1.0 DU/AC)
- Combined Industrial/Commercial
- Parks/Play Fields
- Public Park and Open Space
- Open Space/Trails
- Private Open Space
- Non-Urban Hillside
- Public/Quasi-Public
- Utilities

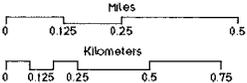
Public Transportation

- Caltrain Rail Station
- VTA Light Rail Station

Priority Development Area: Planned

Source: Association of Bay Area Governments.
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ABAG GIS/August 2008

Scale:



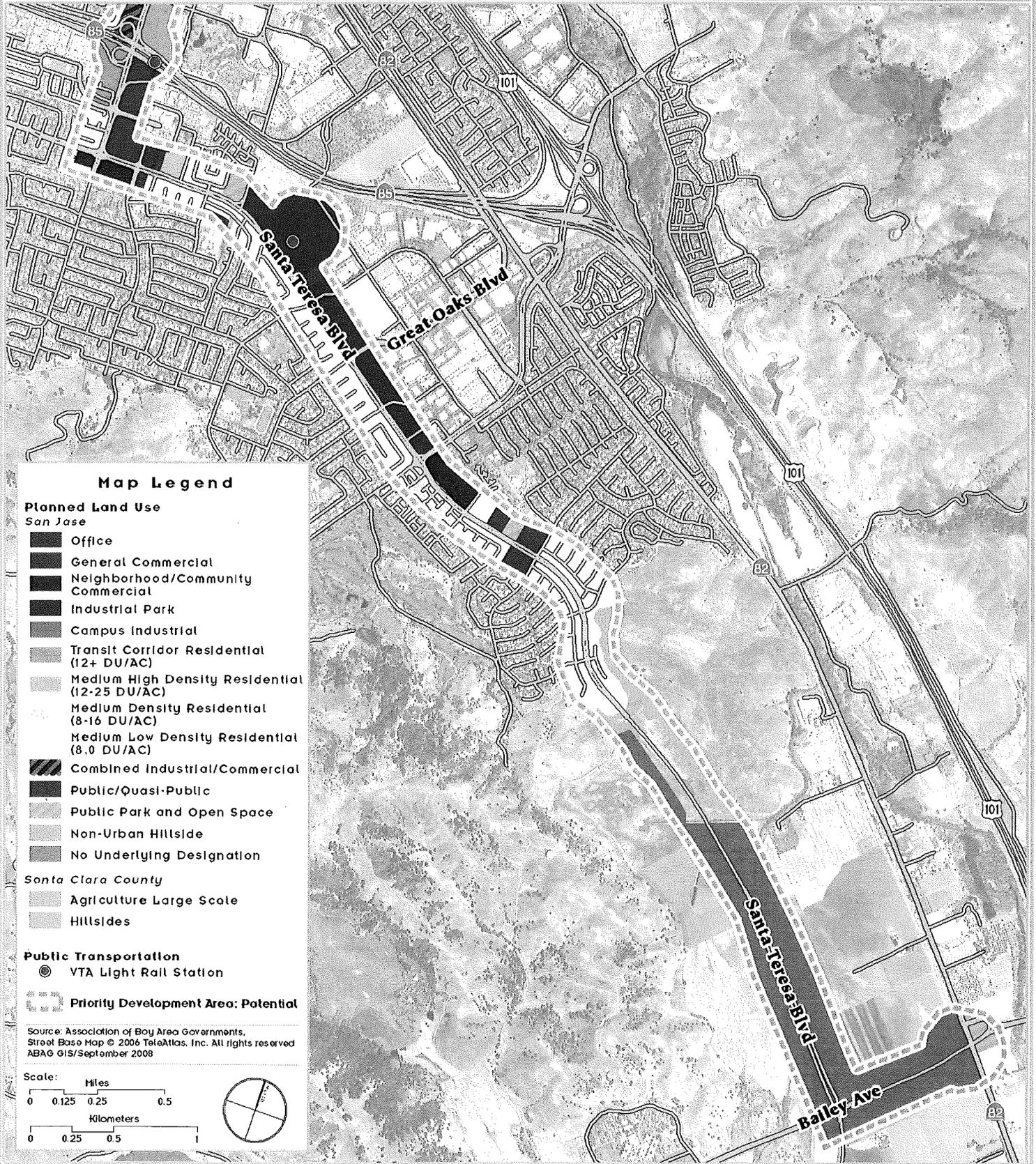
Attachment 4

Approved

Potential Priority Development Areas

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Map Legend

Planned Land Use San Jose

- Office
- General Commercial
- Neighborhood/Community Commercial
- Industrial Park
- Campus Industrial
- Transit Corridor Residential (12+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Combined Industrial/Commercial
- Public/Quasi-Public
- Public Park and Open Space
- Non-Urban Hillside
- No Underlying Designation

