

NOVEMBER 2001

neighborhood improvement plan

# East Valley/680 Communities



STRONG NEIGHBORHOODS INITIATIVE



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# ACKNOWLEDGEMENTS

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## **The Neighborhood Advisory Committee (NAC)**

The following group of people gave generously of their time, attending regular meetings, doing research, and representing their neighborhoods during the year-long planning process to create this plan. They have proven themselves as leaders and we hope most will stay involved to work with the City and County staff to ensure that the action items are accomplished.

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Gregorio Bataes  
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Naomi & Eliseo Lopez  
Aarón Reséndez

### **Capitol-Goss**

Ezequiel Nevarez  
Everardo Ramirez

### **Cassell**

Jesus & Minerva Cardenas  
Betty Howard  
Kim Mesa

### **Dobern**

Juanita Gutierrez  
Olga Ruiz

### **Dorsa**

Ofelia & Jose Chavarin  
Ted Johnson  
Horacio & Julieta Lucero  
Raul Manzo

### **Lyndale**

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### **Nancy Lane**

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### **National Hispanic University**

Roberto Cruz II

### **Ryan**

Bud Beacham

### **Sierra**

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## EXECUTIVE SUMMARY

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The East Valley/680 Communities is one of San Jose's neighborhood areas selected to be part of the Strong Neighborhoods Initiative process. This document, the East Valley/680 Communities Neighborhood Improvement Plan, is the result of a year-long effort on the part of community residents, merchants and other stakeholders such as schools and community-based organizations to develop a "blueprint" for the improvement of their area. The shared vision which lays the foundation of this plan is to create a future where:

- \* It is safe and easy to walk on neighborhood streets;
- \* Housing is high quality, attractive and affordable;
- \* Residents are secure from the threat of criminal and gang activity;
- \* Private properties and public areas are well-maintained, well-lit, attractive and clean;
- \* There are adequate community facilities and supporting services for people to interact, socialize and learn;
- \* There are adequate open space, park and recreational opportunities for the community, especially for children;
- \* There are businesses that support and foster a sense of community;
- \* There are good schools providing quality educational experiences for children and adults.



*Some of the Neighborhood Advisory Committee Members (NAC) of East Valley/680 Communities*

## EXECUTIVE SUMMARY

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\* People work together to support each other to improve our communities.

To help achieve this vision, a series of Goals and Objectives were identified. The overall goals are listed below. More specific objectives to match those goals are contained in Chapter 3 of this document.

1. Improve the overall appearance of the neighborhood.
2. Improve pedestrian and vehicular circulation throughout the area.

3. Enhance the condition and appearance of housing and businesses in the area.

4. Ensure that there are safe, attractive places for children and adults to learn, play and interact with one another.

5. Increase the stock of high quality housing that is affordable.

6. Create and strengthen community pride.

Chapter 5 of this document outlines specific actions that the community, the City and other agencies will collaborate on to address the numerous opportunities for improvement that



*Residents hard at work during community meetings*

were identified in the planning process. At a community workshop in June of 2001 a list of 77 improvements was presented and the community members voted for their highest priorities. The ten highest priority improvements, are listed below and discussed in greater detail in Chapter 5.

**Ten Highest Priority Improvements**

1. **Preserve and Improve the Tropicana Shopping Center**
2. **Traffic Calming**
3. **Develop Affordable Housing**
4. **Develop New Community Uses and Facilities & Reuse Hank Lopez and**

**Hillview Library Site for Community Uses**

5. **Soundwalls**
6. **Sidewalk Repair and Installation**
7. **Increased Police Presence**
8. **Improve Existing and add additional Homework Centers**
9. **Remove Abandoned or Inoperable Vehicles**
10. **No Parking During Street Sweeping**

All 77 of the improvement ideas are presented in summary format in the Action Matrix at the end of Chapter 5.



*Residents of EastValley/680 Communities at a community meeting*



*Councilmember Nora Campos at an EastValley/680 Communities NAC meeting*

**EXECUTIVE SUMMARY**

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# I INTRODUCTION

---

The East Valley/680 Communities Neighborhood Improvement Plan is part of the City of San Jose’s larger Strong Neighborhoods Initiative (SNI) planning process. The Strong Neighborhoods Initiative, initiated in summer 2000, is a partnership of local neighborhood representatives, the City of San Jose, and the Redevelopment Agency to build clean, safe, and attractive communities with strong, independent and capable neighborhood organizations. The East Valley/680 Communities neighborhood is one of over twenty neighborhood areas that have been selected to be a part of the Strong Neighborhoods process. The Strong Neighborhoods Initiative will establish designated neighborhoods as a Redevelopment Area thereby allowing Redevelopment funds to be used for certain identified improvements.

The approximately 1,280-acre East Valley/680 Communities SNI planning area, located east of downtown San Jose, is generally bounded by Alum Rock Avenue to the north, Ocala Avenue to the south, King Road to the west, and South White Road to the east. It is comprised of ten residential neighborhoods, including Arbuckle, Capitol-Goss, Cassell, Dobern, Dorsa, Lyndale, Nancy Lane, National Hispanic University, Ryan and Sierra. Most of the Lyndale and National Hispanic University neighborhoods are “unincorporated areas”, which are lands within the City of San Jose’s urban service area (USAs) that remain under the County’s land use and general government authority.

The Dobern and Capitol-Goss neighborhoods recently completed an abbreviated Neighborhood Revitalization Plan as the final phase of the City of San Jose’s Neighborhood Revitalization Strategy (NRS) for that neighborhood. The Strong Neighborhoods Initiative process is similar to the Neighborhood Revitalization Strategy process in that it also includes the development of comprehensive and coordinated community-driven neighborhood improvement plans. The concepts and improvements listed in this plan are consistent with the Dobern/Capitol-Goss NRS Plan.

## **A. Purpose of the Plan**

The East Valley/680 Communities Neighborhood Improvement Plan is the community’s “blueprint” for the improvement of the area. This Plan identifies the issues that detract from the quality of life in East Valley/680 Communities and provides a long-term approach to addressing these issues. This Plan is an active document. The next phase of the Strong Neighborhoods process is for residents and business owners to use this Plan to guide their efforts as they work with the City and County to implement the action items listed in Chapter 5. The action items are intended to address community priorities through existing programs and resources or the attraction of new funds and the creation of new programs. The Plan will also be used by the Redevelopment Agency to guide redevelop-

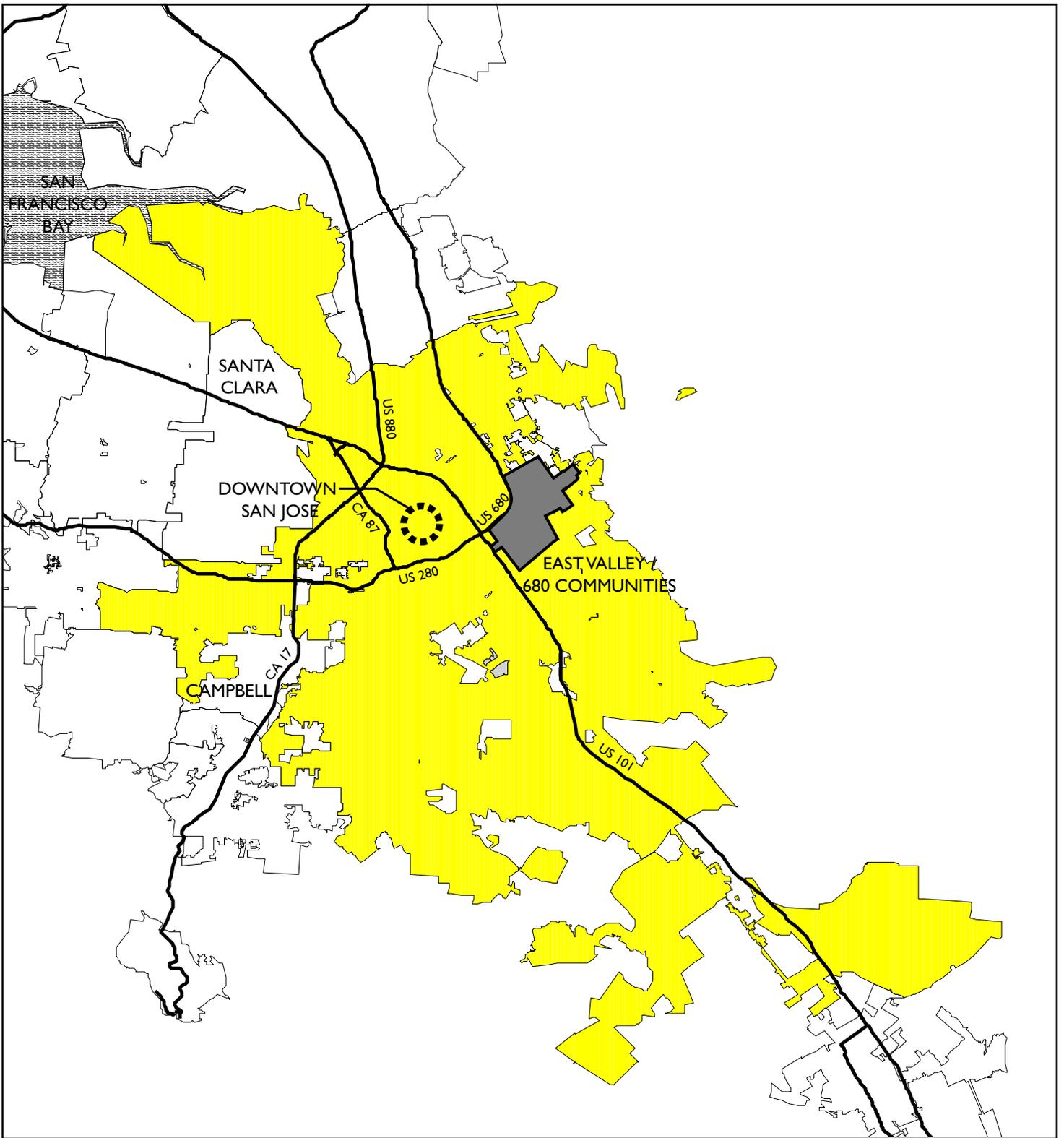


FIGURE 1

**STUDY AREA LOCATIONS**

**STRONG NEIGHBORHOODS INITIATIVE**  
EAST VALLEY / 680 COMMUNITIES

ment efforts, provided that the community is in support of those efforts. If and when this area is designated as a Redevelopment Area, redevelopment funds can be spent in any area where a redevelopment project area exists, including unincorporated areas. However, any redevelopment spending proposed for unincorporated areas must be subject to approval by the County Board of Supervisors.

## B. Summary of Process

Over the past year, community members, including a 30-member Neighborhood Advisory Committee (NAC), worked very closely with City staff and the Consultant Team to create this plan document. The NAC, drawn from residents, neighborhood associations, businesses, the faith community, property owners, schools and other stakeholders, directed the planning

process by developing a vision of a strong neighborhood, agreeing on priorities, and formulating a neighborhood improvement plan. The NAC also served as a liaison between the City and the community-at-large. The NAC met monthly from October 2000 through December 2001.

In addition to NAC meetings, community-wide workshops were held. These meetings were co-chaired by NAC members on a rotating basis. At the first of the public workshops on November 8, 2000, community members identified their major issues and concerns. The community identified a wide range of issues, including traffic and parking, pedestrian safety, housing supply, open space and recreation, street and streetscape, neighborhood security, noise, and community services, which are discussed in more detail in Chapter 4: Plan Concepts. At subsequent meetings, the NAC further refined the



*Residents of East Valley/680 Communities at a community meeting*

list of issues identified by the community and held meetings where City staff and the consultant team gave presentations about existing services and programs. All meetings were open to the public and were well-attended by additional community members.

The development of the East Valley/680 Communities Neighborhood Improvement Plan included the following steps:

- Assessing the existing conditions of the study area.
- Identifying the issues facing the area.
- Developing a clear and realistic vision for the future of the neighborhood.
- Learning about existing City policies, programs and resources.
- Exploring potential improvements for issues identified.
- Identifying community priorities.
- Developing an action plan for implementation of the planned improvements and programs.

### **C. Organization of the Plan**

Following this introduction, the Plan is organized into five chapters:

**Chapter 1** is this introduction which gives background on the Strong Neighborhoods Initiative in general, the purpose of this plan and the overall planning process.

**Chapter 2** - “Existing Conditions” includes brief descriptions of the study area’s land uses, transportation systems, infrastructure, residential and commercial building conditions, park, recreation and community facilities, and programs and services.

**Chapter 3** - “Vision, Goals and Objectives” paints a picture of what the residents of East Valley/680 Communities envision for the future of their neighborhoods. It also presents a set of goals and objectives formulated by the community to achieve their vision.

**Chapter 4** - “Plan Concepts” describes the key issues raised by the NAC and the community, organized by topic, and provides recommendations to address these issues.

**Chapter 5** - “Improvement Plan” outlines the actions necessary to implement the planned improvements and programs discussed in Chapter 4.

## 2 EXISTING CONDITIONS

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The approximately 1,280-acre East Valley/680 Communities SNI planning area, located east of downtown San Jose, is generally bounded by Alum Rock Avenue to the north, Ocala Avenue to the south, King Road to the west, and South White Road to the east. It is comprised of ten residential neighborhoods, including: Arbuckle, Capitol-Goss, Cassell, Dobern, Dorsa, Lyndale, Nancy Lane, National Hispanic University, Ryan and Sierra.

### **A. Neighborhood Character and Land Use Characteristics**

The East Valley/680 Communities area generally consists of ten residential neighborhoods each organized around a school and/or park. Residences in the area are predominantly one-story, single-family houses. In many of the areas multiple families are living within the single family structures, thereby increasing the actual density of the area beyond what would normally be expected.

Multifamily developments are primarily located along major arterials. Typically, the on-street parking spaces in residential areas are parked full with cars. In addition, there are often multiple cars parked in the driveways of houses, and occasionally in the front yard. Commercial uses are mainly located along major arterials at the edges of the residential neighborhoods. Most of these commercial uses are auto oriented with the building set back from the street and the park-

ing in the front. Connections between the neighborhoods of the East Valley/680 Community, and to neighborhoods outside the Plan area are somewhat hampered by the barriers presented by major auto routes, including Interstate 680, Capitol Expressway, Capitol Avenue, Story, King and White Roads, and the PG&E transmission line alignment and Lower Silver Creek.

The Arbuckle neighborhood, which has an active neighborhood association, is generally bounded by Interstate 680 to the north, King Road to the west, South Jackson Avenue to the east, and Story Road to the south. It is a residential neighborhood that mainly consists of one-story, single-family homes, built during the 1940's and 1950's, in good condition with two-car garages fronting the street. Most of these homes have front yards and fences that delineate their properties. There is a newer development located at Alexis Court. This development consists of two-story, attached single-family stucco homes with red-tile roofs. There are multifamily apartments on Lido Way and Poco Way. The Poco Way apartments, built in 1997 by the Santa Clara County Housing Authority, are in very good condition. However, the two apartment buildings on Poco Way at Sunset are in poor condition and frequently cited by the Code Enforcement division due to hazardous living conditions and other issues. The apartments on Lido Way with an undistinguished, rectangular massing, show some signs of wear and deferred maintenance.

## 2: EXISTING CONDITIONS

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The Capitol-Goss neighborhood, which has an active neighborhood association, is generally bounded by Lower Silver Creek to the north, Capitol Expressway to the east, Story Road to the south and South Jackson Avenue to the west. It is a residential neighborhood that primarily consists of one-story, single-family homes with two-car garages fronting the street. Most of these homes, built during the 1950's and 1960's, have front yards with fence treatments. These homes are generally in good condition.

The Cassell neighborhood is generally bounded by Story Road to the north, Capitol Expressway to the east, Ocala Avenue to the south and Karl Street to the west. The neighborhood primarily consists of one story, single-family homes with two-car garages fronting the street. Most of the homes were built during the early 1960's. Many garages in the area have been converted to dwelling units. There are two-story, single-family homes and duplexes along the northern part of Leeward Drive and Barlow Avenue. The only multi-family development in this neighborhood is the Foxdale Apartments, which consist of two-story apartment buildings. The Foxdale apartments are generally in good condition. Some of the street trees in this neighborhood are tall, mature palm trees.

The Dobern neighborhood, which has an active neighborhood association, is generally bounded by Capitol Expressway to the north and east, Lower Silver Creek to the south and Interstate 680 and South Jackson Avenue to the west. Most

of the homes in this neighborhood were built during the 1950's and 1960's. The East Dobern neighborhood consists predominately of duplexes and single family homes. The duplex properties are segregated from the single-family homes and are located primarily within the western portion of the neighborhood. These duplexes are in fair to poor condition with many of the exteriors of these properties, particularly the garages, showing signs of wear and deferred maintenance. The single-family homes, located generally in the eastern and northern portion of the neighborhood, are one-story, single-family homes with two-garages fronting the street. These homes are generally in fair to good condition. One street, Summer Street, contains older single-family homes built in the early part of the last century.

The Dorsa neighborhood, which has an active neighborhood association, is generally bounded by Story Road to the north, Karl Street to the east, Ocala Avenue to the south and King Road to the west. Most of the homes in this neighborhood were built in the early 1960's. The residences primarily consist of one-story, single-family homes with a one-car garage or no garage and a carport fronting the street. Many garages in the neighborhood have been converted to dwelling units. There is a small area in the neighborhood, bounded by Karl Street, Mabel Avenue, Fritzen Street and Kennedy Avenue, which consists of two-story single-family homes and duplexes. These homes and duplexes are generally in good condition.

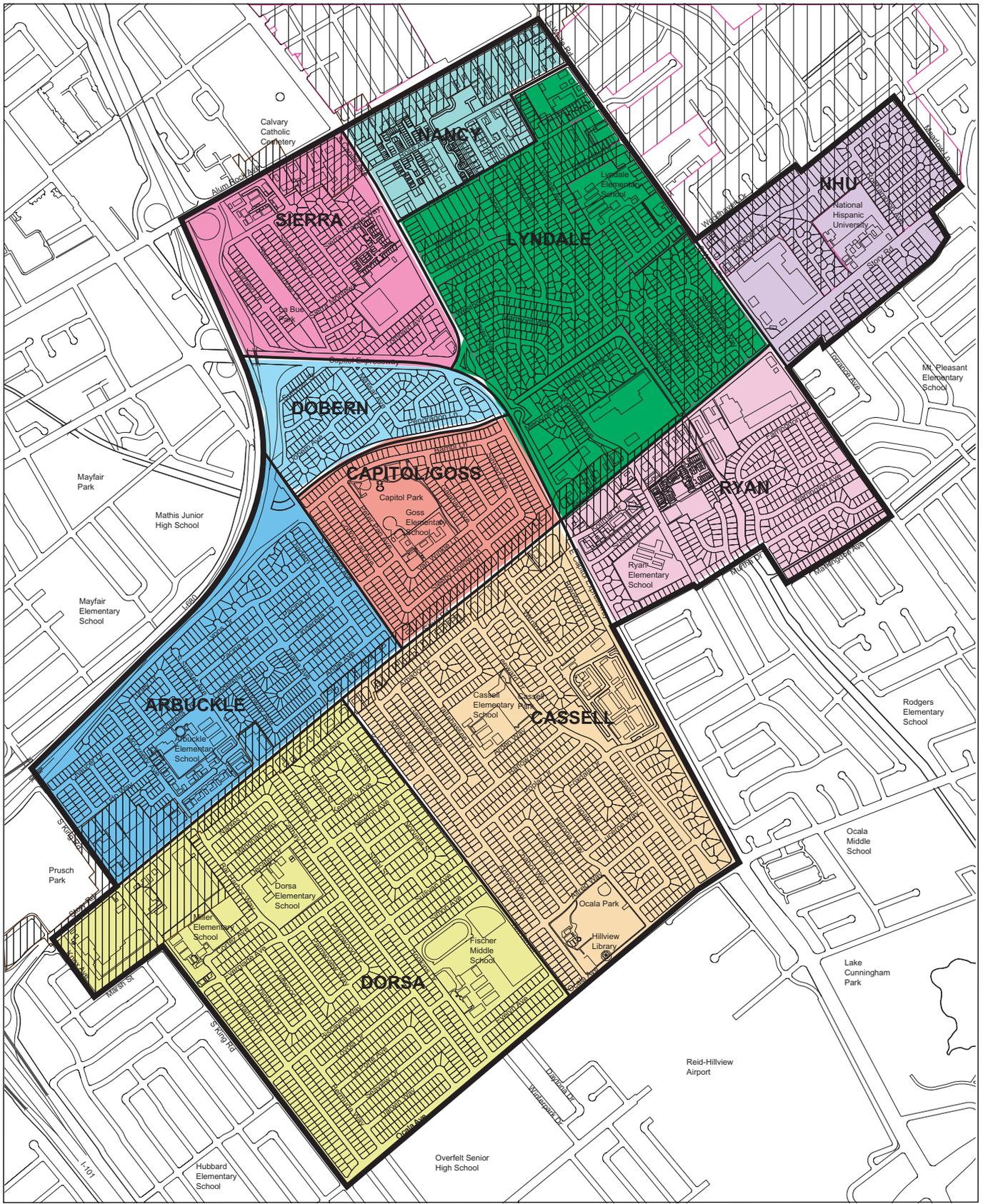


FIGURE 2



**Neighborhood Business District**



**Unincorporated Area**

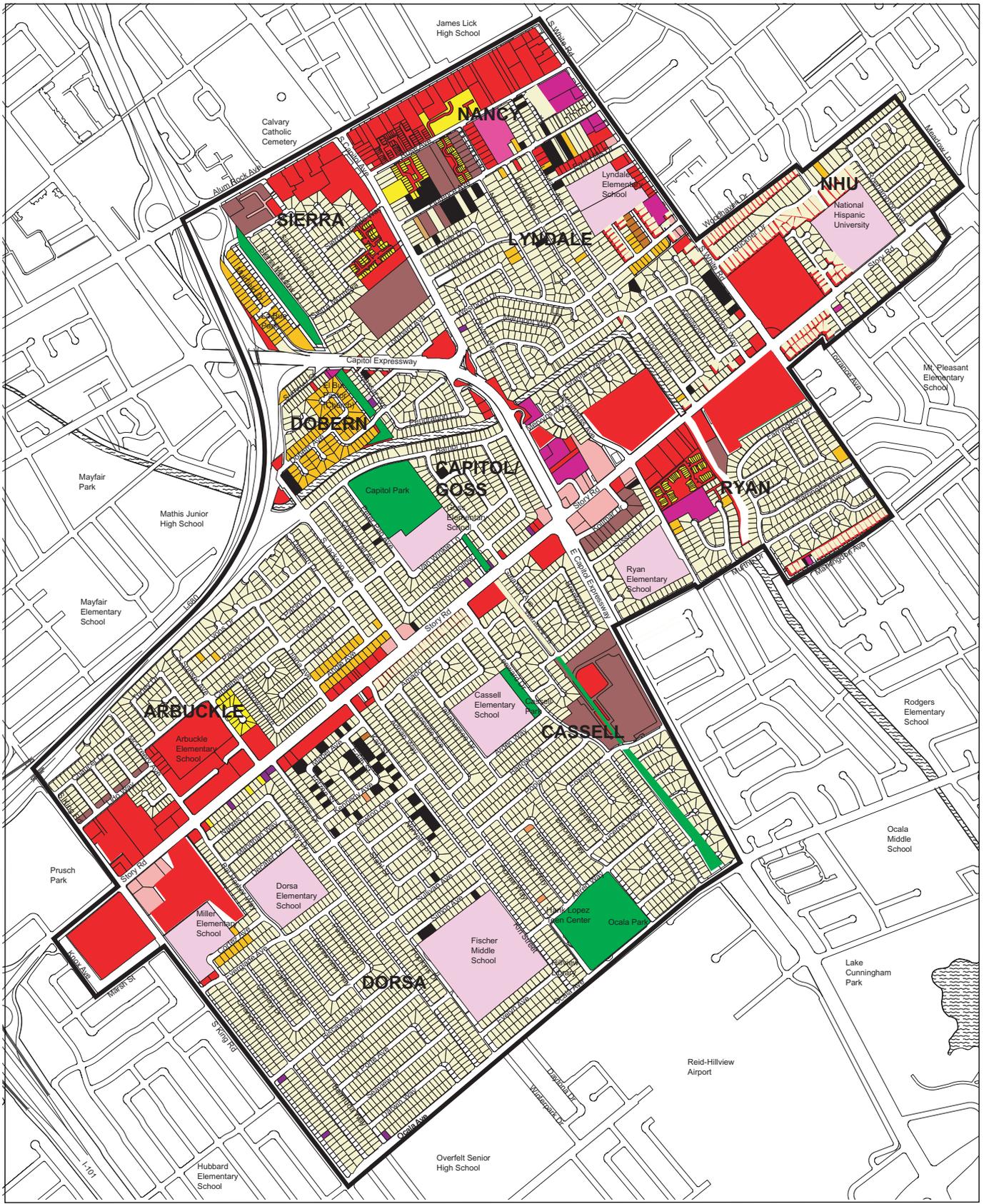


**Neighborhood Boundary**

**EAST VALLEY / 680 NEIGHBORHOODS**

**STRONG NEIGHBORHOODS INITIATIVE**

EAST VALLEY/680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN



**FIGURE 3**

- |                                   |                                  |                              |
|-----------------------------------|----------------------------------|------------------------------|
| Retail                            | Single Family House (detached)   | Public/Quasi Public Facility |
| Auto related                      | Single Family House (attached)   | Public Park or Open Space    |
| Mixed use, Retail and Office      | Duplex                           | Public or Private School     |
| Mixed use, Retail and Residential | Multi-family (5+)                | Other                        |
| Office                            | Single Family with detached unit |                              |

**EXISTING LAND USE**

The Lyndale neighborhood, which has an active neighborhood association, is generally bounded by Florence and Rose Avenues to the north, South White Road to the east, Story Road to the south and Capitol Avenue to the west. A large portion of Lyndale is unincorporated. These unincorporated areas, or “urban pockets”, are lands within the City of San Jose’s urban service area (USAs) that remain under the County’s land use and general government authority, even though they are completely or substantially surrounded by lands annexed to the City of San Jose. The homes are primarily one-story, single-family homes with garages. Many of the garages in the neighborhood have been converted to dwelling units. Most of the area has very narrow sidewalks, or areas that have discontinuous, or no sidewalks at all, such as on East Hills Drive and portions of Florence Avenue. Most of the homes are over 40 years old and in moderately good condition with well-maintained front yards. Some homes, particularly along East Hills Drive, and Florence and Lyndale Avenues south of Highwood Avenue are in disrepair.

The Nancy Lane neighborhood, which is forming a neighborhood association, is generally bounded by Alum Rock Avenue to the north, South White Road to the east, Florence Avenue to the south and Capitol Avenue to the west. Most of the homes in this area are over 40 years old. This neighborhood is a mix of one-story, single-family homes with two-car garages and multifamily apartments. All of the multifamily

developments are located along Florence and Rose Avenues and the northern portion of Nancy Lane. Many of them, such as the Colonnade Square and the Milagro are well-designed and have architectural features that contribute to the streetscape.

The National Hispanic University (NHU) neighborhood, which working on is forming a neighborhood association, is generally bounded by Woodhaven Drive to the north, Meadow Lane to the east, Arthur Avenue to the south and South White Road to the west. This neighborhood is mostly unincorporated urban area, with the exception of the properties south of Story Road. There is a large commercial shopping area at the intersection of South White and Story Roads. The National Hispanic University is also located in this neighborhood. Most of the homes in this neighborhood consist of one-story, single-family homes with two-car garages. Most of these homes were built during the 1950’s and are generally in good condition.

The Ryan neighborhood, which working on is forming a neighborhood association, is generally bounded by Story Road to the north, South White Road to the east, Murtha Drive to the south and Capitol Expressway to the west. Lower Silver Creek bisects the neighborhood. The neighborhood primarily consists of one-story, single-family homes with two-car garages fronting the street. Most of these homes were built during the mid-1950’s through the early 1960’s, and are generally in good condition. This

neighborhood also contains multifamily developments that are located on Kollmar Drive and McGuinness Avenue. The exterior of the two-story apartment buildings on Kollmar Drive show signs of wear. The massing of these buildings is rectangular and box-like without any decoration. The massing and orientation of the buildings do not positively contribute to the streetscape.

The Sierra neighborhood, which recently formed an active neighborhood association, is generally bounded by Interstate 680 to the west, Alum Rock Avenue to the north, Capitol Avenue to the east and Capitol Expressway to the south. Most of the residential areas consist of one-story, single-family homes with two car garages and front yards with fence treatments. Most of these homes were built during the mid-1950's through the early 1960's, and are generally in good condition. There are multifamily developments along Murfield Drive. There is a new housing project currently being constructed along South Capitol Avenue, which will consist of affordable multi-family and senior housing as well as a park and ride lot for the Light Rail extension.

East Valley/680 Communities contains seven elementary schools, Arbuckle, Cassell, Dorsa, Goss, Lyndale, Miller (in the Dorsa neighborhood), and Ryan Elementary Schools; one middle school, the Clyde Fischer Middle School; and one university, the National Hispanic University. In addition, the Overfelt Senior High School on Ocala Avenue, the James Lick High

School on Capitol just north of Alum Rock Avenue, and the Lee Mathson Middle School on Kammerer Avenue are located just outside of the study area's boundaries.

There are five public parks, one public library, and one community center, the Hank Lopez Teen and Senior Center, which are described in more detail below in the Parks and Recreation and Community Facilities section. The Foothill Community Policing Center was recently opened in the commercial area at the southwest corner of King and Story Roads.

Almost all of the commercial uses in and adjacent to the study area are located along major arterials, including Story Road, King Road, South White Road, Alum Rock Avenue, South Jackson Avenue, Capitol Avenue and Capitol Expressway. Portions of Alum Rock Avenue and all of Story Road within the study area are designated as neighborhood business districts by the City of San Jose's Redevelopment Agency. There is an active group of merchants involved in the Story Road Business Association which meets regularly to coordinate improvements and discuss issues pertaining to business operations along the Story Road corridor. Members of the association actively participated in the creation of this plan.

There are major nodes of commercial uses in the study area. These include three shopping centers located at the intersection of King and Story Roads. The Mi Pueblo Supermarket and

the Tropicana Shopping Center at this intersection are considered to be regional shopping attractions. There is also the southeast corner of King and Story Roads, known as the “Homebase site”, which will be developed with a shopping center. Other nodes include Capitol Expressway at Story Road and Alum Rock at Capitol Avenue. All of the areas adjacent to the intersection of King and Story Roads, except for the northwest corner where Emma Prusch Park is located, are currently the focus of efforts by the City’s Redevelopment Agency.

### **B. General Plan Designations and Zoning Districts**

The City of San Jose has two land use tools that govern the type and character of development within the City’s jurisdiction. These tools are the City’s General Plan and Zoning Regulations. The General Plan assigns land use designations to each parcel of land. These designations dictate the general types and intensities of new development or redevelopment that will be allowed at each location. The Zoning Ordinance more specifically regulates development standards for property, such as building setbacks and massing and off street parking requirements, and regulates, more specifically, what uses are permitted on a given property. It should be noted that the General Plan Land use designations are not always consistent with the existing zoning of property. Where the General Plan Land use designation and the zoning for a property are not con-

sistent, the General Plan Land use designation takes precedence and dictates the allowed use and intensity for new development or redevelopment.

Within the East Valley/680 Communities area, the General Plan and the Zoning are, for the most part, consistent with one another and reflect and are consistent with the existing pattern of development. For example, the portions of the Plan area that contain single family homes are zoned for single family uses, and are designated by the General Plan Medium Low Density Residential, which allows 8 dwelling units to the acre, a typical single family density in the City of San Jose. The portions of the Plan area that contain multi-family development are generally zoned for multi-family uses and are designated by the General Plan for residential uses at a density range that reflects the existing residential density of a given property.

### **C. City and County Relationship**

As discussed above, a majority of the Lyndale and National Hispanic University neighborhoods consist of unincorporated areas. These unincorporated areas, or “urban pockets”, are lands within the city urban service area (USAs) that remain under the County’s land use and general government authority, even though they are completely or substantially surrounded by lands annexed to the City of San Jose. Since the early 1970s, it has been the policy in Santa Clara

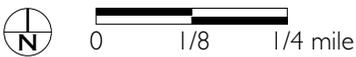
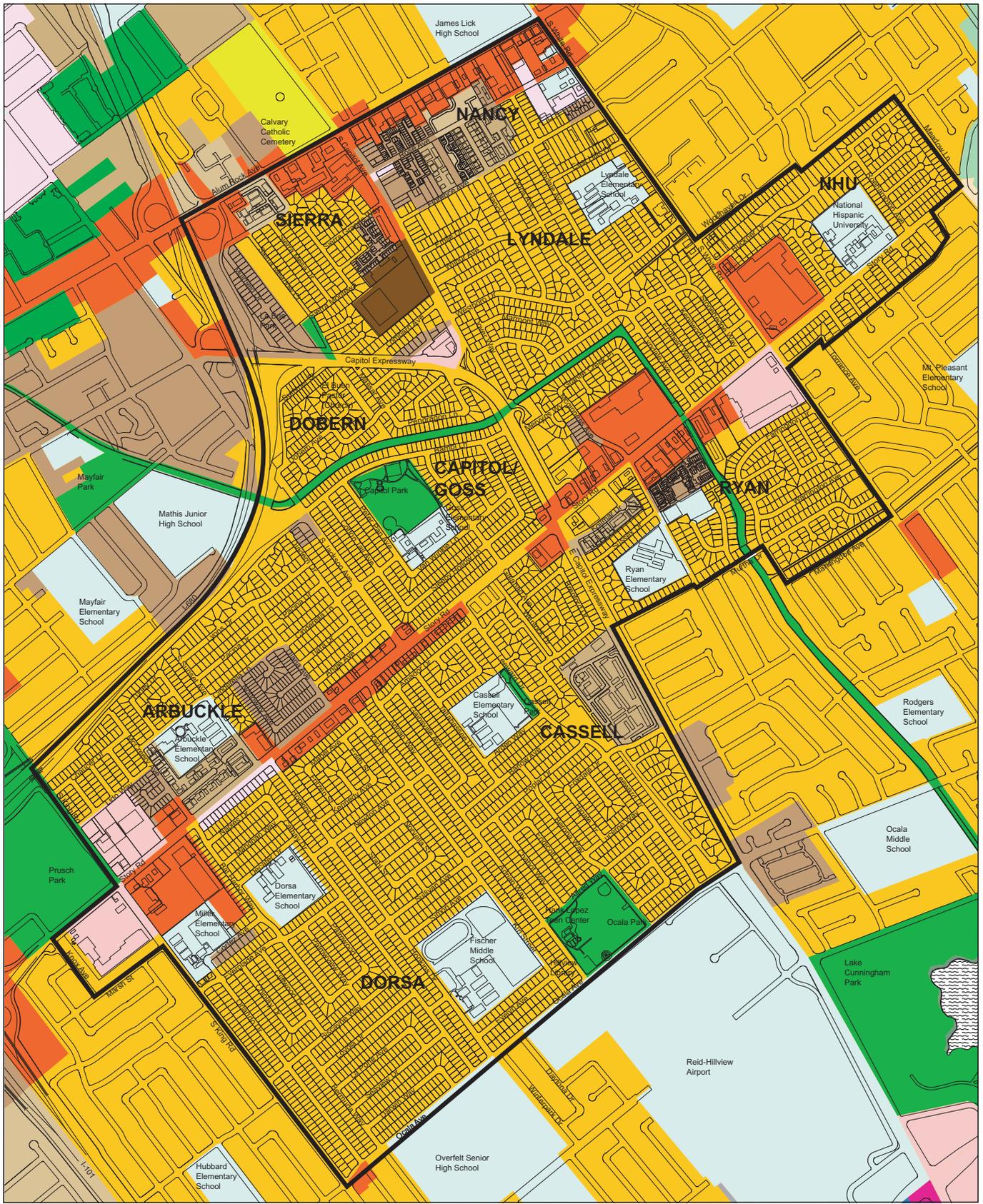


FIGURE 4

- |                                   |   |                          |
|-----------------------------------|---|--------------------------|
| Public/Quasi-Public               | Medium Density Residential (8-16 DU/AC)       | Private Open Space       |
| Office                            | Medium High Density Residential (12-25 DU/AC) | Public Park & Open Space |
| Neighborhood/Community Commercial | Transit Corridor Residential (25-55 DU/AC)    |                          |
| General Commercial                |   |                          |

**GENERAL PLAN DESIGNATIONS**

**STRONG NEIGHBORHOODS INITIATIVE**



County that urban development should occur within the cities and that cities should be responsible for planning and providing services to development within their urban service areas.

The 1994 County General Plan reiterates that unincorporated urban pockets should eventually be annexed to their surrounding cities. Arguments often presented supporting this view are that annexation would help ensure that these areas are better integrated with the surrounding city, services are more efficiently provided to these areas and residents are able to participate in the elections of city council representatives whose decisions have the greatest impact on their communities.

The question of whether or not to annex to the City of San Jose is a question that will be addressed outside of the Strong Neighborhoods Initiative process by the residents of these unincorporated urban pockets.

Normally, in California, annexation of lands to cities must be approved by the Local Agency Formation Commission (LAFCO). However, the California State Legislature has enacted special legislation applicable in Santa Clara County that provides for city-conducted annexations. This allows the cities, rather than LAFCO, to conduct public hearings and approve annexation of unincorporated lands within their urban service area (USA) boundaries, subject to certain findings. The County has an Urban Pockets Program to provide information to residents and

property owners about the annexation process and the potential impacts of annexation.

### **D. East Dobern/Capitol-Goss Neighborhood Revitalization Plan**

The East Dobern/Capitol-Goss Neighborhood Revitalization Area is the final neighborhood that was designated by the City Council for the development of a Neighborhood Revitalization Plan. The development of Neighborhood Revitalization Plans for selected neighborhoods was part of the City's overall Neighborhood Revitalization Strategy (NRS), an effort introduced in the spring of 1997 to coordinate and deliver services to neighborhoods that needed special or additional assistance to improve their living conditions. The purpose of a Neighborhood Revitalization Plan is to identify which issues detract from the quality of life in a given neighborhood and then to develop a long term, comprehensive approach to revitalization that is tailored to the specific needs of that neighborhood.

Although the East Dobern and Capitol-Goss neighborhoods are located within the East Valley/680 Communities SNI area, it was decided to proceed with the East Dobern/Capitol-Goss NRS plan, but in abbreviated form. This abbreviated plan (see Appendix H) focuses first on identifying neighborhood assets, issues, and needs, and secondly on the expenditure of the \$600,000 in discretionary funds allocated to the East Dobern/Capitol-Goss community by the

City Council as part of the former Neighborhood Revitalization Plan program. These discretionary funds are intended to fund one-time improvements identified by the community. Issues and needs that were identified as part of this abbreviated plan process, but are not specifically addressed within it, are addressed in the East Valley/680 Communities the Strong Neighborhoods Initiative plan (this document).

### E. Transportation Characteristics

The East Valley/680 Communities SNI area is bounded and intersected by major arterials, a freeway and an expressway. To the north, south, east and west, the area is generally bounded by Alum Rock Avenue, Ocala Avenue, South White Road and King Road, respectively. Story Road runs east-west through the center of the area, while Capitol Avenue and Capitol Expressway intersect the area in a north-south direction. The area has good access to two freeways: Interstate 680 forms the northwestern boundary of the area; and Interstates 101 and 280 are easily accessed from Story and King Roads, respectively.

There are a number of Valley Transportation Authority (VTA) bus routes that operate in the East Valley/680 Communities area. Express bus route 503 runs along Capitol Avenue, which travels between Eastridge and Palo Alto. There are two “limited-stop” buses that run along Capitol, Limited Routes 321, which travels between

Eastridge and Lockheed and 345, which travels between Eastridge and Mountain View. Seven fixed bus routes making local stops also run through East Valley/680 Communities, including:

- Route 12 Eastridge - San Jose Civic Center, via the Flea Market
- Route 22 Eastridge - Palo Alto/Menlo Park via Downtown San Jose (the heaviest traveled in the County)
- Route 70 Capitol Station - Milpitas
- Route 77 Milpitas - Evergreen College
- Route 71 Eastridge - Milpitas
- Route 25 San Jose - De Anza College
- Route 300 (local express) Palo Alto - Alum Rock & White Roads.

Since densities in East Valley/680 Communities are relatively low, it would be difficult to effectively run additional bus service in most parts of the planning area.

The VTA is in the process of constructing additional light rail lines and bus improvements in the City of San Jose. The Capitol Line, which is currently under construction, will terminate just south of Alum Rock on S. Capitol Avenue. This line will provide residents of this area with direct Light Rail connection to the numerous jobs in North San Jose, Santa Clara, Sunnyvale, and

2: EXISTING CONDITIONS

Mountain View. This line is expected to be running by early 2004.

As part of its Downtown/East Valley Transit Improvement Plan, the VTA is planning to build a light rail line along Capitol Expressway from the Capitol Light Rail Line (currently under construction) to the Guadalupe Light Rail Line (existing), as shown in Figure 6. The proposed light rail line alignment extends from Downtown San Jose along Santa Clara Street and Alum Rock Avenue to the Capitol Light Rail Line at the Alum Rock Station. Proposed light rail improvements will also extend further south along Capitol Expressway to Eastridge Mall, and continue

down Capitol Expressway across Monterey Highway, finally connecting to the existing light rail line on the Guadalupe Line (Route 87). As part of this project, Bus Rapid Transit would run on Monterey Highway from Downtown to the Santa Teresa Light Rail Station on the Guadalupe Line.

Currently, this project is in the conceptual engineering phase, which will be completed in spring 2002. During conceptual engineering, different alternatives regarding operations of the light rail and bus improvements are being explored. This includes decisions about the location and design of light rail stations and bus rapid transit stops along Monterey Highway, the frequency a train or bus will come to a station, or whether or not park and ride lots will be built at stations. Specific modifications to existing roadways and driveways, on-street parking, sidewalks and bike lanes will also be studied. VTA is working with its design team to introduce “community oriented design enhancements.” These enhancements could include special treatments for major stations (such as artistic elements built into the stations, additional sidewalks, crosswalks at key locations, landscaping and lighting). There are opportunities for the residents of East Valley/680 Communities to work with the VTA and contribute to station and streetscape design decisions as the light rail and bus rapid transit planning process continues. Downtown East Valley lines will open as early as 2008. One of the greatest desires expressed by community residents is for construction of pedestrian over-cross-

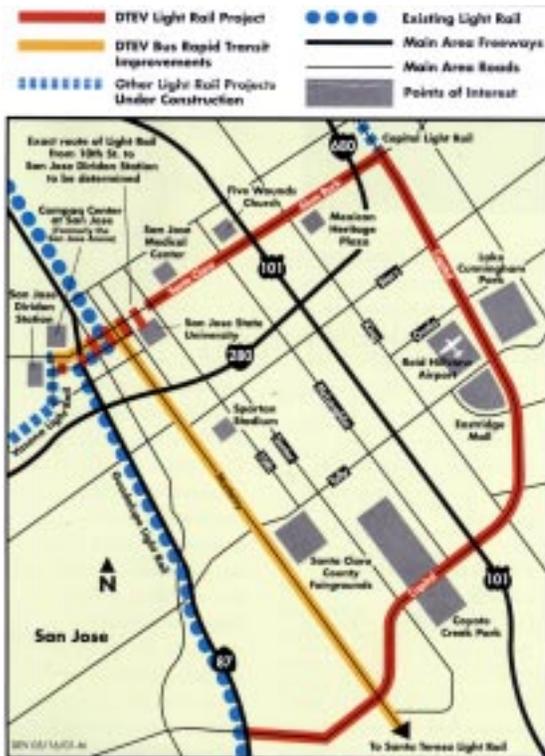


Figure 6: Proposed Rail and Bus Rapid Transit Improvements

ing to allow movement across Capitol Expressway at key locations. Additionally, it is hoped that soundwalls along Capitol Expressway will be built as part of the Light Rail project as well.

#### *Traffic and Pedestrian Safety*

Traffic and pedestrian safety is an important issue to the residents of East Valley/680 Communities. Many community members report that there are high volumes of cut-through traffic on residential streets as drivers try to bypass traffic controls or congested segments of the Expressways by using residential streets. The combination of speeding and driver's ignoring stop signs make it difficult for pedestrians, especially children, to travel safely through the area. The NAC and the community expressed the need for additional traffic control measures to enhance safety for pedestrians.

#### *Parking*

Residents report that there is a lack of on-street parking, particularly in the Dorsa, Capitol-Goss, Arbuckle, Sierra, Lyndale and Nancy Lane neighborhoods. This lack is probably due in part to abandoned vehicles taking up on-street parking spaces. Also, some apartment buildings in the area may not provide enough parking spaces for their residents. The parking provided may meet City parking standards, but is not sufficient for the actual population in the area. In addition, to the extent that there is overcrowding in single-family homes in this area, it would be a major contributor to excessive on-street parking.

