

**Scenario 1 (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

	Scenario Summary Data										
	Jobs									Dwelling Units	
	Total Jobs Added	% of Jobs	Industrial/Warehouse	R&D/ Low-Rise	Mid & High Rise Office	Retail (Small)	Retail (Large)	Institutional/ Other	Total DU Added	% of DU	
<b>Total Job/DU Growth</b>	<b>346,550</b>	<b>100%</b>	<b>39,685</b>	<b>149,025</b>	<b>131,040</b>	<b>16,675</b>	<b>6,655</b>	<b>3,470</b>	<b>88,650</b>	<b>100%</b>	
<b>Downtown</b>	<b>48,500</b>	<b>14.0%</b>	-	-	<b>43,000</b>	<b>5,500</b>	-	-	<b>8,330</b>	<b>9.4%</b>	
<b>Specific Plan Areas</b>											
Berryessa Planned Community	-	0.0%	-	-	-	-	-	-	50	0.1%	
Communications Hill Specific Plan	1,500	0.4%	1,500	-	-	-	-	-	3,830	4.3%	
Jackson-Taylor Residential Strategy	-	0.0%	-	-	-	-	-	-	1,190	1.3%	
Martha Gardens Specific Plan	-	0.0%	-	-	-	-	-	-	1,760	2.0%	
Midtown Specific Plan	850	0.2%	270	500	-	80	-	-	1,550	1.7%	
Rincon South Specific Plan	3,000	0.9%	350	150	2,200	300	-	-	10,290	11.6%	
Tamien Station Area Specific Plan	20	0.0%	-	-	-	20	-	-	960	1.1%	
Alviso Master Plan	21,270	6.1%	12,605	6,000	-	-	2,665	-	-	0.0%	
Evergreen Specific Plan	-	0.0%	-	-	-	-	-	-	40	0.0%	
<b>Specific Plan Sub-Total</b>	<b>26,640</b>	<b>7.7%</b>	<b>14,725</b>	<b>6,650</b>	<b>2,200</b>	<b>400</b>	<b>2,665</b>	<b>-</b>	<b>19,670</b>	<b>22.2%</b>	
<b>Employment Land Areas</b>											
Monterey Business Corridor	1,000	0.3%	1,000	-	-	-	-	-	-	0.0%	
New Edenvale	15,625	4.5%	9,000	6,625	-	-	-	-	-	0.0%	
Old Edenvale (Bernal)	22,405	6.5%	-	7,790	14,185	430	-	-	-	0.0%	
North Coyote Valley	50,000	14.4%	-	50,000	-	-	-	-	-	0.0%	
Evergreen Campus Industrial Area	11,500	3.3%	-	11,500	-	-	-	-	-	0.0%	
North San Jose (excluding Rincon South)	85,000	24.5%	7,745	20,260	52,690	2,600	1,555	150	21,350	24.1%	
Berryessa / International Business Park	9,700	2.8%	-	9,700	-	-	-	-	-	0.0%	
Mabury	1,000	0.3%	1,000	-	-	-	-	-	-	0.0%	
East Gish	1,000	0.3%	1,000	-	-	-	-	-	-	0.0%	
Senter Road	1,000	0.3%	1,000	-	-	-	-	-	-	0.0%	
<b>Employment Land Sub-Total</b>	<b>198,230</b>	<b>57.2%</b>	<b>20,745</b>	<b>105,875</b>	<b>66,875</b>	<b>3,030</b>	<b>1,555</b>	<b>150</b>	<b>21,350</b>	<b>24.1%</b>	
<b>BART/Caltrain Villages</b>											
VT1 - Lundy/Milpitas BART	16,800	4.8%	-	(195)	16,865	-	130	-	-	0.0%	
VT2 - Berryessa BART / Berryessa Rd/Lundy Av	630	0.2%	(205)	785	-	-	-	50	1,300	1.5%	
VT3 - Alum Rock BART	550	0.2%	-	-	500	-	-	50	1,650	1.9%	
VT4 - Diridon / The Alameda (East)	370	0.1%	-	275	-	70	-	25	250	0.3%	
VT5 - Santa Clara / Airport West (FMC)	1,600	0.5%	-	-	1,600	-	-	-	-	0.0%	
VT6 - Blossom Hill / Hitachi	-	0.0%	-	-	-	-	-	-	-	0.0%	
VT7 - Blossom Hill / Monterey Rd	-	0.0%	-	-	-	-	-	-	-	0.0%	
