

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO MODIFY THE LAND USE/ TRANSPORTATION DIAGRAM AND MAKE TEXT REVISIONS RELATED TO THE DOWNTOWN STRATEGY 2040

Fall 2018 General Plan Amendment Cycle (Cycle 4)

File Nos. GP17-010 and GPT17-002

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

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

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

WHEREAS, on November 28, 2018, the Planning Commission held a public hearing to consider the proposed amendments to the General Plan, File Nos. GP17-010 and GPT17-002 specified in Exhibit "A" hereto ("General Plan Amendment"), at which hearing

interested persons were given the opportunity to appear and present their views with respect to said proposed amendment; and

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

WHEREAS, on December 18, 2018, the Council held a duly noticed public hearing; and

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

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on December 18, 2018 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit "A"); and

WHEREAS, prior to making its determination on the General Plan Amendment, the Council reviewed and considered and certified the Environmental Impact Report for the Downtown Strategy 2040 (Resolution No. [REDACTED]); and

WHEREAS, the Council of the City of San José is the decision-making body for the proposed General Plan Amendment.

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

SECTION 1. The Council's determinations regarding General Plan Amendment File Nos. GP17-010 and GPT17-002 is hereby specified and set forth in Exhibit "A," attached hereto and incorporated herein by reference.

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

ADOPTED this _____ day of _____, 20____, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

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

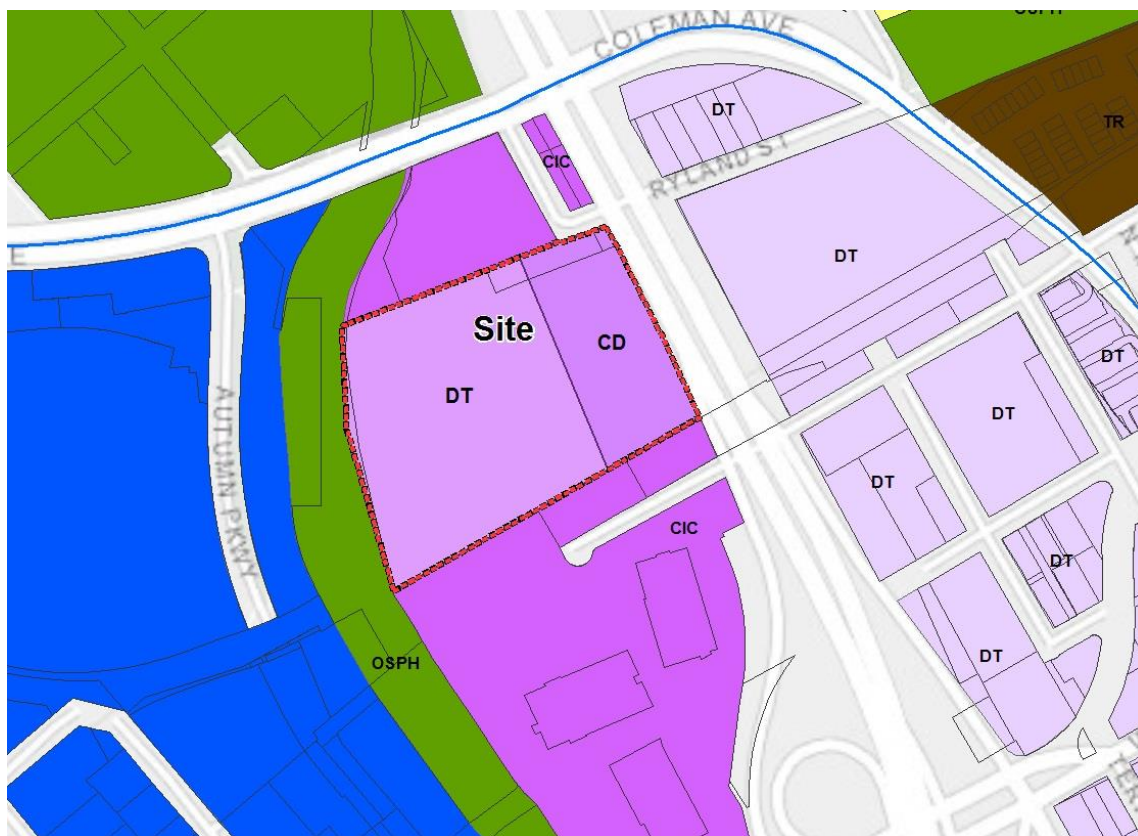
Dated: _____

TONI J. TABER, CMC
City Clerk

EXHIBIT "A"