Santa Clara County

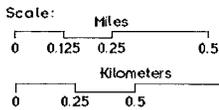
- Agriculture Large Scale
- Hillside

Public Transportation

- VTA Light Rail Station

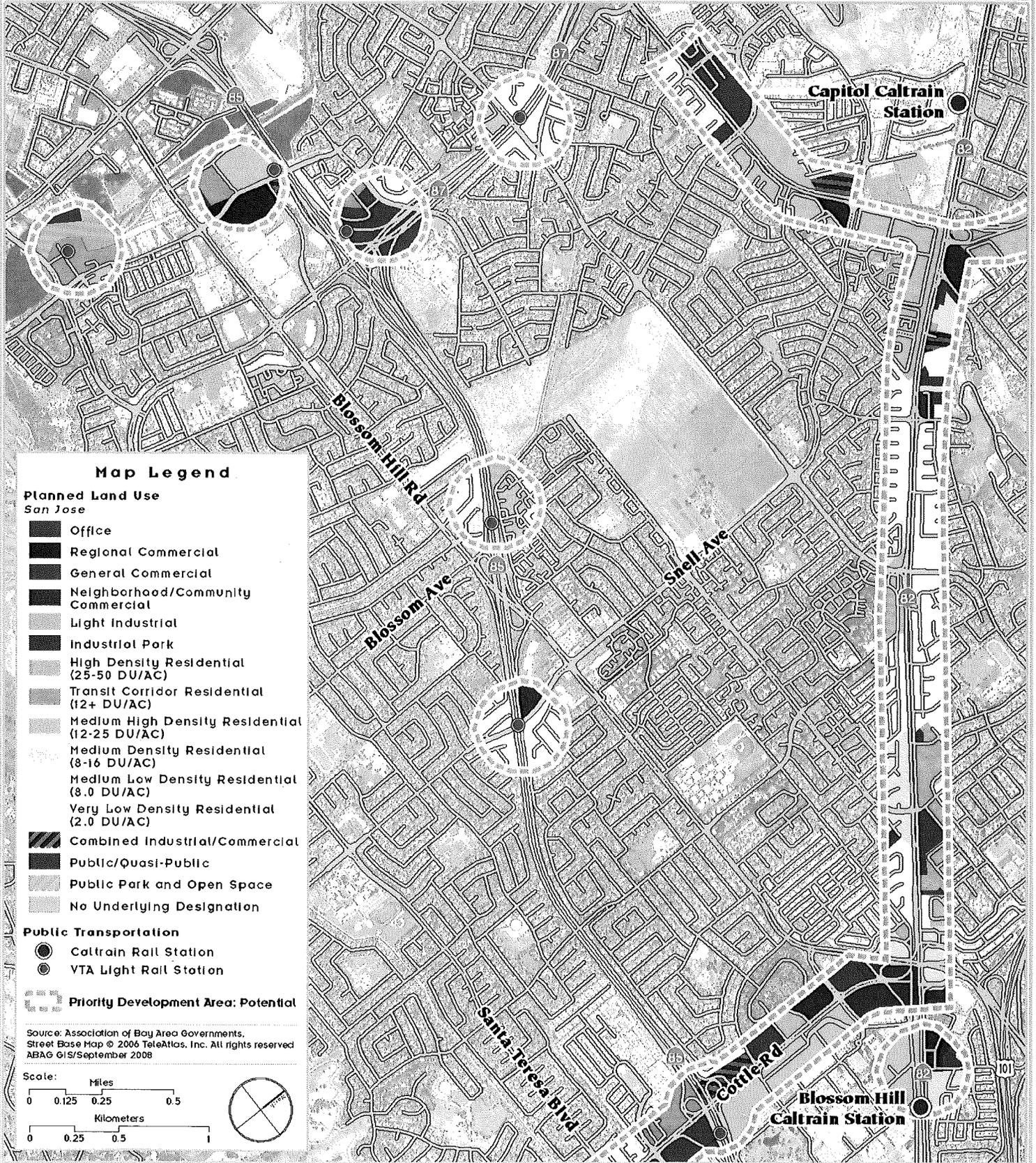
Priority Development Area: Potential

Source: Association of Bay Area Governments,
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved
ABAG GIS/September 2008