<b>BART/Caltrain Villages Sub-Total</b>	<b>19,950</b>	<b>5.8%</b>	<b>(205)</b>	<b>865</b>	<b>18,965</b>	<b>70</b>	<b>130</b>	<b>125</b>	<b>3,200</b>	<b>3.6%</b>	
<b>Light Rail Villages (Existing LRT)</b>											
VR8 - Curtner Light Rail/Caltrain	50	0.0%	-	-	-	-	-	50	-	0.0%	
VR9 - Race Street Light Rail	50	0.0%	-	-	-	-	-	50	-	0.0%	
VR10 - Capitol/87 Light Rail	70	0.0%	-	-	-	70	-	-	300	0.3%	
VR11 - Penitencia Creek Light Rail	-	0.0%	-	-	-	-	-	-	1,000	1.1%	
VR12 - N. Capitol Av/Hostetter Rd	660	0.2%	-	490	-	120	-	50	440	0.5%	
VR13 - N. Capitol Av/Berryessa Rd	1,395	0.4%	-	1,040	-	245	5	105	950	1.1%	
VR14 - N. Capitol Av/Mabury Rd	90	0.0%	-	70	-	15	-	5	60	0.1%	
VR15 - N. Capitol Av/McKee Rd	1,585	0.5%	-	1,175	-	285	5	120	1,050	1.2%	
VR16 - S. Capitol Av/Capitol Expy	-	0.0%	-	-	-	-	-	-	-	0.0%	
VR17 - Oakridge Mall and Vicinity	9,325	2.7%	-	6,895	-	1,690	30	710	700	0.8%	
VR18 - Blossom Hill Rd/Cahalan Av	795	0.2%	-	585	-	145	5	60	530	0.6%	
VR19 - Blossom Hill Rd/Snell Av	870	0.3%	-	640	-	160	5	65	580	0.7%	
<b>Light Rail Villages (Existing LRT) Sub-Total</b>	<b>14,890</b>	<b>4.3%</b>	<b>-</b>	<b>10,895</b>	<b>-</b>	<b>2,730</b>	<b>50</b>	<b>1,215</b>	<b>5,610</b>	<b>6.3%</b>	
<b>Light Rail Corridors (Existing LRT)</b>											
CR20 - N. 1st Street	1,265	0.4%	-	935	-	230	5	95	850	1.0%	
CR21 - Southwest Expressway	3,810	1.1%	-	2,820	-	690	10	290	2,580	2.9%	
<b>Light Rail Corridors (Existing LRT) Sub-Total</b>	<b>5,075</b>	<b>1.5%</b>	<b>-</b>	<b>3,755</b>	<b>-</b>	<b>920</b>	<b>15</b>	<b>385</b>	<b>3,430</b>	<b>3.9%</b>	
<b>Light Rail Villages (Planned LRT)</b>											
VR22 - Arcadia/Eastridge Light Rail	570	0.2%	-	300	-	155	115	-	-	0.0%	
VR23 - E. Capitol Expy/Silver Creek Rd	550	0.2%	-	410	-	100	-	40	370	0.4%	
VR24 - Monterey Hwy/Senter Rd	665	0.2%	-	490	-	120	5	50	450	0.5%	
VR25 - W. Capitol Expy/Monterey Rd	460	0.1%	-	340	-	85	-	35	310	0.3%	
VR26 - E. Capitol Expy/McLaughlin Dr	-	0.0%	-	-	-	-	-	-	-	0.0%	
VR27 - W. Capitol Expy/Vistapark Dr	-	0.0%	-	-	-	-	-	-	-	0.0%	
<b>Light Rail Villages (Planned LRT) Sub-Total</b>	<b>2,245</b>	<b>0.6%</b>	<b>-</b>	<b>1,540</b>	<b>-</b>	<b>460</b>	<b>120</b>	<b>125</b>	<b>1,130</b>	<b>1.3%</b>	
<b>Light Rail Corridors (Planned BRT/LRT)</b>											
CR28 - E. Santa Clara Street	1,110	0.3%	-	820	-	200	5	85	600	0.7%	
CR29 - Alum Rock Avenue	1,790	0.5%	-	1,325	-	325	5	135	800	0.9%	
CR30 - The Alameda (West)	-	0.0%	-	-	-	-	-	-	-	0.0%	
CR31 - W. San Carlos Street	730	0.2%	-	540	-	130	5	55	450	0.5%	
CR32 - Stevens Creek Boulevard	1,360	0.4%	-	1,005	-	245	5	105	900	1.0%	
<b>Light Rail Corridors (Planned BRT/LRT) Sub-Total</b>	<b>4,990</b>	<b>1.4%</b>	<b>-</b>	<b>3,690</b>	<b>-</b>	<b>900</b>	<b>20</b>	<b>380</b>	<b>2,750</b>	<b>3.1%</b>	

