

JANUARY 2002

neighborhood improvement plan

Greater Gardner



STRONG NEIGHBORHOODS INITIATIVE



Greater Gardner *Neighborhood Improvement Plan*
Strong Neighborhoods Initiative

Approved by City Council
City of San Jose
January 22, 2002

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

Vision Statement

The Greater Gardner area has existed in the heart of San Jose since 1911. Close proximity to Downtown and public transportation, modest houses with a blend of historic and traditional architectural styles, and community facilities such as Biebrach Park and the Gardner Community Center add to the neighborhood's appeal. In spite of Interstate 280, State Route 87, and major streets and railroad lines that divide the area, Greater Gardner has retained a unified neighborhood character. The envisioned improvements will preserve, renew and enhance the identity of this well-established neighborhood.

Key improvements will highlight the existing character while increasing the overall attractiveness and livability. The neighborhood will become pedestrian and bicycle friendly through repairs to streets and sidewalks and establishment of traffic calming measures. Children will have safe routes to school and recreation facilities and not be hindered by dangerous intersections or railroad crossings. Tree-lined, well-lit streets will connect small open spaces, Gardner Academy, Biebrach Park and the new Gardner Community Center. Open spaces integrated with pedestrian networks will create a strong neighborhood identity, reflect its unique character and integrate Greater Gardner with the surrounding community.

Gateways at key neighborhood entrances will help to distinguish Greater Gardner and promote resident involvement in local activities. Architectural standards will guide new development as well as property renovations to reflect the historic neighborhood character. Local businesses will blend in with the surrounding buildings and provide a merchandise selection that will suit the needs of the community. This plan promotes a healthier, family-oriented neighborhood that is safer, more accessible, and supports the daily needs of its residents.

Executive Summary

Launched in July 2000, the Strong Neighborhoods Initiative (SNI) is a partnership between the San Jose City Council, Mayor, residents and business owners. The goal of SNI is to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI is funded through resources from the City of San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Greater Gardner is one of twenty neighborhoods in San Jose that have been designated as Strong Neighborhoods Initiative districts.

Vision

The *Neighborhood Improvement Plan* promotes a vision of a healthier, family-oriented neighborhood with a strong identity, unique character and a supportive community.

Goals and Objectives

Goals and objectives relate to specific problems, concerns, or desires identified by the community and the Neighborhood Advisory Committee during the development phase of the *Neighborhood Plan*. The goals listed below generally identify what should be achieved and are intended to guide the efforts by the Greater Gardner community and City Departments over the long-term. The objectives are contained within the Goals and Objectives chapter of the *Plan*, and describe specific ways of achieving the related goal.

Plan Goals:

- Improve the overall condition of neighborhood streets and sidewalks.
- Improve and maintain the appearance and condition of community streetscapes.
- Build on the existing neighborhood character through improvements to residential properties.
- Reduce the noise level impacts produced by adjacent freeway and railroad lines.
- Improve traffic flow around Gardner Academy and increase student safety.
- Improve the appearance and merchandise selection in local retail establishments and encourage neighborhood-oriented businesses.
- Improve effectiveness of City services to better suit the needs of the community.
- Promote the involvement of community members in improving their neighborhoods by encouraging neighborhood organizations, homeowners associations and other groups to support the implementation of the *Neighborhood Plan*.
- Improve traffic, pedestrian and bicycle safety throughout the neighborhood.
- Improve railroad crossings and fence railroad rights-of-way.
- Reduce the number of homeless encampments in adjacent open spaces along freeways and railroad tracks.
- Improve and maintain current open space and develop City owned vacant properties.

- Improve and expand the Gardner Community Center to better suit the needs of the neighborhood in the future.
- Improve pedestrian access and drop-off for the LRT station located near the Virginia Street/SR 87 Bridge.
- Establish key streets as pedestrian and bicycle corridors that link major destinations and facilities.

Improvement Plan Concepts

The improvement recommendations for the Greater Gardner neighborhood are organized under four main categories which represent the plan concepts. Recommended improvements address the neighborhood’s physical condition, image, programs and services. The concept categories are as follows:

- *Neighborhood Conditions and Maintenance*
- *Neighborhood Services*
- *Neighborhood Security*
- *Neighborhood Parks and Open Space*

Neighborhood Conditions and Maintenance

A central theme of the *Neighborhood Plan* is improving overall neighborhood appearance and physical conditions. In the case of the Greater Gardner area, deteriorated streets and sidewalks and unkempt properties hurt overall property values and detract from the traditional neighborhood characteristics that make the neighborhood unique and attractive. Improvements discussed in this section of the *Plan* focus on conserving the neighborhood’s historic and traditional characteristics and improving safety and comfort for residents, businesses, and visitors.

Neighborhood Services

Residents would like to see improvements in key City facilities and neighborhood support organizations. A successful community is one in which public and private entities work together to meet the needs of residents. Improvement in local schools, businesses and neighborhood organizations promotes community involvement and strengthens bonds between individual residents.

Neighborhood Security

Greater Gardner residents identified traffic and pedestrian safety as important security issues to be addressed. Recommended improvements are intended to create a safe and accessible pedestrian circulation system within the neighborhood, with linkages to adjacent areas that integrate a variety of modes of transportation.

Neighborhood Parks and Open Space

Throughout the planning process, a major objective has been to expand and improve neighborhood open spaces to better serve the needs of the community. Currently two formal parks, Biebrach Park and Gregory Tot Lot, serve the Greater Gardner area. Biebrach serves as the recreational and organizational center of the neighborhood, with a large open field, swimming pool, restrooms and Gardner Community Center. Although Biebrach Park provides for active recreation, residents feel strongly that there should also be opportunities for passive recreation

and neighborhood beautification, such as community gardens. Gregory Tot Lot is recommended for a sound attenuation wall to reduce ambient noise levels.

Action Items “Top Ten”

The “Top 10” Action Items are the most important neighborhood priorities. They reflect the NAC’s weighing of current neighborhood issues, long-term neighborhood vision, and likely cost. Some of the Action Items are capital improvements, such as improved pedestrian crossings at key intersections. Others are policy or program-oriented, such as increased code enforcement efforts and renovation of commercial properties. The “Top 10” Action Items for Greater Gardner are as follows:

1. Repair/Reconstruct Deteriorated Streets, Sidewalks and Related Systems
2. Improve Parking and Circulation at Gardner Academy
3. Improve and Maintain Open Space along Fuller Avenue
4. Improve Neighborhood Code Enforcement
5. Improve Retail Properties and Merchandise Selection
6. Improve West Virginia Streetscape and Crossings
7. Improve Delmas Avenue Streetscape and Crossings
8. Calm Neighborhood Traffic and Increase Pedestrian Convenience Overall
9. Calm Traffic, Improve Streetscape and Crossings on Bird Avenue
10. Establish a Neighborhood Open Space Program

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Contents

VISION	i
EXECUTIVE SUMMARY	iii
ACKNOWLEDGMENTS	vii
I. INTRODUCTION	1
<i>The Strong Neighborhoods Initiative</i>	<i>1</i>
<i>The Greater Gardner Planning Process</i>	<i>1</i>
II. EXISTING CONDITIONS	3
<i>Neighborhood Context</i>	<i>3</i>
<i>Demographics and Housing</i>	<i>3</i>
<i>Community Facilities</i>	<i>5</i>
<i>Commercial Services</i>	<i>6</i>
<i>Environmental Issues</i>	<i>7</i>
<i>Streets and Traffic</i>	<i>8</i>
<i>Neighborhood Assets and Issues</i>	<i>9</i>
III. GOALS AND OBJECTIVES	13
<i>Neighborhood Condition and Maintenance</i>	<i>13</i>
<i>Neighborhood Services</i>	<i>14</i>
<i>Neighborhood Security</i>	<i>15</i>
<i>Neighborhood Parks and Open Space</i>	<i>16</i>
IV. IMPROVEMENT PLAN CONCEPTS	19
<i>Neighborhood Condition and Maintenance</i>	<i>19</i>
<i>Neighborhood Services</i>	<i>25</i>
<i>Neighborhood Security</i>	<i>31</i>
<i>Neighborhood Parks and Open Space</i>	<i>35</i>
V. ACTION PLAN	44
<i>Overview</i>	<i>44</i>
<i>Action Items</i>	<i>44</i>
<i>Implementation and Oversight</i>	<i>45</i>
<i>Priority Actions</i>	<i>46</i>
<i>Action Plan Matrix</i>	<i>76</i>

I. Introduction

The Strong Neighborhoods Initiative

Launched in July 2000, the Strong Neighborhoods Initiative (SNI) is a partnership between the San Jose City Council, Mayor, the Redevelopment Agency, local residents and business owners. The goal of SNI is to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI is funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Greater Gardner is one of twenty neighborhoods designated for the Strong Neighborhoods Initiative.

The SNI has two phases, planning and implementation. In phase one, residents and other stakeholders in each SNI area develop a Neighborhood Improvement Plan that identifies and prioritizes needed neighborhood improvements. Phase two involves implementation of recommendations in the form of improved community services, capital improvement projects, and/or new development. To help support the effort, a new SNI redevelopment project area is being created to leverage funds in SNI neighborhoods. Community organizations and individuals will play a key role in both the planning and implementation stages.

Each SNI area forms a Neighborhood Advisory Committee (NAC) of community members to guide preparation of the Neighborhood Plan. The NAC meets regularly to provide direction to City staff and consultants to gather input from the community.

The Greater Gardner Planning Process

Many elements of this Neighborhood Plan originated in 1999, when San Jose State University (SJSU) conducted a year-long planning study of the Gardner neighborhood. Local residents, City officials and staff worked with faculty and students of SJSU's Urban and Regional Planning Department to assess issues and prepare initial neighborhood improvement recommendations.

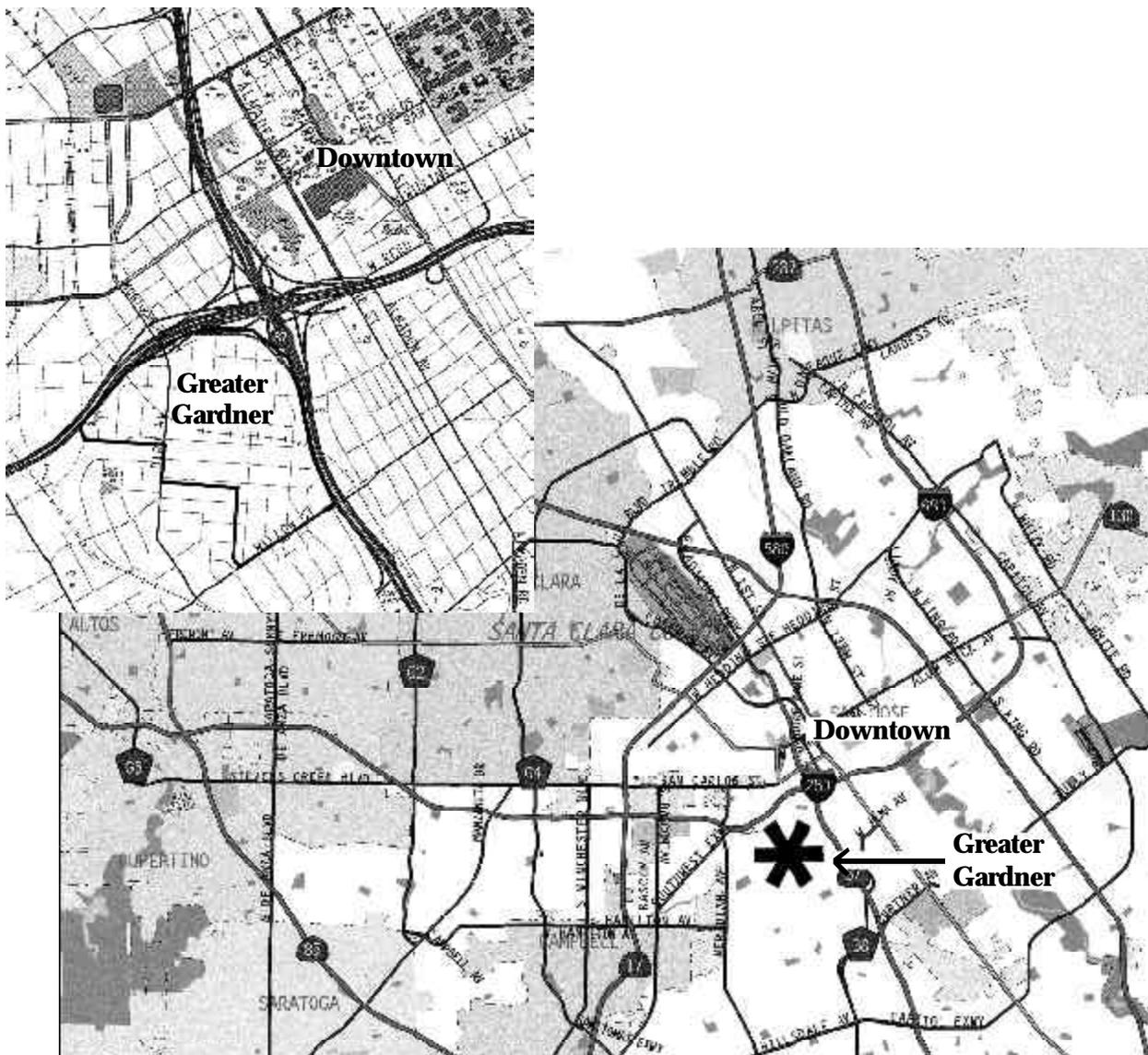
SJSU's efforts included background research and analysis of a range of neighborhood issues, as well as a series of community workshops and meetings that included the "Gardner



San Jose State University began the planning process in 1999.

Summit,” held on April 8, 1999. SJSU students also worked with students from Gardner Academy and local residents to produce a photo survey of neighborhood conditions.

The SNI process began when the SJSU project concluded, in September, 2000. The focus of neighborhood outreach and planning area was extended south and west to incorporate the Gregory Plaza and North Willow Glen areas, consistent with the SNI boundary. Additional analyses, recommendations, and priorities were incorporated with the SJSU work as directed by the community. Two SNI-related community-planning workshops were conducted, in October, 2000, and May, 2001. Twelve NAC meetings were held to evaluate issues and recommendations in detail, and to review and edit the Neighborhood Plan document.



Neighborhood Location

II. Existing Conditions

Neighborhood Context

The Greater Gardner Neighborhood is located about two miles southwest of downtown San Jose. It is bordered by Interstate 280 on the north, Willow Street on the south, Guadalupe Expressway/SR 87 on the east, and Los Gatos Creek on the west. Historically, Gardner, Gregory Park, and the Washington/Guadalupe neighborhood to the east were a single community, annexed to the city in 1911. As San Jose grew, I-280, SR 87, major streets and railroad lines divided the area into smaller neighborhoods. Greater Gardner became a “neighborhood within a neighborhood.” Functional connections and a common residential character still link Gardner, Gregory Park, and Washington/Guadalupe today.

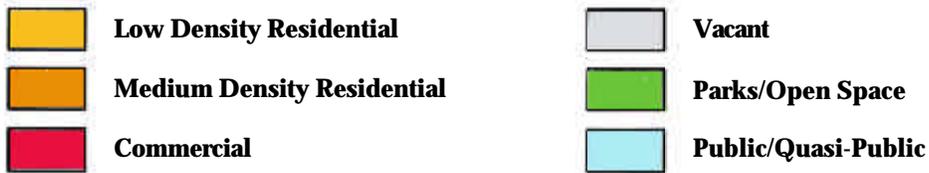
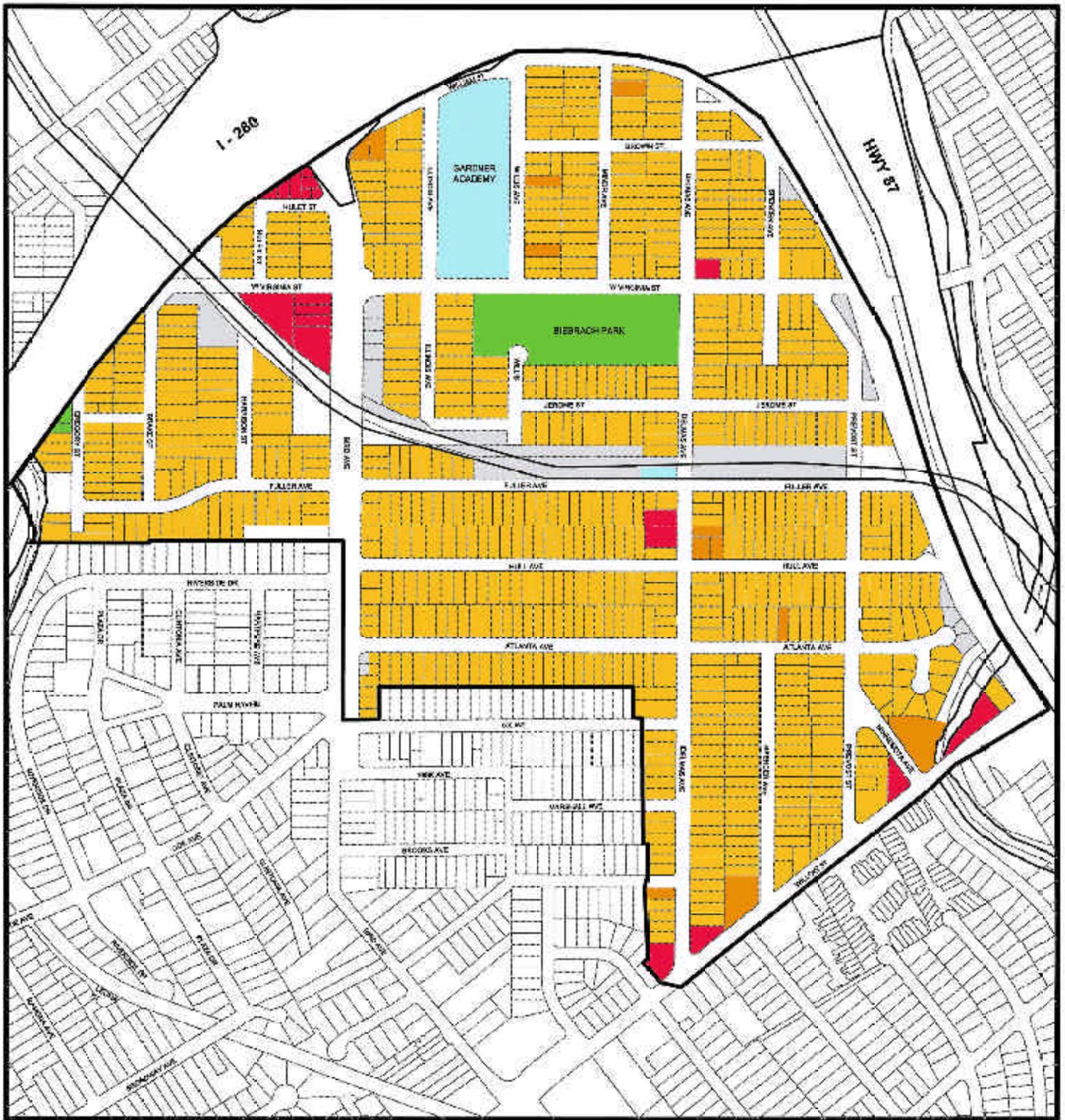
Greater Gardner contains modest yet attractive older homes, most built before the 1940’s. Mature trees line many of the streets, enhancing the blend of traditional architectural styles. Neighborhood-oriented public facilities help to unite residents as a community. Gardner Academy, the Gardner Community Center, and Biebrach Park provide a focus for the neighborhood’s residents and families.

Though Greater Gardner has strong neighborhood fundamentals, a number of factors detract from the quality of life. Most notably, unstable soils cause damage to streets, sidewalks, and homes. Houses with severely cracked foundations, and streets with dips, bumps and cracks, are visible throughout many areas of the neighborhood, negatively affecting property values. Home maintenance levels tend to be lowest in the northerly portion of the neighborhood, where soils problems appear most severe. Freeway-related noise, and pedestrian movement and safety are also significant neighborhood concerns.

Demographics and Housing

Population within the neighborhood has remained relatively constant over the last ten years, with an increase in the percentage of residents of Hispanic origin. Education levels have remained constant as well. While neighborhood income is lower than the Citywide median, it has increased at a greater rate within Greater Gardner than it has Citywide. Similarly, housing prices are below the Citywide median, but have also increased more in Greater Gardner than in other areas of the City.