## **F. Demographics**

### *1. Population, Race and Ethnicity*

In 2000 there were approximately 37,986 residents in East Valley/680 Communities. The ethnic composition of the area in 2000 was the following: 25.4% was white, 22.7% was Asian, 3.2% was African American and 1.2% was Native American. Forty-three percent of the population categorized themselves as "Some Other Race Alone" and 4.9% were self-reported as "Two or More Races". Approximately 66.9% of the East Valley/680 Communities population was Hispanic or Latino. The total population of San Jose in 2000 was 894,943. In 2000 the city's residents had the following ethnic composition: 47.5% was white, 27.3% was Asian, 3.5% was African American and 0.4% was Native American. Sixteen percent of San Jose's population categorized themselves as "Some Other Race Alone" and 4.6% were self-reported as "Two or More Races". Slightly less than one-third of the population of the City of San Jose as a whole was Hispanic or Latino.

### *2. Households*

In 2000, the average household size in East Valley/680 Communities was 4.73 persons per household. This is higher than the overall 3.2 average household size in San Jose.

### *3. Age*

Relative to the city of San Jose as a whole, the East Valley/680 Communities SNI area has pro-

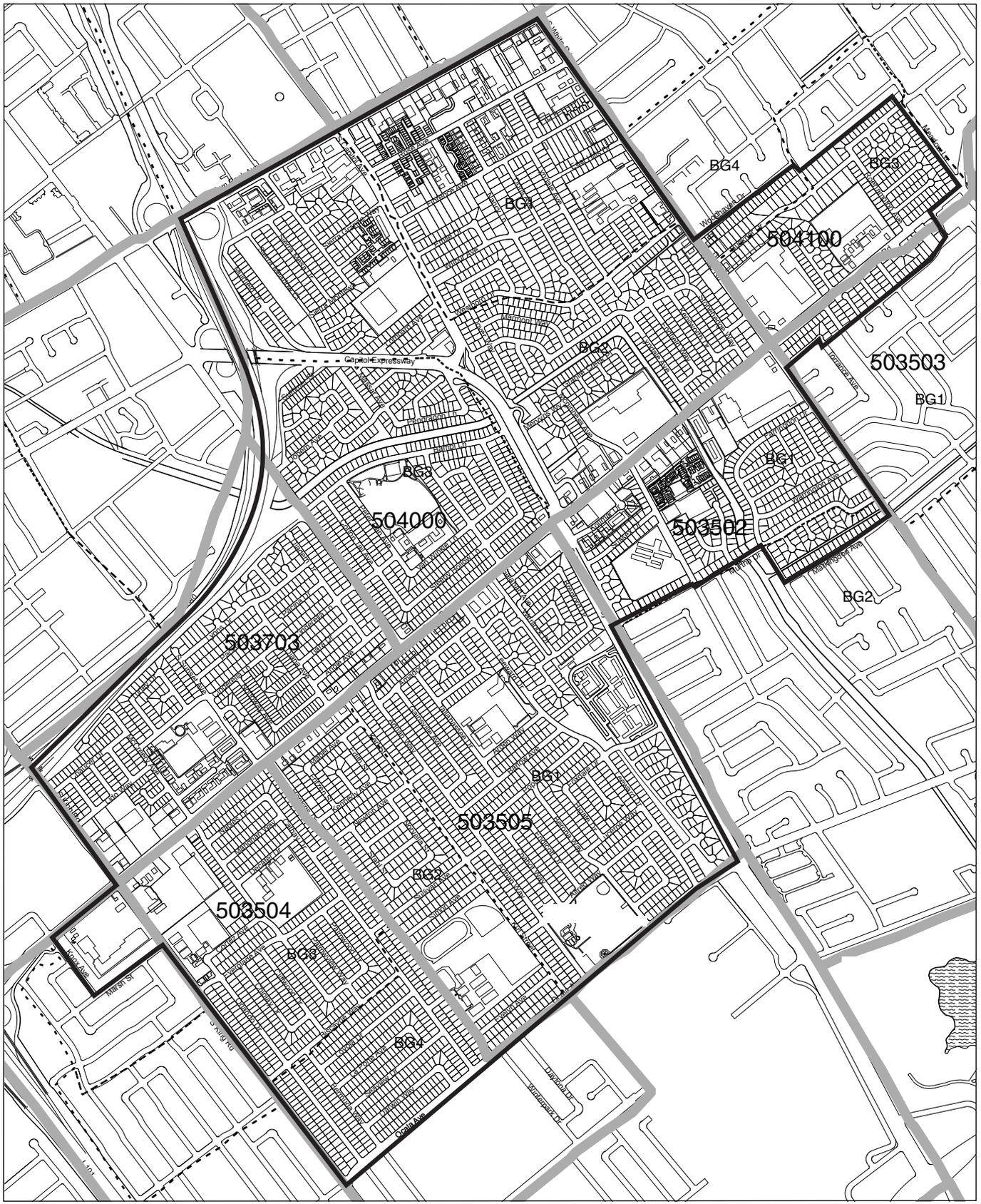


FIGURE 7



- Study Area Boundary**
- Census Tracts**
- Census Block Groups**

**CENSUS TRACTS AND BLOCK GROUPS**

portionally more children in 2000. In 2000, 33.9% of the population of East Valley/680 Communities were under 18 years of age, as compared with 30% of the city's population. East Valley/680 Communities had proportionally fewer adults aged 65 years and older than the city of San Jose in 2000. Only 6.6% of the SNI area's population fell into this age bracket, as compared to 8% of the city's total population.

#### 4. *Income*

In 2000, the residents of East Valley/680 Communities had a median household income of \$72,411 as compared to \$73,804 for the city of San Jose as a whole.

#### 5. *Rents*

In 2000, the multi-family average rent for the East Valley/680 Communities SNI area was \$1,421. This was comparable to the citywide multi-family average rent of \$1,704.

The single-family median housing sales price in the East Valley/680 Communities SNI area was \$280 per square foot in 2000. The single-family median housing sales price in the city of San Jose was \$295 per square foot.

#### 6. *Tenure*

Overall, 63% of the housing units in the East Valley/680 Communities were owner-occupied in 2000. The city of San Jose had a owner-occupancy rate of 62%.

#### 7. *Education*

The East Valley /680 Communities SNI area had a higher proportion of residents with a high school diploma or lower than the city of San Jose as a whole in 2000. Approximately 72.8% of East Valley/680 Communities' population had a high school diploma or lower, as compared to 43.2% of the city's population. Approximately 20.4% of the population of East Valley/680 Communities had some college or associate degree in 2000, as compared with 31.5% of the city as a whole. Only 6.9% of the residents of East Valley/680 Communities held a bachelor's or graduate degree or higher in 2000. In the city as a whole, 25.3% of the population held a bachelor's degree or higher.

### **G. Infrastructure Conditions**

This section describes the condition of the public infrastructure in the study area, including streets, sidewalks, curbs and gutters, street trees and lighting.

The condition of the curbs, gutters and sidewalks in East Valley/680 Communities is variable. In some areas, tree roots have damaged sidewalks and curbs. Many of the curbs throughout the East Valley/680 Communities SNI area lack handicap accessible curb cuts. This makes access to sidewalks more difficult for disabled and elderly residents, and people pushing baby carriages. Both the City and County require property owners to maintain the sidewalks, parking

strips, curbs and gutters adjacent to their properties. The City of San Jose has a grant program to reimburse eligible property owners for the cost of sidewalk repairs. While the County does not have an official reimbursement program, it has applied for and been awarded State and Federal grants for this kind of improvement in the past for other areas.

Many of the residential areas have street trees. There are many areas where trees have caused sidewalk damage and/or need to be replaced. Street trees are planted in the park strip of the sidewalk, and as such, are also considered to be the responsibility of the owner of the property that fronts that portion of the sidewalk. The City and County will remove a dead tree if it poses a threat to health and safety.

In general, the condition of the streets in the East Valley/680 Communities is fair. However, there are also some areas where residents reported that street paving repair is needed, such as on Cotton Tail Avenue and Sleepy Hollow Lane in the Capitol-Goss neighborhood, and Florence Avenue, Marmont Way and Endfield Way in the Lyndale neighborhood.

Much of the East Valley/680 Communities area has cobra-head street lighting. Residents in nearly all of the ten residential neighborhoods that comprise East Valley/680 Communities have reported that improved or new street lighting is needed. Pedestrian-scaled street lighting would

be preferred to the cobra-head street lights to improve the appearance of the streetscape.

Some community members raised concerns about flooding in the area relating to Lower Silver Creek and potentially the City's storm drainage system. The source of the flooding could either be due to a lack of capacity in the City's storm drainage system, the capacity of the Lower Silver Creek channel itself, or a combination of both. An analysis of the capacity of the City's storm drainage system was conducted for this Plan. It did not reveal any deficiencies in terms of the capacities it was designed to accommodate. Inadequate capacity in the creek could be due to the size of the channel and/or the presence of significant obstructions (e.g. trash) in the creek.

Currently, Lower Silver Creek does not have the capacity to accommodate the 100-year storm event. The Santa Clara Valley Water District (SCVWD) is planning to construct improvements to Lower Silver Creek that will increase its capacity to be able to carry the flows of a 100-year storm. Once this project is completed, it is expected that the community will not experience flooding problems related to the creek, provided that the creek is kept free of garbage and other debris. The location and a cross-section of the SCVWD's planned improvements to Lower Silver Creek in the study area are shown in Figures 8 and 9 on the opposite page.

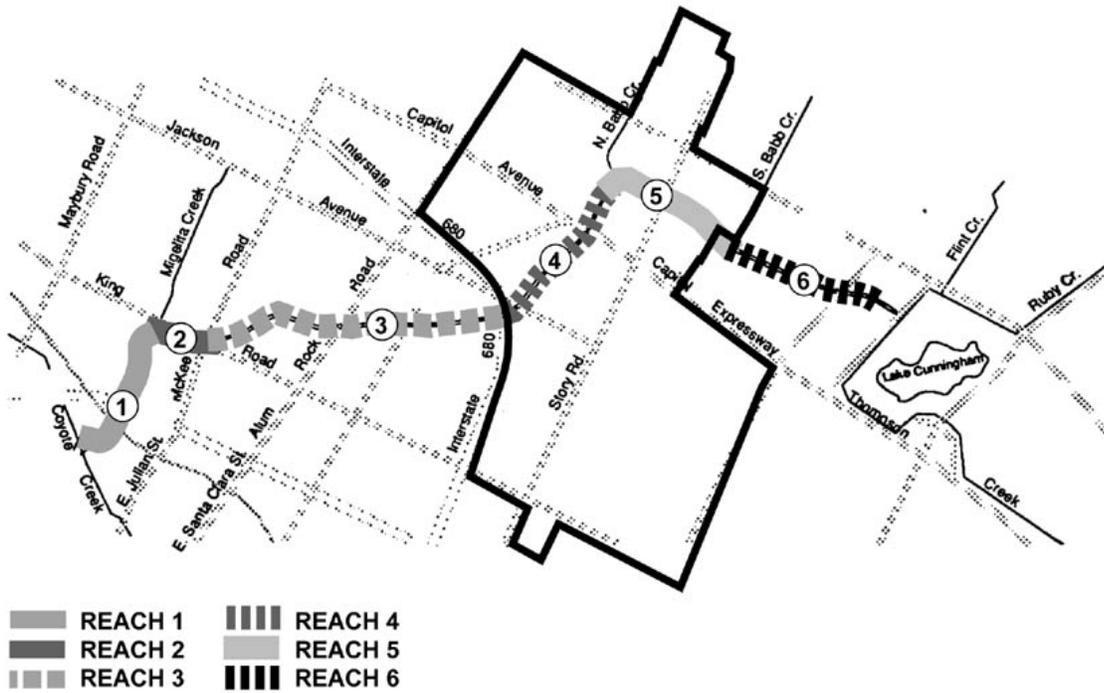


Figure 8: Santa Clara Valley Water District Proposed Improvements to Lower Silver Creek.

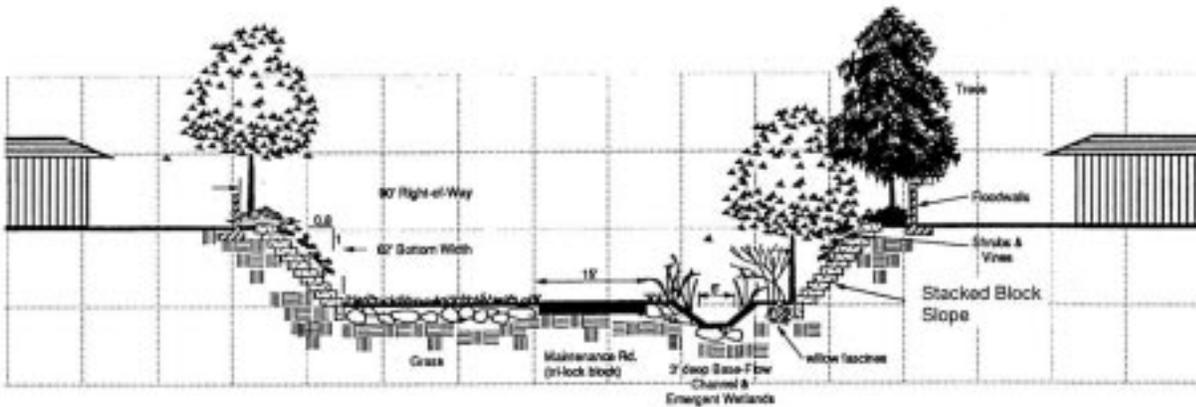


Figure 9: Cross-section of Proposed Creek Improvements in Reach 5 of Lower Silver

## H. Community Appearance/Blight

Many property owners and tenants in the East Valley/680 Communities take pride in the neighborhood and work to maintain the appearance of their properties and of the area in general. However, individual cases of poor property maintenance detract from the quality of the neighborhood as a whole. Excessive garbage, illegal dumping, graffiti, and abandoned vehicles are common throughout the East Valley/680 Communities area and degrade the general appearance of the area.

### 1. Litter

Litter and illegal dumping are a consistent problem in East Valley/680 Communities, particularly in areas that are sheltered from constant observation, such as the banks of Lower Silver Creek, the areas around the Sunset Avenue Pedestrian Bridge, Interstate 680, major arterials and the Transmission Line Alignment. Large items, including furniture and appliances are frequently dumped in these areas and on vacant lots. General littering is also a common occurrence in the area.

### 2. Street Sweeping

Another issue of concern to the community is the effectiveness of the current City street sweeping program. Residential streets in the East Valley/680 Communities SNI neighborhood, except for the unincorporated area in the Lyndale and National Hispanic University neighborhoods, are swept once a month. There is no regularly

scheduled street sweeping program for the unincorporated area administered by the County. The County's Roads and Airports, Road Maintenance Division conducts street sweeping once a year, in the fall, if necessary for drainage maintenance.

In the City, residents are encouraged to move their cars on street sweeping days on a voluntary basis. The City's Department of Transportation (DOT) mails a calendar of the street sweeping schedule to each property owner once a year, but there are no signs posted to remind residents to move their cars and no penalties are incurred for parking on the street during sweeping hours. A high number of vehicles parked on the street during the sweeping hours precludes effective sweeping by blocking access to the gutter where debris and organic materials can accumulate.

### 3. Graffiti

Graffiti or "tagging" occurs throughout the East Valley/680 Communities, especially on fences and commercial buildings, in particular in areas that are sheltered from constant observation. Graffiti is often associated with gang activity in the area. The City and the County administer Anti-Graffiti programs further described in Chapter 4 with the goal of removing graffiti.

### 4. Abandoned Vehicles

Throughout East Valley/680 Communities, residents have complained about abandoned or inoperable vehicles that are parked on the streets, on front lawns, or in shopping area parking lots

during off-hours. This negatively impacts the overall appearance of the area and contributes to on-street parking problems. The Meryvn’s and Mi Pueblo parking lots were also noted as areas where automotive repair work is conducted in the public right-of-way. Ongoing work on private vehicles and illegal automotive repair businesses operating in the streets or on residential properties diminish the residential character of the community and are often in violation of City codes.

**5. Commercial Building Facades**

The appearance of many storefronts in the East Valley/680 Communities area could be improved. Improvements to commercial facades can help to create unity along a street and improve the overall visual quality of the street. They can also make a business more attractive to residents and visitors alike, which benefits the business owner.

The City’s Redevelopment Agency has assisted business owners along Story Road with facade improvements in the last several years. Notable examples include Rosy’s Fish City, El Pollo Rico, La Ostioneria, Chopstix, Shakey’s Restaurant, and King’s Burger House.

**I. Parks and Recreation and Other Community Facilities**

There are a number of parks, recreation and community facilities in East Valley/680 Communities. These are shown in Figure 10 on the following page.

There are 5 neighborhood parks in the area, including Cassell, Capitol, Ocala/Hillview, Lo Bue, and Our Park. A wide range of outdoor recreational facilities is available at many neighborhood parks, including, but not limited to: basketball, handball, tennis, soccer, volleyball courts, exercise courses, various athletic fields and



*King’s Burger House*



*Chopstix Restaurant*

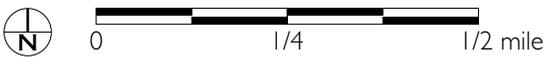
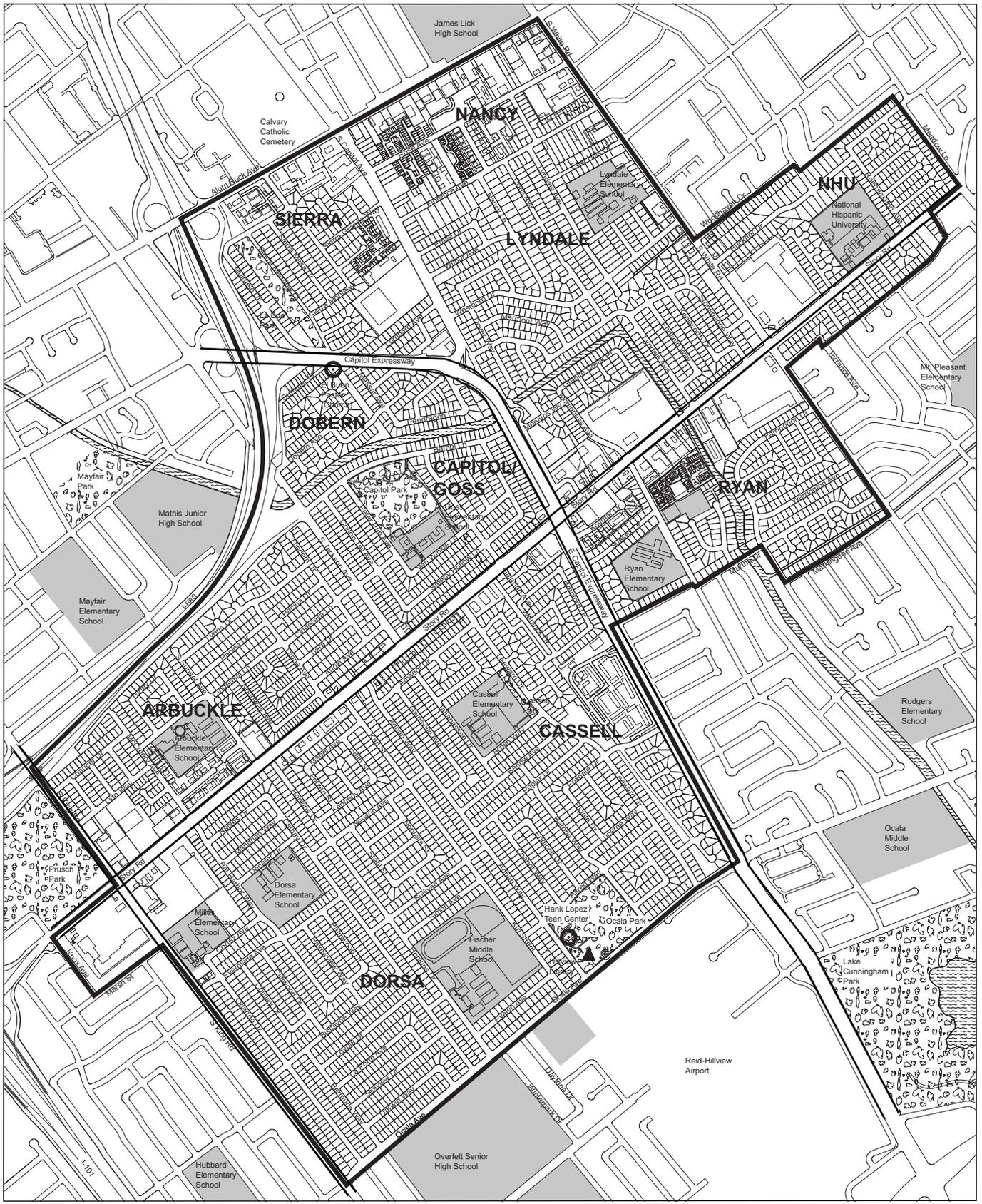


FIGURE 10

- Study Area Boundary**
- Schools**
- Parks**
- Community Centers / Churches**
- Libraries**

**PARKS AND COMMUNITY FACILITIES**

**STRONG NEIGHBORHOODS INITIATIVE**

EAST VALLEY / 680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN

picnic areas. Cassell Park includes two picnic areas, two barbeque areas and one playground. Capitol Park includes eighteen picnic areas, seven barbeque areas, two playgrounds, one basketball court, two tennis courts, a baseball diamond, a soccer field and public restrooms. Ocala/Hillview Park has nine picnic areas, four barbeque areas, one playground, one basketball court, a baseball diamond and public restrooms. Our Park, the smallest of the neighborhood parks, only has an open grass-covered area. Lo Bue Park, in the Sierra neighborhood, has a picnic area, a barbeque area, two playgrounds, one basketball half-court and a jogging area.

Just to the northwest of the East Valley/680 Communities area is another City park and sports complex, the Police Athletic League (PAL) Park/Sports Complex. The PAL Sports Complex, located at King Road and Highway 280, is jointly managed by the Parks Division and the Police Athletic League. It features lighted softball, baseball, football and soccer fields. A number of recreation programs, including softball, baseball, basketball, football, soccer, and martial arts, are offered for youths ages 7 to 18.

There are two regional parks near the East Valley/680 Communities area. Emma Prusch Park, just to the west, and Lake Cunningham Park, which is south of Ocala Avenue and east of the Reid-Hillview Airport.

The only City-operated community center in the East Valley/680 Communities area is the

Hank Lopez Teen and Senior Center. Hank Lopez Teen and Senior Center offers a variety of free and low-cost recreational and educational programs for youth and seniors at the Center and at schools in the area. Because of safety concerns of having a community center located adjacent to the Reid-Hillview Airport, there has been discussion of eventually relocating the community center. Some site on the Clyde Fischer Middle School property, located just to the northwest of where Hank Lopez is now, has been discussed as a potential site for the relocation of Hank Lopez.

There is one public library within East Valley/680 Communities, which is the Hillview Library, located on Ocala Avenue. The San Jose Public Library Branch Facilities Master Plan has identified a need to expand and improve its network of libraries. An expansion of the Hillview Library is planned in order to meet projected needs of the area's population. According to standards used by the San Jose Library System, Hillview's current size is only a quarter of the area needed to serve the area's population in the year 2000. Because expansion of the library would not be consistent with the Reid-Hillview County Airport's safety regulations, the Hillview library is currently in the process of identifying a new site in the area to relocate. It has tentatively identified a site at the Clyde Fisher Elementary school.

In addition, a brand new library branch is planned for the northeast portion of this East

Valley/680 Communities area. The City is working with the County to explore a joint facility that would build upon the existing County library at Rose and Capitol Avenues.

### **J. Existing Programs and Services**

There are a number of youth and senior programs available to the members of the East Valley/680 Communities that are offered by City and non-City organizations. City Programs in the East Valley/680 Communities SNI neighborhood are mainly offered through different divisions of the Parks, Recreation and Neighborhood Services (PRNS), including, the Recreation Division, the Youth Services Division, and the City's Office on Aging, and by the San Jose Public Library.

Non-City community programs available to members of the East Valley/680 Communities area are provided through the National Hispanic University, various community-based organizations, local school districts and the County of Santa Clara. The City of San Jose also offers a Homework Centers program where it provides grant funding to the organizations mentioned above to provide homework assistance, access to computers and related technology, tutoring and/or targeted skills training in a safe environment.

Related to housing affordability, an important resource for helping community residents achieve homeownership will be the new Neighborhood Housing Services of Silicon Valley. This non-profit organization will be located at the Mi Pueblo center on the northeast corner of Story and King. They will provide full-service lending and counseling services for would-be homeowners, advice and financial assistance in buying homes, assistance in assessing rehab/repair needs for owners, and more. This will be important resource to help low-income residents to begin building equity and financial independence through homeownership.

### 3 VISION, GOALS AND OBJECTIVES

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This chapter outlines the vision and describes the goals and objectives for the East Valley/680 Communities Neighborhood Improvement Plan. The vision, goals and objectives were crafted to reflect the input of residents and business owners of East Valley/680 Communities.

#### A. Vision

The residents of this community recognize that their neighborhood currently has many assets that they wish to preserve and build upon, including good access to transit, freeways, and areas to shop; the Hillview Library and the Hank Lopez Community Center; and above all, a strong commitment on the part of all residents to improve the areas in which they live.

The residents also recognize that there are many areas where their neighborhood could improve. The residents of East Valley/680 Communities envision a future where:

- It is safe and easy to walk on neighborhood streets;
- Housing is high quality, attractive and affordable;
- Residents and merchants are secure from the threat of criminal and gang activity;
- Private properties and public areas are well-maintained, well-lit, attractive and clean;
- There are adequate community facilities and supporting services for people to interact, socialize and learn;



*Children playing at Arbuckle Park*

### 3: VISION, GOALS AND OBJECTIVES

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- There are adequate open space, park and recreational opportunities for the community, especially for children;
- There are businesses that support and foster a sense of community.
- There are good schools providing quality educational experiences for children and adults.
- People work together to support each other to improve our communities.
- Augment the existing City graffiti clean-up program;
- Repair and maintain sidewalks and streets;
- Maintain and replace street trees;
- Encourage residents to cooperate with the street sweeping program to increase its effectiveness;
- Remove abandoned and inoperable vehicles from streets and properties;
- Improve drainage in the area.

#### **B. Goals and Objectives**

The community members of East Valley/680 Communities have developed a set of goals and objectives to achieve their vision of a safe, attractive and vital neighborhood. The goals formulate the long-term vision for the area, while the objectives represent specific ways of achieving the associated goals. Taken together, these goals and objectives bring to life the vision for the East Valley/680 Communities area.

##### *1. Improve the overall appearance of the neighborhood.*

- Maintain, improve and increase street lighting;
- Develop an anti-litter and recycling outreach program;

##### *2. Improve pedestrian and bicycle safety circulation throughout the area.*

- Increase pedestrian and vehicular safety through traffic calming;
- Improve safety for pedestrians around schools;
- Increase access for people using wheelchairs, carts and strollers throughout neighborhood;
- Improve connections within the East Valley/680 Communities area so community members can safely and easily travel to work, school, home and leisure activity destinations;
- Increase bicycle lanes throughout the area.

3. *Enhance the condition and appearance of housing and businesses in the East Valley/680 Communities SNI area.*
  - Increase funding sources for home improvement and exterior repainting needs;
  - Provide tenants and landlords with information needed to improve dwelling units.
4. *Ensure that there are safe, attractive places for children to learn and play, and the community to interact.*
  - Improve existing park facilities;
  - Develop new park and recreation facilities;
  - Improve community and homework centers;
  - Develop new community facilities;
  - Improve facilities at existing schools.
5. *Increase the stock of high quality housing that is affordable to low- and very low-income households, especially to seniors and families.*
  - Build more affordable housing;
  - Create incentives for developers to build more affordable housing;
  - Work to ensure access to affordable housing for local residents, including families;
- Include community uses in new housing projects to meet local neighborhood needs;
- Ensure high-quality management of affordable housing projects.
6. *Create and strengthen community pride.*
  - Promote formation of new neighborhood associations and business associations in areas where they do not exist;
  - Build capacity of existing neighborhood associations;
  - Promote communication and coordination among the East Valley/680 Communities neighborhood associations and the business associations in and around the area.

### 3: VISION, GOALS AND OBJECTIVES

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## 4 PLAN CONCEPTS

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This chapter discusses the key issues in the East Valley / 680 Communities SNI Area identified by the Neighborhood Advisory Committee and the community-at-large and it suggests general ways to address these issues. More detailed program recommendations are provided in Chapter 5.

### A. Traffic, Parking and Pedestrian Safety

In community meetings, many people raised concerns about traffic issues in the East Valley/ 680 Communities SNI area. They stated that traffic often moves too fast, and that residents do not always feel safe walking through their neighborhoods and crossing neighborhood streets.

#### 1. Traffic Calming

Throughout the East Valley / 680 Communities SNI area, residents report that there are high volumes of cut-through traffic on residential streets caused by drivers trying to bypass traffic controls and congestion on arterials. Residents also called for improving traffic conditions around schools in order to make them safer for pedestrians.

The NAC identified a number of traffic issues, which are discussed in detail in chapter 5. The issues under City jurisdiction were forwarded to the City's Department of Transportation (DOT) for further analysis. A few of the issues reported were in the unincorporated area; these

were forwarded to the Roads and Airports Division of the County.

In general, the City and County's approach to traffic calming is as follows:

#### a. Data collection

This includes identification of excessive speeds, traffic volumes and accident data.

#### b. Field Review

This provides an assessment of obvious issues such as maintenance, missing traffic control devices and visibility problems. The assessment is followed by issuance of work orders to correct those deficiencies.

#### c. Response

Specific problems identified by citizens or through field reviews that require specialized treatments such as traffic signals and stop signs are analyzed.

#### d. Installation of Traffic Control Devices

Devices that are warranted under the required procedures are installed. There are three categories of traffic calming solutions.

- Basic. This includes regular traffic control devices such as stop signs and traffic signals.
- Level I. These solutions include devices that slow traffic, such as road bumps, traffic circles and chokers.
- Level II. This includes solid devices that block or divert traffic, such as diverters and par-

tial or full street closures.

Each issue is first addressed with Basic solutions, and then with Level I solutions. Level II devices are usually considered only after a Level I device has been used. However, if an evaluation that a Basic traffic solution is insufficient and it is clear that the traffic problem is related to volume and not speeding, the DOT will directly consider a Level II device. Generally, the majority of a neighborhood must concur with any plan that involves any Level I or Level II devices.

On June 21, 2001, the City adopted a new traffic calming policy that commits additional resources to ensure that the City will:

- Address all requests for traffic calming;
- Increase the level of community outreach;
- Give preferential consideration for streets with adverse traffic conditions for further evaluations;
- Prepare supplemental material to describe the details of the City's traffic calming processes.

Thus, this Plan recommends that the appropriate City and County departments should make a preliminary analysis of the problematic traffic conditions identified by the community. This will typically include taking speed counts and volume counts of vehicular traffic in the area. The City and County should work with the

NAC, as well as each neighborhood individually, to review the proposed traffic calming solutions, and to implement those to which a majority of the community has agreed.

## 2. *Red Curbs on Street Corners*

The NAC and the community believe that prohibiting parking at corners painted red in certain areas would improve visibility and safety. Examples of areas where this is needed include the corners of Greenstone, Whitestone, Brownstone, Pinkstone Courts, and Summer Street (the curve north of Summer Court).

In the City, requests for curbs to be painted red are submitted by residents to the Department of Transportation (DOT). In the unincorporated areas, requests for red curbs are directed to the County's Land and Development Services Division of the Road and Airports Department. These departments will study whether areas where red curbs are requested conform to traffic operations guidelines. The requests noted above have been forwarded to those departments.

In the City, community members can participate in the Adopt-a-Curb program to assist with the on-going maintenance of the curbs. Volunteers in the program are provided with the supplies and training required to repaint faded red curbs as needed. Maintaining the curbs contributes to the overall safety of the neighborhood by clearly indicating areas where parking is prohibited.

### 3. *Safety Around Schools*

In addition to traffic calming measures in the vicinity of schools in the East Valley/680 Communities SNI neighborhood, additional measures were identified by the community to improve the safety of pedestrians around schools that are described below.



*Crossing guard at Dorsa Elementary School*

#### a. **Crossing Guard Program**

An adult crossing guard program should be created or augmented at all schools in the area, in order to make crossing streets around schools in the East Valley/680 Communities SNI area safer for children and parents.

#### b. **Drop-off and pick-up of children**

Many residents report that picking-up and dropping-off children in cars around schools in the East Valley/680 Communities area often results in unsafe traffic conditions. This Plan recommends that residents work with the City's Department of Transportation (DOT) to formulate a traffic safety program that focuses on mak-

ing areas around schools safer for pedestrians. Eliminating parking and installing white passenger loading and unloading zones, which would be in effect during school hours.

#### c. **Signage**

Community members would like neon-colored "School Zone"-type signs to be installed around schools to alert drivers to watch for pedestrians and especially children.

Traffic safety improvements around schools are the responsibility of the City's Department of Transportation, and the County's Traffic Engineering Division of the Roads and Airport Department. All of the eight public schools in the East Valley/680 Communities area are essentially located within the City, although the Lyndale Elementary School is surrounded by unincorporated lands on three sides.

The City of San Jose has recently established a "School Access Enhancement" program. It is



*Examples of parking restriction and school zone signage*

currently working with the School Districts to provide enhancements such as signage, crossing guard programs and other measures to improve safety and access to schools. Community members should work with their local schools and School District to ensure that their concerns are addressed.

**4. Traffic Enforcement**

Stronger enforcement of traffic violations is necessary to increase the safety of pedestrian and vehicular traffic in the area. Residents have reported a number of areas where stop signs are ignored and vehicles travel at excessive speeds.

The City’s Police Department should strengthen its enforcement of speed limits and other traffic laws throughout the East Valley/680 Communities neighborhood by increasing patrols of the Traffic Enforcement Unit. In addition to increased police presence in the community, residents should work with the City to investigate where using NASCOP is appropriate.

In the unincorporated areas, traffic enforcement is the responsibility of the California Highway Patrol (CHP). Community members should work with the County and the CHP to study the feasibility of additional enforcement.

**5. Parking Permit Programs and Enforcement**

A lack of parking throughout the East Valley/680 Communities SNI neighborhood was a complaint of residents in certain areas. This Plan recommends that the City (or where appropriate, County) study and implement a Residential Parking Permit or parking restriction program on a neighborhood-by-neighborhood basis. This program would include installing the appropriate signage and enforcement of the regulations. Neighborhoods where residents have already identified a need for such a program include Dorsa, Capitol-Goss, Arbuckle, Lyndale, Sierra and Nancy Lane. This Plan recommends that the community should work with City staff to assess whether a residential parking permit program is the appropriate solution to address their parking needs. This method of parking control



*Examples of different types of parking restriction signage and parking permit stickers*

is normally used to address major problems where simpler solutions are not available.

The Residential Parking Permit Program is not a regular service of the City or the County. In cases where there is a demonstrated need for this program, the City or County (as appropriate) will assist the neighborhood in implementing this program.

The City has the following guidelines for areas that could potentially be residential parking permit areas:

- The area is residential; permit parking should not be used to enhance a business. The majority of residences are owner occupied.
  - The permit area must be of sufficient size (normally 150+ residential parcels) to reasonably assure that we are resolving, rather than relocating, the problem. Example: The University Zone (near SJSU) is approximately 28 square blocks.
  - There must be a recurring problem that cannot be resolved through standard parking prohibitions.
  - At least 3/4 (75%) of the available on-street parking spaces must be occupied during the period of heaviest demand.
  - At least 1/2 (50%) of the parkers must be non-residential (from outside of the neighborhood) during the period of heaviest demand.
- There must be demonstrated support from at least 3/4 (75%) of the households that would be willing to pay for the entire cost of a residential permit parking program.

The County has the same guidelines for establishing a residential permit parking district as those listed above, with the added requirements that the district must be 100% residential; and the parking problem must be the result of spill over from an adjoining commercial interest.

The basic responsibility for the program rests with the neighborhood; they must conduct the necessary surveys to establish the need for the program. The neighborhood also must be willing to pay for the cost of the program. Ultimately, provided that all of the conditions listed above are met, the City Council has final approval for the establishment of the residential parking permit area in City areas. Following City Council approval, City staff will administer the program, including issuance of permits and collection of fees; perform the traffic engineering work and place the necessary parking control signs; operate and maintain the program and the parking control signs.

Applications for establishing a residential parking permit district in the unincorporated area must be reviewed and approved by the Roads and Airports Department Traffic Engineer. It then must be submitted to and approved by the Santa Clara County Board of Supervisors. This

process takes approximately 60 to 90 days (depending on the Board of Supervisor's agenda).

Residents should keep in mind the following issues when considering a residential permit parking program:

- Residents must pay biyearly for their permits and provide proof of residency and copies of current vehicle registration(s). Residents are also responsible for obtaining guest passes for visitors and obtaining special guest passes for family and neighborhood activities that take place during the parking restrictions. Residents must make permit arrangements for service providers who do not have properly identified vehicles.
- Residential Permit Parking zones are costly to implement, administer and maintain. Regular enforcement is necessary for their effectiveness, however, enforcement often results in unexpected citations issued to guests. Implementation requires fabrication of special signs and permits for each area.
- Permit parking is designed to keep vehicles from outside the neighborhood from parking in the area. Permit parking is not an appropriate solution when the neighborhood is experiencing a shortage of parking due to its own parking needs. The current program issues permits to all residents' vehicles. Therefore, if the demand for parking is from inside the area, no improvement will be made to the parking conditions.

### **6. Improved Pedestrian Circulation**

Residents expressed the need to improve pedestrian connections throughout the East Valley/680 Communities neighborhood and suggested a number of different locations where this could occur, which are discussed below:

- **Pedestrian and bicycle bridge across Lower Silver Creek connecting the Dobern and Capitol-Goss neighborhoods.** This bridge is needed to improve pedestrian access between the East Dobern and Capitol-Goss neighborhood. Presently, pedestrians must walk either to Capitol Expressway or to South Jackson Avenue to get between the two neighborhoods. Both South Jackson Avenue and Capitol Expressway have high traffic volumes and vehicles moving at relatively high speeds. Constructing a link between the two neighborhoods via the bridge would significantly improve both the access for and, more importantly, the safety of children walking from the East Dobern neighborhood to Goss Elementary School and/or Capitol Park.
- **Pedestrian Crossing at Story Road and Galahad Avenue.** Many people currently jaywalk across Story Road because the distance between opportunities to cross the street is too far. Residents identified a need for a pedestrian over-crossing, or a signalized crossing at this intersection.

- **Pedestrian Over-Crossing at Capitol Expressway.** There is currently no pedestrian connection from the Sierra Neighborhood to the Dobern Neighborhood. Capitol Expressway where it intersects the Transmission Line Alignment was identified as a potential location for a pedestrian over-crossing.
- **Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods).** Due to the high speeds vehicles are traveling on Capitol Avenue, it is very difficult for pedestrians to cross South Capitol Avenue. This is especially critical since children from the Sierra neighborhood must cross Capitol to get to their school, Lyndale Elementary. This Plan recommends that the community encourage the City and VTA to explore the possibility of pedestrian over-crossings across Capitol Avenue at locations that should be determined in conjunction with the VTA's light rail station planning.

A few of these items will be addressed under separate processes, such as the pedestrian and bicycle bridge across Lower Silver Creek, connecting the Dobern and Capitol-Goss neighborhoods, and the signalized crossing at Story Road and Galahad Avenue. The City should continue to work with the NAC to study the feasibility of the other suggestions.

## B. Streets and Streetscape

### 1. Curb Cut Installation

Curb Cuts are needed throughout the study area. Residents have already identified 92 locations for possible curb cuts. The following neighborhoods are in need of curb cuts: Ryan (35), Arbuckle (26), Capitol-Goss (18), Dobern (13), Lyndale (4), Cassell (4), Sierra (2), as shown in Figures 17 through 25 at the end of this chapter. This Plan recommends that the community advocate that the City and County install curb cuts at these locations.



*Curb cut*

Curb cuts provide accessibility for residents who use wheelchairs and other mobility devices and also benefit older people, people using shopping carts and people pushing baby strollers.

### 2. Sidewalk Repair and Installation

Sidewalks are in need of repair in every neighborhood in the study area. Areas with the most need include the Dorsa and Capitol/Goss neighborhoods. Broken sidewalks are both unsightly

and unsafe for pedestrians. There are also areas that are missing sidewalks. Neighborhoods where residents have already identified this problem include Ryan, Lyndale and Dobern.

Although sidewalks are located on public property, both the City and County holds the property owner responsible for keeping the sidewalks and park strip, including the curb and gutter, in front of his/her property in a safe and usable condition. Maintenance responsibility includes, but is not limited to, repair or replacement of damaged or displaced concrete, abatement of weeds or debris, and the trimming of trees and shrubs.

The City of San Jose has a grant program to reimburse eligible property owners for the cost of sidewalk repairs. At this time, in order to be an eligible property owner, your property must be an owner-occupied, single-family residential unit. Grant amounts are based upon an inspection and estimated repair costs. All grants are subject to available funding. While the County does not have an official reimbursement program, it has applied for and been awarded State and Federal grants for this kind of improvement in the past for other areas.

Residents have already identified areas in need of sidewalk repair and/or installation, as shown in Figures 17 through 26. The community should work with the appropriate City and County departments should work with the to install and/or repair sidewalks where necessary.

### 3. *New Street Paving*

New street paving is needed along several streets in the study area. Residents have already identified the following locations needing street paving: Endfield Way, Marmont Way, and Florence Ave in the Lyndale neighborhood, and Cotton Tail Avenue and Sleepy Hollow Lane in the Capitol/Goss neighborhood, as shown in Figures 17 through 26 at the end of this chapter. The neighborhoods should work with the City and County to install new paving where it is needed.

It is the goal of the City's Department of Transportation (DOT), Infrastructure Maintenance Division to perform timely preventive maintenance to all City Streets. Desired maintenance cycles are ten years for local streets and eight years for major streets. Preventive maintenance consists of chip sealing local streets and slurry sealing major streets. In the event that a higher maintenance is warranted, treatments such as resurfacing and rehabilitation and reconstruction will be considered. Scheduling of this higher maintenance is contingent upon available funding.

The City has received excess State funding that will be utilized to accelerate street maintenance in applicable Strong Neighborhoods areas. All Strong Neighborhoods areas that are programmed to receive preventive maintenance over the next five years (2002 through 2006) will have their maintenance scheduled in 2002. Local streets requiring resurfacing will be sched-

uled for 2003. Major street maintenance will be scheduled as preventive maintenance becomes due and available funding is identified.

#### 4. *Street Lighting*

Improved lighting is needed in many parts of the study area. The NAC identified locations that needed improved or new street lighting, as shown in Figures 17 through 26 at the end of this chapter. Neighborhoods with the most need for improved lighting include: Ryan, Dorsa, Arbuckle, Capitol/Goss, Dobern, Sierra, Nancy and Lyndale.

Improved lighting leads to safer, more attractive streets. Whenever possible, lighting should be scaled to the pedestrian, and should be placed between the sidewalk and the street. Improve-



*Distinctive street lighting*

ments to lighting could consist of increasing wattage or adequately spacing poles to maximize lighting. Selective tree trimming could also improve lighting conditions by removing branches which are interfering with the full brightness of the light fixtures.

In the City, the Department of Public Works is responsible for installing new street lights, while

the Department of Transportation is responsible for issues relating to improving existing lighting. This Plan recommends that the community work with PRNS to send community requests to the appropriate department.

Street lighting in unincorporated areas is the responsibility of the County Lighting Service Area (CLSA). All of the unincorporated areas in East Valley/680 Communities are part of the CLSA. Property owners within this service area district pay an annual assessment fee to the CLSA. Residents of the unincorporated area need to work with the CLSA to install and/or improve lighting. Requests for additional street lighting could result in higher assessment fees.

#### 5. *Street Tree Maintenance and Planting of New Street Trees*

Residents have reported a need for increased street tree maintenance. In certain areas, street tree roots are causing the sidewalk to buckle. In other areas dead street trees or missing street trees need to be replaced.

Neighborhoods where large amounts of street trees need to be planted or replaced include: all of Dobern, the southern half of Arbuckle, all of Dorsa, all of Cassell and all of Ryan, as shown in Figures 17 through 26 at the end of this chapter. Residents have already identified that new street trees should be planted along Van Winkle Lane in the Capitol/Goss neighborhood and along Nancy Lane in the Nancy neighborhood.

Neighborhoods in the City should work with the Department of Transportation’s Arborist Section to develop an appropriate tree planting strategy for residential areas. Once the tree planting strategy has been approved, the community can apply for funding for street trees from Our City Forest, a non-profit organization.

The County does not have a street tree program. However, residents may contact the County Land Development Services Division of the Roads and Airport Department to discuss any street tree requests. In general, the County en-

courages tree planting on private property. The County does not provide tree maintenance services unless the maintenance is related to safety issues.

Many residents appreciated the recent street tree improvements along Story Road and recommended that there should be similar street tree treatments for Capitol Avenue and Expressway, and on the streets adjacent to the Transmission Line Alignment. There is the opportunity for the City and VTA to work together to plan a consistent and integrated plan for street trees along Capitol Avenue. As part of its Capitol Avenue Light Rail Project, VTA is trying to introduce “community oriented design enhancements,” which includes landscaping, at major stations and along the planned light rail route.