File No. GP17-010. Amendments to the General Plan Land Use/Transportation Diagram and Planned Growth Areas Diagram associated with the Downtown Strategy 2040 as follows:

1. Modify the Land Use/Transportation Diagram land use designation from Combined Industrial/Commercial to Downtown on approximately seven (7) acres and Commercial Downtown on approximately three (3) acres on an approximately 10-acre site located at the intersection of Ryland Street and Santa Teresa Street between SR-87 and the Guadalupe River as shown below:



2. Modify the Land Use/Transportation Diagram to apply a Downtown Employment Area Overlay to parcels bounded by St. John Street to the north, 4th Street to the east, San Fernando Street to the south, and San Pedro Street to the west, as shown in Exhibit A-1:

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EXHIBIT A-1 EMPLOYMENT PRIORITY AREA



3. Modify the Planned Growth Areas Diagram to rename the “Downtown Core” to “Downtown” and remove the “Downtown Transit Employment Center,” to be shown as in Exhibit A-2 and A-3:

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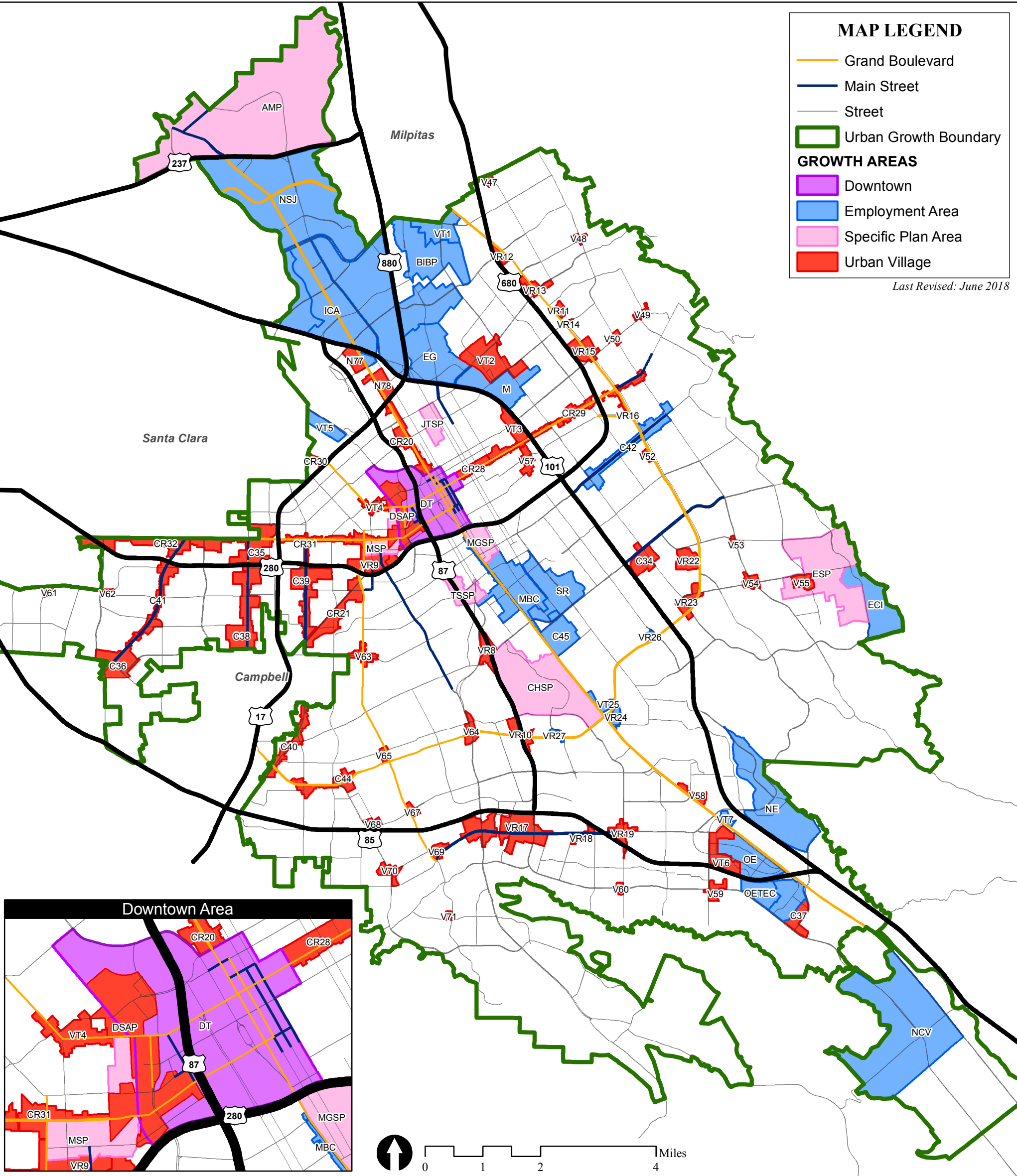
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ENVISION SAN JOSE 2040 GENERAL PLAN
PLANNED GROWTH AREAS DIAGRAM