Approximately 47% of the housing units in Greater Gardner are owner occupied, compared to the Citywide average of 61%. Most of the neighborhood housing stock is in the form of single-family houses (see Land Use Map), suggesting that a relatively high percentage of houses are rented. There are no subsidized housing units in the neighborhood. Median single-family housing sales price per square foot increased from \$192 in 1995 to \$301 in 2000, a 57% increase, as compared to a Citywide increase of 52%; the Citywide median per square foot price is \$295.



Existing Land Use and SNI Boundary

Community Facilities

Gardner Community Center and Biebrach Park

Gardner Community Center is a heavily used public facility. It provides a variety of programs, including after school activities and adult education. Program demands and offerings exceed the Center's physical capacity, and a new community center is funded and in the architectural design stage. Programs offered at the center currently include the following:

- *Gardner Community Center Advisory Council (CAC)* – The Council meets once every other month to discuss community-building activities, and to plan and execute civic improvements in and around the neighborhood.
- *Community Focus Group* – Sponsored by the Hancock Foundation, the Focus Group meets once per month to promote resident involvement in city government.
- *The Community of Light Program* – A non-profit organization affiliated with former President Bush's Points of Light Project. In collaboration with the Packard Foundation, this group organizes workshops, sometimes weekly, to improve quality of life and provide employment assistance.
- *The March Against Violence* – A community outreach program sponsored by Community of Light that focuses on violence prevention, and works closely with the Gardner Teen Program on gang prevention.
- *English as a Second Language* – The community center offers classes free of charge every Monday and Wednesday.
- *Ridevan Program, Arts & Crafts, Bingo* – Seniors benefit from a free ridevan program that provides transportation to the community center for weekly arts & crafts classes and Bingo.
- *Teens Under 18* – Teens use the weight room, take Mexican Folk Dance classes, and participate in the Gardner Teen Program and the Divine Angels Girls Club.

Community Center staff oversees Biebrach Park, where field sports are an important component. The neighborhood soccer league is a major attraction, with over three hundred participants. Benches and barbecue pits contribute to a family-oriented atmosphere. A public swimming pool is located on the east side of the park, adjacent to Delmas Avenue.

Gardner Academy

Gardner Academy is a K-5 elementary school that currently has approximately 660 students. The school is in generally good physical condition, and contains ample sports field and playground areas. However, parking, passenger loading, and pedestrian access to and from the school are concerns.



Gardner Academy is within walking distance for most residents.

The Gardner Children's Center, located in a mobile structure behind Gardner Academy, provides extended day care for approximately 116 children. The Center is supported by the United Way. Because of its proximity to Interstate 280 the facility is severely affected by highway noise.

Faith-Based Institutions

The Word of Faith Church is located at the corner of Delmas Avenue and Fuller Avenue. In addition to its function as a house of worship, the church provides food for the needy and counseling for teens.

Sacred Heart Church, built in 1927 in the adjacent Washington neighborhood, was once the center of the community. Currently, Sacred Heart provides worship and social services for both the Greater Gardner and Washington/Guadalupe neighborhoods.

Small Open Spaces

A number of small vacant parcels are scattered throughout the neighborhood, all owned by public entities. Maintenance and supervision is an issue, though some have been adopted and maintained by local residents. The northerly frontage of Fuller Avenue between Bird and Delmas Avenues has been improved by residents with a white rail frontage fence and street trees. A parcel adjacent to the intersection of Coe and Bird Avenues was improved by residents with landscaping, heritage lights, and a walking path some years ago. This space has fallen into disrepair, but has recently been funded for renovation.

A vacant lot at Harrison and Virginia Streets had been maintained by teenagers from the neighborhood, who created earth mounds for BMX bicycle riding. The lot is owned by the Peninsula Corridor Joint Powers Board (JPB), who recently leveled the mounds as part of its general right-of-way maintenance program.

A triangular vacant lot is located at the eastern gateway to the neighborhood, at Prevost and Virginia Streets adjacent to the Virginia Light Rail Station and the Virginia Street Bridge. Entirely paved with gravel, the lot tends to collect litter and is generally unused and unattractive. This lot is owned by the City. Vacant properties along the eastern frontage of Bird Avenue are also City-owned.

Commercial Services

Commercial services are limited in Greater Gardner. There are currently eight stores and businesses; AAA Upholstery, Dawn's Market, Fairmart Market, Ralph's Custom Smokehouse, Sangria Restaurant, Super Starbrite Market, Yellow Checker Cab Com-

pany, and Morin Tires. Residents agree that the retail stores are underutilized for a variety of reasons. Among them:

- Inexpensive alcoholic beverages appear targeted to people with alcohol dependency. Advertisements for alcohol are prominent in some stores.
- Parking and pedestrian access to some stores is difficult and/or unattractive.
- The lack of exterior lighting creates safety concerns.
- Buildings are in need of maintenance and/or significant interior and exterior renovations.
- General merchandise selection could be improved to better reflect day-to-day needs of local residents.
- Some businesses are not neighborhood-oriented. (i.e. upholstery and tire shops)

A much larger concentration of commercial services is located south of the neighborhood, in small shopping centers and frontage retail stores along Willow Street west of Bird Avenue.



The appearance of neighborhood commercial buildings needs to be improved.

Environmental Issues

The neighborhood is located atop a former wetland, and pervasive unstable soils affect the stability of structures and paving throughout the area. In addition, the area was once an orchard, and farmers pumped groundwater heavily from the aquifer below; subsidence has been reduced by Santa Clara Valley Water District groundwater recharge policies.

Flooding is a significant issue, due to the proximity of the Guadalupe River. Approximately one third of the neighborhood lies within the 100-year flood plain, where flooding can reach depths of one to three feet. The river overflows during seasons of heavy rain, flooding portions of surrounding neighborhoods. The Santa Clara Water District is planning a comprehensive flood control project for the Guadalupe River south of I-280 in an effort to reduce future flooding.

Ambient noise levels in the neighborhood reflect the cumulative effects of a variety of noise sources. The Environmental Protection Agency (EPA) has determined that 55 decibels is the allowable limit for outdoor noise exposure. In Gardner, freeway traffic,

aircraft, and trains combine to generate noise levels exceeding 70 decibels. There are no protective walls between Gardner Academy and I-280, which creates significant noise at the school. Existing freeway barriers along SR 87 are made of wood and residents feel that they do not sufficiently buffer noise. Freeway-related vibration is noted by residents of homes along Delmas Avenue and Brown Street.

Streets and Traffic

Freeways

Interstate 280 connects Greater Gardner north to the Peninsula, east to Contra Costa County, and south to Gilroy and the southern Santa Clara Valley via Highway 101. Traffic conditions during peak hours are often heavy on freeway onramps and offramps at Bird Avenue and I-280, with long waiting periods at traffic signals. The Guadalupe Parkway (SR 87) borders the neighborhood to the east, but is not easily accessible. The freeways tend to isolate the neighborhood from downtown and adjacent residential districts.



Dead end streets are used to store cars in disrepair.

Neighborhood Streets

Important north-south neighborhood streets are Bird Avenue and Delmas Avenue. Important east-west streets are Virginia Street, Coe Avenue, and Willow Street. The City of San Jose currently designates Willow Street and Bird Avenue as arterials, and Delmas Avenue and Coe Avenue as collectors. Willow Street is a 4-lane roadway. Bird varies dramatically in width, from a 6-lane roadway north of Coe to the Montgomery Street couplet, to a 2-lane roadway south of Coe to Willow Street. Delmas and Coe are 2-lane roadways.

Virginia Street is a 2-lane roadway. Between Bird Avenue and the Virginia Street Bridge over SR 87 it is the neighborhood's busiest internal east-west street. Most neighborhood streets are relatively

quiet, with a number of them dead-ending at adjacent freeways.

Public Transportation

The neighborhood is well-served by public transportation, including buses, light rail, and Caltrain. Bus routes 25 and 64 connect the neighborhood to the Tamien Light Rail/Caltrain station and to the Diridon multimodal transit center. Local bus routes extend to downtown San Jose, De Anza College in Cupertino, and south to Almaden Valley.

The Virginia Light Rail Station, at the intersection of Virginia Street and SR 87, is within walking distance for most residents. The light rail line runs north-south, from the

commercial and residential neighborhoods of South San Jose through downtown to the high tech industrial parks of North San Jose and Santa Clara. The line extends through employment centers in Sunnyvale and Mountain View, and terminates in downtown Mountain View. While conveniently located, the Virginia Light Rail station is not a particularly pedestrian-friendly facility; some riders feel that the lack of parking and absence of passenger drop off areas discourages access to the platform and its elevators.



Access to light rail via the Virginia Street Bridge could be more pedestrian-friendly.

Caltrain provides regional rail service for Greater Gardner, serving as a major transportation link to the rest of San Jose, the Peninsula, San Francisco, Morgan Hill and Gilroy. The closest station is Tamien, located approximately half a mile southeast of the neighborhood along Lelong Street. The Diridon station is located less than a mile to the north.

Bicycle Routes

Willow Street and portions of Bird Avenue are designated Class II bicycle routes; south of Coe, Bird is too narrow for bike lanes. Virginia Street is not currently designated as a bicycle route, though it provides a link to the Virginia LRT station.

A multi-use bicycle and pedestrian trail is planned along Los Gatos Creek. The trail will extend along the west bank of the creek north to Guadalupe River Park, the Diridon Station, and San Jose Arena; a creek bridge will connect to the neighborhood at Gregory Street adjacent to Fuller Avenue.

Neighborhood Assets and Issues

The most important asset in any neighborhood is its residents. Greater Gardner's residents are diverse, yet united in their desire to create a better neighborhood for themselves, and for future residents. Today, there are three geographically-based neighborhood associations; the *Gardner Community Advisory Council*, *Gregory Plaza Neighborhood Association*, and *North Willow Glen Neighborhood Association*.

Neighborhood workshops and meetings revealed a striking degree of consensus on neighborhood issues. As noted in the previous section, problems related to soils conditions, housing maintenance, and pedestrian safety, for example, were clear concerns among participants. Assets and issues discussed in the previous Existing Conditions section are summarized below.

Assets and Strengths

Location and Access - Greater Gardner has excellent access to freeways, transit, Downtown, and Silicon Valley employment concentrations. Light rail lines, the Diridon Station, and downtown's commercial and cultural facilities all are within easy walking or bicycling distance of the neighborhood.

Housing Stock and Neighborhood Character - Traditional homes built before World War II make up most of the housing stock, creating attractive, pedestrian-oriented streets. Mature street trees and generally low traffic levels enhance neighborhood character.

Community Facilities - Gardner Academy, Biebrach Park, and Gardner Community Center are concentrated along Virginia Street, creating an active and memorable "heart" for the neighborhood. The community center provides a variety of programs and services, and the park's sports fields and pool offer important recreational opportunities.

Community Associations - Three neighborhood associations are active within the Greater Gardner neighborhood. In addition, the NAC and other entities based in the Community Center assist with neighborhood improvement, security, outreach and educational efforts.

Issues and Challenges

Soils Conditions - Expansive soils underlie large areas of the neighborhood. Effects on the public right-of-way include buckling streets and sidewalks and damaged sewers.

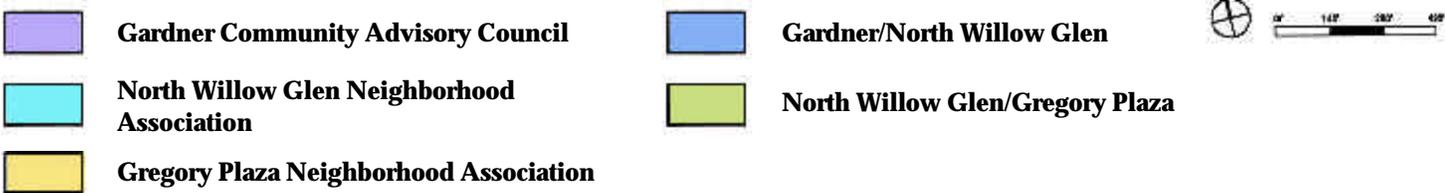
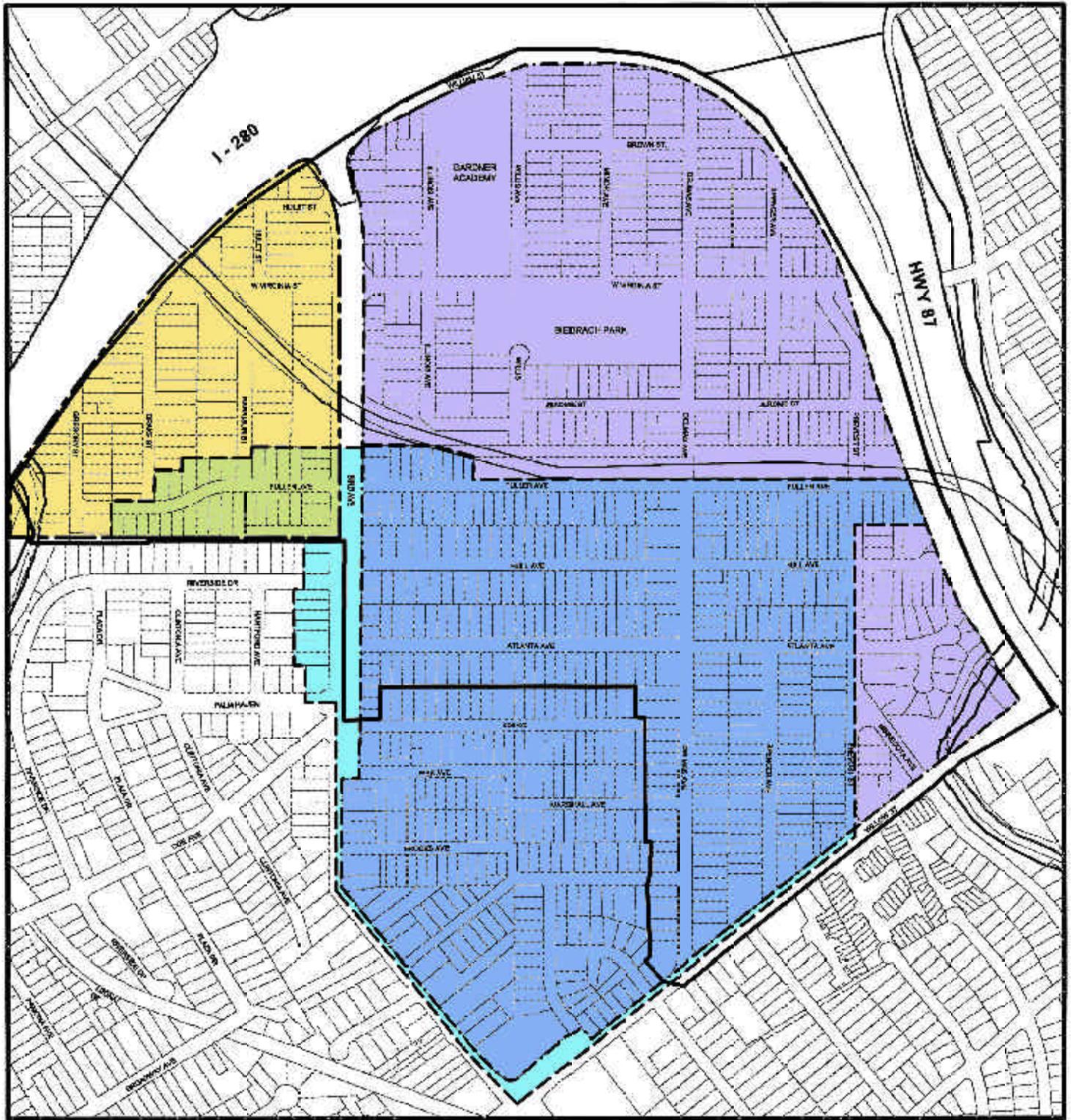
Housing Repair and Maintenance - A significant number of homes exhibit a need for paint, roofing, and other outwardly-visible repairs. Homes with cracked foundations and settling-related damage to roofs and porches are concentrated north of Virginia Street.

Noise - Interstate 280, State Route 87, the Union Pacific railroad, and air traffic at San Jose International Airport all have noise impacts on the neighborhood. Most severely impacted is the northeast corner of the *Plan* area, where freeways border the north and east and the railroad borders on the south.

Commercial Services - Neighborhood grocery stores do not serve the needs of residents as well as they could. Merchandise selection is limited, and there is thought to be too much focus on the sale of alcoholic beverages. The community would like to see exterior improvements in the form of fresh paint, enhanced window displays, and lighting for the commercial buildings in the area.

Traffic and Pedestrian Circulation - Most streets in Greater Gardner are quiet and free from significant through-traffic. However, Virginia Avenue, Bird Avenue, and Delmas Avenue have issues related to pedestrian circulation. Virginia Street has considerable pedestrian activity, much of it children crossing between the school and the community center. At six lanes, Bird separates the Gregory Plaza area from the majority of the neighborhood to the east. Speeding is a problem along Delmas Avenue, the principal north-south collector.

Remnant Open Spaces - Remnant open spaces are scattered throughout the neighborhood. Most are publicly-owned, the result of highway and railroad-related development in years past. These spaces are used for everything from informal recreation to dumping yard waste and storing vehicles. Some are locations for antisocial activities. Litter and overall maintenance are problems that residents fear detract from the value of surrounding homes.



Greater Gardner Neighborhood Associations Map

III. Goals and Objectives

Through the Strong Neighborhoods Initiative program, and the previous SJSU planning project, the residents of the Greater Gardner area were able to develop a vision for their community. This vision is the basis for a comprehensive strategy to improve the living environment for present and future residents. A series of goals and objectives were developed in order to provide a specific direction for the *Neighborhood Improvement Plan* in achieving the vision.

The goals and objectives are related to specific challenges, concerns, or desires identified by the community and the Neighborhood Advisory Committee during the development phase of the *Neighborhood Plan*. The goals should be used to guide the efforts of the community and City Agencies over the long-term and to act as a baseline with which to gauge the progress being made in neighborhood improvements. The goals and objectives are organized under four main headings: neighborhood condition and maintenance; neighborhood services; neighborhood security; and neighborhood parks and open space. Numbered items are goals (generally what should be achieved) and lettered items are objectives (specific ways of achieving the goal).

Neighborhood Condition and Maintenance

1. **Streets and Sidewalks:** Improve the overall condition of neighborhood streets and sidewalks.
 - a. Evaluate and address underlying soil conditions, which contribute to the deterioration of streets and sidewalks, particularly in the northern portion of the neighborhood.
 - b. Repair and reconstruct streets, sidewalks, curbs and gutters as needed.
 - c. Improve surface grading and drainage to reduce ponding in residential streets and overflow onto private properties.
2. **Streetscape Improvements:** Improve and maintain the appearance and condition of community streetscapes.
 - a. Add street trees where appropriate to improve streetscape appearance and add value to residential properties.
 - b. Improve street lighting to increase pedestrian safety.
 - c. Improve lighting and bird control at Railroad undercrossings to create a more pedestrian friendly environment.
 - d. Improve litter collection and removal throughout the neighborhood.
3. **Residential Properties:** Build on the existing neighborhood character through improvements to residential properties.

- a. Promote and create outreach programs to assist homeowners in residential improvements.
 - b. Increase Code Enforcement resources and effectiveness to reduce improper usage of residential properties.
 - c. Preserve the historical and traditional neighborhood character through the application of residential design guidelines.
 - d. Explore strategies to preserve the existing architectural character of the neighborhood such as establishing it as a historic conservation area.
- 4. Nuisance/Noise:** Reduce the noise level impacts produced by adjacent free-ways and railroad lines.
- a. Evaluate the outdoor and indoor decibel levels in key areas such as Gardner Academy and explore ways to mitigate.
 - b. Evaluate the feasibility and desirability of soundwalls along freeway front-ages.
 - c. Explore ways to reduce JPB rail and whistle noise as well as reduce train speeds.

Neighborhood Services

- 1. Gardner Academy:** Improve traffic flow around Gardner Academy and increase student safety.
- a. Evaluate needs of students, parents, and school district with regards to vehicular circulation
 - b. Improve/increase parking for teachers and staff.
 - c. Improve morning and afternoon drop-off locations to increase safety of students and relieve congestion on surrounding streets.
- 2. Neighborhood Oriented Businesses:** Improve the appearance and merchandise selection in local retail establishments and encourage neighborhood-oriented businesses.
- a. Assist business and property owners with façade improvements and building renovations.
 - b. Encourage business owners to adjust merchandise selection in stores to better suit the needs of the community and reduce the amount of products that lead to anti-social behavior.