The community should work with City the and the Valley Transportation Authority (VTA) regarding street trees along Capitol Avenue and Expressway. Street tree treatments for the Transmission Line Alignment should be planned in conjunction with any potential open space planning projects.



*Street trees on Cinderella Lane*



*Palms in Story Road median*

## **C. Blight and Problem Uses**

### *1. Graffiti Clean-up*

There are many locations throughout the East Valley/680 Communities area where graffiti is a problem. Examples of areas where graffiti is a problem are:

- White Road/Florence: Soundwall and Fence
- Rose Avenue: Orchard Supply Hardware
- Lyndale Elementary School
- Nordyke Drive: Sides of apartment building
- Bridge over and fences abutting Lower Silver Creek
- Wilbur Avenue at Lyndale Avenue
- Florence at Lyndale Avenue
- Story Road at White Road

The City has an Anti-Graffiti Program. This program promotes the eradication of graffiti by responding to reports of the presence of graffiti at specific locations. This program will remove graffiti on public property. In addition, City staff will remove graffiti on residential properties and then provide residents with matching paint and education on how to remove and prevent graffiti on private property. One very successful aspect of this effort is the “adopt-a-block” program which provides paint, solvents, rollers and other related materials to volunteers to help eradicate graffiti when it occurs.

The County also has a Graffiti Abatement Program that has recently received funding to be able to serve the unincorporated areas of East Valley/680 Communities. This program utilizes volunteers and juvenile offenders to paint

over graffiti in the unincorporated areas of Santa Clara County. While not as extensive as the City-run program, the County’s program will provide paint to volunteers upon request.

## 2. *Vehicle Abatement*

The City and County should increase its enforcement of codes pertaining to the abatement of abandoned and inoperable vehicles in the public right-of-way and in contravention to City and County zoning regulations. To do so, the community will need to be proactive in reporting problems to the relevant departments. Under the City’s Vehicle Abatement Program, abandoned, inoperable or unregistered vehicles are marked and towed off the streets. The Private Property Towing Program removes inoperable vehicles from private residential properties.

Under the County’s Abandoned Vehicle Program, residents in the unincorporated area of East Valley/680 Communities can report abandoned or inoperable vehicles in the public right-



*Vehicle parked on front lawn*

of-way to the County Sheriff's Department, which are marked and eventually towed off the streets; if the vehicles are on private property, the County will first issue a Notice of Zoning Violation to the vehicle owner, and then follow-up with other legal measures if the Notice is ignored. However, the County does not have authority to tow vehicles from the private property.

### 3. *Improvements to Residential Properties*

Residents of East Valley/680 Communities expressed that there were many houses and buildings in the area whose appearance could be enhanced in order to meet City and County health and safety standards, as well as to increase overall attractiveness of the area and a sense of neighborhood pride.

The City's Department of Housing should publicize its Home Rehabilitation Loan Program and Paint Grant Programs to East Valley/680 Communities' residents by providing materials and resources about their programs to community members, neighborhood associations, and PRNS Community Coordinators. The Paint Grant Program is available to assist eligible property owners and tenants. The Housing Rehabilitation Program provides grants or low-interest loans to assist eligible property owners with the cost of repairs necessary to maintain a healthy living environment and to extend the useable life of residential buildings. Neighborhood Associations in the area can help by identifying properties in their area that could benefit

from the programs and sharing information with those property owners and tenants.

Another approach to improving private properties is education. The City's Code Enforcement Division could work with the NAC to identify who should be contacted and subsequently, schedule the training workshops that Code Enforcement has already developed, such as:

- **Property Management Seminar.** This workshop is designed to provide property managers and owners with basic management techniques for screening tenants, writing rental contracts, and enforcing house rules. Training also includes routine maintenance techniques.
- **Tenant Seminar.** This workshop is designed to educate renters about their responsibilities and how they can help in the routine upkeep of their units.
- **Housing Rehabilitation Applications Seminar.** This workshop is designed to help property owners to complete and submit applications for Housing Rehabilitation Loans and Grants.

The County's Housing and Community Development Department provides low-interest loans for housing rehabilitation to low-income residents in the unincorporated area through its Home Rehabilitation Program.

**4. Improvements to Commercial Properties**

Residents have reported that there are a number of commercial properties in East Valley/680 Communities that could be improved, as shown in Figures 17 through 26 at the end of this chapter. Facade improvements are needed along much of Story and White Roads. Story Road forms the border between many of the neighborhoods in the area. Improvements to commercial facades can help to create unity along a street. They can also make a business more attractive to residents and visitors alike. The pho-

tos below show a commercial storefront before and after facade improvements.

The City’s Redevelopment Agency (SJRA) has a facade improvement grant program that provides assistance to business and property owners within the Neighborhood Business Districts and Downtown San Jose.

The FIP offers:

- Free architectural design services



*Examples of storefronts prior to facade improvement*



*Examples of storefronts after facade improvement*

- Permit processing and fee payment assistance
- Bidding and construction management assistance
- Funding assistance of up to \$22,000 per storefront (some may be eligible for more than one grant)

Exterior facade improvements can increase business exposure and pedestrian traffic, and enliven older, commercial districts. Therefore, it is to the benefit of business and property owners to invest in building and landscaping improvements as it will attract more customers and help to deter nuisance problems.

This Plan recommends that the business and property owners invest private funds in these improvements as well as to work with the City and County to create or augment a facade improvement program for the commercial properties in the area. This program would be designed to work with business and property owners to identify suitable improvements that can greatly enhance the appearance of the target structures.

##### *5. Overcrowding and Illegal Housing Units*

Residents have reported that some homes seem to exceed the legal limit of the number of persons per dwelling, exacerbating parking and congestion problems.

While the conversion of attached garages or basements as a separate unit may be allowable with the appropriate building permits, the property

must be located in a zoning district that allows more than one unit. The property owner must obtain the appropriate permits from the City or County (for the unincorporated areas) prior to construction. The City prohibits the use of a detached structure, such as a garage, as an additional housing unit.

Reducing overcrowded housing units requires the joint efforts of property owners and the City's Code Enforcement Division of the Planning, Building and Code Enforcement Department, or the County's Building Inspection Office. Rental agreements should restrict the number of tenants that the unit can reasonably accommodate. Where overcrowding is a problem, community members can assist City and County staff to identify homes that do not comply with the City/County Zoning Codes or the State's Housing Code, who will subsequently begin the necessary processes for bringing them into compliance.

While some community members reported that there were areas where overcrowding seemed to be a problem, many also acknowledged that the likely factor driving overcrowding was the larger issue of a lack of affordable housing in the city and region as a whole. Many community members expressed a strong sentiment that increasing the availability of affordable housing should be a high priority of the City and County, and ultimately a better way of addressing the problem of overcrowding. The issue of housing is also discussed in Section H of this chapter.

### 6. *Problem Commercial Uses*

Residents have stated that there are a number of uses in the area that do not enhance the community. Residents are particularly concerned with illegal home occupations, liquor stores, group homes, and store parking lots that are used as used car lots on the weekends. Particular areas that are of concern include: the Popeye's and Earl's Bottle Shop/Liquor Store, the Mervyn's Parking Lot, which serves as a used car lot on weekends, and various businesses along Story Road, as well as many around the intersection of Story and King Roads.

Businesses are required to obtain licenses and permits from the City and County in order to operate. This allows the City and County to make sure that businesses are located in zoning districts intended for commercial or industrial uses and to regulate activities such as late night hours or the sale of alcohol. City and County codes should be enforced at a heightened level to bring into compliance, or curtail illegal businesses that generate negative activity in the community.

Residents would like to discourage uses that tend to disrupt the community, such as liquor stores and bars. This Plan recommends that community members form a committee to work with the City and County establish a program to limit the number of liquor licenses in the East Valley/680 Communities SNI area.

### D. Litter/Clean Up

#### 1. *Dumping and Litter*

The residents of East Valley/680 Communities have expressed a desire to keep their neighborhoods clean and free of unsightly litter and garbage. During community meetings, the following recommendations were made to address the problem of litter and dumping:

- **Additional Trash Receptacles.** This Plan recommends that community members identify locations where trash receptacles are needed and work with the City and County to provide additional trash receptacles in areas with heavy pedestrian traffic, such as in front of businesses in the area.
- **Improved Street Sweeping.** This Plan also recommends that the community works with the City and County to study ways to improve street sweeping in the area, which could be addressed by installing and enforcing "No Parking" during street sweeping hours and/or increasing the frequency when street sweeping occurs.



*Areas with litter on the street*

If enforcement of the “no parking” provisions through ticketing does not appear to be effective, this Plan recommends that residents consider whether installation and enforcement of “Tow Away” signs is necessary to ensure that streets are kept clear of parked cars during scheduled street sweeping.

- **Regular Trash Pick-Up for Large Items.** Unwanted appliances, furniture and other large items that cannot be picked up by regular weekly garbage collection are often dumped on the sidewalk, in the street or on private property. A program that institutes or augments a regularly scheduled pick-up of these items should be considered in neighborhoods that are willing to implement it.
- **Abandoned Grocery Cart Retrieval.** Abandoned grocery carts are a common sight on many streets in East Valley/680 Communities. They are hazardous and a source of blight. To address this issue, the City Council passed the Shopping Cart Or-



*Unwanted furniture dumped on the sidewalk*

dinance on February 6, 2001. Under the ordinance, the City will work with retailers to develop plans to control, retrieve, and retain grocery carts. The City should publicize this program with the business associations in the area.



*Abandoned shopping carts*

## 2. *Public Realm Maintenance*

There are many public areas in the East Valley/680 Communities area, such as parks, freeway on- and off-ramps and the banks of Lower Silver Creek that are often littered with garbage. An area with litter is unattractive and is a source of blight. While primary responsibility to maintain these areas rests with the City, County or State agency that owns and/or operates the area, there are many ways in which the community can get involved to help ensure that these areas actually stay clean and safe.

- **Parks.** The parks in East Valley/680 Communities are City-owned and managed. While the City is responsible for maintenance of these parks, experience has shown that a commitment from the local commu-

nity helps to ensure that park areas are clean and safe. Adopt-A-Park is a citywide volunteer program that recruits and trains residents to assist in the general care and maintenance of neighborhood parks and other open spaces in San José. Volunteers are required to maintain their adopted park for at least one year.

- Particular areas within parks that may be adopted include: sports fields, exercise courses, flower beds, trees and shrubs, playgrounds, courts, trails, and undeveloped parkland.
- **Freeway on- and off-ramps.** The freeway on- and off-ramps, which also function as neighborhood entryways, are within the State Department of Transportation rights-of-way. Thus, the City and community should work with the State (Caltrans) to improve the appearance of these entries.
- **Lower Silver Creek Clean-up.** Experience has shown that a commitment from the local community is needed to keep areas along creeks clean and safe. Local community members can help to maintain the creek, remove trash, and plant vegetation. The Santa Clara Valley Water District (SCVWD) sponsors an Adopt-A-Creek Program that provides opportunities for community volunteers to commit to long-term stewardship of creeks.

Removing dumped items, litter and other debris from the banks and streambed of the Lower Silver Creek improves the appearance of the neighborhood while reducing the threat of flooding by improving the flow of water in the channel. Keeping the creek free of litter also benefits the health of the watershed. Members of the East Valley/680 Communities SNI neighbor-



*Volunteer creekside clean-up effort*

hood have expressed a willingness to participate in such efforts, especially those neighborhoods that the creek runs through. The adopt-a-creek program includes organizing two creek clean-up events each year. These events could coincide with National River Cleanup Day held each May and Coastal Cleanup Day held each September.

### **E. Open Space, Parks and Recreation and Community Services**

Community members strongly expressed the desire to increase park and open space lands as well as recreational opportunities in the East

Valley/680 Communities SNI neighborhood. They also expressed the desire to improve and expand existing recreation and educational programming, with an emphasis on programs for youth and seniors.

### *1. Improvements to Existing Parks*

This Plan recommends that the City provide improved facilities at all existing parks in the area, including renovation of restrooms, more benches, garbage cans and improved lighting. In addition, community members should work with the City to plant additional trees at all existing parks to provide shade.

In particular, residents identified a need for Emma Prusch Park to be cleaned-up and landscaped so that it responds to the street along Story and King Roads. This is a valuable community resource, however, currently, the edges of the park at the Story and King intersection is overgrown, messy and not very inviting. Given the importance of this location as a reflection of the rest of the area, community members should consider establishing a network of volunteers to help keep this area clean.

### *2. Increased Facilities*

The City should explore the potential for additional opportunities for open space, recreational and community facilities. In particular, the following items have been identified by the community: more restrooms in existing parks, a community swimming pool, a skateboard park, more soccer fields, handball courts, volleyball courts, and public tennis courts.

There are not many areas in the East Valley/680 Communities SNI neighborhood that can be used for new open space since much of the area is already developed with other uses. The transmission line alignment that runs through the East Valley/680 Communities SNI Area was identified as the best potential for new open space, park, and recreation facilities. Other areas identified include the Sunset Pedestrian Bridge Area, Jackson Avenue open space area, the County-owned open space located at Capitol Expressway and Pendragon Lane, and along Lower Silver Creek. The opportunities for some of these areas are described below. Emma Prusch Park was also suggested as a potential location for a community swimming pool.

In addition to establishing new open space, residents suggested the possibility of partnering with local schools to provide more opportunities for recreation facilities in the area.

Potential new open space, park and recreational opportunities discussed by the community include:

- **Running Track and Soccer Field at the Dorsa Elementary School.** There have been discussions between some of the residents of East Valley/680 Communities and the Alum Rock School District to have a running track and soccer field at the Dorsa Elementary School site. The City and the Alum Rock School District should investigate the feasibility of developing these uses at the Dorsa Elementary School site.

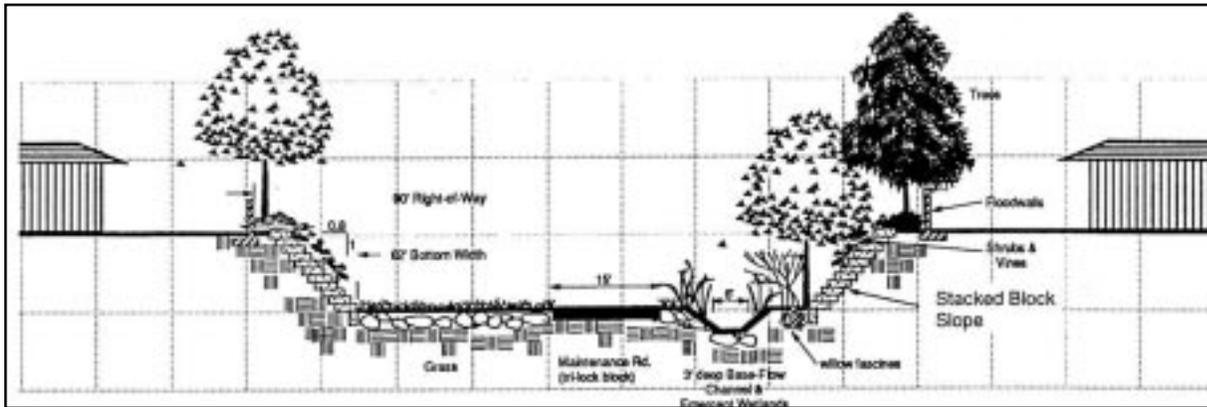


Figure 11. Cross-section of proposed improvement to Lower Silver Creek.

- Lower Silver Creek Trail.** As part of the Santa Clara Valley Water District's (SCVWD) improvements to Lower Silver Creek, which are described in more detail in Section I below, a maintenance road will be built either at or near the bottom of the channel. The City should pursue working with SCVWD to explore the potential of having the maintenance road to serve as a publicly-accessible recreational trail, as shown in Figure 11.
- Expansion and Development of Lo Bue Park with Active Recreation Uses.** Residents expressed that they would like a larger area of the Transmission Line Alignment developed with recreational uses where Lo Bue Park is currently located. The community already identified the following potential uses: a community swimming pool/recreation center, community gardens, a fruit orchard, skateboard park, handball, volleyball, picnic areas, public restrooms, and a

parking lot. Some of these features may not be possible due to safety requirements related to the existing power or gas lines. The City should work with the community to explore the potential of expanding Lo Bue Park.

- Development of the Transmission Line Alignment for Open Space from Capitol Expressway to Ocala Avenue.** Currently, a portion of the Transmission Line Alignment is developed as a small park-the recently constructed Lo Bue Park as well as Capitol Park and Our Park. Community members expressed interest in developing the entire Transmission Line Alignment



Bicycle trail

4: PLAN CONCEPTS



*Plum*



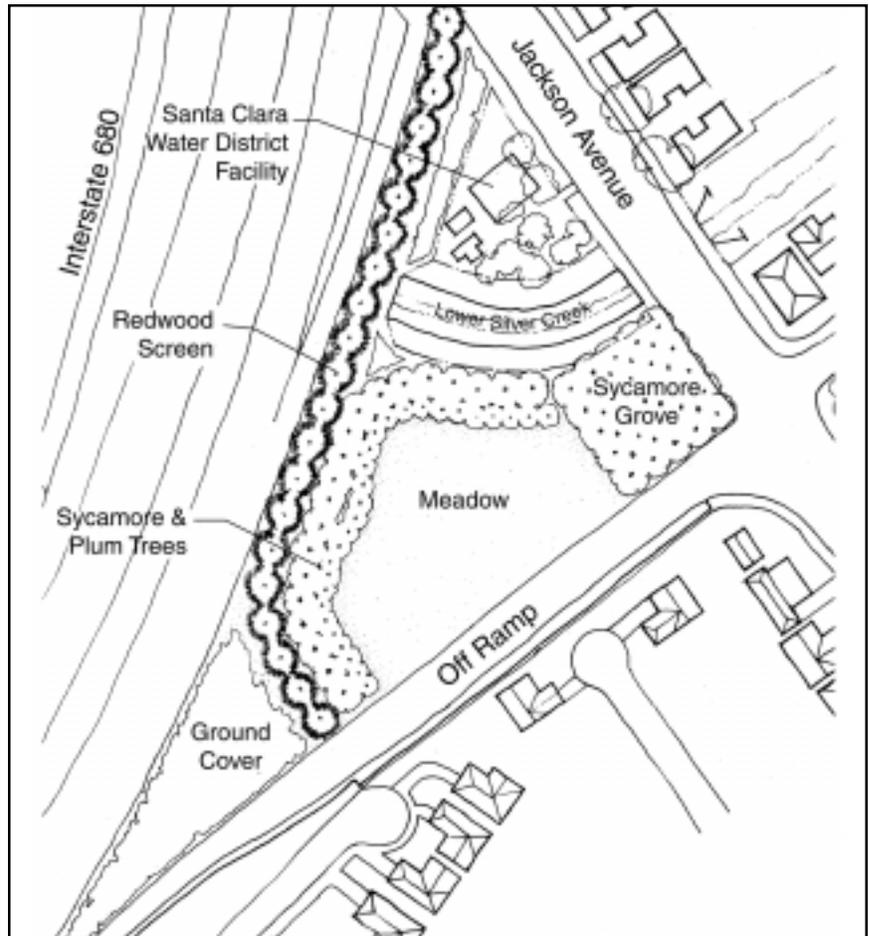
*Sycamore*



*Redwood*



*Ground Cover*



*Figure 12. Schematic design for Jackson Avenue Open Space*

ment as an open space resource with a pedestrian and bicycle trail along the length of the Transmission Alignment lined with street lights, trees and benches. Other suggestions for development included a community swimming pool, a skateboard park, more soccer fields, handball courts, volleyball courts, and public tennis courts. Some of these recreation features may not be possible due to safety requirements related to the existing power and gas lines. The City should work with the community, property owners and PG&E to explore the possibility to develop the transmission line alignment as a community open space resource. Some examples of what could be developed are shown in Appendix D.

- **Landscaping Jackson Avenue Open Space.** This seven-acre triangular piece of vacant land, owned by Caltrans, is bordered by I-680 to the west, and off-ramp to the south and Jackson Avenue to the northeast. Lower Silver Creek runs through the northern tip of this area and continues under Jackson Avenue. Across Lower Silver Creek are several buildings belonging to the Santa Clara Valley Water District. This area serves as a “gateway” to the East Valley/680 Communities area for vehicles traveling south on Jackson Avenue. It currently has an unkempt appearance, often littered with garbage and sparsely landscaped. This program would consist of landscaping the area in such a way to beautify it and make it an open

space amenity for the whole community. Residents suggested that they would volunteer to “Adopt-a-Park” to maintain this area. Figure 12 on the following page shows a potential design concept for the area. It proposes that a gravel plaza, double-lined with Sycamores or Canary Island Date Palms, holds the corner of Jackson Avenue and the 680 Off-Ramp. The plaza and tall trees could function as a casual meeting place with bocce courts and benches or simply as a visual marker of the district. Beyond the plaza a tree-lined field opens up the possibility of unstructured soccer fields for the neighborhood. Street trees and improved pedestrian circulation could be added along Jackson Avenue to provide a safer and more pleasant pedestrian experience in the area. Large Redwood trees form a backdrop that screens the freeway from the neighborhood below and from the freeway they filter views of district. Additional trees are also shown along the northwestern edge of this area to better screen the heavy flow of traffic traveling along I-680.

In addition, community members expressed a desire to have “gateway” signs placed in this area welcoming people into the East Valley/680 Communities.

- **Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area.** Residents have reported that the area around Sunset Pedestrian Bridge is unsafe and is of-

ten littered with garbage. In addition to landscaping the area to improve its appearance, this action would have the City explore developing the area with some recreational use for small children, such as a tot lot. Design of the area would be sensitive to not creating “hiding places”, but create a safe, attractive play area that would be an amenity for the neighborhood. Residents suggested that they would volunteer to “Adopt-a-Park” to maintain this area. The two figures below show examples of the design concepts of the area. Whatever the future of this area, residents expressed that their primary concern is to limit access into the existing hidden areas located behind the ramps where loitering and other illicit activities currently occur.

Figure 13 shows a design concept where extensive landscaping would be planted around the base of the pedestrian bridge. Additional pedestrian-scale street lighting would be installed in the area. Benches would be placed around the circular space formed by the pedestrian bridge’s access ramp, as well as in the space adjacent to it to the west, making the area an attractive open space to sit and relax. Figure 14 shows a design concept with a sandpit and play structure in the circular space formed by the pedestrian bridge’s access ramp. Benches would be placed in the area where people could sit while watching their kids play. Pedestrian-scale street lighting would be installed in the area. Additional landscaping and trees would be planted to beautify the space. The new uses would activate the otherwise “dead” space, bringing more people to the area, thus

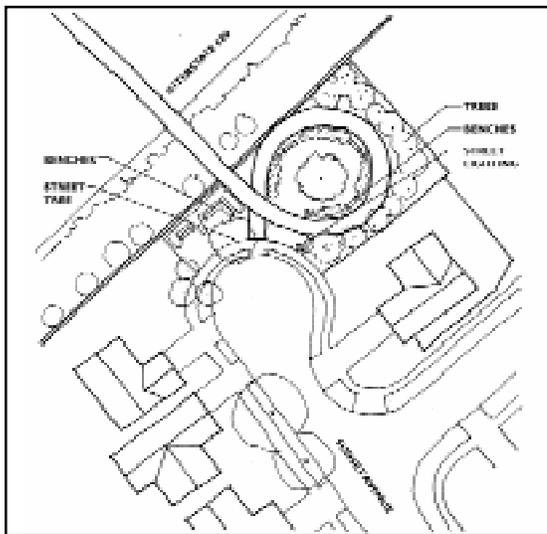


Figure 13. Sunset Pedestrian Bridge Area Landscaping Design Concept

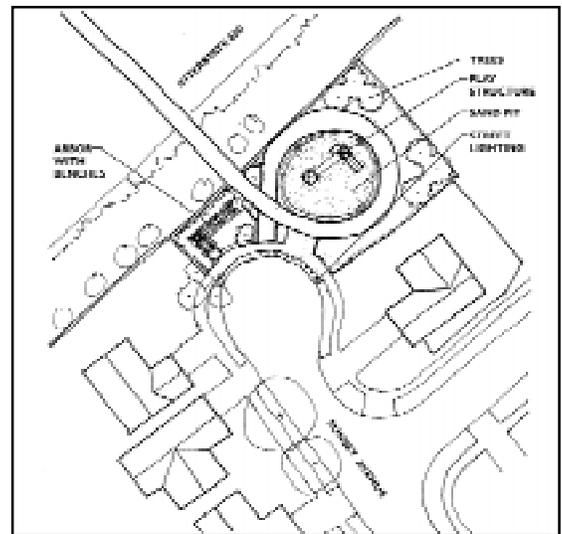


Figure 14. Sunset Pedestrian Bridge Area Tot Lot Design Concept



*Hank Lopez Teen and Senior Center*

putting more “eyes on the street”. Given the numerous potential projects for this category, the community should identify priorities and work with the City to identify funding to implement them.

### 3. *Community Facilities*

At community meetings, residents have reported that additional community centers are needed in the East Valley/680 Communities area. Currently, there is one community center in East Valley/680 Communities, the Hank Lopez Teen and Senior Center, located on Ocala Avenue. Many people raised concerns about the loss of the community center and library uses due to safety regulations relating to the Reid-Hillview Airport. Should either or both of these uses be relocated, this Plan recommends that the City strongly consider options to preserve some community use at this site. This Plan recommends that the community further clarify their needs and work with the City to explore other possibilities to develop additional community facilities.



*Hillview Library*

### 4. *Installation of Public Restrooms*

The City should study and implement a program to install portable, public restrooms, such as the “self-cleaning” models that exist in the Downtown at certain locations in the East Valley/680 Communities SNI area. Community members can assist by identifying areas most in need of these facilities.

### 5. *Programs*

Residents would like to improve and expand existing community services, with an emphasis on programs for youth and seniors.

- **Creation/Reinforcement of Neighborhood Associations.** There already exist many strong neighborhood associations in the East Valley/680 Communities area. During the course of the Strong Neighborhoods Initiative planning process, a new neighborhood association for the Sierra neighborhood was established. Efforts to organize an association for the National Hispanic University neighborhood and the



*Child receiving tutoring*

- Ryan neighborhood are underway. The Plan recommends that the community continue to work with PRNS to create or strengthen neighborhood associations, as well as foster communication among neighborhood associations in the East Valley/680 Communities area.
- **Increased Youth Sports and Education Programs.** The City should investigate potential for increased opportunities for youth sports and education programs to be offered.
  - **Increased Adult Activities.** This Plan recommends that the City provide additional services or increased resources to attract community-based organizations to provide increased opportunities for programs for adults and seniors, such as ESL, aerobics and parenting classes.
  - **Homework Centers.** Residents would like to improve existing and establish additional Homework Centers in East Valley/680 Communities. There are currently eight

Homework Centers in the East Valley/680 Communities SNI Area. Currently, ongoing management of the Homework Centers Program is the responsibility of the Youth Services Division of the Department of Parks, Recreation and Neighborhood Services.

The City of San Jose's Homework Centers Program is currently in its seventh year of funding. This program was initially funded by the City Council in response to concerns about the safety and the education needs of the youth of San Jose. It began operation in FY 1993-94 with a budget of \$250,000, serving 27 sites. The program has grown to currently include 193 sites in FY 2000-2001, with a budget of \$2.63 million invested. Through this program, grants are awarded to public and non-profit agencies to implement before and after school programs that serve the youth of San Jose by providing homework assistance, access to computers and related technology, tutoring and/or targeted skills training in a safe environment.

Specifically, the City of San Jose provides funding for Homework Centers through a grant contract covering single or multiple sites. These contracts, which provide one fiscal year of funding, are developed with the following types of agencies:

- Public School Districts within the City of San Jose

- Public School Districts with sites serving a student population of at least 50% San Jose residents
- Community Based Organizations serving San Jose's youth.
- Other Public Agencies such as libraries, teen centers, etc.

Agencies awarded a grant under this two-year cycle will receive the annual grant award for the first year, with second year funding contingent upon availability of funds and satisfactory contract performance in year one of the cycle.

This Plan recommends that the community proactively work with the City to explore ways to add and improve homework centers in the East Valley/680 Communities SNI Area.

This is the first year that PRNS staff will begin a monitoring and evaluation program for the Homework Centers Program. Community members should contribute to the monitoring process by communicating any concerns about existing homework centers to the Homework Center Program office.

The Mayor and the City Council have made a commitment to expand the program to include centers at every public school in the City by 2002. Individual schools must request and agree to run the program. Thus, this Plan recommends that residents who live in neighborhoods that are not served by a homework center actively encour-

age their local school principal to initiate procedures to establish one.

- **Lower Silver Creek Education Programs.** This program would have the City investigate developing educational, recreational and aesthetic amenities along Lower Silver Creek. SCVWD works with some local schools to provide educational activities where children can learn about the environment. In particular, the Dobern and Capitol/Goss residents expressed an interest in this for students at Goss Elementary School.
- **Mural Painting Program.** Some residents expressed that a mural painting program would be a positive program for youth that would build community and beautify areas in the neighborhood that need it (e.g. areas where there is graffiti).
- **Additional Day-Care Centers.** The community identified the need for more childcare services for infants, toddlers and preschool age children in the area. To address this need, this Plan recommends that the Parks, Recreation and Neighborhood Services Department take the lead in working with residents and schools to identify appropriate programs and providers for the East Valley/680 Communities SNI Area. Because child-care is needed for all income levels, child care providers should be sought that have the ability to provide subsidies/fees on a sliding scale, and do not limit eligibility by income.

- **Job Training Programs.** There are plans to open a Workforce Investment center at the Mi Pueblo center on the northeast corner of Story and King. Currently under construction, this center will provide training and resources to community residents seeking employment. In conjunction with the opening of the new center, the City should explore ways in which to increase outreach efforts to inform the community of existing City and community-based organization job training programs.
  - **Outreach to Employers and Day Workers.** Residents have reported a problem relating to large numbers of day workers gathering around certain areas in the vicinity of Capitol Avenue and the intersection of Story and King Roads. Increased outreach to these workers, as well as their employers, to educate them about the existing day worker center or relocation of the existing center to this area would be some ways to address this issue.
  - **Gang Prevention Program.** Residents reported that gang activity is a problem in certain areas. The City should explore ways to provide increased recreation, educational and gang intervention programs, such as the Right Connection, Project Pride, Clean Slate and Turn It Around. This Plan also recommends that PRNS should explore ways in which to increase outreach efforts to inform youth of the availability of these programs.
  - **Outreach and Augmentation of Domestic Violence Support Programs.** Residents reported that domestic violence is an issue in this area. This Plan recommends that the City provide additional services or increased resources to attract community-based organizations to provide increased outreach and support for domestic violence cases.
  - **Small Business Assistance.** At community meetings, some residents expressed that small businesses in the area should be protected and suggested that the City should intervene to keep rents affordable to small businesses in the area. While a rent control program does not appear to be feasible, business strengthening and marketing approaches are recommended.
- This Plan recommends increased outreach to businesses in the area to inform them of the business assistance services and financing and loan programs available through the City's Office of Economic Development.

## F. Crime, Nuisance and Noise Issues

### 1. Soundwalls

Many residents of the East Valley/680 Communities live near a freeway or heavily traveled arterial. Noise from these roadways can be a problem.

Soundwalls, by reducing the effects of noise generated by traffic, help to address this issue. Sound-

walls can be designed and constructed in a way that they not only serve to deflect noise from traffic, but are also visually well-integrated within a neighborhood.

There are a number of areas in East Valley/680 Communities where residents reported soundwalls or repairs to existing soundwalls are needed, on Capitol Expressway and Capitol Avenue, Summer Street, McCreery Avenue, and the I-680 off-ramp between Diana Lane and Diadem Drive. Soundwalls along highways and expressways must be coordinated with Caltrans and the County, respectively.

The City has a soundwall policy that was adopted by the City Council in 1983. This policy sets criteria for evaluating whether the installation of a soundwall barrier is warranted by the City due to noise sources which exceed the City's General Plan Noise Policy level, and which are within the City's jurisdiction. The policy explicitly states that no formal allocation will be budgeted for sound barrier installation. Thus, any soundwall approved for installation would have to compete for funding in the context of all other needs that exist in the City.

The Santa Clara Valley Transportation Authority (VTA) is responsible for programming freeway sound mitigation projects, such as soundwalls, in Santa Clara County. Adopted in December 2000, the VTP 2020 Expenditure Plan identifies up to \$30 million for a Sound Mitigation Program for the period from 2006 to 2036. These funds can be used for new sound mitigation

projects that meet state and/or federal eligibility requirements on existing freeways and expressways. Repair and maintenance are not eligible for this funding. VTA is in the process of finalizing policies and procedures for its Sound Mitigation Program.

This Plan recommends that the City work with the appropriate agency, to install and repair soundwalls in the areas identified by the community.

## 2. *Increased Police Presence*

In general, the residents of East Valley/680 Communities expressed a desire for a stronger police presence throughout the area to address the following issues:

- **Drug Law Enforcement.** Residents have stated that there are certain areas where drug dealing occurs, such as in Capitol Park, along Story Road and around the Nancy Lane Apartments. They would like increased police enforcement of drug laws throughout the area.
- **Sale of Liquor to Underage Minors.** Residents would like City staff to enforce regulations regarding the sale of liquor to underage minors.
- **Sale of Fake Documents.** Some residents would like City staff to crackdown on individuals engaged in illegal activities such as selling fake documents. While the Police can make arrests for this crime, it is not an often an issue that is effectively prosecuted

by the federal justice system.

- **Loitering.** Residents would like increased police presence to decrease loitering in areas such as the Mi Pueblo parking lot, the Tropicana Shopping Center, areas around the Sunset Avenue pedestrian bridge, and around cul-de-sacs in the study area.
- **Loud Music Compliance.** Residents would like City staff to help enforce regulations that pertain to acceptable noise levels in neighborhoods. There are a number of areas in the East Valley/680 Communities SNI area where residents have complained that music is being played too loud and creating a disturbance to other neighbors.

This Plan recommends that the City’s Police Department and the County’s Sheriff Department should coordinate with the community to build upon existing programs and resources to enhance the security of the area. Opportunities to establish strong community policing are of interest to residents in the area. Community members should coordinate with the City’s Police Department and the County’s Sheriff Department to find ways to enhance the security of the area.

## G. Schools

At community meetings, residents reported that improvements at all of the schools in the area were needed. These improvements include re-

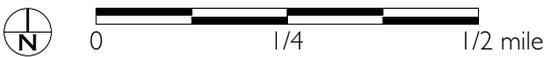
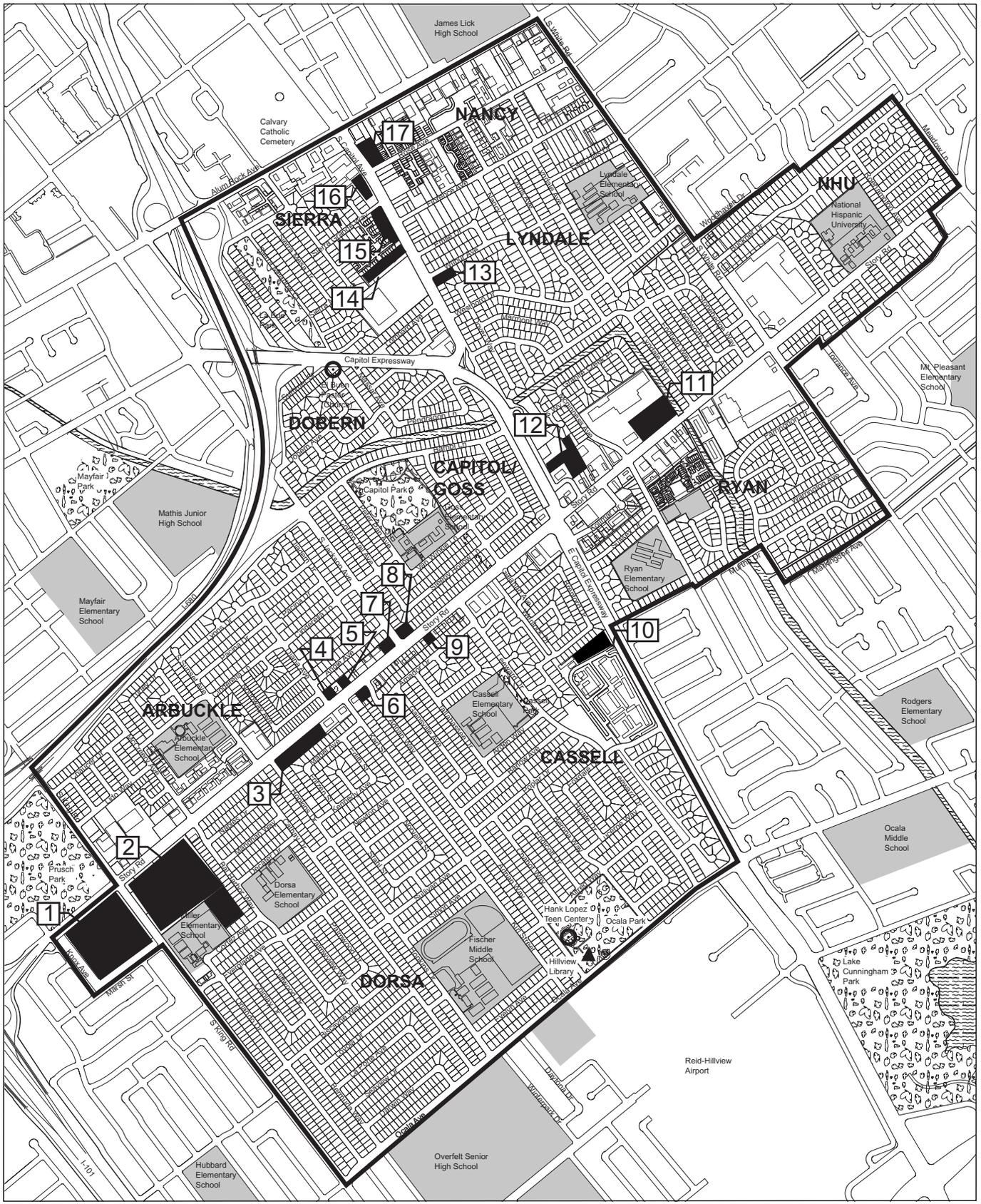
pairing or improving fences, landscaping, lighting, and the facilities in general. Residents have already identified specific needs for improvements at the following schools: Lyndale Elementary, Cassell Elementary, Fischer Middle, Miller Elementary, Dorsa Elementary and Arbuckle Elementary. These are shown in Figures 17 through 26 at the end of this chapter. However, community members will need to be proactive in working with the School Districts to ensure their specified improvements are made.

## H. Land Use

### 1. Housing

The availability of high-quality, affordable housing for all residents of the area, in particular for seniors and families, is an important issue to the community. The development of new housing should be encouraged on available sites. The quality of existing housing should be maintained and enhanced through general upkeep and implementation of recommended improvements.

Increasing the availability of housing in East Valley/680 Communities, especially affordable housing, is an important issue to the community. The City does not directly build housing, therefore, its primary responsibility is to create a climate that fosters the development of housing, including affordable housing, in the community.



- Study Area Boundary
- Schools
- Parks
- Community Centers / Churches
- Libraries

**FIGURE 15**

**OPPORTUNITY SITES**

The development of housing should be promoted on the vacant and underutilized parcels in the East Valley/680 Communities SNI neighborhood that are appropriate for residential use. Residents also expressed interest in incorporating affordable housing with other uses, such as neighborhood-serving retail and community centers.

New housing developments should avoid adverse impacts to the existing community by meeting all applicable City standards for private open space and on-site parking. While creating a program where East Valley/680 Communities residents receive priority over others is not possible, affordable housing projects should be advertised aggressively in the area to promote these opportunities among existing residents. This could be achieved by requiring developers to notify the neighborhood associations when new housing projects are approved.

### *2. Neighborhood-Serving Retail and Mixed-Use Projects*

Residents expressed a need for additional neighborhood-serving retail and entertainment uses in the area. Examples of desired uses include: a movie theater, a bowling alley, a rollerskating/iceskating rink, family-oriented restaurants, a bank, coffee shops, and a pharmacy, among other uses. There are a number of vacant or underutilized sites along major arterials, such as Story Road, White Road, Jackson Avenue and King Road that have the potential to be developed with these uses. Residents expressed an interest in senior housing over a senior service facilities

as one mixed use. They also suggested residential over commercial/retail spaces as a possibility of accommodating more affordable housing.

When possible, the City (Redevelopment Agency, Planning Department and Office of Economic Development) should develop incentives for attracting these uses. Residents have identified vacant and/or underutilized sites for additional neighborhood-serving retail and mixed-use projects, as shown in Figure 15. In order to ensure that new housing is built, the community should continue to show strong support for proposed affordable housing projects that are designed in ways that integrate well into the existing community.

The site of the Tropicana Center at Story and King is currently the focus of efforts by the City's Redevelopment Agency. The community expressed a strong desire that the existing small businesses on the site be protected and that the site should not be developed with any chain stores. The redevelopment of this site will be handled through a separate process with the City of San Jose Redevelopment Agency, the City Council, property owners, and the Story Road Business Association. The Redevelopment Agency should redevelop the site in ways that meet the needs of the property owners, existing businesses and the community.

### *3. Reid-Hillview Airport*

The issue of the Reid-Hillview Airport was raised at a number of community meetings. Residents are concerned about noise and air pollution re-

lating to airplane fuel. As a related issue, some residents felt that given its location in an established residential area there were better uses for the land currently occupied by the airport, such as childcare, educational centers, and parks. Residents would like the operations of Reid-Hillview to either be diminished or closed.

It seems unlikely that Reid-Hillview will close any time in the near future. However, there are two planning processes related to the airport that are currently being conducted in which concerned residents can participate to help ensure that the airport be a “good neighbor”: a noise study for Reid-Hillview and an Airport Master Plan for all three of the County’s airports. It was suggested that concerned residents could get involved in the Noise Study and advocate for mitigations to noise created by Reid-Hillview. This could possibly include soundproofing homes, changing flight paths and imposing flight curfews. Regarding the Airport Master Plan, residents could advocate for any new hangars planned (which would attract more air traffic) to be located in the South County airport, which is not in a residential area.

### **I. Flooding and Storm Drainage**

At community meetings, some residents identified concerns related to flooding and storm drainage. Potential flooding problems in the area would either be the result of a lack of capacity of Lower Silver Creek during heavy rain, or some

inadequacy of the City’s storm drainage pipe system.

The capacity of the storm drain system for the East Valley/680 Communities area was assessed in order to identify potential weaknesses. The review included a check of the City of San Jose design standards, a detailed review of pipe size and system connectivity and an overview of system capacity. No significant capacity problems were found. This conclusion assumes that the piped system and the storm drain inlets are properly maintained and kept clear of debris.

Lower Silver Creek is a major storm drainage facility operated and maintained by Santa Clara Valley Water District (SCVWD). It connects Lake Cunningham and the areas upstream of Lake Cunningham to Coyote Creek and ultimately to San Francisco Bay. Lower Silver Creek currently does not have the capacity to carry the flow from a storm of the size projected to occur once in a 100-year period. Therefore, SCVWD is in the process of upgrading the creek to have greater capacity.

Through the Coyote Watershed Management Program, SCVWD is planning to construct improvements that will increase the capacity of Silver Creek to carry the 100-year storm event. The project will increase capacity by widening the creek channel, while also beautify the creek with additional trees and landscaping. Grass and other landscaping will be planted over concrete blocks wherever possible, in an effort to create a “green” and aesthetically pleasing channel. These

improvements will be carried out over the next four to five years in the “reaches” of the creek shown in the map on the facing page. The areas that fall within the boundaries of the East Valley/680 Communities SNI area include all of “Reach 4” and most of “Reach 5”, as shown in Figure 16 on the following page.

After construction of the entire project from Coyote Creek to Lake Cunningham is completed, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA, asking FEMA to reevaluate the potential flooding hazard of the area. As a result of the flood protec-

tion improvements to Silver Creek, the creek is expected to be able to carry the flow from a 100-year storm event without overflowing onto adjacent properties. Thus, when the LOMR is approved by FEMA, flood insurance requirements should be removed from all of the properties near the creek.

Because there was no apparent problem with the capacity of the storm drainage system, it is expected that the problems reported by residents will be alleviated by a combination of the SCVWD’s improvements to Lower Silver and adequate creekside and storm drain maintenance.