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Map Legend

Planned Land Use

San Jose

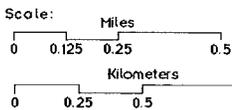
- Office
- Regional Commercial
- General Commercial
- Neighborhood/Community Commercial
- Light Industrial
- Industrial Park
- High Density Residential (25-50 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Very Low Density Residential (2.0 DU/AC)
- Combined Industrial/Commercial
- Public/Quasi-Public
- Public Park and Open Space
- No Underlying Designation

Public Transportation

- Caltrain Rail Station
- VTA Light Rail Station

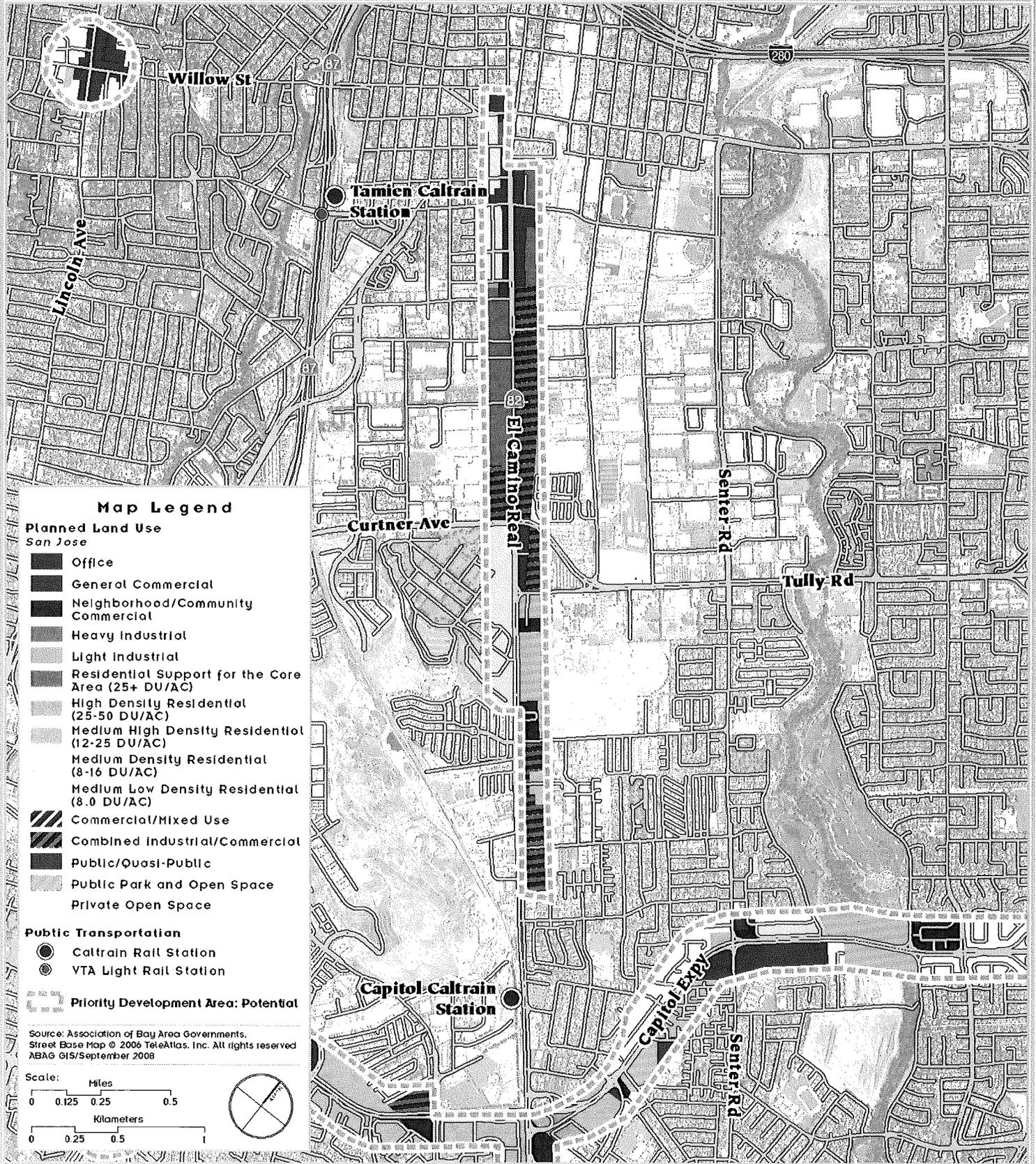
Priority Development Area: Potential

Source: Association of Bay Area Governments,
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ABAG GIS/September 2008



