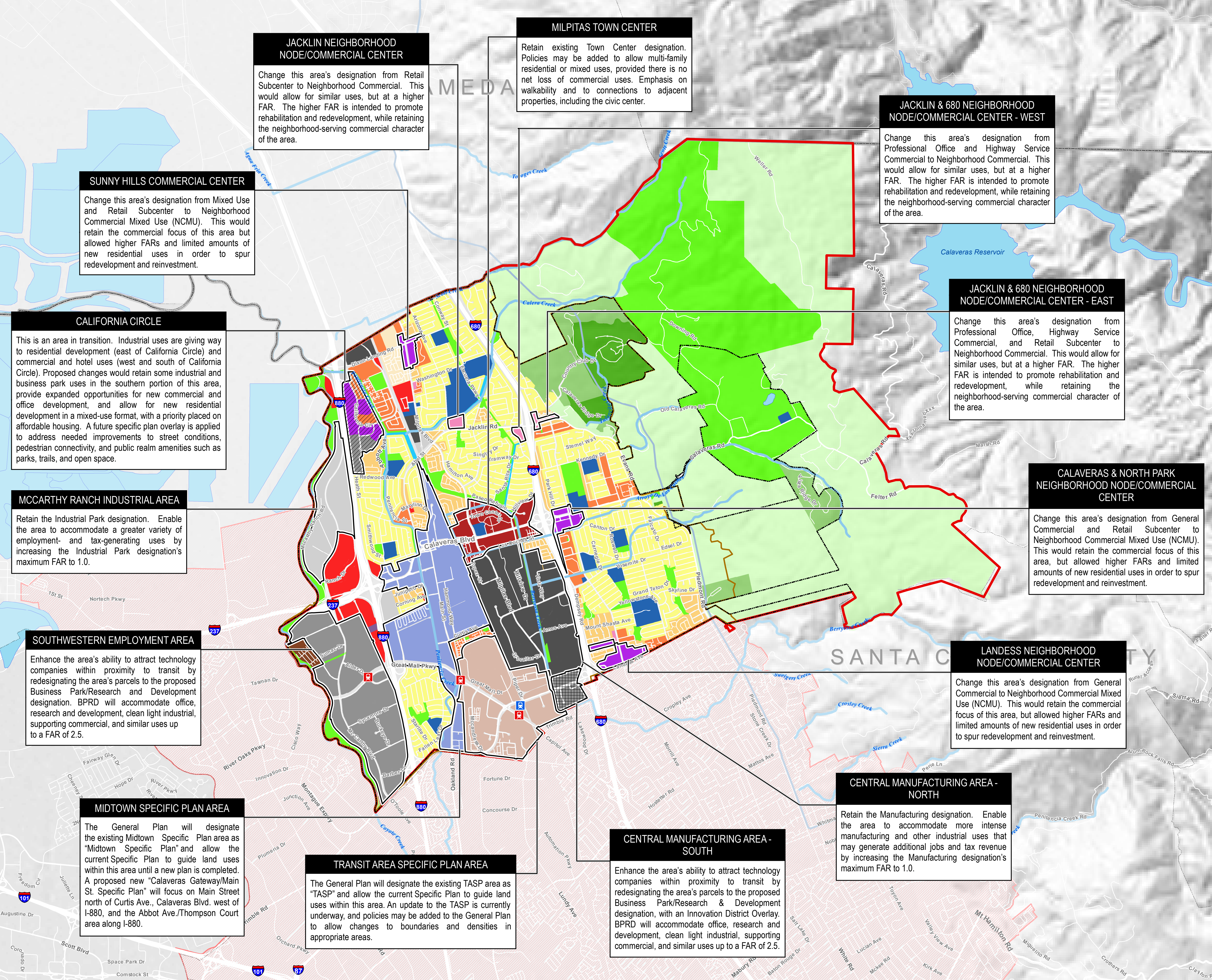


**FIGURE 2-2:
PREFERRED LAND USE MAP**



JACKLIN NEIGHBORHOOD NODE/COMMERCIAL CENTER

Change this area's designation from Retail Subcenter to Neighborhood Commercial. This would allow for similar uses, but at a higher FAR. The higher FAR is intended to promote rehabilitation and redevelopment, while retaining the neighborhood-serving commercial character of the area.

MILPITAS TOWN CENTER

Retain existing Town Center designation. Policies may be added to allow multi-family residential or mixed uses, provided there is no net loss of commercial uses. Emphasis on walkability and to connections to adjacent properties, including the civic center.

SUNNY HILLS COMMERCIAL CENTER

Change this area's designation from Mixed Use and Retail Subcenter to Neighborhood Commercial Mixed Use (NCMU). This would retain the commercial focus of this area but allowed higher FARs and limited amounts of new residential uses in order to spur redevelopment and reinvestment.