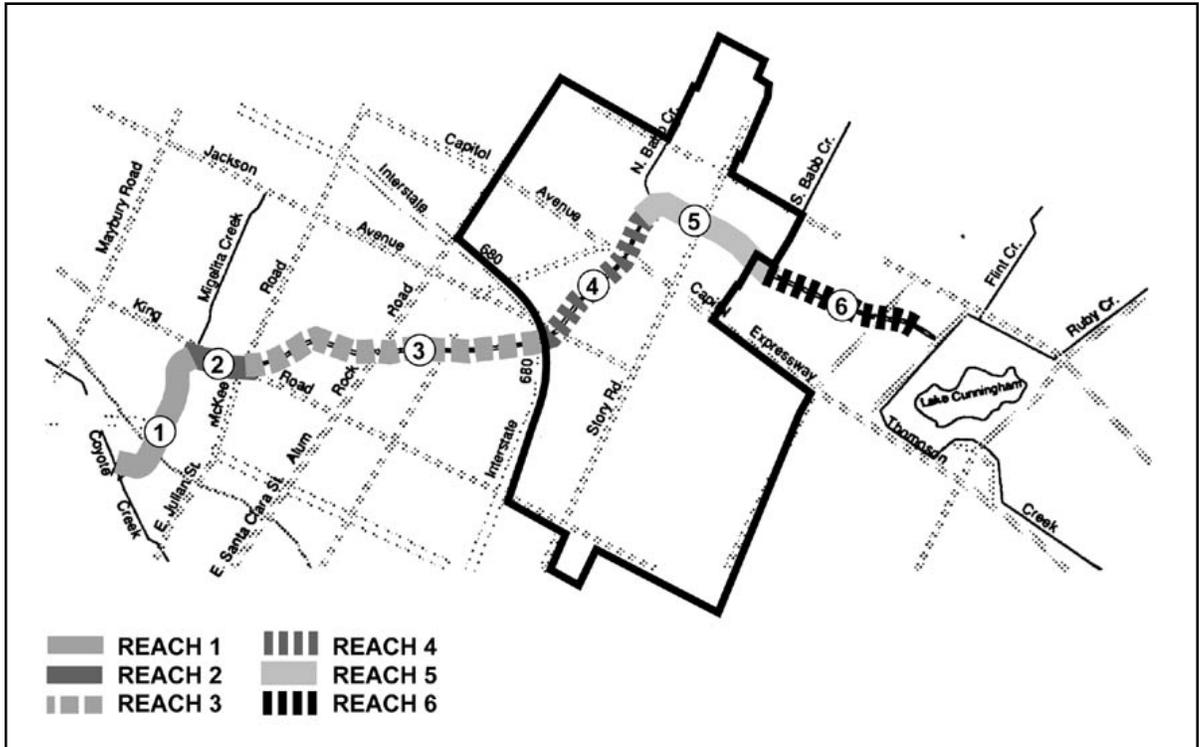


Figure 16. Location of Santa Clara Valley Water District’s Lower Silver Creek Improvement Project

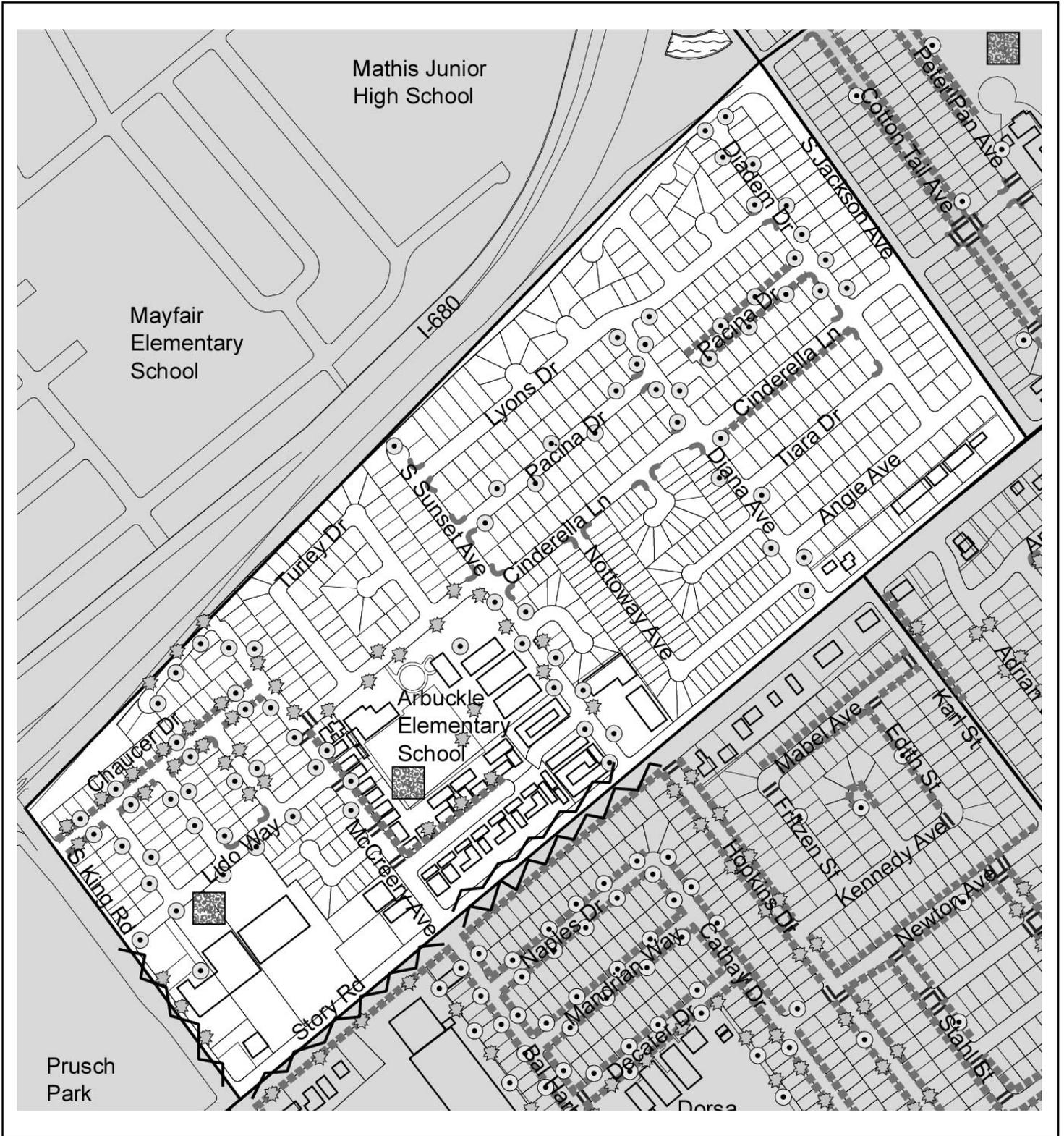


FIGURE 17

- ⊙ Improved Lighting
- ☼ Tree Planting / Replacement
- ▬▬▬ Sidewalk Repair
- ≡ Crosswalks Needed
- ⤿ Curb Cuts Needed
- ▬ Street Paving Needed
- ▣ Park / School Improvements
- ⌄ Facade Improvements

**ARBUCKLE NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**

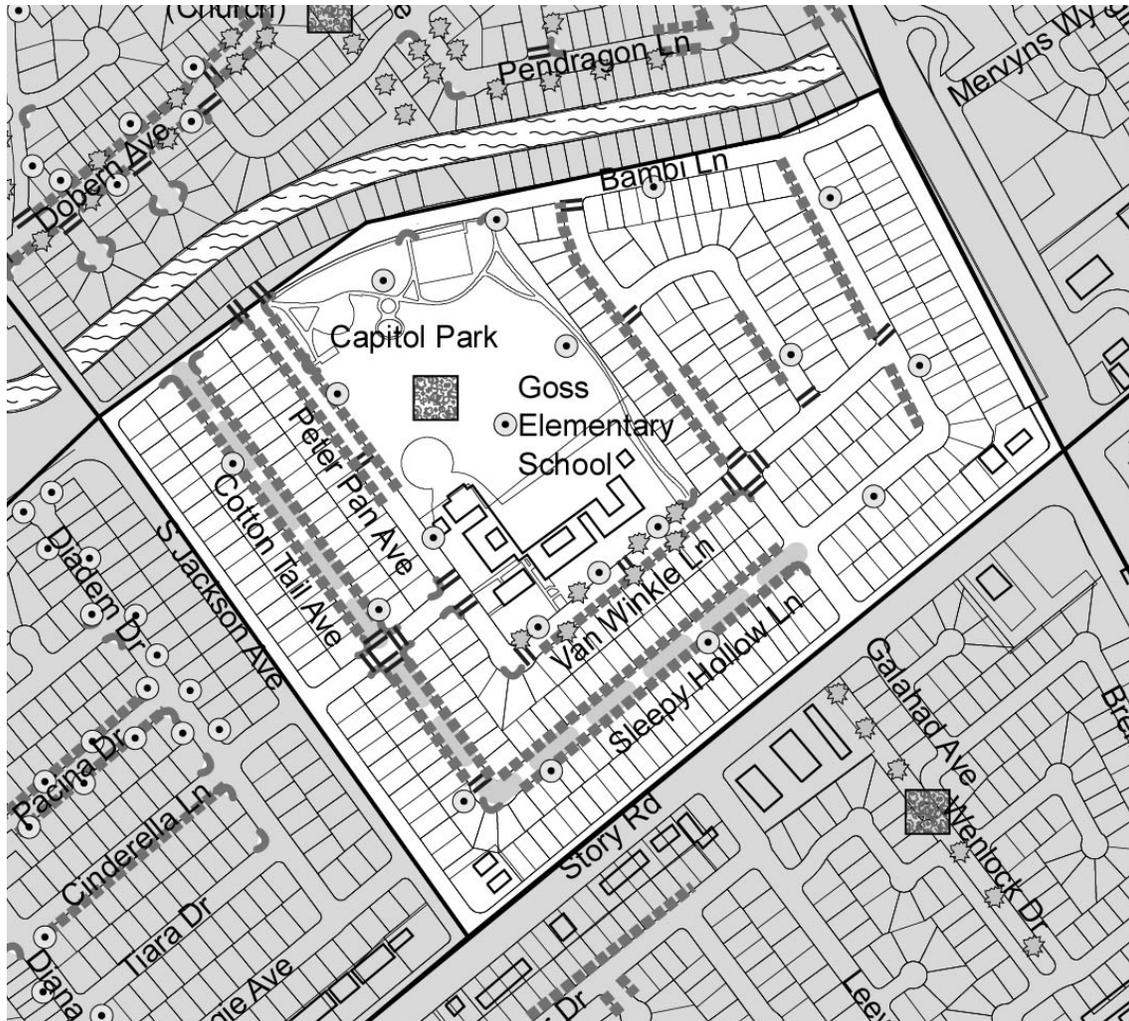


FIGURE 18

**CAPITOL / GOSS NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**



- Improved Lighting**
- N
**Tree Planting / Replacement**
- Sidewalk Repair**
- Crosswalks Needed**
- N
**Curb Cuts Needed**
- Street Paving Needed**
- Park / School Improvements**
- Facade Improvements**

FIGURE 19

**CASSELL NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**



-  Improved Lighting
-  Tree Planting / Replacement
-  Sidewalk Repair
-  Crosswalks Needed
-  Curb Cuts Needed
-  Street Paving Needed
-  Park / School Improvements
-  Facade Improvements

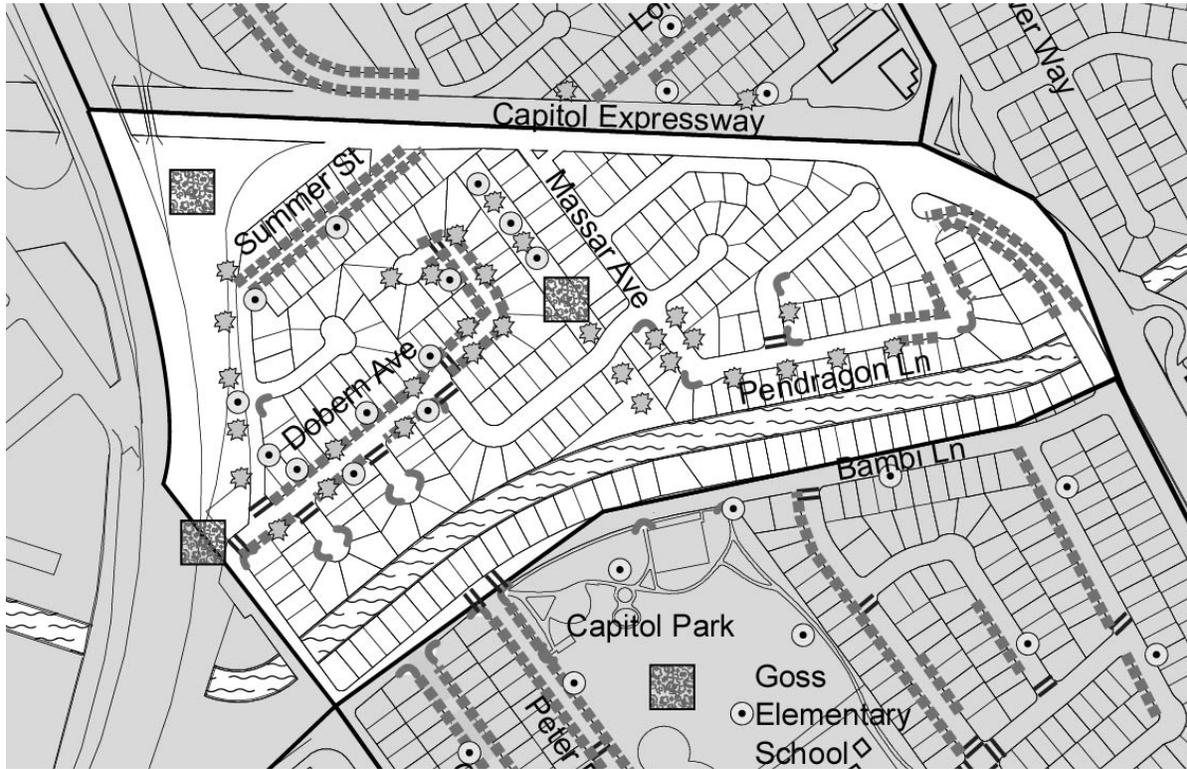


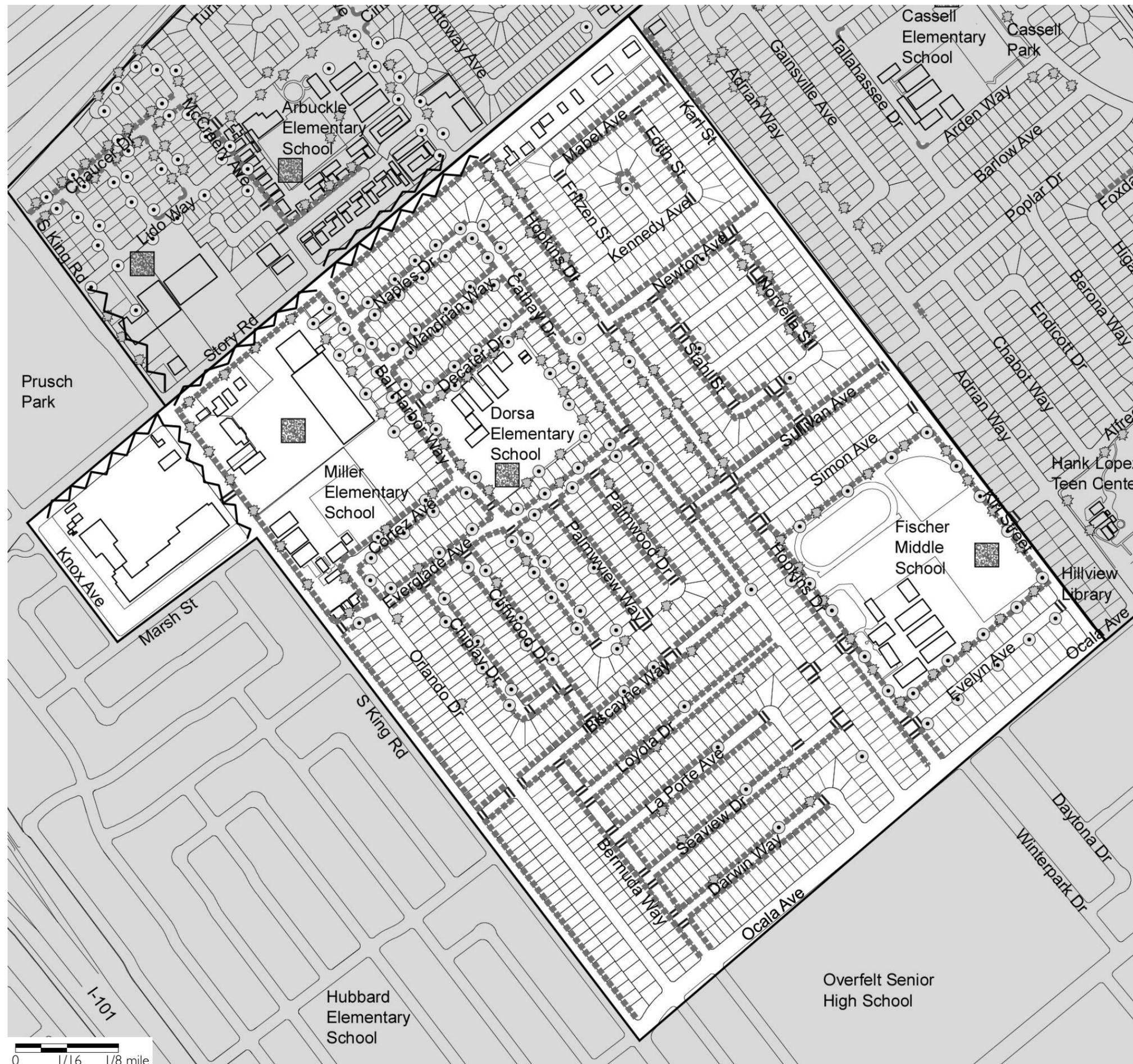
FIGURE 20

- |     |                             |   |                            |
|-----|-----------------------------|---|----------------------------|
| ⊙   | Improved Lighting           | ⤿ | Curb Cuts Needed           |
| ☼   | Tree Planting / Replacement | — | Street Paving Needed       |
| ▬▬▬ | Sidewalk Repair             | ■ | Park / School Improvements |
| ≡   | Crosswalks Needed           | ∧ | Facade Improvements        |

**DOBERN NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**

FIGURE 21

**DORSA NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**



-  Improved Lighting
-  Tree Planting / Replacement
-  Sidewalk Repair
-  Crosswalks Needed
-  Curb Cuts Needed
-  Street Paving Needed
-  Park / School Improvements
-  Facade Improvements

FIGURE 22

**LYNDALE NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**



-  Improved Lighting
-  Tree Planting / Replacement
-  Sidewalk Repair
-  Crosswalks Needed
-  Curb Cuts Needed
-  Street Paving Needed
-  Park / School Improvements
-  Facade Improvements

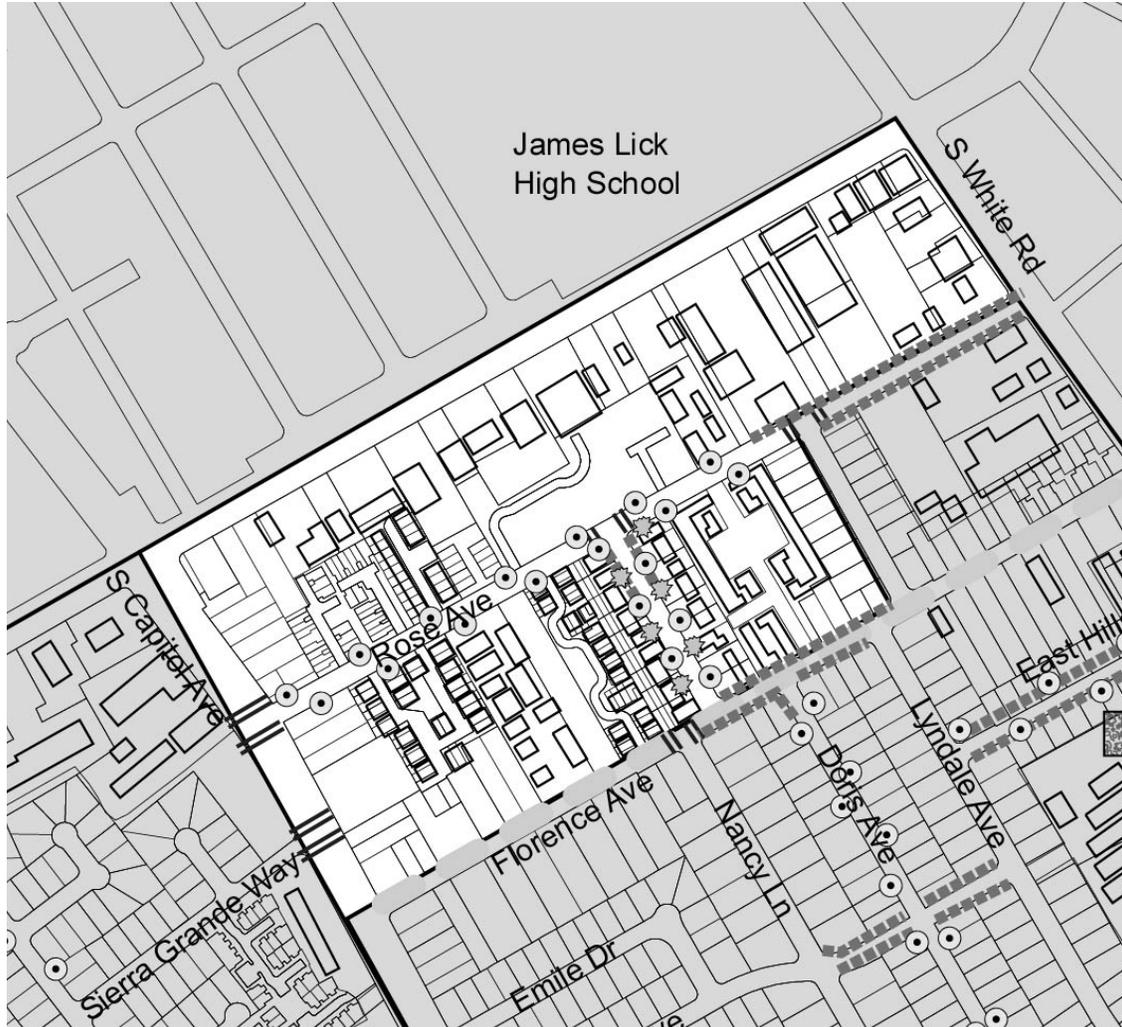


FIGURE 23

- Improved Lighting
- ✪ Tree Planting / Replacement
- Sidewalk Repair
- = Crosswalks Needed
- ⤿ Curb Cuts Needed
- Street Paving Needed
- Park / School Improvements
- ⌄ Facade Improvements

**NANCY NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**

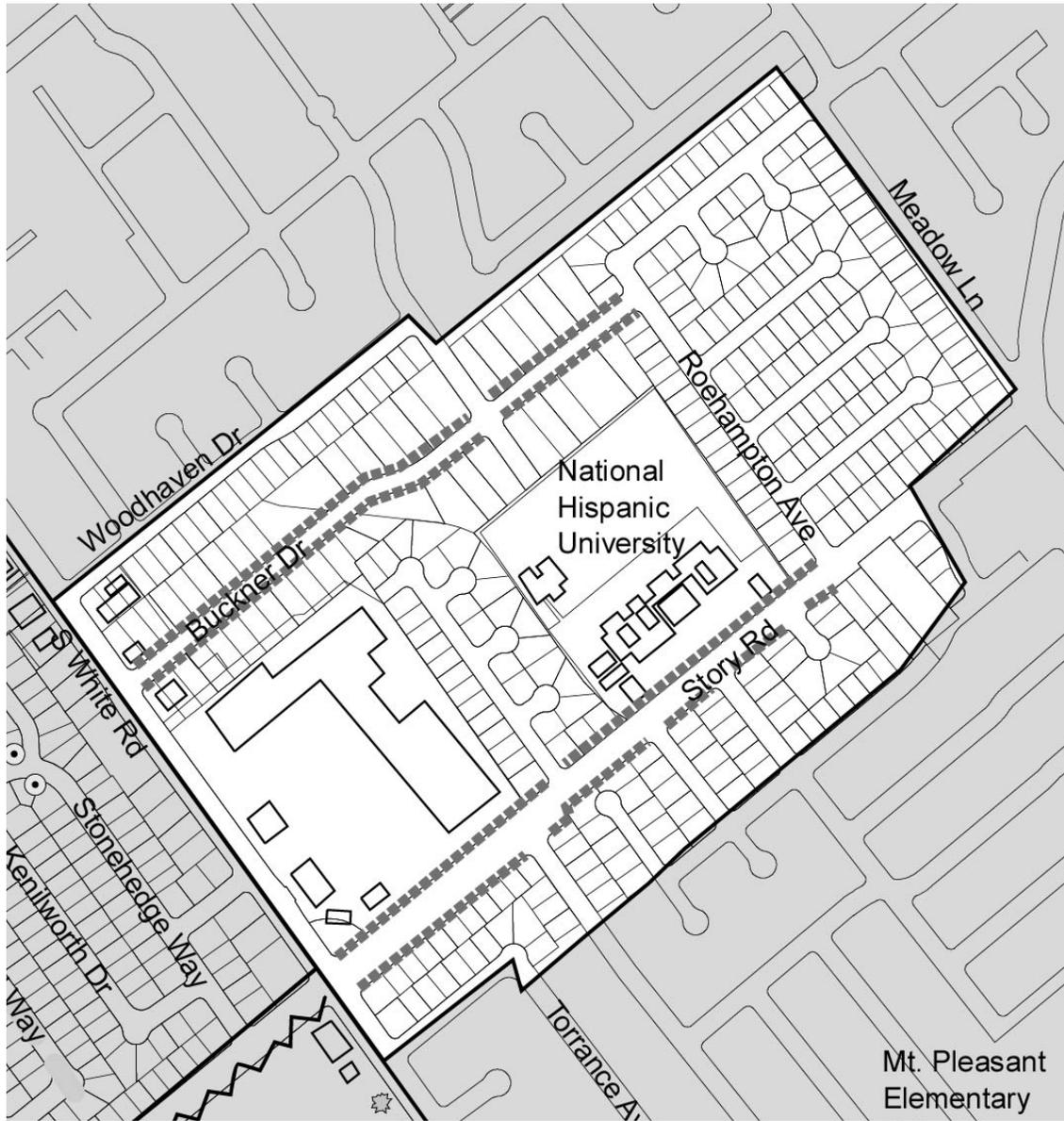


FIGURE 24

**NHU NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**

**STRONG NEIGHBORHOODS INITIATIVE**  
EAST VALLEY/680 COMMUNITIES



- ⊙ Improved Lighting
- ☼ Tree Planting / Replacement
- ▬▬▬ Sidewalk Repair
- ▬▬▬ Crosswalks Needed
- ⤿ Curb Cuts Needed
- ▬▬▬ Street Paving Needed
- ▤▤▤ Park / School Improvements
- ⋈ Facade Improvements



FIGURE 25

- Improved Lighting
- \*
 Tree Planting / Replacement
- Sidewalk Repair
- Crosswalks Needed
- C
 Curb Cuts Needed
- Street Paving Needed
- P
 Park / School Improvements
- M
 Facade Improvements

**RYAN NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**



FIGURE 26

- Improved Lighting
- Tree Planting / Replacement
- Sidewalk Repair
- Crosswalks Needed
- Curb Cuts Needed
- Street Paving Needed
- Park / School Improvements
- Facade Improvements

**SIERRA NEIGHBORHOOD  
RECOMMENDED IMPROVEMENTS**

## 5 IMPROVEMENT PLAN

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This chapter contains a summation of recommended actions to improve the livability of the East Valley/680 Communities area. The actions address the issues raised by the residents of East Valley/680 Communities, documented in Chapter 4, and achieve the goals and objectives set forth in Chapter 3. The actions listed in this Chapter will guide the community as they work with the City and County to address community concerns through: 1) strengthening existing community-based programs; (2) making physical improvements in the area; (3) improving or expanding City services; and (4) building partnerships between public agencies, the community, and other stakeholders to create positive changes. These focused efforts will be funded by a variety of sources. Some examples are: 1) City budget funds; (2) grants from outside sources; and (3) local fundraising efforts.

In addition, the list of actions will also be used by the Redevelopment Agency to guide redevelopment efforts that the community supports, if and when the East Valley/680 Communities area is designated as a Redevelopment Area. Redevelopment funds can be spent in any area where a redevelopment project area exists, including unincorporated areas. However, any redevelopment spending proposed for unincorporated areas is subject to approval by the County Board of Supervisors. Regardless of the type of action or the source of funds, the success of the Plan depends upon a strong commitment from the community members to work with

the City of San Jose to implement the improvement items for the short- and long-term.

Some improvements discussed by the residents of East Valley/680 Communities have been addressed in the East Dobern/Capitol-Goss Neighborhood Revitalization Plan, and thus are not included as part of the recommendations in this Plan. These improvements include a pedestrian bridge across Lower Silver Creek, the purchase of property along the transmission line alignment between Dobern Avenue and Capitol Expressway, a traffic signal at Dobern and Jackson Avenue, street tree trimming in East Dobern and Capitol Goss, and paint for Goss Elementary School.

The East Dobern/Capitol-Goss Neighborhood Revitalization Plan was completed as the last of the City's Neighborhood Revitalization Plans under its Neighborhood Revitalization Strategy (NRS). The NRS has since been folded into the City's new Strong Neighborhoods Initiative (SNI). The full plan is included as Appendix H of this document.

East Valley/680 Communities is one of over twenty neighborhoods that have been selected to be a part of the Strong Neighborhoods Initiative process. The San Jose City Council will study the recommendations made in all of the Strong Neighborhoods Improvement Plans, and make budgetary decisions based on each community's needs and suggestions. Funding for items in the Neighborhood Improvement

Plan will come from many different sources. Both the City and Redevelopment Agency have committed funds to Strong Neighborhoods Initiative. Other resources from public agencies and private sector investments will also be sought out and attracted to help complete projects.

To facilitate the decision-making process of allocating funding and the timing of desired improvements, each Strong Neighborhoods Initiative planning area conducts a prioritization process where community members identify ten of the highest priorities among all of their desired improvements or programs. At a community-wide meeting in the East Valley/680 SNI area on June 21, 2001, residents prioritized improvements that were identified during the planning process. (See Appendix A for the complete list and descriptions of each item and Appendix B for the results of the prioritization exercise). The ten highest priority improvements identified by the community are discussed in detail below. Cost and funding information is provided where applicable. The remaining improvement ideas are organized topically, in accordance with the order in which the community considered them as part of the prioritization exercise, and described below. All of the improvement ideas are presented in summary format in the Action Matrix at the end of this Chapter.

The following action items identify the City, County or other partner agencies that will have some role in implementing the action items. Particular focus and attention will be given to

the High Priority items. However, in order for this plan to stay alive and not become a dusty document on a shelf, the community will need to remain involved as active partners working with the City and other entities to foster action on each of the priorities and other action items.

The implementation of this Plan will require time. Although some of the actions proposed in this Plan can take place fairly quickly (Immediate: within 18 months; Short-term: 0-3 years), some actions will take a few years to occur (Medium-term: 4 to 6 years), and few actions may ultimately take seven years or longer (Long-term). Other actions will require on-going attention by community members, the City, and the County and thus will occur indefinitely. Since this Plan may take some years to fully implement, PRNS staff will provide progress reports to the City Council and Redevelopment Agency on a regular basis. In this way, the City Council and Redevelopment Agency can evaluate how well general City and Strong Neighborhoods Initiative resources are being used to achieve the goals of this Plan and determine if the allocation of resources should change to ensure that action items are achieved.

## SECTION A

### A. High Priority Improvement Items

#### HP1. Preserve and Improve the Tropicana Shopping Center (Item #75)

The Story and King intersection is surrounded on three corners with commercial properties that are the subject of the Story and King Revitalization Strategy, a plan created by the San Jose Redevelopment Agency with input and participation by the community. The corners on the southeast and southwest are currently being con-

sidered for a master plan for new retail development. The master plan is a requirement of the Exclusive Negotiation Agreement between Blake Hunt Ventures and the Redevelopment Agency. The southeast corner is included in the East Valley/680 Communities SNI Area. The southwest corner is an “overlap” area included in both the East Valley/680 Communities and the upcoming Tropicana SNI Areas. Planning staff will work to ensure that the desires of both communities in relation to the future of the Tropicana Center are coordinated and incorporated into the plans for each area.



*Existing uses at the Tropicana Shopping Center Site*

The masterplan for the southeast and southwest corners is being developed through community outreach by the District 5 and 7 Council Offices, Blake Hunt Ventures, and the Redevelopment Agency. The sites together include approximately 27 acres. The masterplan is expected to provide a conceptual plan for the center that identifies a possible site plan, a conceptual elevation, a rendering showing the suggested architectural concept, and a written list of recommendations that are developed in the community process.

As of this writing, comment from the community has resulted in several key provisions for the masterplan.

These include:

- \* The proposed project will include a “mercado” building for the existing small merchants which will be at least as large as the existing mercado space. A mercado is a public market and gathering place that enables merchants to display their products in a festive ambiance. Blake Hunt Ventures intends to work with the merchants on the final design for the mercado.
- \* Existing business owners will be given the opportunity to be a part of the proposed development. The project, including shopping areas on both sides of the street, gives the tenants increased options for location.

- \* Business owners who decide to remain will be guaranteed continuous operation while the project is under construction, interrupted only by the time required for moving into replacement store space. Businesses will be compensated for disruption to business operations.

- \* The Tropicana Market, an existing supermarket on site, will remain at its current location.

The master plan is expected to be completed during the fall months, 2001. The Agency budget for the project will be developed once the masterplan is complete and the subsequent real estate transaction is negotiated.

**Timeframe: Short-term**

**Primary Responsibility: Redevelopment Agency**

**Secondary Responsibility: Planning, Neighborhood Services**

**Costs: No additional costs over and above already funded efforts. Funding is covered under current Redevelopment Agency budget.**

**Action:** The Redevelopment Agency will continue to work with the City Council, property owners, and the Story Road Business Association during this process to ensure that the new developments reflect the character and meet the needs of the surrounding communities.

**HP2. Traffic Calming Program (Item #1)**

The 56 traffic issues identified by the community during the East Valley/680 Communities planning process have been referred to the City’s Department of Transportation (DOT) and the County’s Department of Roads and Airport for review. Most of these issues will be addressed by the City’s Department of Transportation through a series of studies and meetings with neighborhood associations. The measures proposed by the DOT to address each issue are presented in Appendix C of this Plan.

**Timeframe:** Short- to Medium-Term

**Primary Responsibility:** DOT and Neighborhood Associations

**Cost:** Costs to be determined, however, it is likely that the cost of all of these action items cannot be accommodated by the City Budget as it now stands. Additional funds may be needed to meet the expectations of the neighborhoods.

**Action(s):** See Appendix C for specific proposals to traffic calming issues.



*Examples of traffic calming measures. Clockwise from the left: special paving and raised crosswalks, diagonal diverter, bollards*

**HP 2a.** The DOT will work on a neighborhood-by-neighborhood basis to review the proposed traffic calming measures, as listed in Appendix C. This is to ensure that those who will be most affected by a change have a chance to share their ideas and concerns. However, DOT will also consider the total effect of traffic calming in any one neighborhood to ensure that the actions being proposed will not simply push a problem to an adjacent street or neighborhood.

**HP 2b.** After the agreed upon traffic calming solutions have been implemented, monitoring will occur in order to assess their effectiveness. In the past, the monitoring has worked best with assistance from the community. A process that was successful for the Buena Vista neighborhood involved appointing residents as “Street Captains”, who serve as the liaison between DOT and the neighborhood.

### **HP3. Develop Affordable Housing (Item #66)**

Increasing the availability of housing in East Valley/680 Communities, especially affordable housing, is an important issue to the community. Moreover, approximately 33% of population in East Valley/680 Communities is under 18 years of age according to the 2000 U.S. Census figures, which suggests that family housing is needed in this area.

The City does not directly build housing; therefore, its primary responsibility is to create a climate that fosters the development of housing, including affordable housing, in the community. The City’s Department of Housing administers a number of programs that seek to improve, preserve and increase the supply of affordable housing in the City. Programs include:

- \* predevelopment financing,
- \* new construction financing (acquisition, construction, permanent),
- \* acquisition/rehabilitation financing for large apartment complexes,
- \* homebuyer assistance,
- \* rehabilitation grants and loans for small owner-occupied and rental properties, and
- \* assistance to homeless shelter/service providers.

There are two housing projects in the East Valley/680 Communities area that the Housing Department helped to complete over the last decade, each of which include an affordable housing component, the Poco Way Apartments located in the Arbuckle neighborhood, and the Milagro apartments, located in the Nancy neighborhood.

Poco Way includes 129 very low-income family rental units. The City acquired the many dilapidated structures lining Poco Way, and, after an

extensive community process, worked with the Santa Clara Housing Authority to rehabilitate half of the block and completely rebuild the other half. A play area for children replaced a former “drive-by” drug route. The development also provides a community center that offers residents computer access and a place to gather. At the Milagro, Federal funds were obtained to help finance the project, a craftsman-style bungalow development in the Nancy Lane neighborhood, which provides a permanent home to 15 Single-Room Occupancy (SRO) units to developmentally disabled residents.

There are also four projects that are currently either under construction or in the planning stages in East Valley/680 Communities:

- \* **Rose Avenue Senior Housing**, located on 3071 Rose Avenue between Capitol Avenue and South White Road, with 66 senior rental units, 65 of which are Very-Low Income;



*Poco Way Apartments*

- \* **Monte Vista Gardens Family Housing**, located on 333 South Capitol Avenue, with 144 family rental units, 114 of which are Very-Low Income units;
- \* **Monte Vista Gardens Seniors I**, located on the west side of South Capitol Avenue, north of Lombard Avenue, with 69 senior rental units, of which 7 units are Extremely-Low Income and 61 units are Very-Low Income;
- \* **Monte Vista Gardens Seniors II**, located on the west side of South Capitol Avenue, north of Lombard Avenue, with 49 senior rental units, of which 34 units are Very-Low Income.

The primary City policy regarding affordable housing is that available funding be directed primarily to lower-income households. This policy applies across the board to all affordable housing programs. In detail, the policy states:

- \* At least 60% of affordable housing funds should benefit very low-income households, which are those at or below 50% of area median income, by household size (in 2000\*, the upper end of this income range for a family of four persons is \$43,650)
- \* At least 25% of affordable housing funds should benefit low-income households, which are those between 51% and 79% of area median income, by household size (in 2000\*, the upper end of this income range for a family of four persons is \$69,050)

- \* Up to 15% of affordable housing funds may benefit moderate-income households, which are those between 80% and 120% of area median income, by household size (in 2000\*, the upper end of this income range for a family of four persons is \$104,750)
- \* Income limits are established by HUD and the State Department of Housing and Community Development, and are updated annually.

Community members stressed that they would like new housing to be marketed to existing area residents first, perhaps even giving them priority for the new units. Establishing a program that explicitly gives priority to existing residents is not possible because it would create a “special class” of individuals, which would be discriminatory under housing laws. However, any new housing projects in the area could be “affirmatively marketed” to East Valley/680 Communities residents (with the assistance of neighborhood associations) to ensure that they would hear about housing opportunities as soon as they were available. This will help those who are having trouble keeping their existing housing as well as alleviate some of the existing overcrowded conditions described elsewhere in this document. At a community meeting, residents identified vacant and underutilized parcels that could potentially be developed with residential and mixed-use projects. These sites are shown in Figure 15 in Chapter 4.

Typically, rental projects with an affordable housing component that are economically feasible to build consist of 60 to 65 units on 1.5- to 2-acre sites. This minimum number of units is needed to make residences and on-site managers financially feasible. However, projects have successfully been built on smaller than average sites. A “for-sale” or ownership housing project that is “affordable” typically may need to be around



*Examples of family rental and senior affordable housing projects in San Jose*

20 units or greater on a 1.5 to 2-acre site in order to be attractive to a developer to build.

In general, there are three ways in which the Housing Department can get involved in a housing project. Usually, a developer and a real estate firm will get an option on a property and apply to the Housing Department for a loan. A recommendation that the City Council approve



such a loan would be made only after the proposed project has received planning approval.

The Housing Department also can purchase a property. If the property is privately owned, the Housing Department needs to have a willing seller. However, if East Valley/680 Communities area does become a Redevelopment Area, the City's Redevelopment Agency will have the power of eminent domain to acquire properties if it is determined that is the appropriate solution. Of course, exercising the power of eminent domain is typically the solution of last resort since it potentially entails moving existing tenants out of the building and paying for relocation costs.

If a property is owned by a public agency and is surplus to its needs, the City's Housing Department would contact the relevant agency and determine whether it would be amenable to selling the property. If the agency is willing, the property would then undergo a joint-appraisal, after which the Housing Department would then purchase the property and develop a Request for Proposals (RFP) from interested housing developers.

The Housing Department administers a Predevelopment Loan Program, which provides funding to nonprofit developers of affordable housing. Loan proceeds are intended for "soft costs" incurred prior to the purchase of the development site. Examples of soft costs include professional services necessary to have property rezoned (architects, planners, engineers), Phase I

and Phase II environment reports and appraisals. Predevelopment loans are secured by an assignment of the purchase and sale agreement for the property in question.

**Timeframe: Immediate to Medium-Term**  
**Primary Responsibility: Housing, RDA**  
**Secondary Responsibility: Neighborhood Services (PRNS) and Planning**  
**Costs: No additional costs over and above already funded efforts. The costs of the action items below are either covered by funding from the City Budget as available, or as specified below.**

**Action(s):**

**HP 3a.** Concern about overcrowding and its resultant congestion (i.e. parking) has led the community to strongly advocate that more high-quality affordable housing needs to be built in this area.

**HP 3b.** Currently, 20% of new housing projects in Redevelopment Areas are required to be affordable units. In an effort to increase the supply of affordable housing throughout San Jose, the City will investigate adopting an inclusionary housing ordinance that requires 10% of all new housing projects Citywide to be affordable housing units.

**HP 3c.** In making decisions about sites and types of new affordable housing projects, a policy of preserving existing neighborhoods will be the City's highest priority.

**HP 3d.** The City will pursue the development of housing in East Valley/680 Communities, with high priority given to affordable housing. The Housing Department should support this development by providing developers of affordable rental or for-sale housing, as is appropriate, with information on suitable sites. Should the owners of high priority sites not be willing to sell, the Redevelopment Agency should consult with the community to consider whether to use the power of eminent domain to acquire the properties and make them available to affordable housing developers.

**HP 3e.** PRNS, Planning and the Housing Department will work with residents to identify candidates for residential and mixed-use projects and to establish priorities regarding what type of housing (i.e. ownership or rental) and for whom the housing is intended (i.e., singles or family). The Housing Department should make presentations to residents to help them make informed decisions about these choices.

**HP3f.** The City will ensure that there is adequate on-site parking provided for new affordable housing projects in order to minimize congestion impacts to the area in which the project is located.

**HP3g.** City will continue to only work with affordable housing developers that have demonstrated a strong record of high quality property management.

**HP3h.** All affordable housing projects that include senior housing should have good lighting, be centrally located, accessible and have community uses integrated into the project.

**HP 3i.** A follow-up study to evaluate the development feasibility of opportunity sites for residential and mixed-use development, with a priority to avoid displacing current residents, will be conducted by Strategic Economics as part of the Strong Neighborhoods Initiative planning process. The cost of conducting this study is covered under current contract between Strategic Economics and the Redevelopment Agency.

**HP 3j.** The Housing Department in conjunction with PRNS will work with the property owner and/or the Redevelopment Agency to determine how or whether the target properties can be acquired.

**HP 3k.** The Housing Department and PRNS will work with the NAC to disseminate information to existing East Valley/680 Communities residents about the availability of new housing units as new projects are approved and constructed.

#### **HP4. Develop New Community Uses and Facilities & Reuse Hank Lopez and Hillview Library Site for Community Uses (Items #45 and #68)**

At community meetings, residents have repeatedly reported that additional community uses and/or facilities are needed in the East Valley/680 Communities area. Currently, there is one community center, (the Hank Lopez Teen and Senior Center), and one library, (the Hillview Library), in East Valley/680 Communities. There are also two portable community centers in the Dorsa and Ryan neighborhoods, located at the Dorsa and Ryan Elementary school sites, and one planned portable community center for the Capitol-Goss neighborhood at the Goss Elementary School site.

There are plans to renovate and expand the Hank Lopez Center and the Hillview Library in order to meet projected needs for the area's popu-



*Storytime at the Hillview Library*

lation. As stated in the City of San Jose Public Library Branch Facilities Master Plan, a new 24,000 square-foot facility is proposed for the Hillview Library. According to the Greenprint, a twenty-year strategic plan for parks, community facilities and programs for the City of San Jose, the Hank Lopez Center will be expanded so it can serve as the multi-service community center for Council District 5. As a multi-service community center, Hank Lopez would be the focal point for program delivery in the District, offering a comprehensive recreation program as well as a wide array of human and social services.

Expansion of either of these facilities on their current site was seriously considered. However, as long as the Reid-Hillview County Airport continues its current operations, expansion of the Hank Lopez and Hillview Library facilities at their current location is not feasible because it would be inconsistent with the current Airport Land Use Commission regulations, the basic concern being that the Hillview Park is in the flight path of the airport. The Hillview Library has funding and is currently in the process of identifying a new site in the area to relocate. It has tentatively identified a site on the Clyde Fischer Middle School property. Refer to Chapter 4, Figure 10 for a map showing locations of these facilities.