- Downtown**
DT = Downtown
DSAP = Diridon Station Area Urban Village
- Specific Plan Areas**
AMP = Alviso (Master Plan)
CHSP = Communications Hill
ESP = Evergreen Specific Plan
JTSP = Jackson-Taylor (Residential Strategy)
MGSP = Martha Gardens
MSP = Midtown
TSSP = Tamien Station Area

- Employment Area**
BIBP = Berryessa International Business Park
ECI = Evergreen Campus Industrial
EG = East Gish
ICA = Industrial Core Area
M = Mabury
MBC = Monterey Business Corridor
NCV = North Coyote Valley
NE = New Edenvale
NSJ = North San José
OE = Old Edenvale
OETEC = Old Edenvale Transit Employment Center
SR = Senter Road

- Employment Areas (cont.)**
C42 = Story Road
C45 = County Fairgrounds
- VR16 = S. Capitol Av/Capitol Ex
VR24 = Monterey Hy/Senter Rd
VR26 = E. Capitol Ex/McLaughlin Av
VR27 = W. Capitol Ex/Vistapark Dr
- VT1 = Lundy/Milpitas BART
VT5 = Santa Clara/Airport West (FMC)
VT7 = Blossom Hill Rd/Monterey Rd
VT25 = W. Capitol Ex/Vistapark Dr