JACKLIN & 680 NEIGHBORHOOD NODE/COMMERCIAL CENTER - WEST

Change this area's designation from Professional Office and Highway Service Commercial to Neighborhood Commercial. This would allow for similar uses, but at a higher FAR. The higher FAR is intended to promote rehabilitation and redevelopment, while retaining the neighborhood-serving commercial character of the area.

JACKLIN & 680 NEIGHBORHOOD NODE/COMMERCIAL CENTER - EAST

Change this area's designation from Professional Office, Highway Service Commercial, and Retail Subcenter to Neighborhood Commercial. This would allow for similar uses, but at a higher FAR. The higher FAR is intended to promote rehabilitation and redevelopment, while retaining the neighborhood-serving commercial character of the area.

CALIFORNIA CIRCLE

This is an area in transition. Industrial uses are giving way to residential development (east of California Circle) and commercial and hotel uses (west and south of California Circle). Proposed changes would retain some industrial and business park uses in the southern portion of this area, provide expanded opportunities for new commercial and office development, and allow for new residential development in a mixed-use format, with a priority placed on affordable housing. A future specific plan overlay is applied to address needed improvements to street conditions, pedestrian connectivity, and public realm amenities such as parks, trails, and open space.

MCCARTHY RANCH INDUSTRIAL AREA

Retain the Industrial Park designation. Enable the area to accommodate a greater variety of employment- and tax-generating uses by increasing the Industrial Park designation's maximum FAR to 1.0.

CALAVERAS & NORTH PARK NEIGHBORHOOD NODE/COMMERCIAL CENTER

Change this area's designation from General Commercial and Retail Subcenter to Neighborhood Commercial Mixed Use (NCMU). This would retain the commercial focus of this area, but allowed higher FARs and limited amounts of new residential uses in order to spur redevelopment and reinvestment.

SOUTHWESTERN EMPLOYMENT AREA

Enhance the area's ability to attract technology companies within proximity to transit by redesignating the area's parcels to the proposed Business Park/Research and Development designation. BPRD will accommodate office, research and development, clean light industrial, supporting commercial, and similar uses up to a FAR of 2.5.

LANDESS NEIGHBORHOOD NODE/COMMERCIAL CENTER

Change this area's designation from General Commercial to Neighborhood Commercial Mixed Use (NCMU). This would retain the commercial focus of this area, but allowed higher FARs and limited amounts of new residential uses in order to spur redevelopment and reinvestment.

MIDTOWN SPECIFIC PLAN AREA

The General Plan will designate the existing Midtown Specific Plan area as "Midtown Specific Plan" and allow the current Specific Plan to guide land uses within this area until a new plan is completed. A proposed new "Calaveras Gateway/Main St. Specific Plan" will focus on Main Street north of Curtis Ave., Calaveras Blvd. west of I-880, and the Abbot Ave./Thompson Court area along I-880.

TRANSIT AREA SPECIFIC PLAN AREA

The General Plan will designate the existing TASP area as "TASP" and allow the current Specific Plan to guide land uses within this area. An update to the TASP is currently underway, and policies may be added to the General Plan to allow changes to boundaries and densities in appropriate areas.

CENTRAL MANUFACTURING AREA - SOUTH

Enhance the area's ability to attract technology companies within proximity to transit by redesignating the area's parcels to the proposed Business Park/Research & Development designation, with an Innovation District Overlay. BPRD will accommodate office, research and development, clean light industrial, supporting commercial, and similar uses up to a FAR of 2.5.

CENTRAL MANUFACTURING AREA - NORTH

Retain the Manufacturing designation. Enable the area to accommodate more intense manufacturing and other industrial uses that may generate additional jobs and tax revenue by increasing the Manufacturing designation's maximum FAR to 1.0.

- Legend**
- HVL - Hillside Very Low Density
 - HLD - Hillside Low Density
 - HMD - Hillside Medium Density
 - LDR - Low Density Residential
 - MDR - Medium Density Residential
 - HDR - High Density Residential
 - VHDR - Very High Density Residential
 - MHP - Mobile Home Park
 - VHDMU - Very High Density Mixed Use
 - NCMU - Neighborhood Commercial Mixed Use
 - GNC - General Commercial
 - NC - Neighborhood Commercial
 - TWC - Town Center
 - INP - Industrial Park
 - BPRD - Business Park/Research & Development
 - MFG - Manufacturing
 - PF - Public Facilities
 - POS - Permanent Open Space
 - TASP - Transit Area Specific Plan
 - MSP - Midtown Specific Plan
 - WW - Waterway
 - Future Specific Plan Overlay
 - Innovation District Overlay
- Planning Areas**
- City of Milpitas
 - Milpitas Sphere of Influence
 - Milpitas Urban Service Area
 - San Jose Planning Limits of Urban Growth
 - County Boundary
- Transit Stations**
- BART Station
 - VTA Station

