ALVISO MASTER PLAN:

A SPECIFIC PLAN FOR THE ALVISO COMMUNITY

SAN JOSE

CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
December 1998

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Adopted by the City Council
on December 7, 1998

City of San José
Department of Planning, Building and Code Enforcement

SAN JOSE
CAPITAL OF SILICON VALLEY

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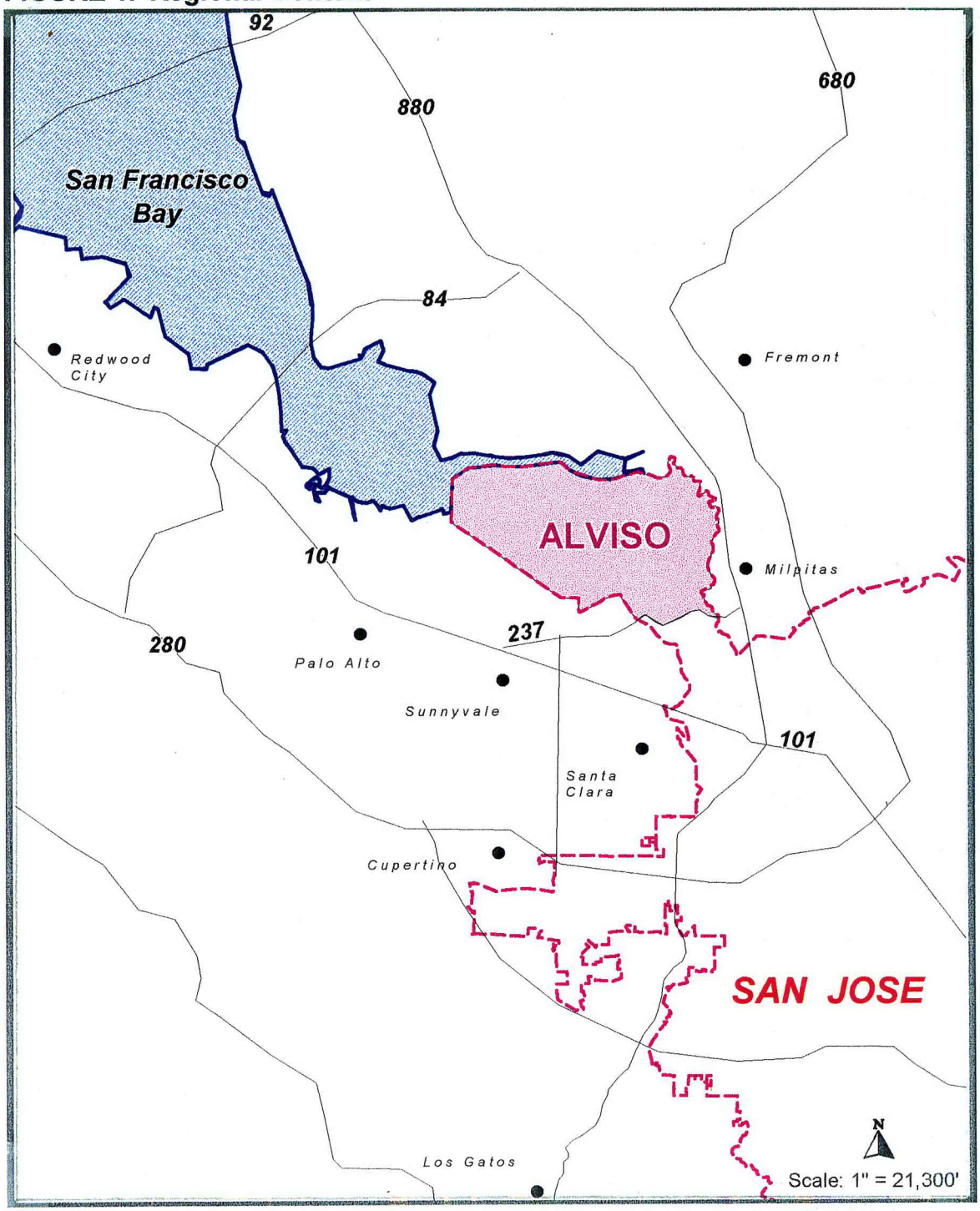
FIGURE 1. Regional Context



Alviso Plan Area Boundary

PLAN OVERVIEW

Alviso is a unique bayside community, known for its small town character.

SUMMARY

The Alviso Master Plan: A Specific Plan for the Alviso Community (or simply, the Alviso Master Plan) provides a vision and directs positive changes to a unique area of San José. Located at the very northern edge of San José, Alviso is characterized by its small town atmosphere, rich history, bayside location (San Francisco Bay), wide open spaces, agricultural activities, and a mix of residential, commercial, and industrial uses. Alviso has its own distinct sense of place despite its close proximity to the suburban communities and high technology industrial parks of Silicon Valley (see Figure 1).

The Alviso planning area includes all properties within the City of San José north of Route 237, between the Coyote Creek and the Guadalupe River (see Figure 2). The entire planning area is roughly 10,730 acres. The focus of the Plan is the land located within the Urban Service Area (approximately 2,840 acres) which can be divided into two subareas: the "village" and the larger area.

The Alviso village area includes the historic western grid, the neighborhood grid, and the lands on both sides of North First Street from Liberty Street to the southern boundary of the George Mayne School (see Figure 3). Existing land uses in the village include single-family residences, some duplexes, triplexes, and small apartment buildings, small grocery stores, restaurants, warehouses, and trucking operations. The village area also contains San José's only yacht club and associated harbor.

The remaining larger area includes the developable properties on both sides of Gold Street, both sides of North First Street south of the George Mayne School, the Nortech Parkway area, and the large expanses of land east of Wilson Way. Existing land uses include the Summerset Mobilehome Park, research and development firms, Water Pollution Control Plant, landfills, and agricultural land.

The Alviso Marina County Park, Don Edwards San Francisco Bay National Wildlife Refuge, and Cargill salt ponds occupy most of the area in Alviso that is outside the Urban Service Area.

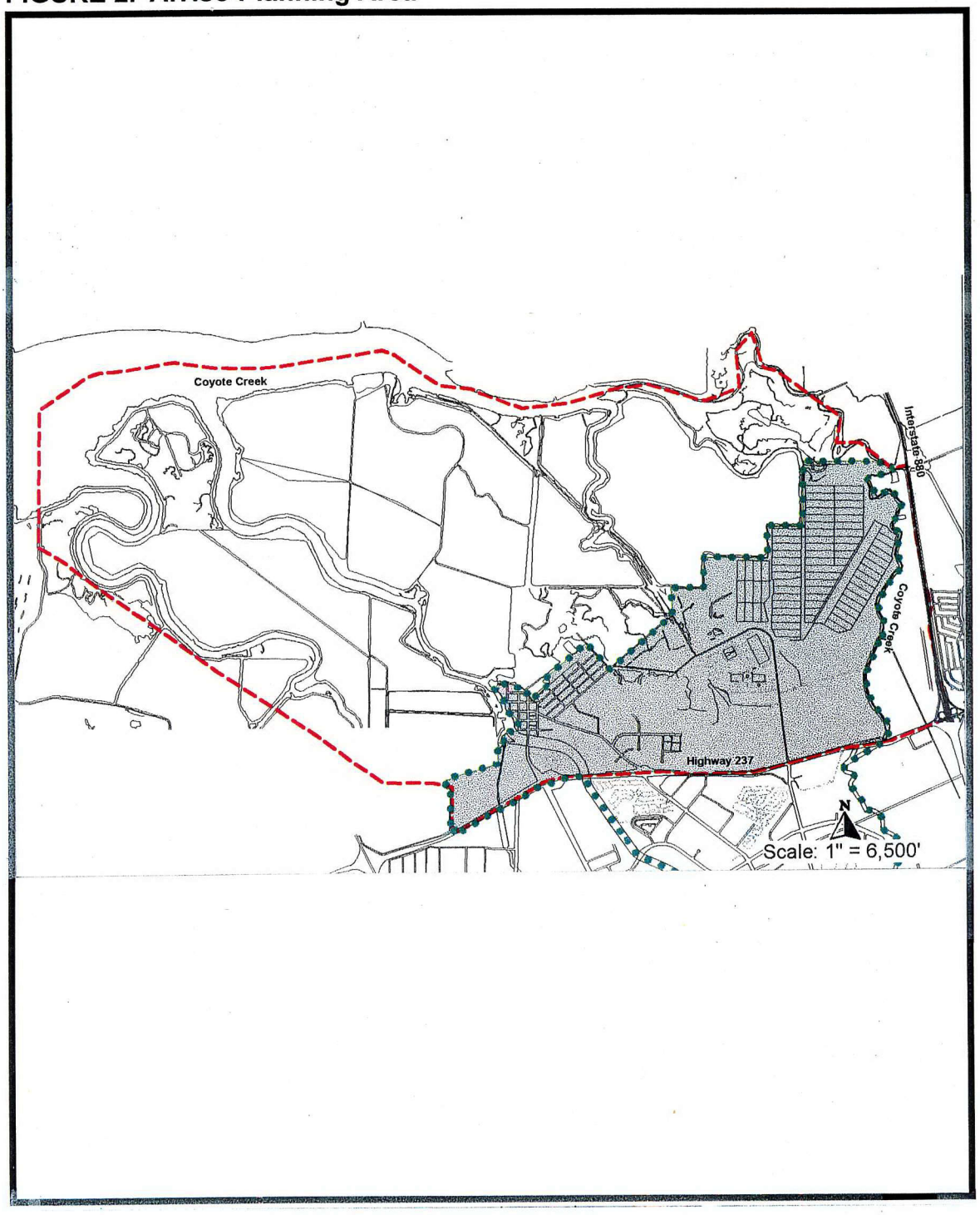
The purpose of the Plan is to protect and enhance the small town quality of Alviso by guiding appropriate new development, community facilities, infrastructure, and beautification. By establishing specific goals, policies, and implementation measures, the Plan attempts to resolve the issues of zoning and General Plan inconsistencies, incompatible land uses, insufficient services and facilities, flooding, hazardous materials, vegetation and wildlife, soils and geology, cultural resources, truck traffic, air quality, noise from airplanes, economic development, and code enforcement.

The Plan realizes that the full buildout of Alviso will take many years and that it may extend beyond the year 2020; however, it is important to set forth a vision now to avoid piecemeal development and to better respond to potential development pressure within the area.

Specifically, the Alviso Master Plan provides for:

- The retention of the residential neighborhoods located within the village and the opportunity for some new medium density residential uses.
- A mix of residential, commercial, and public uses within the historic core of the village.
- The continuation of light industrial uses north of State Street.
- Opportunities for new industrial parks and combined industrial/ commercial ventures near Highway 237.
- The continuation of the Water Pollution Control Plant, its associated activities and buffer lands.
- The continuation of landfill and resource recovery (recycling) activities east of the village.

FIGURE 2. Alviso Planning Area



Plan Area Boundary

Urban Service Area
(within the Plan Area)

- Opportunities for new community facilities, infrastructure improvements, and other community enhancements.

- An economic development strategy which includes implementation measures for strengthening existing businesses and providing opportunities for the new businesses in Alviso.

- An action plan for implementing the Alviso Master Plan.

SCOPE OF THE SPECIFIC PLAN

As a specific plan, the Alviso Master Plan establishes the location, intensity and character of land uses; the circulation pattern and necessary infrastructure improvements to support development; the location and configuration of parks and community facilities within the area; and the implementation actions required to realize the Plan's objectives. The Master Plan provides detailed policy direction, elaborating upon the *San José 2020 General Plan* which is the principle document governing long term growth and development within the City.

The Alviso Master Plan is incorporated into the *San José 2020 General Plan* as the Alviso Planned Community. The General Plan contains the major features of the Alviso Master Plan including a brief description of the overall intent, permitted land uses, and major policies.

The Alviso Master Plan is intended to be used in conjunction with the City's adopted plans and policies, including, but not limited to: *San José 2020 General Plan, Residential Design Guidelines, Commercial Design Guidelines, Industrial Design Guidelines, Riparian Corridor Policy Study*, and the *North San José Development Policy*.

An Environmental Impact Report was completed for the Alviso Master Plan in conformance with the California Environmental Quality Act (CEQA).

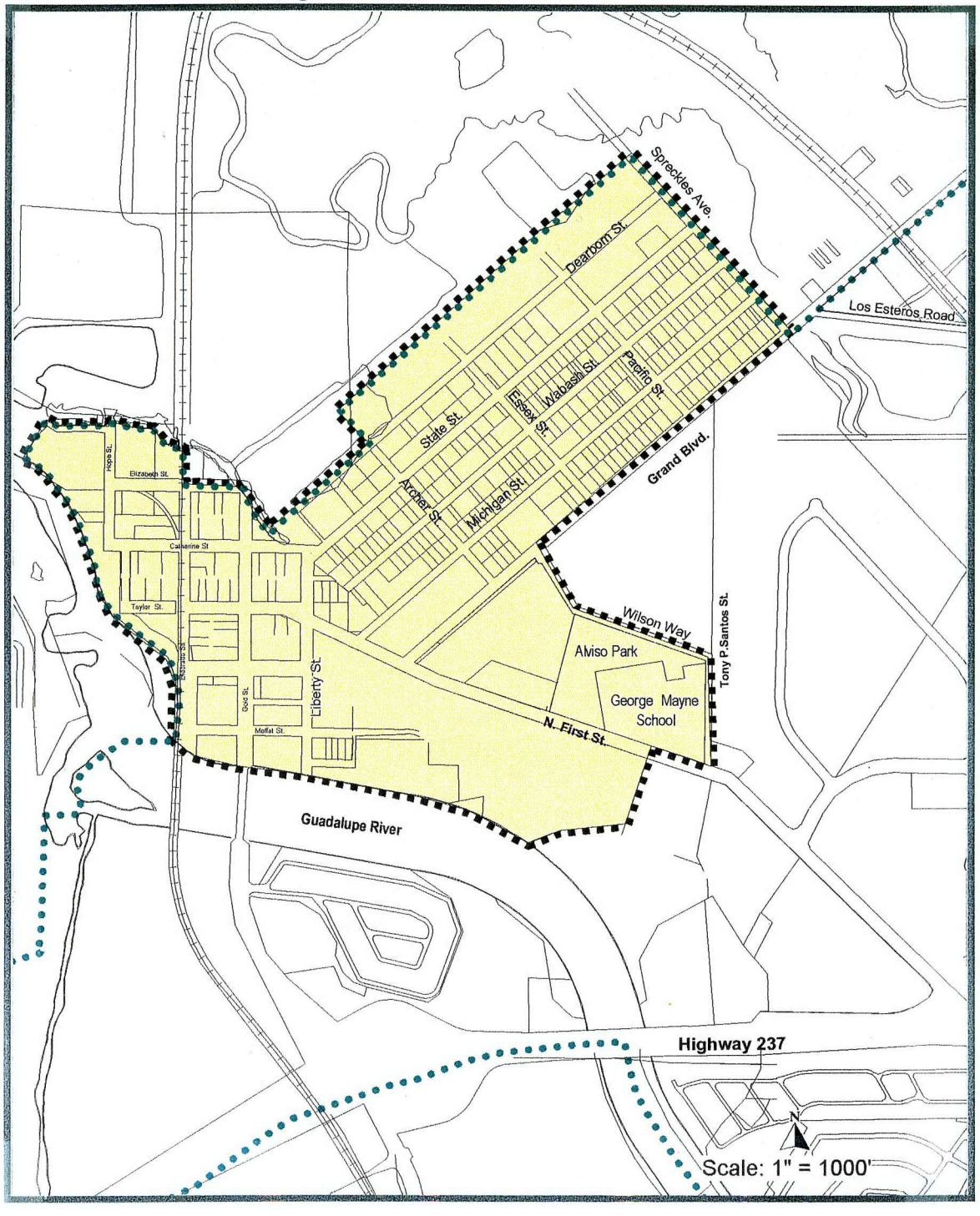
PLANNING APPROACH AND PROCESS

In June 1993, the City Council directed the preparation of the Alviso Master Plan and indicated that one of the Plan's objectives should be to improve the quality of life for Alviso residents while preserving the "small town flavor" of the area.

The planning process for the Alviso Master Plan was initiated in September 1993 when the City Council appointed a 24-member task force to assist in the preparation of the Master Plan. The task force, chaired by Vice Mayor Margie Fernandes, represented Alviso residents, property owners, renters, public and private interest groups, and community-based organizations. Beginning in October 1993, the task force held public meetings to consider the direction of the Master Plan. The larger Alviso community was invited to all task force meetings.

The task force began its work by reviewing and discussing background information concerning land use, community services and facilities, demographics, infrastructure, and

FIGURE 3. Alviso Village



Alviso Village Boundary

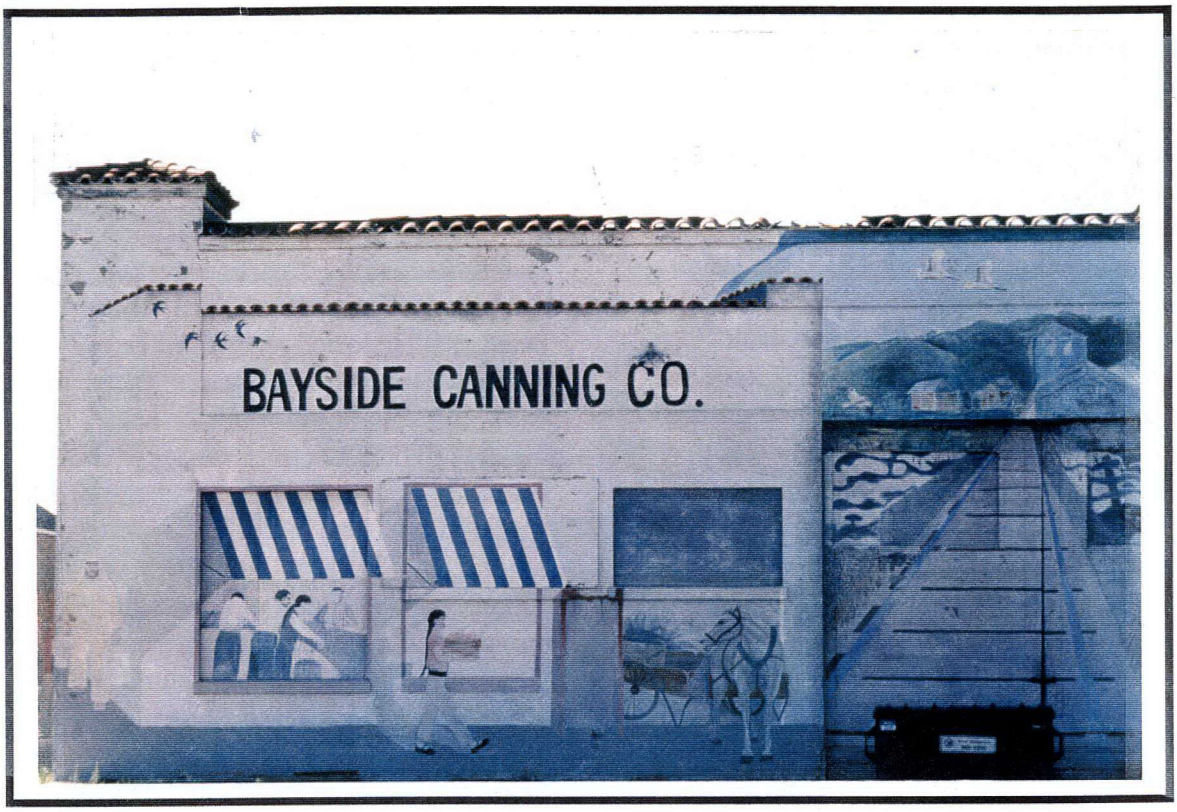
Urban Service Area Boundary

environmental issues. The task force was also briefed by various public agencies and City departments on flooding, the Bay Trail, the Don Edwards San Francisco Bay National Wildlife Refuge, animal services, and transportation facilities. The task force discussed desired community character and plan objectives while considering the environmental opportunities and constraints in the Alviso area. After evaluating various alternatives, the task force selected a preferred land use alternative which reflected its vision for keeping "the small town character of Alviso." Community meetings were held throughout the planning process to obtain additional input on the development of the Plan.

OBJECTIVES OF THE PLAN

The Alviso Master Plan is a comprehensive plan seeking to achieve several objectives:

- Retain the small town character, strong community identity, and neighborliness.
- Maintain the existing pattern of residential development.
- Allow for new development at, or at least compatible with, the scale and intensity of existing development within specific subareas.
- Provide adequate infrastructure and services.
- Provide economic development opportunities.
- Celebrate Alviso's history.
- Beautify Alviso.
- Preserve and protect Alviso's strong natural amenities, including the Guadalupe River, Coyote Creek, and baylands.



The Bayside Cannery Building is a City Historic Landmark and is located within a National Register Historic District.

HISTORIC CONTEXT

Alviso has a rich history. Originally called the Embarcadero de Santa Clara, the waterfront area of Alviso was developed along the Alviso Slough, at the mouth of the Guadalupe River in the San Francisco Bay. The Embarcadero allowed Spanish settlements of the 18th century a landing for the trade of products including cowhide and tallow. The community later earned its name from Ignacio Alviso who obtained a Mexican land grant for the site and its environs known as Rancho de los Esteros. He died in 1848.

The agricultural productivity of Alviso and the Santa Clara Valley created demand for both surface and water transportation to regional and world markets. Alviso, located 35 miles by water from San Francisco and seven miles from San Jose, was ideally situated as a shipping port. Established in 1840, the Port of Alviso was one of the oldest ports on the west coast of the United States. Products shipped during the 19th century included quicksilver from New Almaden, redwood from Los Gatos, and

produce and grain from Santa Clara Valley.

Alviso was surveyed in 1849, received a city charter in 1852, and was incorporated in 1856, making it one of the first California cities.

In 1849, the first passenger steamboat arrived at Alviso from San Francisco. Regular steamship service was established in 1850. In 1853, the largest steam flour mill in Santa Clara County was built in Alviso. Wharves, fruit evaporators, warehouses, hotels, taverns, stores, and residences flourished during the Gold Rush. In 1858, Guadalupe River access from Alviso to the Bay was enhanced by a channel through the Alviso Slough.

In 1864, the railroad line from San Francisco to San Jose opened and bypassed Alviso, leading to its rapid decline as a major port and a trade center. Shipping by rail was much less expensive than steamship. In 1869, the completion of the transcontinental railroad added to the Port's demise. Only some produce and people continued to travel by water between Alviso and San Francisco. In 1876, Southern Pacific completed its narrow gauge railroad through Alviso and revived the shipping center for local products.

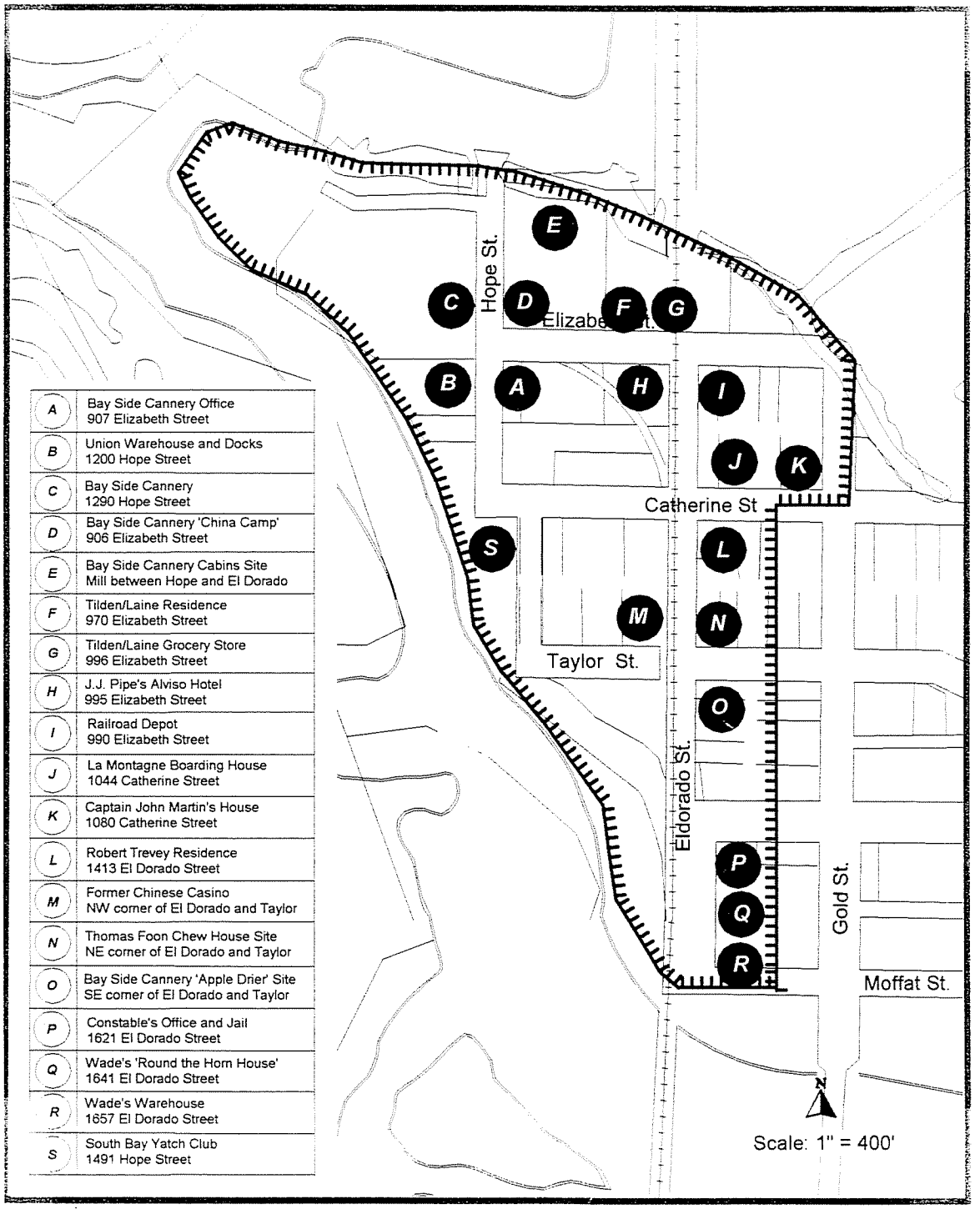
In 1890, the "New Chicago" subdivision carefully laid out 4,000 small lots in Alviso with streets named Dearborn, LaSalle, State, Michigan, Wabash, and others after important streets in Chicago. The majority of the lots were in marshland and never developed.

The Bayside Canning Company was established after the 1906 earthquake and became the third largest cannery in California. This company used revolutionary canning practices and employed hundreds of Chinese workers, many of whom lived in company-owned housing near the cannery. The company closed down in 1931 after the death of its owner, Thomas Chew.

Due to its historic significance, the western portion of the Alviso village is listed as a Historic District on the National Register of Historic Places and is a California Point of Historical Interest. The 60-acre Historic District is generally bounded by the Alviso Marina County Park, Guadalupe River/Alviso Slough, Moffat Street, and El Dorado Street. It contains eleven contributing structures and/or sites. Significant structures include Wade's Round the Horn House (1855), the Union Warehouse (1858), Tilden/Laine grocery store and residence (1860 and 1887), LaMontagne Boarding House (1870s), Alviso Railroad Depot (1904), Alviso Yacht Club (1905), and Bayside Cannery (1906) (see Figure 4).

During the late 1950s and into the 1960s, Alviso residents debated about consolidating with the adjacent City of San Jose. Consolidation proponents argued that the City of San Jose had the resources to pave streets and provide other infrastructure improvements to the community. Others were concerned that consolidation would destroy Alviso's unique charm. In 1968, Alviso residents voted by a narrow margin to consolidate with the City of San Jose.

FIGURE 4. Historic Resources



National Historic District Boundary

As San Jose's northernmost neighborhood, Alviso remains a small, concentrated community with a mix of residential and non-residential uses. During the last thirty years, Alviso has retained its unique "small town" character, seemingly isolated from surrounding Silicon Valley.

LAND USE AND TRANSPORTATION CONTEXT

Alviso is a unique community in the City of San Jose. Unlike other areas of the City, Alviso's physical separation on the north side of Route 237 and its direct proximity to the San Francisco Bay makes it seem more like a small town rather than a part of the third largest city in California.

The Alviso community is made up of a wide variety of different land uses that includes residential, commercial and industrial development (see Figure 5). These different uses are interspersed throughout Alviso, which in part, gives Alviso its unique character.

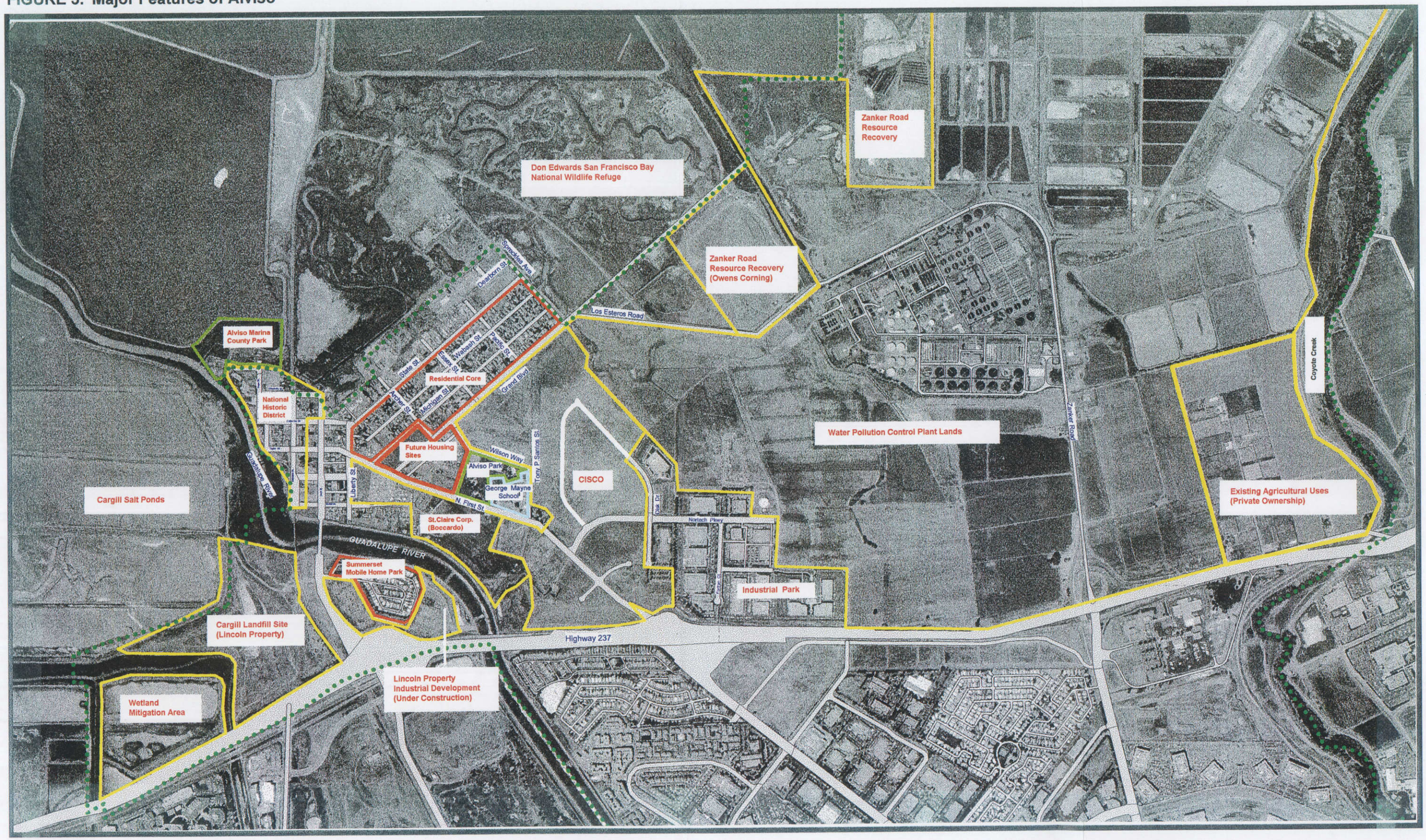
Along with an intermingling of uses is a sense of place that is unlike any other. Alviso has a strong sense of history and of the natural environment. Alviso is connected to its heritage by the presence of historic structures described above. The Don Edwards San Francisco Bay National Wildlife Refuge is adjacent to the developed areas of the community. This Refuge consists primarily of marshlands, salt ponds, and open water. The U.S. Fish and Wildlife Service operates an environmental education center, located at the end of Grand Boulevard near Artesian Slough.