- c. Mitigate sound produced by generators and cooling units.
 - d. Encourage neighborhood-oriented retail to replace businesses which are not focused on providing community services.
- 3. Community Maintenance:** Improve effectiveness of City services to better suit the needs of the community.
- a. Establish a regular street sweeping schedule and increase its effectiveness, this may include temporary or permanent signage.
 - b. Enhance Code Enforcement resources to provide more timely attention to issues such as vehicle abatement and non-conforming land uses.
- 4. Neighborhood Organization Building:** Promote the involvement of community members in improving their neighborhoods by encouraging neighborhood organizations, homeowners associations and other groups to support the implementation of the *Neighborhood Plan*.
- a. Form an active coalition that brings various community organizations and interests together, similar to the Neighborhood Advisory Committee, to pursue the goals and objectives of the *Neighborhood Plan*.
 - b. Facilitate the organization of resident support groups such as Neighborhood Watch.

Neighborhood Security

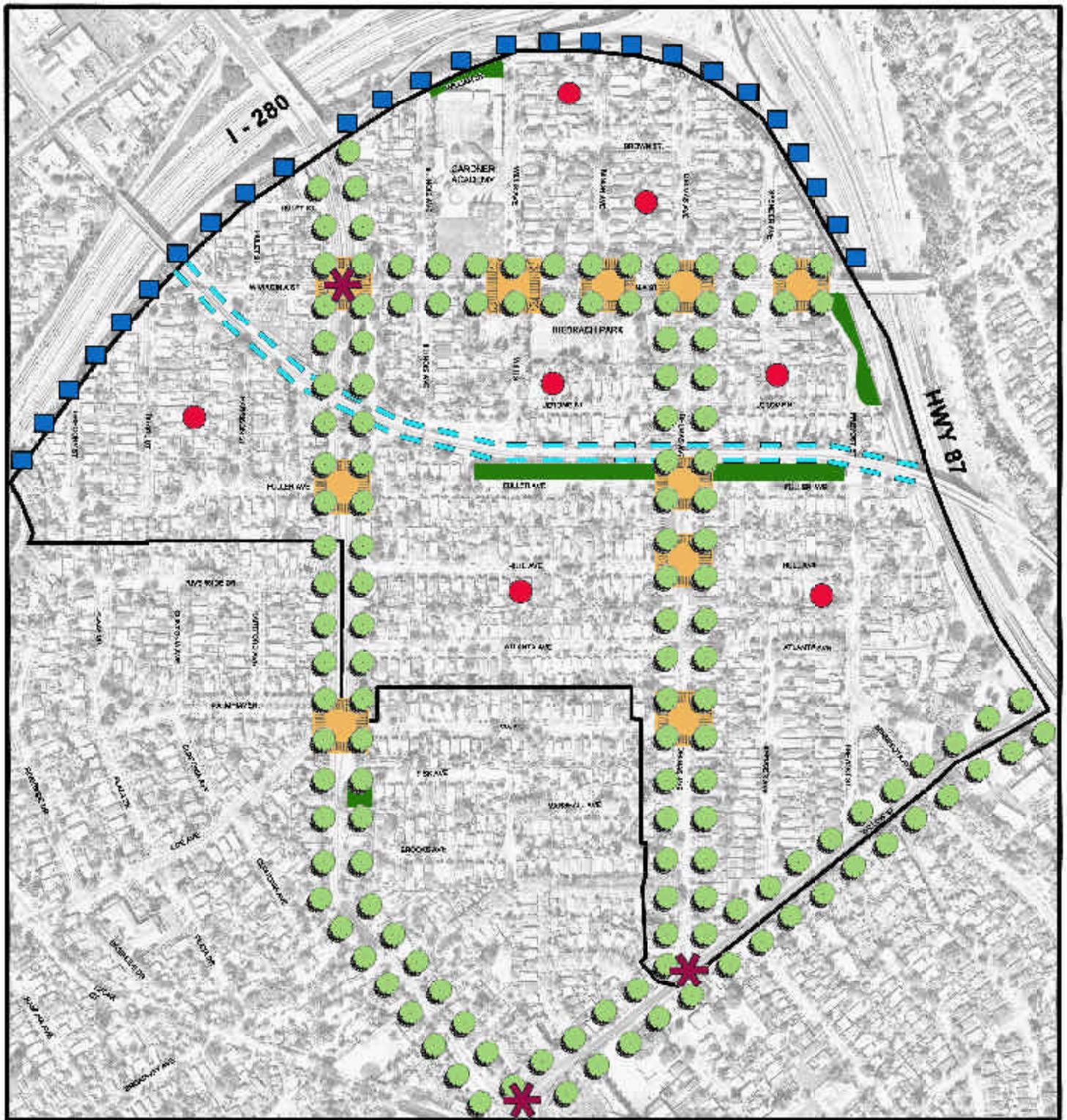
- 1. Traffic and Pedestrian Safety:** Improve traffic, pedestrian and bicycle safety throughout the neighborhood.
- a. Add new, and/or improve existing pedestrian crosswalks at key intersections, such as those near Gardner Academy.
 - b. Provide traffic calming measures as appropriate to discourage speeding.
 - c. Create safe bike routes to destinations within and adjacent to the neighborhood.
 - d. Evaluate and improve major intersections to reduce conflict between vehicles and pedestrians.
 - e. Install bike racks at key destinations such as local businesses, the Gardner Community Center, Biebrach Park and Gardner Academy.

- 2. Railroad Crossings:** Improve railroad crossings and fence railroad rights-of-way.
 - a. Improve at-grade railroad crossings for both vehicular and pedestrian traffic.
 - b. Add aesthetically pleasing safety fencing to open spaces adjacent to tracks.
 - c. Improve lighting at railroad undercrossings.
- 3. Homeless Population:** Reduce the number of homeless encampments in adjacent open spaces along freeways and railroad tracks.
 - a. Work with SJPD to maintain a consistent presence in the area to deter encampments.
 - b. Coordinate with Caltrans and Joint Powers Board as necessary to restrict access under/around freeways and rail lines.
 - c. Assign responsibility of supervision of City owned, undeveloped open spaces.

Neighborhood Parks and Open Space

- 1. Open Space:** Improve and maintain current open space and develop City owned vacant properties.
 - a. Develop unused/vacant parcels into “pocket parks” for mostly passive recreation or general beautification.
 - b. Increase regular funding to ensure proper City maintenance of all City owned open spaces.
- 2. Community Center:** Improve and expand the Gardner Community Center to better suit the needs of the neighborhood in the future.
 - a. Continue to develop plans for a new community center in Biebrach Park.
 - b. Coordinate community center improvements with the *Neighborhood Plan*.
- 3. LRT Drop-off:** Improve pedestrian access and drop-off for the LRT station located near the Virginia Street/SR87 Bridge.
 - a. Develop the vacant property at Virginia and Prevost as an off-street drop off area for LRT riders.
 - b. Improve pedestrian crossings and street lighting along Prevost.

4. **Corridors:** Establish key streets as pedestrian and bicycle corridors that link major destinations and facilities.
 - a. Improve Bird Avenue to calm traffic and provide safer pedestrian crossing zones.
 - b. Improve streetscape of West Virginia Street and Delmas Avenue to provide a safe and aesthetically pleasing pedestrian route through the neighborhood.
 - c. Improve frontage properties and streetscape of Willow Street to enhance neighborhood character.
 - d. Provide gateways or entry treatments at major intersections to distinguish the neighborhood.



- | | | | | | |
|---|---|---|---|---|---|
|  | Street Trees, Lighting, Bikeways |  | Improved Pedestrian Crossing/
Intersection |  |  |
|  | Possible Soundwalls |  | Street & Sidewalk Repair | | |
|  | Safety Fencing |  | Neighborhood Gateways | | |
|  | Site Improvements | | | | |

Selected Neighborhood Improvements Key Map

IV. Improvement Plan Concepts

This chapter describes the improvements recommended to achieve the community's vision of a more livable neighborhood, consistent with the Goals and Objectives presented in the previous chapter. The improvements are the result of community meetings and workshops with the Neighborhood Advisory Committee (NAC) and neighborhood residents between August, 1999 and November, 2001.

Recommended improvements address the neighborhood's physical conditions, image, programs and services. Specific steps for implementing the concepts are detailed in the Action Plan in Chapter V. Improvement recommendations follow the organization of the Goals and Objectives, with four main categories:

- **Neighborhood Condition and Maintenance**
- **Neighborhood Services**
- **Neighborhood Security**
- **Neighborhood Parks and Open Space**

Neighborhood Condition and Maintenance

A central theme of the Neighborhood Plan is improving overall neighborhood appearance and physical conditions. In the case of the Greater Gardner area, deteriorated streets and sidewalks and unkempt properties hurt overall property values and detract from the traditional neighborhood characteristics that make the neighborhood unique and attractive. Improvements discussed in this section focus on conserving the neighborhood's historic and traditional characteristics and improving safety and comfort for residents, businesses, and visitors.

Neighborhood Streets and Sidewalks

Soil Conditions/Street and Sidewalk Deterioration

A major concern of residents is the poor condition of the streets, particularly north of West Virginia Street. Despite regular maintenance and repaving, the streets continue to settle unevenly, which produces large dips, potholes and cracks. Adjacent sidewalks, curbs and gutters are also affected, creating unsatisfactory conditions for vehicles and pedestrians. It appears that standard construction practices are ineffective in this area; however, the exact cause of the differential settlement has yet to be determined. Information gathered during the planning process suggests that portions of the neighborhood have been built on swamp fill, which could account for the instability. A soils survey and analysis should be conducted in order to accurately identify existing soils conditions and remedies.

Repairs/Reconstruction

Alternative construction methods should be considered to ensure that streets remain reasonably stable. This *Plan* recommends that streets be repaired and/or reconstructed



Buckled sidewalks and dips in roadways are a problem throughout the neighborhood.

as needed, using new standards, with the worst of the areas receiving immediate attention; these areas are concentrated north of Virginia from Bird to Prevost and south of Virginia from Delmas to Highway 87. Short-term repairs of large dips and potholes should be made until more extensive street repairs can be accomplished. Sidewalks, curbs and gutters should also be replaced according to revised construction standards, as they directly affect drainage and pedestrian circulation throughout the neighborhood. The City's existing sidewalk program reimburses homeowners for the complete cost of sidewalk replacement, and can be an immediate solution to repairing damaged sidewalk sections along streets that are not affected by settlement.

Grading and Drainage

Another issue related to street settlement is the disruption of storm water runoff flow and storm sewer inlets. Streets are typically graded to ensure runoff is collected in the gutters and moved to storm sewers. Settlement disrupts the water flow and results in ponding in streets and potential overflow onto residential properties. Segments of Prevost, Spencer, Delmas, Brown, Minor, Willis, Illinois, Fuller and William should be evaluated to determine the cause where ponding occurs. Reconstruction and/or clearing of storm drains should occur as required. In addition, grading and drainage conditions should be evaluated throughout the neighborhood and necessary repairs per-

formed. Underground systems such as storm drain pipes and sanitary sewer systems are also affected by soil instability. In the past, sanitary sewer lines and storm drains have ruptured within the neighborhood, creating unpleasant situations for residents; a segment of the sanitary sewer below Brown Street was recently reconstructed to address this problem. The soil survey recommendations should be used by City engineers to facilitate repair and/or installation methods that resist settlement without bending or cracking.

Neighborhood Streetscapes

Street Lighting

A well-lit neighborhood increases visibility, improves pedestrian safety, and encourages neighborhood activity. Residents feel strongly that increased lighting would greatly reduce anti-social behavior in the area and improve the safety of public areas such as Biebrach Park, the Gardner Community Center and Gardner Academy. Major pedestrian corridors such as West Virginia, Bird, Willow and Delmas are recommended for evenly spaced, pedestrian-scale ornamental street-lights; lights should be located as appropriate to create a safe and pleasing pedestrian environment. Residential streets should also be well lit, especially those that dead-end at the freeways, to discourage loitering and illegal activity. These locations include Delmas, Minor, Willis, Illinois, Atlanta and Hull.

Street Trees

One of the neighborhood’s most attractive visual assets is its collection of mature street trees. Street trees not only improve the appearance of streets, they also establish a neighborhood character, add to property values and reduce summer temperatures. Because Greater Gardner is an older neighborhood, most streets have a planting strip between the sidewalk and the curb. However, street trees are sporadic in some areas, removed or non-existent in others.

Residents have expressed an interest in a neighborhood street tree program that would provide for the planting and maintenance of regularly-spaced, residential-scale trees in existing planting strips. This type of uniform planting will unify the neighborhood visually, add value to residential properties and reduce temperatures. Existing trees that are dead, diseased or inappropriate should be removed and replaced as part of this program. Tree species, to be selected from a palette approved by the City Arborist, should be deciduous to provide shade in summer and sun in winter, with deep, non-invasive roots. Trees should be located to provide sufficient clearance from streetlights and power lines to avoid unsightly “topping” and pruning. Overhead utility lines can be avoided by planting smaller species. Regular maintenance such as trimming and removal of dead trees and branches that fall and block storm drains will ensure the long-term success of the program.



Street trees add to neighborhood character and property values.

Railroad Undercrossings

A heavy rail line runs through the neighborhood, separating the Gardner, Gregory Plaza, and North Willow Glen areas. Pedestrian and vehicular undercrossings at Bird, Delmas and Prevost are poorly-lit and affected by large pigeon populations. The streets dip, creating dark enclosed spaces that are not pedestrian friendly, especially at night. Lighting should be installed to improve visibility, and sidewalks should be replaced or installed (i.e. along Prevost) where necessary. Pigeon controls should be installed to prevent roosting, and community groups, with the help of Neighborhood Services, should initiate regular power washing and graffiti removal. Residents would like to explore the possibility of detailing or painting the bridges to highlight their aesthetic quality and historic character. The safety and maintenance of these passages is extremely important in strengthening the relationships between the three areas and maintaining a cohesive neighborhood.



Railroad overcrossings are neighborhood landmarks.



Trash clean-up and illegal dumping are issues along unsupervised streets.

Litter

Neighborhood residents have a strong desire to keep the neighborhood clean and to eliminate the unsightliness of litter, which influences how residents and non-residents perceive and treat the neighborhood. Installation of permanent trash and recycling receptacles in areas with heavy pedestrian traffic is recommended to allow easy disposal of trash. Locations include bus stops, local markets, and West Virginia at Gardner Academy and along the frontage of Biebrach Park. Receptacles should be emptied regularly to prevent overflow onto sidewalks and streets. A youth education program should be initiated at Gardner Academy to reduce the amount of litter in and around school grounds. Illegal dumping in remnant open spaces can be reduced by the improvement of

supervision and maintenance of undeveloped parcels; see subsequent sections for specific locations.

Residential Properties

Homeowner Assistance Programs

The housing stock in the area is comprised primarily of single-family homes, many built in the 1920's and 1930's. Economic data for the year 2000 shows that only 47% of the properties are owner occupied, which indicates a large number of homes are rental properties. Many residents appear to be long-term renters, however, rather than a transient population such as is typical in University area neighborhoods. This creates a unique opportunity to introduce a homeowner assistance program that enables renters to purchase property, build equity, and remain in the neighborhood. Increasing homeownership also generally improves the overall maintenance and upkeep of individual properties, which in turn increases the overall value of the neighborhood.

The City of San Jose has several programs available for existing homeowners, including a Homeowner Grant Program. Low-income homeowners can receive up to \$15,000 for home repairs, while median income families can apply for low interest loans up to \$100,000. There is also a City Paint Grant Program that offers up to \$5,000 to qualified homeowners for exterior painting. Since rental property owners rarely qualify for such grants and loans, these programs do not apply to 53 percent of the homes in the area.

An important factor in homeowner assistance is the dissemination of information and program marketing. Improved outreach and communication between City departments and members of the community is essential. The Department of Housing should work with neighborhood groups to organize a method for information distribution, such as mass mailings and informational meetings with local residents. It is especially important that all information is available in Spanish as well as English, as 78% of the neighborhood population is of Hispanic origin. Local libraries, Gardner Academy

and Gardner Community Center can be helpful in this effort by posting notices and hosting community meetings.

Code Enforcement

Housing from the 20's and 30's typifies the neighborhood, and generally features narrow lots, smaller houses, and detached garages at the back of the property. Over time residents have attempted to expand living areas with additions and garage conversions. While investment is encouraged, these renovations can lead to overcrowding, as individual households exceed the maximum number of residents for which the building was originally designed. If not done sensitively this negatively affects the neighborhood's overall character. Residents feel that it is important for all renovations to meet current code standards in order to maintain the current standard of living. Improving Code Enforcement will ensure that the community has a better understanding of regulations for proper use of residential properties. This would help to bring all properties into alignment with the current codes and prevent future violations.

Design Guidelines

Residents feel strongly that renovations and new infill housing development should complement existing housing styles and blend in with surrounding properties. The City of San Jose has established residential design guidelines that address issues such as appropriate building materials, architectural style, building height, bulk, and form. In addition, to the application of design guidelines, residents would like to explore other methods of preserving the historical and traditional neighborhood character.

One possibility is to establish Greater Gardner as a Historic Conservation Area. This would allow design guidelines to be applied for building renovations as well as residential additions. Some residents expressed concern, fearing that it might make it too difficult to gain approval for basic home improvements. Before the City takes any action, residents should be fully informed as to what a conservation area designation entails, how it would affect them as homeowners, and what the benefits and drawbacks are.



Homes in need of maintenance are scattered throughout the neighborhood.



Parking in front yards detracts from neighborhood character.

Noise

Freeway Noise

Noise from freeways, airplanes and the railroad is a significant neighborhood concern. Addressing some of these noise sources is beyond the scope of this Plan. However, there are some specific areas that could greatly benefit from sound mitigation measures. Because of proximity to I-280, Gardner Academy and Gregory Park feel the effects of constant freeway noise. Parents and school faculty have expressed concerns regarding the effect this noise has on student concentration in class. Indoor and outdoor decibel levels at Gardner Academy should be evaluated to determine if noise levels exceed the City's acceptable limits. Noise levels should also be evaluated at other areas close to I-280 and State Route 87 as well, including but not limited to: Gregory Street, W. William Street, Spencer Avenue and Prevost Street.



Train-related noise, vibration, and safety are significant neighborhood issues.

Train Noise

The Peninsula Joint Powers Board (JPB) operates the heavy rail line that bisects the neighborhood. This track is used for shipping as well as Caltrain and Amtrak service, resulting in fairly constant rail traffic. It is not feasible to install sound barriers continuously along the tracks as much of it runs above grade within a narrow right-of-way. However, residents have identified several issues that can help reduce noise. According to the JPB, the average train speed limit is 79 mph; this has been determined to be the safest for at-grade street crossings. At lower speeds, motorists are tempted to try to circumvent crossing arms in an attempt to beat the train.

Residents would like to see a reduction in train speeds through the neighborhood to mitigate sound production as well as create safer pedestrian crossings at West Virginia. Rail speeds should better reflect the residential setting with focus on minimizing noise and vibration. It is recognized, however, that rail transit usage and service frequency will increase over time. Residents also expressed a concern over the frequency and duration of train whistles. The City and community should work with the JPB to ensure that engineers use whistles for minimum safety requirements only.

Soundwalls

The most common mitigation for freeway noise is a standard Caltrans soundwall. These types of soundwalls range from 6-16 feet in height depending on the specific location. Although soundwalls can be an effective tool in reducing some noise pollution, there can sometimes be ramifications to their use that need to be considered. While soundwalls protect their adjacent areas from noise, they sometimes redirect or bounce noise to other areas which were previously unaffected. Once the noise levels in the key areas have been monitored, residents should be informed of the potential positive and negative impacts of the construction of soundwalls. The City and local

residents who will be directly affected should determine the feasibility and desirability of soundwalls.

The Santa Clara Valley Transportation Authority (VTA) has drafted a Sound Barrier Program for funding the installation of sound barriers along freeways within Santa Clara County. If the affected areas in the Greater Gardner neighborhood meet the criteria established in this grant program, the City should proceed with the application process. SNI funding or other grant monies will be required to compile a Noise Barrier Summary Scope Report (NBSSR), which must be completed before the grant application process begins.

Neighborhood Services

Residents would like to see improvements in key City facilities and neighborhood support organizations. A successful community is one in which public and private entities work together to meet the needs of residents. Improvement in local schools, businesses and neighborhood organizations promotes community involvement and strengthens bonds between individual residents.

Gardner Academy

Vehicular and Pedestrian Circulation

Gardner Academy is located one block from Bird Avenue and is bordered by Illinois Avenue to the west, West William Street to the north, Willis Avenue to the east and West Virginia to the south. It serves students from both Greater Gardner and the Delmas Park neighborhood, located just north of I-280. The San Jose Unified School District (SJUSD) uses Gardner Academy as a collection point; i.e., parents drop their children off at Gardner Academy, and from there they are bussed to their schools.