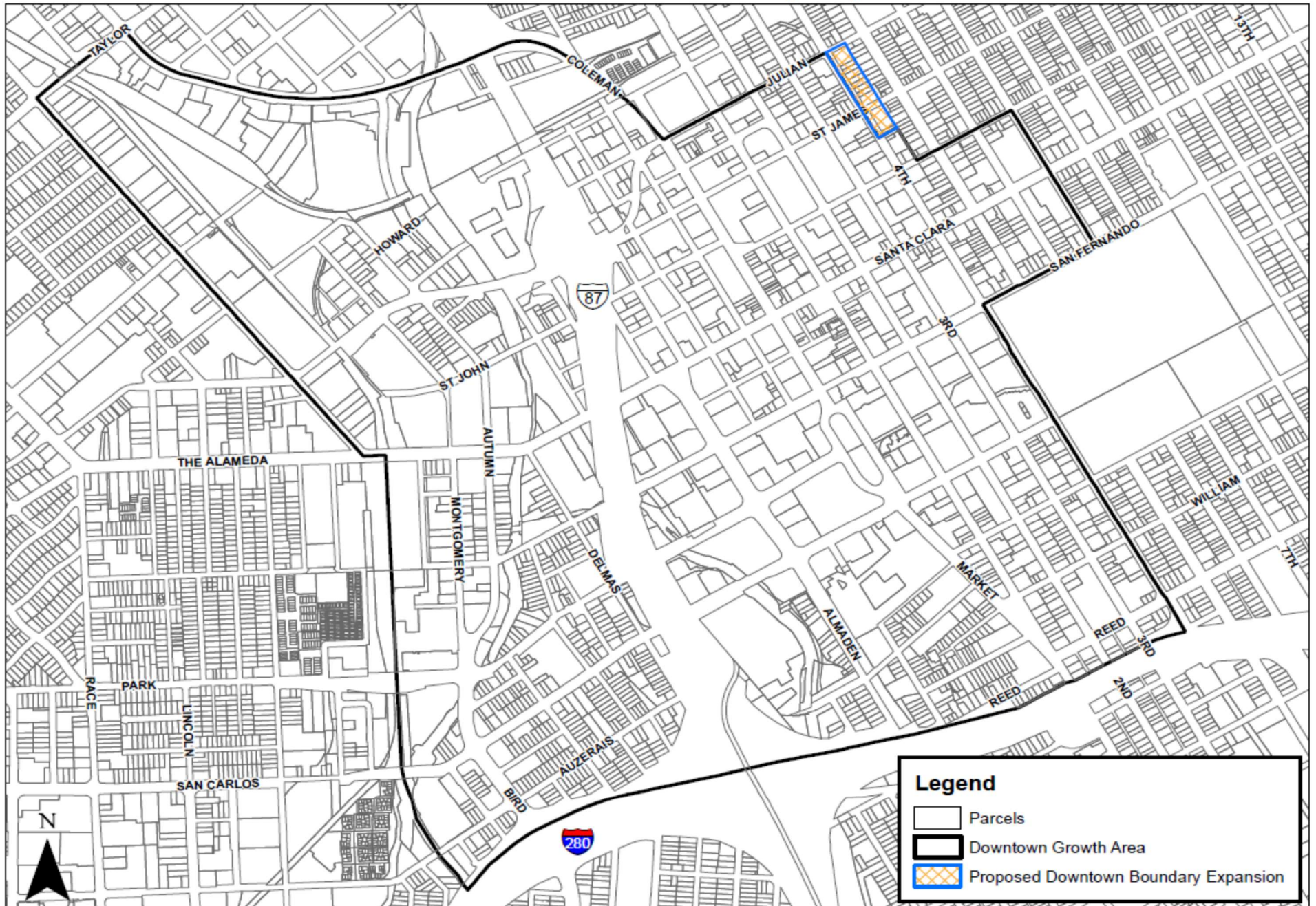
- Urban Villages**
C34 = Tully Rd/S. King Rd
C35 = Valley Fair/Santana Row
C36 = Paseo de Saratoga
C37 = Santa Teresa Bl/Bernal Rd
C38 = Winchester Bl
C39 = S. Bascom Av (North)
C40 = S. Bascom Av (South)
C41 = Saratoga Av
C43 = S. De Anza Bl
C44 = Camden Av/Hillsdale Av

- Urban Villages (cont.)**
CR20 = N. 1st St
CR21 = Southwest Ex
CR28 = E. Santa Clara St
CR29 = Alum Rock Av
CR30 = The Alameda (West)
CR31 = W. San Carlos St
CR32 = Stevens Creek Bl
- N77 = Rincon South 1
N78 = Rincon South 2
- V47 = Landess Av/Morrill Av
V48 = Piedmont Rd/Sierra Rd
V49 = McKee Rd/Toyon Av
V50 = McKee Rd/White Rd
V52 = E. Capitol Ex/Foxdale Dr
V53 = Quimby Rd/S. White Rd
V54 = Aborn Rd/San Felipe Rd
V55 = Evergreen Village
V57 = S. 24th St/William Ct
V58 = Monterey Rd/Chynoweth Av
V59 = Santa Teresa Bl/Cottle Rd
V60 = Santa Teresa Bl/Snell Av
V61 = Bollinger Rd/Miller Av
V62 = Bollinger Rd/Lawrence Ex
V63 = Hamilton Av/Meridian Av

- Urban Villages (cont.)**
V64 = Almaden Ex/Hillsdale Av
V65 = Foxworthy Av/Meridian Av
V67 = Branham Ln/Meridian Av
V68 = Camden Av/Branham Ln
V69 = Kooser Rd/Meridian Av
V70 = Camden Av/Kooser Rd
V71 = Meridian Av/Redmond Av
- VR8 = Curtner Light Rail/Caltrain
VR9 = Race St Light Rail
VR10 = Capitol Ex/Hy 87 Light Rail
VR11 = Penitencia Creek Light Rail
VR12 = N. Capitol Av/Hostetter Rd
VR13 = N. Capitol Av/Berryessa Rd
VR14 = N. Capitol Av/Mabury Rd
VR15 = N. Capitol Av/McKee Rd
VR17 = Oakridge Mall and Vicinity
VR18 = Blossom Hill Rd/Cahalan Av
VR19 = Blossom Hill Rd/Snell Av
VR22 = Arcadia/Eastridge
VR23 = E. Capitol Ex/Silver Creek Rd
- VT2 = Berryessa BART
VT3 = Five Wounds BART
VT4 = The Alameda (East)
VT6 = Blossom Hill Rd/Hitachi