Some site on the Clyde Fischer Middle School property, located just to the northwest of where Hank Lopez is now, has also been discussed as a

potential site for the relocation of Hank Lopez. Current plans are to continue programming at the existing Hank Lopez facility even after a new location is built. The City's Department of Parks, Recreation and Neighborhood Services (PRNS) currently has no plans nor has it identified funding to demolish the existing facilities of the Hank Lopez Center. If the 13,000 square foot facility of Hank Lopez were to be replaced at another location, it would cost approximately \$6 million to construct, using an estimate of \$450/square foot.<sup>1</sup> There would also be an additional yearly maintenance cost ranging from \$30,000 to \$40,000 per year, using an estimate of \$2.50 to \$3.00/square foot for maintenance costs.<sup>2</sup>

During community meetings, residents strongly expressed the desire that the City consider options to preserve some community use at the Hillview Park site in the event that either of the existing uses is relocated. Residents also expressed a desire that the City investigate the possibility of eventually closing the Reid-Hillview County Airport and that this land revert to community open space use. Since the Reid-Hillview County Airport is a facility owned and operated by Santa Clara County, this issue would have to be explored as part of a larger discussion with the County.

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<sup>1</sup> The estimate of \$450/square foot is what it would cost in year 2001 dollars if PRNS were to construct the facility. This figure would need to be adjusted upwards by 5% due to inflation each year. Maintenance costs include utility and custodial costs.

<sup>2</sup> Maintenance costs include utility and custodial costs.

The planned expansion of the Hank Lopez Center and the Hillview Library partly addresses the community's desires for additional facilities and community uses. Planning for additional community uses and facilities must be explored carefully, especially in areas like East Valley/680 Communities where there is a limited amount of undeveloped land as well as limited funding for acquisition of land, in order to provide services effectively and efficiently. As discussed in the Greenprint, there are several strategies that the City should pursue, including exploring ways to optimize the use of existing land and facilities through innovative public and private partnerships. There may be opportunities to partner with the Alum Rock School District and the National Hispanic University (NHU) to provide additional community uses and facilities for the East Valley/680 Communities SNI area.

The Greenprint also recommends "transit partnerships" as a way to enhance parks, community facilities and programs. As stated in the Greenprint, "plaza, pocket parks, and recreation amenities can be incorporated into station design. Community centers and childcare centers also can be located at stations for convenient access." PRNS should work with VTA and the community to explore the possibility of incorporating community uses and facilities into station design as part of the VTA's Downtown/East Valley Transit Improvement Plan which will extend Light Rail down Capitol Expressway through the middle of this area.

Residents expressed interest in integrating community-oriented uses into mixed-use developments where possible. The City should also investigate the potential of partnering with private entities to incorporate community uses into commercial, industrial and residential development. Residents would like current development projects of the City's Redevelopment Agency, such as at the Tropicana and Homebase sites, (located at the intersection of Story and King Roads), to consider incorporating an element of community uses.

At a community meeting, residents identified vacant and underutilized parcels that could potentially be developed with residential and mixed-use projects which incorporate some community-oriented uses. These sites are shown in Figure 15 in Chapter 4. As discussed in item 3 above, the feasibility of other underutilized or vacant sites for mixed-use developments with some community use will be analyzed as part of a separate development feasibility study by the firm Strategic Economics.

PRNS will work with the community to gather more information about the programmatic needs to be fulfilled and then determine the most appropriate solution.

There are community-based organizations that serve East Valley/680 Communities which have expressed a need for additional facilities. For example, Escuela Popular, a non-profit organization that has served the community for the past 17 years, currently serves over 450 students

in five different locations. Escuela Popular has expressed a need for additional space to accommodate their programs. PRNS should work with community-based organizations, like Escuela Popular, to identify programs and organizations that would be good candidates for inclusion into mixed-use affordable housing projects and/or stand-alone community facilities.

**Timeframe: Immediate to Medium Term**  
**Primary Responsibility: Parks and Recreation (PRNS)**

**Secondary Responsibility: Neighborhood Services (PRNS)**

**Costs: \$6,000,000 to replace the Hank Lopez Teen and Senior Center. The costs of the other action items below are covered by the City Budget as available; additional funds from Strong Neighborhoods Initiative monies could be used, depending on the result of discussions between PRNS and the community to determine the type of new facilities and programming that are feasible to deliver and which are a high priority for the community.**

**Action(s):**

**HP 4a.** PRNS will work with community members to evaluate requests for additional community uses and facilities in a multi-service delivery approach.

**HP 4b.** PRNS will work with the Alum Rock School District to explore ways to provide additional community uses and facilities on existing school sites in East Valley/680 Communities.

**HP 4c.** Greenprint suggests that the City pursue a District Soccer Complex as a joint project with the National Hispanic University (NHU). Preliminary explorations with NHU indicate this could be a possibility. This plan suggests that PRNS continue to explore the possibility of creating a joint community resource with NHU.

**HP 4d.** PRNS will work with the Redevelopment Agency to explore ways to integrate community uses in the Tropicana and Homebase sites, as well as other sites identified as opportunity sites by the development feasibility study conducted by Strategic Economics, as described in action item HP3c above.

**HP4e.** PRNS will work with the community to gather more information about the programmatic needs to be fulfilled and then determine the most appropriate solution. PRNS will also work with community-based organizations to identify ones that would be good candidates for integration into mixed-use affordable housing projects and/or stand-alone community facilities.

**HP 4f.** PRNS will take the lead in working with the VTA to explore the possibility of potential transit partnerships as part of the VTA's planned rail and bus rapid transit improvements as part

of the Downtown/ East Valley Transit Improvement Plan.

#### HP5. Soundwalls (Items #51 through #55)

There are a number of areas in East Valley/680 Communities where residents have expressed that soundwalls should be constructed to shield homes adjacent to freeways, expressways and major arterials from the noise impacts of high

volumes of traffic traveling on them, as well as to keep people from loitering in certain areas. Residents stated that it was important that any new soundwalls should be aesthetically attractive, so as not to visually detract from the surrounding areas. A good example of an aesthetically attractive soundwall is the existing soundwall along Highway 101 near the Five Wounds Church. Specifically, residents reported a need for soundwalls at the locations listed below, as shown in Figure 27 on the following page.



*Examples of soundwalls*

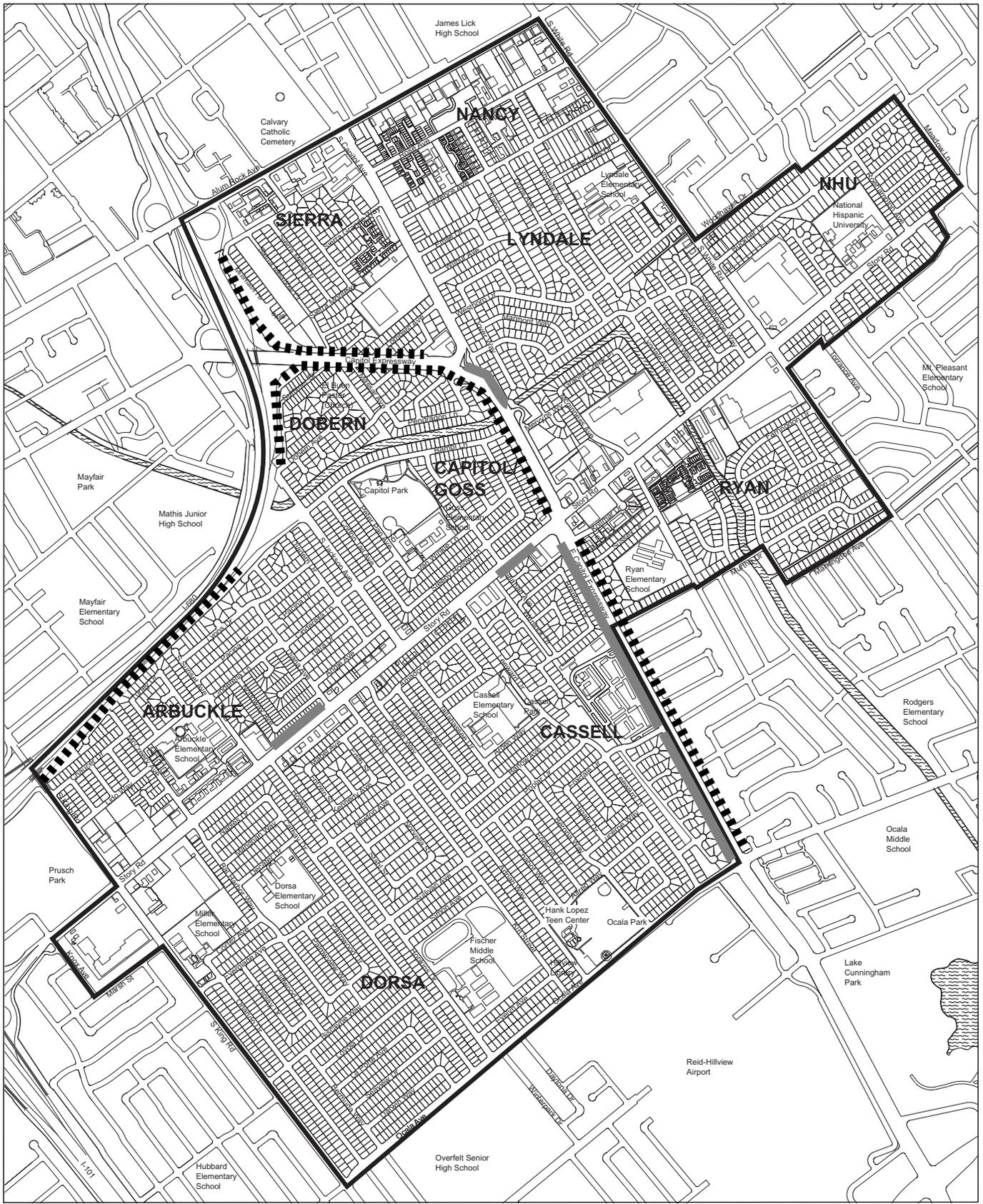


FIGURE 27

**SOUNDWALLS**

-  Study Area Boundary
-  Existing Soundwalls
-  Proposed Soundwalls

**a. Soundwalls on Capitol.** High volumes of traffic travel on Capitol Avenue and Capitol Expressway. Residents would like soundwalls on Capitol to shield the homes along Capitol from the traffic.

**b. Soundwall on Summer Street.** Soundwalls are needed along Summer Street which borders both I-680 and Capitol Expressway to protect the neighborhood from noise impacts from those major transportation facilities.

**c. Wall to the South of I-680 Off-Ramp.** Currently there is only a chain-link fence and a narrow grass-covered buffer strip separating the homes around Diana Lane and Diadem Drive from the I-680 off-ramp. Residents have reported past incidents of cars veering off of the I-680 roadway and crashing into the boundary of their neighborhood. To prevent cars from running into the neighborhood, residents would like a wall to be built along Bambi Lane in this area. In addition, they specifically requested that some element of landscaping and trees be retained on the neighborhood side when the wall is built.

**d. Repair or Rebuild Wall on McCreery.** Residents of this area have stated that the existing wall along McCreery Avenue is in need of repair. This wall was originally built as part of the adjacent residential development. Most soundwalls are the responsibility of the private property owner. If a wall is in disrepair then Code enforcement can address the issue. If the soundwall is the responsibility of the City of San Jose there is no funding for maintenance and

funding to repair City owned soundwall is requested as needed. Soundwall repairs cost approximately \$5,000 per panel damaged.

Residents have also stated that if the wall were to be rebuilt, if possible, the wall should be moved back towards the freeway and a row of trees or other landscaping installed along the wall facing the homes and the street.

**e. Westward Extension of the Wall on McCreery.** Residents would like the existing wall along McCreery Avenue to be extended westward along I-680 to keep people from loitering and littering in the area between I-680 and Chaucer Drive.

As discussed in Chapter 4, the City of San Jose does have a soundwall policy, however, the policy explicitly states that no formal allocation will be budgeted for soundwall installation. As part of its Soundwall Policy, the City maintains a soundwall list. A request must be made to the City's Department of Transportation/ Transportation Planning Division in order for a potential location be included on the list. A request can be a letter from the community or a memo from any City staff addressed to the Transportation Planning Department of the DOT. Santa Clara Valley Transportation Authority (VTA) is responsible for programming freeway sound mitigation projects such as soundwalls in Santa Clara County. The VTP 2020 Expenditure Plan identifies up to \$30 million for a Sound Mitigation Program for the period from 2006 to 2036. These funds can be

used for new sound mitigation projects that meet state and/or federal eligibility requirements on existing freeways and expressways. Repair and maintenance is not eligible for VTA funding.

According to the VTA’s Draft Sound Mitigation Program, the first three locations described above (5a. through 5c.) could be eligible for VTA sound mitigation grants. VTA’s proposed basic noise mitigation standard shown on the following page.

Before a grant application for a noise mitigation project may be submitted to the VTA, there are two steps that must be completed. An initial request and preliminary technical studies that demonstrate that there is a need for sound mitigation. This involves completing a Noise Barrier Summary Scope Report (NBSSR), or its equivalent, and submitting it to the VTA. All initial requests for noise mitigation projects must be submitted to the VTA from member agencies, which in this case would be the City’s De-

partment of Transportation (DOT) or the County’s Roads and Airport Department. Noise studies must conform to approved Caltrans/ Federal Highway Administration (FHWA) methodology. No grant money is available to conduct the technical studies. For soundwalls along the State Highway System, such as those adjacent to I-680 (5b. and 5c. described above), the sponsoring agency may request that Caltrans prepare the NBSSR.

Sponsoring agencies may submit grant applications for projects with completed NBSSRs to the VTA. The VTA will solicit sound mitigation projects for programming every two years, during the State Transportation Improvement Project (STIP) cycle. Projects will be evaluated based on a weighted scoring of adopted criteria, which may include severity of need, intensity of need, previously identified need, project readiness and local match. Projects will be programmed in the countywide Regional Improvement Program (RIP).

**TABLE I: VTA PROPOSED NOISE MITIGATION STANDARD**

Cost Per Benefited Unit	Minimum Noise Reduction	Existing Noise Level	Barrier Height	Landscaping/Aesthetic Enhancements
\$45,000 in Year 2000 \$ (Updated with CPI)	5 dBA	Approaching or greater than 67 dBA; 52 dBA for school sites – 65 dBA = “approaching” 67 dBA	Minimum: 6 ft. Maximum: 16 ft.	Standard on the highway side to be covered by grant. Design and construction cost of any modifications to a standard wall (i.e., special design features or aesthetic enhancements) requested by a local agency shall be paid for by local agency.

After a grant is awarded, building the soundwalls is the responsibility of the sponsoring agency. However, if the project is on the State Highway System, the project sponsor may request that Caltrans complete the project. The sponsoring agency would then enter into a cooperative agreement with Caltrans to provide the local match component, coordinate public outreach and provide for on-going maintenance.

The cost of conducting a noise study would cost approximately \$10,000 to \$20,000 per mile depending on the density of noise receptors and the complexity of highway receptor geometry. An average cost of soundwall construction is approximately \$225 per square meter, however, costs can vary considerably depending on site conditions. Soundwalls must be a minimum of 6 feet-high and can be no higher than 14-feet in height. For example, shorter walls outside the right of way could be built for lower cost because there can be a greater variation in materials; walls built in the right of way need to be constructed of block masonry and on a crash safety barrier. There are also costs in addition to the actual wall including traffic control, ground clearing and drainage considerations during construction. In some cases, costs have been as high as \$600 per square meter.

**Timeframe: Short- to Medium-Term**

**Primary Responsibility: DOT-  
Transportation Planning**

**Costs: The community has requested that  
approximately 1.6 miles of new**

**soundwalls be built in the locations listed above.<sup>3</sup> Depending on factors described above, such as where the wall was built (inside the right-of-way), geological conditions, and the extent to which traffic control, utility relocation, drainage revision is necessary, costs may be on the order of \$3,000,000 to \$5,000,000.<sup>4</sup> Repairing the damaged panel of the existing soundwall would cost approximately \$5,000.**

**Some of the soundwalls requested by the community are eligible for VTA and/or Caltrans funding. Soundwalls not eligible for this funding would need funding from the City Budget, as available, or from Strong Neighborhood Initiative monies.**

<sup>3</sup>This figure includes 0.875 miles of soundwall along the eastside of Capitol Avenue from Murtha Drive to Ocala Avenue, which is technically outside the boundary of the East Valley/680 Communities SNI area. However, this was included in the calculation to estimate the cost of soundwalls desired by the community because if a soundwall were actually built in this area, it is unlikely that it would end at the SNI area boundary. Rather, it would extend as far as necessary to mitigate noise exceeding acceptable noise level standards.

<sup>4</sup>Cost estimates are based on average costs for a soundwall built to Caltrans standards, required for soundwalls built within the state right-of-way. Costs for soundwalls built outside of state right-of-way could be lower. Although the height of the soundwalls built will depend on site conditions, a 14-foot high soundwall was used for the purposes of estimating costs.

**Action(s):**

**5a through 5c:** DOT will evaluate the areas described above and then either begin necessary technical studies or submit a request for Caltrans to prepare such studies as necessary.

**5d and 5e:** DOT will consider formally accepting responsibility for the repair or reconstruction of existing walls not belonging to Caltrans, such as the wall along McCreery.

**5f.** For any new soundwalls projects in the area, DOT will consider aesthetic quality as a high priority among the criteria evaluated in the development of the design and selection of materials of the soundwall.

**HP6. Sidewalk Repair and Installation  
(Item #22)**

The property owner is responsible for keeping the sidewalks and park strip, including the curb and gutter, in front of his/her property in a safe and usable condition. The City of San Jose has a grant program to reimburse eligible property owners for the cost of sidewalk repairs. The grant program is only available to properties that are owner-occupied, single-family residential units. Grant amounts are based upon an inspection and estimated repair costs. Rental and commercial properties are not eligible for the City's Sidewalk Repair grant. The County does not have an official reimbursement program, how-

ever, it has applied for and been awarded State and Federal grants for this kind of improvement in the past for other areas.

A property owner must pay costs up-front and get reimbursed by the city. The property owner may do the work or hire a contractor to do the work. A no-fee permit is required for concrete repair, and may be obtained from the Department of Transportation. Permits are valid for ninety (90) days. Paying for the sidewalk repair up-front could be a problem for some property owners. To address this, neighborhoods in East Valley/680 Communities may want to consider establishing a revolving loan program to assist low-income families to pay for repairs, as is being done in the Mayfair and Washington SNI areas, with the assistance of Neighborhood Services (PRNS) staff.

An average cost of repairing a sidewalk is \$500 per property. As shown in Figures 17 through 26 in Chapter 4, the residents of East Valley/680 Communities have preliminarily identified areas in need of sidewalk repair. Based on the areas already identified by the community, the total cost of repairing sidewalks in East Valley/680 Communities could be on the order of the \$1 million. City funding already budgeted for sidewalk reimbursement grants is intended to be available for sidewalk repair needs for the entire City of San Jose. Strong Neighborhoods Initiative areas are given a priority within the City for inspection but existing funding is inadequate to address all Strong Neighborhoods Initiative

areas and the remaining part of the City. It should also be noted that the estimate of \$1 million for sidewalk repair in East Valley/680 Communities may include properties that would not be eligible for the City's sidewalk grant reimbursement program: rental and commercial properties; and properties in unincorporated areas.

**Timeframe: Short-Term**

**Primary Responsibility: DOT**

**Secondary Responsibility: Neighborhood Services (PRNS)**

**Costs: The total of cost of repairing sidewalks in East Valley/680 Communities could be on the order of the \$1 million in City funding already budgeted for sidewalk reimbursement grants. However this \$1 million is intended to be available for sidewalk repair needs for the entire City. Thus, the cost of these action items cannot be accommodated by the City Budget as it now stands. Additional funds may be needed to meet the expectations of the neighborhoods, depending upon the extent of requests made by other Strong Neighborhoods Initiative areas.**

**Action(s):**

**6a.** The DOT will inspect the areas that are in need of sidewalk repairs, as funding becomes available. Contact will be made with the property owners and information will be provided regarding the City's reimbursement program.

**6b.** PRNS will work with the NAC to determine whether it wants to establish a revolving loan fund for low-income families to help them pay for sidewalk repairs. If the NAC decides it wants to create such a fund, PRNS staff should help the NAC to identify funding sources and to set up such a fund.

**6c.** For areas that are not eligible for City sidewalk grants, the City may want to consider establishing a special grant program that would cover these properties (i.e., rental and commercial properties, and properties in unincorporated areas). PRNS should coordinate with the NAC to determine whether there is community interest in establishing such a program.

**6d.** City will consider extending funds for the existing sidewalk grants to include reimbursement for the costs of repairing the curbs and gutters.

**HP7. Increased Police Presence (Items #57 through #61 and #64)**

The residents of East Valley/680 Communities SNI area report a need for a stronger police presence throughout the area. Issues of particular concern include the enforcement of regulations pertaining to drugs, abandoned vehicles, the sale of alcohol to minors, the sale of fake documents especially around the intersection of Story and King Roads, loitering and unacceptable noise levels in residential areas. In the last five years there

has been a downward trend in the number of reported incidents of crime in the East Valley/680 Communities area, as well as the City as a whole. Overall, the number of criminal incidents reported in East Valley/680 Communities has dropped from 1,737 annual incidents in 1995 to 1,080 in 2000, a decrease of 38%.

Despite the downward trends in reported crimes, continuing to improve communication between the Police Department and the residents is fundamental to ensuring that trends in crime are even further reduced and do not increase in the future. This can only happen through strong police presence, community policing efforts, and increased community awareness. Thus, the recommendations in this section are geared towards finding ways to use and augment existing resources to build a strong social infrastructure that stems from fostering a strong relationship between the community and the Police Department.

Compared to other areas in the City, the East Valley/680 Communities area already has a strong basis for fostering a strong relationship between residents and the beat officers of the Police Department's Bureau of Field Operations. For example, the Foothill Community Policing Center in the Tropicana Center, located at Story and King Roads, recently opened in 2000. In addition to this important focal point for delivery of police services, beat officers regularly attend neighborhood association meetings of the Lyndale, Arbuckle, Dobern and Capitol-Goss

neighborhoods and the Story Road Business Association.

The Bureau of Field Operations assists in maintaining police service to the community by providing continuous availability of field units. There are a total of 83 beats in the City of San Jose, nine of which are fall within East Valley/680 Communities. Teams of patrol officers, usually consisting of 5 to 6 beat officers, patrol an area in three shifts each day. There is a day shift from 6:30am to 4:30pm, a swing shift from 3:00pm to 1:00pm and a night shift from 9:00pm to 7:00am. Typically, beat officers serve in a particular area in 6-month rotations.

There are also two other police units that address more focused problems related to narcotics, graffiti, gang-related crime and blight issues, the Violent Crimes Enforcement Team (VCET) and the Metro Unit. The VCET addresses the issues and problems presented to schools and neighborhoods involving violent criminal and gang related activities. The VCET unit works in conjunction with other police resources, the staff from Project Crackdown, Neighborhood Services (PRNS), Right Connection and Project Pride. VCET officers routinely conduct foot patrols in many areas in an attempt to reduce crime, fear of crime and to interact with the people of the communities. VCET is currently staffed with one lieutenant, three sergeants and eighteen officers for the entire city. The VCET unit has one day shift team and two evening teams that cover seven days a week. The Metro

Unit, formerly the narcotics and street crime unit, addresses issues impinging on quality of life and blight issues, such as public drinking, loitering and the homeless. The Metro Unit is currently staffed with 40 people to serve the entire city.

One of the most effective means of deterring criminal activities is constant, informal surveillance by local residents and merchants. This provides for a level of attention that the Police would never be able to replicate. In order to help promote and support neighborhood efforts, the Office of Crime Prevention offers a number of programs in partnership with other City departments and School Districts that seek to foster stronger ties between the community and the Police Department in order to prevent crime. Crime Prevention officers are available to come to neighborhood organization meetings to make presentations on a variety of safety and crime prevention topics.

“National Night Out” is a crime/drug prevention event sponsored by the National Association of Town Watch (NATW), a division of the Bureau of Justice Assistance of the U.S. Department of Justice. National Night Out is designed to increase awareness of drug and crime prevention programs and strengthen neighborhood spirit by creating positive police-community partnerships. From 7 p.m. to 10 p.m. on August 7th, residents in neighborhoods throughout San Jose and across the nation, are asked to lock their doors, turn on their porch lights, and

spend the evening outside with neighbors and police to promote neighborhood unity against crime.

The Neighborhood Watch program, coordinated by the San Jose Police Department’s Crime Prevention Unit, provides an opportunity for community residents to learn how to discourage, deter, and prevent crimes that are prevalent in residential areas, such as burglary, auto theft, and graffiti. Issues such as drug dealing and gang activity are also addressed. This program brings the community together with the police to achieve the common goal of preventing crime.

The Crimestoppers program provides opportunities for residents to make anonymous phone calls to the Police Department to report crime.

The Police Department depends upon community members to inform them about where crime is occurring. Familiarity and comfort level with beat officers and the procedures for reporting crime and contacting the Police are important factors in ensuring that crimes are reported. The Office of Crime Prevention uses media outreach to help increase community awareness and strengthen the community’s comfort level with the Police Department. In addition, the Police recognize that language and culture can play a role in influencing people’s comfort level with contacting the Police. To help bridge those gaps, the Police Department has taken a number of steps to help people become more comfortable, including outreach by officers from a variety of

cultural backgrounds. There is the Silicon Valley Crimestoppers on Channel 11 with David Alvarez; El Guardian with Officer Juan Tovar, who does personal outreach, in addition to TV and radio for the Hispanic community; and Citizen Protector, which includes monthly radio shows w/Tony Tran and Officer Khanh Nguyen as part of outreach efforts to the Vietnamese community.

In addition to all of these efforts spearheaded by the Police Department, the Neighborhood Services division of PRNS has staff located in each Strong Neighborhoods Initiative area who are in constant contact with community members and, among other things, support them in working with the Police through the programs described above.

**Timeframe: Short- to Medium-Term**  
**Primary Responsibility: Police Department, Neighborhood Services (PRNS), City Council**

**Costs/Funding: The City Budget could cover these action items. Additional funds from Strong Neighborhoods Initiative monies could be used for targeted outreach efforts.**

**Action(s):**

**7a.** The City will investigate changing the policy of rotating beat officers every 6 months and extending it to 1-year rotations. Thus, beat officers will have a more substantial and effec-



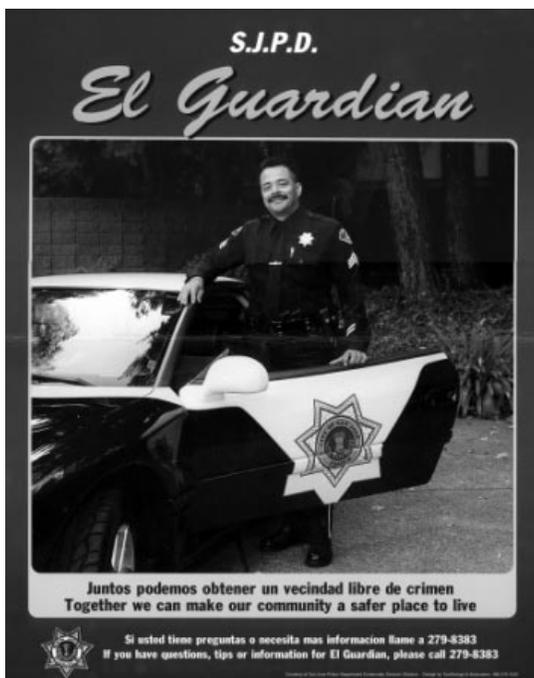
*Examples of programs offered by the Office of Crime Prevention*

tive length of time to develop a relationship and level of trust with an area's residents and business owners.

**7b.** Beat officers will continue to attend regularly scheduled neighborhood association meetings. It is the community's responsibility to invite their area's beat officers to these meetings. PRNS will work with individual neighborhoods to coordinate these meetings. For neighborhoods such as Cassell, Sierra, Ryan and NHU that currently do not have, or have newly formed neighborhood associations, Neighborhood Services (PRNS) will work these neighborhoods to initiate this process.

**7c.** Neighborhood Services (PRNS) will work with the neighborhoods and the beat officers and the Office of Crime Prevention to increase and improve outreach to the public with

the purpose of informing them how to contact the Police. This Plan recommends that in addition to widening the spectrum of people to attend neighborhood association meetings, there should be focused outreach efforts through other channels to disseminate information, such as through schools and church groups. Owners of apartment buildings need to be involved because their rental tenants may only be in the neighborhood for a relatively short period of time but would benefit from readily available information about community policing issues. Beat officers and Crime Prevention officers will make presentations at meetings scheduled through these groups.



*Poster for El Guardian featuring Officer Tovar*

**7d.** PRNS will work with the community and the Police to help identify whether their concerns can be addressed by beat officers or would need the efforts of the VCET or Metro Unit (for more focused problems of drugs and gang-related crime).

**7e.** PRNS will help coordinate efforts to increase interest and facilitate residents' participation. At any of these regularly scheduled meetings or special events, translation will be provided when necessary. Scheduling meetings that accommodate differing work schedules, providing free food and childcare are some examples of ways to increase interest and ability to attend such meetings. Existing media outreach, such as the Silicon Valley Crimestoppers and El Guardian, will be used to publicize these meetings.

**HP8. Improve Existing and add additional Homework Centers (Item #42)**

There are currently seven Homework Center programs in East Valley/680 Communities. The residents have reported that there is a need for improving existing centers and establishing new centers in the area.

Ongoing management of the Homework Centers Program is the responsibility of the Youth Services Division of the Department of Parks, Recreation and Neighborhood Services. The Mayor and the City Council have made a commitment to expand the program to include cen-

ters at every public school in the City by 2002. Individual schools must request and agree to run the program.

The City of San Jose provides funding for Homework Centers through a grant contract covering single or multiple sites. These contracts, which provide one fiscal year of funding, are developed with the following types of agencies:

1. Public School Districts within the City of San Jose
2. Public School Districts with sites serving a student population of at least 50% San Jose residents
3. Community Based Organizations serving San Jose's youth
4. Other Public Agencies such as libraries, teen centers, etc.

Agencies awarded a grant under this two-year cycle will receive the annual grant award for the first year, with second year funding contingent upon availability of funds and satisfactory contract performance in year one of the cycle. This is the first year that PRNS staff will begin a monitoring and evaluation program for the Homework Centers Program.

**Timeframe: Short- to Medium-Term**

**Primary Responsibility: PRNS**

**Secondary Responsibility: Alum Rock School District**

**Costs: No additional costs over and above already funded efforts. Since the City Council and the Mayor have made a commitment to expand the program, these action items will be covered by the City Budget.**



*Tutors working with children at homework center programs*

**Action(s):**

**8a.** PRNS will work with individual neighborhoods that are not served by a homework center and coordinate residents to actively encourage their local school principal to initiate procedures to establish one.

**8b.** Community members will assist PRNS staff with the monitoring process by communicating any concerns about existing homework centers to the Homework Center Program office.

**HP9. Remove Abandoned or Inoperable Vehicles (Items #17 and 27)**

Currently the Vehicle Abatement Unit in the Code Enforcement Division is staffed with nine inspectors and one supervisor city-wide. They are responsible for responding to calls about inoperable or unregistered vehicles parked on the street or on front lawns or unpaved surfaces for the entire city. Recently, a pilot program, “Blight Sweeps”, was started where Code Enforcement inspectors would conduct comprehensive inspections of an entire neighborhood for signs of “quality of life” code violations. Initially, this program is being tested in the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) area. Each SNI area will have this pilot program at least once.

The issue of removing inoperable and unregistered vehicles from city streets and private prop-

erty is widespread throughout the city. Increasing the number of inspectors available to respond to calls would help to address this issue. The cost of an additional Vehicle Abatement Unit staff member would be approximately \$50,000 per year (including salary and benefits) in year 2000 dollars.

**Timeframe: Short- to Medium-Term****Primary Responsibility: Vehicle Abatement (Code Enforcement)**

**Costs:** The cost of adding staff to the Vehicle Abatement Unit would be \$50,000/year per inspector. This cost could be covered in the existing City Budget. Additional funds from Strong Neighborhoods Initiative monies could also be applied on a limited term basis.

**Action(s):**

**9a.** The City will explore increasing funding for additional staffing for Code Enforcement, particularly the Vehicle Abatement Unit.

**9b.** The Vehicle Abatement section of Code Enforcement will increase the enforcement of regulations pertaining to abandoned and inoperable vehicles.

**9c.** Code Enforcement will consider assisting the community to organize a voluntary program, or consider providing a stipend to people to leave informational notices on abandoned or

inoperable vehicles with follow-up by Code Enforcement.

**HP10. No Parking During Street Sweeping  
(Item #16)**

**Timeframe: Short- to Medium-Term**

**Primary Responsibility: DOT, County Road and Airport Department**

**Costs: The cost of these action items would be covered in the existing City and County budget. However, existing funding for this program is limited and may need to be increased to meet the demand for this service.**



*Example of No Parking During Street Sweeping signage*

**Action(s):**

**10a.** The City and County will work with community members to study ways to improve street sweeping in the area, which could be addressed by installing “No Parking” during street sweeping hours and/or increasing the frequency with which street sweeping occurs.

**10b.** The City and County will consider increased follow-up enforcement of “No Parking” during street sweeping signs. The City will consider additional ticketing enforcement. For example, the street sweeper vehicle could be equipped with a camera or video to take a photo of the license plate of the offending vehicle (preventing it from properly sweeping the street). Citations would subsequently be sent to the vehicle owners.

**10c.** If enforcement of the “no parking” provisions through ticketing does not appear to be effective, this Plan recommends that consideration be given to the installation and enforcement of “Tow Away” signs to ensure that streets are kept clear of parked cars during scheduled street sweeping.

## SECTION B

### B. Summary of All Improvement Items

This includes all improvement items discussed by the community. A list of these items with a brief description of each is shown in Appendix A. Appendix B shows rankings given by the community for each of the items that had been identified at a series of community meetings associated with this Strong Neighborhoods Initiative planning process (see list of meetings held in Appendix F). Detailed discussion of the ten highest priority improvement items are shown above in Section A.

#### *Traffic, Parking and Pedestrian Safety*

##### 1. Traffic Calming Program

This item was given “High Priority” status by the community. This item is discussed as High Priority #2 in Section A above.

##### 2. Increased Enforcement of Traffic Regulations

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit)

**Action:** The Traffic Enforcement Unit of the Police Department will consider increasing patrols in areas prone to traffic violations such as speeding, incomplete stops, and passing school buses with flashing red lights. Information about

where this occurs has been referred to the DOT, which will consider deploying NASCOP at certain locations, as described in Item HP2 in Section A.

##### 3. Crosswalk Painting/Repainting

**Timeframe:** Short-term

**Primary responsibility:** DOT

**Action:** The DOT will conduct a warrant study for crosswalks at the locations already identified by the community, as shown in Figures 17 through 26. If crosswalks are warranted at any of these locations, they will be installed at the earliest opportunity.

##### 4. Special Paving at Certain Intersections along the Transmission Line Alignment

**Timeframe:** Short-term

**Primary responsibility:** DOT

**Action:** The DOT will study the feasibility of introducing special paving at certain intersections along the transmission line alignment at Story Road, Dobern Avenue, Bambi Lane and Sunnyglen Drive, to slow down vehicular traffic. Textured Pavements, such as brick or stone surfaces, cause drivers to have a slightly bumpy ride over an extended distance, while improving the aesthetic quality of the street environment.

**5. Installation of Barrier or Special Paving so that Vehicles do not Drive Across Transmission Line Alignment at Chant Drive**

**Timeframe:** Short-term

**Primary responsibility:** DOT

**Action:** The DOT will study the feasibility of introducing special paving or a barrier, such as bollards, at Chant Drive so that vehicles do not cross the transmission line alignment.

**6. School Traffic Safety Program**

This item was given “High Priority” status by the community. This item is discussed as High Priority #2 in Section A.

**7. Crossing Guard Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (School Safety and Education Unit)

**Action(s):**

**7a.** The City has a Crossing Guard Program that is run through the School Safety and Education Unit of the Police Department. The City of San Jose has also recently established a “School Access Enhancement” program. The DOT and the Police Department are currently working with the School Districts to provide enhance-

ments such as signage, crossing guard programs and other measures to improve safety and access to schools. Through the School Access Enhancement Program, the City will create or augment crossing guard programs at all schools in the area, in order to make crossing streets around schools in the East Valley/680 Communities SNI area safer for children and parents.

**7b.** Community members will work with their local schools and School District to ensure that their concerns are addressed.

**8. “School Zone” Signage Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT (School Safety Unit), Police Department (School Safety and Education Unit)

**Action(s):**

**8a.** The City of San Jose has recently established a “School Access Enhancement” program. The DOT is currently working with the School Districts to provide enhancements such as signage, crossing guard programs and other measures to improve safety and access to schools. Through this program, the DOT will review the vicinity of schools in the area to determine if additional or replacement signs to alert drivers to watch for pedestrians and especially children are needed.

**8b.** The DOT will install signs as necessary.

### 9. Pedestrian Over-Crossing at Capitol Expressway

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT

**Action(s):**

**9a.** The DOT and Parks Division within the City will explore the feasibility of a pedestrian over-crossing to connect the Sierra neighborhoods with points south in the Dobern and Capitol-Goss neighborhoods.

**9b.** If deemed feasible, these agencies will work with the community to design the over-crossing and proceed to make the necessary land acquisitions and identify possible funding sources.

### 10. Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods)

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT

**Action(s):**

**10a.** The DOT will work with the VTA to study the feasibility of pedestrian over-crossings on South Capitol in conjunction with planned transit improvements along Capitol Avenue.

**10b.** If deemed feasible, these agencies will work with the community to design the over-crossing and proceed to make the necessary land

acquisitions and identify possible funding sources.

### 11. Pedestrian Crossing at Story Road and Galahad

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT

**Action:** The DOT will study the feasibility of facilitating pedestrian and other non-vehicular traffic across Story Road at Galahad Avenue by installing a prominent crosswalk or pedestrian over-crossing. Subsequently, the DOT will implement the appropriate solution.

### 12. Enhance Safety of Sunset Avenue Pedestrian Bridge

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department, DOT in conjunction with Caltrans

**Action(s):**

**12a.** PRNS will encourage local community members to report incidences of loitering to the Police.

**12b.** DOT will study whether red curbs are warranted in the area in front of the entrance of the Sunset pedestrian bridge. If the curbs at this location conform to traffic guidelines for red

curbs, the DOT will paint them at the earliest opportunity.

**12c.** DOT will explore whether a physical design solution, such as bollards, to prevent motorcyclists from using the pedestrian bridge is warranted.

**13. Clean-up of Sunset Avenue Pedestrian Bridge area**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit)

**Action(s):**

**13a.** To help clean up and to discourage loitering in the area around the Sunset Avenue pedestrian bridge, Code Enforcement and the Police Department will increase enforcement of codes and laws pertaining to dumping and issue citations when dumping or littering is observed.

**13b.** Experience has shown that a commitment from the local community helps to keep areas clean and safe. Local community members can help to maintain the area by removing trash and trimming weeds. PRNS, with the help of the Conservation Corps, will organize community members to maintain the area.

**13c.** PRNS will encourage local community members to report incidences of dumping or

loitering to Code Enforcement and/or the Police.

**14. Red Curbs on Street Corners**

**Timeframe:** Immediate and on-going

**Primary responsibility:** DOT

**Action(s):**

**14a.** PRNS will assist the community to make requests to DOT or County's Land and Development Services Division of the Road and Airports Department (as appropriate).

**14b.** The City's DOT and the County's Land and Development Services Division of the Road and Airports Department will study whether areas where red curbs are requested conform to traffic operations guidelines. Examples of areas where the community believe that prohibiting parking at corners would improve visibility and safety include the corners of Greenstone, Whitestone, Brownstone, Pinkstone Courts, and Summer Street (the curve north of Summer Court). If the locations where red curbs have been requested conform to traffic operations guidelines, these departments will paint them at the earliest opportunity.

**14c.** PRNS will encourage community members to participate in the City's Adopt-a-Curb program where community members can assist with the on-going maintenance of the curbs.

Volunteers in the program are provided with the supplies and training required to repaint faded red curbs as needed.

### 15. Residential Parking Permit Program

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT and County's Land and Development Services Division of the Road and Airports Department, Deputy City Attorney's Office

**Action(s):**

**15a.** DOT will work with the community to assess where a residential parking permit program is desired by the community.

**15b.** If there is sufficient resident and property-owner support, DOT or the County Road and Airports will conduct an analysis to determine if City/County policy thresholds related to residential parking permits have been met. If a permit parking program is deemed appropriate, DOT or County Road and Airports will work with area residents to establish this program in their area.

### 16. No Parking During Street Sweeping

This item was given "High Priority" status by the community. This item is discussed as High Priority #10 above.

### 17. Reduce and Eliminate Front Yard Parking

This item was given "high priority" status by the community. This item is discussed as High Priority Item #9 in Section A.

#### *Streets and Streetscape*

### 18. "Welcome to EV/680 Communities" Signage at Neighborhood Entryways

**Timeframe:** Short-term

**Primary responsibility:** Planning DOT, and PRNS

**Action:** PRNS and Planning will work with the NAC to make a design for the signage and decide appropriate locations.

Once funding is identified, the signs will be made and DOT will install them.

### 19. Improvements to Public Realm Landscape Maintenance

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, DOT, Caltrans, PBCE

**Action(s):**

**19a.** Parks: PRNS will assist community members to get involved in Adopt-A-Park, a citywide volunteer program that recruits and

trains residents to assist in the general care and maintenance of neighborhood parks and other open spaces in San José.

**19b.** Freeway on- and off-ramps: The areas around freeway on- and off-ramps, which also function as neighborhood entryways, are within the State Department of Transportation rights-of-way. DOT, PRNS and community will work with the State (Caltrans) to improve the appearance of these entries.

**19c.** Sidewalks: Neighborhood Services (PRNS) and Code Enforcement will work with property owners to keep sidewalks adjacent to their property clean and free of litter.

## **20. Street Tree Maintenance and Planting of New Street Trees**

**Timeframe:** Short-term

**Primary responsibility:** DOT (Arborist Section)

**Action(s):**

**20a.** Neighborhoods in the City will work with the Department of Transportation's Arborist Section to develop an appropriate tree planting strategy for residential areas. PRNS and the DOT will work with the NAC to further refine the information, for their respective neighborhoods, of locations where street trees are dead or dying and need to be replaced. PRNS will request tree-planting permits from DOT-

Arborist where property owners are not opposed to tree plantings. The DOT will not issue permits for new street trees in locations where adjacent property owners are opposed. Additionally, PRNS will coordinate tree planting utilizing Our City Forest, San Jose Conservation Corp or private contractors. PRNS will identify, as necessary, sufficient funding to accomplish this task.

**20b.** Once the tree planting strategy has been approved, the community could apply for funding for street trees from Our City Forest, a non-profit organization.

**20c.** The DOT (Arborist Section) will work with community to identify areas where street tree trimming is needed.

**20d.** The DOT-Arborist will continue to work with the community and the Valley Transportation Authority (VTA) regarding street trees along Capitol Avenue. The addition of trees along the Transmission Line Alignment will be planned in conjunction with any potential open space planning projects and take into consideration any issues with respect to the transmission towers and lines.

## **21. Improved lighting (streets and around existing parks)**

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT, Public Works, CSLA

**Action(s):**

**21a.** In the City, the Department of Public Works is responsible for installing new street lights, while the Department of Transportation is responsible for issues relating to improving existing lighting. PRNS will continue to work with the NAC to encourage the community to report needed street light repairs, wattage upgrades and the need for new street lighting to the appropriate department.

**21b.** The DOT will repair or increase the wattage at the locations requested by the community as necessary.

**21c.** The Department of Public Works will install new street lights in areas identified by the community where possible.

**21d.** PRNS will install new lighting in the Parks identified by the community where possible.

**21e.** Residents of the unincorporated area need to work with the County Lighting Service Area (CLSA) to install and/or improve lighting. Requests for additional street lighting could result in higher assessment fees.

**22. Sidewalk Repair and Installation**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #6 in Section A.

**23. New Street Paving**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit)

**Action(s):**

**23a.** The DOT will accelerate street maintenance in applicable Strong Neighborhoods areas. All streets within the East Valley/680 Communities SNI area that are programmed to receive preventive maintenance over the next five years (2002 through 2006) will have their maintenance scheduled in 2002. Major street repairs will be scheduled as preventive maintenance becomes due and available funding is identified.

**23b.** PRNS will work with community to encourage them to report potholes to DOT. DOT can typically repair potholes in 48 hours.

**24. Curb Cut Installation**

**Timeframe:** Short-term

**Primary responsibility:** DOT and County’s Land and Development Services Division of the Road and Airports Department

**Action:** Curb cuts which make the use of sidewalks accessible to people who need to use mobility devices (such as wheelchairs) will be installed at locations identified by the community (as shown in Figures 17 through 26 in Chapter 4).

Residents who feel that additional curb cuts are needed in their neighborhood to provide access for disabled or elderly residents should contact the City's Department of Transportation (DOT) or the County's Land and Development Services Division of the Road and Airports Department, as appropriate.

*Blight/Problem Uses*

**25. Facade Improvement Program**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Redevelopment Agency, PRNS

**Action:**

**25a.** The City of San Jose Redevelopment Agency (SJRA) has a facade improvement grant program that provides assistance to business and property owners within the Neighborhood Business Districts and Downtown San Jose. SJRA with the help of PRNS will increase its outreach efforts to make business owners in the area aware that this grant program is available to them.

