

west by the Southern Pacific Railroad): High density residential development (25-40 DU/AC; average density about 30 DU/AC) is proposed in this subarea. A small amount of new commercial use would also be allowed in this subarea.

Implementation

The Tamien Station Area Specific Plan is incorporated into the San Jose 2020 General Plan as a Planned Community (PC). The Tamien Station Area PC contains the major features of the specific plan and specifies the intensity of uses permitted throughout the plan area.

The Tamien Station Area Specific Plan is a policy document, separate from the General Plan, that provides the background, vision and community character for the PC. The specific plan contains detailed land use and urban design direction for development within the specific plan area. All new development must also be consistent with the requirements of the San Jose Residential and Commercial Design Guidelines.

The implementation of the Tamien Station Area Specific Plan covers the same timeframe as the San Jose 2020 General Plan. Existing land uses in the Tamien Station area may remain indefinitely recognizing that plan implementation will occur over a period of years. Some existing uses, such as the Elks Club and the Italian Gardens banquet facility, may be incorporated into new developments. The plan contains interface policies to ensure that new and existing development maintain compatible relationships. To ensure that the specific plan is efficiently and effectively implemented, the plan calls for the master planning of certain key sites and property clusters. These policies are described in detail in the specific plan.

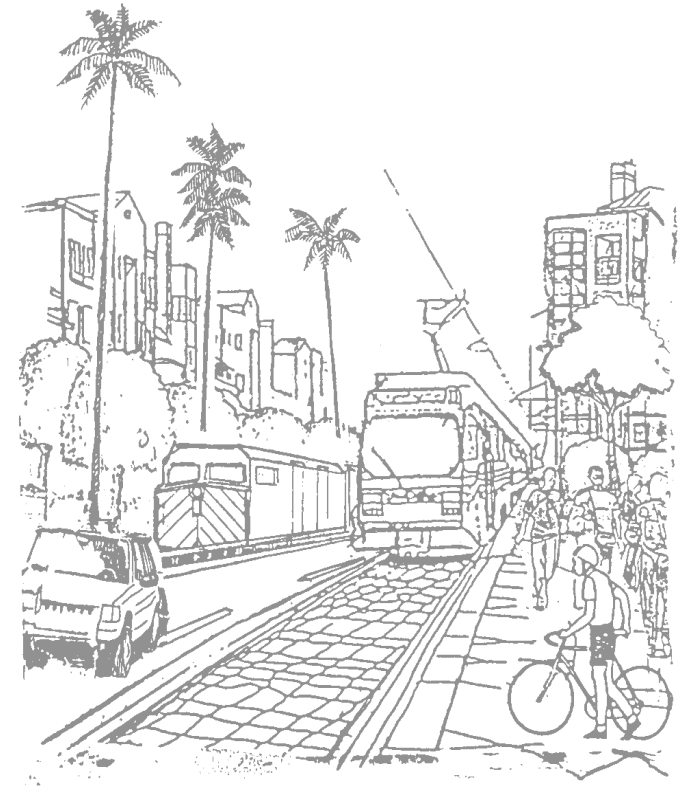
Para mas informacion,
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Tamien Station Area Specific Plan



City of San Jose
Dept. of Planning, Building and Code Enforcement
www.sanjoseca.gov/planning

The Tamien Station Area Specific Plan is a comprehensive, long range development plan. The plan identifies opportunities for high density housing, services (e.g., day care), and neighborhood serving retail uses.

The Tamien Specific Plan area is located along the Guadalupe Transportation Corridor approximately 2/3 of mile south of Downtown San Jose. The 140 acre area is generally bounded by Willow St., Lick Ave., Alma Ave., Little Orchard St., the Union Pacific railroad tracks and the Guadalupe River, and is centered between the Willow Glen, Gardner and Guadalupe-Washington neighborhoods. State Route 87 bisects the plan area.