Because of its location at the Bay's edge on naturally occurring flat marshlands, the views to the Bay and distant hills are generally unobstructed by typical urban development. The structures in Alviso are typically not more than two stories tall and there are vast areas that are currently, open agricultural lands.

There are three main roadways into Alviso; Gold Street, North First Street and Zanker Road/ Los Esteros Road. Gold Street is the westernmost entry to Alviso. Entering Alviso on Gold Street, there is the former Cargill Landfill, miscellaneous industrial storage uses, vacant land, and the Summerset Mobile Home Park. Over the Guadalupe River bridge, Gold Street arrives to the heart of the historic part of Alviso where there are restaurants, some office uses, a few single-family houses, one industrial business, historic buildings, the Alviso Marina County Park, post office, health clinic, fire station, community center, library, and scattered vacant lots.

North First Street links the Alviso village with the modest amount of high technology development currently found along the north side of Highway 237 within the Alviso Planning Area. North First Street then continues south of Highway 237 and connects Alviso with the high technology industrial parks of North San Jose.

FIGURE 5. Major Features of Alviso



First Street provides the most central access to and from the businesses and residences of the "village" of Alviso. Large tracts of vacant land also exist at the intersection of 237 and First Street, and north of Nortech Parkway. Proceeding north on First Street, there is a golf driving range, the George Mayne Elementary School, the Alviso Park, the construction site of the new library and community center building, restaurants, small grocery stores, a predominantly single-family neighborhood, and light industrial uses, including outdoor storage, truck maintenance facilities, and other industrial businesses. Vacant parcels of various sizes are distributed throughout the area.

Zanker Road provides the easternmost access to Alviso. Similar to North First Street, Zanker also connects Alviso to the industrial parks of North San Jose. North of Route 237, Zanker Road travels through agricultural fields to the San Jose/Santa Clara Water Pollution Control Plant, South Bay Water Recycling facility, and two landfill and recycling facilities. Most of these agricultural fields are buffer lands and future expansion areas for the Treatment Plant. Zanker Road becomes Los Esteros Road and then Grand Boulevard which is the southern edge of the residential neighborhood located near North First Street.

At the time of Alviso's consolidation with San Jose in 1968, Alviso properties were given San Jose General Plan land use designations and zoning districts that most closely matched the respective designations and districts in the City of Alviso. In 1970, the San Jose City Council adopted an Urban Development Policy which identified appropriate areas of the City for urban development. The already built portions of Alviso were identified as "urban." In 1974, an Urban Service Area boundary was defined and generally followed the developed areas of Alviso. The Urban Service Area is the area where services and facilities are generally available, and where urban development should be located.

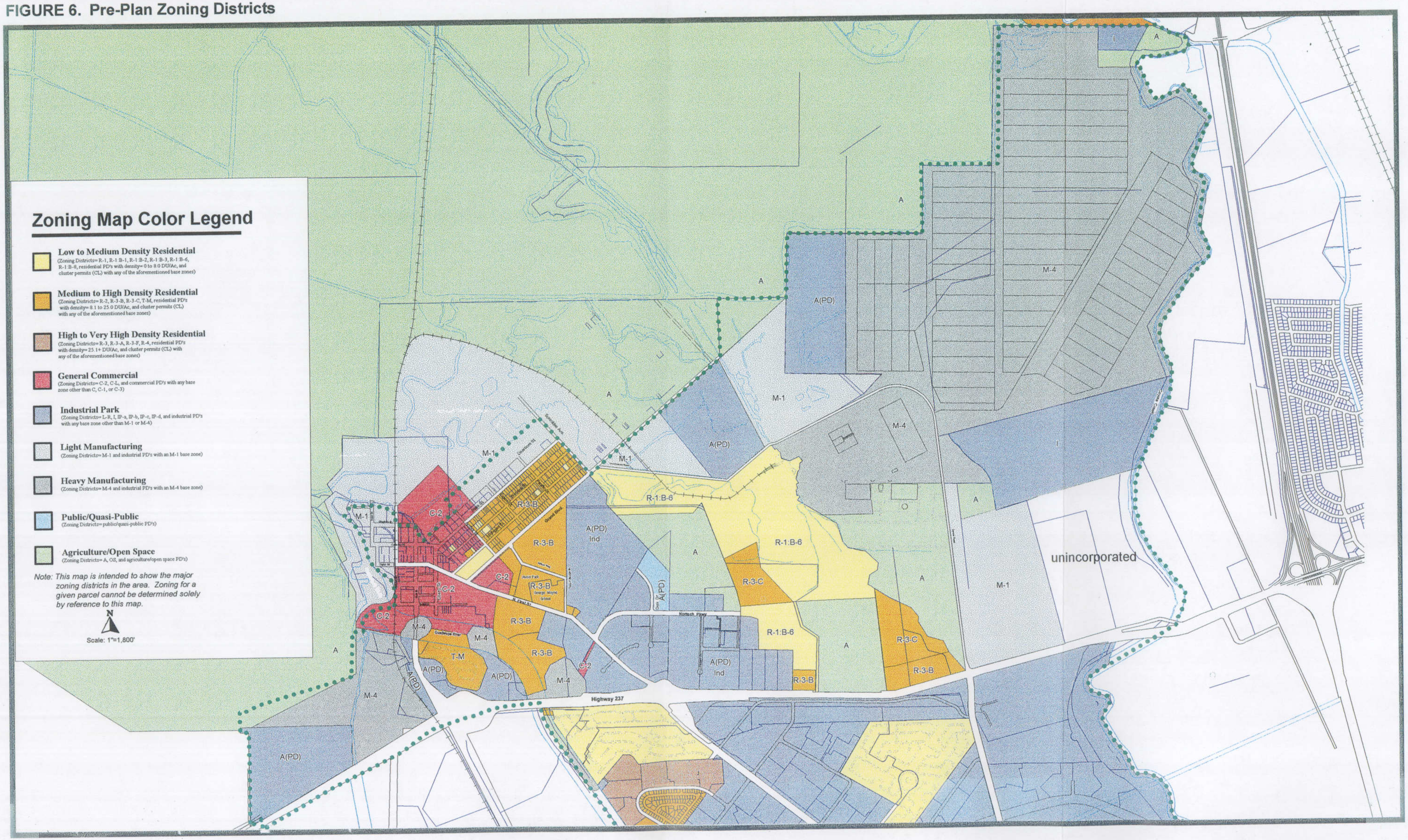
Today, some of the land uses in Alviso do not conform to the current zoning districts (see Figure 6). These discrepancies partially motivated the preparation of the Alviso Master Plan. The Plan sets clear direction for future land use development within the Alviso community.

Just beyond the developed portion of Alviso and outside of the Urban Service Area boundary are the Don Edwards San Francisco Bay National Wildlife Refuge, Cargill Salt's salt ponds, and BFI's Newby Island landfill and recyclery.

All of Alviso's streets are two lanes and most of them are in a grid pattern. Many of the streets in the historic western portion of Alviso lack curbs, gutters, sidewalks, street lights, street trees, or some combination thereof. The City typically requires the installation of these street improvements at the time of development but without a lot of development activity, these streets have not been fully improved.

With the exception of the freeway on-ramps to Route 237, there are no traffic signals in Alviso. Stop signs provide the primary traffic control of key intersections.

FIGURE 6. Pre-Plan Zoning Districts



The Valley Transportation Authority operates one bus route through Alviso which connects to adjacent cities, other bus routes, the light rail system, and to BART in Fremont via bus transfer.

Southern Pacific Railroad tracks run parallel and just to the west of Gold Street. These tracks support both Amtrak passenger and Southern Pacific freight trains. Passenger trains typically run daily between 6:30 a.m. and 9:30 p.m. (Amtrak Capitol Corridor and the Starlight Express). Freight trains run daily without specified hours of operation. A spur track through the New Chicago Marsh enters the Water Pollution Control Plant to facilitate the delivery of supplies. There are no passenger train stations in Alviso.

In the entire Alviso planning area, there are approximately 550 property owners with holdings ranging in size from a fraction of an acre to over 2,700 acres. The largest holdings are outside of the Urban Service Area: Cargill Salt and the United States Fish and Wildlife Service (Wildlife Refuge). Within the Urban Service Area, property owners with more than 50 acres are the City of San Jose, Cisco, Owens Corning, Zanker Road Resource Management, Elizabeth Smith, and Tuck Lin, et al.

DEMOGRAPHICS

Alviso contains a small but distinct portion of San Jose's population. A review of the 1990 U.S. Census information describes the general demographic characteristics of the Alviso area. Although some or all of these characteristics have probably changed since 1990, the relative trends and proportions still provide a general overview of population and housing attributes of Alviso compared with the overall City characteristics. In 1990, Alviso's relatively small population of 2,195 accounted for 0.28% of San Jose's population.

Whereas Alviso's population grew 21% from 1980 to 1990, the number of occupied housing units decreased. In 1990, Alviso's population reached 2,195, up 21% from 1,819 in 1980. In the same period, the number of occupied dwelling units decreased from 561 to 552. The vacancy rate of 4.5% was slightly higher than San Jose's rate of 3.5%.

Alviso had more people per household than San Jose as a whole. In 1990, Alviso's housing was more crowded than housing citywide, with 3.82 person per household, compared to 3.08 in San Jose.

Alviso had a high proportion of children. In 1990, 34% of Alviso residents were 15 years of age or younger, compared to 24% for San Jose.

Incomes in Alviso were lower than in San Jose as a whole. In 1989, the per capita income in Alviso was $8,973, a little more than half the per capita income for San Jose as a whole ($16,905). Median household income in Alviso was $33,859, compared to $46,206 in San Jose.

According to the 1990 Census, 15.8% of people in Alviso live beneath the poverty level, compared to 9.3% in San Jose and 7.3% within Santa Clara County.

Alviso's poverty rate increased more than 100% between 1980 and 1990. During

that same period, it increased 50% for San Jose.

Alviso had a relatively high proportion of renters. In 1990, renter-occupied units accounted for 51% of all units in Alviso, up from 47% in 1980. In San Jose, only 39% of all units were rentals, up from 37% in 1980. About 50% of all housing units in Alviso were attached, compared to about 37% in San Jose.

Rents and housing values were relatively low in Alviso. In 1990, the median gross rent in Alviso was $589, compared to $755 for San Jose. The median value of for-sale housing was $166,300 in Alviso, compared to $257,500 citywide.

Alviso residents spend more of their income on housing than spent by residents of San Jose. Whereas the median monthly owner costs (for mortgaged properties) were 26% of 1989 household income in San Jose, they were 33% in Alviso. Similarly, whereas 46% of San Jose renter households pay 30% or more of their monthly household income for rent, 52% of Alviso renters pay 30% or more on rent.

Housing in Alviso tends to be older. Eighty-three percent of Alviso's housing stock was built before 1980. Of those units, 44% were built in the decade of the 1970s.

Hispanics accounted for nearly three-quarters of Alviso's total population. In 1990, Hispanics made up 26% of the total population in San Jose and Hispanics comprised 71% of the Alviso population. Almost all Hispanics in Alviso were of Mexican origin. Within Alviso, Spanish was the primary language spoken in 61% of the homes, and English was the primary language in 37.2% of homes.

ENVIRONMENTAL CONTEXT

Flooding Conditions

Alviso has relatively flat topography and is located in the natural floodplains of two major freshwater watercourses, the Coyote Creek and the Guadalupe River. The Coyote Creek drains from the mountains of the Diablo Range south east of Alviso and then flows generally north to the San Francisco Bay. The Guadalupe River drains from the Santa Cruz Mountains south west of Alviso and flows generally north toward the San Francisco Bay. In addition, much of Alviso is located within the tidal lands of the San Francisco Bay, making it also vulnerable to tidal flooding.

These naturally occurring flood hazards were exacerbated by extensive groundwater pumping for agricultural and urban uses between 1934 and 1967. The groundwater pumping resulted in land subsidence of up to six feet in Alviso. For example, the historic area of Alviso was once above the banks of the Guadalupe River. After subsidence, the river banks are substantially higher than ground elevations. Today's land elevations in Alviso range from one foot below sea level to 15 feet above sea level.

Much of the Alviso Master Plan area has been affected by flooding from the Guadalupe River and the Coyote Creek, and from tidal flows from the San Francisco Bay. Floods of various intensity and frequency have occurred throughout the area's history. The most

recent flooding event occurred in April 1983 after an extremely wet (El Nino) winter. A spring storm resulted in a spill over from the Anderson Reservoir. This water flowed into the Coyote Creek and broke its banks in North San Jose, resulting in overland flow of water from North San Jose to Alviso. Thousands of residents in Alviso and North San Jose were forced to evacuate and every structure in Alviso was affected in some way by the inundation of water.

Both the Guadalupe River and Coyote Creek have recently been improved to 100 year flood protection standards for the reaches north of Route 237. These improvements have significantly reduced Alviso's vulnerability to freshwater flooding. There are a number of improvement projects proposed, pending or underway along upstream segments of both the Guadalupe River and the Coyote Creek. Each improvement project is intended to provide 100 year flood protection for that segment of the waterway. Once these flood improvements are completed, there will be an even lower potential for flooding in Alviso from these two sources.

The U.S. Army Corps of Engineers investigated the possibility of providing tidal flood protection to the communities along the south end of the San Francisco Bay. These studies found that such flood protection would be financially infeasible. As a result, tidal flooding remains a potential concern in Alviso.

Development in Alviso and other flood prone areas are governed by the City of San Jose's Flood Hazard Area Ordinance. The ordinance requires that all new construction or substantial remodeling of existing structures must have first floor elevations above the existing 100 year flood elevation. In Alviso, the finished first floor elevations should be approximately ten feet above sea level. For example, new single-family homes in Alviso typically have a garage on the ground floor and living areas on the second floor.

In addition, the City requires new development in North San Jose and Alviso to allow potential flood flows from the Guadalupe River and the Coyote Creek to cross parking lots and landscaped areas. No more than fifty percent of a site can be covered in buildings in order to facilitate flood drainage.

Stormwater drainage in Alviso is accomplished by overland flow and storm drains. Much of the storm drain system in Alviso can handle a three-year storm event. The City of San Jose is conducting a study of storm drainage needs in Alviso which will identify potential improvements to storm drainage.

Cultural Resources

Alviso has many cultural resources as discussed under the Historic Context section at the beginning of this chapter. These include artifacts and remnants from Native American populations, Spanish and Mexican settlements, and more recent historical activities involving people from a variety of ethnic backgrounds (i.e., Chinese, Japanese, Portuguese, and others). The preservation and promotion of these resources and sites present an unique opportunity for the Alviso community. This opportunity also presents a

challenge because of the physical deterioration of the remaining structures.

Geology and Soils

Alviso contains soil conditions that are potentially hazardous to infrastructure and buildings including high groundwater levels, Bay Mud, expansive soils, undocumented fill, and alluvial deposits with loose to medium dense sands. Alviso is also located in the seismically active San Francisco Bay Area requiring construction to withstand ground shaking, earthquake-induced liquefaction, lateral spreading, and settlement.

High groundwater levels are found near the Guadalupe River and Coyote Creek, wetlands, and low-lying areas. Groundwater can damage structures below grade unless they are water-tight and can resist buoyant forces. Another solution is to provide permanent subsurface drainage for such structures.

Bay Mud is a weak soil and extends into the northern portion of the Urban Service Area in Alviso. Where the thickness of the Bay Mud is variable, differential settlement of engineered fill may occur resulting in damage to structures.

Expansive soils can experience significant changes in volume over time which could damage foundations, streets, and other permanent structures. Expansive soils are found throughout Alviso, including the central neighborhood, Treatment Plant buffer lands, and Nortech Parkway area.

Development on undocumented fill can also result in differential settlement and/ or the release of flammable methane or other landfill gases. Undocumented fill occurs on individual sites throughout Alviso. Many of these sites are known, but there is a high probability that additional sites exist and have not yet been formally identified.

Alluvial deposits with medium dense sands occur along portions of the Coyote Creek. Alluvial deposits are of moderate strength and compressibility. Heavier structures may require deeper foundations.

Vegetation and Wildlife

Much of the Alviso within the Urban Service Area has been developed, farmed, or otherwise altered from its original natural state. The existing habitats are scattered seasonal wetlands, constructed wetlands, diked salt marshes, brackish marsh, non-native grasslands, agricultural fields, riparian areas along the Coyote Creek, and aquatic conditions found in the San Tomas Creek, Guadalupe River, and Coyote Creek.

Alviso has an abundance of plant and animal life. Some of these species are listed under Federal or State endangered species laws and are known as "species of special status." Most of these "species of special status" are either locally abundant, have alternative habitats, or only occasionally use the Alviso area. For example, the California Clapper Rail (Rallus longirostris obsoletus) is a Federal and State endangered species, but it only occasionally uses the Guadalupe River marshes within the Alviso area. There are two species, however, that may be negatively affected by future development in Alviso: the Salt Marsh Harvest Mouse

(Reithrodontomys raviventris) and the Burrowing Owl (Speotyto cunicularia).

The Salt Marsh Harvest Mouse is a federally listed Endangered Species and a California Protected Endangered Species. The mouse is found only in saline emergent wetlands of San Francisco Bay and its tributaries. The Salt Marsh Harvest Mouse occurs primarily in diked wetlands and marsh lands where pickleweed is present. In Alviso, the mouse is found in the New Chicago Marsh and other diked salt marshes in the vicinity.

Burrowing Owls are listed federally in the Migratory Bird Treaty Act and is a State Species of Special Concern. Breeding pairs and single Burrowing Owls are known to occur within agricultural and grassland habitats in Alviso. These owls are small, terrestrial animals that favor flat, open grasslands preferably lacking trees or shrubs. The owls are often found in close association with California ground squirrels because the owls use abandoned squirrel burrows for shelter and nesting. The Burrowing Owl forages primarily between dusk and dawn for insects and small rodents.

Hazardous Materials

Many existing and past land uses in Alviso may have involved the use, storage, disposal, or handling of hazardous materials. Such land uses include auto and boat repair and painting, trucking operations, metal working, railway lines, agriculture, landfills, and the operation of the Water Pollution Control Plant. There are a number of documented contaminated sites that have involved spills, underground fuel tank leaks, ground water contamination, contamination from past and present landfill operations, or unregulated dumping. Many of these contaminated sites are located in the westerly part of Alviso.

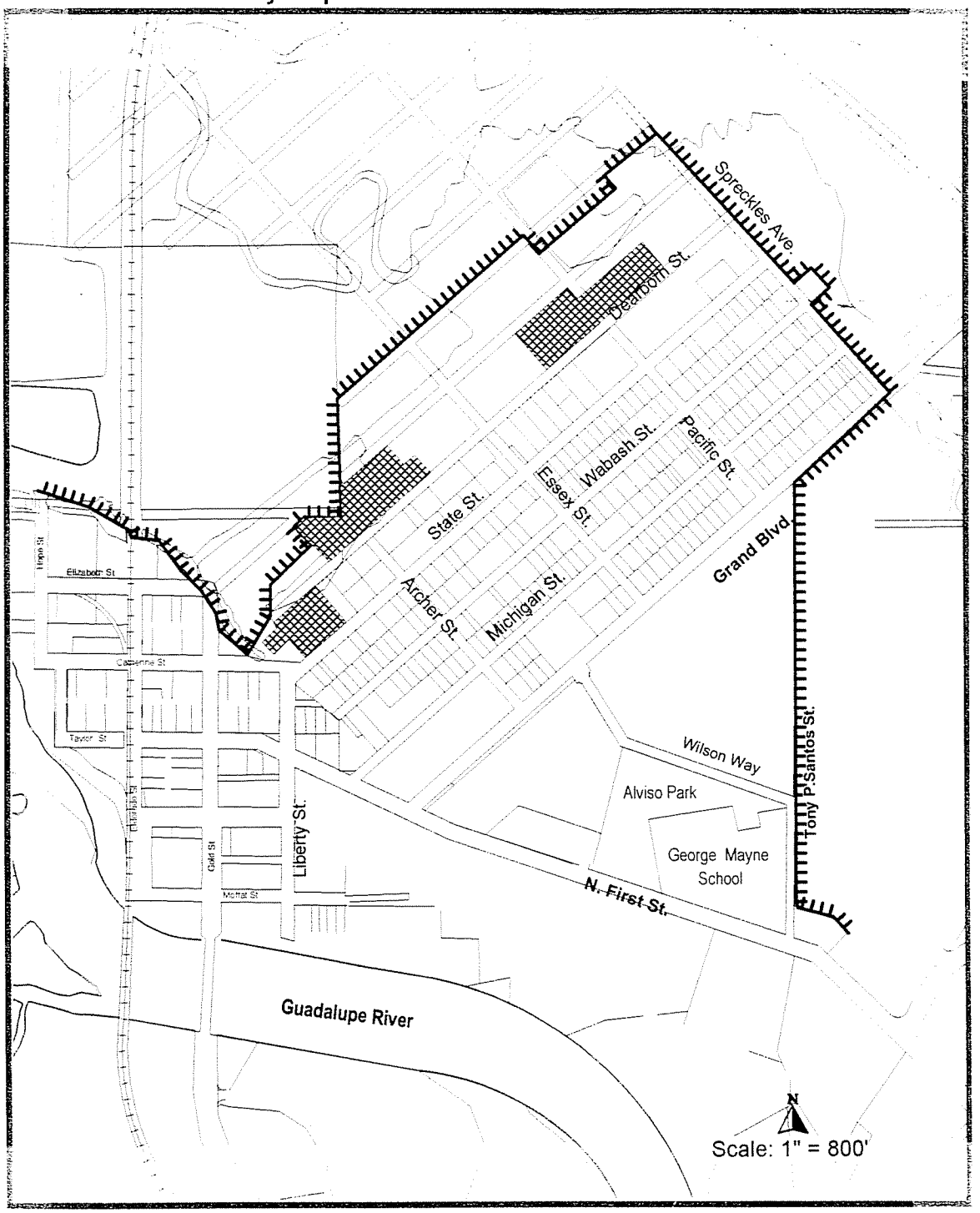
A portion of the Master Plan area is located within the South Bay Asbestos "Superfund" Area as listed by the Environmental Protection Agency (EPA). Two forms of asbestos were found in Alviso: construction and demolition debris that have been deposited in unregulated dumpsites and naturally occurring asbestos soil used to construct a ring levee around the "village" after the 1983 flood. Other areas of the community also had localized occurrences of asbestos (see Figure 7).

EPA has required the paving of truck maintenance yards and other industrial areas to minimize the potential hazards of the asbestos found in older fill materials. In the mid-1990's, the ring levee was removed and reconstructed of clean soil. In 1997, the levee was removed entirely after the completion of a set of flood control improvements along the Coyote Creek. Today, most of the asbestos problem has been resolved in Alviso although it remains designated a Superfund site.

Noise

Alviso has relatively low noise levels although there are specific noise sources that can disturb the community: traffic from Route 237, industrial operations in Alviso, railroad cars, and aircraft from San Jose International Airport.

FIGURE 7. South Bay Superfund Issues



Paved Truckyards

Ring Levee

MARKET OVERVIEW

Bay Area Economics prepared a market analysis to provide a basis for land use and development recommendations for the Alviso Master Plan. The report, which is available at the Planning Services Division, analyzes the residential, commercial and industrial markets in Alviso. The key findings are discussed below.

Commercial

Alviso residents have a strong desire for a retail shopping center with a grocery store, drug store, gasoline service station, and other typical services. The preferred location for this type of shopping center is at North First Street and Route 237; however, market studies indicate that there is not enough of a consumer base in and around Alviso to sustain such a retail center. Alviso's population of approximately 2,200 and the population within a one to two mile radius around Highway 237/North First Street does not provide sufficient densities necessary to support a conventional grocery store/ retail center. The nearest major shopping center is the McCarthy Ranch shopping center, just across the Coyote Creek in Milpitas. McCarthy Ranch draws consumers from a wide area including Alviso. Additionally, oil companies may not be interested in locating a gasoline service station at the North First Street/ Route 237 area because the demand may not be great enough to meet the minimum sales needs of many oil companies.

There may be better opportunities for retail infill in central Alviso. Infill opportunities for small retail specialty stores would depend on the ability to attract more people into Alviso possibly to enjoy some of Alviso's amenities like the Wildlife Refuge or the Historic District. Increased activities in Alviso would benefit the existing commercial businesses as well. A community-owned grocery store, run by residents of Alviso may also be an option. Strong community support would be a critical factor in determining the success of such a business undertaking.

Residential

The residential market in North San Jose, Milpitas, Santa Clara, and Sunnyvale is relatively strong. New units range in type from single-family detached units at densities of approximately six to seven units per acre to multi-family at higher densities. The new housing supply is primarily targeted toward market rate housing for professional singles and couples at relatively high prices.

The housing stock in Alviso consists predominantly of older single-family houses and duplexes on small parcels, most of which are used as rental property rather than being occupied by the owner. Recent residential construction in Alviso has occurred on an individual, parcel by parcel basis. Habitat for Humanity has been responsible for virtually all of the new housing occurring in Alviso in the last decade.

One of the considerations that constrain residential construction in Alviso is the requirement to meet the City's Flood Hazard Area Ordinance. Construction costs are approximately 30% higher because of the need to raise living areas

above the established flood levels (approximately 9 feet).

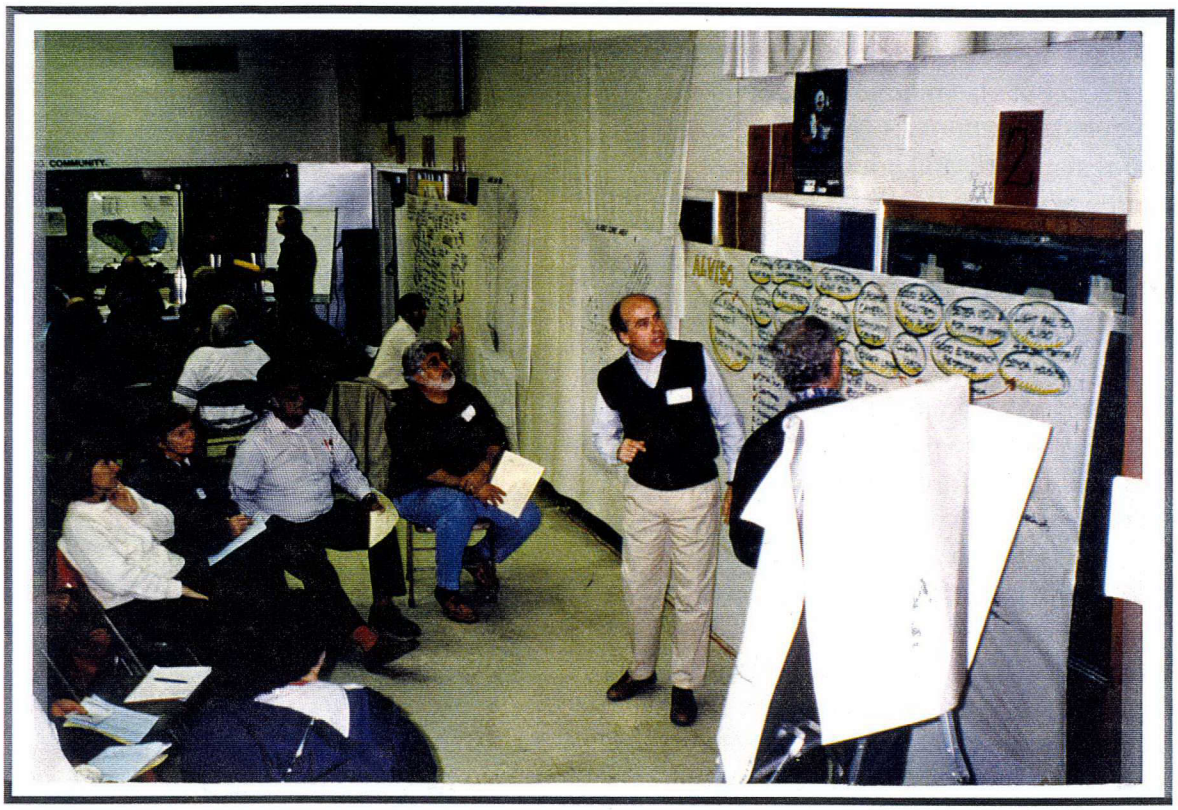
Alviso residents prefer that any new housing be affordable to moderate or higher income households in order to balance the existing low income housing stock. New housing should target families and other household types that would enjoy Alviso's cultural and natural amenities, including its small town character.

Industrial

There are three main industrial areas in Alviso. The first is the industrial business park near Nortech Parkway and North First Street, consisting mostly of research and development and office uses. This North First Street corridor in Alviso appears to be the most promising area for industrial/business office development in Alviso. The street improvements at North First Street and Highway 237 have prompted a continuing trend of business movement to the north side of 237 along North First Street and the Nortech Parkway area. This opportunity and trend is expected to continue particularly in a strong economy.

The second industrial area is in central Alviso along the north side of State Street. The uses concentrated in this second area are a mix of industrial supply services, metal working, equipment manufacturing, trucking companies, warehouses, marina and boat storage, and other open storage businesses. Relatively low land prices continue to attract businesses to this area.

The third industrial area is near Gold Street and Route 237 which contains a mix of light industrial and open storage uses. The Lincoln Property Company has recently rezoned land on both sides of Gold Street to allow research and development office space on the east side of Gold Street and a mix of light industrial, commercial, and restaurant uses on the west side of Gold street.



Alviso Community Vision Workshop

DEVELOPING A VISION

The vision for Alviso's future encompasses the objectives, goals, issues of concern, and sentiments of the task force and the larger community. Much of the input for the vision was obtained at an innovative community workshop led by Planning staff and community involvement consultants Moore Iacofano Goltsman, Inc. (MIG) in November 1994. The core of the workshop involved small group discussions of three questions:

1. What do you like about Alviso?
2. What don't you like?
3. What do you want to keep, change, or add to the community?

All of the small group discussions resulted in similar characterizations of Alviso and common thoughts for its future. In summary, the community liked Alviso's "small town" atmosphere and wanted to maintain this neighborly character in its future.