EXHIBIT A-3

Proposed Downtown Boundary Expansion



File No. GPT17-002. General Plan Text Amendments associated with the Downtown Strategy 2040 as follows:

1. Chapter 1, entitled “Envision San José 2040,” “Growth Areas” section, “Downtown” subsection, sixth paragraph (page 24) is hereby amended to read as follows:

“Downtown

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

~~The *Envision San José 2040 General Plan* maintains the Downtown Core (also referred to as the “Downtown Zoning Area”) and establishes two separate growth areas: the Downtown Growth Area and Diridon Station Area Urban Village. As shown on the Planned Growth Areas Diagram, the Downtown Core includes most of the Diridon Station Area Urban Village, while the Downtown Growth Area covers the remainder of the Core.~~

~~The *Envision San José 2040 General Plan* maintains and augments the City’s *Downtown Strategy 2000* to support high-rise development in the Downtown Growth Area. The *Diridon Station Area Plan* guides land use development in the Diridon Station Area Urban Village.~~

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

Ambitious job and housing growth capacity is planned for the ~~two growth areas~~ covering Downtown. This growth capacity is important to achieve multiple City goals, including support for regional transit systems and for the development

of Downtown as a regional job center. It also helps to advance all elements of the General Plan Vision.

2. Chapter 3, entitled “Environmental Leadership,” “Environmental Considerations / Hazards” section, Policy EC-2.3 is hereby amended to read as follows:

“EC-2.3 Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.”

3. Chapter 4, entitled “Quality of Life,” “Community Design” section, Goal CD-6 “Downtown Urban Design” is hereby amended to read as follows:

“Goal CD-6 – Downtown Urban Design

Promote and achieve the Downtown’s full potential as a regional destination and diverse cultural, recreational, civic, and employment center through distinctive and high-quality design.

Policies – Downtown Urban Design

CD-6.1 Recognize Downtown as the most vibrant urban area of San José and maximize development potential and overall density within the Downtown.

CD-6.2 Design new development with a scale, quality, and character to strengthen Downtown's status as a major urban center.

CD-6.3 New development within the Downtown Growth Area that is adjacent to existing neighborhoods that are planned for lower intensity development should provide transitions in height, bulk and scale to ensure that the development is compatible with and respects the character of these neighborhoods, as they are designated in the General Plan.

CD-6.36.4 Design publicly-accessible and welcoming areas, allow easy access and facilitate movement of pedestrians and bicyclists throughout the Downtown, and provide strong physical and visual connections across potential barriers (i.e., roadways and creeks). Promote Downtown as a focal point for community activity (e.g., festivals, parades, etc.) for the entire City.

CD-6.46.5 Design quality publicly-accessible open spaces at appropriate locations that enhance the pedestrian experience and attract people to the Downtown. Use appropriate design, scale, and edge treatment to define, and create publicly-accessible spaces that positively contribute to the character of the area and provide public access to community gathering, recreational, artistic, cultural, or natural amenities.

CD-6.56.6 Promote iconic architecture and encourage and incorporate innovative, varied, and dynamic design features (e.g., appearance, function, sustainability aspects) into sites, buildings, art, streetscapes, landscapes, and signage to make Downtown visually exciting and to attract residents and visitors.

CD-6.66.7 Promote development that contributes to a dramatic urban skyline. Encourage variations in building massing and form, especially for buildings taller than 75 feet, to create distinctive silhouettes for the Downtown skyline.

CD-6.76.8 Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.

CD-6.86.9 Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian

environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level.

CD-6.96.10 Design buildings with site, façade, and rooftop locations and facilities to accommodate effective signage. Encourage Downtown businesses and organizations to invest in high quality signs, especially those that enliven the pedestrian experience or enhance the Downtown skyline.

CD-6.106.11 Maintain Downtown design guidelines and policies adopted by the City to guide development and ensure a high standard of architectural and site design in its center.

CD-6.116.12 Design public sidewalks with ample width to be shared by large volumes of pedestrians and bicyclists, and plant and maintain street trees to provide a tree canopy for shade to enhance the visitor experience.