**25b.** If necessary, SJRA will increase the resources available for its facade improvement program for the commercial properties in the area.

**26. Remove, or Bring into Compliance Illegal Uses**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement (Code Enforcement Division)

**Action(s):**

**26a.** The Code Enforcement Division will continue to proactively enforce codes to eliminate businesses operating without appropriate permits and licenses or conducting activities inconsistent with their permits and/or licenses.

**26b.** The Code Enforcement Division will continue to enforce codes intended to protect the health and safety of the community through the elimination of illegal housing units on a complaint basis.

**27. Removal of Abandoned or Inoperable Vehicles**

This item was given "high priority" ranking by the community. This item is discussed as High Priority #9 in Section A.

**28. Improvements to Private Property**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, PRNS, Housing

**Action(s):**

**28a.** PRNS and the Housing Department will encourage property owners to enhance the appearance and function of properties through improvements by publicizing the City's home rehabilitation loan and paint grant programs, and the County's Housing and Community Development Department's low-interest loans for housing rehabilitation to low-income residents in the unincorporated area among existing residents.

**28b.** The Redevelopment Agency could also consider establishing a property improvement grant or loan program to help facilitate property improvements and/or supplement existing programs offered by the Housing Department.

**28c.** Individual property owners will enhance existing housing by improving the appearance and function of their properties.

The City's Code Enforcement Division could work with the NAC to identify who will be contacted and subsequently, schedule the training workshops that Code Enforcement has already developed, such as:

- \* Property Management Seminar. This workshop is designed to provide property managers and owners with basic management techniques for screening tenants, writing rental contracts, and enforcing house rules. Training also includes routine maintenance techniques.

- \* Tenant Seminar. This workshop is designed to educate renters about their responsibilities and how they can help in the routine upkeep of their units.

- \* Housing Rehabilitation Applications Seminar. This workshop is designed to help property owners to complete and submit applications for Housing Rehabilitation Loans and Grants.

## **29. Improve Properties that have Absentee Landowners**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement (Code Enforcement Division), PRNS

**Action(s):**

**29a.** The Code Enforcement Division and PRNS will encourage property owners in the area to attend Property Management classes.

**29b.** PRNS will work with the community to assist the Code Enforcement Division in identifying properties whose owners will be contacted.

**29c.** The Department of Public Works (Real Estate Division) and the Redevelopment Agency will investigate purchasing properties that continue to have code violation issues.

*Litter/Clean Up*

**30. Graffiti Clean-up**

**Timeframe:** Immediate and on-going

**Primary responsibility:** PRNS and the County

**Action:** PRNS will increase the community's awareness of and participation in the City and County's anti-graffiti programs. PRNS will encourage participation in the City's "adopt-a-block" program which provides paint, solvents, rollers and other related materials to volunteers to help eradicate graffiti when it occurs.

**31. Improved Street Sweeping and Additional Garbage Cans**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Environmental Services, Planning, Building and Code Enforcement and County

**Action:** The City and County provide additional trash receptacles in areas with heavy pedestrian traffic, such as in front of businesses in the area. New trash receptacles will be installed along streets where 1) significant litter is visible in the public right-of-way and/or on adjacent private property; and, 2) a paved location is available for the receptacle that does not block the sidewalk.

**32. Dumping and Litter Control (Institute or Augment Regular Trash Pick Up)**

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT, Neighborhood Services, Environmental Services, and community

**Action(s):**

**32a.** The Code Enforcement Division will increase enforcement of codes pertaining to dumping and issue citations when dumping is observed. The DOT will remove dumped items from the public rights-of-way.

**32b.** Environmental Services, Planning Building and Code Enforcement, and PRNS will work with the community to explore options for residents to discard unwanted items, such as organizing regularly scheduled days when the pick-up of large items can occur. If a regularly scheduled pick-up is not feasible, they will explore organizing bin clean-up events on an ad hoc basis, perhaps in conjunction with other events that bring the community together.

**32c.** The community, with support from Environmental Services, Code Enforcement, and Neighborhood Services will increase community awareness about alternatives to dumping and reducing litter.

*Open Space, Recreation and Community Services*

**33. Planting of Shade Trees at Existing Parks**

**Timeframe:** Short-term

**Primary responsibility:** PRNS

**Action(s):**

**33a.** PRNS will plant new shade trees at the existing parks identified by the community (as shown in Figures 17 through 26 in Chapter 4).

**33b.** PRNS will also work with the community to ascertain whether there are additional locations where residents feel that shade trees are needed.

**34. Improved Facilities and Maintenance at Existing Parks**

**Timeframe:** Short-term to Medium-term

**Primary responsibility:** PRNS

**Action(s):** According to the Greenprint, a 20-year strategic plan for parks, community facilities and programs, five parks in East Valley/680 Communities have plans to be renovated during the planning period from 2000 to 2020. The table below shows estimated costs and a timeline for planned renovations.

**34a.** PRNS will work with the community to review the planned neighborhood renovations in the Greenprint and determine whether there are additional improvements to other neighbor-

**TABLE 2: PLANNED RENOVATIONS OF EXISTING PARKS<sup>5</sup>**

	2001-2002	2002-2003	2003-2004	2004-2005	2005-2010	2010-2020
Capitol Park*	\$499,000	-	-	-	\$522,000	-
Cassell Park*	-	\$249,000	-	-	-	\$210,000
Hillview Park**	-	\$458,000	-	-	\$1,665,000	-
Lo Bue Park	-	-	-	-	-	\$450,000
Our Park	-	-	-	-	-	\$37,500

\* = playground

\*\* = playgournd and restroom

<sup>5</sup>City of San Jose *Greeprint for Parks and Community Facilities and Programs: A Twenty-Year Strategic Plan*, September 2000, Appendix B.

hood parks that are not included in the Capital Action Plan.

**34b.** PRNS may also want to work with the Redevelopment Agency to consider whether Redevelopment funding from the Strong Neighborhoods Initiative could be used to supplement funding for physical and maintenance improvements for existing parks in the area.

**35. Landscaping Jackson Avenue Open Space**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Caltrans

**Action:** PRNS will obtain permission from Caltrans, the owner of the seven-acre triangular piece of vacant land, to implement a landscaping and/or open space project. If permission is obtained, PRNS will work with the community to adopt a design for the area.

**36. Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Caltrans

**Action:** PRNS will obtain permission from Caltrans, to implement a landscaping and/or small pocket park project in this area. If permission is obtained, PRNS will work with the community to adopt a design for the area.

**37. Creekside Maintenance of Lower Silver Creek**

**Timeframe:** Immediate and on-going

**Primary responsibility:** PRNS, SCVWD, Community

**Action(s):**

**37a.** In order to keep areas along Lower Silver Creek safe and clean, PRNS and SCVWD will work with the community to organize a community-based effort to maintain the creek through an Adopt-A-Creek program. In such a program, local community members would commit to help removing trash and planting vegetation along the creek.

**37b.** PRNS will work with SCVWD to develop a long-term solution.

**38. Lower Silver Creek Trail**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, SCVWD

**Action(s):**

**38a.** As it is already doing in other sections of Lower Silver Creek, PRNS will pursue working with SCVWD to explore the potential of having the maintenance road along the section of the creek in East Valley/680 Communities to serve as a publicly-accessible recreational trail, as shown in Figure 11 in Chapter 4.

**38b.** PRNS and SCVWD will also work with the community to ensure that features desired by the community are incorporated into the trail where possible. Some community members would like to incorporate opportunities for wheelchair access and vantage points into the trail design where feasible.

**39. Lower Silver Creek Education Programs**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, local schools

**Action:** PRNS and will work with the community and local schools to request SCVWD assistance in organizing educational activities focused on Lower Silver Creek where children can learn about the environment.

**40. Expansion and Development of Lo Bue Park with Active Recreation Uses**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS

**Action:** The Department of Parks, Recreation and Neighborhood Services (PRNS) will work with neighborhood residents and associations to determine the type of equipment that will best meet the needs of neighborhood children and ultimately install equipment.

**41. Development of Pedestrian and Bicycle Trail Along the Length of the Transmission Line Alignment from Capitol Expressway to Ocala Avenue**

**Timeframe:** Short-term to Medium-term

**Primary responsibility:** PRNS, property owners

**Action:** PRNS will pursue talking to PG&E and other landowners in the area along the transmission line alignment about obtaining the necessary permissions and/or acquiring land in order to be able to develop a trail and other open space and recreational opportunities in this area.

The Capital Action Plan in the Greenprint includes “developing trails on PG&E land in the Goss area”, and identifies a cost of \$200,000 to implement this action in the period from 2005-2010. PRNS will work with the community. If developing a trail and other open space and recreation opportunities along the transmission line alignment is a high priority for the community, the Redevelopment Agency could consider supplementing other sources of funding with Redevelopment funding. Examples of costs of park and recreation facility improvements are shown on the following page.

**42. Improve Existing and Add New Homework Centers**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #8 in Section A.

**Primary responsibility:** PRNS

**Action(s):**

**43a.** The Department of Parks, Recreation and Neighborhood Services (PRNS) will take the lead in working with residents and schools to identify and pursue appropriate child care programs and providers for East Valley/680 Communities. PRNS will work with the Redevelopment Agency to explore the possibility of in-

**43. Additional Day-Care Centers Throughout the Area**

**Timeframe:** Short-term

**TABLE 3: COST ESTIMATES FOR PARK AND RECREATION FACILITIES<sup>6</sup>**

Park Acquisitions	\$667,000/acre to \$2,000,000/acre
Park Development	\$150,000/acre to \$250,000/acre
Playgrounds	\$250,000 each
School Improvements	\$150,000/acre
District Sports Development	\$150,000/acre
Citywide Sports Development	\$225,000/acre
Community Gardens	\$150,000 each
Trail Acquisition	\$7,270,000/linear mile (\$1,000,000/acre)
Trail Development	\$560,000/linear mile
Group Picnic Areas	\$50,000 each
Dog Park	\$150,000 each
Skateboard Park	\$250,000 each
Pools	\$3,000,000 each
Community Center -- Development or renovations	\$450/square foot

<sup>6</sup> Ibid.

corporating childcare for infants, toddlers, and pre-school-age children into the redevelopment of the Tropicana or Homebase sites.

**43b.** Residents will be encouraged to establish daycare programs within their homes. The Family Care Small Business Assistance Program offered by PRNS can provide training on how to run a high quality home child care business and can assist individuals with obtaining the necessary licensing.

#### **44. Increased Opportunities for Open Space, Recreational Programs**

**Timeframe:** Short-term

**Primary responsibility:** PRNS

**Action:** The Department of Parks, Recreation and Neighborhood Services (PRNS) will take the lead in working with residents and schools to identify the recreational uses desired by the community.

#### **45. Running Track and Football/Soccer Field at Dorsa Elementary**

**Timeframe:** Short-term to Medium-term

**Primary responsibility:** Alum Rock School District, PRNS

**Action:** Consistent with strategies stated in Greenprint to provide more recreational facili-

ties efficiently and effectively through public/private partnerships, PRNS will explore the feasibility of entering into a partnership with the Alum Rock School District to build a running track and Football/Soccer Field at the Dorsa Elementary School site.

#### **46. Reuse of Hank Lopez Community Center and Hillview Library Site with Community Uses**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #4 in Section A.

#### **47. Mural Painting Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Community, PRNS

**Action(s):**

**47a.** PRNS will work with the community to identify areas in need of mural painting.

**47b.** PRNS will assist the community in attaining permission from the property owner; identifying funding; working with the community to identify an artist and drafting a design; and finally, obtaining permission for the mural from the City’s Public Arts Commission.

**47c.** Coordinate with neighborhood associations to organize mural painting event(s).

**48. Youth Sports and Education Programs**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Police Department

**Action(s):**

**48a.** Continue to promote existing after school programs to area youth and explore opportunities for additional programs.

**48b.** The Department of Parks, Recreation and Neighborhood Services (PRNS) will work with residents and schools to identify and provide additional recreational uses desired by the community.

**49. Adult Activities**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS

**Action:** The Department of Parks, Recreation and Neighborhood Services (PRNS) will take the lead in working with residents and schools to identify the recreational uses desired by the community.

**50. Installation of Public Restrooms**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Public Works

**Action(s):**

**50a.** PRNS will work with the community to identify locations where they would like to install public restrooms.

**50b.** The Department of Parks, Recreation and Neighborhood Services (PRNS) and the Department of Public Works will consider installing the public restrooms at these locations.

*Crime, Gang Activity, Nuisance and Noise Issues*

**Items 51 through 55 are discussed as part of High Priority #5 in Section A.**

**51. Soundwalls on Capitol**

**52. Soundwall on Summer Street**

**53. Soundwall to the South of the I-680 Off-Ramp**

**54. Repair or Rebuild Wall on McCreery Avenue**

**55. Westward Extension of the Wall on McCreery Avenue**

**56. Gang Prevention Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Police Department, local schools

**Action(s):**

**56a.** When parents, school faculty, or residents become aware of gang activity in the area they will contact the Gang Prevention section of the Police Department's Violent Crime Unit.

**56b.** Youth Intervention Services will also be contacted. Youth Intervention Services offers programs such as the Right Connection, Project Pride, Clean Slate and Turn It Around, which provide gang mediation services, assist young people who want to disassociate themselves from a gang and can conduct school presentations designed to discourage young people from joining gangs or participating in gang activity.

**56c.** There are a large number of after school activities currently available to neighborhood youth through City and non-City agencies and organizations. These programs will continue to be promoted to parents and children through neighborhood schools. Neighborhood newsletters will also inform parents of available after school programs.

Items 57 through 61 and 64 are discussed as part of High Priority #7 in Section A.

**57. Increased Police Presence**

**58. Drug Law Enforcement**

**59. Enforcement of Regulations Barring the Sale of Liquor to Underage Minors**

**60. Enforcement of Regulations Regarding the Sale of Fake Documents**

**61. Loud Music Compliance**

**62. Enforcement of Regulations Limiting the Number of Persons Per Dwelling**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, Community

**Action:** If community members believe a residence is not complying with regulations limiting the number of persons per dwelling based on health and safety concerns, they will contact the Code Enforcement Division.

**63. Limitation on Number of Liquor Licenses**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, City Council, Community

**Action(s):**

Licenses permitting businesses to sell alcoholic beverages come from the State of California

Department of Alcoholic Beverage Control (ABC). The District City Council Office receives notices of all requests for alcohol licenses in the District. PRNS will work with the City Council and residents to form a neighborhood “Alcohol Issues Committee” to:

- \* Work with the City Council to track new applications to ABC and write letters of opposition to new licenses in the area;
- \* Work with the City to establish a cap on the number of licenses in the area;
- \* Put pressure to close alcohol sales within close proximity to schools;
- \* Hold restaurant/bar owners accountable for serving too many drinks to customers;
- \* Pressure liquor stores and others to stop selling certain products such as fortified wine and malt liquors;
- \* File Public Nuisance Abatements against troublesome businesses/restaurants.

#### **64. Reduce Loitering**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #7 in Section A.

#### *Schools*

#### **65. Improvements at Schools**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, School Districts

**Action:** PRNS will work with local schools and the community to determine priorities and develop a strategy for implementing needed improvements.

#### *Land Use*

#### **66. Develop Affordable Housing**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #3 in Section A.

#### **67. Develop Additional Neighborhood-Serving Retail and Mixed-Use Projects Along Major Arterials**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Redevelopment Agency, Office of Economic Development, Housing, Planning, Building and Code Enforcement, PRNS

**Action(s):**

**67a.** A follow-up study to evaluate the development feasibility of opportunity sites for residential and mixed-use development, with a priority to not displace residents, will be conducted by Strategic Economics as part of the Strong Neighborhoods Initiative planning process.

**67b.** Where possible, the City (Redevelopment Agency, Planning Building and Code Enforcement and Office of Economic Development) will develop incentives for attracting neighborhood-serving retail uses identified by the community.

**68. Develop Additional Community Facilities**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #4 in Section A.

**69. Discourage New Commercial Uses on Ocala and Bermuda Avenues**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, Community

**Action:** The areas along Ocala and Bermuda Avenues have residential general plan land use and zoning designations. Home occupations are allowed in these designations. If community

members question whether a community use qualifies as a home occupation, they will contact the Code Enforcement Division.

*Other Issues***70. Creation/Reinforcement of Neighborhood Associations**

**Timeframe:** Immediate and on-going

**Primary responsibility:** PRNS

**Action:** PRNS will conduct outreach to encourage the formation of new or reinforce existing neighborhood organizations in East Valley/680 Communities. PRNS will provide the resources and direction necessary to strengthen existing organizations. All new and existing organizations in the area will contribute to the implementation of the East Valley/680 Communities Neighborhood Improvement Plan through direct participation in many of the action items as well as through outreach to the larger community.

**71. Outreach to Employers and Day Workers**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit), City Manager’s Office

**Action(s):**

**71a.** The Police Department has done extensive research into possible solutions concerning the issue of large numbers of day workers gathering around certain areas. According to the Police, since it is usually not the people looking for work that cause problems experienced by the community, the best solution seems to be establishing a dayworker center in close proximity to the area where dayworkers currently congregate. This research has been passed onto the City Manager's office. The City Manager's office will explore the feasibility of these recommendations.

**71b.** PRNS will increase outreach efforts to these workers, as well as their employers, to educate them about the existing day worker center, located on Alum Rock Avenue.

**72. Assistance to Area Small Businesses (formerly Rent Control for Small Businesses)**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Office of Economic Development, Redevelopment Agency

**Action:** The City's Office of Economic Development will increase outreach to businesses in the area to inform them of the business assistance services and financing and loan programs available from the City and its partner organiza-

tions. The Office of Economic Development offers loans to small businesses through its Development Enhancement Special Fund (DESF) and Revolving Loan Fund (RLF) programs. In partnership with the City, organizations such as the San Jose/Cisco/SBA Entrepreneur Center and Silicon Valley Community Ventures, offer, loans, conventional financing and other business and technical assistance.

**73. Job Training Programs**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS

**Action:** PRNS will explore ways in which to increase outreach efforts to inform the community of existing City and community-based organization job training programs. The Youth Employment Services (Y.E.S.) designs and oversees numerous services programs in response to identified needs of San José youth. Some of these services are delivered directly by City staff, while other services are provided through contracts with community services providers. Programs offered through Y.E.S. include the Summer Jobs for Youth, Work Experience, Career Resource Center, and the Vocational Training Employment Program.

In addition, there are plans to open a Workforce Investment center at the Mi Pueblo center on the northeast corner of Story and King. Currently under construction, this center will pro-

vide training and resources to community residents seeking employment.

#### 74. Outreach and Augmentation of Domestic Violence Support Programs

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Family Violence Unit)

**Action:** PRNS and the Family Violence Unit will increase awareness in the community about the resources available to address domestic violence and child/elder abuse. The Family Violence unit focuses on three areas of behavior which most often victimize the family. The investigative units specifically address domestic violence, child/elder abuse and threat management (stalking). The center is staffed by representatives of the District Attorney's Office, Adult Probation, Child Protective Services, Police Department, and a victim advocate from Next Door, Solutions to Domestic Violence.

Services provided at the Family Violence Center:

- \* Advocacy services for victims of domestic violence and their children, including counseling
- \* Assist in obtaining Temporary Restraining Orders (TRO)

\* Personal contact with Police Investigators who specialize in the areas of domestic violence, Child and Elderly Abuse, and Stalking

\* Personal contact with attorneys from the District Attorney's Office

\* Personal contact with Social Workers from the Department of Family and Children's Services.

\* Personal contact with a Probation Officer from the Probation Department

\* Referrals to 24 hour emergency shelters

\* A waiting area for children to play during visits to the Center

\* Educational programs for community organizations, churches, schools and businesses to inform the public about family violence

\* Process applications for the AWARE alarm system, and the Mobile Cellular Phone Programs.

#### 75. Preserve and Improve the Tropicana Shopping Center

This item was given "high priority" ranking by the community. This item is discussed as High Priority #1 in Section A.

**76. Clean-Up the Tow Yard Near Emma Prusch Park**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, property owner.

**Action:** Code Enforcement will work with the property owner to bring this property up to code.

**77. Improve Bicycle Access in the East Valley/680 Communities Area**

**Timeframe:** Short to Medium-term

**Primary responsibility:** Community and DOT

**Action(s):**

**77a.** Community members should identify routes through the area which would benefit from either striped bike lanes or designation as bike routes.

**77b.** Recommendations should be forwarded to the City's Bicycle and Pedestrian Advisory Committee (BPAC) who, upon consideration of the list, recommends additions to the City's Bicycle Transportation Network to DOT.

**77c.** Each year DOT takes action to include the BPAC's recommended list of new bicycle facilities in the City's General Plan. The facilities are then studied and built as funding and resources are identified on a city-wide basis. Therefore, if any particular bicycle facility is a high priority to the East Valley/680 Communities, community members should work closely with BPAC to ensure the request is prioritized by that group as well.

## **ACTION MATRIX**

All of the improvement ideas discussed in Chapter 5 are presented in summary format in the Action Matrix below.

One column of the matrix designates the “CSA”, City Service Area, relating to each action item. The concept of City Service Areas is intended to integrate the services provided by the City into cross-departmental functions with the ultimate goal of providing more customer-focused, results-driven service to the community. CSA’s are used for strategic planning, setting policies, and making investment decisions. They are listed in this document for the City Council and Staff’s reference.

### **City Service Areas (CSAs) are divided into the following categories:**

**Aviation Services (AS)** - Provide for the air transportation needs of the community and the region at levels that are acceptable for the community.

**Economic and Neighborhood Development (EAND)** - Manage the growth and change of the community in order to create and preserve healthy neighborhoods and ensure a diverse range of employment and housing opportunities.

**Environment and Utility Services (EAUS)** - Manage environmental services and utility systems to ensure a sustainable environment for the community.

**Public Safety Services (PSS)** - Commitment to excellence in public safety by investing in neighborhood partnerships as well as prevention, enforcement, and emergency preparedness services.

**Recreation and Cultural Services (RACS)** - Serve, foster and strengthen community by providing access to lifelong learning and opportunities to enjoy life.

**Transportation Services (TS)** - A safe and efficient transportation system that contributes to the livability and economic health of the City.

#### **Note:**

**The following action items identify the City, County or other partner agencies that will have some role in implementing the action items. Particular focus and attention will be given to the High Priority items. However, in order for this plan to stay alive and not become a dusty document on a shelf, the community will need to remain involved as active partners working with the City and other entities to foster action on each of the priorities and other action items.**

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
<b>Traffic, Parking and Pedestrian Safety</b>						
<b>X</b>	<b>1. Traffic Calming Program</b>	<p><b>HP2a.</b> Implement the proposed measures to address the traffic issues identified by the community (as listed in Appendix C).</p> <p><b>HP2b.</b> Work with the NAC to monitor the efficacy of implemented traffic calming solutions.</p>	<p><b>DOT</b></p> <p><b>DOT PRNS</b></p>	TS	City Budget	Short- to Medium-term
	<b>2. Increased Enforcement of Traffic Regulations</b>	Heighten the enforcement of traffic regulations. The DOT will consider deploying NASCOP at certain locations, as described in Item HP2 in Section A.	<b>DOT Police (Traffic Enforcement Unit)</b>	TS	City Budget	Immediate to on-going
	<b>3. Crosswalk Painting/Repainting</b>	Conduct study to determine if the crosswalks indicated by the community are warranted. If so, install or repaint them at the earliest opportunity.	<b>DOT</b>	TS	City Budget	Immediate to Short-term
	<b>4. Special Paving at Certain Intersections along the Transmission Line Alignment</b>	<p>Study the feasibility of introducing special paving to slow down vehicular traffic at certain intersections, such as:</p> <ul style="list-style-type: none"> <li>◆ Story Road and Galahad Avenue</li> <li>◆ Dobern Avenue</li> <li>◆ Bambi Lane</li> <li>◆ Sunnyglen Drive</li> </ul>	<b>DOT</b>	TS	City Budget	Short-term
	<b>5. Installation of Barrier or Special Paving so that Vehicles do not Drive Across Transmission Line Alignment at Chant Drive</b>	Study installing curbs around the edge of the Transmission Alignment, bollards and/or special paving in the area to prevent vehicles from driving across the Transmission Line Alignment from Chant Drive to Chant Court is warranted. If so, install at earliest opportunity.	<b>DOT</b>	TS	City Budget	Short-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
<b>X</b>	<b>6. School Traffic Safety Program</b>	Refer to Item #1		TS		
	<b>7. Crossing Guard Program</b>	<p><b>7a.</b> Create or augment Crossing Guard Program at all schools in the area.</p> <p><b>7b.</b> Work with local schools and School District to ensure that their concerns are addressed.</p>	<p><b>Police, DOT, School Districts</b></p> <p><b>Community</b></p>	TS	City Budget	Immediate
	<b>8. “School Zone” Signage Program</b>	<p><b>8a.</b> Review areas around schools in the area to determine if additional or replacement signs are needed.</p>	<b>DOT</b>	TS	City Budget	Immediate
		<p><b>8b.</b> Install signs as necessary.</p>	<b>DOT</b>		City Budget	Short-term
	<b>9. Pedestrian Over-Crossing at Capitol Expressway</b>	<p><b>9a.</b> Explore the feasibility of a pedestrian over-crossing to connect the Sierra neighborhoods with points south in the Dobern and Capitol-Goss neighborhoods.</p>	<b>DOT</b>	TS PSS	City Budget and Redevelopment funding	Short-term
		<p><b>9b.</b> If deemed feasible work with community to design over-crossing make necessary land acquisitions and funding.</p>	<b>DOT</b> Community		City Budget and Redevelopment funding, VTA funding	Long-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>10. Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods)</b>	<p><b>10a.</b> Work with VTA to study feasibility of pedestrian over-crossing on South Capitol (between Sierra and Lyndale Neighborhoods).</p> <p><b>10b.</b> If deemed feasible work with community to design over-crossing make necessary land acquisitions and funding.</p>	<p><b>DOT</b> VTA Light Rail Construction</p> <p><b>DOT</b></p>	TS	<p>City Budget, VTA funding, Redevelopment funding</p> <p>City Budget, VTA funding, Redevelopment funding</p>	<p>Short-term</p> <p>Long-term</p>
	<b>11. Pedestrian Crossing at Story Road and Galahad</b>	Study the feasibility of facilitating pedestrian and other non-vehicular traffic across Story Road at Galahad Avenue by installing a prominent crosswalk or pedestrian over-crossing. Subsequently, the DOT will implement the appropriate solution.	<b>DOT</b>	TS	City Budget and Redevelopment funding	Short-term
	<b>12. Enhance Safety of Sunset Avenue Pedestrian Bridge</b>	<p><b>12a.</b> Encourage local community members to report incidences of loitering to the Police.</p> <p><b>12b.</b> Study whether red curbs are warranted in the area in front of the entrance of the Sunset pedestrian bridge. If the curbs at this location conform to traffic guidelines for red curbs, the DOT will paint them at the earliest opportunity.</p> <p><b>12c.</b> Explore whether a physical design solution, such as bollards, to prevent motorcyclists from using the pedestrian bridge is warranted.</p>	<p><b>PRNS</b></p> <p><b>DOT, Caltrans</b></p> <p><b>DOT, Caltrans</b></p>	TS PSS	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Immediate to Short-term</p> <p>Short-to medium-term</p> <p>Short-to medium-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>13. Clean-up of Sunset Avenue Pedestrian Bridge area</b>	<p><b>13a.</b> Increase enforcement of codes and laws pertaining to dumping and issue citations when dumping or littering is observed</p> <p><b>13b.</b> Organize community members to maintain the area.</p> <p><b>13c.</b> Encourage local community members to report incidences of dumping or loitering to Code Enforcement and/or the Police.</p>	<p><b>Code Enforcement, Police</b></p> <p><b>PRNS, Conservation Corps</b></p> <p><b>PRNS PBCE</b></p>	PSS EAND	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Short term</p> <p>Short term</p> <p>Short term</p>
	<b>14. Red Curbs on Street Corners</b>	<p><b>14a.</b> Assist community to make requests to DOT or County’s Land and Development Services Division of the Road and Airports Department (as appropriate).</p> <p><b>14b.</b> Study whether red curbs are warranted at locations requested by community and paint curbs at earliest opportunity.</p> <p><b>14c.</b> Assist and encourage community to participate in City’s Adopt-A-Curb Program.</p>	<p><b>DOT, PRNS</b></p> <p><b>DOT, County Roads and Airport Department</b></p> <p><b>PRNS</b></p>	TS	<p>City budget</p> <p>City budget, County funding</p> <p>City budget</p>	<p>Short-term</p> <p>Short-term</p> <p>Immediate to on-going</p>
	<b>15. Residential Parking Permit Program</b>	<p><b>15a.</b> Work with community to assess whether a residential parking permit program is desired by the community.</p> <p><b>15b.</b> If there is sufficient resident and property-owner support, installation and enforcement of no parking during street sweeping signs should be pursued.</p>	<p><b>DOT, County Road and Airport Department, Deputy City Attorney’s Office</b></p> <p><b>DOT, County Road and Airport Department</b></p>	TS	<p>City budget, County funding</p> <p>City budget, County funding</p>	<p>Immediate</p> <p>Short-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

High Priority	Item	Action	Primary Responsibility and Other Partners	CSA	Funding Source	Time Frame
X	16. No Parking During Street Sweeping (High Priority Item #10)	<p><b>HP10a.</b> Work with community members to study ways to improve street sweeping in the area, which could be addressed by installing “No Parking” during street sweeping hours and/or increasing the frequency with which street sweeping occurs.</p>	<p><b>DOT, Environmental Services, County’s Road and Airport Department</b> Police Department (Traffic Enforcement Unit), County Sheriff</p>	TS EAND	City Budget, County Budget	Short-term
		<p><b>HP10b.</b> Consider increased follow-up enforcement of “No Parking” during street sweeping signs. The City will consider additional ticketing enforcement. For example, the street sweeper vehicle could be equipped with a camera or video to take a photo of the license plate of the offending vehicle (preventing it from properly sweeping the street). Citations would subsequently be sent to the vehicle owners.</p>	<p><b>DOT, County’s Road and Airport Department</b> Police Department (Traffic Enforcement Unit), County Sheriff</p>		City Budget, County Budget	Short- to Medium-term
		<p><b>HP10c.</b> If enforcement of the “no parking” provisions through ticketing does not appear to be effective, consideration should be given to the installation and enforcement of “Tow Away” signs to ensure that streets are kept clear of parked cars during scheduled street sweeping.</p>	<p><b>DOT, County’s Road and Airport Department</b></p>		City Budget, County Budget	Short- to Medium-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
<b>X</b>	<p><b>The following items were combined and discussed as High Priority Item #9:</b></p> <p><b>17. Reduce/Eliminate Illegal Front Yard Parking</b></p> <p><b>27. No Parking During Street Sweeping</b></p>	<p><b>HP 9a.</b> Explore increasing funding for additional staffing for Code Enforcement, particularly the Vehicle Abatement Unit.</p>	<p><b>Vehicle Abatement (Code Enforcement)</b></p>	EAND	City Budget, Redevelopment funding	Short-term
		<p><b>HP 9b.</b> Increase the enforcement of codes pertaining to abandoned and inoperable vehicles. Assist the community to organize a voluntary program to leave informational notices on abandoned or inoperable vehicles with follow-up by Code Enforcement.</p>	<p><b>Vehicle Abatement (Code Enforcement), County Sheriff</b></p>		City Budget, Redevelopment funding	Short-term
		<p><b>HP9c.</b> Consider assisting the community to organize a voluntary program, or consider providing a stipend to people to leave informational notices on abandoned or inoperable vehicles with follow-up by Code Enforcement.</p>	<p><b>Vehicle Abatement (Code Enforcement), County Sheriff</b> PRNS</p>		City Budget	Short-term
<b>Streets and Streetscape</b>						
	<p><b>18. “Welcome to EV/680 Communities” Signage at Neighborhood Entryways</b></p>	<p><b>18a.</b> Work with the NAC to make a design/logo for the signage and decide appropriate locations.</p>	<p><b>DOT, PBCE, PRNS and Community</b></p>	EAND TS	City Budget, CDBG, CAP grants	Short-term
		<p><b>18b.</b> Once funding is identified, install signage at earliest opportunity.</p>	<p><b>DOT</b></p>		City Budget, CDBG, CAP grants	Short-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>19. Improvements to Public Realm Landscape Maintenance</b>	<p><b>19a. Parks:</b> Coordinate with community to assist in park maintenance through Adopt-A-Park programs.</p> <p><b>19b. Freeway on-/off-ramps:</b> Work with Caltrans to maintain these areas.</p> <p><b>19c. Sidewalks:</b> Work with property owners to keep sidewalks adjacent to their property clean and free of litter.</p>	<p><b>PRNS and Community</b></p> <p><b>DOT and Caltrans</b></p> <p><b>PRNS, Code Enforcement and property owners</b></p>	EAND	<p>City Budget</p> <p>City Budget, Caltrans</p> <p>City Budget, Private resources</p>	<p>Immediate to on-going</p> <p>Immediate to on-going</p> <p>Immediate to on-going</p>
	<b>20. Street Tree Maintenance and Planting of New Street Trees</b>	<p><b>20a.</b> Neighborhoods in the City will work with the Department of Transportation's Arborist Section to develop an appropriate tree planting strategy for residential areas. PRNS and the DOT will work with the NAC to further refine the information, for their respective neighborhoods, of locations where street trees are dead or dying and need to be replaced. PRNS will request tree-planting permits from DOT-Arborist where property owners are not opposed to tree plantings. Additionally, PRNS will coordinate tree planting utilizing Our City Forest, San Jose Conservation Corp or private contractors. PRNS will identify, as necessary, sufficient funding to accomplish this task.</p> <p><b>20b.</b> Apply for funding for street trees from Our City Forest, a non-profit organization.</p> <p><b>20c.</b> Work with community to identify areas where street tree trimming is needed.</p>	<p><b>DOT (City Arborist), PRNS, Community</b></p> <p><b>Community</b></p> <p><b>DOT, Community</b></p>	EAND	<p>City budget and Potential grants from Our City Forest</p> <p>Private resources</p> <p>City Budget</p>	<p>Immediate to Short-term</p> <p>Immediate to Short-term</p> <p>Immediate to Short-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>(20. cont'd)</b>	<b>20d.</b> Continue to work with the community and the Valley Transportation Authority (VTA) regarding street trees along Capitol Avenue. Street tree treatments for the Transmission Line Alignment should be planned in conjunction with any potential open space planning projects.	<b>DOT (City Arborist), PRNS, PBCE</b> VTA	EAND	City Budget, VTA	Short- to Medium-term
	<b>21. Improved lighting (streets and around existing parks)</b>	<b>21a.</b> Encourage the community to report needed street light repairs, wattage upgrades and the need for new street lighting to the appropriate department (DOT – repairs or wattage upgrades; Public Works – new street lights; PRNS – new lighting in Parks)	<b>PRNS</b> Community	PSS	City Budget	Immediate to Short-term
		<b>21b.</b> Improve street lighting at identified locations by installing new streetlight standards and/or increasing wattage on existing light standards.	<b>DOT, Public Works,</b> PRNS		City Budget	Immediate to Short-term
		<b>21c.</b> Request new street lighting and/or increasing wattage on existing light standards from County Lighting Service Area (CLSA).	<b>Residents of unincorporated areas</b>		Private resources	Immediate to Short-term
<b>X</b>	<b>22. Sidewalk Repair (High Priority Item #6)</b>	<b>HP6a.</b> Inspect the areas that are in need of sidewalk repairs, as funding becomes available. Contact will be made with the property owners and information will be provided regarding the City's reimbursement program.	<b>DOT</b>	TS	City Budget	Immediate to Short-term
		<b>HP6b.</b> Work with the NAC to determine whether it wants to establish a revolving loan fund to for low-income families and if desired, help set up such a fund.	<b>PRNS</b>		City Budget	Immediate to Short-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>(#22. cont'd)</b>	<p><b>HP6c.</b> Coordinate with the NAC to determine whether there is community interest in establishing a program a special grant program that would cover these properties not eligible for City's sidewalk grant.</p> <p><b>HP6d.</b> Consider extending funds for the existing sidewalk grants to include reimbursement for the costs of repairing the curbs and gutters.</p>	<p><b>PRNS</b></p> <p><b>DOT</b></p>	TS	<p>City Budget</p> <p>City Budget</p>	<p>Immediate to Short-term</p> <p>Immediate to Short-term</p>
	<b>23. New Street Paving</b>	<p><b>23a.</b> Accelerate appropriate maintenance to streets that need it in all applicable Strong Neighborhood areas.</p> <p><b>23b.</b> Report all potholes to the DOT.</p>	<p><b>DOT</b></p> <p><b>Residents and property owners.</b></p>	TS	City Budget	<p>Short- to Medium- term</p> <p>Immediate</p>
	<b>24. Curb Cut Installation</b>	Study locations identified by community in need of curb cuts and install where necessary at earliest opportunity.	<b>DOT</b>	TS	City Budget	Immediate to Short-term
<b>Blight/Problem Uses</b>						
	<b>25. Facade Improvement Program</b>	<p><b>25a.</b> Increase community awareness about the Redevelopment Agency's existing Facade Improvement Program.</p> <p><b>25b.</b> Work with business associations in area to assess whether additional funding in needed.</p>	<p><b>RDA, PRNS</b></p> <p><b>RDA</b></p>	EAND	<p>City Budget,</p> <p>Redevelopment funding</p>	<p>Immediate</p> <p>Immediate to Short-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>26. Remove, or Bring into Compliance Illegal Uses</b>	<p><b>26a.</b> Proactively enforce codes to eliminate businesses operating without appropriate permits and licenses or conducting activities inconsistent with their permits/licenses.</p> <p><b>26b.</b> Enforce codes intended to protect the health and safety of the community through the elimination of illegal housing units on a complaint basis.</p>	<p><b>PBCE (Code Enforcement)</b></p> <p><b>PBCE (Code Enforcement)</b></p>	EAND PSS	City Budget  City Budget	Immediate to on-going  Immediate to on-going
<b>X</b>	<b>27. Removal of Abandoned or Inoperable Vehicles</b>	Refer to Item #17 above.		EAND		
	<b>28. Improvements to Private Property</b>	<p><b>28a.</b> Encourage property owners to enhance the appearance and function of properties through improvements by publicizing the rehabilitation loan and paint grant programs among existing residents.</p> <p><b>28b.</b> Consider establishing a property improvement grant or loan program to help facilitate property improvements and/or supplement existing programs offered by the Housing Department.</p> <p><b>28c.</b> Enhance existing housing by improving the appearance and function of properties.</p> <p><b>28d.</b> Work with the NAC to identify who should be contacted and subsequently, schedule the training workshops that Code Enforcement has already developed such as:</p> <ul style="list-style-type: none"> <li>◆ <b>Property Management Seminar</b></li> <li>◆ <b>Tenant Seminar</b></li> <li>◆ <b>Housing Rehabilitation Applications Seminar</b></li> </ul>	<p><b>Housing, PRNS and PBCE, County's Community Development Department</b></p> <p><b>Redevelopment Agency</b></p> <p><b>Property owners</b></p> <p><b>PBCE (Code Enforcement)</b> NAC</p>	EAND	City Budget  Redevelopment funding  Private funds  City Budget	Immediate to on-going  Immediate to on-going  Immediate to on-going  Immediate to on-going

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>29. Improve Properties that have Absentee Landowners</b>	<p><b>29a.</b> Encourage property owners to attend Property Management Classes.</p> <p><b>29b.</b> Assist City in identifying properties whose owners should be contacted.</p> <p><b>29c.</b> Investigate purchasing properties that continue to have code violation issues.</p>	<p><b>PBCE (Code Enforcement)</b></p> <p><b>PRNS and Community</b></p> <p><b>DPW (Real Estate Division) and RDA</b></p>	EAND	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Immediate</p> <p>Short-term</p> <p>Short- to Medium-term</p>
<b>Litter/Clean Up</b>						
	<b>30. Graffiti Clean-up</b>	Increase community awareness of and participation in the City and County’s Anti-Graffiti programs.	<b>PRNS and County</b>	EAND	City Budget	Immediate to on-going
	<b>31. Improved Street Sweeping and Additional Garbage Cans</b>	Study where additional garbage cans are needed and provide trash receptacles at earliest opportunity.	<b>Environmental Services</b> PBCE	EABD	City Budget	Immediate
	<b>32. Dumping and Litter Control</b>	<p><b>32a.</b> Increase enforcement of codes pertaining to dumping and issue citations when dumping is observed. DOT should remove dumped items from the public rights-of-way.</p> <p><b>31b.</b> Explore options for residents to discard unwanted items, such as organizing days where pick-up of large items can occur.</p> <p><b>31c.</b> Increase community awareness of alternatives to dumping.</p>	<p><b>PBCE (Code Enforcement), DOT</b></p> <p><b>Environmental Services, PBCE (Code Enforcement), PRNS</b></p> <p><b>Environmental Services, PBCE (Code Enforcement), PRNS</b></p>	EAND	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Immediate to on-going</p> <p>Immediate</p> <p>Immediate to on-going</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
<b>Open Space, Recreation and Community Services</b>						
	<b>33. Planting of Shade Trees at Existing Parks</b>	<p><b>33a.</b> Select appropriate tree species and plant trees at the existing parks identified by the community (as shown in Figures 17 through 26) and plant trees at the earliest opportunity.</p> <p><b>33b.</b> PRNS should also work with the community to ascertain whether there are additional locations where residents feel that shade trees are needed.</p>	<p><b>PRNS</b></p> <p><b>PRNS</b></p>	RACS	<p>City Budget</p> <p>City Budget</p>	<p>Short-term</p> <p>Short-term</p>
	<b>34. Improved Facilities and Maintenance at Existing Parks</b>	<p><b>34a.</b> Work with the community to review the planned neighborhood renovations in the <i>Greenprint</i> and determine whether there are additional desired improvements to other neighborhood parks that are not included in the Capital Action Plan.</p> <p><b>34b.</b> Work with the Redevelopment Agency to consider whether Redevelopment funding from the Strong Neighborhoods Initiative could be used to supplement funding for physical and maintenance improvements for existing parks in the area.</p>	<p><b>PRNS</b></p> <p><b>PRNS</b> Redevelopment Agency</p>	RACS	<p>City Budget</p> <p>City Budget, Redevelopment funding</p>	<p>Short- to Medium-term</p> <p>Short- to Medium-term</p>
	<b>35. Landscaping Jackson Avenue Open Space</b>	Obtain permission from Caltrans, the owner of the seven-acre triangular piece of vacant land, to implement a landscaping and/or open space project. If permission is obtained, PRNS should work with the community to adopt a design for the area.	<b>PRNS and Caltrans</b> PBCE, Community	RACS	City Budget, Caltrans	Short- to Medium-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>36. Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area</b>	Obtain permission from Caltrans, to implement a landscaping and/or small pocket park project in this area. If permission is obtained, PRNS should work with the community to adopt a design for the area.	<b>PRNS and Caltrans</b> PBCE, Community	RACS EAND	City Budget	Short- to Medium-term
	<b>37. Creekside Maintenance of Lower Silver Creek</b>	<b>37a.</b> Assist and encourage the community to participate in creek clean-up events as necessary.  <b>37b.</b> Work with SCVWD on long-term solutions.	<b>PRNS and Community</b>  <b>PRNS, SCVWD and Community</b>	EAND EAUS	City Budget  City Budget	Short-term to on-going Short-term
	<b>38. Lower Silver Creek Trail</b>	<b>38a.</b> The City should pursue working with SCVWD to explore the potential of having the maintenance road to serve as a publicly-accessible recreational trail.  <b>38b.</b> Work with community to determine design of trail.	<b>SCVWD, PRNS, PBCE and Community</b>	TS RACS	City Budget, SCVWD money	Short-term  Medium-term
	<b>39. Lower Silver Creek Education Programs</b>	PRNS should coordinate with local schools to work with SCVWD to establish Lower Silver Creek environmental education programs.	<b>PRNS, SCVWD, local schools</b> Community	EAND EAUS	City Budget	Immediate to short-term
	<b>40. Expansion and Development of Lo Bue Park with Active Recreation Uses</b>	Work with neighborhood residents and associations to determine the type of equipment that will best meet the needs of neighborhood children and ultimately install equipment.	<b>PRNS</b> Community	RACS	City Budget	Short- to Medium-term