In addition to the November workshop, Planning and MIG staff also obtained input from third, fourth, and fifth graders at the George Mayne Elementary School in Alviso. The children not only reinforced the adults' interest in maintaining the "neighborly character" of Alviso but also mentioned their desire for more recreation opportunities, fast food restaurants, and housing for low income people.

THE VISION FOR THE ALVISO MASTER PLAN

The task force adopted its vision for Alviso at its December 1994 meeting. This vision sets forth the direction of the Alviso Master Plan.

Overall Character

In thirty years, Alviso should be, in many ways, the same as it is today. The area should retain its small town character, close to but relatively isolated from the major urban development of San Jose, and other cities. Alviso should remain an area of relative calm, respecting its natural setting near the San Francisco Bay, Guadalupe River, Coyote Creek, sloughs, open space, and agricultural land. Its bayside character gives the Alviso village the look and feel of a seaside community. Alviso should not come to look like the rest of San Jose.

Other items which give Alviso its sense of place include the existing pattern of residential development, its history, institutions, and strong community identity and "neighborliness." By enhancing the many positive attributes of the community and by resolving a variety of issues, Alviso's image should improve.

New Development

Residential development within the Alviso village area should consist primarily of small scale, single-family detached housing which follows the existing lot patterns and allows for the individual design and construction of new houses. New housing should be built primarily on an infill basis, and at most, a few units at a time. Senior housing and middle income housing opportunities should be fostered.

Other development in the village should consist of commercial, retail, or civic/ public uses at a modest scale, compatible with existing development. Such development could include the reuse of existing buildings or construction on the vacant lots within the village.

To the extent feasible, historic buildings should be rehabilitated and used for a variety of activities. For example, the Bayside Cannery building should be seriously considered as a possible community center, offering a variety of programs for youth, seniors, families, etc.

Larger scale development should be considered only outside of the Alviso village, on properties closer to Route 237. An example is the possibility of a neighborhood-serving shopping center containing a supermarket, pharmacy, bank, gas station, and other typical neighborhood uses. A market study conducted for the Plan examined these possibilities, and the findings are contained in the previous chapter under "Market Overview."

Economic development should create job and business opportunities for Alviso residents, property owners, and business owners. These opportunities should be consistent with the scale of development discussed above.

Infrastructure

The infrastructure of Alviso should be adequate to meet the needs of the community. This includes completing street improvements, resolving storm drainage and flood prevention issues, and maintaining sanitary sewer facilities.

Services

Existing services, such as postal, library, and fire, need to be improved and enhanced such that they remain permanent institutions in Alviso and will not be vulnerable to the possible threat of removal. Other services, such as code enforcement, recreation, youth and senior programs, transit, and others, need to be greatly enhanced and targeted to the specific needs of the Alviso community.

Toxics

Alviso should be removed from the Superfund List. Specific toxic sites should be cleaned up and regulated as needed by appropriate agencies.

Beautification

All entries into Alviso (i.e., Gold Street, First Street, and Zanker Road) need to be attractively landscaped and maintained. Throughout the community, weeds need to be controlled, junk needs to be removed, and trees need to be planted.

The history of the area should be celebrated in many different ways. In addition to historic building restoration and reuse, historic plaques and signage should be installed throughout Alviso to commemorate important structures or events of the community's past.

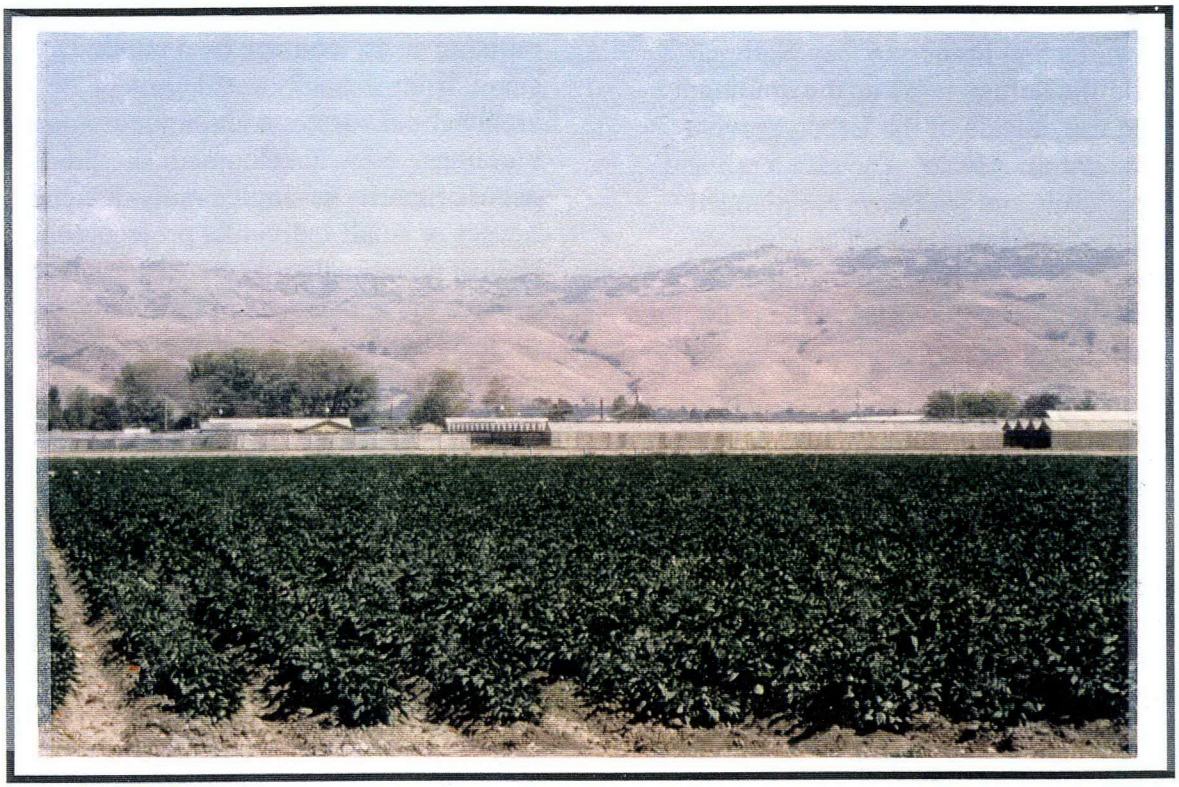
PRINCIPLES FOR DETERMINING APPROPRIATE LAND USES IN THE ALVISO PLANNING AREA

Based on the vision, the task force developed a set of principles to guide the selection of appropriate land uses for the Alviso Master Plan.

1. New and existing land uses should be carefully integrated throughout the Alviso planning area.
2. New land uses should provide needed facilities and services that would complement the existing community.
3. New land uses should not overwhelm, overpower, or reduce the "neighborly" character of the existing community. New land uses should generally reflect or build on the existing scale and character of the community.
4. New land uses should be used to "knit together" the existing diverse land use activities in Alviso. New land uses should be of an appropriate type, size, and scale and located to connect the existing activities in a friendly, logical, and cohesive manner.
5. Particular care should be taken that new land uses near the existing residential neighborhood, the George

Mayne Elementary School, and the Summerset Mobile Home Park should be compatible with those community elements in terms of scale, security, level of activity, and type of activity.

6. New land uses should respect and enhance, not conflict with nor diminish, the historic character of Alviso, particularly in the western grid.
7. Not all locations in Alviso are appropriate for industrial uses or large scale commercial uses (e.g., neighborhood-serving shopping centers).
8. Land uses of large size, scale, and intensity could be considered for the lands outside of the village area and closer to First Street and Route 237.
9. New land uses should respect and complement the natural setting, marshlands, waterways, trails, and other amenities of Alviso.
10. Undeveloped lands that are part of the Water Pollution Control Plant buffer lands should contain Plant-related, public land uses which effectively separates Plant activities from private, urban uses.



Agricultural uses exist on the Water Pollution Control Plant buffer lands.

The Land Use Plan for the Alviso Master Plan (see Figure 8) establishes the type and distribution of all land uses in Alviso. The Land Use Plan expresses the overall vision of Alviso as a community with a small town character. Opportunities exist for a modest amount of new housing and a significant amount of job-generating uses while preserving historic resources, expanding neighborhood amenities, conserving natural features, and providing services to Alviso residents and the broader community of the South Bay.

The intent of the Alviso Master Plan is to guide the enhancement and beautification of the community while retaining its small town character. Toward that end, the Plan protects the existing neighborhoods while allowing new housing of a similar character on an infill basis. The Plan also encourages the preservation of the historic western portion of Alviso with a mix of civic, commercial, and residential uses. Industrial Park activities would expand in the vicinity of North First Street and Nortech Parkway. Other industrial activities would continue north of State Street, at the south end of Gold Street, and to a limited extent just west of Coyote Creek.

Existing public parks and open spaces would remain with opportunities for expansion of the Alviso Marina County Park and the provision of a new library and community center at the Alviso Park near George Mayne School. The Don Edwards San Francisco Bay National Wildlife Refuge remains the dominant land use outside of the Urban Service Area within Alviso. The Bay Trail and other trails and pathways are planned within the Alviso area. The Plan maintains landfill, recycling, and water treatment plant activities in the planning area.

LAND USE DESIGNATIONS

The land use designations are described below, each providing general direction regarding appropriate land uses and development intensity to achieve the vision for the Alviso Master Plan. The land use designations of the Alviso Master Plan are based on the land use designations found in the San Jose 2020 General Plan and have been tailored as needed to the Alviso area. The form, scale, and character of future development within these designations is more specifically guided by the land use policies and design guidelines described later in this chapter.

The land use designations for the Alviso Master Plan are:

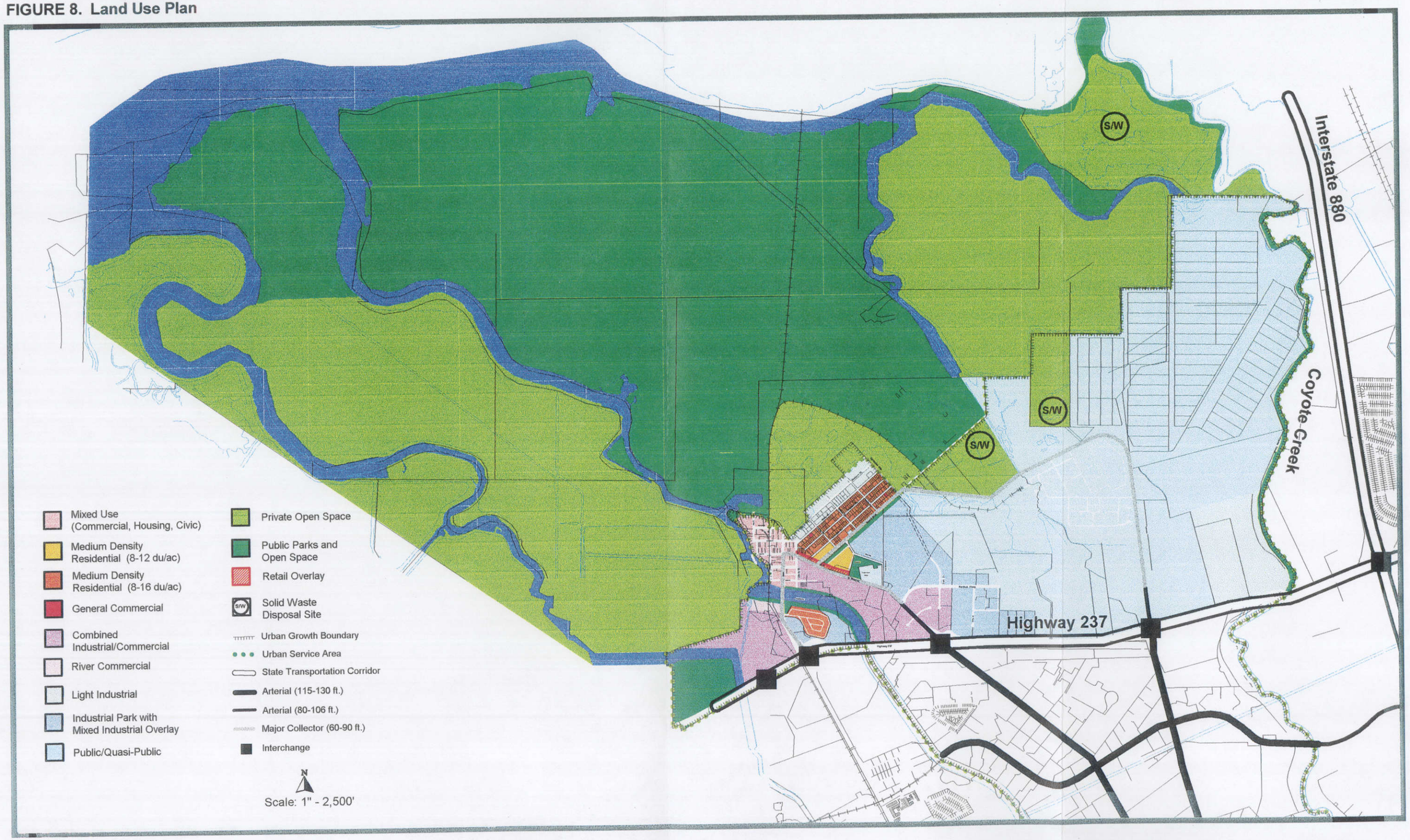
Medium Density Residential (8-12 dwelling units/acre): The intent of this designation is to provide for an expansion of Alviso's existing residential core. New development should be a mix of housing types within the 8 to 12 units per acre density range: single-family detached housing, duplexes, and townhouses.

Any new housing should generally replicate the development pattern of the existing neighborhood in terms of building sizes, frontage on a public street, front setbacks and degree of architectural variation among individual buildings. New development should occur primarily as single family detached houses or small individual projects (on sites of no more than 12,000 square feet), or have the appearance of individual projects by the use of distinctly different building materials, architectural details, building volumes and colors for adjoining portions of larger projects.

Medium Density Residential (8-16 du/ac): This designation is applied to the existing residential core. The designation is intended to reflect and perpetuate the general character of the existing residential neighborhood, while allowing some small scale development on infill parcels. New development is expected to occur primarily on the few remaining vacant parcels but could also occur as the replacement of existing houses in limited instances.

The pattern of all new development should be consistent with the existing pattern of development. In other words, new development should be primarily single-family homes on individual lots with traditional setbacks and a frontal relationship to the street. Small attached projects occupying no more than two contiguous lots (approximately 12,000 square feet total) may be permitted, but only if they conform to the setback and street orientation requirements.

FIGURE 8. Land Use Plan



Two or more small attached projects may occur on adjoining sites only if they are designed to appear unrelated in terms of specific materials, architectural details, building volumes, and color. The Medium Density Residential designation is not intended to preclude lower density development consistent with the character of the neighborhood. This designation is also applied to an existing mobilehome park which is expected to remain as a permanent part of the community.

Mixed Use: This designation allows a broad range of uses, including civic/ public, residential, office, and/or retail uses. No new industrial uses are allowed in the historic area. Any of the allowed uses may occur in single purpose buildings or sites, or may be combined with one or more of the other allowed uses in a single building. Residential development may take any form but should not exceed 16 units per acre whether in single purpose or multi-use projects. New development should be consistent with the modest scale, front setback pattern, and street orientation of nearby existing development. Buildings with lower floor commercial uses and upper floor residential uses are encouraged. To the extent feasible, historic buildings should be rehabilitated and reused for a variety of activities.

General Commercial: On the sites within the existing residential core, only small scale retail and office uses are intended to occur with this designation. Residential uses are also consistent with this designation on site within the neighborhood.

River Commercial: This designation is applied to an area south of the Guadalupe River and west of Gold Street. The designation is intended to promote a positive relationship between the river and adjacent land uses by allowing a more limited range of activities than allowed in the commercial component of the Mixed Use designation. Allowed land uses are those retail, service and recreational uses which are primarily intended to serve persons who are using, visiting and/or viewing Alviso's river related amenities (e.g., the river itself, trails, the National Wildlife Refuge, the Alviso Yacht Club, historic sites and buildings, etc.).

Appropriate uses include restaurants; retail sales of specialty foods; gifts; sundries; boating, hiking and bicycle equipment and supplies; boat and bicycle services; museums and galleries; and small scale bed and breakfast visitor lodging. Development on this site should be designed to reflect and acknowledge the river environment by orienting seating areas, windows, decks, balconies, walkways, and open space to the river and orienting utility, parking, storage and trash areas away from it.

Combined Industrial/Commercial: This designation allows commercial activities, industrial uses, or a compatible mixture. On the west side of North First Street from Liberty to just north of Tony P. Santos Street, there is a preference for commercial uses which are more compatible with the village residential, school, and park uses.

Commercial uses could include retail, restaurant, office, hotel, or other commercial establishments. Under this designation in Alviso, a suburban type shopping center is appropriate, preferably located at North First Street

and Route 237. Other allowed non-industrial uses are primary/secondary schools, freestanding day care centers, churches, and sports, social, or arts centers. All proposed uses should be evaluated in terms of their potential impacts on nearby uses and in terms of nearby uses negatively affecting the proposed uses.

A wide range of industrial uses are also allowed under this designation as long as there are no unmitigated hazardous or nuisance effects to adjacent and nearby areas. These uses could be warehousing, office, research and development, light manufacturing, wholesaling, and service establishments.

Development under this designation on the former Cargill landfill should be placed in areas where it can be demonstrated that appropriate construction techniques can be utilized to minimize any and all adverse geotechnical impacts. It is expected that development on this site would include significant amounts of open space and appropriate landscaping, given the configuration of the mound and its steep slopes.

Industrial activities that require the storage and handling of acutely hazardous materials are prohibited within a quarter mile of the George Mayne Elementary School and any future day care and school uses.

All development in this designation should be attractive and well-landscaped. Uses that tend to be unattractive (e.g., auto repair, junk yards, open storage, etc.) must be well-screened. Along Gold Street and at the corner of North First Street and Route 237, new development should contribute a "gateway feel"" to these entrances to Alviso through landscaping, signage, building placement, or other features.

Industrial Park with Mixed Industrial Overlay: This designation allows a wide variety of industrial uses and some non-industrial uses. Industrial and office uses are the primary uses allowed under this designation. Appropriate non-industrial uses are limited retail sales and service establishments, schools, day care facilities, churches, large gymnasiums, sports or arts instruction facilities, and hospitals. Large scale, high volume, single entity commercial uses are not suitable under this designation in Alviso. Such uses are more appropriate under the Combined Industrial/Commercial designation.

An Industrial Park development may be either a single use or a development containing several separate uses, which is zoned, planned, and managed as a unit. All new construction should be attractive and well-landscaped, following more stringent performance and design standards than the Light Industrial designation.

Under this designation, allowed non-industrial uses are limited to primary and secondary schools, freestanding day care centers, churches, and sports, social, or arts centers. All proposed uses should be evaluated in terms of their potential impacts on nearby uses and in terms of nearby uses negatively affecting the proposed uses.

All conflicts between sensitive receptors and hazardous materials must be avoided. Specifically, industrial activities that require the storage and handling of acutely hazardous materials are prohibited within a quarter mile of the George Mayne Elementary School, day care, and other sensitive uses (e.g., housing).

Development adjacent to the Summerset Mobilehome Park, George Mayne School, Alviso Park, and residential core needs to provide a positive interface so as not to negatively impact the residential quality of life of the community.

Light Industrial: This designation allows a wide variety of industrial uses, excluding any uses with unmitigated hazardous or nuisance effects. Examples of typical uses are warehousing, wholesaling, light manufacturing, and industrial supplier/service businesses (i.e., businesses which provide needed services or supplies to other businesses).

Only low intensity uses (i.e., those with low employment densities) are allowed in the Light Industrial area located near Coyote Creek. Appropriate screening and landscaping is required in both light industrial areas. Landscaping and screening along State Street should create a more compatible edge with the adjacent residential neighborhood, and along Route 237, it should protect views of Alviso from the freeway. Uses adjacent to the marshland and Coyote Creek need to be environmentally sensitive by minimizing both point and non-point source pollution and other potential negative impacts.

Retail Overlay: This designation encourages retail and restaurant uses in addition to or instead of residential uses along the east side of North First Street. The intent of the Overlay is to foster pedestrian activity, create an opportunity for community interaction, and provide needed services. New retail, restaurant, and/or mixed use development should reflect the existing mixed residential and retail character of the street. The overlay extends to a depth of approximately 100 feet from the front property line.

Public/Quasi-Public: This designation identifies public land uses such as libraries, community centers, schools, fire stations, post offices, and the Water Pollution Control Plant and its buffer lands. Lands used by particular private institutions are also designated Public/ Quasi-Public, such as churches and the Alviso Family Health Clinic.

Public Park/Open Space: This designation is applied to existing City and County parks, the Don Edwards San Francisco Bay National Wildlife Refuge, trail corridors along the Guadalupe River, a PG&E easement, and on a wetland mitigation area located adjacent to Route 237.

Active and passive recreation activities, as well as libraries, community centers, and other similar public facilities, are suitable within this designation. These lands are owned by public agencies, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also appropriate under this designation.

Private Open Space: This designation is applied to privately owned lands for low intensity, open space activity. On properties outside the Urban Service Area, Private Open Space is applied to the Cargill Salt ponds, portions of the New Chicago Marsh, and the privately owned land along Spreckles Avenue north of Clark Street. Within the Urban Service Area, this designation is found on private land north of Los Esteros Road.

Solid Waste Landfill Overlay: *This overlay designation is applied to currently operating landfills at Newby Island, Zanker Road, and the former Owens-Corning site. Landfill facilities may be either public or private enterprises, and may include related or ancillary activities such as recycling, resource recovery, and composting. The underlying designation of Private Open Space is compatible with the Solid Waste Landfill Overlay.*

LAND USE POLICIES

The following objectives and policies address land use issues throughout Alviso and include: community character, pedestrian activity, housing, mixed use development, retail on First Street, historic preservation, river orientation, industrial/non-industrial relationships, environmental protection, gateway entrances, and landfills. The policies apply to all future development in the community. The overall intent is to guide new development so that it is compatible with the existing community and enhances its "small town" quality as well as its bayside and historic amenities. The underlying purposes of the land use policies are also expressed in specific design guidelines contained in the next section of this chapter.

COMMUNITY CHARACTER OBJECTIVE:

New development within the village area should contribute to community stability and cohesiveness.

Physically, Alviso is consists of flat land, wide open spaces, big sky, and small scale buildings. Alviso's small town character is defined not only by the physical conditions but also by a community of families. The intent of the following policies is to ensure that new development, particularly in the Village area, contributes in a positive way to Alviso's small town character by fostering and encouraging buildings of appropriate scale, materials, and design, and with uses that support community interaction.

Community Character Policy 1:

New buildings, particularly within the village area, should continue Alviso's small scale development pattern.

This policy recognizes the importance of the size of new buildings within Alviso to maintain the small scale character of the community. Building heights, masses, and setbacks are controlled by the design guidelines contained later in this chapter. The intent of this policy is to maintain community cohesiveness by ensuring that new buildings fit into the fabric of Alviso's existing development pattern.

Community Character Policy 2:

New development should reflect Alviso's bayside character through the design of buildings and landscaping.

An important attribute of Alviso's character is its bayside location. This location affords wide open views across flat land. New development should complement the proximity of San Francisco Bay through architectural styles and materials that have a seaside quality (e.g., nautical themes, wood and other natural materials). Buildings need to have defined shapes and roof lines so they "read" from a distance. Such shapes should be more interesting and varied than typical "box" or "rectangular" buildings.

Planted areas should emphasize the natural landscape rather than an ornamental garden. For example, low growing plants and sparsely planted trees would maintain the open vistas in the area. The intent of this policy is to clarify the importance of the appearance of new buildings and landscaping in the

maintenance of this "seaside" feel. The design guidelines and landscaping policies contained later in the chapter provide additional detail and direction with respect to this policy.

PEDESTRIAN ACTIVITY OBJECTIVE:

Pedestrian activity should be fostered between the existing residential neighborhood, the Summerset Mobilehome Park, community facilities (e.g., parks), and locally serving businesses.

Alviso has unique opportunities for residents, business owners, and others to meet casually on the street, at the post office when picking up mail, at the library when paying a water bill, or at other locations. These types of casual meetings contribute to Alviso's small town flavor. The intent of the following policies is to ensure that new development contributes in a positive way to Alviso's small town character by fostering and encouraging pedestrian activity and informal gathering within the community.

Pedestrian Activity Policy 1:

Sidewalks should be constructed where they are absent.

Pedestrian Activity Policy 2:

Restaurants and retail shops should have their entries facing the street.

Pedestrian Activity Policy 3:

To promote pedestrian travel, street trees, benches, signs, and other features should be installed throughout the developed western third of the Alviso Master Plan area.

While most neighborhood services and businesses are within walking distance of residential areas, the pedestrian environment can be improved with street amenities and business entries oriented to the street. In this way, the street area becomes more attractive to community members and should encourage greater pedestrian use. The three primary benefits of an improved streetscape are: (1) Stronger pedestrian linkages between the outer areas, such as the mobile home park, with other areas of Alviso; (2) All services become more accessible to residents; and (3) People may be encouraged to walk a short distance rather than drive their cars.

HOUSING OBJECTIVE:

Provide opportunities for new housing production that can successfully blend with the existing development pattern.

The Alviso Master Plan identifies opportunities for new housing within and adjacent to the existing residential grid and in the historic, western portion of the community. The following three policies identify the major physical attributes that must be present in new development to maintain the existing character of the residential and mixed use neighborhoods. The intent of these policies is to ensure that any new residential development enhances the existing community. Positive street relationships, traditional setbacks, and the absence of walls are among the major features that define Alviso's residential character.

Housing Policy 1:

The scale and character of new housing should be consistent with the existing pattern of residential development — primarily single-family homes on individual lots with traditional setbacks and a frontal relationship to the street.

Housing Policy 2:

New residential developments of more than two units should be designed so that the units have an individual yet complementary appearance to one another in terms of specific materials, architectural details, building volumes, and color.

Housing Policy 3:

New housing should not be walled or separated from existing housing and other community features.

In the past, development in Alviso occurred on a site-by-site basis, resulting in tremendous variety of residential home styles. With the Alviso Master Plan, there is the potential for residential developments to be built on several acre sites consisting of several units. Therefore, it is important that the buildings within such developments contain variations in building volumes, color, architectural details, and other elements. In this way, the new housing would have a better fit with the overall fabric of the community.

The design guidelines contained in the next section of this chapter provide specific direction to satisfy the above policies. For example, it is impossible for new development to mimic the single story house typical of Alviso because of the City's flood protection requirements; however, the guidelines use elements other than height to ensure compatibility between new residential construction and the older residential units.

Housing Policy 4:

New residential development should be built in small increments so as not to overwhelm the existing community fabric.

Past residential development in Alviso occurred over a long time period and typically, only a couple of houses were built at a time. In contrast, the residential development opportunities located near the existing residential grid could be built out in a relatively short period of time (e.g., couple of years). Such a large amount of new housing being available at one time could easily threaten the existing small town character by accentuating the differences between the new and the existing housing.

This policy seeks to protect the existing community by limiting, when feasible, the amount of new housing entering the market at any one time to protect Alviso's small town character.

Housing Policy 5:

A mixture of rental and ownership housing should be built in Alviso.

As of 1990, most Alviso households rented their units. The intent of this policy is to provide a mix of tenure opportunities in new housing to give current and future residents greater choice.

Housing Policy 6:

Market rate housing should be encouraged to be built in Alviso.

As of 1990, Alviso consisted primarily of low, and very low income households. To provide a better mix of household types, this policy encourages the production of market rate housing. In this way, more high and moderate income households would be attracted to Alviso. The overall intent of this policy is to have a greater mix of household types in the community than exists at the present time. This policy does not preclude the construction of housing affordable to low income households; however, such housing is not encouraged because of the existing high proportion of relatively affordable housing.

Housing Policy 7:

Housing for seniors should be constructed in the community.

This policy also seeks to broaden the mix of housing opportunities in Alviso and to provide specifically for the senior population. In 1990, 10% of the population was 55 years or older. There is an existing need for senior housing and it is expected that the need will increase as the population ages over time. Seniors should be encouraged to stay in Alviso and continue to contribute to the community.

Mixed Use Objective:

Foster mixed use developments that protect the respective needs of each use while contributing to the overall livability of Alviso.

The area within the historic, western grid is designated Mixed Use on the Alviso Master Plan. A combination of new residential, commercial, and civic uses should reinforce the existing mix of residential, retail, restaurant, office, public facility, and park uses. A mix of uses should add to the vitality of the historic area by attracting more people and by providing a local population to support nearby businesses and services.

Mixed use development can take several forms. For example, a mix of uses could occur in one building, consisting of residential apartments above retail or office space. In other instances, different uses could be side by side on the same or adjacent properties. In all cases, it is important to ensure that each use can function productively without negatively impacting the neighboring use or activity.

Mixed Use Policy 1:

Compatibility should be ensured between non-residential and residential uses by always locating loading, parking, garbage, noisy activities, storage, and other potential nuisance activities of non-residential uses away from adjacent residential uses. If necessary, additional measures to ensure compatibility should be implemented, including screening, landscaping, and other appropriate buffers.

Residential uses are typically sensitive to noise, garbage smells, loading, and other

potentially "negative" attributes of non-residential uses. The intent of this policy is to ensure that new non-residential uses are "good neighbors" to existing and future residential uses by locating certain activities away from residential areas (e.g., garbage and parking) and by providing adequate buffers between uses. For a mixed use area to succeed, all of the land uses must function well without negatively affecting each other.

RETAIL ON FIRST STREET OBJECTIVE:

Create a lively retail environment along First Street.

Near the existing residential grid, there are numerous businesses that front on First Street. The Plan encourages additional retail and restaurant uses with the Retail Overlay designation. The policies below seek to ensure the success of a vibrant retail frontage.

Retail on First Street Policy 1:

Retail buildings should be located near the street frontage. Specifically, front setbacks should be no more than 15 feet Windows and doors should face directly onto the street to facilitate an active and secure pedestrian environment.

Retail on First Street Policy 2:

Parking should be located to the side or rear of buildings and not between the building front and the street.

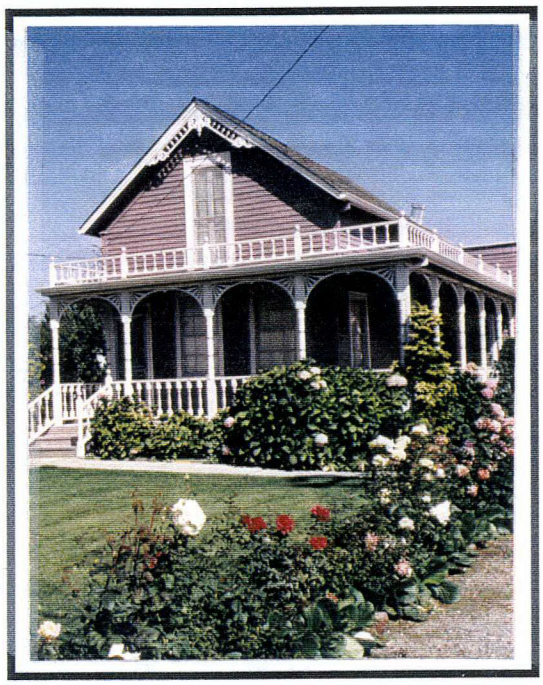
These policies intend to strengthen the relationship between the retail operations and the street in order to improve the viability of the businesses, enhance street vitality, and encourage pedestrian activity. People enjoy walking on streets with interesting things to look at, including sidewalk cafes, retail displays, flower stands, produce stands, etc. These types of activities could easily occur in small setback areas. Parking areas should remain available and accessible to customers who prefer to shop by automobile.