CD-6.126.13 Promote creative and experimental urban forms, activities and land uses that further the economic, fiscal, environmental, and social goals of this plan and reflect San José's culture of innovation.

4. The following sections of Chapter 5, entitled "Interconnected City," are amended as follows:

- a. "Land Use Designations" section, "Downtown" designation is hereby amended to read as follows:

"Downtown"

Density: Up to 800 DU/AC; FAR Up to 30.0 (3 to 30 stories)

This designation includes office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the *Envision General Plan* (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the "complete community" in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Residential projects within the Downtown designation should generally incorporate ground floor commercial uses. This designation does not have a minimum residential density range (DU/AC) in order to facilitate mixed-use projects that may include small amounts of residential in combination with significant amounts of non-residential use. Such mixed-use projects should be developed within the identified FAR range of up to 30.0. While this land use designation allows up to 800 dwelling units to the acre, achievable densities may be much lower in a few identified areas to ensure consistency with the Countywide Santa Clara County Comprehensive Land Use Plan (CLUP) adopted by the Santa Clara County Airport Land Use Commission (ALUC) for the Norman Y. Mineta San José International Airport. The broad range of uses allowed in Downtown could also facilitate medical office uses or full-service hospitals.

The Downtown Urban Design Policies speak to the urban, pedestrian-oriented nature of this area. As such, uses that serve the automobile should be carefully controlled in accordance with the Downtown Land Use Policies.

- b. “Special Land Use Designations and Overlays” section, following “Neighborhood Business Districts” is hereby amended to add the text as follows:

“Downtown Employment Priority Area Overlay

Density: Up to 800 DU/AC; Residential/Commercial Mixed-Use FAR 4.0 to 30.0 (3 to 30 stories); Commercial FAR Up to 30.0 (3 to 30 stories)

The Downtown Employment Priority Area Overlay (EPA Overlay) designation is applied to a portion of Downtown sites planned for intensive job growth because of the area’s proximity and good access to the future Downtown BART station. The EPA Overlay is generally applied to sites located within approximately one block (walking distance) of the planned Downtown BART station on East Santa Clara Street as shown on the Land Use/Transportation Diagram. The overlay boundary is intended to respect property lines and not split parcels. Due to proximity to the future BART station, the EPA Overlay supports development at very high intensities, where such high intensity is not incompatible with other policies within the General Plan, such as Historic Preservation policies.

The EPA Overlay does not change the uses or densities otherwise allowed within the base “Downtown” land use designation. The EPA Overlay, however, requires a minimum Floor Area Ratio (FAR) of 4.0 for commercial (job generating) uses, including office, retail, service, hotel, or entertainment uses, prior to allowing residential uses, as supported by the “Downtown” General Plan Land Use/Transportation Diagram designation. Typically, the base land use designation will be “Downtown” with an allowed FAR of up to 15.0 (3 to 30 stories) and density of up to 800 DU/AC. For example, a new development project on a one-acre site within the EPA Overlay would be required to provide at least 174,240 square feet of commercial space before the General Plan would support the addition of residential uses in the project. While the EPA Overlay would establish minimum commercial requirements prior to allowing residential uses, the EPA Overlay does not establish a minimum FAR for stand-alone commercial uses.

The development intensity and site design elements in the areas within the EPA Overlay designation should reflect an intense, transit-oriented land use pattern that is typically expected in Downtown. It is envisioned that active commercial uses (e.g., retail and entertainment uses) would be located at the ground level with high-intensity office development above. To help activate the Downtown BART corridor, new development within the EPA Overlay should incorporate active ground floor retail commercial uses along the street.”

5. Chapter 6 entitled “Interconnected City,” “Land Use Policies” section, Policy LU-3.1 is hereby amended to read as follows:

“LU-3.1 Provide maximum flexibility in mixing uses throughout the Downtown ~~area~~ ~~Area~~. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the *Envision General Plan*.”