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>41. Development of Pedestrian and Bicycle Trail Along the Length of the Transmission Line Alignment from Capitol Expressway to Ocala Avenue</b>	Work with PG&E and other property owners in the area to obtain the necessary permissions and/or acquire land in order to be able to develop a trail and other open space and recreational opportunities in this area.	<b>PRNS Property owners</b>	TS RACS	City Budget, Redevelopment funding	Short to Medium-term
<b>X</b>	<b>42. Improve Existing and Add New Homework Centers (High Priority Item #8)</b>	<b>42a.</b> PRNS should work with individual neighborhoods that are not served by a homework center and coordinate residents to actively encourage their local school principal to initiate procedures to establish one.  <b>42b.</b> Assist PRNS staff with the monitoring process by communicating any concerns about existing homework centers to the Homework Center Program office.	<b>PRNS</b> Local Schools, Community  Community	RACS	City Budget  City Budget	Immediate to Short-term  Immediate to Short-term
	<b>43. Additional Day-Care Centers throughout the area</b>	<b>43a.</b> Work with residents and schools to establish additional childcare facilities and programs.  <b>43b.</b> Individual residents should pursue establishing day care centers in their homes. The Office of Child Care and Youth Services will provide these individuals with assistance and guidance.	<b>PRNS</b>  <b>Individual residents</b>	EAND	City Budget  City Budget; private resources	Short-term  Short-term
	<b>44. Increased Opportunities for Open Space, Recreational Programs</b>	Continue to promote existing after school programs to area youth.	<b>PRNS</b>	RACS	City Budget	Short-term
<b>X</b>	<b>45. Reuse of Hank Lopez Community Center and Hillview Library Site with Community Uses</b>	Refer to Item #68 below.		RACS AS		

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>46. Running Track and Football/Soccer Field around Dorsa Elementary</b>	Investigate the feasibility of entering into a partnership with the Alum Rock School District to build a running track at Dorsa Elementary School.	<b>PRNS, Alum Rock School District</b>	RACS	City Budget, Redevelopment funding	Short- to Medium term
	<b>47. Mural Painting Program</b>	<p><b>47a.</b> Work with community to identify areas in need of mural painting.</p> <p><b>47b.</b> Assist the community in attaining permission from the property owner; identifying funding; working with the community to identify an artist and drafting a design; and finally, obtaining permission for the mural from the City's Public Arts Commission.</p> <p><b>47c.</b> Coordinate with neighborhood associations to organize mural painting event(s).</p>	<p><b>PRNS</b></p> <p><b>PRNS</b></p> <p><b>PRNS</b></p>	RACS	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Immediate to on-going</p> <p>Immediate to on-going</p> <p>Immediate to on-going</p>
	<b>48. Youth Sports and Education Programs</b>	<p><b>48a.</b> Continue to promote existing after school programs to area youth and explore opportunities for additional programs.</p> <p><b>48b.</b> Work with residents and schools to identify and provide additional recreational uses desired by the community.</p>	<p><b>PRNS</b></p> <p><b>PRNS</b> Community, Community-based organizations</p>	RACS	<p>City Budget</p> <p>City Budget</p>	<p>Immediate</p> <p>Short-term</p>
	<b>49. Adult Activities</b>	<p><b>49a.</b> Continue to promote existing after school programs to area youth and explore opportunities for additional programs.</p> <p><b>49b.</b> Work with residents and schools to identify and provide additional recreational uses desired by the community.</p>	<p><b>PRNS</b></p> <p><b>PRNS</b> Community, Community-based organizations</p>	RACS	<p>City Budget</p> <p>City Budget</p>	<p>Immediate</p> <p>Short-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>50. Installation of Public Restrooms</b>	<p><b>50a.</b> Work with the community to identify locations where they would like to install public restrooms.</p> <p><b>50b.</b> Consider installing portable public restrooms at locations to be identified by community.</p>	<p><b>PRNS, PBCE</b></p> <p><b>PRNS, Public Works</b></p>	RACS	<p>City Budget</p> <p>City Budget</p>	<p>Short-term</p> <p>Short-term</p>
<b>Crime, Gang Activity, Nuisance and Noise Issues</b>						
<b>X</b>	<p><b>The following items were combined and discussed as High Priority Item #5:</b></p> <p><b>51. Soundwalls on Capitol</b></p> <p><b>52. Soundwall on Summer Street</b></p> <p><b>53. Soundwall to the South of the I-680 Off-Ramp</b></p> <p><b>54. Repair or Rebuild Wall on McCreery Avenue</b></p> <p><b>55. Westward Extension of the Wall on McCreery Avenue</b></p>	<p><b>HP5a through HP5c:</b> DOT will evaluate the areas described above, either begin necessary technical studies or submit request for Caltrans to prepare such studies as necessary.</p> <p><b>HP5d and HP5e:</b> DOT will consider formally accepting responsibility for the repair or reconstruction of existing walls not belonging to Caltrans, such as the wall along McCreery.</p> <p><b>HP5f.</b> For any new soundwalls projects in the area, consider aesthetic quality as a high priority among the criteria evaluated in the development of the design and selection of materials of the soundwall.</p>	<p><b>DOT, Caltrans</b> VTA</p> <p><b>DOT, Caltrans</b></p> <p><b>DOT, Caltrans</b></p>	TS EAND	<p>City Budget, VTA Soundwall Mitigation Funding</p> <p>City Budget</p>	<p>Short- to Medium-term</p> <p>Short- to Medium-term</p> <p>Short- to Medium-term</p>
	<b>56. Gang Prevention Program</b>	<p><b>56a.</b> Encourage residents to report gang activity immediately to the Police Department.</p> <p><b>56b.</b> Contact Youth Intervention Services to provide mediation services if necessary, and to conduct presentations in neighborhood schools to discourage participation in gang activity.</p> <p><b>56c.</b> Continue to promote existing after school activities currently available to neighborhood youth through City and non-City agencies and organizations</p>	<p><b>Police; PRNS</b></p> <p><b>Individual parents; residents, Alum Rock School District</b></p> <p><b>PRNS</b></p>	PSS	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Immediate to on-going</p> <p>Immediate to on-going</p> <p>Immediate to on-going</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
<b>X</b>	<p><b>The following items were combined and addressed as High Priority Item #7:</b></p> <p>57. <b>Increased Police Presence</b>                      58. <b>Drug Law Enforcement</b>                      59. <b>Enforcement of Regulations Barring the Sale of Liquor to Underage Minors</b>                      60. <b>Enforcement of Regulations Regarding the Sale of Fake Documents</b>                      61. <b>Loud Music Compliance and (64. Reduce Loitering)</b></p>	<p><b>HP7a.</b> Investigate changing the policy of rotating beat officers every 6 months and extending it to 1-year rotations.</p> <p><b>HP 7b.</b> Beat officers should continue to attend regularly scheduled neighborhood associations meetings. It is the community’s responsibility to invite their area’s beat officers to these meetings.</p> <p>Work with individual neighborhoods to coordinate these meetings. For neighborhoods such as Cassell, Sierra, Ryan and NHU that currently do not have, or have newly formed neighborhood associations, Neighborhood Services (PRNS) will work these neighborhoods to initiate this process.</p> <p><b>HP 7c.</b> Work with the neighborhoods and the beat officers and the Office of Crime Prevention to increase and improve outreach to public to inform them how to contact the Police.</p> <p><b>HP 7d.</b> Work with the community and the Police to help identify whether their concerns can be addressed by beat officers or would need the efforts of the VCET or Metro Unit (for more focused problems of drugs and gang-related crime).</p> <p><b>HP 7e.</b> Help coordinate efforts to increase interest and facilitate residents’ participation.</p>	<p><b>City Council</b></p> <p><b>Police Department, Community</b></p> <p><b>PRNS</b></p> <p><b>PRNS</b></p> <p><b>PRNS</b></p> <p><b>PRNS</b></p>	PSS	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p> <p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Short-term</p> <p>Immediate to on-going</p> <p>Immediate</p> <p>Immediate</p> <p>Immediate</p> <p>Immediate</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>62. Enforcement of Regulations Limiting the Number of Persons Per Dwelling</b>	If community members believe a residence is not complying with regulations limiting the number of persons per dwelling based on health and safety concerns, they should contact the Code Enforcement Division.	<b>PBCE (Code Enforcement), Community</b>	PSS EAND	City Budget	Immediate to on-going
	<b>63. Limitation on Number of Liquor Licenses</b>	Work with the City Council and residents to form a neighborhood "Alcohol Issues Committee."	<b>PRNS, District 5 City Council Office</b>	PSS	City Budget	Immediate to Short-term
<b>X</b>	<b>64. Reduce Loitering</b>	Refer to items #51 through #61 above.		PSS		
<b>Schools</b>						
	<b>65. Improvements at Schools</b>	Work with local schools and the community to determine priorities and develop a strategy for implementing needed improvements.	<b>PRNS</b> Alum Rock School District, Community	EAND	City Budget	Short- to Medium-term

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**ACTION MATRIX**

High Priority	Item	Action	Primary Responsibility and Other Partners	CSA	Funding Source	Time Frame
<b>Land Use</b>						
<b>X</b>	<b>66. Develop Affordable Housing (High Priority Item #3)</b>	<p><b>HP3a.</b> Concern about overcrowding and its resultant congestion (i.e. parking) has led the community to strongly advocate that more high-quality affordable housing needs to be built in this area.</p> <p><b>HP3b.</b> Investigate adopting an inclusionary housing ordinance that requires 10% of all new housing projects Citywide to be affordable housing units.</p> <p><b>HP3c.</b> Pursue the development of housing in East Valley/680 Communities, with high priority given to affordable housing; support this development by providing developers of affordable rental or for-sale housing, as is appropriate, with information on suitable sites; consult with the community to consider whether to use the power of eminent domain to acquire the properties and make them available to affordable housing developers.</p> <p><b>HP3d.</b> In making decisions about sites and types of new affordable housing projects, a policy of preserving existing neighborhoods will be the City's highest priority.</p> <p><b>HP3e.</b> Work with residents to identify candidates for residential and mixed-use projects and to establish priorities and make presentations to residents to help them make informed decisions about these choices.</p>	<p><b>City Council, Planning Commission, Planning and Housing</b></p> <p><b>City Council</b></p> <p><b>Housing, Redevelopment Agency</b></p> <p><b>Planning and the Housing Department</b></p> <p><b>PRNS, Planning and the Housing Department</b></p>	EAND	<p>City Budget</p> <p>City Budget, Redevelopment funding</p> <p>City Budget, Redevelopment funding</p>	<p>Short-term</p> <p>Short- to Medium-term</p> <p>On-going</p> <p>Short- to Medium-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>(66. cont'd)</b>	<p><b>HP3f.</b> Conduct follow-up study to evaluate the development feasibility of opportunity sites for residential and mixed-use development, with a priority to avoid displacing current residents.</p> <p><b>HP3g.</b> The City will ensure that there is adequate on-site parking provided for new affordable housing projects in order to minimize congestion impacts to the area in which the project is located.</p> <p><b>HP3h.</b> City will continue to only work with affordable housing developers that have demonstrated a strong record of high quality property management.</p> <p><b>HP3i.</b> All affordable housing projects that include senior housing should have good lighting, be centrally located, accessible and have community uses integrated into the project.</p> <p><b>HP3j.</b> Work with the property owner and/or the Redevelopment Agency to determine how or whether the target properties can be acquired.</p> <p><b>HP3k.</b> Work with the NAC to disseminate information to existing East Valley/680 Communities residents about the availability of new housing units as new projects are approved and constructed.</p>	<p><b>Strategic Economics</b></p> <p><b>Planning and the Housing Department</b></p> <p><b>Housing</b></p> <p><b>Planning and the Housing Department</b></p> <p><b>Housing, PRNS</b></p> <p><b>Housing, PRNS</b></p>	EAND	<p>Redevelopment funding</p> <p>City Budget, Redevelopment funding</p> <p>City Budget</p>	<p>Immediate</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>Short- to Medium-term</p> <p>Short-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>67. Develop Additional Neighborhood-Serving Retail and Mixed-Use Projects Along Major Arterials</b>	<p><b>67a.</b> Conduct follow-up study to evaluate the development feasibility of opportunity sites for residential and mixed-use development, with a priority to not displace residents.</p> <p><b>67b.</b> Develop incentives for attracting neighborhood-serving retail uses identified by the community.</p>	<p><b>Strategic Economics</b></p> <p><b>Redevelopment Agency, Planning Building and Code Enforcement and Office of Economic Development</b></p>	EAND	<p>Redevelopment funding</p> <p>Redevelopment funding, City Budget</p>	<p>Immediate</p> <p>Immediate</p>
<b>X</b>	<b>68. Develop Additional Community Facilities (High Priority Item #4)</b>	<p><b>HP4a.</b> Work with community members to evaluate requests for additional community uses and facilities in a multi-service delivery approach.</p> <p><b>HP4b.</b> Work with the Alum Rock School District to explore ways to provide additional community uses and facilities on existing school sites in East Valley/680 Communities.</p> <p><b>HP4c.</b> Cooperate with the National Hispanic University (NHU) to develop a District Soccer Complex.</p> <p><b>HP4a.</b> Work with the Redevelopment Agency to explore ways to integrate community uses in the Tropicana and Homebase sites, as well as other sites identified as opportunity sites by the development feasibility study conducted by Strategic Economics, as described in Action 66c above.</p>	<p><b>PRNS</b></p> <p><b>PRNS, Alum Rock School District</b></p> <p><b>PRNS, NHU</b></p> <p><b>PRNS, Redevelopment Agency</b></p>	RACS EAND	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p> <p>City Budget, Redevelopment funding</p>	<p>Immediate</p> <p>Immediate to Short-term</p> <p>Immediate to Short-term</p> <p>Immediate to Short-term</p>

**Timeframe definitions:** Immediate (0-18 months); Short-term (0-3 years); Medium-term (4-6 years); Long-term (7+ years)

**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>(#68 cont'd)</b>	<b>HP4e.</b> Work with the VTA to explore the possibility of potential transit partnerships as part of the VTA's planned rail and bus rapid transit improvements as part of the Downtown/ East Valley Transit Improvement Plan.	<b>PRNS, VTA</b>		City Budget, Redevelopment funding, VTA	Immediate to Short-term
	<b>69. Discourage New Commercial Uses on Ocala and Bermuda Avenues</b>	Ensure that parcels along Ocala and Bermuda Avenues remain consistent with residential zoning. If community members question whether a community use qualifies as a home occupation, they should contact the Code Enforcement Division.	<b>PBCE, Community</b>	EAND	City Budget	On-going
<b>Other Issues:</b>						
	<b>70. Creation/Reinforcement of Neighborhood Associations</b>	Work with neighborhoods in East Valley/680 Communities to create new or strengthen existing neighborhood organizations.	<b>PRNS</b>	EAND	City Budget	Short-term
	<b>71. Outreach to Employers and Day Workers</b>	<b>71a.</b> Explore possibility of relocation of the existing center or opening of new center.  <b>71b.</b> Increased outreach to these workers, as well as their employers, to educate them about the existing day worker center.	<b>City Manager's Office, PBCE</b>  <b>PRNS, PBCE</b>	EAND	City Budget  City Budget	Short-term  Immediate to on-going
	<b>72. Assistance to Area Small Businesses</b>	Increase outreach to businesses in the area to inform them of the business assistance services and financing and loan programs available from the City and its partner organizations.	<b>Office of Economic Development</b>	EAND	City Budget, Redevelopment funding	Immediate to on-going

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**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<b>73. Job Training Programs</b>	Explore ways in which to increase outreach efforts to inform the community of existing City and community-based organization job training programs.	<b>PRNS Community</b>	EAND	City Budget	Immediate to on-going
	<b>74. Outreach and Augmentation of Domestic Violence Support Programs</b>	Explore ways in which to increase outreach efforts to inform the community of existing City and community-based organization domestic violence programs.	<b>PRNS, Police Department, and CBOs</b>	PSS	City Budget	Immediate to on-going
<b>X</b>	<b>75. Preserve and Improve the Tropicana Shopping Center (High Priority Item #1)</b>	Work with the City Council, property owners, and the Story Road Business Association during this process to ensure that the new developments reflect the character and meet the needs of the surrounding communities.	<b>Redevelopment Agency</b>	EAND	(Existing) Redevelopment funding	Short-term
	<b>76. Clean-Up the Tow Yard Near Emma Prusch Park</b>	Bring this property up to code.	<b>PBCE Property-owner</b>		City Budget, Private resources	Immediate

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**ACTION MATRIX**

<b>High Priority</b>	<b>Item</b>	<b>Action</b>	<b>Primary Responsibility and Other Partners</b>	<b>CSA</b>	<b>Funding Source</b>	<b>Time Frame</b>
	<p><b>77. Improve Bicycle Access in the East Valley/680 Communities area</b></p>	<p><b>77a.</b> Identify routes through the area which would benefit from either striped bike lanes or designation as bike routes.</p> <p><b>77b.</b> Forward recommendations for bicycle routes to the City's Bicycle and Pedestrian Advisory Committee (BPAC) who, upon consideration of the list, recommends additions to the City's Bicycle Transportation Network to DOT.</p> <p><b>77c.</b> Community members should work closely with BPAC to ensure the request for any particular bicycle facility that is a high priority to the East Valley/680 Communities is prioritized by BPAC (in addition to the DOT).</p>	<p><b>Community</b></p> <p><b>Community, BPAC</b> DOT</p> <p><b>Community</b> BPAC</p>	<p>EAND TS PSS</p>	<p>City Budget</p> <p>City Budget</p> <p>City Budget</p>	<p>Short to Medium-term</p> <p>Short to Medium-term</p> <p>Short to Medium-term</p>

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# APPENDIX A: IMPROVEMENT ITEMS

The following is a list of improvement items discussed by the community at a community-wide workshop held on Wednesday, June 21, 2001.

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## Traffic, Parking and Pedestrian Safety

1. **Traffic Calming Program.** Throughout the SNI area, residents report that there are high volumes of cut-through traffic on residential streets as drivers try to bypass traffic controls to access arterials by using residential streets. In general, vehicles will cut through residential neighborhoods to travel between Story Road and Ocala Avenue, Story Road and King Road, Capitol and White Road, Story Road and White Road, and Capitol Expressway to I-680.

A traffic calming study should be conducted on an SNI Area-wide basis so the appropriate level of traffic calming device (i.e. speed bump, stop sign, signal, diverter) can be determined at specific locations while taking into account the area-wide impacts of each solution. The traffic calming study would be based upon detailed information about where traffic problems occur that has been collected through the East Valley/680 Communities SNI planning process. Exact locations of traffic issues reported by residents are included in an appendix.

2. **Increased Enforcement of Traffic Regulations.** Residents have reported a number of areas where stop signs are ignored and vehicles travel at excessive speeds. This action would have the City increase the enforcement of traffic regulations, perhaps through the use of NASCOP.
3. **Crosswalk Painting/Repainting.** Crosswalks are seen as necessary in many parts of the Study Area. Residents have already identified 251 locations for possible crosswalks. The following neighborhoods are in need of crosswalks: Dorsa (94), Capitol/Goss (18), Nancy (10), Dobern (10), Sierra (5) and Arbuckle (5). Crosswalks are especially important around schools and parks so children have an easier time crossing busy streets.
4. **Special Paving at Certain Intersections along the Transmission Line Alignment.** At a community-wide workshop to discuss design and development options along the Transmission Line Alignment, residents identified areas where the City should study the feasibility of introducing special paving to slow down vehicular traffic at certain intersections, such as:
  - ◆ Story Road and Galahad Avenue
  - ◆ Dobern Avenue
  - ◆ Bambi Lane
  - ◆ Sunnyglen Drive
5. **Installation of Barrier or Special Paving so that Vehicles do not Drive Across Transmission Line Alignment at Chant Drive.** Currently, vehicles drive across the Transmission Line Alignment from Chant Drive to Chant Court. This program would either entail installing curbs around the edge of the Transmission Alignment, bollards and/or special paving in the area.

6. **School Traffic Safety Program.** Many residents report that picking-up and dropping-off children in cars at schools in the SNI area often results in unsafe traffic conditions. This action would have the City's Department of Transportation formulate a traffic safety program that focuses on making areas around school safer for pedestrians.
7. **Crossing Guard Program.** This program would include an adult crossing guard program to be created or augmented at all schools in the area, in order to make crossing streets around schools in the East Valley/680 Communities SNI Area safer for children and parents.
8. **"School Zone" Signage Program.** This program would include the installation of neon-colored "School Zone"-type signs around schools to alert drivers to watch for pedestrians and especially children.
9. **Pedestrian Over-Crossing at Capitol Expressway.** There is currently no pedestrian connection from the Sierra Neighborhood to the Dobern Neighborhood. This action would have the City explore the possibility of a pedestrian over-crossing across Capitol Expressway where it intersects the Transmission Line Alignment.
10. **Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods).** Due to the high speeds vehicles are traveling on Capitol Avenue, it is very difficult for pedestrians to cross South Capitol Avenue. This action would have the City explore the possibility of pedestrian over-crossings across Capitol Avenue at locations that should be determined in conjunction with the VTA's light rail station planning.
11. **Pedestrian Crossing at Story Road and Galahad.** Many people currently jaywalk across Story Road because the distance between opportunities to cross the street is too far. This program proposes a pedestrian over-crossing, or a signalized crossing at this intersection.
12. **Enhance Safety of Sunset Avenue Pedestrian Bridge.** Residents feel that the area around the Sunset Avenue Pedestrian Bridge is unsafe because people tend to loiter in the area and the area has poor visibility. Residents also report that there is a problem with motorcycles on the bridge. This program proposes to enhance the safety of the area by having improved signage and by painting the curb in front of the entrance of the bridge to be red so that parked cars cannot obscure visibility of the bridge entrance. This program would also investigate whether a physical design solution or increased policing of the area should be implemented to ensure that motorcycles do not use the bridge.
13. **Clean-up of Sunset Avenue Pedestrian Bridge area.** The area around and under the bridge is littered and residents report that people often pull up in trucks and dump garbage at this site. To help prevent the dumping and to discourage loitering, this program includes investigating the possibility of a fence or some other barrier around the area.
14. **Red Curbs on Street Corners.** This program would include painting curb corners red in certain areas in order to improve visibility of turning cars. Examples of areas where this is needed include the curb corners of Greenstone, Whitestone, Brownstone, Pinkstone Courts, and Summer Street (the curve north of Summer Court).
15. **Residential Parking Permit Program.** Residents report a lack of on-street parking in various areas. This action would have the City study and implement a Residential Parking Permit or parking restriction program should be studied on a neighborhood-by-neighborhood basis. Neighborhoods where residents have already identified a need for such a program include Dorsa, Capitol-Goss, Arbuckle, Sierra and Nancy.

16. **No Parking During Street Sweeping.** Throughout the SNI area, residents identified the need for no parking restrictions during regularly scheduled street sweeping hours. This program would include installing the appropriate signage and enforcement of the regulation.
17. **Reduce/Eliminate Illegal Front Yard Parking.** There are a number of areas where residents park in front yards (paved or unpaved) or across sidewalks in violation of existing City codes. This action would include increased enforcement of parking regulations and/or exploring solutions to provide more on-street parking for residents.

## Streets and Streetscape

18. **“Welcome to EV/680 Communities” Signage at Neighborhood Entryways.** Signage with a graphic design that the entire SNI area agreed upon would be installed at entryways to the area, such as at Jackson Avenue, Story Road, White Road and Alum Rock. In order to enhance the appearance of the area and neighborhood pride/sense of ownership of the area.
19. **Improvements to Public Realm Landscape Maintenance.** Areas around freeway on-/off-ramps, sidewalks, pedestrian bridges, Transmission Line Alignment, and the island between Capitol Expressway and Excalibur Avenue in the study area have an unkempt appearance, often littered with garbage and overgrown with weeds. This program would strive to have these areas to be, at a minimum, free of litter and regularly maintained. Landscape improvements and repair or replacement of existing fences in these areas to ameliorate the appearance of these areas are desired.
20. **Street Tree Maintenance and Planting of New Street Trees.** Residents have reported a need for increased street tree maintenance. In certain areas, street tree roots are causing the sidewalk to buckle. In other areas dead street trees or missing street trees need to be replaced.

Neighborhoods where large amounts of street trees need to be planted or replaced include: all of Dobern, the southern half of Arbuckle, all of Dorsa, all of Cassell and all of Ryan. Residents have already identified that new street trees be planted along Van Winkle Lane in the Capitol/Goss neighborhood, along Nancy Lane in the Nancy neighborhood, as well as along Capitol Expressway and the Transmission Line Alignment.

21. **Improved lighting (streets and around existing parks).** Improved lighting is needed in many parts of the study area. Neighborhoods with the most need for improved lighting include: Ryan, Dorsa, Arbuckle, Capitol/Goss, Dobern, Sierra, Nancy and Lyndale. Improved lighting leads to safer, more attractive streets. Whenever possible, lighting should be scaled to the pedestrian, and should be placed between the sidewalk and the street.
22. **Sidewalk Repair and Installation.** Sidewalks are in need of repair in every neighborhood in the study area. Areas with the most need include the Dorsa and Capitol/Goss neighborhoods. Broken sidewalks are both unsightly and unsafe for pedestrians. There are also areas that are missing sidewalks. Neighborhoods where residents have already identified this problem include Ryan, Lyndale and Dobern. This program would have the City undertake repairing and installing sidewalks where necessary.
23. **New Street Paving.** New street paving is needed along the following streets in the study area: Endfield Way, Marmont Way, and Florence Ave in the Lyndale neighborhood. Cotton Tail Avenue and Sleepy Hollow Lane in the Capitol/Goss neighborhood.
24. **Curb Cut Installation.** Curb Cuts are needed throughout the study area. Residents have already identified 92 locations for possible curb cuts. The following neighborhoods are in need of curb cuts:

Ryan (35), Arbuckle (26), Capitol-Goss (18), Dobern (13), Lyndale (4), Cassell (4), Sierra (2). Curb cuts provide accessibility for residents who use wheelchairs and other mobility devices and also benefit older people, people using shopping carts and people pushing baby strollers.

### **Blight/Problem Uses**

25. **Facade Improvement Program.** Facade improvements are needed along much of Story and White Roads. Story Road forms the border between many of the neighborhoods in the area. Improvements to commercial facades can help to create unity along a street. They can also make a business more attractive to residents and visitors alike.
26. **Remove, or Bring into Compliance Illegal Uses.** Residents have stated that there are a number of uses in the area that do not enhance the community. Residents are particularly concerned with illegal home occupations, liquor stores, group homes, and store parking lots that are used as used car lots on the weekends. Particular areas that are of concern include: the Popeye's and Earl's Bottle Shop/Liquor Store, the Mervyn's Parking Lot, which serves as used car lot on weekends, and various businesses around along Story Road, as well as many around the intersection of Story and King Roads.
27. **Removal of Abandoned Vehicles.** Throughout the SNI area, residents report that there are a number of abandoned vehicles parked on the street that take up valuable parking spaces and degrade the appearance of the street. Examples of areas where this occurs are on Lyons Street near the Sunset Avenue pedestrian bridge and on Summer Street. This program would include stepped up Vehicle Abatement increase to remove inoperable vehicles that are parked on the street.
28. **Beautification and Home Repair.** This action would have the City provide additional resources to augment existing programs such as the Paint Grant and Home Repair Loan programs so that residents may have increased opportunities to improve the safety and appearance of their homes.
29. **Improve Properties that have Absentee Landowners.** Community members identified that many of the residential and commercial properties that are blighted have property owners from outside of the area. It was suggested that Code Enforcement could conduct its property management classes for some owners. In a worst-case scenario, the City could investigate purchasing the property.

### **Litter/Clean Up**

30. **Graffiti Clean-up.** There are many locations throughout the SNI Area where graffiti is a problem. Examples of areas where graffiti is a problem are:
  - ◆ White Road/Florence: Soundwall and Fence
  - ◆ Rose Avenue: Orchard Supply Hardware
  - ◆ Lyndale Elementary School
  - ◆ Nordyke Drive: Sides of apartment building
  - ◆ Bridge over and fences abutting Lower Silver Creek
  - ◆ Wilbur Avenue at Lyndale Avenue
  - ◆ Florence at Lyndale Avenue
  - ◆ Story Road at White Road

The City has an Anti-Graffiti Program. This program promotes the eradication of graffiti by responding to reports of the presence of graffiti at specific locations. This program will remove graffiti on public property and educate residents on how to remove and prevent graffiti on private property.

31. **Improved Street Sweeping and Additional Garbage Cans.** There are a number of areas in the study area that experience problems with litter and garbage. This action would have the City provide more garbage cans in front of businesses, and an improved street sweeping program.
32. **Institute or Augment Regular Trash Pick-Up for Large Items.** Unwanted appliances, furniture and other large items that cannot be picked up by regular weekly garbage collection are often dumped on the sidewalk, in the street or on private property. A program that institutes or augments a regularly scheduled pick-up of these items should be considered in neighborhoods that request it.

### **Open Space, Recreation and Community Services**

33. **Planting of Shade Trees at Existing Parks.** This action would have the City plant additional trees at existing parks to provide shade.
34. **Improved Facilities at Existing Parks.** This program would have the City provide improved facilities at all existing parks in the area, including renovation of restrooms, more benches, garbage cans and improved lighting. In particular, residents identified a need for Emma Prusch Park to be cleaned-up and landscaped so that it responds to the street along Story and King Roads. Currently, the edges of the park at the Story and King intersection is overgrown, messy and not very inviting.
35. **Landscaping Jackson Avenue Open Space.** This seven-acre triangular piece of vacant land, owned by Caltrans, is bordered by I-680 to the west, and off-ramp to the south and Jackson Avenue to the northeast. Lower Silver Creek runs through the northern tip of this area and continues under Jackson Avenue. Across Lower Silver Creek are several buildings belonging to the Santa Clara Valley Water District. This area serves as a “gateway” to the East Valley/680 Communities area for vehicles traveling south on Jackson Avenue. It currently has an unkempt appearance, often littered with garbage and sparsely landscaped. This program would consist of landscaping the area in such a way to beautify it and make it an open space amenity for the whole community. Residents suggested that they would volunteer to “Adopt-a-Park” to maintain this area.
36. **Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area.** Residents have reported that the area around Sunset Pedestrian Bridge is unsafe and is often littered with garbage. In addition to landscaping the area to improve its appearance, this action would have the City explore developing the area with some recreational use for small children, such as a tot lot. Design of the area would be sensitive to not creating “hiding places”, but create a safe, attractive play area that would be an amenity for the neighborhood. Residents suggested that they would volunteer to “Adopt-a-Park” to maintain this area.
37. **Creekside Maintenance of Lower Silver Creek.** In order to help keep areas along the creek safe, residents are amenable to exploring a community-based effort to maintain Lower Silver Creek, such as through an Adopt-A-Creek Program. In such a program, local community members would commit to help removing trash and planting vegetation along the creek.
38. **Lower Silver Creek Trail.** As part of the SCVWD’s improvements to Lower Silver Creek, a maintenance road will be built either at or near the bottom of the channel. In this action, the City would pursue working with SCVWD to explore the potential of having the maintenance road to serve as a publicly-accessible recreational trail.
39. **Lower Silver Creek Education Programs.** This program would have the City investigate developing educational, recreational and aesthetic amenities along Lower Silver Creek. SCVWD works with some local schools to provide educational activities where children can learn about the environment. In

particular, the Dobern and Capitol/Goss residents expressed an interest in this for students at Goss Elementary School.

40. **Expansion and Development of Lo Bue Park with Active Recreation Uses.** This program would entail having a larger area of the Transmission Line Alignment developed with recreational uses where Lo Bue Park is currently located. The community already identified the following potential uses: a community swimming pool/recreation center, community gardens, a fruit orchard, skateboard park, handball, volleyball, picnic areas, public restrooms, and a parking lot.
41. **Development of Pedestrian and Bicycle Trail Along the Length of the Transmission Line Alignment from Capitol Expressway to Ocala Avenue.** This program would have the City explore the possibility for pedestrian and bicycle trail along the length of the entire Transmission Line Alignment, lined with street lights, trees and benches.
42. **Additional Homework Centers.** Currently there are 8 Homework Centers in the East Valley/680 Communities SNI Area. This program would entail establishing additional Homework Centers in the area.
43. **Additional Day-Care Centers throughout the area.** This program would entail establishing additional day-care centers in the East Valley/680 Communities SNI Area.
44. **Increased Opportunities for Open Space, Recreational Programs.** This action would have the City explore the potential for additional opportunities for open space, recreational and community facilities. In particular, the following items have been identified by the community: more restrooms in existing parks, a community swimming pool, a skateboard park, more soccer fields, handball courts, volleyball courts, and public tennis courts. The Transmission Line Alignment that runs through the East Valley/680 Communities SNI Area is a possibility for new open space and recreation facilities. Emma Prusch Park was also suggested as a potential location for a community swimming pool.

In addition to establishing new open space, residents suggested the possibility of partnering with local schools to (at Lyndale School Campus)—to provide more opportunities for recreation facilities in the area.

45. **Preservation of Existing Community Uses at the Hank Lopez Community Center and Hillview Library Site.** At community meetings, many people raised concerns about the loss of the community center and library uses due to safety regulations relating to the Reid-Hillview Airport. Should either or both of these uses be relocated, this action would have the City strongly consider options to preserve some community use at this site.
46. **Running Track around Dorsa Elementary.** This program would have the City and the School District investigate the feasibility of having a running track to be built around Dorsa Elementary School.
47. **Mural Painting Program.** Some residents expressed that a mural painting program would be a positive program for youth that would build community and beautify areas in the neighborhood that need it (e.g. areas where there is graffiti).
48. **Increased Youth Sports and Education Programs.** This action would have the City investigate potential for increased opportunities for youth sports and education programs to be offered.
49. **Increased Adult Activities.** This action would have the City provide additional services or increased resources to attract community-based organizations to provide increased opportunities for programs for adults and seniors, such as ESL, aerobics and parenting classes.

50. **Installation of Public Restrooms.** This program would have the City study and implement a program to install portable, public restrooms, such as the “self-cleaning” models that exist in the Downtown at certain locations in the East Valley/680 Communities SNI area.

### **Noise and Safety Issues**

51. **Soundwalls on Capitol.** High volumes of traffic travel on Capitol Expressway and Capitol Avenue. Residents would like soundwalls on Capitol to shield the homes along Capitol from the traffic.
52. **Soundwall on Summer Street.** Soundwalls are needed along Summer Street which borders both I-680 and Capitol Expressway to protect the neighborhood from noise impacts from those major transportation facilities.
53. **Wall to the South of On-Ramp.** Currently there is only a chain-link fence and a narrow grass-covered buffer strip separating the homes around Diana Lane and Diadem Drive from the I-680 on-ramp. Residents would like a soundwall to be built along Bambi Lane in this area.
54. **Repair or Rebuild Wall on McCreery.** Residents of this area have stated that the existing wall along McCreery Avenue is in need of repair. There is currently a portion of the wall that was damaged from a previous accident involving a vehicle driving into the wall while traveling on I-680.
55. **Westward Extension of the Wall on McCreery.** Residents would like the existing wall along McCreery Avenue to be extended westward along I-680 to keep people from loitering and littering in the area between I-680 and Chaucer Drive.

### **Crime, Gang Activity, and Nuisance Issues**

56. **Gang Prevention Program.** Residents reported that gang activity is a problem in certain areas. This action would include increased recreation, educational and gang intervention programs, as well as outreach to inform youth of the availability of these programs.
57. **Increased Police Presence.** In general, residents of the East Valley/680 Communities SNI area would like a stronger police presence throughout the area to enforce regulations concerning public nuisances, such as drinking alcohol and urinating in public.

Opportunities to establish strong community policing are of interest to residents in the area.

58. **Drug Law Enforcement.** Residents have stated that there are certain areas where drug dealing occurs, such as in Capitol Park, along Story Road and around the Nancy Lane Apartments. They would like increased police enforcement of drug laws throughout the area.
59. **Enforcement of Regulations Barring the Sale of Liquor to Underage Minors.** Residents would like City staff to enforce regulations regarding the sale of liquor to underage minors.
60. **Enforcement of Regulations Regarding the Sale of Fake Documents.** Some residents would like City staff to crackdown on individuals engaged in illegal activities such as selling fake documents.
61. **Loud Music Compliance.** Residents would like City staff to help enforce regulations that pertain to acceptable noise levels in neighborhoods. There are a number of areas in the East Valley/680

Communities SNI area where residents have complained that music is being played too loud and creating a disturbance to other neighbors.

62. **Enforcement of Regulations Limiting the Number of Persons Per Dwelling.** Residents have reported that some homes seem to exceed the legal limit of the number of persons per dwelling, exacerbating parking and congestion problems. This action would have City staff identify homes that do not comply with the Zoning Code and begin the necessary processes for bringing them into compliance.
63. **Limitation on Number of Liquor Licenses.** Residents would like to discourage uses that tend to disrupt the community, such as liquor stores and bars. This action would have the City establish a program to limit the number of liquor licenses in the East Valley/680 Communities SNI area.
64. **Reduce Loitering.** Residents would like increased police presence to decrease loitering in areas such as the Mi Pueblo parking lot, the Tropicana Shopping Center, areas around the Sunset Avenue pedestrian bridge, and around cul-de-sacs in the study area.

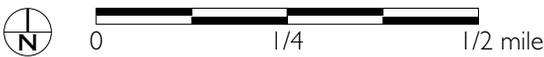
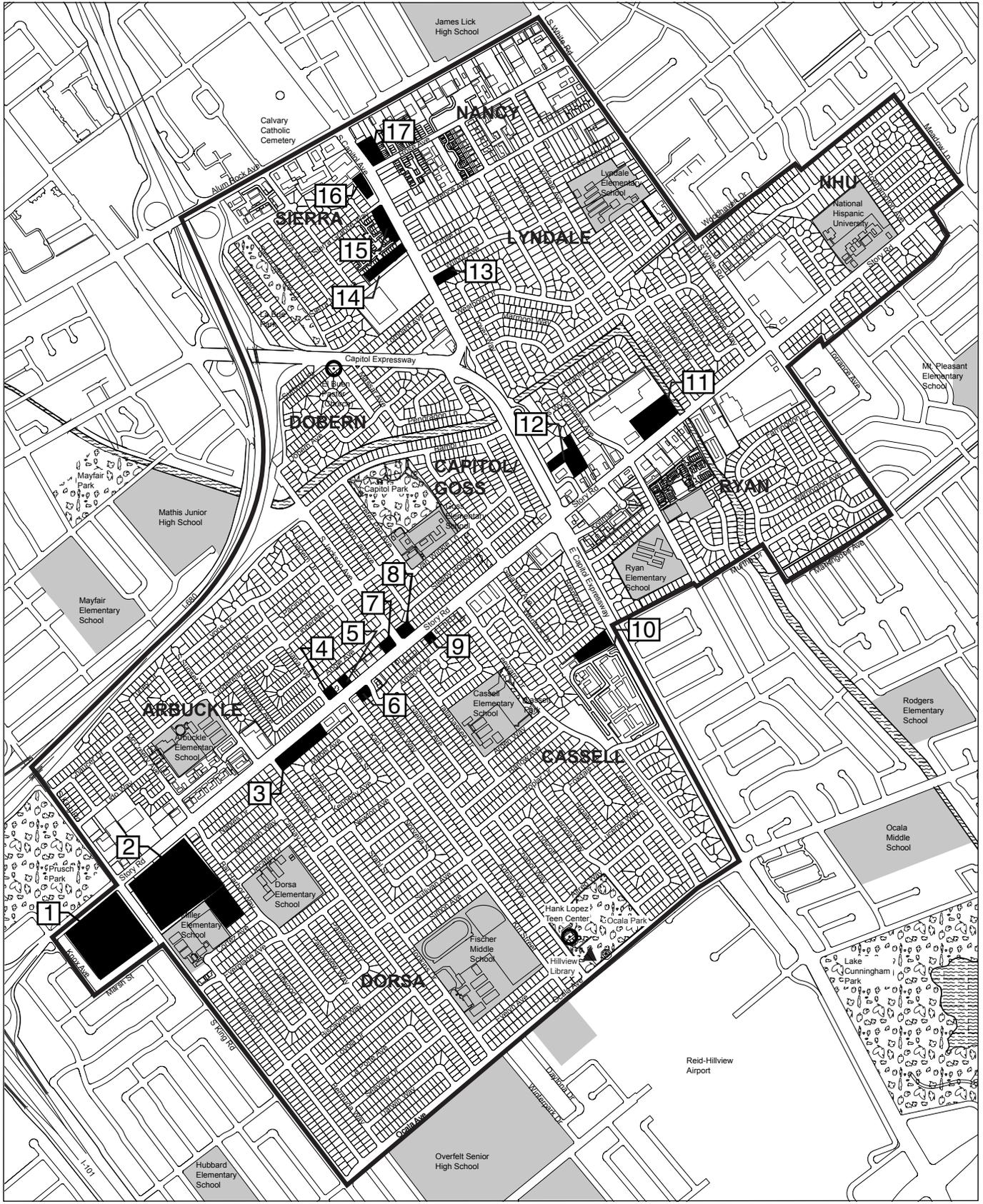
## Schools

65. **Improvements at Schools.** School Improvements are needed in the following areas: Lyndale Elementary, Cassell Elementary, Fischer Middle, Miller Elementary Dorsa Elementary and Arbuckle Elementary. These improvements include repairing or improving fences, landscaping, lighting, and the facilities in general.

## Land Use

Please refer to the map on the following page for locations of opportunity sites for Items 67 through 69.

66. **Develop Affordable Housing.** Community members stated that there was a need for more affordable housing, especially senior housing in the area. Residents have identified the following sites for affordable housing: 1, 2, 10, 14 and 15.
67. **Develop Additional Neighborhood-Serving Retail and Mixed-Use Projects Along Major Arterials.** Residents expressed a need for additional neighborhood-serving retail and entertainment uses in the area. Examples of desired uses include: a movie theater, a bowling alley, a rollerskating/iceskating rink, family-oriented restaurants, a bank, coffee shops, and a pharmacy, among other uses. There are a number of vacant or underutilized sites along major arterials, such as Story Road, White Road, Jackson Avenue and King Road that are have the potential to be developed with these uses. Residents also expressed an interest in senior housing over a senior service facilities as one mixed use. They also suggested residential over commercial/retail spaces as a possibility of accommodating more affordable housing. Residents have identified the following sites for additional neighborhood-serving retail and mixed-use projects: 2 through 9, 11, 12, and 14 through 17.
68. **Develop Additional Community Facilities.** Residents have reported that there is a need for additional community centers and affordable/free clinics for seniors in the area. This action would have the City explore possibilities to develop additional community facilities. Residents have identified the following sites for additional community centers: 2 through 9, 10 and 16.
69. **Discourage New Commercial Uses on Ocala and Bermuda Avenues.** This action would alert City staff that new commercial development proposals in these areas should be discouraged.



- Study Area Boundary
- Schools
- Parks
- Community Centers / Churches
- Libraries

**OPPORTUNITY SITES**

**STRONG NEIGHBORHOODS INITIATIVE**

EAST VALLEY/680 COMMUNITIES NEIGHBORHOOD IMPROVEMENT PLAN

**Other Issues:**

70. **Creation/Reinforcement of Neighborhood Associations.** This action would include opportunities to create or strengthen neighborhood associations in the East Valley/680 Communities area.
71. **Outreach to Employers and Day Workers.** Residents have reported a problem relating to large numbers of day workers gathering around certain areas around Capitol Avenue and the intersection of Story and King Roads. Increased outreach to these workers, as well as their employers to educate them about the existing day worker centers would be a way to address this issue.
72. **Rent Control Program for Small Businesses.** This action would have the City intervene to keep rents affordable to small businesses in the area.
73. **Job Training Programs.** This action would have the City provide additional programs or resources for community-based organizations to provide more job training opportunities.
74. **Outreach and Augmentation of Domestic Violence Support Programs.** This action would have the City provide additional services or increased resources to attract community-based organizations to provide increased outreach and support for domestic violence cases.

## APPENDIX B: IMPROVEMENT ITEMS RANKED BY THE COMMUNITY

The following is a list of improvement items ranked by the community at a community-wide workshop held on Wednesday, June 21, 2001. Improvement items that received 10 or more votes are presented in a summary table and then all of the improvement items and the number of votes they received follow this summary table.