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Map Legend

Planned Land Use

San Jose

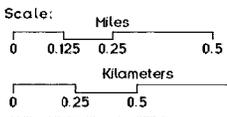
- Office
- General Commercial
- Neighborhood/Community Commercial
- Heavy Industrial
- Light Industrial
- Residential Support for the Core Area (25+ DU/AC)
- High Density Residential (25-50 DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Commercial/Mixed Use
- Combined Industrial/Commercial
- Public/Quasi-Public
- Public Park and Open Space
- Private Open Space

Public Transportation

- Caltrain Rail Station
- VTA Light Rail Station

Priority Development Area: Potential

Source: Association of Bay Area Governments,
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved
ABAG 015/September 2008

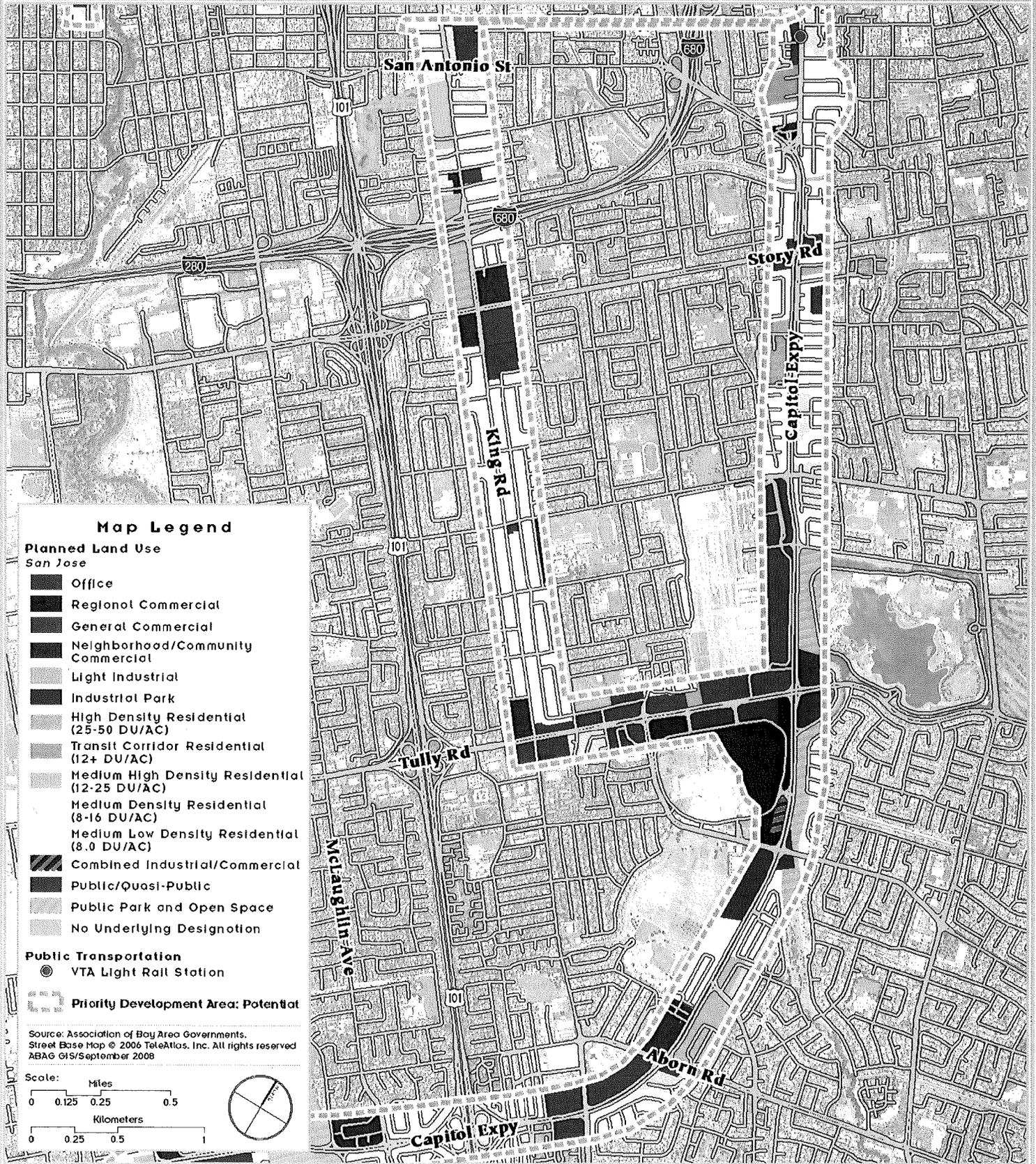


VTA Cores, Corridors, and Station Areas: San Jose (3 of 8)
Planned Land Use



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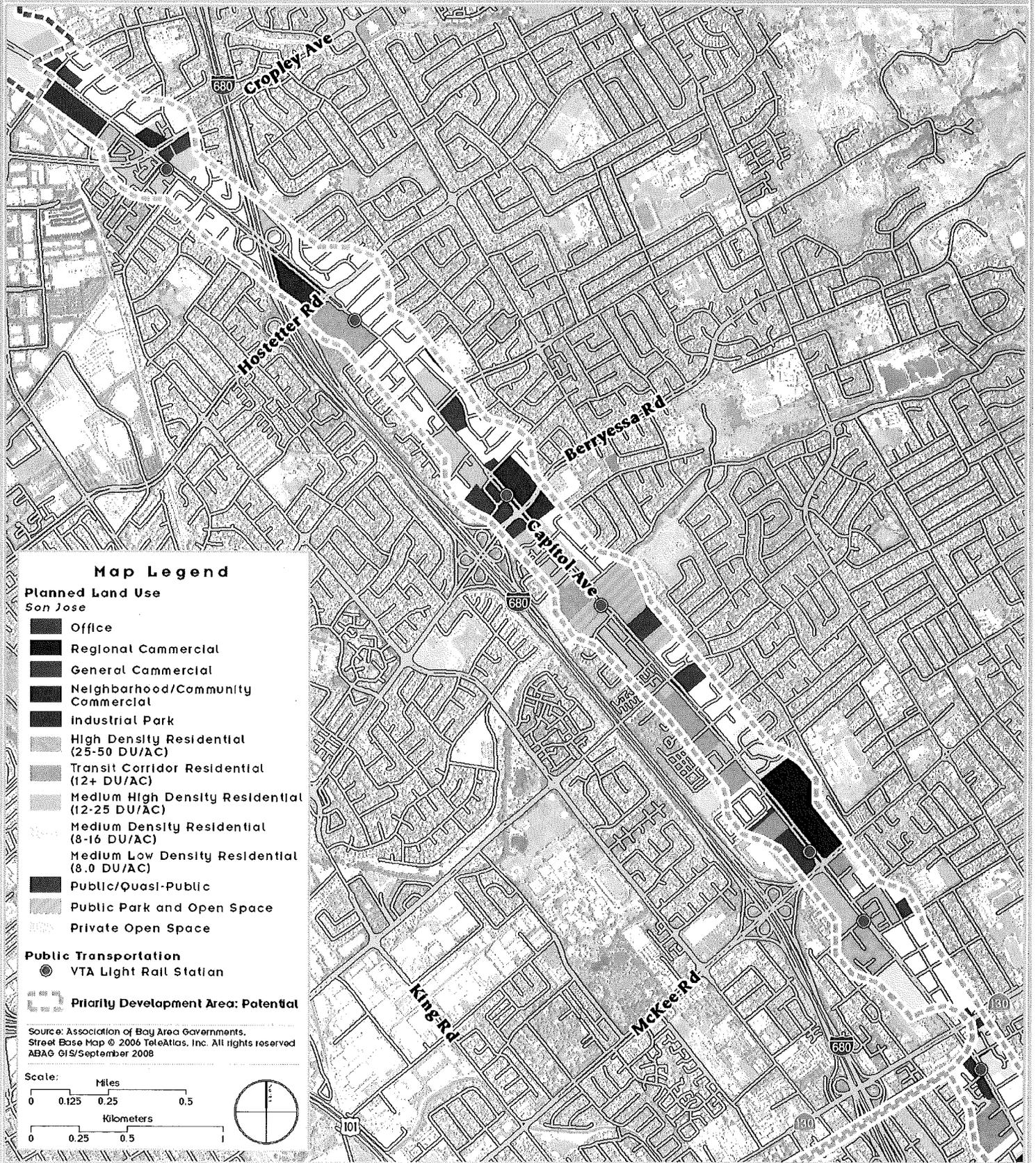


VTA Cores, Corridors, and Station Areas: San Jose (4 of 8)
Planned Land Use



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Map Legend

Planned Land Use

San Jose

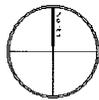
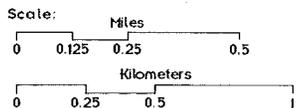
- Office
- Regional Commercial
- General Commercial
- Neighborhood/Community Commercial
- Industrial Park
- High Density Residential (25-50 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Public/Quasi-Public
- Public Park and Open Space
- Private Open Space