In addition, these two policies intend to protect street presence for businesses. This protection is necessary because of the constraints posed by the flood protection requirements. For example, businesses cannot occupy the ground floor in Alviso as they might in other locations. With limited activities allowed on the ground floor, the business owner needs to make the most out of street presence in order to attract customers. The design guidelines contain suggestions for ground floor activities which would enhance a business' street presence.

HISTORIC PRESERVATION OBJECTIVE:

Enhance Alviso's historic character through the appropriate restoration and reuse of existing historic structures and the new construction of architecturally compatible buildings in the western grid.

Alviso has a rich history that is represented by specific sites and structures throughout the area. Care should be taken to preserve and celebrate Alviso's past through the appropriate restoration of historic structures and/or design of new buildings. The following policies intend to protect the historic character of the community.



Contributing Structure to the National Historic District

Historic Preservation Policy 1:

Existing structures with significant historic or architectural merit should be preserved where possible and may be occupied with any land use which is compatible with the existing and planned character of surrounding properties.

The intent of this policy is to encourage the preservation of structures of significant historic and/or architectural merit by providing flexibility beyond the allowable uses of the land use designation governing the property. Uses of restored historic buildings must be compatible with nearby existing and planned uses, however, a greater range of allowable uses can be considered for historic structures to be preserved.

Historic Preservation Policy 2:

The design of new buildings in the historic, western grid should include some of the more interesting or attractive architectural design elements or themes of Alviso's history. Examples may include the Yacht Club, boating, port activities, canneries, etc.

Alviso is fortunate to have a rich history and the presence of unique architecture. This policy seeks to encourage new development to incorporate the more interesting historic elements into the architecture of new buildings. This approach not only celebrates Alviso's history but also fosters more attractive structures and enhances community pride.

Historic Preservation Policy 3:

Unreinforced masonry structures must conform with the City's Unreinforced Masonry (URM) Building Ordinance. Warehouses and similar structures not used for human habitation and not housing emergency services, equipment and supplies are exempt from this ordinance. These buildings may also be retrofit to meet all seismic and other safety standards and then may be occupied with planned uses as described in the Alviso Master Plan.

Alviso contains a couple of unreinforced masonry buildings. City ordinance requires that the structures be retrofit, demolished, or remain vacant. Under certain circumstances, some limited uses (e.g., storage) may occur in the buildings and are exempt from the City's URM ordinance as described in the policy statement above. If the buildings are retrofit, then they could be occupied by

planned uses as described in the Alviso Master Plan.

RIVER ORIENTATION OBJECTIVE:

Encourage appropriate land uses and development adjacent to the Guadalupe River.

The Guadalupe River/Alviso Slough is an important community and natural amenity. The River played an important historic role in the development of Alviso and it continues to be an important amenity. Land use activities and development adjacent to the river should complement and protect this unique recreational and natural resource.

River Orientation Policy 1:

Commercial land uses adjacent to the Guadalupe River should provide access to the waterway.

The Guadalupe River is a natural amenity in Alviso and should be addressed in new commercial development projects. The most direct way to acknowledge this resource is by providing direct access to the waterway. This policy intends for new commercial enterprises to consider providing direct access to the waterway so more people can enjoy the river.

River Orientation Policy 2:

Development along the Guadalupe River should be designed to reflect and acknowledge the river environment by orienting seating areas, windows, decks, balconies, and open spaces to the river while orienting utility, parking, storage, and trash areas away from it.

This policy intends to provide another opportunity for the Alviso community and its visitors to enjoy the Guadalupe River while patronizing businesses adjacent to the river. This policy also seeks to strengthen community pride in Alviso's natural amenities. These businesses should benefit by providing visual access to this natural amenity and by attracting customers to the natural beauty of the area.

River Orientation Policy 3:

New buildings adjacent to the Guadalupe River/Alviso Slough should be of an appropriate scale and character to enhance this waterway as a public-oriented recreation resource and as a natural riparian corridor.

The intent of this policy is to ensure that new development enhances the Guadalupe River/Alviso Slough rather than detract from it.

INDUSTRIAL/NON-INDUSTRIAL RELATIONSHIPS OBJECTIVE:

Setbacks and buffers should be established to protect environmental resources (e.g., Coyote Creek) and "sensitive uses" (e.g., residential, day care, and school uses) from potential negative impacts of industrial use.

In several locations, the Alviso Master Plan allows industrial uses adjacent to sensitive environmental resources, such as the Coyote Creek, Guadalupe River, and New Chicago Marsh. It is important that potential environmental impacts of industrial activities be mitigated so as not to harm nearby natural resources.

In other areas, the Alviso Master Plan allows industrial uses adjacent to residential, and school uses (referred to as "sensitive uses"). To maintain

community stability, cohesiveness, and character, it is very important that new industrial land uses have an appropriate interface with nearby non-industrial uses.

Industrial/Non-Industrial Relationships Policy 1:

Industrial uses are not allowed to store, handle, dispose, and/or use acutely hazardous materials within one-quarter mile of residential uses, George Mayne School, New Chicago Marsh (i.e., National Wildlife Refuge), and other sensitive uses and habitats.

Alviso contains several sensitive uses and the Plan allows for industrial activities in close proximity to sensitive uses (particularly those that bring children together for extended periods of time). The intent of this policy is to protect residential, school, and fragile natural resources from leaks or spills of acutely hazardous materials. This policy applies to specified state or federally regulated materials in quantities above threshold planning levels. One-quarter mile is a minimum safe distance between sensitive uses and activities associated with hazardous materials. This distance should function as a buffer between the sensitive uses and industrial uses that utilize acutely hazardous materials.

Industrial activities that do not involve acutely hazardous materials are allowed within the one-quarter mile buffer zone. In particular, the non-industrial uses allowed under the Industrial Park with Mixed Industrial Overlay designation would be appropriate uses within the buffer zone as long as those uses are not also considered "sensitive uses or receptors."

This policy also applies within the Industrial Park with Mixed Industrial Overlay designation. In other words, a distance of one-quarter mile would need to separate industrial activities with acutely hazardous materials and day care or other allowed sensitive uses within this designation.

Industrial/Non-Industrial Relationships Policy 2:

The Light Industrial areas located north of State Street and adjacent to Coyote Creek should mitigate potential negative environmental impacts to nearby natural resources.

Industrial uses adjacent to the New Chicago Marsh and Coyote Creek need to be environmentally sensitive by minimizing both point and non-point source pollution and other potential negative impacts. The intent of this policy is to protect sensitive habitats from neighboring industrial activities.

Industrial/Non-Industrial Relationships Policy 3: Industrial uses located adjacent to or across the street from residential, school, or other sensitive uses should:

- Be sited and designed to avoid creating nuisances and/or hazards for nearby sensitive uses;
- Have trash and storage areas, loading areas, and access and circulation driveways located at the sides, rear and/or far side of industrial buildings as far away as possible from residential, park, or school uses;
- Use attractive walls and landscaping to screen parking, loading, storage, and other outdoor activity areas;

- Not take access from Wilson Way or Tony P. Santos Street;
- Locate buildings on the site to minimize views into nearby residential buildings and yards;
- Locate any activity that potentially generates noise, dust, traffic, the use of hazardous materials, or has other nuisance or safety effects as far from sensitive uses as possible;
- Provide sufficient on-site parking to avoid street parking of vehicles; and
- Limit hours of operation for any activities that may be considered a nuisance.

The intent of this policy is to protect sensitive uses from potentially adverse impacts from neighboring industrial uses. These impacts could include, but are not limited to, noise, truck traffic, loading and unloading, and other activities. Such protection is also important to industrial uses so they are not vulnerable to complaints from residents. In addition to these policies, the design guidelines provide additional direction to industrial uses to ensure a compatible interface between non-residential and residential uses.

ENVIRONMENTAL PROTECTION OBJECTIVE:

New development should contribute to the protection and preservation of Alviso's natural amenities.

The San Francisco Bay, Guadalupe River, and Coyote Creek are Alviso's natural amenities. These amenities are also sensitive to the potential impacts of development. The following policies intend to work together so that the natural features are protected from environmental degradation and are able to be enjoyed by existing and future residents.

Environmental Protection Policy 1:

All new parking, circulation, loading, outdoor storage, utility, and other similar activity areas must be located on paved surfaces with proper drainage to avoid potential pollutants from entering the groundwater, Guadalupe River, Coyote Creek, or San Francisco Bay.

Environmental Protection Policy 2:

Waterways or marshlands should never be used for storage, trash, or other environmentally adverse uses.

Environmental Protection Policy 3:

The riparian corridors adjacent to Coyote Creek and Guadalupe River should be preserved intact. Any development adjacent to the waterways should follow the City's Riparian Corridor policies.

Alviso has many natural amenities which add to its unique character. These policies intend to protect the bay, waterways, and marshes from the negative impacts of development and human activities. It is important to protect these natural features because they provide valuable habitats to a diversity of flora and fauna, respite from the built environment, a source of community pride, and recreational opportunities.

Environmental Protection Policy 4:

To mitigate the loss of specific wildlife habitat due to development, certain lands should be set aside to provide needed habitat.

Alviso contains significant amounts of vacant, undeveloped land which serves as habitat to raptors and/or wetland species. The abundance and variety of wildlife is particularly rich because Alviso is a place where two major waterways and the Bay come together. The combinations of habitat found in Alviso support an unusually diverse flora and fauna. As development occurs on these lands, habitat will be lost with no opportunities for replacement. The intent of this policy is to retain wildlife and plant species in the area so as to maintain Alviso's environmental amenities and high habitat values.

This policy requires certain lands to be set aside to provide habitat in perpetuity. At the very least, these lands should be committed to preservation during the development review process for specific proposals. One potential mechanism for preservation involves the establishment of a habitat bank. With this bank, "habitat" credits could be sold to developers who need biotics mitigation for their development.

The long term maintenance of these habitat areas is another important consideration. Some habitats require very little maintenance (e.g., wetlands) and others need periodic attention (e.g., burrowing owl habitat).

Based on the high quality of existing habitats, the priority locations for such habitat preservation are:

- Portions of the City-owned lands associated with the Water Pollution Control Plant
- Portions of the currently vacant property extending from Grand Boulevard to Route 237
- Portions of the properties located north of State Street and/or along Spreckles Avenue
- Portions of the Cargill landfill site
- Portions of the lands located just northwest of Highway 237 and the Coyote Creek

Within the key properties listed above, some specific locations are expected to have the highest habitat value. The intent of identifying these locations is to alert property owners and future developers of the potential environmental constraints associated with the properties. Although additional subareas may be identified with future, project-specific environmental review, information available during the preparation of the Alviso Master Plan identifies specific locations having particularly high habitat value on the following properties:

- ***Water Pollution Control Plant lands***: The edge along Los Esteros Road.
- ***Currently vacant property adjacent to Grand Boulevard and Water Pollution Control Plant lands:*** Area along the PG&E easement adjacent to Grand Boulevard and the easterly edge adjacent to the Water Pollution Control Plant lands.
- ***Properties north of State Street:*** The edges closest to New Chicago Marsh.

- ***Former Cargill landfill:*** The slender portion of land extending westerly along San Tomas Aquino Creek, the northerly edge along the Guadalupe River, and the southerly edge near Highway 237.

- ***Property adjacent to Coyote Creek:*** The easterly portion nearest the Creek.

Environmental Protection Policy 5:

To protect aquatic habitats that receive storm runoff, all new development must comply with adopted City Council policy entitled "Post-Construction Urban Runoff Management."

The City of San Jose is committed to improving overall water quality within the waterways of the City by managing storm runoff from developed properties. This is especially critical in Alviso where runoff may enter the area's creeks and baylands more directly without the filtration benefits of traveling longer distances before reaching the Bay. For this reason, it is imperative that all new development in Alviso comply with City Council Policy "Post-Construction Urban Runoff Management."

Gateway Entrances Objective:

Development located near Highway 237 along both sides of Gold Street, First Street, and Zanker Road should foster a "gateway" feel through building orientation, signs, trees, landscaping, and other features.

Presently, the entrances to Alviso do not provide a distinct sense of arrival to the community. This objective intends to encourage "gateways" to Alviso at each of the three main entry streets to further community identity and pride.

Landfill Objective:

Development on former landfills and disposal sites must demonstrate appropriate construction techniques to mitigate against any potential adverse impact including, but not limited to, differential settlement and methane gas release.

Unengineered fill has been deposited throughout Alviso, creating unstable soil conditions for construction. Prior to any development, soils and geotechnical investigations should be required in order for new development to meet current engineering standards. The intent of this objective is to protect the health and welfare of the community in and around new developments.

DESIGN GUIDELINES

The Alviso Master Plan sets forth a vision for the future of the area which explicitly reflects the desire of community members to retain Alviso's small town feel. The design guidelines provide specific direction on development standards and design elements. These guidelines work together with the land use policies in this chapter so that new construction and building rehabilitation can contribute positively to the area and be compatible with the existing conditions.

For topics not addressed in these guidelines or other sections of the Alviso Master Plan, refer to the City's Zoning Code, and adopted *Residential Design Guidelines*, *Commercial Design Guidelines*, or *Industrial Design Guidelines*. For example, this section does not address common open space requirements for residential developments. The City's *Residential Design Guidelines* provide appropriate direction for this topic.

The Alviso design guidelines are organized in two major parts based on the geography of Alviso: the Village area and lands outside of the Village. The Alviso Village area includes the historic western grid, the neighborhood grid, and the lands on both sides of North First Street from Liberty to approximately the southern boundary of the George Mayne School. The remaining area is called the lands outside of the village.

Village Area

VILLAGE AREA DESIGN OBJECTIVE:
New development in the Alviso village area should be functional, attractive, and sensitive to the community's unique bayside history, character and hydrology.

The Alviso Village area includes the historic western grid, the neighborhood grid, and the lands on both sides of North First Street from Liberty to approximately the southern boundary of the George Mayne School. The Village area possesses a distinctive nature which has much more in common with other seaside or bayside villages than with the remainder of San Jose. It is this character that gives Alviso its charm and appeal, and new projects and improvement projects should be carefully designed to preserve it.

The primary elements of Alviso's character are low rise, low intensity development; clean lines; simple surfaces and details except for those on Victorian buildings; wood or stucco siding materials; traditional shingle, composition or metal roof materials and shapes; wide, flat open spaces; long views; and a spare landscape.

While this Plan does not dictate any specific architectural style for Alviso, it does seek to direct building design options toward styles which are already generally represented in Alviso and, in particular, away from building styles and types that are characteristic of newer development in the remainder of San Jose and are not associated with Alviso. Styles and materials to be avoided as inconsistent with the bayside look are

Post-Modern and Mediterranean styles and hard or shiny materials such as smooth marble or granite, glass curtain walls and mission or barrel style roof tiles.

For residential development, California Bungalow, Craftsman Bungalow, Cape Cod and "Sea Ranch" styles are encouraged, as are wood sidings of all types, simple stucco treatment, and composition shingle, concrete "shingle" and metal roof materials. For commercial and industrial development, that palette can be expanded to include concrete, concrete block and other "unit" materials such as brick.Alviso is located in a flood prone area and is subject to the Federal Flood Insurance Program which requires that occupiable interior spaces be located above the one percent flood level. In much of the Village area the flood level is nine feet and requires that the first story of occupiable space be elevated to 9 feet National Geodetic Vertical Datum (NGVD). Because the resulting ground level or "flood story" can only be used to park vehicles or for minor storage, the design of both residential and non-residential buildings presents an unusual challenge. Many of the design guidelines address techniques for maximizing the legitimate usefulness of this ground floor space and minimizing the potential for inappropriate use of it. Other guidelines identify methods for normalizing the appearance of these elevated buildings.

Village Area Guidelines for Single Family Detached and Two Family Housing

1. Issues

A. New single family detached and duplex development is expected to occur primarily as individual construction projects on the few remaining vacant lots scattered throughout the eastern residential grid. Because the area is largely developed, primarily with single family homes built before the flood elevation requirements, the design of new housing presents an unusual challenge — compatibility with the existing older housing stock while raising the first occupiable floor level to 9 feet. New single family and two family houses may also occur on the larger vacant sites planned for 8 to 12 dwelling units per acre.

B. New single family houses built on individual infill lots in the eastern grid will not require a City design permit and, therefore, the guidelines below are only advisory for those houses. Duplexes require a site development permit; the guidelines below will apply to those permits as well as any other relevant planning

C. In addition to the very real issue of continuing the cohesive, although diverse, character of the eastern grid with new flood safe infill housing, careful thought should be given to the design of small lot single family projects. The intensity of this development type, particularly combined with flood elevation requirements, is very uncharacteristic of Alviso. Very small lot single family detached projects are discouraged; the same or greater densities can be accommodated with other housing types.

2. Neighborhood Design

A. New residential development should be oriented to existing streets or to new streets which are extensions of the historic grid street pattern and define traditional blocks. Specifically, building entrances and windows should face the street, except for First Street where a side orientation is preferable. Driveways for such housing are limited to one per block face along First Street.

B. Cul-de-sacs and back up relationships to streets should be avoided.

C. New residential developments must not be walled off from the existing community. Instead, new housing needs to be integrated as much as possible with the existing neighborhood.

3. Building Configuration

A. The ground floor "flood story" can be used only for parking and incidental storage. The interior area of the "flood story" should be made as small as possible by recessing it under overhanging upper stories in appropriate locations. The larger of these sheltered spaces can be used as patios or special storage areas. Smaller recesses can provide some needed architectural interest particularly at the fronts of buildings.

B. Patio size recesses should be located only in the rear portions of buildings and should not be visible from the street.

C. Parking entries should be located away from building fronts.

D. The front entry door porch and stairway should be prominent feature at the front of the house.

E. Stairways to second floor unit entries should be exterior. Stairways to upper levels should be interior above the second floor. The first floor "flood story" should not be accessible via interior stairways.

4. Development Standards

A. Height: 40 feet and 2 stories above flood level

B. Front Setback: 20 feet

C. Other Setbacks and Separations: *Residential Design Guidelines* and Zoning Code

5. Building Design

Building architecture should draw from styles already established in Alviso. Styles not associated with Alviso, although they may be popular in other areas, should be avoided.

6. Allowable Building Materials

A. All types of wood siding

B. Stucco in simple applications, as a less preferred option

C. Brick

D. Concrete block for flood proofing

E. Composition shingle, concrete "shingle" and metal roof materials

F. Avoid refined materials, such as marble.

G. Avoid mission tile roofs and Mediterranean stucco styles.

7. Architectural Features

A. Stairways porches, and entries and balconies should be located along street frontages and should be used to provide:

- Architectural interest at the front of the building
- A lively street face
- Screening of plain flood story walls.

B. Windows should be taller than they are wide.

C. Trim details should be simple, unless the intention is to replicate authentic Victorian styles.

D. Roofs should be sloped.

E. For the street side of corner lots, fencing should consist of small lengths of masonry, stucco wall, or sturdy wood.

Village Area Guidelines for Attached Unit Housing

1. Issues

A. New attached unit housing should blend in with the existing community character of Alviso. While new development will obviously stand out by virtue of its newness, every effort should be made to avoid a transplanted appearance in the design of new projects. New projects should be small scale, for example, three or four units each if possible; buildings in larger projects should be articulated and varied to present the appearance of a series of small scale projects.

B. As with all development in Alviso, the requirement to elevate habitable spaces for flood protection purposes presents difficult challenges. As much of the interior ground floor "flood story" as possible should be used for parking and, by recessing this level under overhanging upper stories, for outdoor space.

2. Neighborhood Design

A. New residential development should be oriented to existing streets or to new streets which are extensions of the historic grid street pattern and define traditional blocks. Specifically, building entrances and windows should face the street. For example, future attached housing development on First Street should front onto First Street. Driveways for such housing are limited to one per block face along First Street.

B. Cul-de-sacs and back up relationships to streets should be avoided.

C. New residential developments must not be walled off from the existing community. Instead, new housing needs to be integrated as much as possible with the existing neighborhood.

3. Building Configuration

A. New residential projects should be small scale, typically no more than 3 or 4 units per building.

B. Projects and buildings with 5 or more units should be articulated and varied to create the appearance of a series of individual buildings, using the following techniques:

- Minimum 3 foot articulations at intervals of no more than 40 feet across the fronts of buildings.
- Window sizes and shapes varied from "building" to "building."
- Design and configuration of porches, stairs, balconies, trim and decoration varied among "buildings."
- Floor plate elevations varied among "buildings."
- Different roof styles, pitches, materials, and colors.

C. The ground floor "flood story" can be used only for parking and incidental storage.

D. The interior area of the "flood story" should be made as small as possible by recessing it under overhanging upper stories in appropriate locations. The larger of these sheltered spaces can be used as patios or special storage areas. Smaller recesses can provide some needed architectural interest particularly at the fronts of buildings.

E. Parking entries should be located away from building fronts.

F. Stairways to second floor unit entries should be exterior. Stairways to upper levels should be interior above the second floor. The first floor "flood story" should not be accessible via interior stairways.

4. Development Standards

A. Height: 40 feet and 2 stories above flood level

B. Front Setbacks: 20 feet

C. Other Setbacks and Separations: *Residential Design Guidelines*

5. Building Design

Building architecture should draw from styles already established in Alviso. Styles not associated with Alviso, although they may be popular in other areas, should be avoided.

6. Allowable Building Materials

A. All types of wood siding

B. Stucco in simple applications, as a less preferred option

C. Brick

D. Concrete block for flood proofing

E. Composition shingle, concrete "shingle" and metal roof materials

F. Avoid refined materials, such as marble.

G. Avoid mission tile roofs and Mediterranean stucco styles.

7. Architectural Features

A. Stairways, porches, and entries and balconies should be located along street frontages and should be used to provide:

- Architectural interest at the front of the building
- A lively street face
- Screening of plain flood story walls

B. Windows should be taller than they are wide.

C. Trim details should be simple, unless the intention is to replicate authentic Victorian styles.

D. Roofs should be sloped.

E. For the street side of corner lots, fencing should consist of small lengths of masonry, stucco wall, or sturdy wood.

Village Area Guidelines for Commercial Development

1. Issues

The design of new commercial facilities in Alviso should draw from the community's bayside heritage and incorporate required flood mitigation in a manner which will not detract from the satisfactory provision of goods and services. As with other types of development in Alviso, commercial buildings must be elevated 9 feet or greater NGVD to meet the City's flood hazard area regulations. The resulting one story separation between occupiable areas and the street poses a unique challenge for commercial development because commercial activity traditionally thrives in an environment where a strong relationship exists between it and the street. In large part, these guidelines, therefore, seek to reduce those barriers and create an interesting, attractive and inviting building interface with the street in order to promote commerce.

2. Use Configuration

A. Restaurants or cafes are among the most interesting activities and should be conspicuously located to attract customers:

- Restaurant dining should be located at the fronts of buildings and particularly in arcade areas.
- Food preparation, record keeping, and other business activities should be located above flood elevation and to the rear of buildings and/or in upper stories.
- For sites adjacent to the Guadalupe River, dining rooms should be located on substantial decks, balconies and/or patios to maximize the river views. Utility, storage and trash areas should be oriented away from the river.

B. Retail activities should also be located at the fronts of buildings:

- Standard retail operations are best located at the front of the second floor.
- Portable retail goods may be temporarily displayed in the arcade areas.
- Retail displays should be carefully located to attract attention and enliven the streetscape. Displays should be located in second floor windows, next to stairways and in window cabinets at the backs of arcades.

C. Offices do not rely on foot traffic, and therefore, should be located away from the prime dining and retail locations at the fronts of buildings.

3. Building Configuration

A. The ground floor fronts of commercial buildings should be substantially recessed to create arcades or open stalls under overhanging upper stories and/or balconies. These spaces should be designed for pedestrian circulation, dining, sitting and/or the temporary display of retail goods.

B. The interior ground floor space should be designed and used only for parking and incidental storage.

4. Parking

A. Parking should be located within buildings, at ground level, in space that is inappropriate for other uses or activities.

B. Additional parking may be provided in surface spaces located to the rear and side of buildings.

C. Parking may not be located in the area between building fronts and sidewalks.

5. Development Standards

A. Height: 40 feet, 2 stories above flood elevation

B. Front Setbacks: 5 feet, except generally match setbacks of adjacent or nearby historic buildings

C. Side Setbacks: None, except 10 feet within 20 feet of an historic building or structure

D. Rear Setbacks: 25 feet

E. Riparian Setback: For properties adjacent to the Guadalupe River, buildings, parking and other paved areas, and ornamental landscaping must be at least one hundred feet from the riparian edge. Viewing decks, seating areas, balconies, and/ or other pedestrian access points are permitted within the riparian setback area.

6. Building Design

The most appropriate styles for commercial buildings in Alviso are traditional seaside styles such as Cape Cod, Sea Ranch with cedar siding and decks; "National Park" (plain rectangular shapes, wide horizontal board siding decks and large single gable roofs with wide overhangs); or a rustic fishing village approach utilizing rough sawn wood, heavy wood members and prominent decks with accent piers.

7. Allowable Building Materials

A. All types of wood siding

B. Brick or concrete blocks, preferably split face

C. Stucco, in simple applications, as a less preferred option.

D. Composition shingle, concrete "shingle" and metal roof materials.

E. Glass should be used only for windows, in traditional configurations.

8. Architectural Features

A. Entries should be located along front building elevations. Most second floor entries should be exterior, visible from the street and accessed by stairways and decks.

B. Because building volumes may be unusually boxy, architectural decoration and accessories are particularly important.

C. Building volumes should be embellished by use of stairways, porches, decks, roof overhangs, awnings, cornices, trellises, etc. Other techniques include:

- The parapets of flat roofed buildings should be embellished with cornices and moldings.
- Small towers and cupolas are encouraged.

9. Flood Mitigation

A. In addition to elevating habitable areas to 9 feet or greater National Geodetic Vertical Datum (NGVD) requirements are:

- The entire lower level of the building should be constructed of materials resistant to water damage such as block, brick or other masonry materials.
- All displays, furniture and storage areas should be flood resistant or of low replacement value so as not to incur unnecessary risk or liability.
- Electrical outlets, light fixtures and space heaters should be raised above potential flood levels or made to be flood resistant.

Village Area Guidelines for Mixed Use Development

1. Issues

A. Mixed use development is allowed in the historic western grid portion of the Village area. This area currently contains a mix of office, residential, restaurant, and civic uses. Some of these activities are contained in historic buildings. Any new development must be compatible and reflective of Alviso's rich historic past.

B. As with other areas, new development must comply with the City's Flood Hazard Ordinance. This is a particular challenge in the historic area and for mixed use development.

C. Mixed use development needs to contribute to the "street life" of Alviso by requiring certain activities (e.g., parking and loading) to be located away from pedestrian routes. If allowed adjacent to the street, these activities could discourage pedestrian activity, reduce the vitality of the streets, and seriously inhibit the viability of the use. The vitality of Alviso's streets expresses Alviso's small town flavor, and therefore, should be enhanced by new development.

D. An active street presence is also very important for businesses. This is due to the constraints posed by flood protection requirements. For example, businesses cannot occupy the ground floor in Alviso as they might in other locations. With limited activities allowed on the ground floor, the business owner needs to make the most out of street presence in order to attract customers.

2. General Guidelines

A. Any new development must comply with the Village Area Guidelines for Attached Units and/or Commercial Development contained in this chapter.

B. All buildings should be located and oriented close to the street frontage so as to encourage an active and secure pedestrian environment.

C. Specifically, front setbacks should be no more than 15 feet. Doors and windows should front directly onto the street.

D. Loading and servicing facilities should be located well away from pedestrian routes, and should not be visible from streets, walkways, and adjacent residences.

E. Parking should be provided to the rear or to the side of a building whenever possible to create street presence for the businesses, civic activities, and residential uses.

F. The design of new buildings in the historic, western grid should include some of the more interesting or attractive architectural design elements or themes of Alviso's history. Examples may include the Yacht Club, boating, port activities, canneries, etc. This approach not only celebrates Alviso''s history but also fosters more attractive structures and enhances community pride.

Village Area Guidelines for Industrial Development

Village industrial areas are located north of State Street and within the northern part of the Combined Industrial/ Commercial area on the west side of First Street (see the guidelines under Lands Outside the Alviso Village for the latter area). Development north of State Street should conform to the City's *Industrial Design Guidelines* with the following variations:

- Front setback for buildings and parking: 25 feet.
- Height: 35 feet to allow sloped roofs.
- A six to eight foot screen wall should be placed at or behind the front setback line, except where a building or access driveway occupies the space.
- The front setback area should be landscaped.
- Interior site landscaping behind the screen wall may be minimal.
- Driveway cuts and vehicle entries (openings in walls) should have minimal, yet functional, dimensions.

Lands Outside of the Village Area

LANDS OUTSIDE OF THE VILLAGE AREA DESIGN OBJECTIVE:

Given the high visibility of most of this area, development should be attractive; should fit in the context of the larger community; and should reflect some of the elements and materials of seaside styles to contribute to Alviso's sense of place.

The lands outside of the Village area of Alviso consist of the developable properties on both sides of Gold Street, the both sides of First Street near the George Mayne School, the Nortech Parkway area, and the large expanses of land proposed for Industrial Park, Light Industrial, and Public/Quasi-Public located east of Wilson Way.

Although industrial park development typical of North San Jose exists in the Nortech Parkway area, the majority of this area is undeveloped and represents substantial opportunities for new uses and new construction. Much of this land area is visible from Route 237 and/or the Alviso village, meriting design guidelines which provide the appropriate direction for the future development of this portion of the community. In addition, properties at Gold Street and Route 237 and at First Street and Route 237 are at the entrances or gateways to Alviso. Development in these locations should help create a sense of place and arrival to the community.

All of these properties are flood prone and need to comply with the City's Flood Hazard Area Ordinance. Compliance with the ordinance could be achieved by elevating structures above the anticipated flood level and/or floodproofing buildings to minimize damage.

Lands Outside of the Village Area - Guidelines for Commercial Development

1. Issues

The Alviso Master Plan identifies Combined Industrial/Commercial uses west of First Street, at the northwest corner of Route 237 and First Street, and along the west side of Gold Street. For fine grain commercial uses, the Village Area Commercial Guidelines should be followed.

The following guidelines provide specific direction to the areas outside the Village area, including potential traditional shopping centers and other larger scale forms. As with the industrial buildings, new commercial structures located at the gateways should reflect some elements of seaside styles to help establish the Alviso identity. In addition, future development must comply with the City's flood hazard area regulations.

For sites adjacent to the Guadalupe River, dining rooms should be located on substantial decks, balconies and/or patios to maximize the river views. Utility, storage and trash areas should be oriented away from the river.