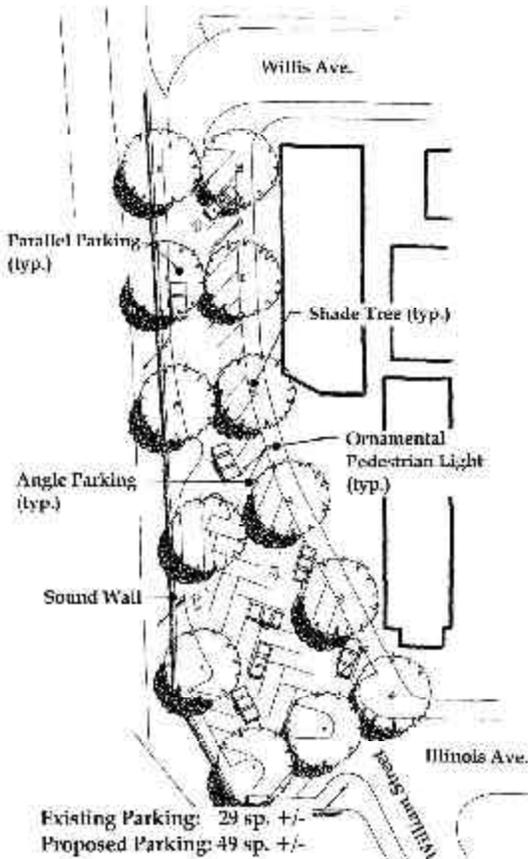
In addition to morning school traffic, many neighborhood residents use West Virginia to exit the area en route to work. The corner of Illinois and West Virginia becomes congested during peak hours, making it difficult for both parents and residents to exit the neighborhood. Pedestrian traffic also increases at this time, with children walking to school attempting to cross Virginia at Illinois and Willis. The residents feel strongly that there should be a shift in the peak hour circulation pattern around the school. The Department of Transportation and the SJUSD should work together to more effectively move traffic through the area, prevent congestion at key intersections, and enhance pedestrian safety.



The pedestrian walkway between William Street and Bird Avenue should be improved with lighting and consistent maintenance.



William Street is underutilized and poorly maintained.

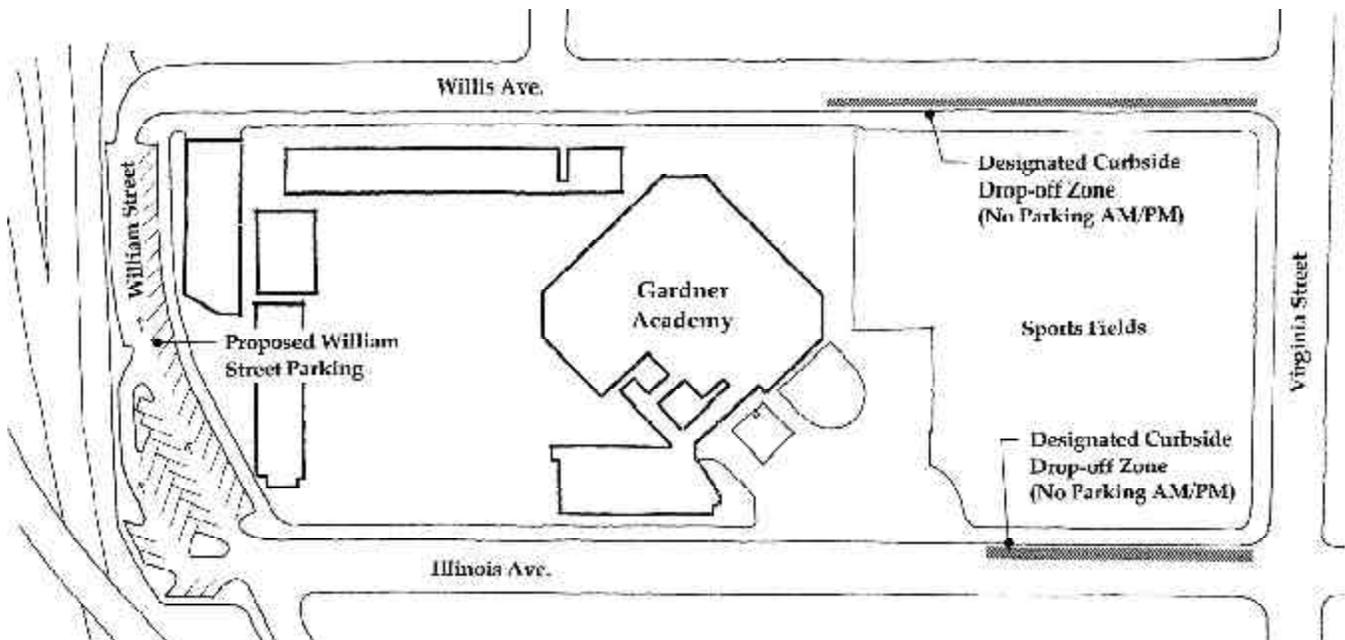


William Street Parking Concept

Pedestrian circulation includes sidewalk routes and a pedestrian path between the dead end of William Street and Bird Avenue. Children use this path as a route to school as well as for school-supervised field trips to Downtown and other nearby destinations. Residents would like to see this path include paving, lighting and regular maintenance to provide the children with safer passage. Dense vegetation between the path and the freeway should be thinned and pruned regularly to ensure visibility and safety. The “Safe Routes to School” program makes funds available for the improvements of walking routes to schools and may be a possible source of funding. Currently, the program is intended primarily to provide safer passage along existing streets.

Parking/West William Street

Another key concern involving the area surrounding Gardner Academy is the condition of W. William Street, located behind Gardner Academy. This street is poorly lit and rarely traveled, and provides an attractive location for anti-social behavior and refuse dumping. Residents have expressed a strong desire to improve the safety and supervision of this area to improve parking conditions for school employees, visitors and residents. Currently, teachers and staff must find parking along residential streets as there is no designated school parking. Although neighborhood parking is available, future changes in City services such as street sweeping and proposed auto and bus loading restrictions are likely to affect the number of spaces available during the day.



Improvements Key Map

Improvements to William Street can benefit both residents and school employees. The “Parking Concept” sketch plan illustrates re-striping for additional parking, lights and landscaping. Angled parking is proposed along the south side of the street with existing parallel parking on the north. Street lights are proposed at regular intervals to increase safety and visibility. This plan requires designation of the street as one-way, west to east, and would create a new, more predictable circulation pattern around the school. The conversion of streets to one-way operation requires study to explore the consequences for surrounding streets. A new design and associated maintenance will help clean up the street and its surroundings, reducing neighborhood blight and enhancing security in the area.

Drop-off/Pick-up Improvements

Currently, parents dropping off and picking up their children line up along Illinois, often double-parking. This creates conflicts as children are exiting and entering vehicles in the roadway while drivers maneuver to avoid parked cars and pedestrians. Several options should be considered, including use of existing SJPD traffic enforcement units, and the addition of time-restricted loading zones on Illinois during peak hours. This would allow local residents sufficient parking during evenings and weekends while ensuring curbside parking for parents in mornings and afternoons. Another possible solution is to restrict Illinois to bus loading and allow auto loading only on Willis. This would keep traffic moving along Illinois while alleviating some of the congestion at Illinois and Virginia. The City Department of Transportation should work with the neighborhood residents and the SJUSD to determine the best possible solutions for all parties involved and to implement the improvements. School site improvements should also include sidewalk shelters for children waiting at designated bus transfer locations.

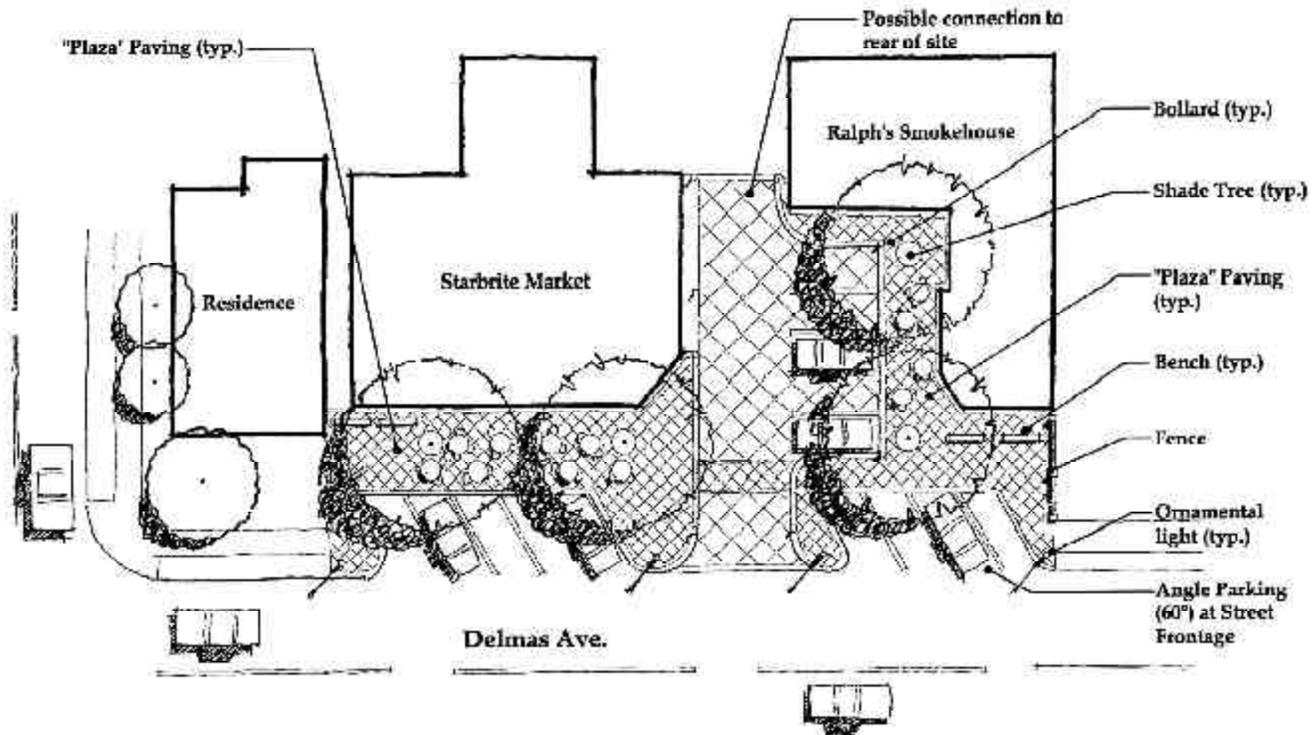
Neighborhood Oriented Businesses

Building and Site Improvements

One of the benefits of living in an established, older neighborhood such as Greater Gardner, is access to neighborhood-oriented retail. Newer subdivisions rarely incorporate amenities such as a small grocery store or a locally-owned restaurant within a reasonable walking or biking distance. These establishments promote local spending and encourage pedestrian activity. Unfortunately, they can also detract from neighborhood character if maintenance and upkeep is not performed on a regular basis. There are eight businesses in the area; AAA Upholstery, Dawn’s Market, Fairmart Market, Morin Tires, Ralph’s Custom Smokehouse, Sangria Restaurant,



Commercial renovations should create a more attractive neighborhood-oriented character. Display windows are recommended instead of large wall signs.



Starbrite/Ralph's Site Improvement Concept

Starbrite Market, and the Yellow Checker Cab Company. Many residents feel that existing local businesses need to be significantly improved to better support the neighborhood.

Several approaches should be pursued to improve the appearance of commercial buildings. The Redevelopment Agency sponsors a facade improvement program which can include facade re-design, paint, new signage, awnings, etc. The Redevelopment Agency should considering assisting with improvements to parking areas, cleanup of rear lots and service ways, and exterior lighting where appropriate. Residents would also like to see businesses become more street friendly with the removal of large window and neon signs which block store interiors, and clearly defined and attractive main entrances. Recommended improvements for specific locations are outlined below.

Starbrite Market/Ralph's Smokehouse: The sketch above illustrates proposed improvements to the Starbrite Market/Ralph's Smokehouse property; as depicted, special paving, outdoor seating, bike racks, and other amenities are recommended to encourage residents to frequent these businesses while improved parking will alleviate the burden of traffic from outside the neighborhood.

Dawn Market: Located on Virginia Street, Dawn Market is in need of extensive structural, exterior and interior improvements that do not qualify under the Redevelopment Agency's facade improvement program. Separate resources are needed to help fund necessary repairs. Proposed renovations include addition of a permanent taco



Dawn Market prior to a recent re-painting.

stand, front awnings, landscaping, an extended roofline and outdoor patio. The owner should be encouraged to remove signage from windows to improve visibility and aesthetics.

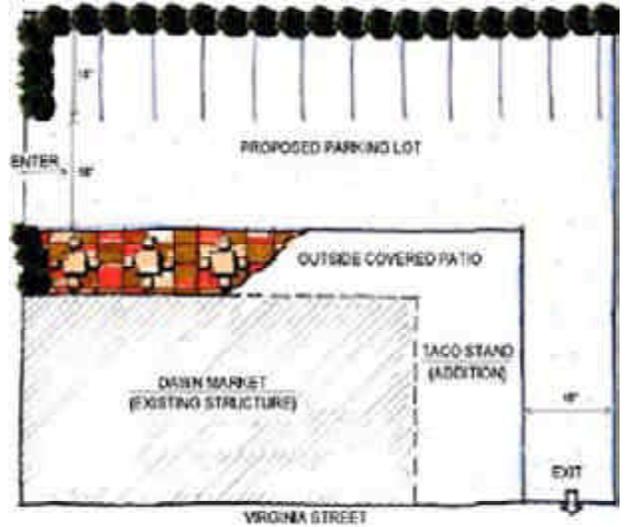
Yellow Checker Cab Company: The Cab Company has been a focus of neighborhood concern throughout the planning process. Code Enforcement has been engaged in an effort to bring the business within legal operating limits regarding on-site vehicle storage and other issues. The City should consider this site, along with the adjacent, AAA Upholstery and Fairmart Market properties, as a potential redevelopment site.

Adjust Merchandise Selection

Although there are three markets within the neighborhood, most residents agree that the stores are underutilized. One of the most important factors that make these local stores unappealing is the supply of inexpensive alcoholic beverages, which dominate the merchandise selection. Advertisements for alcohol are prominent in stores, making them a poor environment for local children to frequent. Residents would like the opportunity to meet with business owners and discuss options to shift the merchandise selection to better suit the needs of the local community. This would not only benefit the residents but could also increase sales for the establishment. The City, RDA, and neighborhood associations should work with business owners to craft a merchandise selection more in tune with neighborhood needs. In addition, residents would like to see neighborhood-oriented establishments replace non-community serving businesses to increase the amount of local services.

Noise Production

A drawback of commercial properties within residential areas is the noise and activity they produce. In addition to facade improvements, steps should be taken to mitigate and/or reduce the noise production of exterior generators, fans and air conditioners. Aesthetically pleasing enclosures can enhance the look of the building as well as reduce the disturbance to adjacent residential properties. Noise generation should be a consideration in City review of commercial renovation and/or new development.



A concept to acquire the vacant lot next to Dawn Market for parking, patio, and take-out food.

Community Maintenance

Street Sweeping

At the inception of the Neighborhood Plan process, street sweeping was scheduled to take place every month, with no neighborhood notification except for annual mailings to property owners. Residents felt this method of street sweeping was not effective because of the excessive number of parked cars that remained on the street. Debris in gutters could not be reached, leaving streets cluttered and messy. Policy changes are expected to be implemented in July 2002, and may include increased frequency of cleanings, and installation of permanent “no parking” signs indicating days and times for street sweeping; vehicles parked in violation of those stated times would be cited and fined. However, some residents expressed concern about the installation of permanent signs throughout the neighborhood. They feel that signs would detract from the aesthetics of the streetscape and encourage graffiti. City staff should work with the community to assess placement of signs in other neighborhoods where they currently exist, and to make a determination as to their acceptability.

Code Enforcement/Vehicle Abatement

Significant numbers of derelict or rarely used vehicles are parked throughout the neighborhood. Residents would like to see an improved system for the removal of abandoned vehicles as well as a reduction in the number of cars permanently parked on the street. Improvement in this situation has been difficult, as it requires a significant degree of monitoring and follow-up by SJPD and Code Enforcement officers. The Code Enforcement Division has recently hired additional staff to better respond to residents concerns and provide timely follow up to complaints; however, more funding and personnel are still needed to adequately address all issues. Residents should continue to report problem areas to Code Enforcement in order to focus attention on the issue, and neighborhood associations should work with SJPD and Code Enforcement to focus on locations where there is a pattern of vehicle abandonment or on-street storage.

Neighborhood Organization Building

Neighborhood Coalition

Throughout the planning process members of the NAC and the community at large worked together to develop a vision and specific goals and objectives for the neighborhood. Implementation of the Neighborhood Plan will require continued community support to guide completion of recommended improvements. There are three active neighborhood associations within the SNI area: the *Gardner Community Advisory Council*, *Gregory Plaza Neighborhood Association* and *North Willow Glen Neighborhood Association*. Although each association has a specific focus area, the long-term success of this Plan requires that the groups continue to work together to achieve a unified, cohesive advocacy approach. \$100 million has been designated for use within the 20 SNI areas, and there are other funding sources as well, such as CAP grants, which are available to neighborhood organizations. CAP grants can be used to fund a variety of projects, allowing the community to take control of specific neighborhood improvements. Establishing a permanent neighborhood committee for the entire Neighborhood Plan area would greatly benefit residents and help ensure that the improvements proposed in this Plan reach completion.

Resident Support Groups

Residents have expressed the desire for Neighborhood Associations and committees to expand their focus to include community support activities. In particular, residents feel the need for increased police presence to deter gang and other criminal activity. The formation of groups such as Neighborhood Watch can provide regular, local supervision. This “eyes on the street” approach can help police identify problem areas and address situations on a timely basis. It requires regular neighborhood meetings to coordinate information and regular SJPD contact and outreach.

Neighborhood Security

A basic neighborhood concern is the level of safety that residents feel while carrying on their daily activities. Greater Gardner residents identified traffic and pedestrian safety as important security issues to be addressed. Recommended improvements are intended to create a safe and accessible pedestrian circulation system within the neighborhood, with linkages to adjacent areas that integrate a variety of modes of transportation.

Traffic and Pedestrian Safety

Pedestrian Crosswalks

Corner curb bulb-outs and enhanced pedestrian crosswalks should be considered along main pedestrian routes, with the streets surrounding Gardner Academy and Biebrach Park and the intersection at Virginia and Bird, which is the main route from Gregory Plaza, receiving particular attention. Community members have identified nine intersections that are essential to the neighborhood pedestrian network. Enhanced pedestrian crossings should be considered at each:

- Virginia/Bird
- Virginia/Willis
- Virginia/Minor
- Virginia/Delmas
- Virginia/Prevost
- Delmas/Fuller
- Delmas/Coe
- Delmas/Hull
- Bird/Fuller
- Bird/Coe/Fisk

Each of these intersections should be evaluated by the City to determine the most effective method for enhancing the pedestrian crossings.



Virginia Street is one of the neighborhood's busiest pedestrian and bike routes.

Traffic Calming

Traffic calming involves a combination of physical design measures aimed at reducing the negative impacts of vehicular traffic, thereby improving street conditions for all users. These measures include stop signs, medians, roundabouts, and lane restrictors, among others. Residents have expressed the need for overall neighborhood traffic calming to reduce the perceived occurrence of speeding on major streets in the neighborhood, and to enhance convenience for pedestrians and bicyclists. While proposed corner bulb-outs will help to reduce speeds along Virginia, additional traffic calming measures should be considered along the following streets:

- Bird Avenue
- Delmas Avenue
- Prevost Street
- Willow Street
- Fuller Avenue

These streets collect the majority of neighborhood traffic and lend themselves to perceived higher speeds. The City and neighborhood should work together to define an integrated traffic-calming program for the entire area that would reduce speeds along major corridors while preventing spillover onto adjacent streets. The requested measures should be in keeping with the City's established Traffic Calming policy.

Bicycle Routes and Destinations

Residents have expressed the desire to have designated bike routes established along West Virginia Street and Delmas Avenue as a part of neighborhood circulation improvements. West Virginia connects the neighborhood to Bird Avenue, Gardner Community Center, and Gardner Academy, and is a major route for children from within the neighborhood as well as from adjacent neighborhoods. A designated bike lane along the entire length of West Virginia would connect to the City of San Jose's Bicycle Transportation Network at Bird. Residents identified Delmas as a connector between Willow Street, and West Virginia, and the Virginia Light Rail Station.