Public Transportation

- VTA Light Rail Station

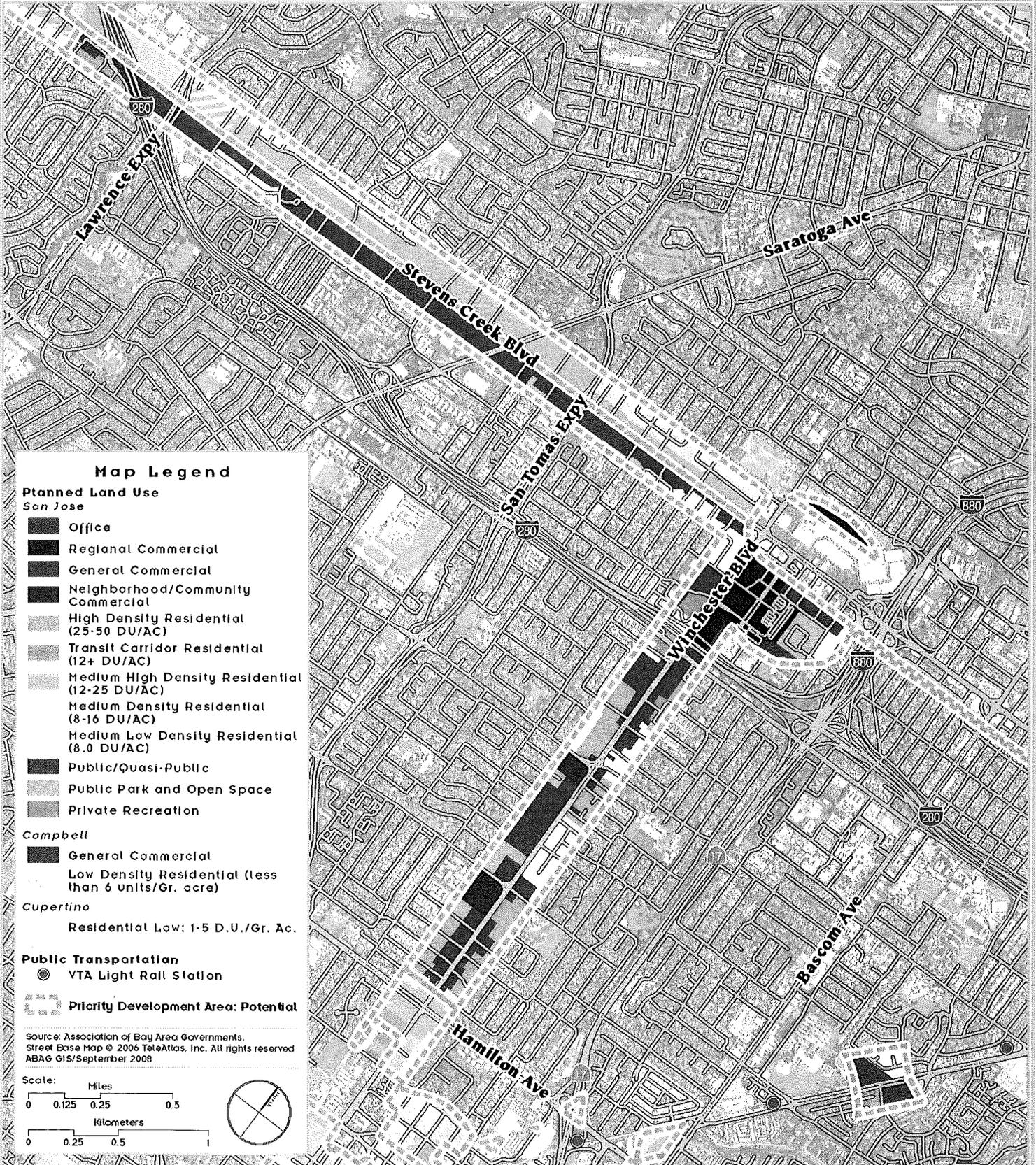
Priority Development Area: Potential

Source: Association of Bay Area Governments,
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved
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Map Legend

Planned Land Use

San Jose

- Office
- Regional Commercial
- General Commercial
- Neighborhood/Community Commercial
- High Density Residential (25-50 DU/AC)
- Transit Corridor Residential (12+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Public/Quasi-Public
- Public Park and Open Space
- Private Recreation

Campbell

- General Commercial
- Low Density Residential (less than 6 units/Gr. acre)

Cupertino

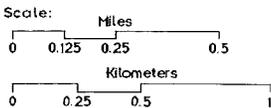
Residential Law: 1-5 D.U./Gr. Ac.