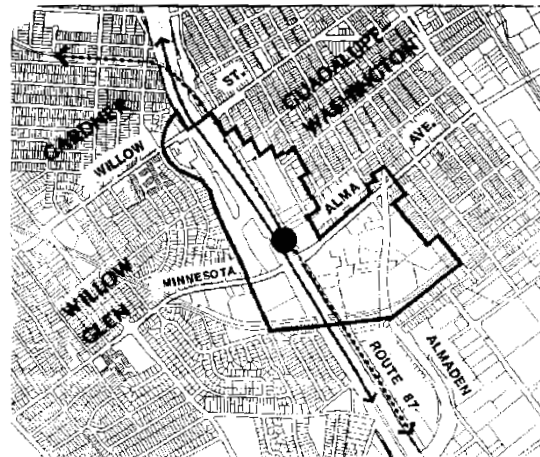
Existing land uses in the area form a patchwork of residential, industrial and commercial uses surrounding an important transit hub containing light rail, heavy rail, bus and freeway transportation facilities. Vacant and underutilized parcels surrounding the Tamien Station offer unique opportunities to encourage a new mixed use community. The mix of uses may include new high density residential and commercial uses oriented to transit, and the continuance of some industrial and service commercial uses.

For over 15 months, City staff and a 19 member Task Force representing property owners, business owners, residents and civic interests worked to develop a specific plan that makes the most of the opportunities in the Tamien area. The specific plan contains a land use plan and detailed land use and design policies to implement the plan. The plan identifies needed public services and facilities, including a more pedestrian oriented circulation system. This is expected to help create a pedestrian friendly environment with improved linkages to transit and local retail and service uses and will encourage increased transit use and pedestrian activity.

The Tamien Station Area Specific Plan has four major objectives:

- *Support transit use and create a pedestrian friendly environment.*
- *Create a livable community.*
- *Increase the City's housing supply and use existing services and infrastructure efficiently.*
- *Ensure that new development would be compatible with existing neighborhoods.*

The land use plan for the Tamien Station Area Specific Plan establishes the nature and distribution of the land uses within the planning area. Most of the new uses in the Tamien Station area will be high density residential or mixed uses generating approximately 1,225 dwelling units.



TAMIEN STATION PLAN AREA

- BOUNDARY OF TAMIEN STATION PLAN AREA
- TAMIEN MULTI-MODAL TRANSIT STATION
- ←→ LIGHT RAIL LINE TO DOWNTOWN, NORTH SAN JOSE/ SANTA CLARA, SOUTH SAN JOSE
- ←- - - -> CalTrain TO SAN FRANCISCO/ GILROY, AmTrak TO LOS ANGELES/ SACRAMENTO

New commercial development is expected to generate about 30,000 square feet of additional commercial space.

The Tamien Station Area Specific Plan was divided into three planning subareas reflecting the different opportunities presented by these subareas. Each subarea contains its own land use and design policies.

Transit Core Subarea (bounded on the south by Alma Ave., on the east by Lick or Palm Ave., on the north by Goodyear or Willow St. and on the west by Route 87): This subarea provides the greatest opportunity to create intensive, high density residential or mixed use development designed to support transit use. This subarea contains both the Tamien CalTrain and Light Rail Stations which is the focus of the plan. The highest residential densities (25-55 DU/AC; average density about 35 DU/AC) and the greatest amount of new commercial development are proposed for this area. A four acre neighborhood park in front of the CalTrain Station entrance is also proposed in this subarea to serve both new and existing residents.

Guadalupe River Subarea (bounded on the west by the Guadalupe River, on the north by Willow St., on the east by Route 87 and the Tamien LRT Station parking lot, and on the south by the Union Pacific Railroad): This subarea is dominated by the Guadalupe River, which provides most of the open space in the plan area, but high density residential development (25-55 DU/AC; average density about 35 DU/AC) is expected on the Elks Club site which is just across the street from the Tamien LRT Station.

Almaden Road Subarea (bounded on the north by Alma Ave., on the east by Little Orchard St., on the south by the Union Pacific Railroad, and on the