In addition to establishing bike routes, bike facilities should be provided at neighborhood destinations. Bike storage racks should be included as part of parking requirements in development and/or renovation plans for public facilities and commercial development. The new community center should include bike racks as part of building and park-related site improvements.

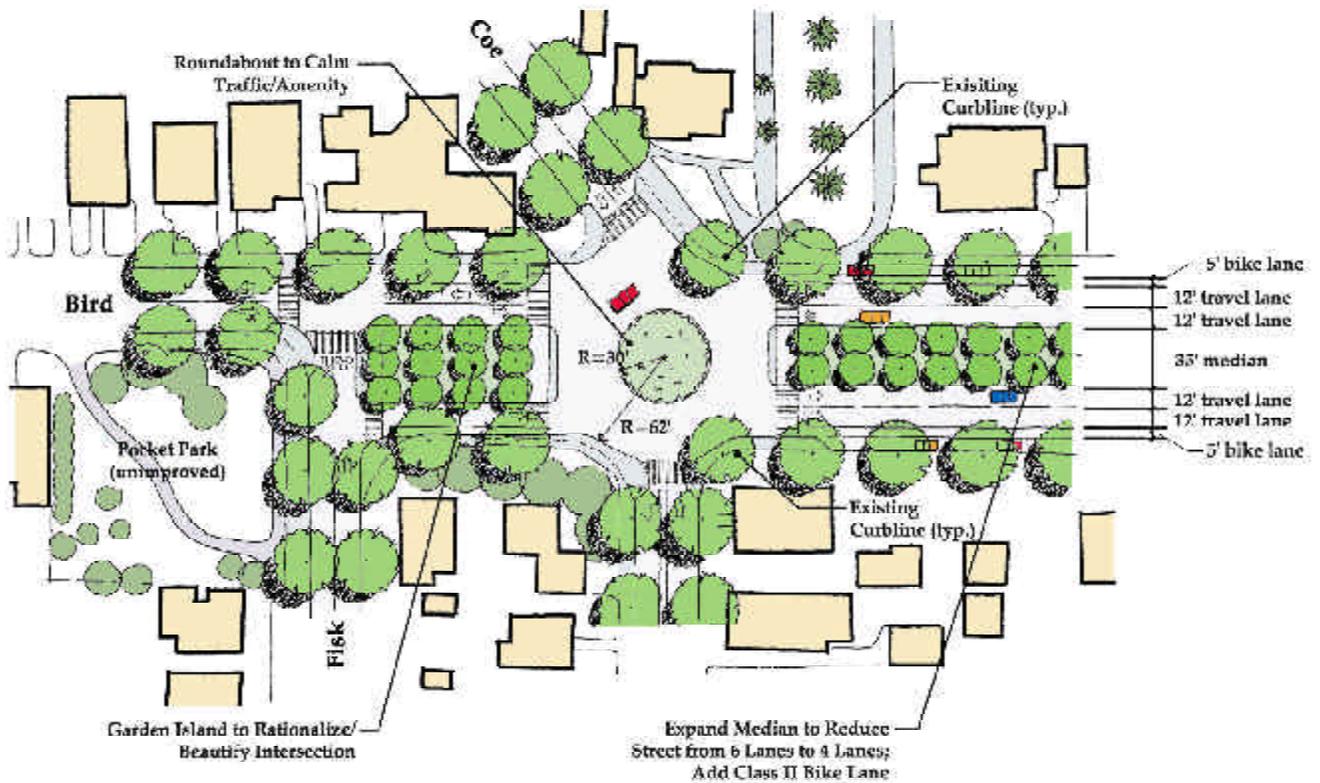
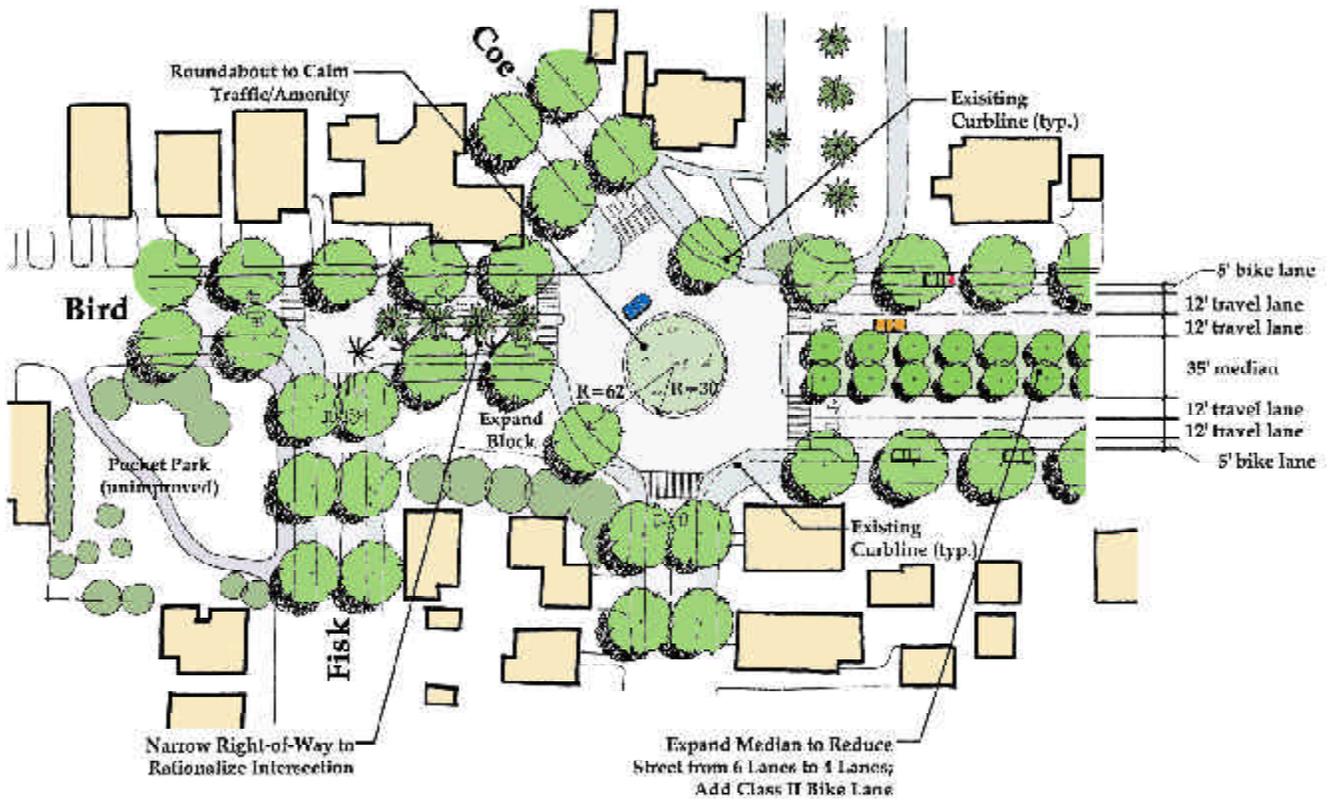


The intersection at Bird, Coe and Fisk is large, confusing, and unattractive.

requirements in development and/or renovation plans for public facilities and commercial development. The new community center should include bike racks as part of building and park-related site improvements.

Major Intersections

As part of pedestrian safety and traffic calming measures, the safety, convenience, and appearance of major intersections should be evaluated. Especially important are intersections at Bird/Virginia, Bird/Coe/Fisk and Willow/Warren. The intersection at Bird and Virginia has previously been highlighted as an enhanced pedestrian crossing but should also be evaluated for traffic movement.



Bird/Coe/Fisk Intersection Concepts

During the planning process residents expressed concerns over the abrupt transition of Bird Avenue from six lanes to two at the intersection of Coe and Fisk, as well as the excess paved area and awkward configuration of the intersection itself. The sketch concepts on the previous page illustrate roundabouts to slow traffic and ease the transition in street width.

At Willow and Warren, an island that seems unnecessary and is unattractive currently defines the intersection. Residents have expressed a desire to expand the island to reduce the intersection to a single access point, with landscaping and or hardscape to beautify the area and discourage dumping and illegal parking.

Railroad Crossings

Grade Crossings

Freight and commuter rail routes through residential neighborhoods often present challenges for pedestrians, bicyclists and vehicles. The crossing at the west end of Virginia Street is of particular concern for neighborhood residents. Residents reported that the safety gates have not functioned properly in the past, causing near-collisions of vehicles and trains. The existing paving is severely buckled. The City DOT, together with the Peninsula Joint Powers Board (JPB) and Union Pacific Railroad (UP), has secured a grant to install an asphalt walkway along the south side of Virginia Street. The project includes installation of sidewalk, curb, and gutter from the JPB right-of-way east and west to existing City sidewalks. Although this would improve the existing condition, residents would like a more permanent renovation of the railroad crossing, with signage and concrete walks on both sides similar to the crossing at Coe Avenue.



The railroad crossing at Virginia (top) should be improved similar to the crossing at Coe (bottom).

Safety Fencing

The railroad is easily accessible from any point in the neighborhood offering a temptation to children who regularly cross the tracks, and walk and play in the open areas next to them. Safety fencing along open spaces directly adjacent to the tracks, especially along Fuller Avenue and Jerome Street, is strongly recommended. In meetings with City staff and JPB, residents have requested fencing material such as pickets or mesh to maintain visual access to the tracks and discourage graffiti and vandalism. Fences should be attractive to add to the aesthetic quality of the neighborhood and complement future improvement of adjacent open spaces.

Homeless Population

Encampments

Urban areas such as Greater Gardner often attract concentrations of homeless people. Although residents felt that there was not a significant homeless population within the neighborhood itself, there are major concerns regarding encampments under and along Interstate 280, SR 87, along the railroad line, and in the Los Gatos Creek and Guadalupe River open space corridors. Residents have identified the northern and eastern portions of the neighborhood as especially vulnerable, with many dead-end streets and heavy landscaping providing cover and refuge. Residents have requested increased police presence, homeless sweeps, and strict enforcement of “no trespassing” laws to minimize permanent encampments and ensure these areas remain safe for adjoining neighbors and children at Gardner Academy.

Access to Caltrans and JPB Right-of-Way

Caltrans and the JPB both have extensive rights-of-way adjacent to and within the neighborhood that provide opportunities for long-term encampments. The San Jose Police Department does not always have easy access to these areas, which limits the effectiveness of their homeless sweeps. The City should work with Caltrans and the JPB to coordinate and install fencing or other measures that would restrict access under and around freeways and rail lines, while maintaining access for needed police patrols.

Open Space Supervision

The following section of this chapter addresses the development of City owned property within the neighborhood. Ultimately neighborhood residents would like to have small parks developed on these sites to be maintained by PRNS. However, some immediate measures must be taken by the City to prevent loitering and illegal activity on these sites. Residents have recommended regular weed abatement, tree and shrub trimming and litter removal as deterrents to anti-social behavior.

Neighborhood Parks and Open Space

Throughout the planning process, a major objective has been to expand and improve neighborhood open spaces to better serve the needs of the community. Currently two formal parks, Biebrach Park and Gregory Tot Lot, serve the Greater Gardner area. Biebrach serves as the recreational and organizational center of the neighborhood, with a large open field, swimming pool, restrooms and Gardner Community Center. Although Biebrach Park provides for active recreation, residents feel strongly that there should also be opportunities for passive recreation and neighborhood beautification, such as community



This remnant open space at Virginia Street is owned by the JPB.

gardens. Gregory Tot Lot is recommended for a sound attenuation wall to reduce ambient noise levels.

Within the neighborhood there are several undeveloped properties that would benefit residents if they were improved and maintained. The current conditions of these properties detract from the neighborhood, as they are left untended for extended periods of time and consequently fill with weeds and litter and attract illegal dumping. Development of passive recreation areas on these sites will contribute to the overall aesthetic quality and value of the neighborhood.

Open Space

Neighborhood Open Spaces

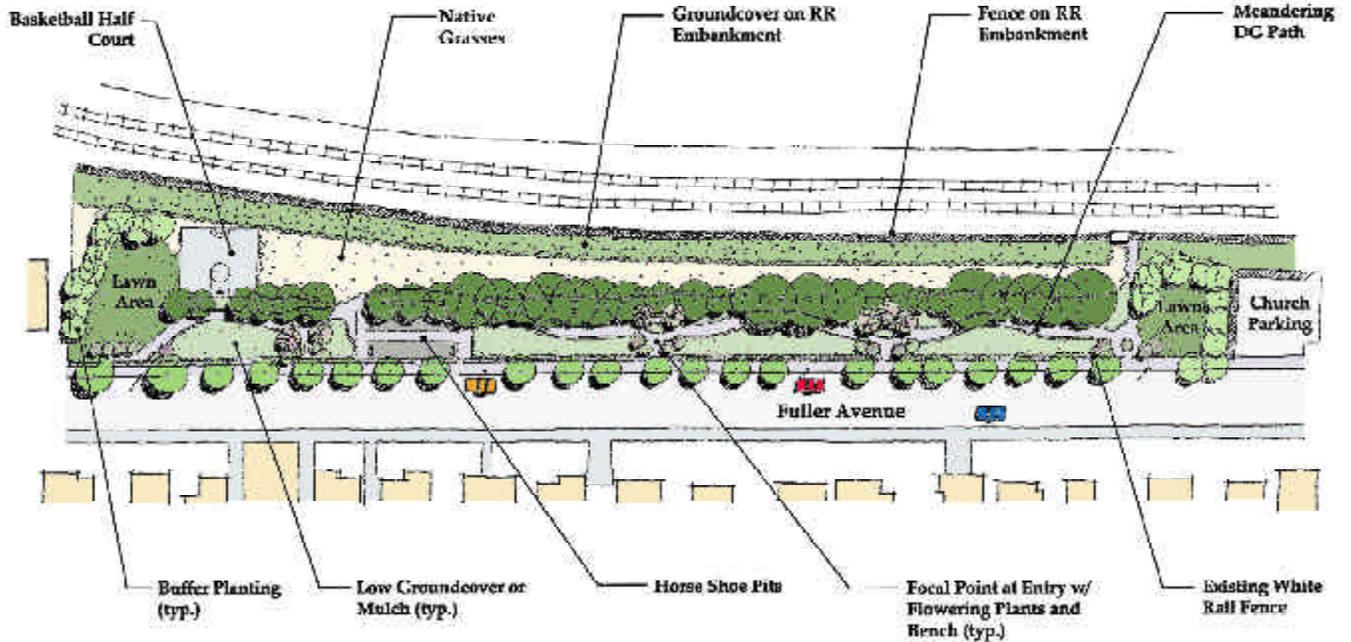
Most of the small open spaces in Greater Gardner are City-owned, typically left over or remnant parcels associated with highway and railroad rights-of-way. Residents would like to see the development of a “pocket parks” plan that would fund the improvement and maintenance of these spaces as part of the City Parks and Recreation program. The City’s Department of Parks, Recreation and Neighborhood Services (PRNS) currently lacks a policy for the development of such properties, which do not meet the minimum acreage required for a recreational park. In several areas, neighborhood residents have taken the initiative to add site improvements, such as fencing and landscaping, to improve the aesthetic quality of the property as well as to discourage illegal activity. Area residents often work together to maintain the sites, collecting litter and repairing fencing. Although the majority of residents would like to continue to direct the design and use of these properties, they feel that the City should provide some degree of support in development and maintenance, especially trash collection and facility repair.

Several specific sites have been identified by the residents as key areas for improvement. Recommendations are detailed below:



Fuller Plaza has been improved and maintained by local residents.

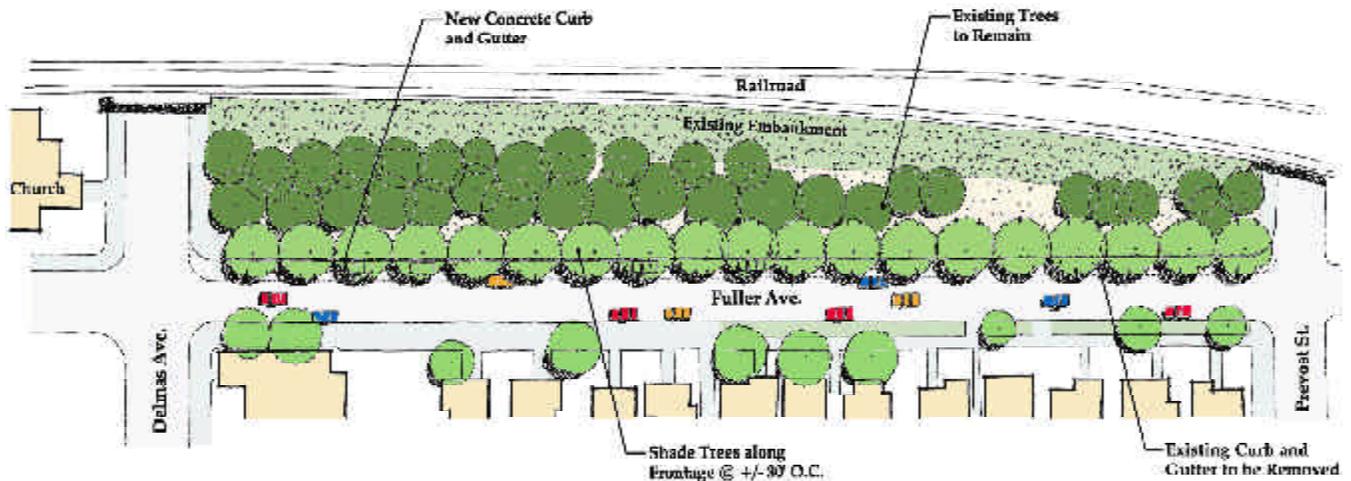
Fuller Plaza/Park: Fuller Plaza refers to a section of land on the north side of Fuller Avenue between Bird Avenue and Delmas Avenue. There are several contiguous home sites on the west end of the block just east of Bird, and the Word of Faith Church is located at the east end of the block at the corner of Fuller and Delmas. In between is minimally developed open space bordered by Fuller and the JPB rail line. Over the years, residents have taken the initiative and added several improvements to the site, such as fencing and landscaping, and are regularly maintaining the site, removing litter and debris. A more comprehensive design is recommended, completing the transformation of the area into a small park. The sketch on the following page illustrates proposed enhancements, including the addition of landscaping, a decomposed granite walking path,



Fuller Plaza Improvement Concept - Bird to Delmas

benches, and horseshoe pits. This park design would better serve the needs of the residents south of the railroad tracks.

On the north side of Fuller Avenue, between Delmas and Prevost Street, is another leftover space, used for long-term parking, abandoned vehicles and dumping. Residents would like this open space to widen Fuller Avenue for much needed parking. Recommendations for the remaining open space include street trees and enhanced landscaping along the embankment. The current street width allows for two-way traffic with no curbside parking; however there are no parking restrictions so residents tend to park along the south side of Fuller, reducing street width. The Word of Faith



Fuller Avenue Widening Concept

Church has little on-site parking for parishioners, forcing them to find parking along neighborhood streets and adding to neighborhood congestion.

Several design options were considered for the site, including addition of a Church-owned parking lot. However, the NAC concluded that construction costs and aesthetic issues prohibited extensive development of the site. As an alternative, residents recommended that Fuller Avenue be widened to accommodate two-way traffic, with parallel parking on both sides of the street. The increase in on street parking will help to mitigate the influx of Church traffic, and improvements such as curbs, gutters, and

trees along the northern side of the street will give the area a more finished appearance, add to local property values, and reduce land area for informal parking. The remaining open space should be landscaped similar to Fuller Plaza to maintain visual continuity.



Hummingbird Park is scheduled for renovation.

Bird/Fisk Park (Hummingbird Park): This site was previously improved by neighbors but has since fallen into disrepair. Residents would like to see it restored and some additional elements included to further define the site as a distinct open space. The North Willow Glen Neighborhood Association has worked with the City on a park improvement plan, and the site has been added to the City's capital improvements funding for year 2002.

Jerome and Willis: This site is bordered by Jerome Street to the north, Willis to the east and the rail line to the south. Residents would like minimal improvements, such as a fence and landscaping to deter illegal dumping, particularly of yard waste, and to provide general beautification. Improvements should reflect the character established for Fuller Plaza.

Gregory Tot-Lot: There is currently a small play park on Gregory Street at Helen Street adjacent to Interstate 280 which serves the western portion of the neighborhood. Residents would like to expand the tot lot/sand area, and add a soundwall along the freeway, to create a more child-oriented environment.