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

Growth Above Existing: 346,550 Jobs & 88,650 DU

	Scenario Summary Data									
	Jobs								Dwelling Units	
	Total Jobs Added	% of Jobs	Industrial/Warehouse	R&D/Low-Rise	Mid & High Rise Office	Retail (Small)	Retail (Large)	Institutional/Other	Total DU Added	% of DU
<b>Commercial Center Villages &amp; Corridors</b>										
C33 - Story Rd/McLaughlin Av	-	0.0%	-	-	-	-	-	-	-	0.0%
C34 - Tully Rd/S. King Rd	1,720	0.5%	-	1,270	-	310	10	130	400	0.5%
C35 - Valley Fair/Santana Row and Vicinity	3,350	1.0%	-	2,480	-	605	10	255	-	0.0%
C36 - Paseo de Saratoga and Vicinity	1,335	0.4%	-	990	-	240	5	100	-	0.0%
C37 - Santa Teresa Bl/Bernal Rd	1,065	0.3%	-	790	-	190	5	80	-	0.0%
C38 - Winchester Boulevard	2,060	0.6%	-	1,525	-	370	10	155	400	0.5%
C39 - S. Bascom Avenue (North)	1,190	0.3%	-	880	-	215	5	90	400	0.5%
C40 - S. Bascom Avenue (South)	590	0.2%	-	435	-	105	5	45	400	0.5%
C41 - Saratoga Avenue	-	0.0%	-	-	-	-	-	-	-	0.0%
C42 - Story Road	1,100	0.3%	-	810	-	200	5	85	-	0.0%
C43 - S. De Anza Boulevard	610	0.2%	-	450	-	110	5	45	400	0.5%
C44 - Camden/Hillsdale Avenue	-	0.0%	-	-	-	-	-	-	-	0.0%
C45 - County Fairgrounds	1,190	0.3%	410	600	-	75	-	105	600	0.7%
C46 - Meridian / Parkmoor	-	0.0%	-	-	-	-	-	-	-	0.0%
<b>Commercial Center Sub-Total</b>	<b>14,210</b>	<b>4.1%</b>	<b>410</b>	<b>10,230</b>	<b>-</b>	<b>2,420</b>	<b>60</b>	<b>1,090</b>	<b>2,600</b>	<b>2.9%</b>
<b>Neighborhood Villages</b>										
V47 - Landess Av/Morrill Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V48 - Piedmont Rd/Sierra Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V49 - McKee Rd/ Toyon Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V50 - McKee Rd/White Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V51 - N. Capitol Av/Madden Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V52 - E. Capitol Expy/Foxdale Dr	-	0.0%	-	-	-	-	-	-	-	0.0%
V53 - Quimby Rd/S. White Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V54 - Aborn Rd/San Felipe Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V55 - Evergreen Village	-	0.0%	-	-	-	-	-	-	-	0.0%
V56 - EEHVS -Pleasant Hills Golf Course	-	0.0%	-	-	-	-	-	-	-	0.0%
V57 - S. 24th St/William Ct	-	0.0%	-	-	-	-	-	-	-	0.0%
V58 - Monterey Rd/Chynoweth Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V59 - Santa Teresa Bl/Cottle Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V60 - Santa Teresa Bl/Snell Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V61 - Bollinger Rd/Miller Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V62 - Bollinger Rd/Lawrence Expy	-	0.0%	-	-	-	-	-	-	-	0.0%
V63 - Hamilton Av/Meridian Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V64 - Almaden Expy/Hillsdale Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V65 - Foxworthy Av/Meridian Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V66 - Branham Ln/Pearl Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V67 - Branham Ln/Meridian Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V68 - Camden Av/Branham Ln	-	0.0%	-	-	-	-	-	-	-	0.0%
V69 - Kooser Rd/Meridian Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V70 - Camden Av/Kooser Rd	-	0.0%	-	-	-	-	-	-	-	0.0%
V71 - Meridian Av/Redmond Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V72 - Almaden Expy/Camden Av	-	0.0%	-	-	-	-	-	-	-	0.0%
V73 - Almaden Expy/Via Valiente	-	0.0%	-	-	-	-	-	-	-	0.0%
<b>Neighborhood Villages Sub-Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Other Identified Growth Areas</b>										
Vacant Lands	11,820	3.4%	4,010	5,525	-	245	2,040	-	5,420	6.1%
Entitled & Not Built	-	0.0%	-	-	-	-	-	-	15,160	17.1%
Coyote Valley Urban Reserve	-	0.0%	-	-	-	-	-	-	-	0.0%
South Almaden Valley Urban Reserve	-	0.0%	-	-	-	-	-	-	-	0.0%
<b>Other Identified Growth Areas Sub-Total</b>	<b>11,820</b>	<b>3.4%</b>	<b>4,010</b>	<b>5,525</b>	<b>-</b>	<b>245</b>	<b>2,040</b>	<b>-</b>	<b>20,580</b>	<b>23.2%</b>

Of the four scenarios, Scenario 1 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 6,500 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 1, 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

Consistent among the scenarios, the Downtown and planned or existing BART, Caltrain and Light Rail stations are priority locations for new job and housing growth capacity.