6. Appendix 5 “Growth Areas Planned Capacity by Horizon” “Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)” table is hereby amended to read as shown in Exhibit A-4:

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EXHIBIT A-4

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)								
751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER								
Existing 2008 Development: 369,450 Jobs & 309,350 DU								
Growth Above Existing: 382,000 Jobs & 120,000 DU								
		CAPACITY			TRACKING			
	Gross Acres	Planned Job Capacity	Planned Housing Yield (DU)		Base	Planned DU Growth Capacity for Urban Villages by Horizon (Timeframe)		
					Already Entitled	Horizon 1	Horizon 2	Horizon 3
								Phases 2-4
Total Plan Growth Capacity		382,000	120,000		36,287	27,699 21,471	18,098	14,370 10,370
Downtown								
Downtown (including Diridon Station Area Urban Village) (v)	688 943	25,816 58,659	8,450 15,160		7,554 8,987	6,173 896		
—Diridon Station Area Urban Village*	250	22,843	2,710	-	1,433	1,277		
Downtown Sub-Total		48,659 58,659	11,160 15,160		8,987	2,173 6,173		
Downtown Core*	-	48,500	10,360					
Specific Plan Areas								
Communications Hill Specific Plan	942	1,700	2,775		2,775			
Jackson-Taylor Residential Strategy	109	100	1,190		656	534		
Martha Gardens Specific Plan	145	0	1,760			1,760		
Midtown Specific Plan	125	841	800		0	800		
Tamien Station Area Specific Plan	149	600	1,060		169	891		
Alviso Master Plan (v)	10,730	18,700	70			70		
Evergreen Specific Plan (not including V55)	879	0	25		25			
Specific Plan Sub-Total		21,941	7,680		3,625	4,055		
Employment Land Areas								
Monterey Business Corridor (v)	453	1,095	0					
New Edenvale	735	10,000	0					
Old Edenvale Area (Bernal)	474	15,000	780		780			

North Coyote Valley	1,722	45,000 35,000	0					
Evergreen Campus Industrial Area	368	10,000	0					
North San José (including Rincon South)	4,382	100,000	32,640	9,094				23,546
VT1 - Lundy / Milpitas BART	167	28,400	0					
Berryessa / International Business Park (v)	497	4,583	0					
Mabury (v)	290	2,265	0					
East Gish (v)	495	2,300	0					
Senter Road (v)	361	2,275	0					
VT5 - Santa Clara / Airport West (FMC)	94	1,600	0					
VT7 - Blossom Hill / Monterey Rd	24	1,940	0					
VT25 - W. Capitol Expy / Monterey Rd	35	100	0					
VR16 - S. Capitol Av / Capitol Expy	2	100	0					
VR24 - Monterey Hwy / Senter Rd	35	100	0					
VR26 - E. Capitol Expy / McLaughlin Dr	16	100	0					
VR27 - W. Capitol Expy / Vistapark Dr	15	100	0					
C42 - Story Rd (v)	223	1,823	0					
C45 - County Fairgrounds	184	100	0					
Employment Land Sub-Total		226,881 216,881	33,420	9,874				23,546
Regional Transit Urban Villages								
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	22,100	4,814	3,884	930			
VT3 - Five Wounds BART	74	4,050	845			845		
VT4 - The Alameda (East)	46	1,610	411	177	234			
VT6 - Blossom Hill / Hitachi	142	0	2,930	2,930				
Regional Transit Villages Sub-Total		27,760	9,000	6,991	1,164	845		
Local Transit Urban Villages (Existing LRT)								
VR8 - Curtner Light Rail / Caltrain (v)	69	500	1,440			1,440		
VR9 - Race Street Light Rail (v)	123							
A (west of Sunol)		2,000	1,937	532	1,405	-		
B (Reed & Graham Site)		1,200	675		675	-		
VR10 - Capitol / 87 Light Rail (v)	56	750	1,195			1,195		

VR11 - Penitencia Creek Light Rail	24	0	920			920		
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	1,230			1,230		
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	1,465			1,465		
VR14 - N. Capitol Ave / Mabury Rd	5	100	700			700		
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,930	188		1,742		
VR17 - Oakridge Mall and Vicinity (v)	380							
A (Cambrian / Pioneer)		3,375	2,712			2,712		
B (Edenvale)		5,715	4,487			4,487		
VR18 - Blossom Hill Rd / Cahalan Av	30	500	600			600		
VR19 - Blossom Hill Rd / Snell Av	64	500	770	8		762		
CR20 - N. 1st Street	132	2,520	1,678	333	1,345	-		
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668	-		
Local Transit Villages (Existing LRT) Sub-Total		20,410	24,746	1,400	6,093	17,253		
Local Transit Urban Villages (Planned BRT/LRT)								
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250				
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	4,000 650			4,000 650		
CR28 - E. Santa Clara Street								
A (West of 17th Street)	64	795	850	86	764			
B (Roosevelt Park)	51	605	650		650			
CR29 - Alum Rock Avenue								
A (Little Portugal)	18	100	310		310			
B (Alum Rock)	72	870	1,010	93	917			
C (East of 680)	61	650	1,175		1,175	-		
CR30 - The Alameda (West)	21	200	400				400	
CR31 - W. San Carlos Street		980	1,245	313	932			
CR32 - Stevens Creek Boulevard	269	4,500	3,860	8	3,852	-		
Local Transit Villages (Planned BRT/LRT) Sub-Total		10,300	40,750 10,400	750	8,600	1,400 1,050		
Commercial Corridor & Center Urban Villages								
C34 - Tully Rd / S. King Rd	102	900	4,000 650			4,000 650		
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635	725	1,910	-		