2. Development Standards

A. Height: Maximum 45 feet and two stories above flood elevation, except that for properties located between the Water Pollution Control Plant lands and the Guadalupe River, and on the former Cargill landfill site, buildings as tall as 90 feet may be allowed if all of the following conditions are met:

(1) The building is set back at least 500 feet from Wilson Way, Tony P. Santos Street, and Grand Boulevard. Within this setback, 45-foot tall buildings, landscaping, and parking are allowed as well as 60-foot buildings that are set back 400 feet from Wilson Way, Tony P. Santos Street, and Grand Boulevard. Buildings taller than 45 feet are only allowed on the southern portion of the former Cargill Landfill site.

(2) The building is well-designed and contributes positively to the Alviso area; and

(3) Such building heights facilitate the transfer of development intensity away from the baylands and environmentally sensitive areas in the vicinity of the Alviso village to locations closer to Highway 237 in order to achieve habitat preservation or other environmental protection objectives. In other words, development can be concentrated in taller buildings closer to Highway 237 if clear environmental/habitat buffer areas are established on the northern portions of the site.

B. Front Setbacks: Minimum of ten feet.

C. Side and Rear Setbacks: Required as necessary to provide separation and buffering from adjoining uses.

D. Riparian Setback: For properties adjacent to the Guadalupe River or Coyote Creek, buildings, outdoor storage, parking and other paved areas, and ornamental landscaping must be at least one hundred feet from the riparian edge. Viewing decks, seating areas, balconies, and/or other pedestrian access points are permitted within the riparian setback area.

3. Building Design

A. Commercial buildings should have simple volumes, straight lines, and traditional shapes with well done roof forms, preferably sloped. This simplicity should result in buildings that are easily read from a distance along Route 237 and/or from within the Alviso village.

B. Buildings located near gateway entrances should front on the gateway street (i.e., First Street or Gold Street). These gateway buildings should have simple and elegant volumes while incorporating small towers, sloped roofed focal points, and other features which recall the historic waterfront character of Alviso (e.g., the Yacht Club roof lines and cupola).

C. Architectural styles should draw from Cape Cod or Sea Ranch styles, or reflect a rustic fishing village character preferably utilizing rough sawn wood, heavy wood members, and/or rough masonry.

4. Allowable Building Materials

A. All types of wood siding

B. Formed concrete with scoring or an embossed wood grain appearance

C. Concrete blocks or bricks

D. Stucco, in simple application

E. Composition shingle, concrete "shingle", and metal roof materials

F. Glass for windows only

5. Architectural Features

Architectural attention should be focused on the overall building volume and shape rather than overly decorating and detailing the structure. Entries should be located along front building elevations. Small towers and cupolas are encouraged.

6. Parking

A. At the northwest corner of First Street and Route 237, a traditional suburban shopping center is an allowable use. The parking for this center should preferably be located at the side and/or rear of the buildings. If the parking areas are located between the buildings and the street, they should be screened by the placement of trees, a low hedge or wall within the ten-foot front setback area.

B. Other new commercial buildings located on the west side of First Street, particularly those sites opposite the Alviso Village area, should have setbacks of 5 to 10 feet. No parking is allowed within this front setback area. Instead, parking should be located at the side and/or rear of the buildings.

C. If feasible, parking could be accommodated under the building, a half level below grade.

7. Orientation of Truck Docks and Service Areas

Loading and service areas should generally be located behind buildings, visually screened from public roadways with the use of walls and landscaping. Primary consideration should be given to adjoining land uses in locating storage and loading areas. Storage and loading areas should be located away from residential, school, and open space uses.

8. Flood Mitigation

A. Flood mitigation could be achieved by elevating structures above the anticipated flood level and/or floodproofing buildings to minimize damage. Much of the land proposed for Combined Industrial/Commercial use has higher elevations than in the Village area. Therefore, it is possible to "pad up" the site to meet the flood protection requirements.

B. If buildings are not elevated, then the entire lower level of the structure should be constructed of materials resistant to water damage such as block, brick, or other masonry materials. Electrical outlets should be raised above potential flood levels or should be flood resistant.

Lands Outside of the Village Area - Guidelines for Industrial Development

1. Issues

The established pattern of industrial development in the Nortech Parkway is similar in appearance and function to industrial development found in other locations in San Jose. Generally, it is appropriate to continue this typical form in most of the land proposed for Industrial Park, however, new structures along the gateway streets of North First and Gold Streets should reflect some elements of seaside styles to help establish the Alviso identity.

In addition, a positive relationship needs to be established at the edges between industrial and non-industrial uses. This can be achieved by:

- Locating trash and storage areas, loading areas, and access and circulation driveways located at the sides, rear and/or far side of industrial buildings as far away as possible from residential, park, or school uses;
- Using attractive walls and landscaping to screen parking, loading, storage, and other outdoor activity areas;
- Avoiding vehicle access from industrial sites to Wilson Way or Tony P. Santos Street;
- Locating buildings on the site to minimize views into nearby residential buildings and yards;
- Locating any activity that potentially generates noise, dust, traffic, the use of hazardous materials, or has other nuisance or safety effects as far as possible from residential, school, and park uses;
- Providing sufficient on-site parking to avoid street parking of vehicles; and
- Limit hours of operation for any activities that may be considered a nuisance.

2. Development Standards

A. Height: In most locations, a maximum of 45 feet and two stories above flood elevation, except for properties located between the Water Pollution Control Plant lands and the Guadalupe River, and on the former Cargill landfill site, buildings as tall as 90 feet may be allowed if all of the following conditions are met:

(1) The building is set back at least 500 feet from Wilson Way, Tony P. Santos Street, and Grand Boulevard. Within this setback, 45-foot tall buildings, landscaping, and parking are allowed as well as 60-foot buildings that are set back 400 feet from Wilson Way, Tony P. Santos Street, and Grand Boulevard. Buildings taller than 45 feet are only allowed on the southern portion of the former Cargill Landfill site.

(2) The building is well-designed and contributes positively to the Alviso area; and

(3) Such building heights facilitate the transfer of development intensity away from the baylands and environmentally sensitive areas in the vicinity of the Alviso village to a location closer to Highway 237 in order to achieve habitat preservation or other environmental protection objectives. In other words, development can be concentrated in taller buildings closer to Highway 237 if clear environmental/habitat buffer areas are established on the northern portions of the site.

B. Front, Side and Rear Setbacks: for most locations, the San Jose *Industrial Design Guidelines* provide appropriate direction for Alviso.

The industrial projects adjacent to Grand Boulevard, Wilson Way, and Tony P. Santos Street should include a minimum 25-foot landscape strip along those streets to screen and buffer the industrial activities from the Alviso Park, the George Mayne School, and the residential neighborhood. Significant trees and landscaping are appropriate in this setback area.

C. Riparian Setback: For properties adjacent to the Guadalupe River or Coyote Creek, buildings, outdoor storage, parking and other paved areas, and ornamental landscaping should be set back at least one hundred feet from the riparian edge.

3. Building Design

A. Industrial buildings should have simple volumes, straight lines, and traditional shapes with well done roof forms, preferably sloped. This simplicity should result in buildings that are easily read from a distance along Route 237 and/or from within the Alviso village.

B. Buildings located on gateway streets should front on the gateway street (i.e., First Street or Gold Street). These buildings should have simple volumes but should also have small towers, sloped roofs, or other features which recall the historic waterfront character of Alviso (e.g., the Yacht Club roof lines and cupola).

4. Allowable Building Materials

A. Formed concrete with scoring or an embossed wood grain appearance

B. Concrete blocks or bricks

C. Stucco, in simple application

D. All types of wood siding

E. Composition shingle, concrete "shingle", and metal roof materials

F. Glass as an accent material and for windows

5. Architectural Features

Architectural attention should be focused on the overall building volume and shape rather than overly decorating and detailing the structure.

6. Parking

A. The majority of the surface parking area for any industrial development should be located at the side and/or rear of the building. Parking areas adjoining the street should be screened by the placement of trees, a low hedge or wall within the front setback area.

B. If feasible, parking could be accommodated under the building, a half level below grade.

C. Preferably, the properties facing North First Street would not have any parking along this prominent street. Parking should be in the side or rear of buildings and away from North First Street.

D. If parking must be accommodated along North First Street, then no more than one double row of parking is allowed along North First Street.

7. Orientation of Truck Docks and Service Areas

A. Loading and service areas should generally be located behind buildings, visually screened from public roadways by buildings, walls and/or landscaping.

B. Primary consideration should be given to adjoining land uses in locating storage and loading areas. Storage and loading areas should be well-screened and buffered from residential, school, and open space uses.

C. No storage yards, loading areas, or other service areas should be located within 200 feet of any public street unless fully enclosed behind architecturally treated walls.

8. Outdoor Storage Yards

Outdoor storage of materials should be minimized to the extent practical. Materials stored outdoors should be screened from adjoining properties and public right-of-ways by masonry walls and adjacent landscaping. Materials should not be stored above the height of the walls.

9. Flood Mitigation

A. Flood mitigation can be achieved by elevating structures above the anticipated flood level and/or floodproofing buildings to minimize damage. Much of the land proposed for Industrial Park use has higher elevations than in the Village area. Therefore, it is possible to "pad up" the site to meet the flood protection requirements.

B. If buildings are not elevated, then the entire lower level of the structure should be constructed of materials resistant to water damage such as block, brick, or other masonry materials. Electrical outlets should be raised above potential flood levels or should be flood resistant.

LANDSCAPING POLICIES

Landscaping has the ability to change the appearance and character of a place significantly. Plants can help unify parts of a site, blend inharmonious land uses, and buffer incompatible land uses. Landscaping can complement the design of a building, add color to the built environment, or soften spaces and surfaces that appear cold or unwelcoming.

The intent of the following policies is to preserve and promote Alviso's natural beauty and to help chose plant materials that are sensitive to local conditions. The landscaping policies give direction for enhancing and creating planted areas in Alviso. It provides residents, property owners, and developers with an overall framework for appropriate types of landscaping for Alviso's unique environment. These policies do not address nor restrict residential kitchen or flower gardens.

The policies contained in this section should be followed for plant materials and overall landscape design in Alviso. For additional topics not addressed in these guidelines or other sections of the Alviso Master Plan, refer to the City's *Landscape and Irrigation Guidelines* or *Landscape and Irrigation Guidelines for North San Jose and Alviso.*

LANDSCAPING OBJECTIVE:

Landscaping should be designed to: (1) incorporate plant materials suited to the area's environmental conditions; (2) reflect Alviso's open, bayside character; and (3) enhance existing and new development.

Alviso's environmental conditions are different from the rest of San Jose. These conditions include more frequent wind, salt air, high water table, and the potential for saltwater intrusion into the water table. Successful landscaping must incorporate plants that are able to survive and thrive under these conditions. To the extent possible, indigenous species should be planted. Native species not only would be best suited to environmental conditions, but also would help retain Alviso's unique identity, history, and sense of place. A list of suggested plants and a separate table of recommended street trees are contained in the Appendix.

In addition, Alviso's overall character is different than the rest of San Jose. Specifically, Alviso's character is defined by wide open spaces and large vistas with small scale buildings, agriculture, grasslands, marshlands, and few trees. Landscape design in Alviso should reflect this open character.

The choice of plants and their placement contributes to the appearance of the built environment. These choices should enhance existing and new development to retain the overall identity of Alviso.

Landscaping Policy 1:

Landscaping should make a strong connection between the natural and built environment and preserve Alviso's existing character.

Landscaping ties together the elements of an area to help give identity and sense of place. These elements include the natural features (e.g., marshlands), various land uses and patterns, buildings, streets, and other physical features. The

intent of this policy is to ensure a visual fit between the landscaping, the buildings, the site, and the broader Alviso area.

Landscaping Policy 2:

Landscaping design should be simple and minimal to reflect Alviso's open character.

Landscaping design should not follow the typical approach used in the rest of San Jose. The intent of this policy is to direct the landscape design and plant selection so they are specific to Alviso and do not mimic landscaping found elsewhere in San Jose.

This policy can be met by following these guidelines:

- Trees should be used sparingly to maintain the open views of Alviso. This is particularly true of places that are located far from buildings.
- Turf should not be used extensively because it generally does not grow well in Alviso soils and because it is not visually compatible with native species.
- Ground covers, vines, and shrubs are encouraged particularly to screen areas and to soften buildings.
- Where plants are sparsely distributed, bark should be added to protect the soil and help retain water.
- While flowers are appropriate in most locations, they should at least be planted in limited and small, prominent beds or containers placed in very visible locations on the site for maximum effect.
- Other accent plants should highlight certain features of the site.

The Appendix contains a list of recommended trees, ground covers, shrubs, vines, and accent plants. Specific plant choices must be adaptable to Alviso's climate and soil conditions. To the extent possible, plant materials should be native, salt tolerant, wind tolerant, relatively fast growing, and require little care. Any existing native plants should be incorporated into the landscape design. Their presence retains the natural beauty of the site and typically decreases the cost of landscaping and its maintenance.

Landscaping Policy 3:

Landscaping should be used to screen unattractive uses and soften the effect of taller buildings due to the flood protection requirements.

The intent of this policy is to acknowledge and encourage the use of landscaping to improve the appearance of particular uses and structures. For example, there are many places in Alviso in which industrial activities are in close proximity to non-industrial uses. Landscaping should function as an attractive interface between different uses.

Similarly, plants can soften the increased building heights that are required due to the City's Flood Hazard Ordinance. In this way, landscaping adds to and compliments the built environment.

Landscaping Policy 4:

Landscaping should not block views of the rivers, natural riparian areas, or marshlands.

The Alviso Master Plan anticipates development near the Guadalupe River, Coyote Creek, and New Chicago Marsh. While buildings need to conform to the riparian setbacks described earlier in this chapter, landscaping also needs to respect adjacent or nearby natural areas. This policy intends to protect natural areas so they retain their habitat value and to ensure that the views of these amenities are not obstructed by dense plantings of trees.

Landscaping Policy 5:

Landscaping should be drought tolerant.

The plants found in Alviso have changed substantially by current and historic land uses. In the majority of the developed areas, the vegetation consists of non-native, ornamental trees and shrubs. Several of these exotic plantings require large amounts of irrigation water to survive and grow.

To meet the City's water conservation objectives, new landscaping should consist primarily of drought tolerant species. Water conserving plant materials should also be native to or adaptable to the local climate typified by hot, dry summers and cool, wet winters. Non-native or adapted varieties that require large amounts of irrigation water to survive the hot summer season should be avoided.

Landscaping Policy 6:

Street trees should unify Alviso and reinforce the community's identity.

The Appendix identifies street trees for Alviso. The City Arborist recommends a different species for each street. Together, these trees work to retain Alviso's unique identity and contribute to its beautification.

Landscaping Policy 7:

To the extent feasible, major new landscaping should be irrigated with reclaimed water from the Water Pollution Control Plant.

The City of San Jose is constructing a pipeline to carry clean, reclaimed water from the Treatment Plant to locations throughout the community. This water is intended for irrigating large landscaped areas, golf courses, etc. The northern portions of the pipeline are built. Given the close proximity of the Treatment Plant and the existing pipeline, large landscaped areas in Alviso should be irrigated with this reclaimed water.

CIRCULATION

Trails extend into the Don Edwards San Francisco Bay National Wildlife Refuge.

This chapter describes the transportation network that is needed to support the land uses described in the Alviso Master Plan. The transportation network facilitates the circulation of vehicles, public transportation, pedestrians, and bicycles. The network includes streets, bicycle facilities, and trails. All aspects of the network must be safe, efficient, environmentally sensitive, and contribute to the small town atmosphere of Alviso.

Three streets connect Alviso to North San Jose: Gold Street, First Street, and Zanker Road. Route 237 serves as the southernmost border of the Alviso Planning Area. Route 237 is a major subregional corridor linking many South Bay cities. Most of the streets in Alviso are considered local streets, serving only the immediate community. Local streets in the historic and village neighborhood are arranged in a traditional grid pattern.

Alviso has four "major collectors" (60 to 90 feet in width): Zanker Road, Grand Boulevard, Los Esteros Road, Gold Street, and the portion of North First Street from Grand to Gold. Major collectors serve internal traffic within Alviso and connect to "arterial" streets. An arterial accommodates major movements of traffic and is designed mainly for the movement of through

traffic. The portion of North First Street from Grand Boulevard to Route 237 is an arterial (Minor Arterial/80 to 106 feet wide).

VEHICULAR CIRCULATION

OBJECTIVE:

Vehicular circulation should strengthen the existing roadway network, and balance the need for through movement with livability and pedestrian orientation.

Figure 10 depicts the existing and planned roadway system. The program of roadway improvements maintains and reinforces the existing grid pattern of streets in the village area. New village streets should connect to this grid to retain the small town atmosphere and historical value of the village area. Streets outside of the village need to serve adjacent land uses without negatively impacting the neighborhoods and/or environmentally sensitive lands.

Vehicular Circulation Policy 1:

New residential streets should be integrated with the existing grid street network.

New housing must be integrated with the existing village neighborhood through the appropriate placement and design of new streets. The intent of this policy is to ensure that new streets provide the necessary structure to facilitate this integration. Specifically, all new residential streets in the area south of Grand Boulevard and east of North First Street should be directly tied to the residential streets to the north which occur in a grid pattern (see figure 10).

Further, the design guidelines require that new housing have front entries oriented to the street. Such orientation results in opportunities for neighborly interaction, pedestrian activity, and the perpetuation of the small town feel.

The abandoned streets in the former "O'Neil" tract (southeasterly of Grand Boulevard and Wilson Way) should not be reinstituted because they do not provide appropriate connections to the existing community.

Vehicular Circulation Policy 2:

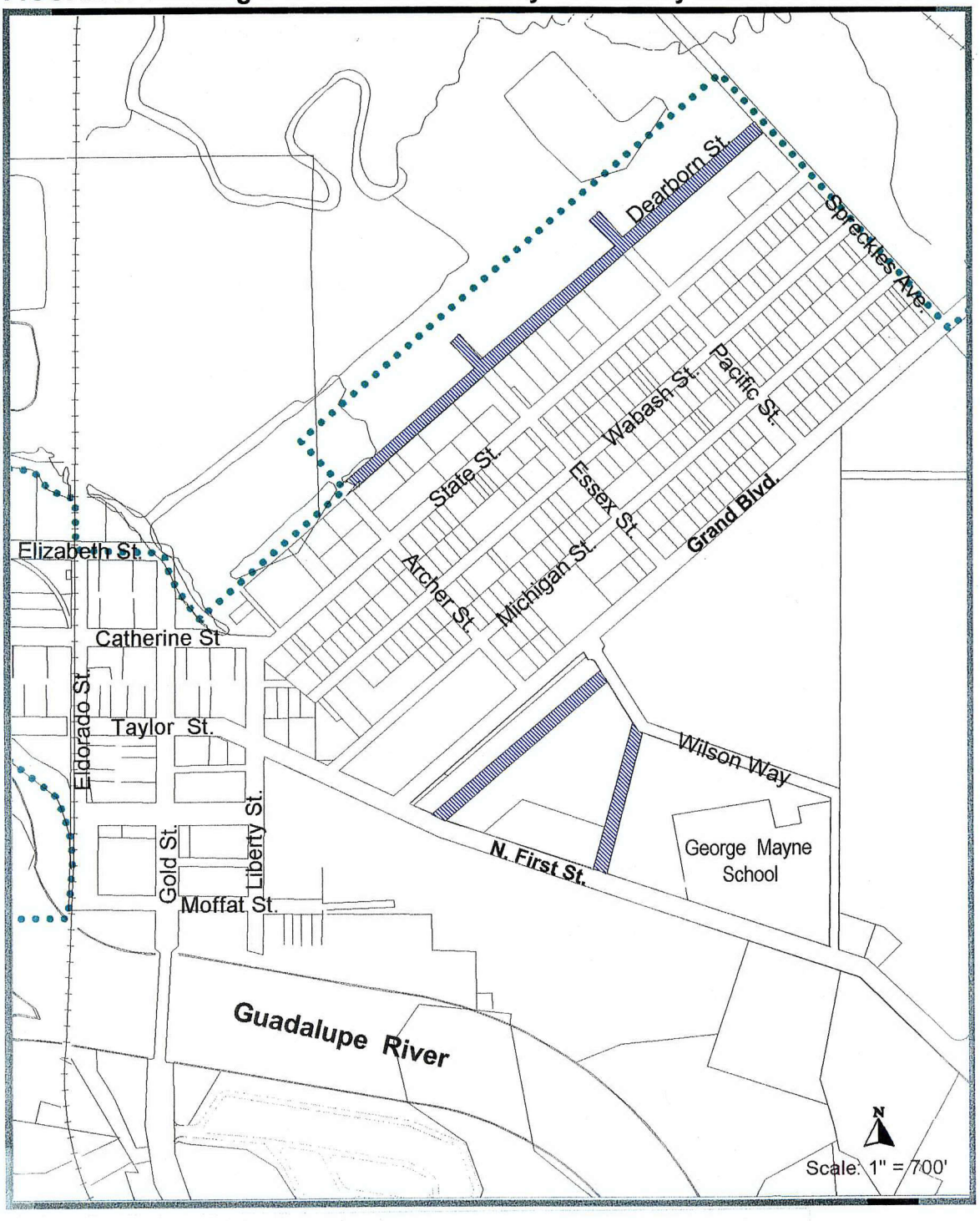
New streets should be built on the northern edge of the Alviso Park and the southern edge of the PG&E easement (Wilson Way to First Street).

These streets would serve the planned new housing at First Street and Grand Boulevard, and would provide direct frontage to open spaces. These specific streets would serve the purpose of integrating the existing neighborhood with the new housing development, by, in the case of the new Grand Boulevard housing, facing the existing neighborhood and not turning its back to it. Another benefit is enhanced security due to more "eyes" looking onto the street and nearby open areas.

Vehicular Circulation Policy 3:

New streets serving future industrial and commercial land uses should minimize potential negative impacts to residential and sensitive environmental areas.

FIGURE 9. Existing and Planned Roadways Generally East of First Street



Existing Streets

New Streets

Urban Service Area Boundary

The Nortech Parkway and Cargill Salt Landfill areas will need additional local streets to support future industrial and commercial development. The Alviso Master Plan does not identify specific alignments for these streets because it is difficult to predict the precise land uses, building footprints, or other details at this time. These are all decisions that will occur at the time of development (i.e., rezoning).

Instead, the intent of this policy is to provide some guidelines for the placement of future roadways. The guidelines below seek to ensure that residential areas are not impacted with truck or employee traffic and that sensitive environmental areas in currently undeveloped areas of Alviso are protected:

- Industrial uses north of Nortech Parkway should not be connected by public streets or driveways to Wilson Way or Tony P. Santos Street.

- No industrial project driveways should be located along Grand Boulevard, however, a new street should connect the industrial area south of Grand Boulevard with the east portion of Grand Boulevard or Los Esteros to provide access to Zanker Road. This alignment should be located easterly of Spreckles Road if that alignment can be achieved without significant negative impacts to environmentally sensitive lands. If an alignment west of Spreckles is necessary, the new street should not line up with any north/south residential streets north of Grand Boulevard and should be located as far east as possible. The City should explore restricting vehicular movements from the new street to right turns out, to the east.

- Truck traffic should be limited to Gold Street, North First Street, Los Esteros Road, and Zanker Road and the industrial area streets.

- Roads should be carefully designed so they do not pass through known wetland or other sensitive habitat areas.

- At the time of development, site specific geologic and biological studies should be conducted to ensure proper placement of roads and to determine appropriate environmental mitigation.

- All roadways on the former Cargill landfill need to be built, operated, and maintained by the property owner.

Vehicular Circulation Policy 4:

Grand Boulevard east of Spreckles Avenue should be abandoned as a public street to improve security and eliminate dumping along this street and adjacent wetlands.

Grand Boulevard east of Spreckles Avenue is a one lane, unimproved road leading to the Don Edwards San Francisco Bay Wildlife Refuge Environmental Education Center. A gate maintained by the U.S. Fish and Wildlife Service controls access to the Education Center. The gate is located just east of the railroad tracks that cross the street. This street segment attracts criminal activity and dumping. The intent of this

policy is to identify a realistic solution to a community nuisance.

Improving the street segment to full public street standards, with two lanes, curbs, gutters, sidewalks, and street lights, would be costly financially and environmentally. This portion of Grand Boulevard transects the New Chicago Marsh and the Wildlife Refuge.

Abandoning the street would allow the U.S. Fish and Wildlife Service to control access along its entire length. Specifically, a gate could be placed east of the Spreckles Avenue intersection to allow the stacking of at least one vehicle while not perpetuating the negative activity. The City may require an easement to access any public infrastructure that exists in the current right-of-way.

Vehicular Circulation Policy 5:

All streets in Alviso need to be built and maintained to appropriate City standards.

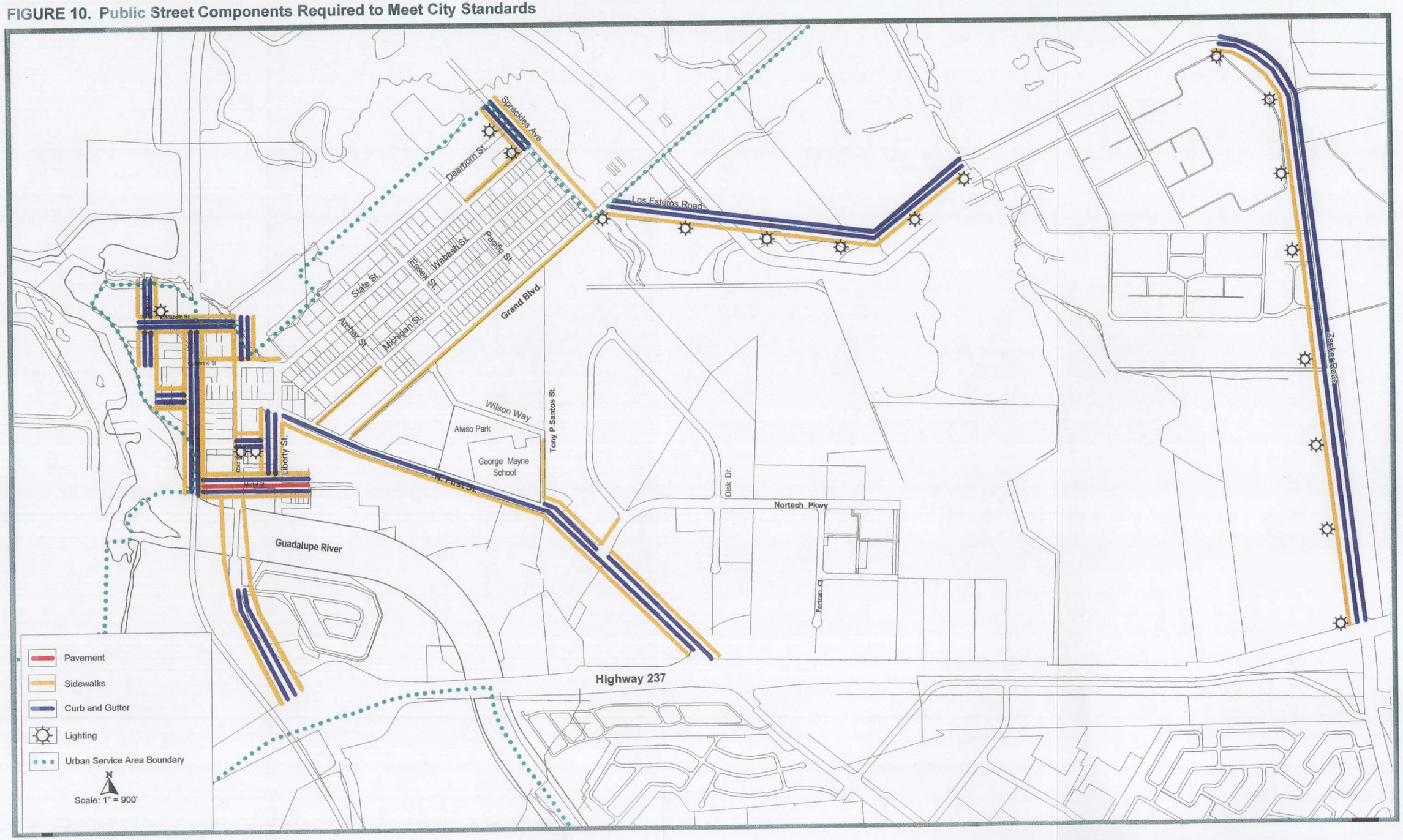
Many existing streets in Alviso do not have curbs, gutters, sidewalks, or street trees (see figure 11). The City typically requires public street improvements as a condition of approval of development on adjoining property. This condition should be implemented consistently on new development in Alviso. For those locations that are unlikely to have any new development, the Action Plan contained in the final chapter recommends an approach to constructing these improvements. Once the improvements are in place, the City should maintain the public rights of way consistent with City standards.

Vehicular Circulation Policy 6:

City staff should explore closing Wilson Way to vehicular traffic along the east edge of Alviso Park. In any case, pedestrian and bicycle circulation facilities along Wilson Way, or the former Wilson Way, should be improved.

This policy addresses the need to explore circulation and pedestrian/bicycle safety needs in the area of Wilson Way. Staff should explore this possibility no later than when a development project is filed east of Wilson Way.

FIGURE 10. Public Street Components Required to Meet City Standards



PEDESTRIAN OBJECTIVE:

Streets in Alviso should not only facilitate vehicular circulation and access but nurture a rich pedestrian environment.

Pedestrian activity is one important component to the retention of a small town feel in Alviso. People walk to the library to visit their friends and, daily, to the post office to collect their mail. The intent of the following policies is to provide safe and attractive walking routes, fostering greater pedestrian activity.

Pedestrian Policy 1:

A system of safe and pleasant pedestrian walkways should be created and/or enhanced to improve linkages between residential, commercial, and civic areas of Alviso.

As mentioned above, some streets in Alviso lack curbs, gutters, sidewalks, and street trees. The construction of these improvements would enhance the appearance and image of Alviso. In particular, sidewalks would greatly facilitate pedestrian activity. Additional amenities, such as attractive landscaping, kiosks, and street furniture, would further enliven the area for pedestrians.

Most of the additional amenities would fit comfortably within a standard street section, however, street benches, raised planters, kiosks, trellises, and other items should be constructed so as not to impair pedestrian traffic. These additional amenities should be located at activity nodes such as bus stops, schools, restaurants, certain retail uses, and places that afford attractive views. These amenities should be designed so they have a unifying design and appearance and are consistent with the bayside and/ or historic themes of Alviso.

Such streetscape improvements would enhance the overall appearance of Alviso. Residents and visitors may slow down to enjoy the area by stopping for lunch, buying a gift, or simply enjoying the view.

TRANSIT CIRCULATION OBJECTIVE:

Maintain and enhance transit service within Alviso and between Alviso and surrounding communities.

Currently, transit service in Alviso is limited to bus routes which traverse the area. The only local service is provided by bus route 58 which runs along North First Street and loops around the historic and residential portions of Alviso. Other important destinations of this line are the Water Pollution Control Plant and the Light Rail Transit Station at North First Street and Tasman (south of Alviso). Portions of San Jose, Santa Clara, Campbell and Saratoga are also accessible via Route 58.

This bus line is the only transit service available in Alviso. It is imperative that this service be maintained to support the existing and planned community and to provide needed linkages to other transit facilities (e.g., light rail and CalTrain).

BICYCLE CIRCULATION OBJECTIVE:

Facilitate the development of a bicycle network which serves places within Alviso, and links Alviso to adjacent communities.

Bicycling is an important activity in Alviso because of its compact size, bayside location, and natural amenities.

