

Existing condition

- Narrow sidewalks.
- Relatively consistent streetscape planting.
- 10 feet +/- building setbacks.
- Bus stops are minimal.
- Extensive median areas with no planting.

Hybrid Streetscape Model

- We have combined some of the best streetscape elements from the Grand Boulevard and Main Street typologies.
- Including a cycle track within the existing right-of-way by narrowing the travel lanes.
- Stormwater management by landscaping.
- Wider median for pedestrian refuge island.
- Wider sidewalks accommodated by having new development provide more setback rather than moving a travel lane that is expensive.
- Where there are not 3 travel lanes on Winchester Boulevard, a solution could be to keep the west side the same and on the east side we can squeeze in a bike lane, but we cannot widen the median. As soon as we pass this location, there could be a rain garden and cycle track on both sides of Winchester.
- Santana Row option - the solution is to get rid of right lane and decrease the pedestrian crossing space.
- Also, scramble pedestrian. They are good if you have lots of pedestrians and movements. So far, conceptual-wise, Santana Row option can be good.

WAG comments

- Use high branching canopy trees do not get hit by trucks and vehicles.
- Capturing water from the street and directing it to a rain garden.
- What about putting bike lane on residential streets instead of on Winchester?
- In the 80' right-of-way there are 2 travel lanes, no flex lane on east.
- It cannot be a specific street if there are no bike lanes, trees, or storm water management, the number of lanes will be the same but they will be narrower.
- VTA study of 280 interchange will decide the bridge improvements for connecting the neighborhoods north and south of Highway 280.
- What about neighborhood traffic management? We are doing it in a parallel effort.
- Parking is not really addressed?
- At the 80' right-of-way, where there are only 2 travel lanes, why not move median?
- We have to make a decision; bike lanes on Winchester, yes or no?
- Do you know about the traffic at Winchester now?
- This is the right strategy for having bikes on Winchester.
- How will retail be effected by losing street parking?

- What about a road diet? Signal timing for intersections is important.
- Rain garden: maintenance of rain gardens/take it from bike lanes and add them to the middle.
- What types of adjustments do you have in mind for neighborhood streets?
- If you add both rain garden to one time and create a 2-way cycle track.
- Between Toys R Us and Williams: it's a good location to remove parked cars.

Urban Design

- Buildings are required to have a high level of activation along the sidewalk. All buildings have similar interior courtyard.
- Create connections. New connections from the neighborhoods to Winchester Blvd.

WAG comments

- Pedestrian connections and Stevens Creek needs better attention.
- Why not higher height for Valley Fair along Stevens Creek?
- Address higher heights for 85 feet.
- All on 5-10 feet for architectural articulation.
- At 85 feet, feathering building height down to single family homes.
- There is a General Plan Amendment item on consent for stepping to single family homes.
- What is the appropriate step down of developments (businesses) to existing single-family homes?
- Test out the stepping heights. Setbacks for the homeowners.
- The majority of jaywalking is south of Payne so add more mid-block crossings in that area.
- Schools/people looking for parking create jaywalking.
- On the map for pedestrian-friendly, you are showing pink, there is no sidewalk.
- Have bulk control in addition to building height feathering control.
- VTA is seeing Santana Row as a second urban core.
- We should go higher and substantially higher.
- The goal is to preserve the mobile home park?