Public Transportation

- VTA Light Rail Station

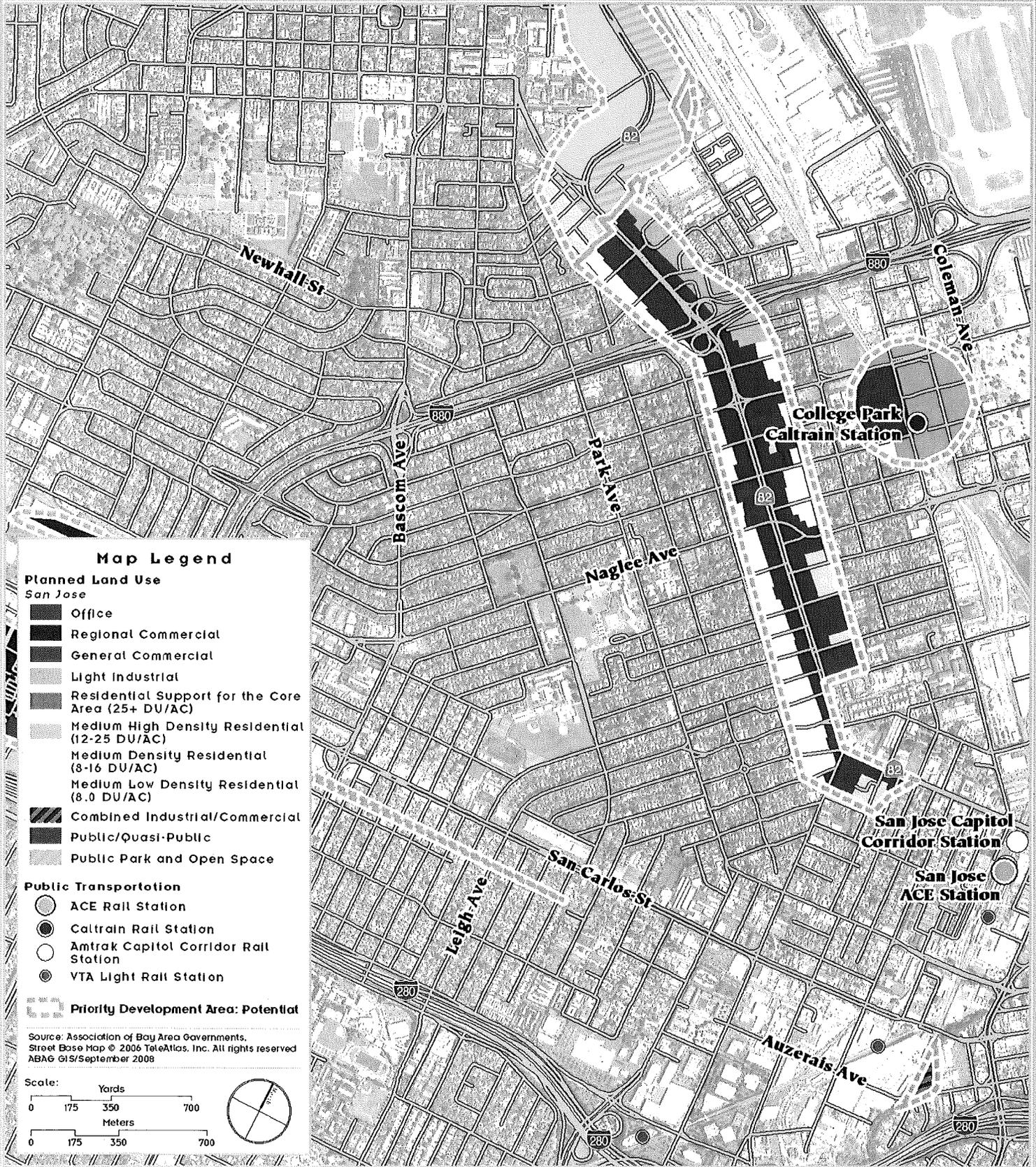
Priority Development Area: Potential

Source: Association of Bay Area Governments,
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved
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Map Legend