Many of Alviso's amenities, particularly the views of the surrounding valley, bay, and hills can be enjoyed by bike or on foot. Given its small town character, most of the streets within the Alviso village are informally accessible by bicycle. The intent of these policies are to identify distinct routes for major bicycle activities while maintaining the remaining village streets as bicycle-friendly.

In October 1993, the City Council approved a Bicycle Master Plan which identifies a Citywide transportation bicycle network. Most of the network consists of future bicycle lanes or routes on public streets. Multiple use trails are also considered part of the network. The network is expected to expand as opportunities are identified for additional facilities.

A bicycle lane consists of a striped area on the roadway designated for bicycle travel. A bicycle route does not have a painted lane, but is indicated with signs as a recognized bicycle travelway. These facilities indicate to motorists that the roadway is intended to be shared with bicycles.

In Alviso, Bicycle Network facilities either exist, are under construction, or are planned for several major streets (see Figure 12):

- Along the south side of Route 237, there exists a multiple use trail which is accessible by bicycle. The section between North First Street and Zanker Road follows Holger Way and is an existing bicycle route.
- The City expects to be installing bicycle lanes along North First Street in fiscal year 1998/99.
- Zanker Road is planned to have a bicycle lane at the time this roadway is improved to full City standards.
- A signed bicycle route is planned along Grand Boulevard to the Environmental Education Center.
- A bicycle connection is planned to cross City-owned land from Zanker Road to the Coyote Creek.

Although not yet considered part of the Transportation Bicycle Network, bicycle lanes along Gold Street from Route 237 to the Guadalupe River are currently under construction as part of the street improvements associated with new non-residential development on both sides of Gold Street.

Some of the bicycle facilities link with multiple use trails of the Don Edwards San Francisco Bay Wildlife Refuge and other facilities. Some of these multiple use trails can also accommodate bicycles (see Trails policies below).

Bicycle Policy 1:

All village streets should be "bicycle-friendly" even if the streets are not formally identified as bicycle routes or have dedicated bicycle lanes.

The City's Transportation Bicycle Network is planned to serve the major streets in Alviso. It is equally important that all of the village streets be safe streets for bicycle travel in order to retain Alviso's small town character and enjoyment of its natural and historic

amenities. Most of the existing village streets are currently safe due to relatively low volumes of vehicular traffic. Exceptions are Spreckles Avenue and State Street because of the presence of industrial truck traffic.

It is the intent of this policy to ensure that the village streets retain their "bicycle friendliness" as new development occurs in Alviso. This policy can be achieved through the enforcement of truck routes, vehicular speed limits, and other traffic safety measures.

Bicycle Policy 2:

Community facilities should have adequate bicycle parking and other amenities accessible to cyclists.

The intent of this policy is to provide additional support facilities to cyclists and pedestrians to encourage the use of these transportation alternatives. Community facilities, such as the library, community center, and parks, should provide bicycle parking areas to accommodate cyclists and contribute to a bicycle friendly community. These community facilities often have other amenities which can also be enjoyed by cyclists, including drinking fountains and restrooms.

Currently, the Alviso Marina County Park, Wildlife Refuge Environmental Center, George Mayne School, Alviso Park, the Water Pollution Control Plant, and the Tasman light rail station south of Alviso are important destinations which are already adequately served by bicycle parking and storage facilities. Security and convenience should be fostered at the staging areas and also at the other community facilities.

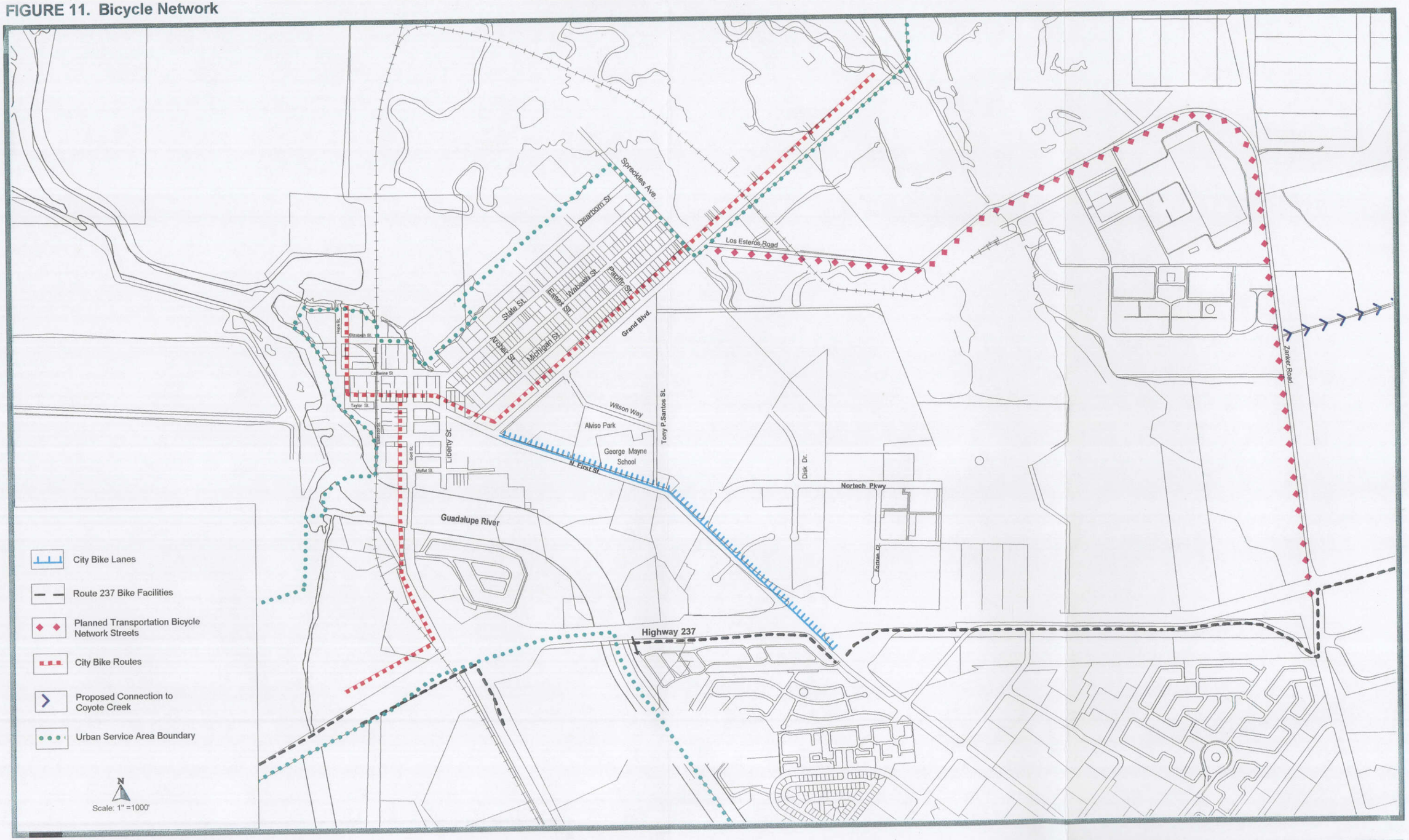
Bicycle Policy 3:

New commercial and industrial development should accommodate safe bicycle travel by their employees and customers.

New commercial and industrial development should incorporate bicycle and pedestrian paths to connect to the Bicycle Network Streets mentioned above. In this way, employees will have easier access to the restaurants, services, and recreation opportunities in the Alviso village. In addition, new non-residential development should provide secure bicycle parking for its employees. Some of these future commercial uses (e.g., a major grocery store) may also serve the Alviso community and should include provisions for customer bicycle parking.

The intent of this policy is to encourage positive linkages between new non-residential development and the Alviso Village. These linkages should foster the patronage of Alviso businesses and a sense of being part of the Alviso community without adding vehicular traffic impacts.

FIGURE 11. Bicycle Network



TRAIL CIRCULATION OBJECTIVE:
Facilitate the construction and maintenance of single and multiple use trails.

Trails provide a unique opportunity to bring people close to environmental amenities such as creeks, the San Francisco Bay, and other natural features. Alviso is strategically located in San Jose as the critical location for several major regional and subregional trail alignments. The following policies seek to encourage the appropriate placement and maintenance of trails so as to meet the needs of trail users while protecting the Alviso residential community and natural environment.

Trail Circulation Policy 1:

The trails that pass through Alviso should be maintained and new trails should be developed.

Several important trails exist or are planned to go through Alviso. These include regional trails such as those associated with the Don Edwards San Francisco Bay Wildlife Refuge and the San Francisco Bay Trail. Subregional trails include pathways along both the Coyote Creek and Guadalupe River.

These riparian trails are intended to traverse a major portion of the waterway, connecting several jurisdictions within the watershed. All of these trails are acknowledged in the San Jose 2020 General Plan and the County of Santa Clara's recently adopted Trails Master Plan. In most cases, all of these trails are intended to be used by both hikers and bicyclists.

The Don Edwards San Francisco Bay Wildlife Refuge contains several trails that provide access to the marshland immediately north of Alviso. These trails can be accessed at the Alviso County Marina Park or the Environmental Center. Because the trails traverse wildlife habitat, some of the trails are closed during particular bird breeding seasons.

The San Francisco Bay Trail is a 400 mile long trail proposed around the perimeter of San Francisco and San Pablo Bays. The trail would offer walkers, runners, cyclists, nature lovers and hikers of all ages access to the Bay and its many diverse resources. Segments of the Bay Trail already exist in several jurisdictions.

Within San Jose, a five mile portion of the Bay Trail would traverse Alviso, connecting the Sunnyvale Baylands Park to the west with Alameda County to the east. The Association of Bay Area Governments (ABAG) has approved a conceptual alignment for the Bay Trail in the South Bay (see Figure 13). This segment is planned to be ten feet wide, with two foot shoulders on both sides. Portions of the trail are expected to follow Bicycle Network Streets in Alviso. The City of San Jose will be preparing a Master Plan for its segment of the Bay Trail. The preparation of this Master Plan will involve various agencies and the participation of the public.

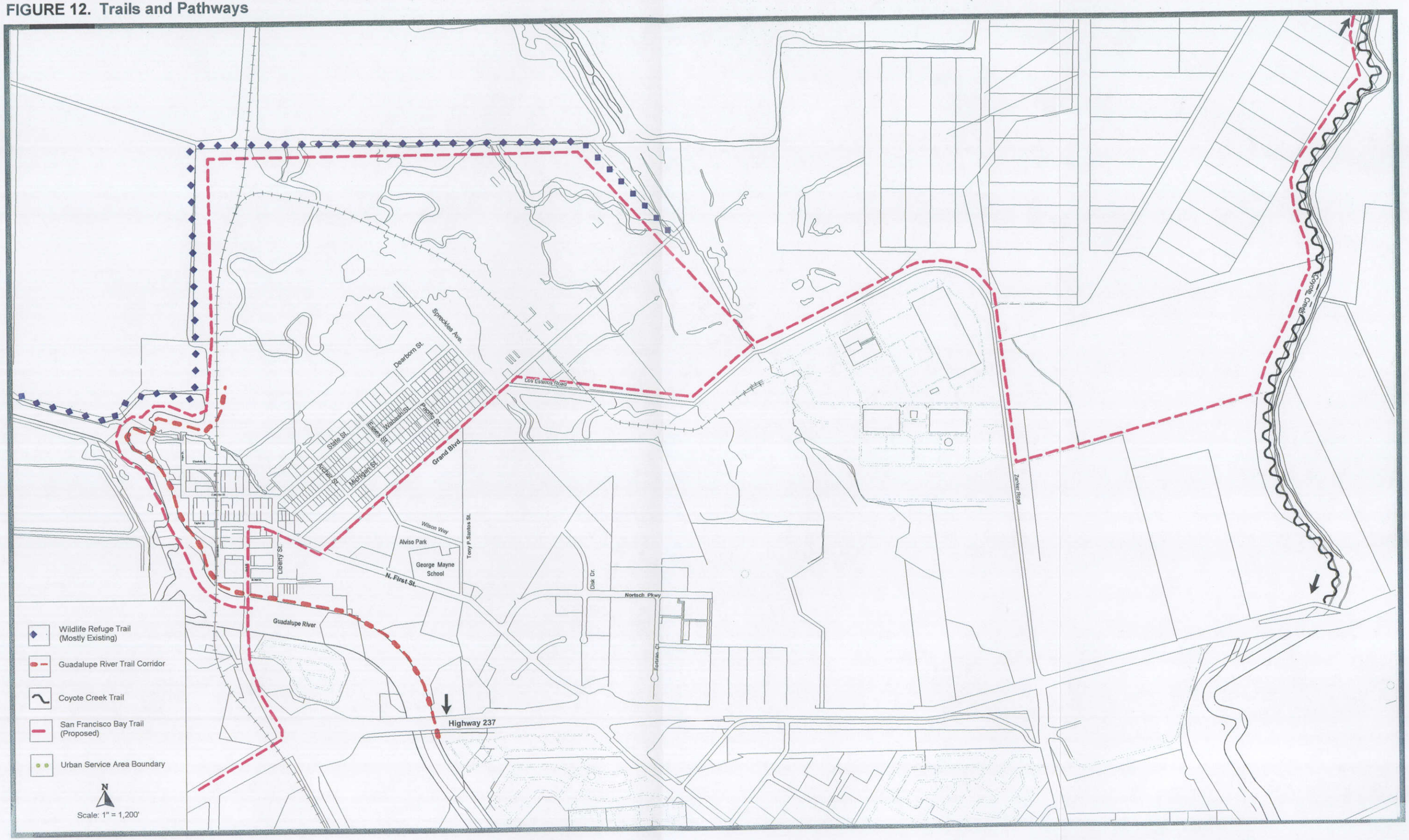
Another important trail in Alviso is the Juan Bautista de Anza National Historic Trail (NHT). This trail commemorates the route taken by Anza in 1775 and 1776. The trail route follows the alignments of a couple of the Wildlife

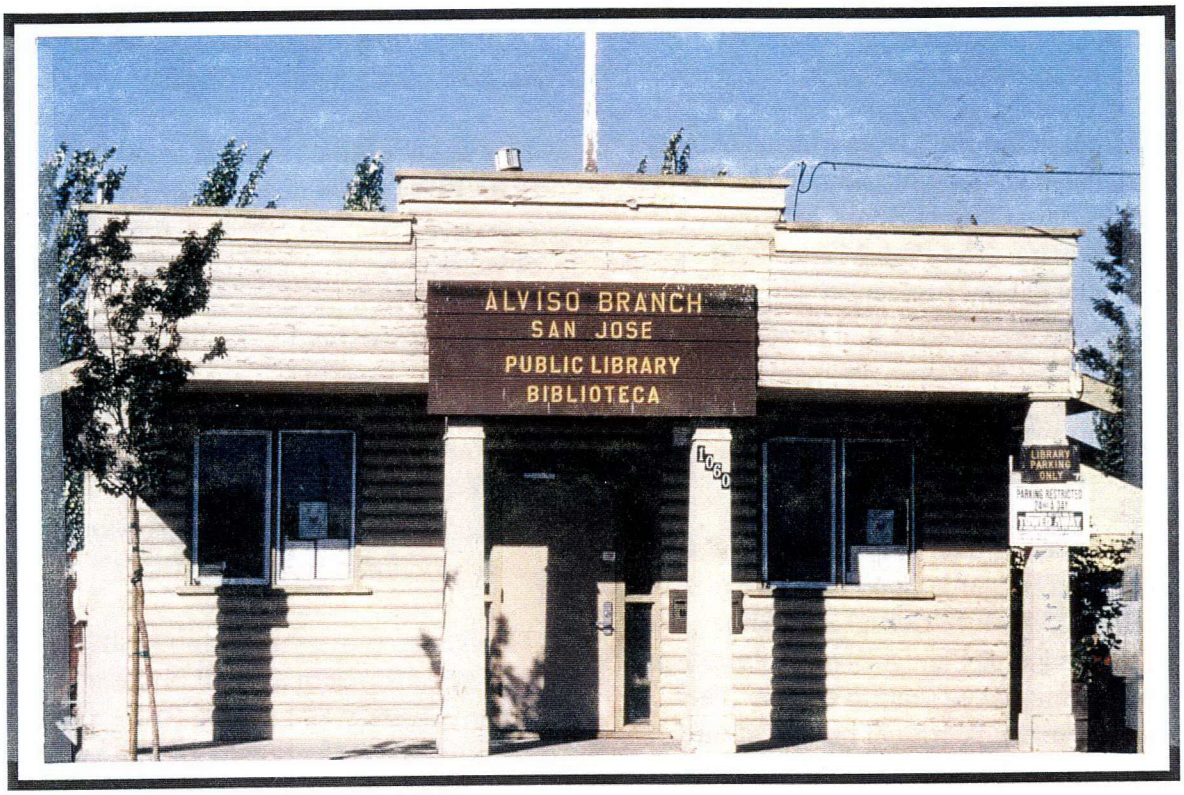
Refuge Trails and the proposed eastern alignment of the Bay Trail in Alviso. It then continues north along the Coyote Creek to neighboring jurisdictions.

The Guadalupe Trail is a planned sub-regional trail route, extending along the Guadalupe River levees in Alviso south to the Guadalupe Reservoir in southernmost San Jose. This hiking and off-road bicycle trail would roughly follow the Guadalupe River.

The Coyote Creek/Llagas Creek Trail is another subregional trail. It generally follows the Coyote Creek from Alviso in the north to the Lake Anderson Reservoir in the south.

FIGURE 12. Trails and Pathways





Existing Alviso Library

The purpose of this chapter is to identify the community facilities and services needed to support existing and future development in Alviso (see Figure 14). These community facilities and services include parks, libraries, community centers, schools, child care, and protective services (e.g., police and fire).

PARKS OBJECTIVE:

Maintain a sufficient supply of parkland to enhance the quality of life in Alviso.

Alviso enjoys a wide variety of public parks, and recreation areas, and open spaces. These facilities include the City's Alviso Park, a 7.5 acre park located adjacent to the George Mayne School. The park includes a swimming pool, playground, and baseball/soccer field. There are no permanent restroom facilities at the park, although temporary toilets have been provided by the City for special events.

Additional recreational facilities are provided at George Mayne Elementary School. The school includes paved playing surfaces as well as ball fields. An afterschool "drop-in" program is offered year round for children 6 to 11 years old. Activities include arts and crafts, games, and sports.

Regional facilities in the area include the 28-acre Alviso Marina County Park, providing passive recreation opportunities such as picnicking and wildlife observation. Specific facilities include picnic tables, parking, boat launch ramp, and restrooms.

A Master Plan for Alviso Marina County Park has been recently adopted by the Santa Clara County Board of Supervisors. The Park Master Plan balances habitat protection with improved boat access and passive recreational activities, such as picnicking, walking, and bird watching. The old Marina basin will continue to revert to wetland habitat.

The other regional parkland is the 3,652-acre Don Edwards San Francisco National Wildlife Refuge. In Alviso, the Wildlife Refuge consists of trails and an environmental education center. The Refuge protects critical habitat at the southern end of the Bay and provides educational opportunities for visitors. The U.S. Congress has approved expansion of the Refuge to an ultimate size of 43,000 acres, including lands outside of Alviso.

New development in Alviso is expected to result in greater demand for park and recreation activities by residents as well as by employees. While Alviso has significant regional open space amenities, there may be a need to consider additional neighborhood parkland in Alviso to serve new residents of future housing developments in Alviso and North San Jose. It is important that all facilities be well-maintained and upgraded periodically so that they continue to provide a high quality recreational experience.

Park Policy 1:

As assessed Parkland Dedication Ordinance/Parkland Impact Fee Ordinance (PDO/PIFO) funds are generated by nearby housing, the City should explore additional sites in Alviso for park development.

This intent of this policy is to utilize PDO/PIFO funds to secure or improve parkland in Alviso. As new housing is developed in Alviso and North San Jose, there may be a need to consider additional parkland in Alviso to serve these new residents.

LIBRARY/COMMUNITY CENTER OBJECTIVE:

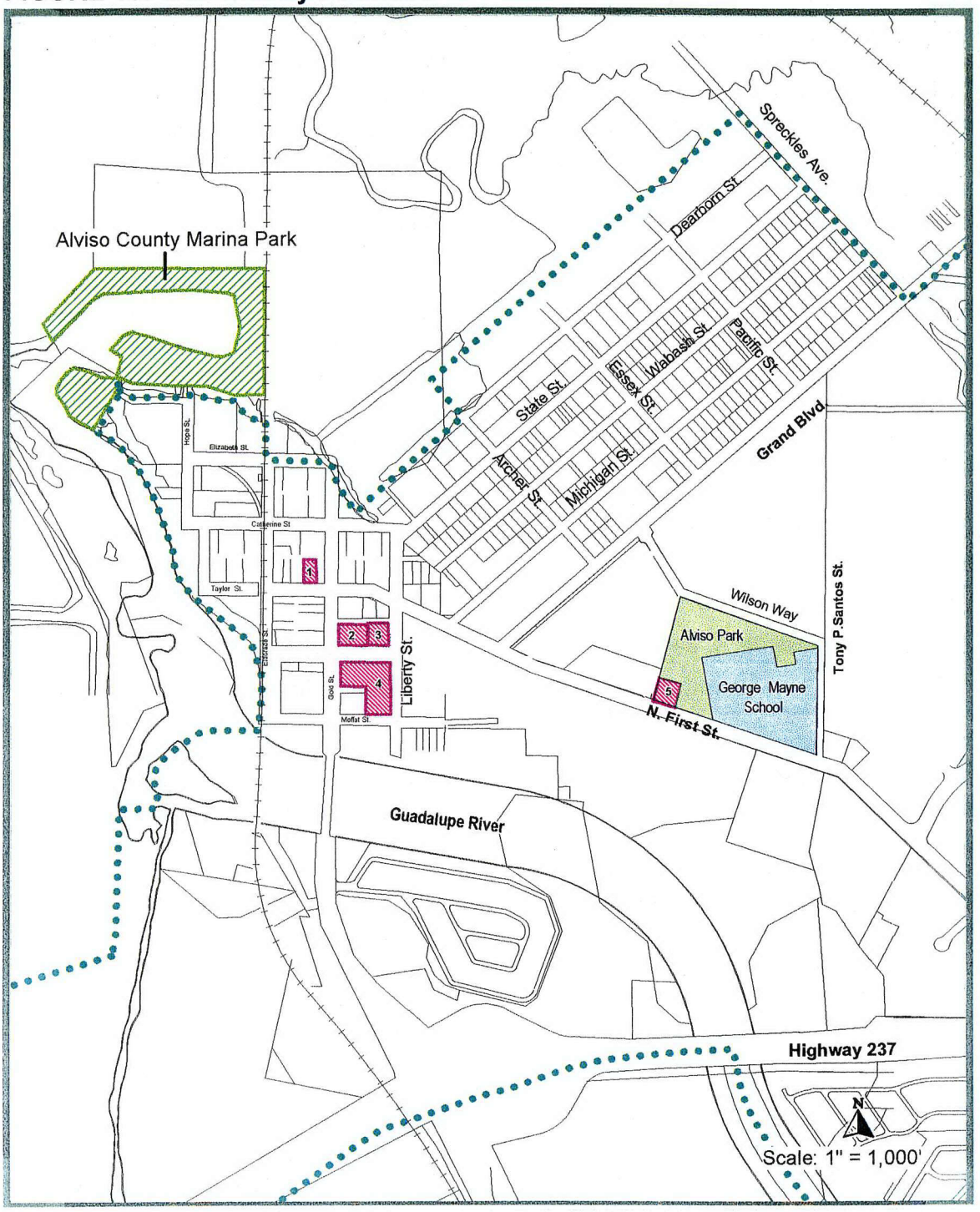
Provide adequate library and community center facilities in Alviso.

The Alviso Library is currently located on Taylor Street in a small building (approximately 884 square feet). The library has a collection of 14,000 books. The library acquires approximately one new book per 15 people per year. The Alviso Library is open 40 hours a week, and has four employees. It serves Alviso and portions of North San Jose.

The Alviso Community Center is currently located on Liberty Street and is approximately 800 square feet in area. The facility offers activities for youth, and supports community activities associated with the nearby Alviso Family Health Clinic.

During the planning process for the Alviso Master Plan, the community expressed a strong interest in having a larger library and a bigger community center. As a result, the community identified a preferred location for a

FIGURE 13. Community Facilities



1	Library	4	Family Health Foundation of Alviso
2	Fire Station	5	New Library and Community Center
3	Community Center		Urban Service Area Boundary

library facility and set the direction for the design of it. During the facility planning stage, the community agreed that combining a new community center with the new library into one building would be a convenient and efficient use of space and services. As a result, a new 5,800 square foot combined community center and library facility is under construction for a site on First Street in the northerly portion of the Alviso Park. The community center portion provides for 1,175 square feet of program space.

With the larger space, expanded library and community programs will be available in the new library/community center. This includes a larger library collection and enhanced computer capabilities.

Library/Community Center Policy 1:

The old community center and library buildings should be used to continue to provide needed programs and/or house an Alviso History Museum.

The old community center building could continue to be used to provide programs for the youth, elderly, or Health Clinic clients. It is also possible that a small day care facility or after school care program could be located in this building.

The community has a strong preference that the old library building be used as an historical museum to keep important artifacts, display photographs, and store historic records of early Alviso. A central location particularly within the National Historic District would increase community pride and serve an important educational and research function.

Library/Community Center Policy 2:

The location and size of any new community facilities should be compatible with nearby land uses and the existing bayside character of Alviso.

Some Alviso residents have expressed interest in constructing an additional community center that would function as a large social hall and/or gymnasium. Such a facility could accommodate large community events, provide additional recreational activities for the area's youth, and possibly include a child day care facility. The design and placement of such a facility would need to be carefully evaluated to ensure its compatibility with nearby land uses, its accessibility by the community, and its positive contribution the historic and bayside character of Alviso. A preferred location would be in the Village of Alviso. It is the intent of this policy to protect the existing character and promote the construction of new structures that add to Alviso's unique attributes.

SCHOOLS OBJECTIVE:

Provide educational facilities to meet the needs of the residents of Alviso.

Alviso is located within the Santa Clara Unified School District. George Mayne Elementary School (Kindergarten through grade 5) serves children living on both sides of Route 237 in Alviso, North San Jose, and Santa Clara. Older Alviso school children attend either Peterson Middle School (grades 6 through 9) or Wilcox High School (grades 10 through 12), both located in the City of Santa Clara. These schools also serve students from areas outside of

Alviso. Bus service is provided for Alviso middle and high school students.

The Alviso Master Plan provides opportunities for new housing. It is estimated that only 78 new school children would be generated by new residential development under the Plan. It is expected that the existing school facilities could handle these additional students. The total capacities of the schools currently serving Alviso are listed below:

School	Full Capacity
George Mayne Elementary School	540
Peterson Middle School	1,530
Wilcox High School	1,760

If these facilities prove to be insufficient in the future, then additional schools will be needed to accommodate the growing number of students. The state and school districts are responsible for providing and maintaining the school facilities that serve the City's children. State law currently allows school districts to collect limited development fees to help provide facilities for the students generated by new residential development. The school districts have indicated that these combined sources of funds are often not adequate to provide the needed school facilities.

While the provision of education is not a City responsibility, the City does recognize that public schools are an important part of the living environment. To assist the school districts in San Jose in their efforts to provide school facilities for students generated by new residential development, the City has adopted a School Facility Availability Ordinance. The ordinance specifies that the Council must find that school facilities would not be unreasonably burdened by a residential project prior to the approval of that project. There are two conditions under which the Council could find that a residential project will not unreasonably burden a school facility:

1. Evidence is submitted showing that there is school capacity available for the project.

2. The project applicant pays, or offers to pay, a specified fee per square foot of residential development for the purpose of school facility construction.

The Council could also find that the project's benefits outweigh its burden on school facility availability and approve the project. If the project does not have these benefits, however, one of the conditions listed above must be met. This ordinance, therefore, provides an important additional tool for the school district in its efforts to provide school facilities.

CHILD DAY CARE OBJECTIVE:

Encourage the provision of child day care facilities to serve the residents and workers of Alviso.

Child care facilities should be provided in compliance with adopted City policy to serve the residents and employees of Alviso. These facilities could be located in the village or non-village area so long as the children will not be located within proximity to locations with hazardous materials or other unsafe elements.

POLICE OBJECTIVE:

Maintain adequate police protection for the community of Alviso.

During the first few months of the Alviso Master Plan effort, the City of San Jose created a distinct police beat for the Alviso Planning Area known as Beat R6. Current staffing for this beat consists of one officer in a patrol car during daylight hours, during the week and on weekends. During both the swing shift and the midnight shift, two officers are assigned to Beat R6. They have the option of either patrolling together in one car or in two separate cars.

Alviso enjoys a very low rate of crime. Because of this, the Alviso officers are called on occasion to support other nearby beats that have more police activity. As a result, when there is a call for service in Alviso, the officer's response is not always as rapid as the residents expect.

All officers have been active in community policing in Alviso and have participated in numerous community events and activities. The intent of the following policy is to continue the positive relationship between the police officers and the community to ensure high quality protective services in Alviso.

Police Policy 1:

As development occurs in Alviso, police services should be evaluated for possible expansion.

The residents of Alviso have and continue to express concern about the amount of time it takes for an officer to respond to a call for police service. As new development occurs in Alviso, it is important to continue to monitor response times and determine if additional service is necessary in Alviso to maintain high quality protection.

FIRE OBJECTIVE:

Maintain adequate fire protection for the community of Alviso.

The Alviso area contains Fire Station No. 25 located on Gold Street. Currently, this station has a crew of four firefighters on duty 24 hours a day. It is equipped with a fire engine capable of pumping 1,500 gallons of water per minute.