BMX & Skate Park: Neighborhood residents feel strongly there should be an opportunity for youth-oriented activities in the neighborhood. An informal BMX bike park had been developed by local teenagers along the railroad tracks at Virginia, between Bird Avenue and Drake Street. Early in the planning stages residents expressed a desire to formalize this park and add safety features, such as fencing along the rail line. However, the site is owned by the JPB, and City access, maintenance, and supervision is doubtful. In July 2001, the JPB cleared the mounds used by BMX bikes as part of its regular maintenance operations. There was also interest in creating a skate park on the unused Water Company site at Willow Street. Ownership and related liability issues preclude development of these two parcels, however residents would like to continue to pursue the development of these types of teen-oriented recreation facilities some-

where in the vicinity of the neighborhood. It is cautioned that lands within 30 feet of railroad rights-of-way should not be used for recreational facilities.

Park Funding

This Plan recommends an increase in funding for PRNS as needed for the establishment of a “small open spaces” park program. Many older neighborhoods such as Greater Gardner do not have large land areas available to develop a park that meets current City standards. PRNS should create a program which focuses on the development of vacant City-owned parcels in established neighborhoods. Funds should be available to support regular maintenance of these properties once they have been developed. Residents would like the opportunity to work with PRNS in the design and maintenance of these areas to ensure that they continue to service the changing needs of the community.



Fencing would make vacant sites adjacent to the railroad safer for recreational use.

The Community Center

Gardner Community Center

The current Gardner Community Center is located in the northwest corner of Biebrach Park, directly across from Gardner Academy. The Center is highly utilized; however, the current facility is not able to adequately meet the needs of residents and accommodate programs for all age groups. Parks, Recreation and Neighborhood Services (PRNS) has secured funding for design and construction of a new community center, which is currently underway.

Biebrach Park

Several park improvements have been approved by PRNS to coincide with construction of the new Gardner Community Center. These include renovation of the public restrooms and construction of a tot-lot. Residents have identified additional improvements that they would like to see incorporated into the renovation of Biebrach Park. These include:

- An improved pedestrian crossing at the intersection of Willis and Virginia Streets to facilitate connection with Gardner Academy.
- A gateway leading visitors to a receiving plaza, and connecting to a cul-de-sac at the rear of the community center.
- An entrance plaza near the community center providing opportunities for outdoor community events and gatherings.



Biebrach Park provides for a variety of field sport activities.

- A walking trail on the periphery of Biebrach Park, designed to enhance supervision and strengthen the physical connection between the eastern boundary of the park and the community center while protecting the central field.
- Increased lighting levels in the park and surrounding the community center, for safety and after dark park use.
- The swimming pool and other outdoor facilities in Biebrach Park should be available year-round.
- Existing murals should be preserved with periodic repainting.
- A small police office/koban should to be located either within the community center building or next to the existing public restrooms on the eastern edge of the park.
- The addition of angled parking along the south side of West Virginia between Willis and Minor Avenues.
- The addition of a gymnasium at the south-east corner of the park to replace the existing outdoor basketball courts.



The Virginia Street Bridge provides pedestrian access to the LRT station.



The vacant site at Prevoist and Virginia is recommended for an LRT drop-off.

LRT Drop-Off Site

Site Development

The Virginia Light Rail Station is located along SR 87, with stair and elevation access from the Virginia Street Bridge. Currently there is no area dedicated to passenger loading and unloading, leading to congestion on the bridge during peak commute hours. Neighborhood residents have recommended development of a vacant lot at Virginia and Prevoist as an LRT drop-off site. The sketch on the following page illustrates the desired design alternative with a one-way loop, which provides for off-street loading, and pedestrian crossings. Addition of bike racks/lockers, benches, an information kiosk, and landscaping would create a neighborhood destination with aesthetic appeal.

Pedestrian Crossings and Lighting

Improvements to the surrounding street environments are also essential to the function of this site. Enhanced crosswalks, curb bulb-outs and increased lighting will increase safety and visibility for pedestrians. If improved, the LRT site would function as an attractive east gateway to the neighborhood.



LRT Drop-Off Concept

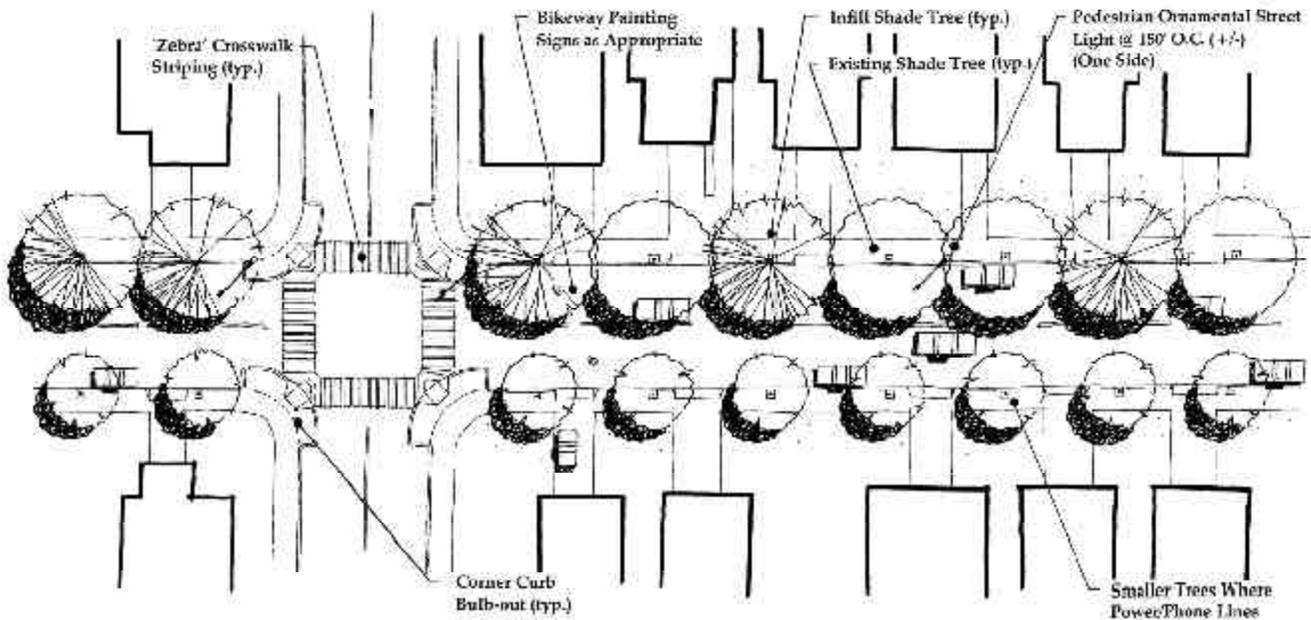
Corridors

Bird Avenue

Bird Avenue is the main arterial through the neighborhood and therefore is its most visible street. At its widest it is seven lanes, with a central median and few pedestrian crossings. It divides Gregory Plaza from the Gardner and North Willow Glen areas, and is therefore a significant impediment to a cohesive neighborhood. Bird Avenue is designated as an arterial in the current General Plan. This designation does not allow the types of neighborhood improvements necessary to enhance it as a neighborhood street, such as roundabouts and/or enhanced pedestrian crosswalks as discussed earlier. The Planning Department along with DOT should evaluate the status of Bird Avenue given City traffic planning criteria, and if appropriate the street should be downgraded to a designation that reflects its context within the greater Gardner neighborhood. In addition to traffic calming and beautification measures proposed, new street trees, lighting and bike lanes should be added. Bird Avenue should



Bird Avenue seems overly wide.



Proposed Streetscape Improvements

be improved as an attractive neighborhood boulevard that links pedestrians and bicyclists from Willow Glen through to the Diridon Station and Downtown.

West Virginia Street and Delmas Avenue

Improvements similar to those proposed for Bird Avenue should be made to West Virginia Street and Delmas Avenue. As previously discussed, these are main pedestrian, bike and vehicle corridors within the neighborhood. Residents would like to establish a stronger and more attractive street character with addition of infill street trees, pedestrian-oriented lighting, bike route signage and enhanced pedestrian crossings at selected intersections. The west side of Delmas contains power lines. Therefore

trees along this frontage would need to be a smaller variety, as noted previously.



Street trees and ornamental lighting would make Willow Street more attractive.

Willow Street

Residents have identified Willow Street east of Bird as an area that detracts from the overall neighborhood character. Vacant sites and commercial and residential buildings in need of investment negatively affect the image and property values of adjacent residential streets. Unkempt open spaces adjacent to SR 87 and the Guadalupe River, apartment buildings in need of maintenance, unfinished or cracked sidewalks and street surfaces give the area a blighted appearance. This area should be targeted for RDA efforts, including re-

development of vacant and underutilized properties, and frontage street tree and lighting improvements.

Neighborhood Gateways

Residents have expressed the desire to have neighborhood entrance signs, architectural entryway treatments, and/or ornamental landscaping at the Bird/Virginia, Bird/Willow, and Delmas/Willow intersections. These gateways would enhance the identity of the neighborhood and could be near-term symbols of the SNI effort. Entryway treatments should be designed to maintain motorist visibility of pedestrians on adjacent sidewalks, discourage graffiti, and reflect the architectural character of neighborhood homes. The Bird/Virginia intersection needs special attention, including renovation of the Fairmart Market/Taxi site, paint and fix-up of adjacent properties, and landscaping of surplus land area along the Bird frontage.

V. Action Plan

Overview

This chapter describes the actions needed to implement the Plan's neighborhood improvement recommendations. Time frames, responsible City departments, costs and likely funding sources are identified. Individual "Action Items" are listed according to their priority, as determined by the community and the Neighborhood Advisory Committee. Each Action Item includes a series of specific "Action Steps" that are intended to guide City efforts and serve as a yardstick for assessing progress. An "Action Plan Matrix" summarizes time frames, responsibilities, costs and funding.

Action Items

The "Top 10" Action Items, numbers 1 through 10 on the following pages, are the most important neighborhood priorities. They reflect the NAC's weighing of current neighborhood issues, long-term neighborhood vision, and likely cost. Some of the Action Items are capital improvements, such as improved pedestrian crossings at key intersections. Others are policy or program-based, such as increased code enforcement efforts and renovation of commercial properties.

The "Top 10" balance need, feasibility, and impact. However, there are a total of 29 Action Items in all, and the community and the NAC consider all important. It may happen that Action Items outside the "Top 10" become more feasible than anticipated at the time the Neighborhood Plan was prepared; e.g., new funding sources or programs might arise. Or, as implementation efforts proceed, one or more items in the "Top 10" could take significantly longer to implement, or could be pursued in a different way than envisioned by the Neighborhood Plan. In such cases, Action Items outside the "Top 10" should be re-evaluated for implementation. As an example, Action Item 15 - "Improve Neighborhood Gateways," may be able to be pursued incrementally as part of existing City programs or in combination with a seemingly unrelated roadway project. The City of San Jose, however, will focus its implementation efforts only on the "Top 10" at any point in time. The "Top 10" Action Items for Greater Gardner are as follows:

1. Repair/Reconstruct Deteriorated Streets, Sidewalks and Related Systems
2. Improve Parking and Circulation at Gardner Academy
3. Improve and Maintain Open Space along Fuller Avenue
4. Improve Neighborhood Code Enforcement
5. Improve Retail Properties and Merchandise Selection
6. Improve West Virginia Streetscape and Crossings
7. Improve Delmas Avenue Streetscape and Crossings
8. Calm Neighborhood Traffic and Increase Pedestrian Convenience Overall
9. Calm Traffic, Improve Streetscape and Crossings on Bird Avenue
10. Establish a Neighborhood Open Space Program

Each of the items has been assigned a time frame(s), which is an estimation of the period required for the City and/or the community to implement the action as described in the *Plan*. These may need modification once budgets and funding sources have been reviewed. A description of each time frame is provided below.

0-18 month: Immediate; issue should be addressed quickly or is in process

0-3 years: Short Term; issue should be addressed and completed within the next three years

4-6 years: Medium Term; issue should be addressed and completed in 4-6 years

7-10 years: Long Term; issue should be addressed and completed in 7-10 years

Ongoing: Issue requires on-going support

Implementation and Oversight

A key element of implementing the Neighborhood Plan is formation of a *Greater Gardner Neighborhoods Coalition*, consisting of representatives of the *Gardner Community Advisory Council*, *Gregory Plaza Neighborhood Association*, and *North Willow Glen Neighborhood Association*. The *Coalition* would be the main contact point between various City departments pursuing various Action Steps and the neighborhood. It would function much like the NAC, evaluating implementation-related issues and progress on a regular basis, and serving as a forum for neighborhood input and outreach.

The *Coalition* would determine the makeup of the various subcommittees that may be needed, such as a Neighborhood Traffic Subcommittee to work with the Department of Transportation on traffic calming recommendations. The *Coalition* would also periodically re-evaluate the *Plan's* priorities, given changes in community concerns, funding circumstances, or other factors that would support re-ordering of Action Items. Finally, the *Coalition* would gauge the effectiveness of implementation efforts by City staff and others, and communicate concerns and/or support to departmental and/or City Council staff.

1. Repair/Reconstruct Deteriorated Streets, Sidewalks and Related Systems

Action Steps:

- a. *Prepare Geotechnical/Soils Study & Construction Standards* -- The Department of Public Works should prepare a work scope and contract with a geotechnical consultant to prepare a soils study of problem areas. If warranted, revise engineering standards for locations with chronic roadway and sidewalk buckling problems. The area for study is generally east of Bird Avenue and north of West Virginia, though City staff will determine the precise area in consultation with the Gardner NAC. Engineering standards recommended by the geotechnical consultant will be evaluated by City of San Jose Public Works Department, revised as appropriate, and used as the basis for repair and reconstruction of Gardner neighborhood streets and sidewalks.
- b. *Establish Street Reconstruction Criteria and Determine Repair and Reconstruction Needs* -- Prior to street repair and reconstruction, the Department of Transportation and Department of Public Works staff will develop criteria for street reconstruction. Criteria could be based on maximum acceptable “dips” in road surfaces, severity of ponding following rainfall and/or run-off, incidence and type of roadway and curb/gutter cracking, and/or other measurable conditions. Areas within the neighborhood that meet repair/reconstruction criteria should be mapped.
- c. *Reconstruct Streets* -- The Department of Public Works should contract for street reconstruction per Action Steps a and b, above.
- d. *Reconstruct Sidewalks* -- The Department of Transportation should contract for sidewalk reconstruction in areas with differential settlement per Action Steps a and b, above.
- e. *Repair/Replace Sanitary and Storm Sewers* -- The Department of Public Works should evaluate the condition of underground systems in affected areas. Bent, cracked and broken sewer lines should be repaired or replaced in accordance with revised construction standards.

Lead Departments/Organizations:

Public Works Department (a,b,c,e)
Department of Transportation (b,d)

Timeframe:

Short Term: 0-3years (a)
Medium/Long Term: 4-10 years (b-e)

Cost Estimates:

\$30,000 soil survey (a)
Engineering/Design costs to be determined (b)
Capital improvement costs to be determined (c,d)

2. Improve Parking and Circulation at Gardner Academy

Action Steps:

- a. *Evaluate Pedestrian and Vehicular Circulation Around Gardner Academy* -- Department of Transportation staff and the NAC should meet with the Principal of Gardner Academy and additional San Jose Unified School District staff as necessary to clarify parking and congestion issues in the area. The Department of Transportation and the SJUSD should work together to develop a plan to alleviate traffic congestion and increase pedestrian safety during peak hours. Changes in parking or circulation should be sensitive to the needs of the school and its residential neighbors.
- b. *Establish Bus and Vehicle Loading Zone for Peak Hour Use* – Per Action Step a, the Department of Transportation should establish bus and vehicle loading zones where appropriate. These zones should restrict parking during peak drop-off/pick-up hours only, allowing neighborhood use during evenings and weekends.
- c. *Add Angled Parking and Lighting to West William Street* – The Department of Transportation should coordinate engineering plans for the installation of streetlights and angled parking as per Improvement Plan recommendations along West William Street.
- d. *Improve Pedestrian Path Between Bird and William* – The Department of Transportation should improve and maintain the pedestrian path between Bird and William. Paving and lighting plans should be prepared and improvements installed. Dense vegetation along the path should be pruned regularly to improve visibility and safety.

Lead Departments/Organizations:

Department of Transportation

Timeframe:

Short Term: 0-3 years (a,b)

Short/Medium Term: 0-6 years (c,d)

Cost Estimates:

\$200,000 William Street/pedestrian path capital improvements (c,d)

Engineering/design costs to be determined

3. Improve and Maintain Open Space along Fuller Avenue

Action Steps:

- a. *Prepare Design Plans for Fuller Plaza Between Bird and Delmas Avenues* – The Department of Parks, Recreation & Neighborhood Services should work with the Department of Public Works and residents to finalize design recommendations presented in the Neighborhood Plan for the open space on the north side of Fuller Ave, west of Delmas Avenue, and for vacant parcels along the Bird Avenue frontage.
- b. *Install/Maintain Landscape and Site Improvements to Fuller Plaza* – Per Action Step a, DPW and PRNS should coordinate installation of recommended improvements and irrigation system. Existing neighborhood-installed features should be repaired and/or enhanced as needed. A regular schedule for maintenance should be established and responsible parties should be identified.
- c. *Prepare Design Plans to Widen Fuller Avenue From Delmas to Prevost* – The Department of Transportation should coordinate the preparation of design/engineering plans to widen Fuller Avenue between Delmas and Prevost to accommodate two-way traffic and parallel parking on both sides.
- d. *Construct Improvements to Fuller Avenue* -- DPW should coordinate the construction of street right-of-way and open space improvements along Fuller Avenue between Delmas and Prevost. Site improvements should be similar to those recommended for Fuller Plaza, including a painted rail fence, ornamental shrubs, and irrigation system.

Lead Departments/Organizations:

Department of Parks Recreation and Neighborhood Services (a,b)

Department of Public Works (a,b,d)

Department of Transportation (c)

Timeframe:

Short Term: 0-3 years (a,b)

Medium Term: 4-6 years (c,d)

Cost Estimates:

\$200,000 Fuller Plaza site improvements

\$219,000 Fuller Avenue expansion and minimal site improvements

Engineering/design costs to be determined

4. Improve Neighborhood Code Enforcement

Action Steps:

- a. *Increase Code Enforcement Budget and Personnel* – The Department of Planning, Building & Code Enforcement should evaluate current staffing levels of the Code Enforcement vehicle abatement division. Budget increases should be considered to facilitate hiring of additional personnel to better respond to expressed needs of SNI neighborhoods.
- b. *Perform Regular Sweeps for Building and Code Violations* – Code Enforcement officers should perform regularly scheduled neighborhood “sweeps” to identify persistent code issues. The efforts should be focused on vehicle abatement and illegal home occupations (i.e. illegal businesses in residential properties).
- c. *Educate Residents on Current Building and Zoning Codes* – Code Enforcement personnel should educate residents on current codes and work directly with those in violation.
- d. *Pursue Correction of Code Violations* – Citations should be issued to property and business owners who refuse to cooperate with Code Enforcement officers. A policy for regular follow-up should be established and communicated to business and property owners.

Lead Departments/Organizations:

Department of Planning, Building and Code Enforcement

Timeframe:

Short Term: 0-3 years (a)

Ongoing: (b-d)

Cost Estimates:

Staffing increase and budget to be determined

5. Improve Retail Properties and Merchandise Selection

Action Steps:

- a. *Secure Funding for Building and Site Improvements* – The San Jose Redevelopment Agency should designate funding to assist business owners with exterior improvements through the Facade Improvement Program.
- b. *Pursue Additional Funding Sources* – Additional grants and loans should be pursued for businesses that require extensive structural renovations and/or site improvements.
- c. *Develop Improvement Plan with Business Owners* – RDA should work with the Department of Planning, Building and Code Enforcement (PBCE), business owners and community members to develop building and site improvement plans that reflect and enhance the character of the surrounding neighborhood.
- d. *Facilitate Communication Between Business Owners and Community Groups* – The RDA, PBCE and a Neighborhood Coalition, formed from members of all three neighborhood associations, should meet with market owners to evaluate and adjust merchandise selection to better meet the needs of the community and increase profits. Reducing the marketing of alcoholic beverages is a key neighborhood concern.
- e. *Perform Recommended Facade and Site Improvements* – Property and business owners should coordinate facade and site improvements per Action Step b.