Planned Land Use

San Jose

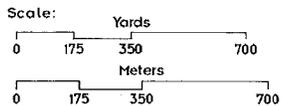
- Office
- Regional Commercial
- General Commercial
- Light Industrial
- Residential Support for the Core Area (25+ DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Combined Industrial/Commercial
- Public/Quasi-Public
- Public Park and Open Space

Public Transportation

- ACE Rail Station
- Caltrain Rail Station
- Amtrak Capitol Corridor Rail Station
- VTA Light Rail Station

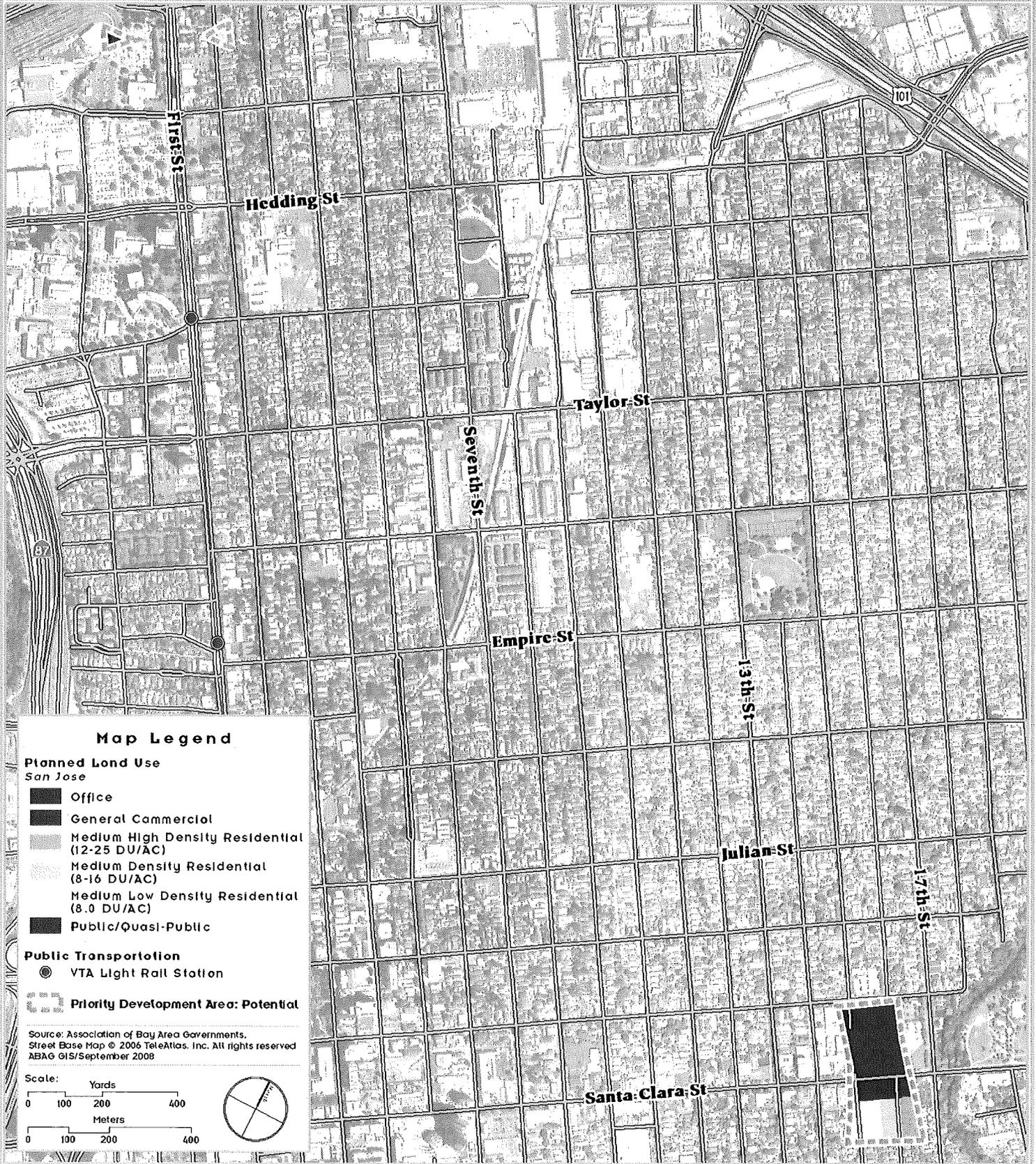
Priority Development Area: Potential

Source: Association of Bay Area Governments,
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Map Legend

Planned Land Use

San Jose

- Office
- General Commercial
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Public/Quasi-Public

Public Transportation

- VTA Light Rail Station

Priority Development Area: Potential

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