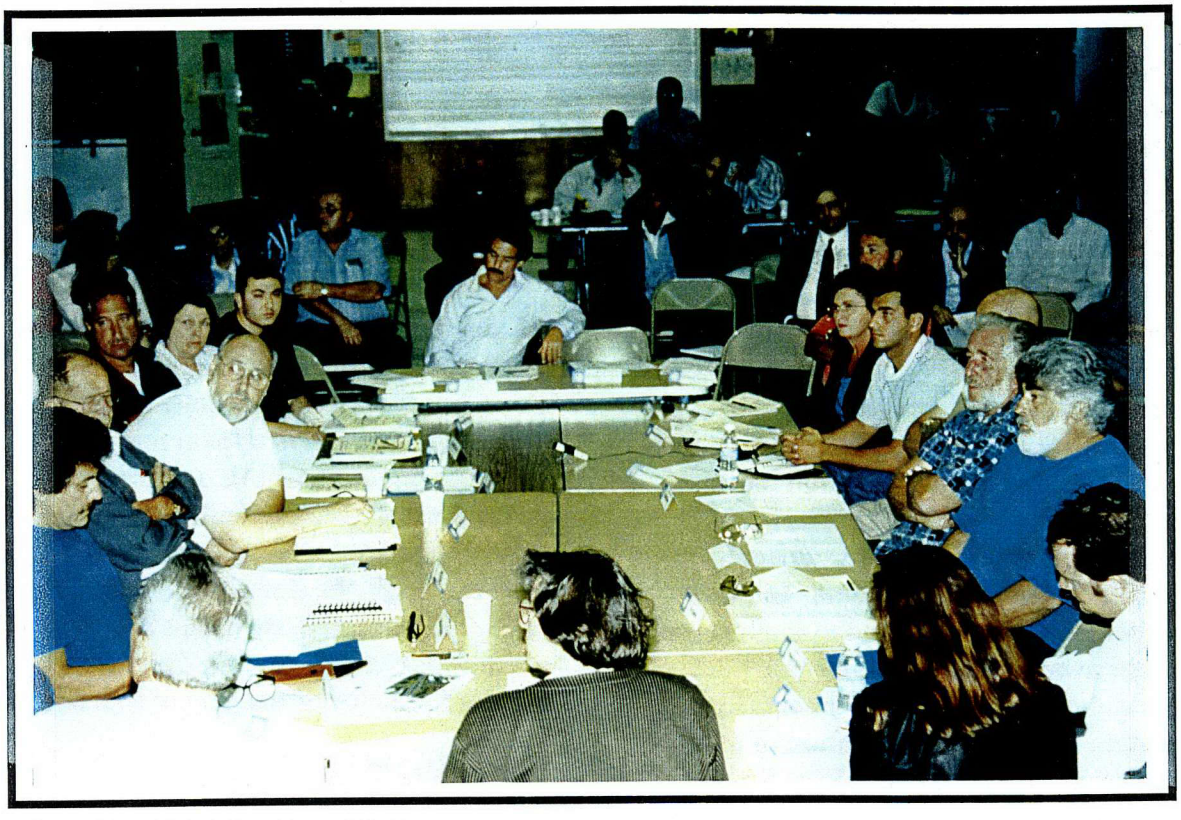
The next nearest fire station is No. 29, located at Zanker Road and Caviglia Drive. Station No. 29 provides backup response to Station No. 25 for calls in the Alviso area. Station No. 29 is equipped with a fire engine, a fire truck, and a Hazardous Incident Team (HIT).

Alviso enjoys very rapid responses to calls for fire service. It is the intent of the following policy that high quality fire service be maintained as new development occurs in Alviso.

Fire Policy 1:

As development occurs, fire service should be evaluated to determine if an expansion of services is warranted.

New development is expected to result in more people living, working, and recreating in Alviso. Over time, it is important to monitor fire service response times and other parameters to determine if additional facilities are needed to maintain a high level of fire protection in Alviso.



Alviso Mater Plan Task Force Meeting

Within the Urban Service Area, Alviso's developed areas are served by major utilities, including storm drains, sanitary sewers, water, electricity, gas, and telephone. In general, the capacity and condition of these utility systems is adequate to support existing land uses and some amount of new infill development. Infrastructure may need to be upgraded, replaced, or extended depending on the location, size, and other characteristics of new development. These improvements are typically required to be installed at the time of development to ensure the infrastructure is in place to support the new projects.

There are many locations in Alviso which currently consist of vacant or agricultural lands. These properties would need new storm sewers that hook up to the existing system. The specific design of these new facilities would need to meet current City standards at the time of their construction.

The vast amount of acreage outside of the Urban Service Area includes salt ponds and the Don Edwards San Francisco Bay National Wildlife Refuge. These lands are not intended for development and therefore no infrastructure exists or is planned for this portion of Alviso.

This chapter establishes policies for the orderly upgrading and construction of utilities, taking into account the long term development objectives for Alviso.

STORM DRAINAGE OBJECTIVE:

Provide storm drainage facilities to adequately serve existing and new development.

There are existing storm sewers in most of the developed areas of Alviso. The majority of the village is served by a series of storm lines with capacity for a three-year storm (i.e., a storm of a particular magnitude that has the probability of occurring once every three years). Some locations within the historic western grid do not have underground lines and are subject to localized drainage problems. In these areas, pumps are required to drain storm water away from the streets and buildings. Recent improvements to the system include the installation of a 48-inch storm main in North First Street from Grand Boulevard to Tony P. Santos Street, an 18-inch storm line in Taylor Street from Gold Street to El Dorado Street, and a 30-inch storm line in Liberty Street between Taylor Street and Moffat Street (see Figure 16).

Given Alviso's vulnerability to flooding, adequate storm drainage is a great concern of the Alviso community. The City is expected to prepare a storm drainage master plan for Alviso during fiscal year 1998/99. The results of this plan should determine the specific storm drainage needs for the area. It is important that the recommendations of the storm drainage master plan be funded and implemented in a timely manner.

Storm Drainage Policy 1:

All new development projects should be evaluated to determine the possible need for additional storm drainage facilities.

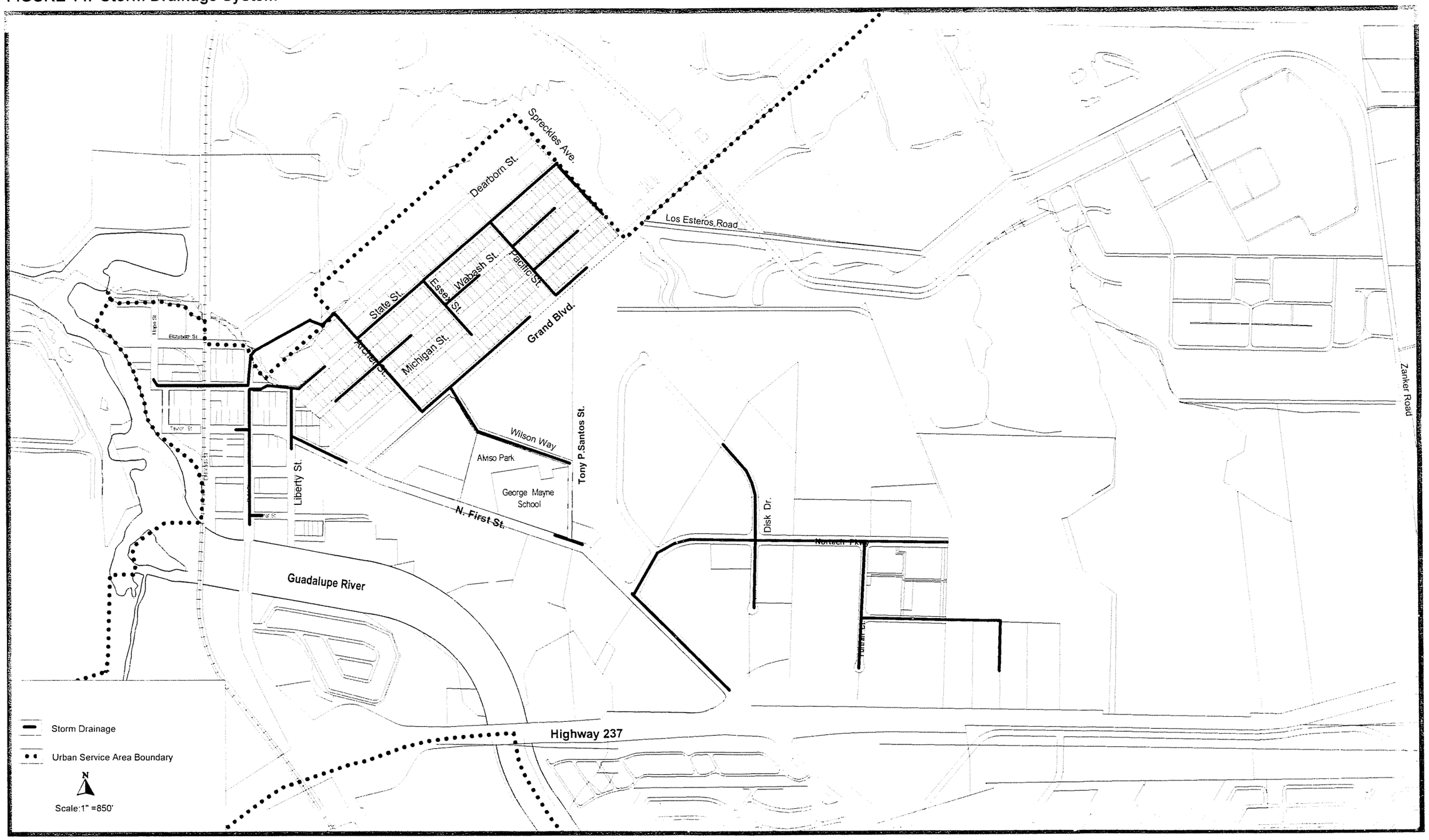
As development occurs, increased runoff enters local storm drains. Since Alviso's storm sewers provide capacity for a three-year storm, it is critical that all proposed development be assessed to determine the specific facilities that would be needed to support the new project. Then, the developers would be required to install these drains as a condition of development. This is standard practice of the City of San Jose.

Storm Drainage Policy 2:

All storm drainage infrastructure on the former Cargill landfill need to be built, operated, and maintained by the property owner.

Due to the unusual construction and maintenance techniques that are required for infrastructure on former landfills, it is imperative that the property owner assume all responsibility and liability for infrastructure systems.

FIGURE 14. Storm Drainage System



SANITARY SEWER OBJECTIVE:
Provide for the sanitary sewage needs of existing and future development within Alviso.

The City of San Jose provides sewage treatment in Alviso. The San Jose/Santa Clara Water Pollution Control Plant, located in Alviso, provides primary, secondary, and tertiary treatment of wastewater. There is sufficient plant capacity to service the projected development within Alviso.

The sanitary sewer network within Alviso is located underground in the public street rights of way. This network is approximately 30 years old. The pipes are less than 10-inches in diameter and are made of vitrified clay. Due to the age of the pipeline and the high groundwater levels in the area, infiltration by groundwater and inflow from the cross connections with the storm water collection system can surcharge the system, causing localized backups of sewage.

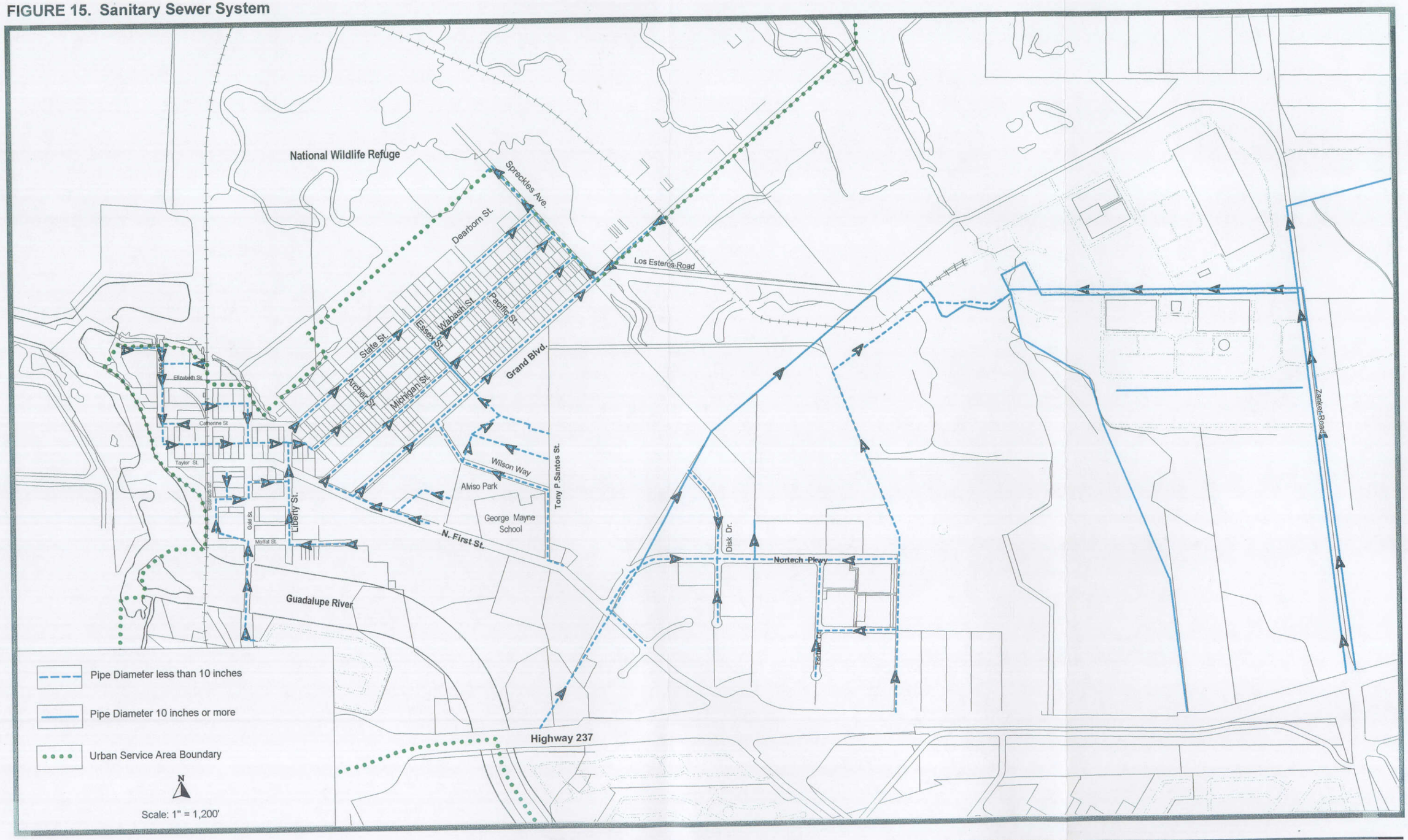
Three pump stations in Alviso collect and transport sewage to the Water Pollution Control Plant (WPCP). The first station is located at Spreckles Avenue and State Street, and it services most of the residential area. The second station is located south of the Gold Street Bridge and is a private pump, serving the Summerset Mobile Home Park. The third pump station is located near Nortech Drive, and serves the industrial area between North First Street, and Zanker Road.

As with storm drains and other infrastructure, any new or upgraded sewers must be constructed at the time of development.

Sanitary Sewer Policy 1:
All sanitary sewer infrastructure on the former Cargill landfill needs to be built, operated, and maintained by the property owner.

Due to the unusual construction and maintenance techniques that are required for infrastructure on former landfills, it is imperative that the property owner assume all responsibility and liability for infrastructure systems.

FIGURE 15. Sanitary Sewer System



WATER SUPPLY OBJECTIVE:

Provide adequate water facilities to serve the needs of new development.

The City of San Jose Municipal Water Utility District Water supplies water to the Alviso area. Supply lines are present in all public streets. Other facilities include a 250,000 gallon storage reservoir tank located at the intersection of Liberty, State, and Catherine Streets, an 18-inch supply main in North First Street, and a 12-inch secondary supply line, which crosses the Gold Street Bridge. Existing water pressure in Alviso is approximately 90-95 pounds per square inch.

Recent improvements to the water system include a three million gallon reservoir and a six gallon per minute pump station at the easterly terminus of Nortech Parkway. These two upgrades improved the reliability of water service and allowed for increased fire flow.

At the time of development, the precise sizes of water pipes should be determined to ensure adequate water and fire flow capacity.

Water Supply Policy 1:

Water consumption should be reduced through water conservation measures.

Water conservation measures should be implemented throughout existing and planned development. These measures include the use of low-flow shower heads and toilets, water conserving appliances, and water conservation irrigation methods. In addition, the landscaping guidelines contained in this Plan recommend the use of drought resistant plants. By implementing these measures, there should be a reduction in water consumption and wastewater flows to the Water Pollution Control Plant.

Water Supply Policy 2:

To the extent feasible, new development should use the City's reclaimed water to irrigate their landscaping.

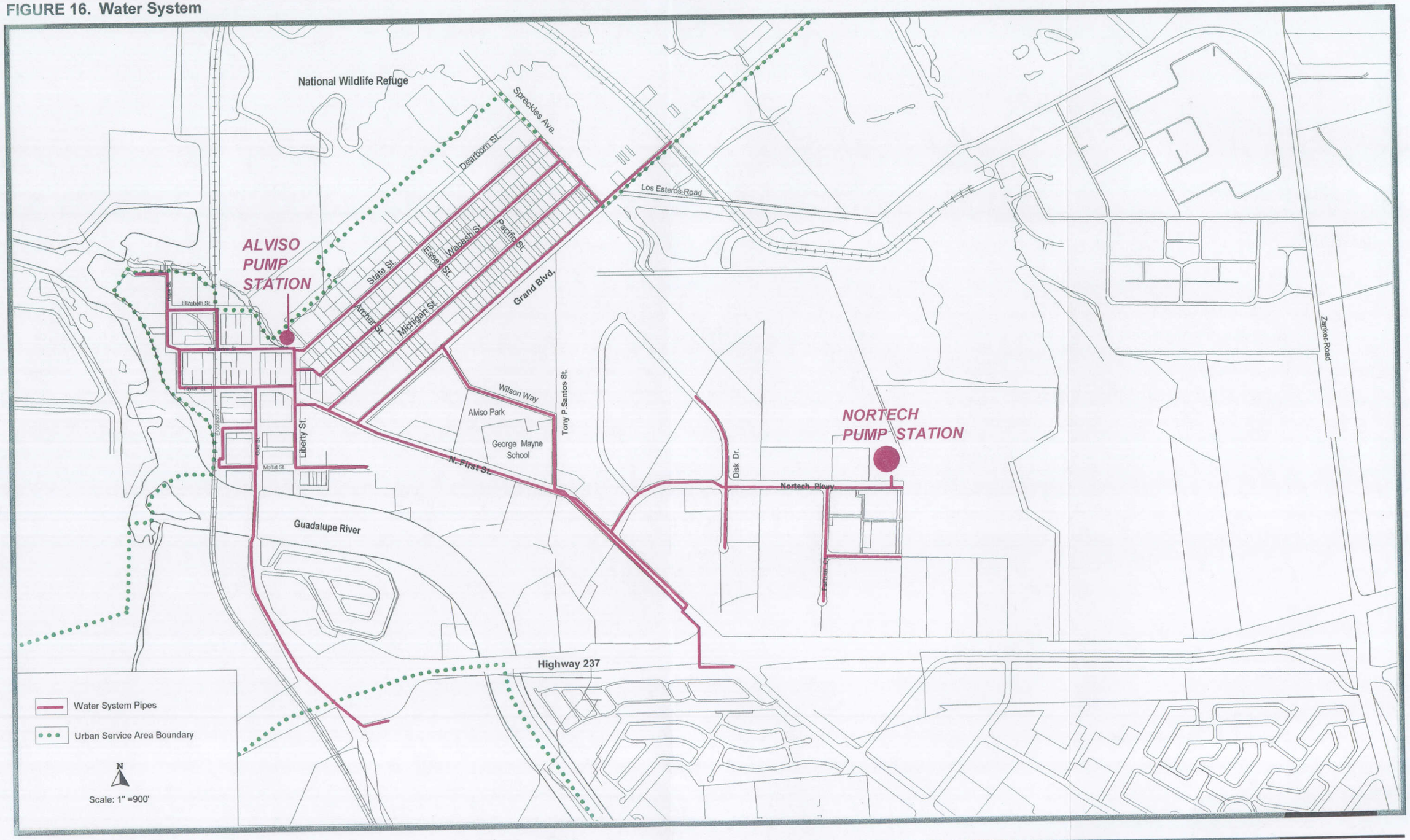
The City of San Jose's reclaimed water project makes available treated water from the WPCP for non-potable purposes. Because Alviso is in close proximity to the treatment plant, new development particularly outside the Alviso village should utilize reclaimed water for irrigation and other appropriate purposes.

Water Supply Policy 3:

All water supply infrastructure on the former Cargill landfill needs to be built, operated, and maintained by the property owner or by a non-City water service provider.

Due to the unusual construction and maintenance techniques that are required for infrastructure on former landfills, it is imperative that the property owner and/ or non-City entity assume all responsibility and liability for water supply systems.

FIGURE 16. Water System



ENERGY OBJECTIVE:
Provide adequate electrical and gas service to support future development and encourage a program of energy conservation.

Electricity and gas are provided to Alviso by Pacific Gas and Electric (PG&E). The majority of the electrical lines within the planning area consist of 21 kilovolt (kv) service in overhead facilities. City policy requires future development to replace overhead facilities with underground lines. High voltage 115 kv transmission lines traverse Alviso in a north easterly direction. Due to their size and function, the high voltage transmission lines are not part of the City's undergrounding program.

The majority of the gas lines within Alviso consist of low-pressure cast iron and steel lines which may require upgrading to high-pressure plastic lines as new development occurs in Alviso.

Energy Policy 1:
Adequate electrical and gas service should be provided to support planned development.

New development in Alviso will increase the demand for electrical service. In accordance with City policy, new development is required to work with PG&E to make the necessary improvements to support the project.

New development should also comply with San Jose's underground policy. To the extent feasible, other street improvements should be coordinated with undergrounding of electric lines.

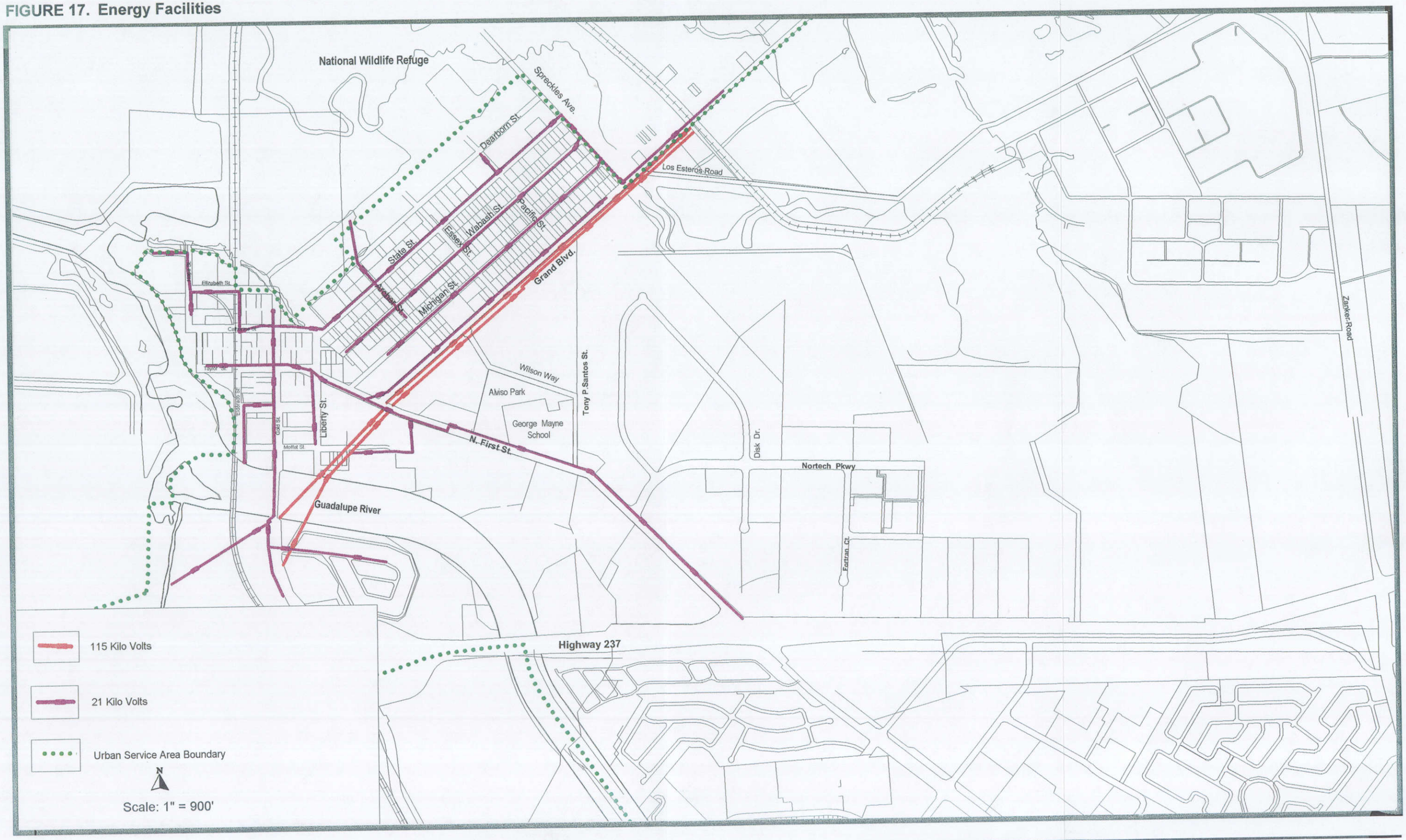
While proposed development in Alviso is not anticipated to result in a significantly increased demand for gas service, all gas lines in existing streets within Alviso should be upgraded with high pressure plastic lines

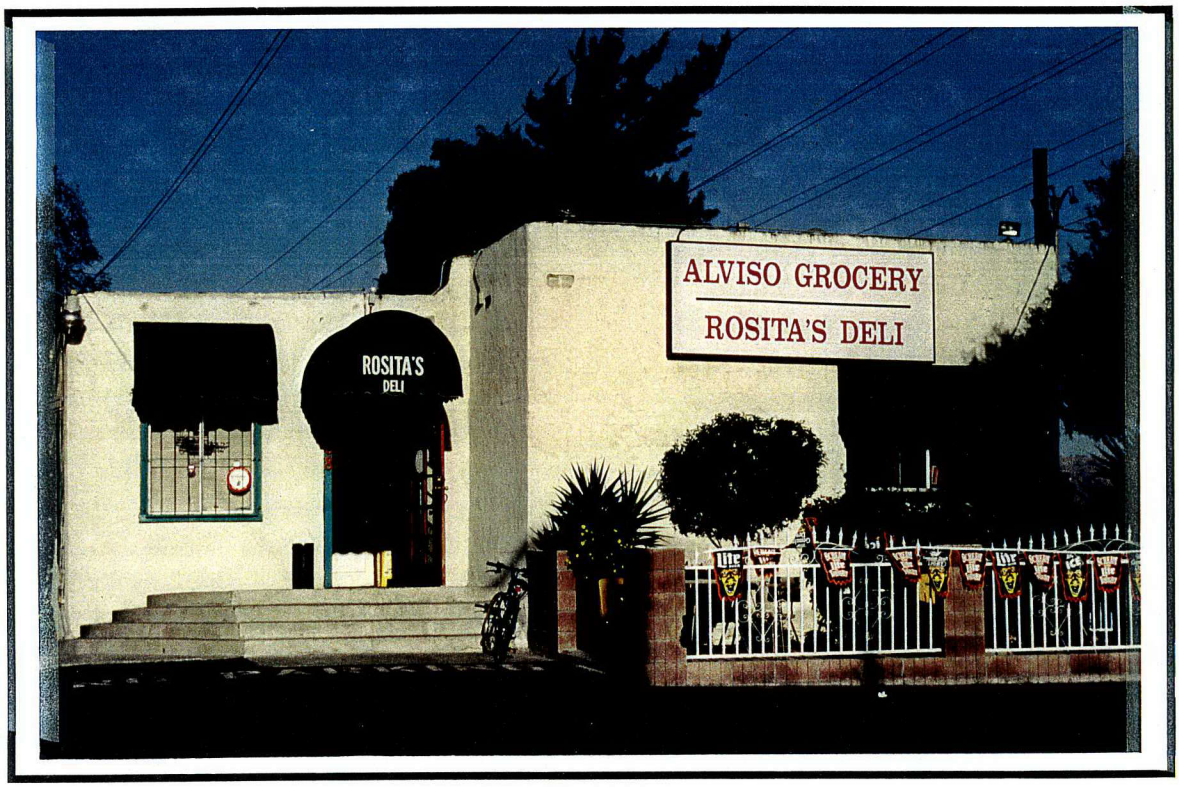
to replace existing low-pressure cast iron facilities. When development occurs in a currently vacant area, the precise size of new gas pipes will be determined to ensure adequate capacity.

Energy Policy 2:
Energy conservation should be encouraged throughout Alviso.

The conservation of energy can occur through using energy saving appliances, walking and bicycle riding to travel short distances in Alviso, and encouraging people to live and work in the community. These measures help to meet the City's broader energy conservation objectives and can contribute to reinforcing Alviso's small town character. For example, living and working in Alviso reduces the use of the automobile and also facilitates interaction among community members.

FIGURE 17. Energy Facilities





Rosita's is a neighborhood focal point.

The Implementation Chapter provides a framework to assist in carrying out the Alviso Master Plan: A Specific Plan for the Alviso Community. The framework contains five components:

- Land use regulation
- Action plan
- Consistency with the General Plan
- Consistency with other City policies and programs
- Administration of the Alviso Master Plan

LAND USE REGULATION

The Alviso Master Plan is a long term plan providing direction for the future development in the area. The Master Plan is incorporated into the San Jose 2020 General Plan and therefore, covers the same time frame as the General Plan. This section provides additional policy guidance beyond the Land Use Plan Chapter to implement the Alviso Master Plan over the entirety of this time frame. The issues covered in this section include existing use policies, master planning, and code enforcement.

Existing Use Policies

The Alviso Master Plan is a long-term plan providing direction for new development in the community. In most locations, the Alviso Master Plan identifies future land uses which are similar to existing uses (e.g., the residential neighborhood). In some areas, including the western grid, south of the Guadalupe River, and a portion of First Street, existing uses are inconsistent with the planned land use designation. For example, industrial uses are present in the western grid which is designated for mixed use (residential, office, retail, and civic uses).

The Master Plan recognizes the viability of many existing businesses and the benefits of their continued operation as a bridge to the realization of the ultimate plan. Due to the potential conflict between existing and planned land uses, the following policies are intended to help guide a relatively smooth transition from the present to the ultimate development of the community. These policies should be used in conjunction with the overall policies and guidelines to be described in the Alviso Master Plan. The policies should also be considered together with the City's other land use regulations described in the General Plan, Zoning Ordinance, published Design Guidelines, and other documents.

Existing Use Policy 1:

Existing legal uses within the entire Alviso area may remain until a property owner wishes to change uses.

One of the purposes of the Alviso Master Plan is to provide clear direction for new development. Some properties currently contain land uses which are consistent with, and advance, the vision of the Alviso Master Plan. Other properties are currently vacant or used for agricultural purposes and could be developed in the short term consistent with the Alviso Master Plan. Still other properties contain existing, viable uses which are unlikely to change in the near future.

Although some of these existing uses are not consistent with the Alviso Master Plan (e.g., the existing use is a truck yard and the planned use is residential and/or commercial), the uses may remain until such time as the property owner decides to pursue a different use on the site. Existing uses may continue their operations and engage in routine property maintenance. Once a property owner decides to change uses, then the new use must be consistent with the Alviso Master Plan. It is not the intention of the Alviso Master Plan to force legal businesses out of the area. Existing use policies seek to provide shorter term opportunities and options for property owners to obtain an economic return on their properties with minimum investment.

Existing Use Policy 2:

It is not the intent of the Alviso Master Plan to preclude the exact replacement of legal structures which have been destroyed by fire or other event beyond the control of the property owner.

Specific protection exists in City regulations for the replacement of structures after a catastrophic event if the structures contain uses which do not conform to the existing zoning district. The Alviso Master Plan intends to

provide similar protection to existing uses which may not be consistent with the specific plan land use designation.

This policy does not cover the deliberate demolition of structures to make way for new construction inconsistent with the Master Plan. Such construction would represent a significant investment which could not be amortized very quickly and would inhibit the reuse of the site for the planned use in the short term.

Existing Use Policy 3:

To utilize existing legal buildings and facilities, property owners may change uses provided that the new uses conform to the existing zoning district and do not involve any physical changes requiring a planning permit (e.g., a discretionary permit). This provision is routine and applies to all properties in the City.