C36 - Paseo de Saratoga and Vicinity	174	1,500	2,500 1,632				2,500 1,632	
C37 - Santa Teresa Bl / Bernal Rd	75	850	524 419				524 419	
C38 - Winchester Boulevard	300	2,000	2,200	441	1,759	-		
C39 - S. Bascom Avenue (North)	215	1,000	1,560		1,560	-		
C40 - S. Bascom Avenue (South) (v)	117	500	805 563	74			734 489	
C41 - Saratoga Avenue (v)	159	1,500	1,445 725	89			1,026 636	
C43 - S. De Anza Boulevard (v)	84	2,140	845 598	45			800 553	
C44 - Camden / Hillsdale Avenue	108	2,000	800 560				800 560	
Commercial Corridor & Center Villages Sub-Total		20,890	13,984 11,542	1,374	5,229	7,384 4,939		
Neighborhood Villages								
V47 - Landess Av / Morrill Av	16	100	270 216				270 216	
V48 - Piedmont Rd / Sierra Rd	11	100	450 120				450 120	
V49 - McKee Rd / Toyon Av	25	100	180 144				180 144	
V50 - McKee Rd / White Rd (v)	19	100	468 134	7			464 127	
V52 - E. Capitol Expy / Foxdale Dr	14	100	212 170				212 170	
V53 - Quimby Rd / S. White Rd	19	100	225 180				225 180	
V54 - Aborn Rd / San Felipe Rd	37	100	310 248				310 248	
V55 - Evergreen Village	49	0	385		385			
V57 - S. 24th St / William Ct (v)	52	100	217	67			150	
V58 - Monterey Rd / Chynoweth Rd	37	100	420 96				420 96	
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	343 250				343 250	
V60 - Santa Teresa Bl / Snell Av	11	100	140 112				140 112	
V61 - Bollinger Rd / Miller Av	13	100	460 128				460 128	
V62 - Bollinger Rd / Lawrence Expy	11	100	70 56				70 56	
V63 - Hamilton Av / Meridian Av	53	500	710 461				710 461	
V64 - Almaden Expy / Hillsdale Av	49	400	370 296				370 296	
V65 - Foxworthy Av / Meridian Av	16	100	250 200	55			195 145	
V67 - Branham Ln / Meridian Av	18	100	310 248				310 248	
V68 - Camden Av / Branham Ln	21	200	450 360				450 360	
V69 - Kooser Rd / Meridian Av	34	200	350 280				350 280	
V70 - Camden Av / Kooser Rd (v)	49	100	623 498				623 498	
V71 - Meridian Av / Redmond Av	10	100	420 96				420 96	
Neighborhood Villages Sub-Total		3,400	6,403 4,895	129	385	5,589 4,381		
Other Identified Growth Areas								

Vacant Lands	558	1,759	1,460	1,460				
Entitled & Not Built	513	0	1,697	1,697				
Other Identified Growth Areas Sub-Total		1,759	3,157	3,157				

Notes:

~~*The Downtown Core includes the Downtown Growth Area, the Downtown Transit Employment Center, and the portion of the Diridon Station Area Urban Village east of Stockton Avenue and the Caltrain roadtracks south of West Santa Clara Street~~

DU = Dwelling Units (Occupied and Vacant)

Planned Housing Yield (DU) = The number of new dwelling units which would be produced within the identified growth area through redevelopment of the planned Mixed-Use Residential land areas at the anticipated density (DU/AC)

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

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

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in ~~2007~~ 2015. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

Council District: Citywide.