Lead Departments/Organizations:

San Jose Redevelopment Agency (a-e)
Property Owners (a-e)
Office of Economic Development (b)
Department of Planning, Building and Code Enforcement (c,d,e)

Timeframe:

Short/Medium Term: 0-6 years

Cost Estimates:

Up to \$340,000 site improvements for Ralph's Smokehouse/Starbrite Market (c)
Facade improvements to be determined (c,d)
Site and facade improvements for Dawn and Fairmart Markets
to be determined (c,d)

6. Improve West Virginia Street Streetscape and Crossings

Action Steps:

- a. *Prepare Street Tree, Lighting, and Pedestrian Crossing Improvement Plans* – After seeking community input, the Department of Transportation should prepare construction plans for infill street trees, pedestrian-oriented lighting, bike route signage, and enhanced pedestrian crossings. Streetlights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed. Large shade trees should be included wherever appropriate, with smaller trees utilized where overhead utility lines are present.
- b. *Enhanced Pedestrian Crossing Plans* – Traffic calming measures and enhanced pedestrian crossings should be considered to slow traffic and create a more pedestrian friendly environment at Virginia/Bird, Virginia/Willis, Virginia/Minor, Virginia/Delmas and Virginia/Prevost. Priority should be given to the crossings at Gardner Academy.
- c. *Install Pedestrian Improvements* – The Department of Public Works should coordinate the installation of pedestrian crossing improvements where appropriate. Improvements should include street trees, landscaping and lighting directly associated with the crossing.
- d. *Install Street Trees Where Appropriate* – Per Action Step a, the Department of Transportation and neighborhood organizations should coordinate installation of approved street trees along West Virginia.
- e. *Install Lighting Where Appropriate* – Per Action Step a, the Department of Public Works should coordinate installation of pedestrian scale street lights along West Virginia.

Lead Departments/Organizations:

Department of Transportation (a,b,d)
 Department of Public Works (c,e)
 Community Organizations (d)

Timeframe:

Short Term: 0-3 years (a,b,d)
 Medium Term: 4-6 years (c,e)

Cost Estimates:

Crosswalk enhancements TBD
 Infill street trees TBD
 Pedestrian streetlights TBD

7. Improve Delmas Avenue Streetscape and Crossings

Action Steps:

- a. *Prepare Street Tree, Lighting, and Pedestrian Crossing Improvement Plans* – After seeking community input, the Department of Transportation should prepare construction plans for infill street trees, pedestrian-oriented lighting, bike route signage, and enhanced pedestrian crossings. Streetlights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed. Large shade trees should be included wherever appropriate, with smaller trees utilized where overhead utility lines are present.
- b. *Enhanced Pedestrian Crossing Plans* – Traffic calming measures and enhanced pedestrian crosswalks should be considered to slow traffic and create a more pedestrian friendly environment at Delmas/Fuller, Delmas/Coe, Delmas/Hull and Delmas/Willow.
- c. *Install Pedestrian Improvements* -- The Department of Public Works should coordinate the installation of pedestrian crossing improvements where appropriate. Improvements should include street trees, landscaping, and lighting directly associated with the crossing.
- d. *Install Street Trees Where Appropriate* – Per Action Step a, the Department of Transportation and neighborhood organizations should coordinate installation of appropriate street trees along Delmas.
- e. *Install Lighting Where Appropriate* – Per Action Step a, the Department of Public Works should coordinate installation of pedestrian scale street lights along Delmas.

Lead Departments/Organizations:

Department of Transportation (a,b,d)
Department of Public Works (c,e)
Community Organizations (d)

Timeframe:

Short Term: 0-3 years (a,b,d)
Medium Term: 4-6 years (c,e)

Cost Estimates:

Crosswalk enhancements to be determined
Infill street trees to be determined
Pedestrian streetlights to be determined

8. Calm Neighborhood Traffic and Increase Pedestrian Convenience Overall

Action Steps:

- a. *Evaluate Neighborhood Traffic Patterns* – The Department of Transportation should work with a Neighborhood Traffic Committee to evaluate neighborhood traffic patterns and identify streets that meet City criteria for traffic calming measures. An evaluation of the entire neighborhood should be performed to ensure that traffic calming on selected streets does not shift traffic onto adjacent streets.
- b. *Traffic Calming Studies* -- Traffic calming studies should be performed by the Department of Transportation for the entire area as a unit. DOT should work with residents from each affected street to identify preferred traffic calming measures.
- c. *Install Traffic Calming Measures* – Identified traffic calming mitigations should be installed where appropriate as determined by the Department of Transportation.
- d. *Improve Neighborhood Pedestrian Crossings* – In addition to enhanced crosswalks proposed at Virginia, Bird, and Delmas, enhanced crosswalks should be established throughout the neighborhood in conjunction with the installation of traffic calming measures. At a minimum, this should include handicap ramps for accessibility and highly visible crosswalks where appropriate.

Lead Departments/Organizations:

Department of Transportation

Timeframe:

Short Term: 0-3 years (a,b)

Medium Term: 4-6 years (c,d)

Cost Estimates:

Engineering/design costs to be determined

Capital improvement costs to be determined

9. Calm Traffic, Improve Streetscape and Crossings on Bird Avenue

Action Steps:

- a. *Evaluate/Change General Plan Designation of Bird Avenue* -- Bird Avenue is designated as an arterial street in the current General Plan. Given current City policy, this designation would not allow the types of improvements recommended by the Neighborhood Plan. The Department of Transportation should evaluate the status of Bird Avenue given City traffic planning criteria, and if appropriate the street should be downgraded along all or a portion of its length within the Greater Gardner area to a designation that is more sensitive to its context within the neighborhood.
- b. *Amend General Plan Designation for Bird Avenue* -- Amend the General Plan designation for Bird Avenue consistent with the results of Action Step a above.
- c. *Prepare Engineering Recommendations for Narrowing Bird Avenue and Improvement of the Bird/Coe/Fisk Intersection*-- Following a, above, Department of Transportation should hire a traffic engineering firm to study options for: a) reducing the speed and capacity, b) for rationalizing the Coe intersection, c) adding additional pedestrian crossings. A roundabout or other community design-oriented approach should be very seriously considered here as a transition between the very wide and very narrow portions of Bird Avenue to beautify the Bird/Coe intersection, slow traffic flow and enhance safety.
- d. *Design/Construct Street Improvements* -- Per c, above. Depending upon street design/engineering recommendations, Neighborhood Plan priorities, and estimated costs, it may be advisable to construct improvements in phases. For example, a first phase could include reduction of lanes to slow traffic by re-striping instead of construction of medians to discourage vehicular movements. Bike lanes could be added as well and improved pedestrian crossings could be created with warning signs, striping, painting, etc.
- e. *Design/Construct Bird/Coe Intersection Improvements* -- Per c, above. Construct improvements to rationalize, calm and beautify this intersection and improve conditions for pedestrians.
- f. *Install Streetscape Improvements Where Appropriate* -- Per Action Step c, DOT should coordinate the installation of street trees and pedestrian scale street lights along Bird Avenue from Coe to West Virginia Street.

Lead Departments/Organizations:

Department of Transportation (a,c,d,e,f)

Department of Planning, Building & Code Enforcement (a,b)

Department of Public Works (d,e)

Timeframe:

Short Term: 0-3 years (a)

Medium Term: 4-6 years (b-e)

Cost Estimates:

Engineering/design costs to be determined (a,b,c)

Maximum \$3,050,000 for capital improvements (d)

10. Establish a Neighborhood Open Space Program

Action Steps:

- a. *Develop a Program for Small Neighborhood Open Spaces* – The Department of Parks, Recreation & Neighborhood Services and the Department of Planning, Building & Code Enforcement staff should prepare a program for City improvement and maintenance of the many small, “leftover” open spaces in SNI areas. The program should include criteria for how each property should be used and establish a minimum criteria for improvement and maintenance as a “pocket park”. Undeveloped properties owned or controlled by various City departments should be considered for conversion to “pocket parks.”
- b. *Secure Funding for Development and Maintenance of Open Spaces* – Per Action Step a, funding should be obtained for capital improvements, regular maintenance, and community support.
- c. *Establish a Maintenance Program for Undeveloped City Owned Properties* – The City should initiate a program and secure funding for the regular maintenance of undeveloped City owned properties. As part of this process, the City should determine the appropriate lead department to carry out the development and maintenance of appropriate parcels. The program should include regular weed abatement, trash removal, and landscape maintenance. Routine maintenance should continue indefinitely, or until the space can be developed as per Action Step a.
- d. *Improve Undeveloped City Property for Aesthetic or “Pocket Park” Purposes* - Undeveloped City owned properties should be improved with landscaping as aesthetic amenities or with “pocket park” facilities as appropriate in each case. Improvements should be maintained by the City. In addition, neighborhood associations and/or other entities should be encouraged to provide additional levels of improvement and maintenance.
- e. *Explore Possibilities for Improvements to Railroad Easements* – The City should explore options for obtaining access and/or control over undeveloped parcels owned by the Joint Powers Board. The agreement should allow the City to install landscape improvements and/or perform regular maintenance as proposed in Action Steps c and d.

Lead Departments/Organizations:

Department of Parks, Recreation & Neighborhood Services (a,b,c,d)
Department of Planning, Building and Code Enforcement (a)

Timeframe:

Short Term: 0-3 years (a)
Medium Term: 4-6 years (b,c,d,e)
On-going: (c)

Cost Estimates:

Staffing and funding costs to be determined

11. Improve Residential Properties

Action Steps:

- a. *Evaluate Tenure and Home Ownership*-- San Jose Redevelopment Agency should conduct a tenure study to assess the number of single-family dwellings, which are owner occupied versus absentee owned. This would indicate the potential to expand home ownership in the neighborhood with a homebuyer program. Tenure information should also be referenced with building conditions in order to assess any correlation. If a correlation between absentee owned properties and disrepair is found, the Agency should work with the Neighborhood Housing Services of Silicon Valley to evaluate a first time homebuyer program to stabilize housing conditions.
- b. *Establish a City Marketing Program for Grant Opportunities* -- Neighborhood Services and the Housing Department should cooperate to compile a list of available resources and funding programs available to homeowners. This information should be made available to the community in the form of a pamphlet, which could be distributed in public facilities such as libraries and community centers as well as by neighborhood associations and direct mail. Informational meetings should be scheduled to answer individual questions and provide technical assistance.
- c. *Enforce Residential Design Guidelines and Building Code* -- The Planning Division of PBCE should be particularly careful to enforce the City's Residential Design Guidelines when reviewing new development or single-family additions or remodels in the Greater Gardner area. The Greater Gardner community wishes to stress the importance of replicating and reflecting the existing architectural style in order to maintain the established neighborhood character.
- d. *Evaluate the Need for Enhanced Design Guidelines* -- PBCE should evaluate the adequacy of existing guidelines for achieving architectural sensitivity and replication objectives for the community. If improvements are found to be needed, Planning should create a program to initiate proposed changes.
- e. *Evaluate Desirability of Neighborhood Conservation District* -- A conservation district designation would establish stricter standards for the application of residential design guidelines. Renovations and small-scale residential additions would be reviewed by City staff for sensitivity to building style and surrounding neighborhood character.

Lead Departments/Organizations:

San Jose Redevelopment Agency (a)
 Department of Housing (a,b)
 Department of Planning, Building and Code Enforcement (c,d,e)

Timeframe:

Ongoing (a-c)
 Short Term: 1-3 years (d,e)

Cost Estimates:

Staffing and outreach costs to be determined

12. Improve Litter Abatement

Action Steps:

- a. *Install Trash/Recycling Receptacles in Public Areas* – The Department of Transportation should install attractive trash and recycling receptacles in areas with heavy pedestrian traffic. Locations include bus stops, local markets, Gardner Academy and along the frontage of Biebrach Park. The City should coordinate a regular pick-up schedule with the current waste management contractor. Bird Avenue should be posted with “no littering” signs which include monetary penalties for violations.
- b. *Establish a Litter Education Program Through Gardner Academy* – The Department of Environmental Services should work with the San Jose Unified School District to introduce a litter education program for all grade school children. Topics should include personal responsibility, environmental ramifications, and recycling benefits.
- c. *Establish a SNI Litter Education Program* -- Building on the desire to address litter that is a common theme in most SNI planning areas, the City and/or interested community groups should coordinate the creation of a litter education program that can be used City-wide.

Lead Departments/Organizations:

Department of Transportation (a)

Environmental Services (b,c)

Timeframe:

Short Term: 0-3 years (a,b)

Medium Term: 4-6 years (c)

Cost Estimates:

Approximately \$1,500 per trash/recycling receptacle installed

Pick-up and maintenance costs to be determined

Education program costs to be determined

13. Develop LRT Drop-Off Area

Action Steps:

- a. *Enforce “No Stopping” on the Virginia Street/SR 87 Bridge* -- Install signs and increase police patrol and surveillance at peak periods to discourage on-street drop-off related to LRT use.
- b. *Prepare Design/Engineering Plans* -- Evaluate likely traffic movements at and adjacent to the Virginia/Prevost intersection and modify conceptual Improvement Plan recommendations as needed. Determine location of Caltrans SR 87 right-of-way to establish boundary of City-owned site. Identify likely maintenance needs and costs for the facility. Prepare construction plans.
- c. *Construct Plaza and Drop-Off Area* – Per Action Step b, Department of Transportation should coordinate construction of site improvements.
- d. *Install Lighting and Enhanced Pedestrian Crossings on Streets Adjacent to Plaza* – The Department of Public Works should increase lighting levels along the Virginia Street Bridge and along Prevost adjacent to the proposed LRT Drop-off. Enhanced pedestrian crosswalks should be added at Prevost and Virginia.

Lead Departments/Organizations:

San Jose Police Department (a)
 Department of Transportation (a-c)
 Department of Public Works (d)

Timeframe:

On-going: (a)
 Medium Term: 4-6 years (b,c,d)

Cost Estimates:

Engineering/Design costs to be determined (b)
 \$371,000 capital improvements (c)
 \$135,000 crosswalks, corner bulb-outs (e)
 \$108,000 pedestrian scale streetlights (e)

14. Improve Conditions at Railroad Undercrossings

Action Steps:

- a. *Install Lighting and Repair Sidewalks Under Bridges* – The Peninsula Joint Powers Board (JPB) should install lighting under railroad bridges to improve pedestrian visibility and safety. The Department of Transportation should install/repair sidewalks where necessary to create continuous pedestrian surfaces.
- b. *Control/Eliminate Pigeon Population* – The JPB should work with Santa Clara County Animal Control to evaluate and determine methods for removal of the existing pigeon population. Pigeon control measures should be installed where necessary to prevent further roosting. Control measures should be promoted by the City, and reviewed by the City and neighborhood associations with the JPB prior to implementation.
- c. *Establish Regular Cleaning and Graffiti Removal* – The City and Neighborhood Coalition should coordinate regular power washing and graffiti removal on bridges with the JPB.
- d. *Detail/Paint Bridges* – The City and Neighborhood Coalition should explore the possibility of painting the railroad bridges at Virginia and Prevost to highlight their architectural quality and historic character.

Lead Departments/Organizations:

Department of Transportation (a-d)

Neighborhood Coalition (c,d)

Timeframe:

Short Term: 0-3 years (a,b)

Medium Term: 4-6 years (d)

On-going: (c)

Cost Estimates:

Capital improvements cost to be determined

Maintenance budget to be determined

15. Create Neighborhood Gateways

Action Steps:

- a. *Design Neighborhood Entry-Way Features* – The Department of Transportation should work with neighborhood associations to develop design plans for gateway improvements and/or markers. Markers should be consistent with the architectural character of homes in the neighborhood.
- b. *Install Markers and Landscaping Where Appropriate* – Per Action Step a, the Department of Public Works should coordinate construction and installation of gateway entry-way treatments, landscaping, and/or other amenities as appropriate.

Lead Departments/Organizations:

Department of Transportation (a)

Department of Public Works (b)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Allow \$10,000 per location; a total of 4 locations are identified

Design costs to be determined

16. Improve Willow Street Properties and Streetscape

Action Steps:

- a. *Prepare Blight Survey of Willow Street* -- The Redevelopment Agency should commission a blight survey of Willow Street frontages between Bird Avenue and SR 87. If the area qualifies as blighted it should be included in the SNI Redevelopment Area.
- b. *Promote Renovation and Re-Development of Frontage Properties* -- Vacant properties and a number of commercial and residential properties negatively affect the image and property values of adjacent neighborhood areas. The Agency should work with property owners to improve existing structures through the Facade Improvement Program and/or Housing Department rehabilitation and paint programs as appropriate.

The Redevelopment Agency and Planning Department should work together to evaluate vacant and underutilized properties for developability in light of market conditions and land use designations. Likely development options should be identified. Property owners should be contacted and encouraged to consider development. Preparation of an “overlay district” with design and development guidelines targeted to the Willow Street corridor should be considered.

- c. *Improve Streetscape and Neighborhood Entrances* -- The Agency and Department of Transportation should install frontage street tree and lighting improvements along Willow Street. Lighting and street tree species should complement improvements proposed for Virginia Street, Delmas Avenue, and Bird Avenue.

Lead Departments/Organizations:

San Jose Redevelopment Agency (a,b,c)
Department of Planning Building and Code Enforcement (b,c)
Department of Transportation (c)
Property Owners (c)

Timeframe:

Short/Medium Term: 0-6 years

Cost Estimates:

Engineering/design costs to be determined
Capital improvement costs to be determined

17. Construct a Gymnasium in Biebrach Park

Action Steps:

- a. *Reserve Area within Biebrach Park for a Gymnasium* -- The Department of Parks, Recreation and Neighborhood Services should retain a space in the southeast corner of Biebrach Park for future development of an indoor gymnasium. The gymnasium would replace the existing outdoor basketball courts.
- b. *Secure funding for Design and Construction of the Gymnasium* – Funding for the gymnasium should be established to cover the cost of design and construction. PRNS should facilitate the development process using the master plan developed during the Gardner Community Center design process.

Lead Departments/Organizations:

Department of Parks, Recreation and Neighborhood Services

Timeframe:

Long Term: 7-10 years

Cost Estimates:

Capital improvement costs to be determined

18. Expand Gregory Tot Lot

Action Steps:

- a. *Increase Sand/Play Area* – The Department of Parks, Recreation and Neighborhood Services should expand the sand area to increase the amount of active play space for young children. PRNS should explore the possibility of additional toddler play features within the sand area as appropriate.
- b. *Evaluate Soundwall Construction* – The Department of Transportation should evaluate the effectiveness of the existing soundwall and explore the possibility of additional noise mitigation measures. This evaluation should be coordinated with Action Item 19, below.

Lead Departments/Organizations:

Department of Parks, Recreation and Neighborhood Services (a)

Department of Transportation (b)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Capital improvement costs to be determined

19. Mitigate Neighborhood Noise Levels

Action Steps:

- a. *Compile Noise and Soundwall Construction Criteria* – Consistent with VTA Sound Barrier Program criteria, the Planning Department should contract a noise consultant to evaluate noise levels within the Gardner SNI, especially areas adjacent to rail lines and freeways. This evaluation should clarify noise, vibration, engineering and siting considerations as they affect the neighborhood. Potential costs and funding sources for noise mitigation efforts should be established. Likely funds required of VTA, SNI and/or other City of San Jose programs should be identified, in addition to any other available state, federal, and local grants.
- b. *Evaluate Airport Noise* -- The City and FAA should evaluate the impact of air traffic on the Greater Gardner neighborhood once expansion of the San Jose airport has been completed. If necessary, the FAA should increase the area eligible for their sound mitigation program to offset the anticipated increase in air traffic.
- c. *Map Potential Soundwall Locations* -- A map compiling sound wall criteria to indicate areas eligible for sound wall construction should be prepared. Planning staff should present this map and the underlying criteria to the Neighborhood Coalition and other affected entities for review and evaluation. The desirability of constructing sound walls in eligible locations, versus construction of safety fencing, should be assessed and property owners potentially affected should be identified and consulted by City staff and the NAC.

Lead Departments/Organizations:

Department of Planning, Building and Code Enforcement

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Noise consultant fee to be determined

Engineering/design cost to be determined

20. Provide Bike Facilities at Neighborhood Destinations

Action Steps:

- a. *Establish Bike Parking Standards for Public Facilities and Commercial Development*
Bike storage racks should be included as parking requirements in development and/or renovation plans for public facilities and commercial development. Standards should reflect current ITE, AASHTO and/or other City preferred standards for bicycle use by type of facility.
- b. *Incorporate Bike Racks in Site Design for Public and Commercial Projects*-- The new community center should include bike racks as part of building- and park-related site improvements. Redevelopment-assisted renovations of existing commercial properties should also include easily accessible bike racks. The proposed LRT drop-off facility at Virginia and Prevost should integrate bike racks and bike storage lockers within the overall site design.