Property owners, in areas planned for residential and/or commercial uses, are discouraged from changing to a use which is a more intensive form of industrial use than the prior use (e.g., from warehouse to manufacturing). Dissimilar new uses are particularly discouraged if they would result in noise, vibration, or other potential impacts that would not be compatible with nearby planned commercial and/or residential uses. The more "heavy" industrial uses are discouraged because they may inhibit the development of nearby commercial and/or residential uses according to the Alviso Master Plan.

Existing Use Policy 4:

To further utilize existing legal buildings and facilities, remodeling and minor building area expansions (up to 10 percent of existing floor area), including in separate buildings, will be considered if other requirements are met (e.g., consistency with existing zoning, parking, landscaping, etc.). (See also Existing Use Policy 8).

This policy provides the flexibility to complete some minor improvements which can be amortized within a few years, thereby maintaining the opportunity for future development of the planned commercial, residential and mixed uses. Major expansions should be considered only for uses at the ultimate intensities allowed under the Alviso Master Plan. Exterior remodeling and floor area expansions require discretionary planning permits, most often a Site Development Permit. This policy does not apply to properties within the Light Industrial and Combined Industrial/Commercial areas which may be developed or redeveloped consistent with other provisions of the Plan and applicable City regulations and policies.

A remodel or expansion may be combined with a change in use consistent with the existing zoning district, except that new uses which significantly increase the degree of incompatibility with surrounding planned uses are strongly discouraged and may be denied through the permitting process.

Existing Use Policy 5:

Vacant properties may be used for certain low-intensity activities, including agriculture, farmer's markets, seasonal sales, adequately screened outdoor storage, and nurseries or plant growing grounds. Minor structures (not exceeding two percent of site coverage) would be allowed in association with the

use. Vacant properties also may be used for other uses as allowed by the existing zoning district, provided that they are compatible with existing, planned, and surrounding uses and represent a degree of investment unlikely to delay ultimate development according to the Master Plan.

This policy provides flexibility for vacant sites to accommodate short-term uses. In some cases, a conditional use permit or special use permit may need to be obtained to allow the use on a given site.

Existing Use Policy 6:

For remodeling and minor expansions of existing legal buildings, the Plan encourages attractive, compatible facade improvements and the use of materials which do not require significant investment (e.g., canvas awnings).

Attractive facade improvements can often be achieved with a minimum investment. While improvement is encouraged, the intent of the policy is to keep investment at a level sufficiently low that future redevelopment of the uses described in the Master Plan is not unreasonably delayed.

Existing Use Policy 7:

The landscape requirements for minor changes to existing uses which are inconsistent with the Alviso Master Plan should correspond to the minimum level of investment in the existing use.

The majority of the Alviso area was developed before the City adopted its current landscaping requirements. Landscaping is an important amenity for a property, creating an attractive place to do business. For existing uses undergoing minor changes, landscaping requirements should be modified to avoid imposing a level of investment which would inhibit future development consistent with the Alviso Master Plan. These guidelines include:

- The landscaping requirements should acknowledge that the existing uses are considered temporary if they are inconsistent with the Alviso Master Plan.
- Any major landscaping investment should be focused in areas where landscaping is more likely to remain permanently.
- Landscaping should be concentrated along the street frontage and along the interfaces with any existing uses that are consistent with the ultimate development of Alviso.
- Landscaping should conform to the City's Landscape and Irrigation Guidelines and the landscape policies contained in the Alviso Master Plan.

Existing Use Policy 8:

No new industrial uses are allowed in the areas designated for Mixed Use, General Commercial, or River Commercial.

Any existing industrial uses in these areas are allowed to stay and expand subject to the aforementioned policies; however, to encourage the development of the planned land uses, no new industrial activities are allowed in areas planned for commercial, civic, and/or residential uses.

Master Planning

To ensure that the Alviso Master Plan is efficiently and effectively implemented, the Plan calls for the master planning of certain key sites. These sites represent areas that can benefit from more detailed analysis and more specific development plans to achieve the objectives of the Alviso Master Plan. Master planning also provides an opportunity to determine specific circulation and access points, and to resolve interface issues with the existing residential, educational, or park uses.

For properties in private ownership, the master planning effort should consist of a single Planned Development zoning district or single master Site Development Permit. A master plan should be prepared for each of the following geographic areas (See Figure 19). If any of the following subareas are part of a single continuous ownership, then a single master plan would be required:

1. Property bounded by First, Archer, Michigan, and Grand Boulevard.

2. Property bounded by Wilson Way, First Street, Grand Boulevard, and the new Library/Community Center.

3. Properties on the west side of North First Street between Liberty and Tony P. Santos Streets.

4. Properties on the south side of North First Street south of Tony P. Santos Street.

5. Existing vacant properties in the Nortech Parkway area.

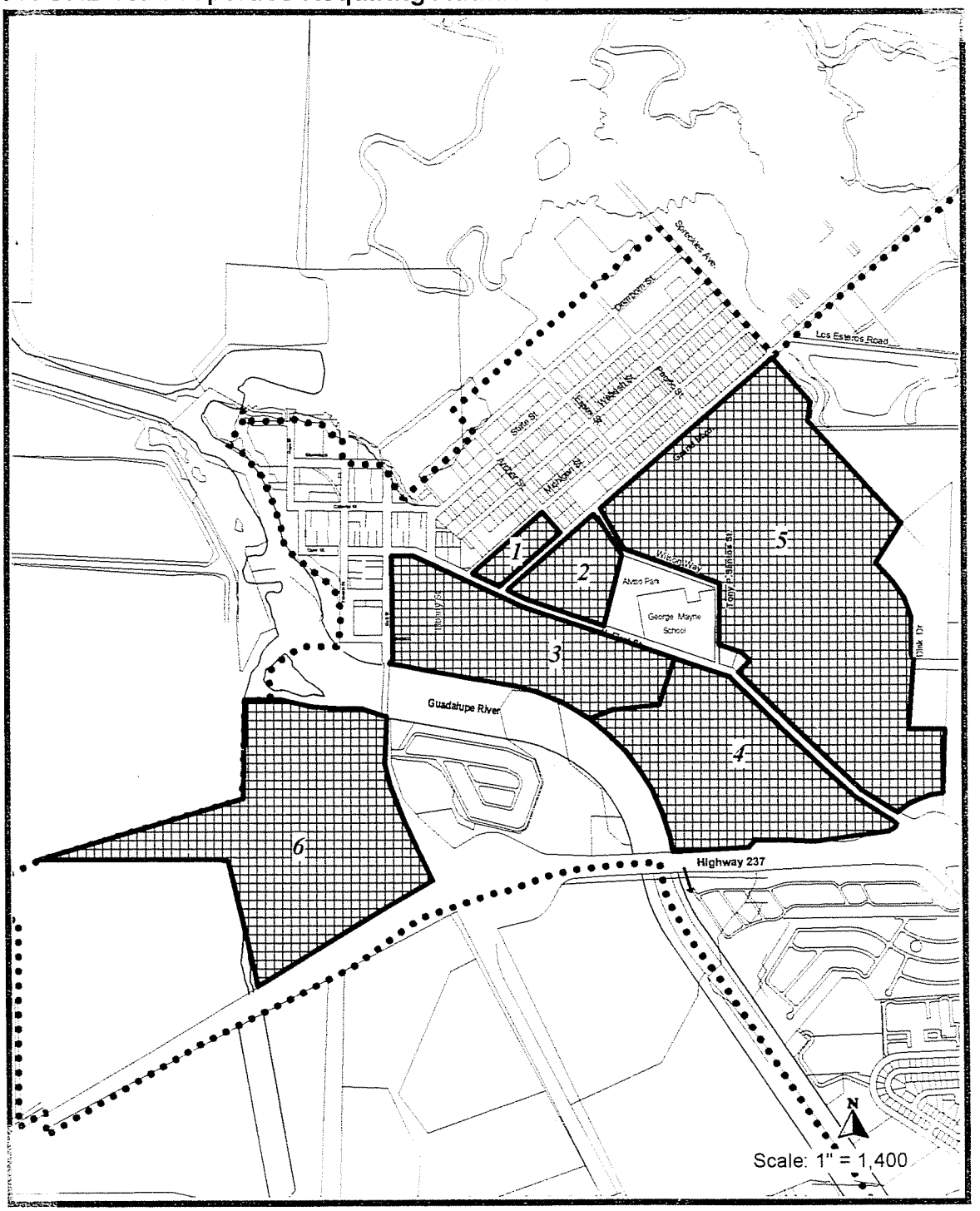
6. Cargill Salt landfill.

Code Enforcement Policies

Code enforcement is a service provided by the City of San Jose to promote and maintain a safe and desirable living and working environment. Code enforcement is most effective when the community works in partnership with the Code inspectors to reduce blight and maintain compliance with City regulations.

Typically, the inspectors spend most of their time investigating and resolving violations that have been reported by a resident or property owner. These issues include violations of the Housing, Building, Zoning, or other City codes. If inspectors observe a life threatening violation that has not been reported by a citizen, then the code inspectors proactively work to resolve the problem as soon as practically possible.

FIGURE 18. Properties Requiring Additional Master Plans



Properties Requiring Additional Master Plans

Urban Service Area Boundary

During the Alviso Master Plan process, the Task Force and the community had numerous discussions about code enforcement and the types of issues that deserve priority attention by the inspectors working in Alviso. The community prefers the inspectors to work proactively (i.e., without prompting by a citizen complaint) on the following problems:

- Inoperable and/or abandoned vehicles.
- Weeds along the railroad tracks, in the ditches, and along the levees.
- Dumping along the public rights of way and the railroad tracks.
- Life safety violations.

In Alviso, life safety violations usually involve problems with housing units. For example, serious hazards exist when an extension cord extends from a house to a trailer parked on the property. The Alviso community is concerned that all violations related to housing conditions be handled sensitively and be resolved in a manner that does not displace families if possible.

In addition, the following principles should guide the City's code enforcement activities:

- Any changes to existing legal uses which are permitted under the Alviso Master Plan must comply with the design guidelines, use requirements and other policies of the Alviso Master Plan.
- Any uses which were in existence prior to 1968 but are not permitted under the existing zoning district or under the Alviso Master Plan should be considered "existing uses" and should comply with the Existing Use Policies of the Alviso Master Plan.
- Any uses which were established after 1968 and are not permitted under the existing zoning district or under the Alviso Master Plan should be considered illegal.
- Any structures in Alviso that were built prior to 1968 should be considered legal; however, they must be maintained so that they do not pose a threat to public health and safety.
- All structures built after 1968 must comply with all City codes and requirements, including the provision of infrastructure and utilities.
- Consideration should be given to the potential hardship to property owners, residents, and tenants to comply with these policies. Time extensions should be given to meet minimum requirements only if it does not threaten the health and safety of the Alviso community or individual occupants.
- Trash, junk storage, weeds, and other blighting characteristics should not be tolerated in Alviso.

Environmental Mitigation

To ensure that future development and land management is sensitive to Alviso's environmental conditions, environmental mitigation measures should be implemented in specific development approvals and/or in the management of vacant lands. Future development proposals will be required to complete site specific environmental analysis and it is expected that additional and/or more detailed mitigation measures could be required of these future development proposals. Environmental mitigation measures include, but are not limited, to:

- Preserve high quality habitat on-site as the preferred mitigation approach for special status species; however, off-site mitigation or a combination of off-site and on-site mitigation may be considered if it achieves an equal or greater degree of long term protection for these species.

- Encourage the placement of development to avoid areas with sensitive habitat and/or geotechnical concerns. If avoidance is not possible, then impacts on the environment should be limited consistent with site specific environmental studies and mitigation recommendations.

- Aggregate and relocate small isolated areas of habitat into larger mitigation areas if a biotics analysis indicates that such relocated areas will have an equivalent or higher habitat value than the original areas. Lands nearest the Alviso village (e.g., near the school and residential core) are the preferred locations for such habitat aggregations but only if a high quality of habitat value can be maintained over the long term.

- Require external and internal light from new development to be designed so as not to create glare or other negative impacts to nearby sensitive habitats, including baylands, riparian corridors, and other biotic communities.

- Protect burrowing owls by mowing rather than discing to control weeds and guard against fire on vacant properties.

- Preserve historic resources by utilizing the techniques and flexible development requirements identified in this Plan.

- Prohibit the use, storage, handling, and/or disposal of acutely hazardous materials within one-quarter mile of residential uses, the George Mayne School, New Chicago Marsh, and other sensitive uses and habitats.

- Require a soils and geotechnical report for development proposals on sites with the potential for unengineered fill and/or Bay Mud soils. Development approvals should be conditioned to appropriate mitigation measures identified in these reports.

- Adhere to the land use, design guidelines, and other policies of the Alviso Master Plan to protect the community character of the Alviso village.

- Adhere to all other relevant City policies, such as the full range of General Plan policies, the Riparian Corridor Policy Study, Post-Construction Urban Runoff Management, etc.

ACTION PLAN

The Alviso Master Plan contains specific policy direction for overall community character, future land uses, and long term development of the Alviso area. With these policies, the Plan seeks to achieve a particular vision that includes maintaining Alviso's small town feeling and respecting its natural and historic setting.

The Action Plan identifies specific improvement items and other activities that should be completed to enhance the quality of the Alviso area. The activities include infrastructure, historic preservation, beautification, housing programs, rezoning, and street names.

Infrastructure - Streets

As discussed in the Circulation Chapter, Alviso contains streets that do not have the full improvements of curbs, gutters, sidewalks, lighting, and street trees. The historic western grid is largely developed and therefore, there is little opportunity for these improvements to be constructed as a condition of the approval of new development. Because of this, the Action Plan recommends that Community Development Block Grant funding should be pursued for the improvement of the following streets in priority order: Hope, Elizabeth, Taylor, El Dorado, Liberty, and Moffat. At the time of grant preparation, detailed analysis of the specific improvements and street segments should be conducted so as to obtain a thorough scope of work and cost estimate. This is a high priority item.

Infrastructure - Storm Drainage

As mentioned in the Utilities Chapter, the City will be conducting a Storm Drain Master Plan for Alviso. This plan is expected to identify potential storm drainage improvements for the area. The Action Plan recommends that the City pursue funding for constructing those improvements identified by the Storm Drain Master Plan.

Historic Preservation - Alviso Historic Museum

The Community Facilities Chapter contains a policy that encourages the reuse of the existing Alviso Library building for an Alviso Historical Museum. The Action Plan takes this policy recommendation one step further by recommending that the City of San Jose work with the History Museums of San Jose to create the Alviso Museum. It is important to the community that this building retain its public purpose , continue to be accessible for community benefit, and be the home of Alviso's historic documents and other items. This is a medium to high priority.

Historic Preservation - Plaques

The City Planning staff is currently working to create a large outdoor display that celebrates Alviso's history and identifies historic resources. To complement this display, plaques of a uniform design should be mounted at all

historic sites and buildings in Alviso. The plaques would facilitate walking tours of the National Historic District and recognize these important resources. Funding for the plaques could come from grants, in-kind donations, or other sources. The community should be involved in the design and implementation of this plaque program. This is a medium priority.

Historic Preservation - Survey Work

A comprehensive architectural and historical survey should be completed to determine if other resources qualify for City Landmark status or for the City's Historic Inventory. This survey will also be useful in correcting inconsistent documentation of the historical resources within Alviso's National Historic District.

Beautification

Streetscape improvements would greatly enhance the appearance of the Alviso area. Specific improvements include planting street trees, landscaping the median along North First Street at Route 237, and installing street furniture in the Village per the Pedestrian Policies contained in the Circulation Chapter. These improvements could be constructed collaboratively with the participation of the City of San Jose, Alviso Rotary Club, and other community groups. This is a medium priority.

Housing Programs

The San Jose Housing Department administers a broad range of programs that seek to maintain the stock of affordable housing in the City. Alviso residents and property owners are eligible for many of these programs (e.g, paint grants and rehabilitation loans). For example, the Housing Rehabilitation Program provides financial resources to make repairs to owner-occupied and rental housing. These housing programs should be publicized to Alviso property owners.

Rezoning

In many locations in Alviso, the zoning districts do not conform to the General Plan land use designations. For example, a portion of the existing residential grid is zoned C-2 Commercial and the remainder is zoned R-3-B Residenital. The General Plan land use designation is Medium Density Residential (8-16 dwelling units per acre) for the entire grid.

The City of San Jose Planning staff should consider initiating a rezoning program to change the zoning in portions of the village area so it conforms to the General Plan. Such rezoning would facilitate the implementation of the Alviso Master Plan. This is a medium priority.

Street Renaming

North First Street extends into Alviso and at Liberty Street, the roadway changes its name to Taylor Street. The Alviso community is very interested in changing the name of Taylor Street to North First Street to eliminate the confusion associated with Taylor Street. The segment that would need to be changed is between Liberty Street to El

Dorado Street. The City should pursue this street name change. This is a medium priority.

CONSISTENCY WITH THE GENERAL PLAN

The Alviso Master Plan is consistent with the San Jose 2020 General Plan. The General Plan incorporates the major provisions of the Alviso Master Plan through the Alviso Planned Community (APC) land use designation. The APC contains the major features and provisions of the Master Plan including the specific land use map for the Alviso area. The Alviso Master Plan is a separate policy document that provides the background, vision, and community character for the APC and detailed development direction beyond the scope of the General Plan.

The Alviso Master Plan differs for the APC in that the Master Plan contains more detailed land use, urban design, and other provisions intended to implement the APC. These more detailed provisions should be used when evaluating development proposals in the APC.

General Plan Major Strategies

The Alviso Master Plan is consistent with the seven major strategies, or central themes, of the San Jose 2020 General Plan: Economic Development, Growth Management, Downtown Revitalization, Urban Conservation/ Preservation, the Greenline, Housing, and Sustainable City. The Major Strategies provide a broad framework that allow consistent interpretation and application of the General Plan's individual goals and policies. The Alviso Master Plan furthers the Major Strategies by applying the principal objectives of these strategies to the planning of the Alviso area.

Of the seven Major Strategies, the Alviso Master Plan directly supports six of the strategies. The Plan promotes economic development in San Jose by adding approximately 1,000 new jobs in Alviso. The Plan provides a wide variety of housing opportunities in Alviso to meet the needs of all economic sectors of the community. The Alviso Master Plan reinforces the Growth Management Strategy by planning new housing on infill parcels located within the City's Urban Service Area. The Plan includes land use and historic policies to preserve and enhance the existing residential neighborhood and historic structures of Alviso (Urban Conservation/ Preservation). The Greenline Strategy is implemented by reducing the Urban Service Area in the vicinity of the San Francisco Bay/New Chicago Marsh. The Plan reinforces the Sustainable City Strategy by providing a mix of jobs and housing, encouraging pedestrian and bicycle travel, and enhancing and strengthening the community.

General Plan Goals and Policies

The Alviso Master Plan is consistent with and reinforces the goals and policies of the General Plan and therefore, enhances the internal consistency of the General Plan as a whole. The goals and policies of the Alviso Master Plan ìnestî within the goals and policies of the General Plan but are more narrowly defined to ensure proper implementation of the Alviso Master Plan.

CONSISTENCY WITH OTHER CITY POLICES AND PROGRAMS

The Alviso Master Plan is consistent with other City policies and programs including but not limited to the Riparian Corridor Policy Study, North San Jose Area Development Policy, and the adopted Post-Construction Urban Runoff Management Policy.

Riparian Corridor Policy Study

This Council adopted Study requires that all buildings, structures, impervious surfaces, outdoor activity areas (except for passive or intermittent activities) and ornamental landscaped areas should be separated a minimum of 100 feet from the edge of any riparian corridor (or top of bank, whichever is greater). The Alviso Master Plan is consistent with the Riparian Corridor Policy Study by identifying appropriate land uses, setbacks, and design guidelines for properties adjacent to the Guadalupe River, Coyote Creek, and other waterways.

ADMINISTRATION OF THE ALVISO MASTER PLAN

This section explains the process for maintaining and amending the Alviso Master Plan. Any proposed amendments to the Alviso Master Plan may only be considered during the City's General Plan Annual Review process. In general, proposed amendments must be consistent with the goals and objectives of the San Jose 2020 General Plan and the Alviso Master Plan. Future land use changes in Alviso may be beneficial under certain circumstances.

Modifications to the Master Plan

The Alviso Master Plan represents a long term plan for the Alviso area. Occasionally, it may be necessary to modify some of the components of the Plan either to reflect changing conditions or to update existing City goals and policies. Such modification should occur as a General Plan amendment during the City's General Plan Annual Review process. Any modifications of the Alviso Master Plan should be guided by the following criteria:

- Any modification should further, and be consistent with, the Major Strategies of the General Plan.
- Any modification should be consistent with the goals, objectives, and policies set forth in the General Plan and the Alviso Master Plan.
- Any modification on a specific site should be compatible with surrounding land uses.
- Any modification should be consistent with other applicable City policies.

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Alviso Master Plan Task Force

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APPENDIX: SUGGESTED PLANT LIST

Alviso Master Plan

Street Trees

Street Name	Scientific Name	Common Name
North First Street	*Myoporum Laetum*	
El Dorado Street	*Myoporum Laetum*	
Gold Street	*Plantanus Acerifolia*	"Yarwood"/Sycamore
Elizabeth Street	*Myoporum Laetum*	
Hope Street	*Myoporum Laetum* *Pinus Pinea*	 Italian Stone Pine
Catherine Street	*Pyrus Calleryana "aristocrat"* *Quercus Agrifolia*	Ornamental Pear Coast Live Oak
State Street	*Pistacia chinensis*	Chinese Pistache
Spreckles Avenue	*Myoporum Laetum*	
Grand Boulevard	*Schinus Molle* *Pistacia chinensis*	California Pepper Tree Chinese Pistache
Michigan Avenue	*Prunus C. "Kranter Vesuvius"* *Pistacia chinensis*	Carolina Laurel Cherry Chinese Pistache
Archer Street	*Prunus Lusitanica*	Portugal Laurel
Wilson Way	*Schinus Molle*	California Pepper Tree
Essex Street	*Pinus Canariensis*	Canary Island Palm
Pacific Avenue	*Pyrus Calleryana* *aristicrat'*	
Tony P. Santos Street	*Koeleteria Paniculata*	
Zanker Road and Los Esteros	*Eucalyptus/* *Globulus Compacta*	

The City arborist recommends specific species for each street in Alviso. These species are known to thrive in the environmental conditions of the area.

Alviso Master Plan
Suggested Plant List

Plant Name	Approximate Mature Height	Water Conserving Plant	Comments
TREES			
Agonis flexuosa (Peppermint Tree)	25'	X	Small evergreen tree. Willow-like appearance.
Araucaria bidwillii (Bunya Bunya)	80'		Coniferous tree. Usually seen in coastal areas.
Arbutus unedo (Strawberry Tree)	15'-30'	X	Small evergreen or large shrub. Slow growing.
Cedrus species (Cedar)	80'	X	Large coniferous trees. *Cedrus deodara* (Deodar cedar) is the most common, Tough plants good for large areas (parks, public spaces, etc.)
Celtis sinensus (Chinese Hackberry Tree)	30'-40'	X	Deciduous tree. Primary asset is its deep rooting. Can be planted in small spaces without damaging pavement.
Ceratonia siliqua (Carob Tree)	30'-40'	X	Evergreen tree that lives easily on rainfall alone when established.
Cinnamomum camphora (Camphor Tree)	50'	X	Evergreen tree that grows slowly.
Cupaniopsis anacardioides (Carrot Wood)	30'-40'		Evergreen tree. Very tolerant of coastal conditions and poor soils.
Eucalyptus species		X	Many species are appropriate in Alviso. In coastal climates, species such as *Eucalyptus ficifolia* can be very impressive when in bloom.
Ficus microcarpa (Indian Laurel Fig)	40'		Widely used evergreen tree in mild climates. Outstanding tree where it can be sheltered from extreme winter temperatures.
Jacaranda mimosifolia	30'-40'	X	Trees have fern-like foliage that drops in late winter. Impressive show of purple-blue flowers in June.
Leptospermum laevigatum (Australian Tea Tree)	20'	X	Evergreen tree. Can be used as a large informal hedge or as a small tree. Produces white spring flowers.
Maytenus boaria (Maytens Tree)	30'		Evergreen tree. Small, slow-growing, willow-like tree.

Plant Name	Approximate Mature Height	Water Conserving Plant	Comments
Malaleuca species	20'-30'	X	Similar to Eucalyptus and Bottlebrush. Evergreen tree.
Metrosideros excelsus (New Zealand Christmas Tree)		X	Too frost sensitive to be used widely in Alviso, but a good choice for protected areas. It's red flowers make this a popular plant in coastal areas.
Olea europaea (Olive)	30'	X	Evergreen tree. Requires only minimal care except for shaping. Variety "Swan Hill" does not produce either pollen or fruit and is, therefore, a superior landscaping choice.
Pinus species (Pine)		X	Several varieties of trees in this species are appropriate for Alviso. *Pinus canariensis* (Canary Island Pine) is an ideal tree for vertical effects and *Pinus pinea* (Italian Stone Pine) is a dramatic landmark tree where it has room to grow.
Pittosporum undulatum (Victorian Box)			Evergreen tree that can be used as a large shrub, but looks best as a focal point to a landscape.
Podocarpus gracilior (African Fern Pine)	40'-50'		Evergreen tree that can be sheared and kept as a shrub or allowed to grow tall.
Schinus molle (California Pepper Tree)		X	Landmark tree strongly identified with California and Mission-style architecture. Very distinctive and very tough to adverse conditions. Not often used today due to massive trunk in age (destroys paving), incompatibility with lawn, and litter.
Umbellularia californica (California Laurel)		X	Useful native tree that is adaptable.

Plant Name	Water Conserving Plant	Comments
SHRUBS		
Agapanthus orientalis (Lily-of-the-Nile)		Perennial. Not a shrub, but used like one. Will grow in just about any soil and in either full sun or shade. Flowers, either blue or white, produced in June.
Arctostaphylos Species (Manzanita)	X	Many varieties do well in coastal areas.
Callistemon species (Bottlebrush)	X	Endures poor growing conditions and neglect. It can grow to 25' in height or can be maintained as a dwarf shrub.
Carissa grandiflora (Natal Plum)	X	Very seldom used in the Bay Area due to frost sensitivity, but if planted along buildings or other protected areas, it thrives. Plant has glossy green leaves and jasmine-like flowers. Does well at the coast.
Ceanothus species (Wild Lilac)	X	Popular native. Looks good with native oak.
Escallonia species	X	One of the primary evergreen landscaping shrubs in the area because it is very adaptable and thrives in coastal regions. Does not require a lot of care. Nice foliage and long bloom period.
Euryops pectinatus	X	Widely planted throughout California. Informal evergreen shrubs with yellow, daisy-like flowers.
Grevillea species	X	Low maintenance and drought tolerant. Plants vary in size and appearance, but generally have fine-textured foliage and long, slender, curved flowers, usually in dense clusters.
Hebe species		Excellent small scale shrubs for coastal areas.
Heteromeles arbutifolia (Toyon Holly)	X	California native, similar in appearance to pyracantha, also producing reddish-orange berries.
Juniperus species (Juniper)	X	Many species and varieties.
Myoporum laetum	X	Variety "Carsonii" is popular as a large shrub or tree. Grows very fast and is ideally suited to coastal environments and low maintenance areas.
Nerium oleander (Oleander)	X	Exceptionally tough and very showy when in bloom. Survives under total neglect and adverse conditions
Photinia fraseri		Common evergreen shrub and small tree. Needs reasonable care to do well.

Plant Name	Water Conserving Plant	Comments
Plumbago auriculata (Cape Plumbago)	X	Tough plant. More of an informal shrub than a vine. Clusters of light blue flowers in summer.
Pittosporum species	X	Many species are widely used. Most common is *Pittosporum tobira* (Mock Orange)
Pyracantha species		Common throughout a range of climates. Most are thorny. All produce colorful red berries.
Rhapiolepis species	X	A useful, mass planting shrub. "Majestic Beauty" makes a nice, small single-trunked tree.
Rosmarinus officinalis (Rosemary)	X	Durable Mediterranean native. Looks best in raised beds spilling over.
VINES AND GROUND COVERS		
Bauhinia puncata (Pride of the Cape; Red Bauhinia)		Showy, deciduous, shrubby-vine. Flower color ranges from coral to deep-orange. Good alternative to bougainvillea. Use against a warm wall.
Bougainvillea	X	"Lavender Queen" is best for this area. Except for sensitivity to frost, it is a tough plant. Purple and red varieties are hardiest against cold weather.
Discitus buccinatoria (Trumpet Vine)	X	Perennial. Showy flowers.
Gazania	X	Daisy-like ground cover.
Ice Plants	X	*Aptenia* and *Lampranthus* among the best species. Good choice for Alviso.
Lantana species	X	*Lantana montevidensis* is the best. Looks best in raised planters. Good choice for Alviso.
Lonicera species (Honeysuckle)	X	Most kinds are valued for tubular, often fragrant flowers. Vining kinds need support when they are starting out. *Lonicera hildebraniana* is the best choice.
Osteopermum fruitcosum (Trailing African Daisy)	X	Similar to Gazania. Spreads rapidly by trailing, rooting branches. Blooms intermittenely during year, most heavily from November to March.

Plant Name	Water Conserving Plant	Comments
Pyrosegia venusta (Flame Vine)		Masses of orange bloooms in winter. Needs a warm location to protect it from frost.
Scaevola (Mauve Clusters)	X	Tough ground cover that needs sun. Produces purple flowers in warm weather. Similar in use to ice plants.
Tecomaria capensis (Cape Honeysuckle)	X	Informal, shrubby growth. Plant has long bloom season during cooler months when its orange-red flowers are very striking. Tough plant, should be planted in a warm spot to minimize winter cold damage.
Trachelospermum jasminoides (Star Jasmine)		Common shrub, ground cover, or vine depending on how it's trained. Adaptable to a lot of climates and conditions.
ACCENT PLANTS		
Agave attenuata		Succulents, mostly gigantic, with large clumps of fleshy, strap-shaped leaves. The flower clusters are big but not colorful.
Aloe arborescens (Tree aloe)	X	Branching stems carry big clumps of gray-green, spiny-edged leaves. Flower in long, spiky clusters, bright vermilion to clear yellow.
Cordyline australis	X	Evergreen palm-like shrubs or trees. Tolerates some aridity.
Doryanthes palmeri (Australian Spear Lily)	X	
Dracaena draco (Dragon Tree)	X	Stout trunk with upward reaching or spreading branches topped by clusters of heavy, 2 foot long, sword shaped leaves. Clusters of greenish white flowers form at branch ends.
Echium fastuosum (Pride of Madeira)	X	Shrubby perennial. Large, picturesque plant with many coarse, heavy branches. Use for bold effects against walls, at back of wide flower border, and on slopes.
Limonium perezii (Sea Lavender)	X	Perennial. Rich green leaves up to 1 foot long, including stalks. Summer bloom over long season.
Phormium species (New Zealand Flax)	X	Big, dramatic plants composed of many sword-like, stiffly vertical leaves in fan pattern. Flowers are dull red or yellow.
Strelitzia reginae (Bird of Paradise)		Spectacular flowers, startlingly like tropical birds. Orange, blue, and white flowers on long, stiff stems bloom intermittently throughout the year.