Lead Departments/Organizations:

Department of Planning Building and Code Enforcement (a,b)
Department of Transportation (a,b)

Timeframe:

Ongoing

Cost Estimates:

Approximately \$400 per bike hoop installed

21. Improve Railroad Safety Measures and Reduce Railroad Related Noise

Action Steps:

- a. *Improve Pedestrian Railroad Crossings* -- The Department of Transportation, together with the Peninsula Joint Powers Board (JPB) and Union Pacific Railroad (UP), has received a grant to install an asphalt walkway at the south side of Virginia Street; the existing paving is severely buckled and is a tripping hazard for pedestrians. The project also includes the installation of sidewalk, curb and gutter from the JPB right-of-way east and west of the crossing to the existing city sidewalks. The Department of Transportation should continue to pursue the installation of permanent pedestrian crossing controls.
- b. *Install Safety Fencing Along Rail Lines* – The Department of Transportation should work with the JPB to install safety fencing along neighborhood open spaces adjacent to the tracks. The City and JPB should work with residents to establish criteria for fencing design and materials.
- c. *Decrease Rail Noise* – The Department of Transportation should work with the JPB to establish a neighborhood train speed and whistle policy to reduce noise production. Engineers should be required by the JPB to adhere to this policy.

Lead Departments/Organizations:

Department of Transportation (a-c)

Department of Planning, Building and Code Enforcement (b)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Capital improvement costs to be determined

22. Improve/Develop the Open Space at Bird/Fisk

Action Steps:

- a. *Prepare Design for Bird/Fisk Open Space* – The Department of Parks, Recreation & Neighborhood Services and the Department of Public Works should work with residents to finalize design recommendations presented on page 38 of the Neighborhood Plan for the open space at Bird/Fisk.
- b. *Install/Maintain Landscape and Site Improvements* – Per Action Step a, DPW should coordinate installation of recommended improvements and irrigation system. Existing neighborhood-installed features should be repaired or enhanced according to the design plans. Regularly scheduled maintenance should be provided.

Lead Departments/Organizations:

Department of Parks, Recreation and Neighborhood Services (a)

Department of Public Works (a,b)

Timeframe:

Immediate: 0-18 months (a)

Short Term: 0-3 years (b)

Cost Estimates:

Engineering/design costs to be determined

Capital improvement costs incorporated in 2003 City budget; \$300,000 +/-

23. Improve Neighborhood Lighting

Action Steps:

- a. *Evaluate Neighborhood Lighting Levels* – The Department of Public Works should coordinate with residents to identify areas in need of increased lighting for safety and visibility. Special consideration should be given to streets that dead-end at Interstate 280 and SR 87.

- b. *Install Additional Lighting* – Per Action Step a, lighting should be installed where appropriate. Light fixtures should be pedestrian-scale, i.e. heritage style, to provide illumination below tree canopies.

Lead Departments/Organizations:

Department of Public Works

Timeframe:

Medium Term: 4-6 years

Cost Estimates:

Approximately \$2000 per fixture installed on power pole; number of fixtures to be determined

24. Improve Neighborhood Streetscapes

Action Steps:

- a. *Establish Neighborhood Street Tree Program* – The Department of Transportation should establish a neighborhood street tree program that provides for planting and maintenance of shade trees throughout the SNI area. This program could include installation of new trees, removal of dead or diseased trees, and annual maintenance and pruning. Selected tree species should provide shade and reflect established neighborhood character and architecture.
- b. *Install Street Trees* – Per Action Step a, infill street trees should be installed where appropriate and desired along neighborhood streets.
- c. *Remove Inappropriate/Damaged Trees* -- Dead, diseased or inappropriate trees should be removed and replaced.
- d. *Explore Funding Sources for Annual Tree Maintenance* -- DOT and neighborhood organizations should search for sources of funding for frequent, perhaps annual, street tree maintenance.
- e. *Establish New Tree Maintenance Program* -- If funding sources are located, secure sources and establish a routine for regular tree maintenance.

Lead Departments/Organizations:

Department of Transportation (a-e)
Neighborhood Organizations (a,b,d)

Timeframe:

Medium Term: 4-6 years

Cost Estimates:

Approximately \$400 per 24" box tree installed (no irrigation)

25. Improve Neighborhood Street Sweeping

Action Steps:

- a. *Increase Frequency and Effectiveness of Street Sweeping* -- The Department of Transportation should evaluate the effectiveness of current street sweeping and consider any necessary changes to improve cleaning standards. This should include evaluation of temporary versus permanent posting of “no parking” signs to ensure that cars are moved off streets during designated street sweeping times.
- b. *Improve Resident Notification of Street Sweeping Days* – The Department of Transportation along with neighborhood residents should develop a plan to notify residents and visitors of street sweeping days and times. Possible solutions include mailings, temporary postings, and/or permanent signage.
- c. *Coordinate with New Program* -- A new City street sweeping program is planned to start in 2002. Findings and recommendations related to a and b above should be incorporated in the program for the Greater Gardner neighborhood.

Lead Departments/Organizations:

Department of Transportation

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Per City program budget

26. Strengthen Neighborhood Organization(s)

Action Steps:

- a. *Establish a Neighborhood Coalition to Support Implementation of the Neighborhood Plan* – The Department of Parks, Recreation and Neighborhood Services should work with the existing NAC to form a Neighborhood Coalition of representatives from the three neighborhood associations. The Neighborhood Coalition should be responsible for representing the neighborhood during implementation efforts. PRNS should assist the Coalition with grant applications and the coordination of subsequent capital improvement projects as needed.
- b. *Establish Neighborhood Support Groups* – The Neighborhood Coalition should work with the neighborhood associations in developing a network of resident support groups. These groups should focus on safety, information dissemination and positive youth activities, in association with appropriate City departments and local faith and non-profit organizations.

Lead Departments/Organizations:

Department of Parks, Recreation and Neighborhood Services (a,b)
Neighborhood Coalition (a,b)

Timeframe:

Ongoing

Cost Estimates:

Staffing costs to be determined

27. Decrease Homeless Presence

Action Steps:

- a. *Increase Police Presence and Homeless Sweeps* – The San Jose Police Department should increase the frequency of homeless sweeps and routine patrols of “no trespassing” areas. (See page 35.)
- b. *Increase Supervision and Maintenance of City Owned Properties* – The Department of Parks, Recreation and Neighborhood Services should initiate a program for the regular maintenance of undeveloped City owned properties as previously stated in Action Item 11. This program should include weed abatement, trash removal, and landscape maintenance to decrease the opportunity for concealment. The SJPD should regularly monitor activity at these sites to discourage loitering and anti-social behavior.
- c. *Restrict Access to Caltrans and JPB Rights-of-Way* – PRNS should work with Caltrans and the JPB to install and maintain fences or barriers as appropriate to limit access to areas around and under rail lines and freeways. Barriers should allow full visibility and controlled access for police patrolling and sweeps.

Lead Departments/Organizations:

San Jose Police Department (a,b)

Department of Parks, Recreation and Neighborhood Services (b,c)

Timeframe:

Ongoing

Cost Estimates:

Staffing costs to be determined (a,b)

Capital improvement costs to be determined (c)

28. Improve Intersections at Warren/Willow and Bird/Willow

Action Steps:

- a. *Evaluate Intersections* – The Department of Transportation should evaluate the traffic island at the Warren/Willow and Bird/Willow intersections. The existing configurations create a variety of traffic movements that seem excessive given the amount of traffic at the intersections, create confusion and opportunities for accidents. In addition, excessive paving areas are unattractive.
- b. *Reorient Islands to Better Suit Traffic Patterns* – Following Action Step a, DOT should consider livability treatments and install new intersection configurations as appropriate. For example, the traffic islands should be reoriented and/or eliminated to produce single ingress/egress points.
- c. *Design/Install Site Improvements* – Following a and b, DOT should design and install beautification features to the improved intersections. Possible improvements include low ornamental shrubs, groundcover or attractive hardscape surfaces.

Lead Departments/Organizations:

Department of Transportation (a,b,c)

Timeframe:

Medium Term: 4-6 years

Cost Estimates:

Engineering/Design costs to be determined

Capital Improvement costs to be determined

29. Establish Bike Routes Along West Virginia, Delmas, Willow and Bird.

Action Steps:

- a. *Establish a Bike Route Along West Virginia* – The Department of Transportation should work to incorporate West Virginia Street into the Transportation Bicycle Network.
- b. *Establish a Bike Route Along Delmas* – Delmas Avenue should be considered for a bike route as a connector between Willow Street, the Virginia LRT station and West Virginia.
- c. *Establish a Bike Route Along Willow* – DOT should establish a bike route along Willow street in coordination with Action Steps a and b.
- d. *Install Bike Lanes on Bird* – Bike lanes should be established along the length of Bird from Willow to Interstate 280.

Lead Departments/Organizations:

Department of Transportation

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Engineering/Design costs to be determined
Capital Improvement costs to be determined

Action Plan Matrix

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
1	Repair/Reconstruct Deteriorated Streets, Sidewalks, and Related Systems	M/L	DOT, DPW	General Fund	TS
1a	Prepare Geotechnical/Soils Study & Construction Standards	S	DPW		
1b	Establish Street Reconstruction Criteria and Determine Repair and Reconstruction Needs	M/L	DOT, DPW		
1c	Reconstruct Streets	M/L	DPW		
1d	Reconstruct Sidewalks	M/L	DOT		
1e	Repair/Replace Sanitary and Storm Sewers	M/L	DPW		
2	Improve Parking and Circulation at Gardner Academy	S/M	DOT	General Fund, "Safe Routes to Schools Program"	TS
2a	Evaluate Pedestrian and Vehicular Circulation Around Garner Academy	S	DOT		
2b	Establish Bus and Vehicle Loading Zone for Peak Hour Use	S	DOT		
2c	Add Angled Parking and Lighting to West William Street	S/M	DOT		
2d	Improve Pedestrian Path Between Bird and William	S/M	DOT		
3	Improve and Maintain Open Space along Fuller Avenue	S/M	PRNS, DOT, DPW	General Fund	RACS
3a	Prepare Design Plans for Fuller Plaza between Bird and Delmas Avenues	S	PRNS, DPW		
3b	Install/Maintain Landscape and Site Improvements to Fuller Plaza	S	PRNS, DPW		
3c	Prepare Design Plans to Widen Fuller Avenue from Delmas to Prevost	M	DOT		
3d	Construct Improvements to Fuller Avenue	M	DPW		
4	Improve Neighborhood Code Enforcement	Ongoing	PBCE	City Budget	EAND

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
4a	Increase Code Enforcement Budget and Personnel	S	PBCE		
4b	Perform Regular Sweeps for Building and Code Violations	O	PBCE		
4c	Educate Residents on Current Building and Zoning Codes	O	PBCE		
4d	Pursue Correction of Code Violations	O	PBCE		
5	Improve Retail Properties and Merchandise Selection	S/M	SJRA, OED, PO	RDA Funds	EAND
5a	Secure Funding for Building and Site Improvements	S/M	RDA, PO		
5b	Pursue Additional Funding Sources	S/M	RDA, PO, OED		
5c	Install Street Trees Where Appropriate	S/M	RDA, PO, PBCE		
5d	Develop Improvement Plan with Business Owners	S/M	RDA, PO		
5e	Perform Recommended Facade and Site Improvements	S/M	RDA, PO, PBCE		
6	Improve W. Virginia Street Streetscape and Crossings	M	DOT	General Fund	TS
6a	Prepare Street Tree, Lighting, and Pedestrian Crossing Improvement Plans	S	DOT		
6b	Enhanced Pedestrian Crossing Plans	S	DOT		
6c	Install Pedestrian Improvements	M	DPW		
6d	Install Street Trees Where Appropriate	S	DOT, CO		
6e	Install Lighting Where Appropriate	M	DPW		
7	Improve Delmas Avenue Streetscape and Crossings	M	DOT	General Fund	TS
7a	Prepare Street Tree, Lighting, and Pedestrian Crossing Improvement Plans	S	DOT		

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
7b	Enhanced Pedestrian Crossing Plans	S	DOT		
7c	Install Pedestrian Improvements	M	DPW		
7d	Install Street Trees Where Appropriate	S	DOT, CO		
7e	Install Lighting Where Appropriate	M	DPW		
8	Calm Neighborhood Traffic and Increase Pedestrian Convenience Overall	S/M	DOT	City Budget	TS
8a	Evaluate Neighborhood Traffic Patterns	S	DOT		
8b	Traffic Calming Studies	S	DOT		
8c	Install Traffic Calming Measures	M	DOT		
8d	Improve Neighborhood Pedestrian Crossings	M	DOT		
9	Calm Traffic, Improve Streetscape and Crossings on Bird Avenue	M	DOT	General Fund	TS
9a	Evaluate/Change General Plan Designation of Bird Avenue	S	DOT, PBCE		
9b	Amend General Plan Designation of Bird Avenue	M	PBCE		
9c	Prepare Engineering Recommendations for Narrowing Bird Avenue and Improvement of the Bird/Coe/Fisk	M	DOT		
9d	Design/Construct Street Improvements	M	DOT, DPW		
9e	Design/Construct Bird/Coe Intersection Improvements	M	DOT, DPW		
9f	Install Streetscape Improvements Where Appropriate	M	DOT		
10	Establish a Neighborhood Open Space Program	S/M	PRNS, PBCE	City Budget	RACS
10a	Develop a Program for Small Neighborhood Open Spaces	S	PRNS, PBCE		

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
10c	Establish a Maintenance Program for Undeveloped City Owned Properties	M/O	PRNS		
10d	Improve Undeveloped City Property for Aesthetic or "Pocket Park" Purposes	M	PRNS		
10e	Explore Possibilities for Improvements to Railroad Easements	M	TBD		
11	Improve Residential Properties	S/O	RDA, PRNS, PBCE	Homeowner Grants, Private Investment	EAND
11a	Evaluate Tenure and Homeownership	O	RDA		
11b	Establish a City Marketing Program for Grant Opportunities	O	PRNS		
11c	Enforce Residential Design Guidelines and Building Code	O	PBCE		
11d	Evaluate the Need for Enhanced Design Guidelines	S	PBCE		
11e	Evaluate Desirability of Neighborhood Conservation District	S	PBCE		
12	Improve Litter Abatement	S/M	DOT, DES	City Budget, CAP Grant	EAUS
12a	Install Trash/Recycling Receptacles in Public Areas	S	DOT		
12b	Establish a Litter Education Program Through Gardner Academy	S	DES		
12c	Establish a SNI Litter Education Program	M	DES		
13	Develop LRT Drop-Off Area	M	SJPD, DOT, DPW	General Fund	TS
13a	Enforce "No Stopping" on the Virginia Street/SR 87 Bridge	O	SJPD, DOT		
13b	Prepare Design/Engineering Plans	M	DOT		
13c	Construct Plaza and Drop-Off Area	M	DOT		
13d	Install Lighting and Enhanced Pedestrian Crossings on Streets Adjacent to Plaza	M	DPW		

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
14a	Install Lighting and Repair Sidewalks Under Bridges	S	DOT		
14b	Control/Eliminate Pigeon Population	S	DOT		
14c	Establish Regular Cleaning and Graffiti Removal	O	DOT, NC		
14d	Detail/Paint Bridges	M	DOT, NC		
15	Create Neighborhood Gateways	S	DOT, DPW	General Fund, CAP Grant	EAND
15a	Design Neighborhood Entryway Features	S	DOT		
15b	Install Markers and Landscaping Where Appropriate	S	DPW		
16	Improve Willow Street Properties and Streetscape	S/M	RDA, DOT, PBCE, PO	Redevelopment Funds, Private Investment	EAND
16a	Prepare Blight Survey of Willow Street	S/M	RDA		
16b	Promote Renovation and Re-Development of Frontage Properties	S/M	RDA, PBCE		
16c	Improve Streetscape and Neighborhood Entrances	S/M	RDA, PBCE, DOT, PO		
17	Construct a Gymnasium in Biebrach Park	L	PRNS	City Budget	RACS
17a	Reserve Area Within Biebrach Park for a Gymnasium	L	PRNS		
17b	Secure Funding for Design and Construction of the Gymnasium	L	PRNS		
18	Expand Gregory Tot Lot	S	PRNS	City Budget	RACS
18a	Increase Sand/Play Area	S	PRNS		
18b	Evaluate Soundwall Construction	S	DOT		
19	Mitigate Neighborhood Noise Levels	S	PBCE	VTA Grant	EAUS

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
19b	Evaluate Airport Noise	S	PBCE		
19c	Map Potential Soundwall Locations	S	PBCE		
20	Provide Bike Facilities at Neighborhood Destinations	O	DOT, PBCE	City Budget	TS
20a	Establish Bike Parking Standards for Public Facilities and Commercial Development	O	DOT, PBCE		
20b	Incorporate Bike Racks in Site Design for Public and Commercial Projects	O	DOT, PBCE		
21	Improve Railroad Safety Measures and Reduce Railroad Related Noise	S	DOT, PBCE	City Budget, JPB Grants	TS
21a	Improve Pedestrian Railroad Crossings	S	DOT		
21b	Install Safety Fencing Along Rail Lines	S	DOT, PBCE		
21c	Decrease Rail Noise	S	DOT		
22	Improve/Develop the Open Space at Bird/Fisk	S	PRNS	Funded (City Budget 2002)	RACS
22a	Prepare Design for Bird/Fisk Open Space	I	PRNS, DPW		
22b	Install/Maintain Landscape and Site Improvements	S	DPW		
23	Improve Neighborhood Lighting	M	DPW	General Fund	PSS
23a	Evaluate Neighborhood Lighting Levels	M	DPW		
23b	Install Additional Lighting	M	DPW		
24	Improve Neighborhood Streetscapes	M	DOT	General Fund	PSS
24a	Establish Neighborhood Street Tree Program	M	DOT, NO		
24b	Install Street Trees	M	DOT, NO		

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
24d	Explore Funding Sources for Annual Tree Maintenance	M	DOT, NO		
24e	Establish New Tree Maintenance Program	M	DOT		
25	Improve Neighborhood Street Sweeping	S	DOT	City Budget	EAUS
25a	Increase Frequency and Effectiveness of Street Sweeping	S	DOT		
25b	Improve Resident Notification of Street Sweeping Days	S	DOT		
25c	Coordinate with New Program	S	DOT		
26	Strengthen Neighborhood Organization(s)	O	PRNS	City Budget	EAND
26a	Establish a Neighborhood Coalition to Support Implementation of the Neighborhood Plan	O	PRNS, NC		
26b	Establish Neighborhood Support Groups	O	PRNS, NC		
27	Decrease Homeless Presence	O	SJPD, PRNS	City Budget	PSS
27a	Increase Police Presence and Homeless Sweeps	O	SJPD		
27b	Increase Supervision and Maintenance of City Owned Properties	O	PRNS		
27c	Restrict Access to Caltrans and JPB Rights-of Way	O	PRNS		
28	Improve Intersections at Warren/Willow and Bird/Willow	M	DOT	General Fund	TS
28a	Evaluate Intersections	M	DOT		
28b	Reorient Islands to Better Suit Traffic Patterns	M	DOT		
28c	Design/Install Site Improvements	M	DOT		
29	Establish Bike Routes Along West Virginia, Delmas, Willow, and Bird	S	DOT	City Budget	TS

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
29b	Establish a Bike Route Along Delmas	S	DOT		
29c	Establish a Bike Route Along Willow	S	DOT		
29d	Install Bike Lanes on Bird	S	DOT		
	I - Immediate: 0-18 months	DES:	Department of Environmental Services		
	S - Short Term: 0-3 years	DOH:	Department of Housing		
	M - Medium Term: 4-6 years	DOT:	Department of Transportation		
	L - Long Term: 7-10 years	DPW:	Department of Public Works		
	O - Ongoing	NC:	Neighborhood Coalition		
		OED:	Office of Economic Development		
		PBCE:	Department of Planning, Building, & Code Enforcement		
		PO:	Property Owners		
		PRNS:	Department of Parks, Recreation, & Neighborhood Services		
		SJPD:	San Jose Police Department		
		RDA:	San Jose Redevelopment Agency		
		EAND:	Economic and Neighborhood Development		
		EAUS:	Environment and Utility Services		
		PSS:	Public Safety Services		
		RACS:	Recreation and Cultural Services		
		TS:	Transportation Services		