*Summary of the prioritization vote at the Community Workshop of 6/21/01:*

653 Total Votes were cast

Below are the items which received 10 or more votes:

#75	<b>Preserve and Improve the Tropicana Shopping Center</b>	<b>92 votes</b>
#1	<b>Traffic Calming Program</b>	<b>55 votes</b>
#66	<b>Develop Affordable Housing</b>	<b>48 votes</b>
#68	<b>Develop New Community Facilities</b>	<b>44 votes</b>
#51-55	<b>Soundwalls (includes 16 votes for Summer St., 11 for McCreery, 10 for Chaucer)</b>	<b>43 votes</b>
#22	<b>Sidewalk Repair and Installation</b>	<b>41 votes</b>
#45	<b>Preserve Existing Community Uses at the Hillview Site</b>	<b>28 votes</b>
#57-61	<b>Increased Police Presence</b>	<b>28 votes</b>
#41	<b>Improve Existing and add additional Homework Centers</b>	<b>26 votes</b>
#27	<b>Remove Abandoned Vehicles</b>	<b>20 votes</b>
#16	<b>No Parking During Street Sweeping (improved street sweeping and additional garbage cans got an additional 12 votes)</b>	<b>19 votes</b>
#14	<b>Red Curbs on Street Corners</b>	<b>17 votes</b>
#48	<b>Increase Youth Sports and Education Programs</b>	<b>17 votes</b>
#72	<b>Rent Control Program for Small Businesses/</b>	<b>14 votes</b>
#61	<b>Enforce Regulations Limiting the Number of Persons per Dwelling</b>	<b>13 votes</b>
#62	<b>Limit Number of Liquor Licenses</b>	<b>13 votes</b>
#30	<b>Graffiti Clean-up</b>	<b>10 votes</b>
#46	<b>Running Track Around Dorsa Elementary</b>	<b>10 votes</b>

**653 VOTES  
TOTAL**

**Traffic, Parking and Pedestrian Safety /  
*estacionamiento y seguridad de los peatones – 110 votes***

Programs/Improvements / <i>Programas/Mejoras</i>	Priority / <i>Prioridad</i>
1. <b>Traffic Calming Program/ <i>Programas de control del tráfico</i></b>	<b>55</b>
2. <b>Increased Enforcement of Traffic Regulations/ <i>Aplicación más estricta de los reglamentos sobre el tráfico</i></b>	<b>7</b>
3. <b>Crosswalk Painting or Repainting/ <i>Pintura o renovación de la pintura de los pasos de cebra para cruzar las calles</i></b>	<b>2</b>
4. <b>Special Paving at Certain Intersections along the Transmission Line Alignment/ <i>Pavimentación especial de algunas intersecciones a lo largo de la vía de transmisión de electricidad</i></b>	<b>0</b>
5. <b>Installation of Barrier or Special Paving so that Vehicles do not Drive Across Transmission Line Alignment at Chant Drive/ <i>Instalación de una barrera o pavimentación especial para que los vehículos no puedan cruzar la vía de transmisión de electricidad en la esquina de Chant Drive</i></b>	<b>0</b>
6. <b>School Traffic Safety Program/ <i>Programa de seguridad para el tráfico de escolares</i></b>	<b>0</b>
7. <b>Crossing Guard Program/ <i>Programa de supervisores para el cruce de las calles</i></b>	<b>1</b>
8. <b>“School Zone” Signage Program/ <i>Programa de señalización de "Zona escolar"</i></b>	<b>0</b>
9. <b>Pedestrian Over-Crossing at Capitol Expressway/ <i>Paso superior para peatones sobre la autopista Capitol</i></b>	<b>4</b>
10. <b>Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods)/ <i>Pasos superiores para peatones sobre South Capitol (entre los vecindarios de Sierra y Lyndale)</i></b>	<b>2</b>
11. <b>Pedestrian Crossing at Story Road and Galahad/ <i>Cruce para peatones en Story Road y Galahad</i></b>	<b>0</b>
12. <b>Enhance Safety of Sunset Avenue Pedestrian Bridge/ <i>Mejora de la seguridad del puente para peatones de la avenida Sunset</i></b>	<b>2</b>

13. Clean-up of Sunset Avenue Pedestrian Bridge area/ <i>Limpieza de la zona del puente peatonal de la avenida Sunset</i>	1
14. Red Curbs on Street Corners/ <i>Señalización roja en las esquinas de las calles</i>	17
15. Residential Parking Permit Program/ <i>Programa de autorizaciones para el estacionamiento en los vecindarios residenciales</i>	0
16. No Parking During Street Sweeping/ <i>Prohibición del estacionamiento durante la limpieza de las calles</i>	19
17. Reduce/Eliminate Illegal Front Yard Parking/ <i>Reducción/eliminación del estacionamiento ilícito en las entradas de las casas</i>	0
<b>Streets and Streetscape / Calles y diseño de las calles – 66 votes</b>	
Programs/Improvements / <i>Programas/Mejoras</i>	Priority / <i>Prioridad</i>
18. “Welcome to EV/680 Communities” Signage at Neighborhood Entryways/ <i>Señales de "Bienvenido a EV/680 Communities" en las entradas a los vecindarios</i>	0
19. Improvements to Public Realm Landscape Maintenance/ <i>Mejoras en el mantenimiento de las zonas verdes de propiedad pública</i>	2
20. Street Tree Maintenance and Planting of New Street Trees/ <i>Mantenimiento de los árboles de las calles y plantación de nuevos árboles</i>	4
21. Improved lighting (streets and around existing parks)/ <i>Mejoras en la iluminación (en las calles y alrededor de los parques existentes)</i>	8
22. Sidewalk Repair and Installation / <i>Reparación y construcción de aceras</i>	41
23. New Street Paving/ <i>Nueva pavimentación de las calles</i>	4
24. Curb Cut Installation/ <i>Instalación de rampas para subir y bajar de las aceras</i>	7

**Blight/Problem Uses / Aspecto de abandono/utilizaciones problemáticas– 26 votes**

Programs/Improvements / Programas/Mejoras	Priority / Prioridad
25. Facade Improvement Program/ <i>Programa de mejora de las fachadas</i>	0
26. Remove, or Bring into Compliance Illegal Uses/ <i>Eliminación de las utilizaciones indebidas o exigir que se cumpla con los reglamentos</i>	0
27. Removal of Abandoned Vehicles/ <i>Retirada de los vehículos abandonados</i>	20
28. Beautification and Home Repair/ <i>Embellecimiento y reparación de viviendas</i>	4
29. Improve Properties that have Absentee Landowners/ <i>Mejora de los inmuebles de los propietarios ausentistas</i>	2

**Litter/Clean Up / Basura/limpieza– 24 votes**

Programs/Improvements / Programas/Mejoras	Priority / Prioridad
30. Graffiti Clean-up/ <i>Eliminación de los graffiti</i>	10
31. Improved Street Sweeping and Additional Garbage Cans/ <i>Mejora de la limpieza de las calles y situar nuevos depósitos para la basura</i>	12
32. Institute or Augment Regular Trash Pick-Up for Large Items/ <i>Creación o ampliación de los programas de recogida periódica de trastos voluminosos</i>	2

**Open Space, Recreation and Community Services /  
Espacios al aire libre, recreación y servicios comunitarios– 106 votes**

Programs/Improvements / Programas/Mejoras	Priority / Prioridad
33. Planting of Shade Trees at Existing Parks/ <i>Plantación de árboles de sombra en los actuales parques</i>	0
34. Improved Facilities <b>and Maintenance</b> at Existing Parks/ <i>Mejora de las instalaciones de los parques existentes</i>	6
35. Landscaping Jackson Avenue Open Space/ <i>Plantación de vegetación ornamental en el terreno vacante de la avenida Jackson</i>	1
36. Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area/ <i>Mejora del paisaje y creación de servicios recreativos en la zona del puente peatonal de la avenida Sunset</i>	0

37. Creekside Maintenance of Lower Silver Creek/ <i>Mantenimiento del arroyo Lower Silver Creek</i>	1
38. Lower Silver Creek Trail/ <i>Senda del arroyo Lower Silver Creek</i> <b>Including wheelchair access and vantage points where possible.</b>	1
39. Lower Silver Creek Education Programs/ <i>Programas educativos en el arroyo Lower Silver Creek</i>	0
40. Expansion and Development of Lo Bue Park with Active Recreation Uses/ <i>Ampliación del parque Lo Bue y construcción de instalaciones recreativas</i>	2
41. Development of Pedestrian and Bicycle Trail Along the Length of the Transmission Line Alignment from Capitol Expressway to Ocala Avenue/ <i>Construcción de una senda para peatones y bicicletas a lo largo de la vía de transmisión de electricidad desde la autopista Capitol hasta la avenida Ocala</i>	1
42. Improve Existing (e.g. better teachers) and Additional Homework Centers/ <i>Más centros para realizar los deberes escolares</i>	26
43. Additional Day-Care Centers throughout the Area <b>that have specialized hours during the week and the weekend (e.g. to meet needs of shift-workers)</b> / <i>Nuevas guarderías infantiles en toda la zona</i>	5
44. Increased Opportunities for Open Space, Recreational Programs/ <i>Mayores posibilidades de programas recreativos y al aire libre</i>	3
45. Preservation of Existing Community Uses at the Hank Lopez Community Center and Hillview Library Site/ <i>Conservación de los servicios existentes en el Centro Comunitario Hank Lopez y en la biblioteca de Hillview</i>	28
46. Running Track around Dorsa Elementary/ <i>Pista de atletismo alrededor de la escuela primaria de Dorsa</i>	10
47. Mural Painting Program/ <i>Programa de pinturas murales</i>	2
48. Increased Youth Sports and Education Programs/ <i>Más programas deportivos y educativos para los jóvenes</i>	17
49. Increased Adult Activities/ <i>Más actividades para los adultos</i>	0
50. Installation of Public Restrooms/ <i>Instalación de servicios sanitarios públicos</i>	3

<b>Noise and Safety Issues / <i>Problemas del ruido y la seguridad</i>– 43 votes</b>	
<i>Programs/Improvements / Programas/Mejoras</i>	<i>Priority / Prioridad</i>
<b>Issues 51-55 were combined: Soundwalls</b>	
<b>43 TOTAL</b>	
51. Soundwalls on Capitol/ <i>Barreras contra el ruido en Capitol</i>	(1)
52. Soundwall on Summer Street/ <i>Barrera contra el ruido en la calle Summer</i>	(16)
53. Wall to the South of I-680 On-Ramp/ <i>Barrera al sur de la rampa de entrada</i>	(5)
54. Repair or Rebuild Wall on McCreery/ <i>Reparación o reconstrucción de la barrera de McCreery</i>	(11)
55. Westward Extension of the Wall on McCreery/ <i>Ampliación hacia el oeste de la barrera de McCreery</i>	(10)
<b>Crime, Gang Activity, and Nuisance Issues / <i>Problemas de delincuencia, actividades de pandillas y molestias al público</i>– 55 votes</b>	
<i>Programs/Improvements / Programas/Mejoras</i>	<i>Priority / Prioridad</i>
56. Gang Prevention Program/ <i>Programa de prevención contra pandillas</i>	<b>0</b>
<b>Issues 57 through 61 were combined: General Increased Police Presence</b>	
<b>28 TOTAL</b>	
57. Increased Police Presence/ <i>Mayor presencia policiaca</i>	(19)
58. Drug Law Enforcement/ <i>Aplicación de las leyes contra las drogas</i>	(3)
59. Enforcement of Regulations Barring the Sale of Liquor to Underage Minors/ <i>Enforcement of Regulations Barring the Sale of Liquor to Underage Minors</i>	(0)
60. Enforcement of Regulations Regarding the Sale of Fake Documents/ <i>Aplicación de los reglamentos contra la venta de documentos falsificados</i>	(3)
61. Loud Music Compliance / <i>Volumen de la música</i>	(3)
62. Enforcement of Regulations Limiting the Number of Persons Per Dwelling/ <i>Aplicación de los reglamentos sobre el límite de personas por vivienda</i>	(13)
63. Limitation on Number of Liquor Licenses/ <i>Limitación del número de licencias para la venta de bebidas alcohólicas</i>	(13)
64. Reduce Loitering/ <i>Restricción de los puntos de reunión de ciertos elementos</i>	(1)

<b>Schools / Escuelas– 4 votes</b>	
Programs/Improvements / <i>Programas/Mejoras</i>	Priority / <i>Prioridad</i>
<b>65. Improvements at Schools/ <i>Mejoras en las escuelas</i></b>	<b>4</b>
<b>Land Use / Utilización de terrenos– 99 votes</b>	
Programs/Improvements / <i>Programas/Mejoras</i>	Priority / <i>Prioridad</i>
<b>66. Develop Affordable Housing/ <i>Construcción de viviendas económicas</i></b> <b>Include priority program for accommodating community members.</b>	<b>48</b>
<b>67. Develop Additional Neighborhood-Serving Retail and Mixed-Use Projects Along Major Arterials/ <i>Creación de nuevos comercios variados y al servicio de los vecindarios en las principales arterias</i></b>	<b>7</b>
<b>68. Develop Additional Community Facilities/ <i>Creación de nuevas instalaciones comunitarias</i></b>	<b>44</b>
<b>69. Discourage New Commercial Uses on Ocala and Bermuda Avenues/ <i>Creación de nuevas instalaciones comunitarias</i></b>	<b>0</b>
<b>Other Issues/ Otros problemas – 120 votes</b>	
Programs/Improvements / <i>Programas/Mejoras</i>	Priority / <i>Prioridad</i>
<b>70. Creation/Reinforcement of Neighborhood Associations/ <i>Creación/fortalecimiento de las asociaciones de vecinos</i></b>	<b>1</b>
<b>71. Outreach to Employers and Day Workers/ <i>Divulgación entre los patronos y los jornaleros</i></b>	<b>0</b>
<b>72. Rent Control Program for Small Businesses/ <i>Programa de control del alquiler para los pequeños comercios</i></b>	<b>14</b>
<b>73. Job Training Programs/ <i>Programas de formación laboral</i></b>	<b>3</b>
<b>74. Outreach and Augmentation of Domestic Violence Support Programs/ <i>Divulgación y ampliación de los programas de apoyo a las víctimas de la violencia doméstica</i></b>	<b>2</b>
<b>75. Preserve and Improve the Tropicana Center</b>	<b>92</b>
<b>76. Clean-Up the Tow Yard Near Emma Prusch Park</b>	<b>8</b>

## APPENDIX C: NEIGHBORHOOD TRAFFIC ISSUES AND PROPOSED TRAFFIC CALMING MEASURES

The traffic issues listed below have been compiled during the East Valley/680 Communities SNI planning process. These items were referred to the DOT. The last column on the far right shows the proposed initial DOT proposals to address each issue. As described in Chapter 5, under High Priority Improvement Item #2, the DOT will work on a neighborhood-by-neighborhood basis to review the proposed traffic calming measures. The DOT will also consider the total effect of traffic calming in any one neighborhood to ensure that the actions being proposed will not simply push a problem to an adjacent street or neighborhood. After the agreed upon traffic calming solutions have been implemented, monitoring will occur in order to assess their effectiveness.

	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Potential Next Steps</b>	<b>DOT Proposals</b>
1.	Jackson Avenue	I-280 NB On-Ramp	Queuing in NB left-turn lane to get on freeway. Caused by ramp metering. Existing width not adequate to accommodate dual northbound left-turn lanes.	Consider signalization.	New signal @ Dobern Ave. and Jackson Ave. will help meter traffic. New signal will help warrant another signal at Jackson Ave. and NB on-ramp.
2.	Summer Street	Curve north of Summer Court	Sight Distance.	Consider prohibiting parking on curve.	Refer to parking enforcement.
3.	Summer Street	East-west segment	Narrow street that does not permit simultaneous two-way traffic.	Consider restricting parking on one side of street. Consider allowing right turns out onto Capitol Expressway.	The neighborhood has to sign a petition to agree on the loss parking (but neighborhood may not accept parking space loss).
4.	Summer Street	Jackson and Dobern Avenues	Intersection too wide; and cars fail to stop	Consider narrowing intersection.	Signal under construction at Dobern Ave. and Jackson Ave.
5.	Dobern Avenue	Clyda Drive	Design of intersection is awkward and often results in people ignoring stop signs.	Consider installing physical barriers or other devices to better control traffic.	DOT will conduct field investigation to determine most effective solution.
6.	Massar Avenue	Capitol Expressway	Vehicles travel too fast while exiting Capitol Expressway.	Consider the following options: 1) tighten curb radius to slow vehicles. 2) close exit and maintain entrance, shifting traffic to Excalibur and Pendragon. 3) close entrance and exit.	DOT will conduct field investigation to determine most effective solution.
	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Next Steps</b>	<b>DOT Proposals</b>
7.	Bambi Lane	Capitol Expressway to	Cars and trucks drive too fast along this road. The community is	Consider more permanent solutions for decreasing vehicle speeds to facilitate	DOT will consider converting the existing crosswalks at Peter Pan Ave. and

		Jackson Ave	requesting NASCOP for this street.	pedestrians crossing this street.	Bambi Ln. to high visibility crosswalks and high visibility signs.
8.	Dobern Avenue	Jackson Avenue	Difficulty turning out onto Jackson.	Consider installing traffic signal.	Signal is scheduled to be installed by the end of the year.
9.	Dobern Avenue	Soni and Gittle Courts	There are no stop signs or other devices to control traffic turning from the Courts onto Dobern.	Consider the installation of stop signs at these unprotected intersections.	DOT will conduct a one-way stop study.
10.	Dobern Avenue	Abed Court	Sight distance and right-of-way.	Consider installing a stop sign on eastbound Dobern Avenue approach.	DOT will conduct field investigation to determine most effective solution.
11.	Bambi Lane	Peter Pan Avenue	Stop signs get ignored.	Investigate NASCOP and consider more permanent traffic calming actions at this intersection.	DOT will forward a request to PD to have enforcement at this location.
12.	Bambi Lane	Galahad Avenue	Stop signs get ignored.	Investigate NASCOP and consider more permanent traffic calming actions at this intersection.	DOT will forward a request to PD to have enforcement at this location.
13.	Sinbad Avenue	Bambi Lane	Excessive speed.	Consider stop sign.	DOT will consider deploying NASCOP enforcement at this location.
14.	Bagdad Place	Sinbad Avenue	Excessive speed.	Consider stop sign.	DOT will conduct a one-way stop study at Bagdad and Van Winkle and at Liliput and Galahad.
15.	Galahad Avenue	Between Bambi Lane and Story Road	Speeding.	Consider installing traffic control device/traffic calming device and/or enforcement between Bambi Lane and Van Winkle Lane and possibly between Van Winkle Lane and Story Road.	DOT will conduct an all-way stop study at Sleepy Hollow and Galahad, will consider deploying NASCOP enforcement at this location and will forward a request to PD to have enforcement at this location.
16.	Sleepy Hollow Lane	Cotton Tail Avenue	Excessive speed.	Consider stop sign.	DOT will consider deploying NASCOP enforcement at this location.

	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Next Steps</b>	<b>DOT Proposals</b>
17.	Cotton Tail Avenue	Cinderella Lane	Excessive speed.	Consider stop sign.	DOT will consider deploying NASCOP enforcement at this location.
18.	Lyons Drive	Sunset Avenue	Excessive speed as cars turn left from Lyons onto Sunset	Consider a traffic calming device.	DOT will conduct field investigation to determine most effective solution.
19.	Lyons Drive	From Sunset Avenue to Diadem Drive	Excessive speeding	Consider a traffic calming device.	DOT will consider deploying NASCOP enforcement at this location.
20.	Chaucer Drive and McCreery	From King Road to Story Road	Excessive speed as cars use these streets as short cut;	Consider a traffic calming device.	DOT will conduct field investigation to determine most effective solution.
21.	Lido Way and McCreery	From King Road to Story Road	Excessive speed as cars use these streets as short cut; typically weekday, PM peak hour, speeding occurs in direction from King to Lido to McCreery; PM Saturday evening speeding is typically in the other direction.	Consider stop sign.	DOT will conduct field investigation to determine most effective solution.
22.	McCreery Avenue	Cinderella Lane to Story Road	Speeding. This street is wider than typical.	Consider installing traffic control device/traffic calming device and/or enforcement.	DOT will conduct an all-way stop study at Lido Way and McCreery Ave.
23.	Sunset Avenue	Cinderella Lane to Story Road	Speeding. This street is wider than typical.	Consider installing traffic control device/traffic calming device and/or enforcement.	DOT will consider deploying NASCOP enforcement at this location.
24.	Everglade	Bal Harbor Way	Excessive speed.	Consider installation of a traffic light.	DOT will conduct an all-way stop study at Decatur and Bal Harbor.
25.	Orlando Drive	Cortez Avenue to Ocala Avenue	Speeding possibly caused by diversion from King/Ocala intersection.	Consider installing traffic control device/traffic calming device and/or enforcement north and south of Biscayne Way.	DOT will consider deploying NASCOP enforcement at this location and DOT will conduct an all-way stop study at Orlando Dr. and Biscayne Way.

	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Next Steps</b>	<b>DOT Proposals</b>
26.	Biscayne Way	King Road to Cathay Drive	Speeding possibly caused by signal.	Consider installing traffic control device/traffic calming device and/or enforcement between Cliffwood Drive and Palm View Way.	DOT will consider deploying NASCOP enforcement at this location and DOT will conduct an all-way stop study at Palm View way and Biscayne Way.
27.	Cathay Drive	Naples Drive to Ocala Avenue	Speeding.	Consider the following options: 1) Install traffic calming devices between Everglade Avenue and Sullivan Avenue and between Alfred Way and Seaview Drive. 2) Close street between Everglade Avenue and Sullivan Avenue.	DOT will consider deploying NASCOP enforcement at this location and in addition, will conduct field investigation to determine most effective solution.
28.	Hopkins Drive	Story Road to Ocala Avenue	Cut-through traffic and speeding.	Consider installing traffic control device/traffic calming device and/or enforcement between and/or at all-way stop-controlled intersections.	DOT will consider deploying NASCOP enforcement at this location.
29.	Karl Street	Story Road and Ocala Avenue	Cut-through traffic and speeding.	Consider installing traffic control device/traffic calming device and/or enforcement, possibly between and/or at all-way stop controlled intersections; Consider half-street closures to make through path more circuitous.	DOT will conduct field investigation to determine most effective solution.
30.	Adrian Way	Story Road and Ocala Avenue	Cut-through traffic and speeding.	Consider installing traffic control device/traffic calming device and/or enforcement between and/or at all-way stop controlled intersections. Consider half-street closures to make through-path more circuitous.	DOT will conduct field investigation to determine most effective solution.
31.	Alfred Way	Adrian Way to Leeward Drive	Speeding	Consider installing traffic control device/traffic calming device and/or enforcement between Chabot Way and Endicott Drive and Berona and Vista Glen. Need 4-way stop at Alfred and Berona	DOT will consider deploying NASCOP enforcement at this location and will conduct an all-way stop study at Chabot Way and Endicott Dr.

	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Next Steps</b>	<b>DOT Proposals</b>
32.	Berona Way	Barlow Avenue to Ocala Avenue	Speeding	Consider installing traffic control device/traffic calming device and/or enforcement adjacent to park between Alfred Way and Ocala Avenue.	DOT will conduct an all-way stop study at this location and conduct field investigation to determine most effective solution possible solution may include speed bumps.
33.	Leeward Drive	Story Road and Ocala Avenue	Cut-through traffic and speeding. Also major back-up with left turns from Leeward to Ocala during PM commute.	Consider installing traffic control device/traffic calming device and/or enforcement, possibly between and/or at all-way stop controlled intersections and near Cassell Elementary School.	DOT will consider deploying NASCOP enforcement at this location and conduct field investigation to determine most effective solution
34.	Nancy Lane	Florence Avenue	Excessive speed.	Consider installation of a traffic light.	DOT will conduct an all-way stop study at this location.
35.	Wilbur Street	Capitol Avenue to Lyndale Avenue	Pass-through traffic, speeding.	NASCOP	DOT will consider deploying NASCOP enforcement at this location.
36.	Wilbur Street	Doris Street	Excessive speed.	Should be a four-way stop	DOT will conduct an all-way stop study at this location.
37.	Florence Avenue	Lyndale Avenue	Excessive speed.	Consider installation of a traffic light.	DOT will conduct an all-way stop study at this location.
38.	Rose Avenue	From Capitol Expressway to S. White Road	Excessive speed.	Consider installation of a traffic light, or NASCOP.	DOT will conduct an all-way stop study at this location.
39.	Sierra Monte Way	Sierra Meadow	Excessive speed.	Consider control device such as a speed bump or stop sign	DOT will consider deploying NASCOP enforcement at this location and will conduct an all-way stop study at this location.
40.	Sierra Vista Place	Alum Rock Avenue to Sierra Monte Way	Excessive speed.	Consider control device such as a speed bump or stop sign	DOT will conduct field investigation to determine most effective solution.
41.	Sierra Mesa Dr.	Murfield Drive	Excessive speed.	Consider a control device	DOT will conduct an all-way stop study at this location. at Murfield Dr. and Sierra Vista Place.

	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Next Steps</b>	<b>DOT Proposals</b>
42.	Sierra Meadow	Murfield Drive	Excessive speed.	Consider a control device	DOT will conduct field investigation to determine most effective solution.
43.	Murfield Drive	Lendrum Ave.	Excessive speed.	Consider control device such as a speed bump or stop sign	DOT will consider deploying NASCOP enforcement at this location and will conduct field investigation to determine most effective solution.
44.	Vicinity of Goss Elementary and Capitol Park	Van Winkle Lane Peter Pan Avenue Bambi Lane Galahad Avenue	Cars drive without regard to children.	Consider the installation of neon colored “school zone” type signs to alert drivers to watch for pedestrians and especially children.	See recommendations for the same location above.
45.	Vicinity of Goss Elementary and Capitol Park	Van Winkle Lane Peter Pan Avenue Bambi Lane Galahad Avenue	Children cross many dangerous streets on their way to school. More control is needed.	Consider the creation of an adult school crossing guard program along the “safe routes to school”.	See recommendations for the same location above.
46.	Peter Pan Avenue	Between Bambi Lane and Van Winkle Lane	Speeding.	Consider installing traffic control device/traffic calming device and/or enforcement between Bambi Lane and Cinderella Lane.	DOT will conduct an all-way stop study at this location. at Peter Pan and Cinderella Ln.
47.	Peter Pan Avenue	Van Winkle Lane	Large vehicles parking on the corner limit visibility of children walking in vicinity of school.	Consider making this a three-way stop intersection so that vehicles in all directions a stop before proceeding.	Dot will conduct s stop study and review potential for red curb.
48.	Van Winkle Lane	Between Peter Pan Avenue and Galahad Avenue	Speeding.	Consider relocating and/or installing raised crosswalk.	DOT will conduct an all-way stop study at this location. at Peter Pan and Cinderella Ln.
49.	Van Winkle Lane	Goss School	Currently parents drive into parking lot and make awkward turns to get out after dropping off kids.	Consider eliminating parking and installation of white passenger loading and unloading zones, in effect during school hours. Zone should stretch along curb from parking lot to the proposed red zone at the corner.	DOT will refer this location to upcoming School Drop Off Enhancement Study.

	<b>Street</b>	<b>Cross-Street or Location</b>	<b>Issue</b>	<b>Next Steps</b>	<b>DOT Proposals</b>
50.	Bal Harbor Way	Story Road to Palmview Way	Excessive traffic volume or speed. Functions as collector street with signalized access to Story Road; adjacent to school.	Consider installing traffic control device/traffic calming device and/or enforcement between Decatur Drive and Cortez Avenue.	DOT will conduct studies to determine appropriate solution.
51.	Cinderella Lane	Peter Pan Avenue	No traffic control for cars traveling toward Peter Pan / Goss.	Consider making this a three-way stop intersection so that vehicles in all directions need to make a stop before proceeding.	DOT will conduct an all-way stop study at this location. at Peter Pan and Cinderella Ln.
52.	Decatur Drive	Bal Harbor Way to Cathay Drive	Speeding adjacent to school.	Consider install traffic calming device between cross streets.	DOT will conduct an all-way stop study at this location. at Cathay Dr. and Decatur Dr.
53.	Ocala Avenue	From Capitol to Hopkins	Excessive speed—dangerous for kids crossing Ocala to get to Meyer E.S. and Ocala H.S.	Consider light at Ocala and Adrian	DOT will conduct an all-way stop study at this location. at Ocala and Adrian. This location meets min. requirement for signal. Ranked ~ #80 <sup>th</sup> . May be eligible for special points which means special funding from SNI (~75K) this action could bring it up to be ranked in the top 20 for signalized locations. If this occurs, possible construction date of 2004.
54.	Tallahassee Drive	Amador Drive to Barlow Avenue	Speeding adjacent to school.	Consider installing traffic control device/traffic calming device and/or enforcement between cross streets.	DOT will consider deploying NASCOP enforcement at this location.
55.	Arden Way	Tallahassee Drive to Leeward Drive	Speeding adjacent to school.	Consider installing traffic control device/traffic calming device and/or enforcement between cross streets.	DOT will consider deploying NASCOP enforcement at this location.
56.	Nordyke Drive	Malabar Drive	Excessive speed.	Should be one-way street	DOT will consider signage.

## APPENDIX D: THE TRANSMISSION LINE ALIGNMENT

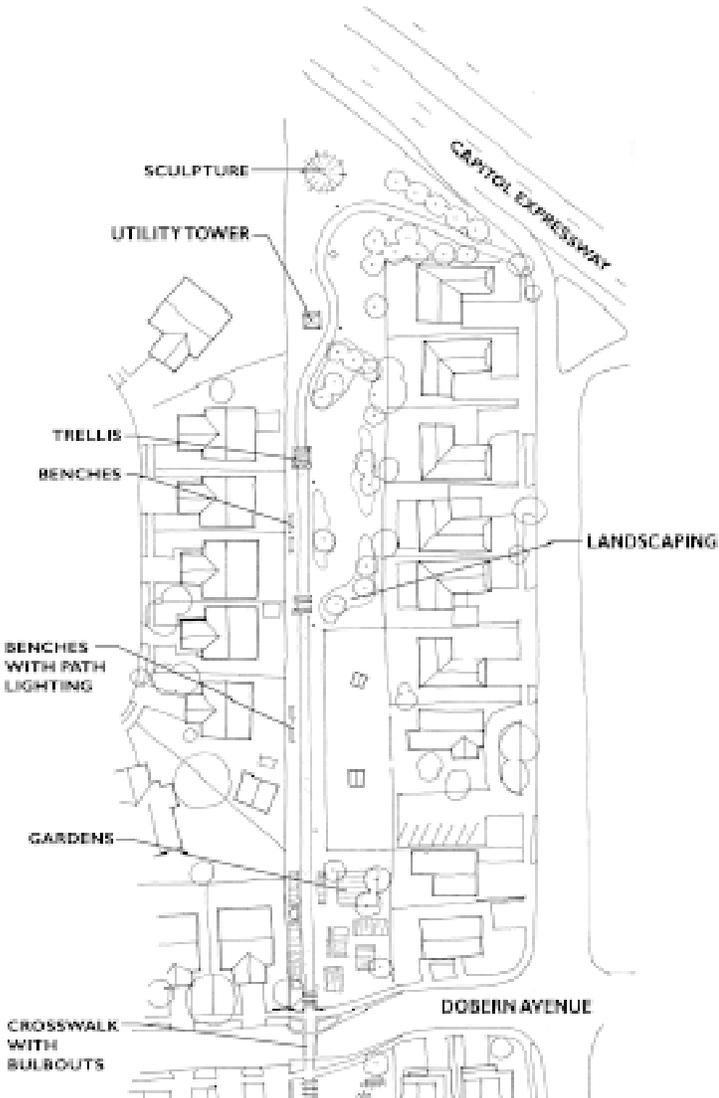
The PG&E transmission line alignment runs north-south through the length of the study area, as shown in the figure at the end of this appendix. Land that is readily available for development into new open space area within the East Valley/680 Communities SNI neighborhood is limited. The transmission line alignment that runs through the East Valley/680 Communities SNI Area was identified as the best potential for new open space, park, and recreation facilities.

The development of this area will be challenging due to the presence of the power lines and towers and the need to negotiate with PG&E for use of those lands. However, there is precedence for making this work. Currently, a portion of the Transmission Line Alignment is developed. This includes a walkway along the eastern edge of Capitol Park and the recently constructed Lo Bue Park in the Sierra neighborhood. Other sections of the PG&E transmission line alignment run through developed areas, such as at the Foxdale Apartments in the Cassell neighborhood.

Community members as a whole expressed interest in developing the entire Transmission Line Alignment as an open space resource with a pedestrian and bicycle trail along the length of the Transmission Alignment lined with street lights, trees and benches. Suggestions were also made for more active uses in certain spots including a community swimming pool, a skateboard park, more soccer fields, handball courts, volleyball courts, and public tennis courts. Some of these recreation features may not be possible due to safety requirements related to the existing power and gas lines. In addition, some community members had concerns about the impact of active uses in close proximity to adjacent homes. The City should work with the community, property owners and PG&E to explore development of the transmission line alignment as a community open space resource. Some examples of what could be developed, incorporating elements identified by community members, are shown below.

## I. Capitol Expressway to Dobern Avenue

This section of the PG&E transmission line alignment is bordered by Capitol Expressway to the north and Dobern Avenue to the south. Adjacent to the transmission line alignment at Capitol Expressway is El Buen Pastor Church. This section of the transmission line alignment is covered with grass and is not well-maintained. It is marked by a predominance of litter and trash, with the exception of a small area just north of Dobern Avenue behind the Massar Montessori Academy, which has been developed as a park and playground for the school.



### *Alternative A:*

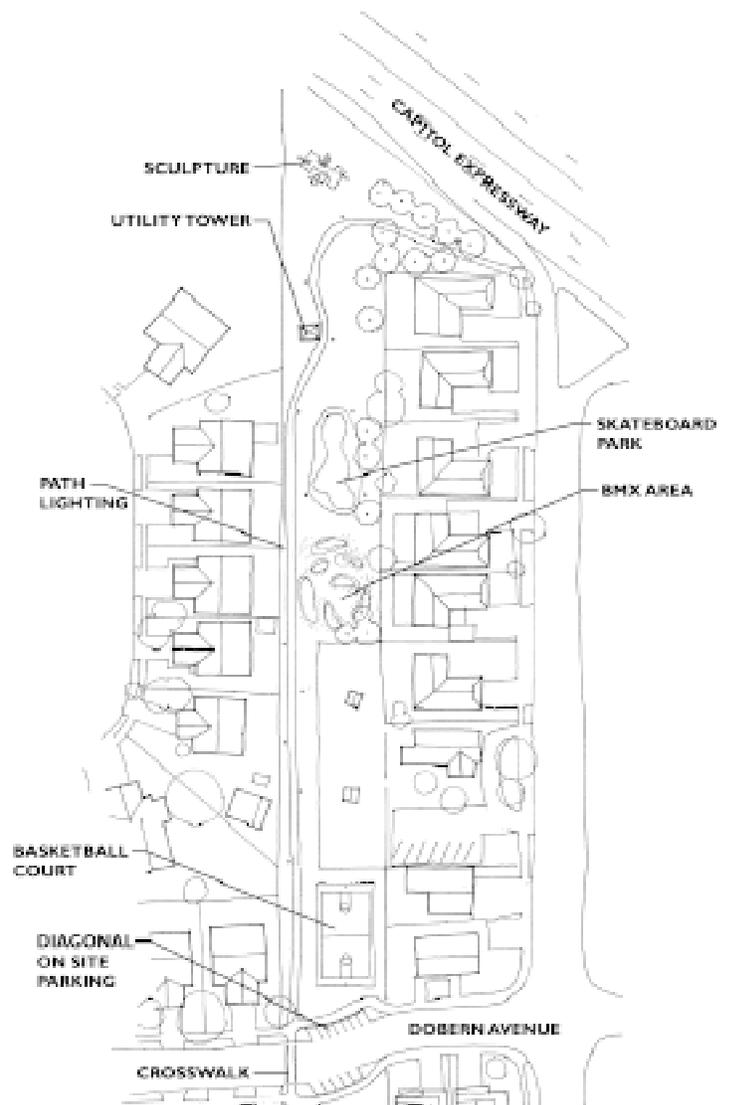
In this alternative, a path extending from Massar Avenue at Capitol Expressway would lead into the transmission line alignment and meander down its western edge. The entire transmission line alignment would be planted with trees and other landscaping, creating a pleasant open space for people to use.

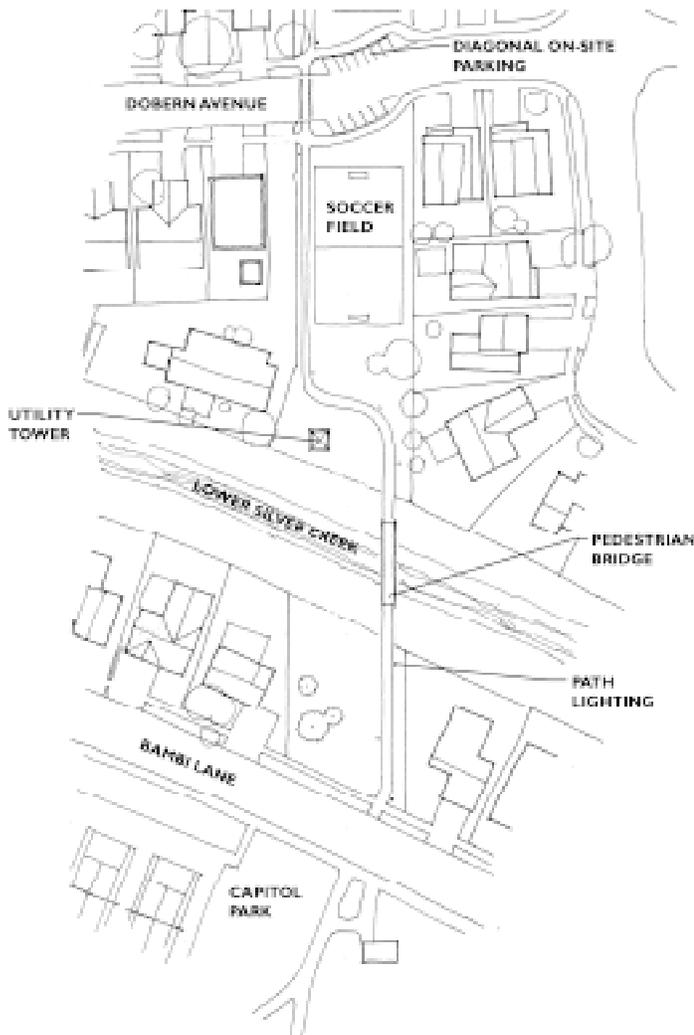
Some type of public art, such as a sculpture could mark the northern end of this transmission line alignment section, signaling to people passing by on Capitol the existence of the new park.

*Alternative B:*

In this alternative, a path extending from Massar Avenue at Capitol Expressway would lead into the transmission line alignment and meander down its western edge. The entrance of the path at Massar Avenue along Capitol Expressway would be landscaped with trees. Just south of this entrance, the area would be developed as a skateboard park and a BMX dirt bike riding area.

Some type of public art, such as a sculpture could mark the northern end of this transmission line alignment section, signaling to people passing by on Capitol the existence of the new park.





## 2. Dobern Avenue to Bambi Lane

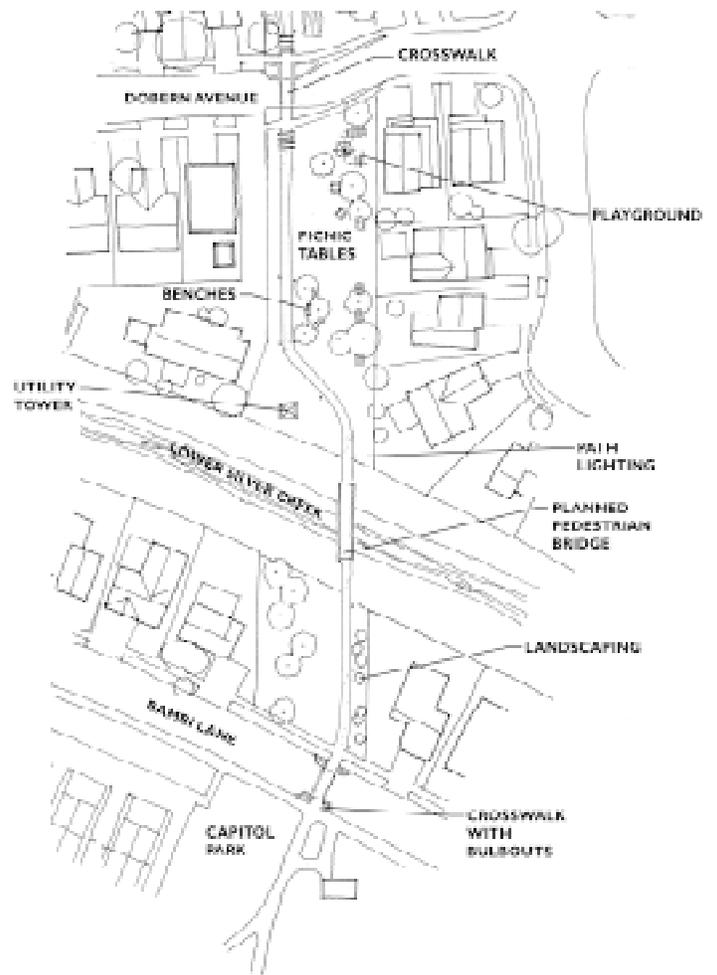
The southern portion of this area is bordered by Dobern Avenue to the north and Bambi Lane to the south. This section of the transmission line alignment is covered with grass and is not well-maintained. It is marked by a predominance of litter and trash. The existing fence is broken and there is trash and graffiti in the area where the transmission line alignment meets Lower Silver Creek.

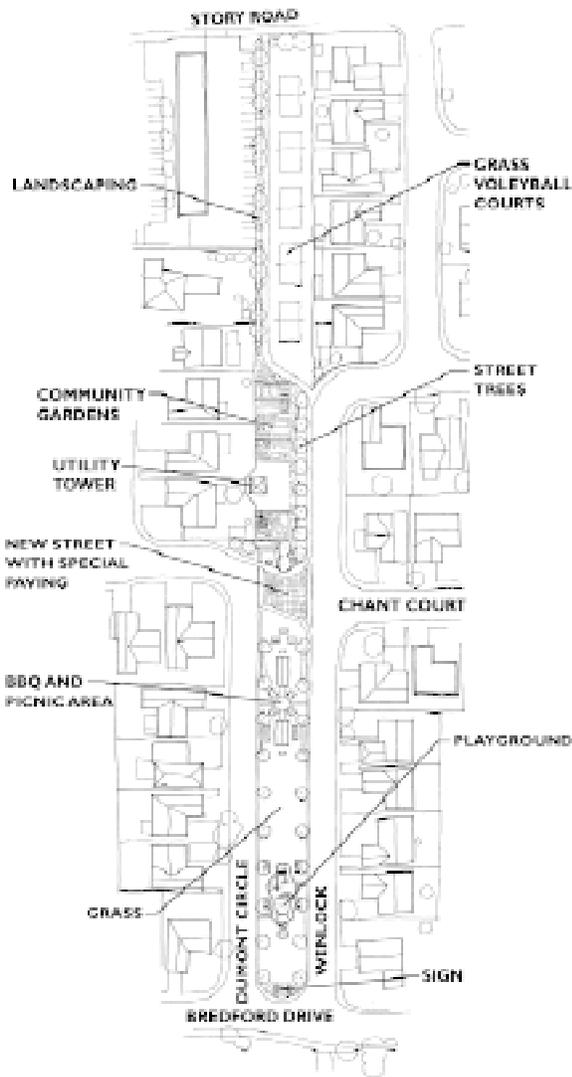
### *Alternative A:*

In this alternative, a path extending from Dobern Avenue would lead into the transmission line alignment and meander down its western edge, eventually connecting to the planned pedestrian/bicycle bridge across Lower Silver Creek. Once across the bridge the path would lead to Bambi Lane where a highly visible crosswalk should be installed to safely guide people into the Capitol Park portion of the alignment. The section of the transmission line alignment between Dobern Avenue and Lower Silver Creek would be developed as a soccer field. The section between Lower Silver Creek and Bambi Lane would be planted with trees and other landscaping.

*Alternative B:*

In this alternative, a path extending from Dobern Avenue would lead into the transmission line alignment and meander down its western edge, eventually connecting to the planned pedestrian bridge across Lower Silver Creek and then on to Bambi Lane. The section of the transmission line alignment between Dobern Avenue and Lower Silver Creek would be planted with trees and other landscaping, creating a pleasant open space for people to use.





### 3. Story Road to Brenford Drive

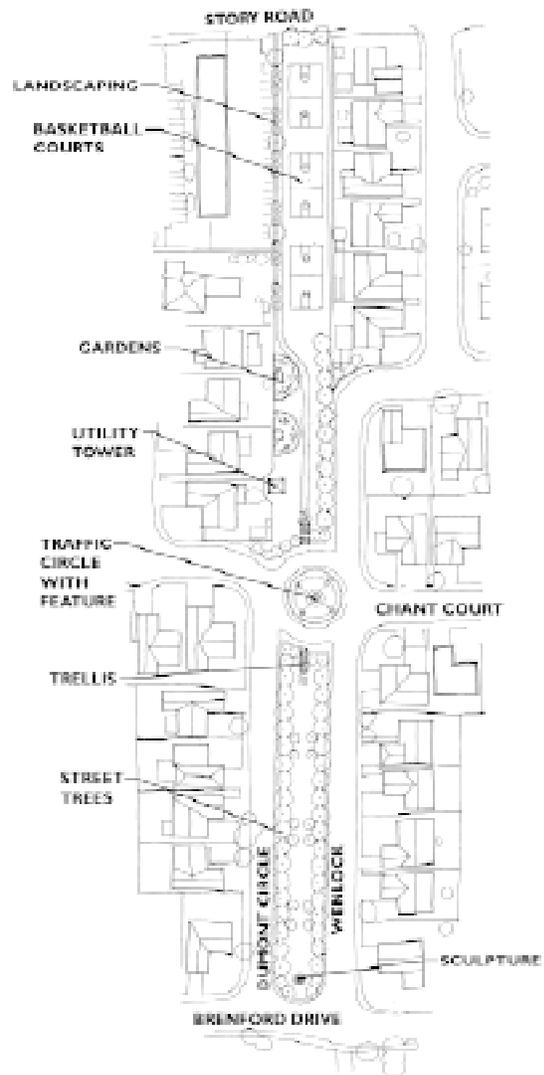
This section of the PG&E transmission line alignment runs from Story Road to Brenford Drive. This section is covered with grass and is not well-maintained. There is one street, Chant Court, that dead-ends at the transmission line alignment. Although there is no vehicle access across the transmission line alignment to connect the two ends of Chant Court, cars often drive across the transmission line alignment anyway.

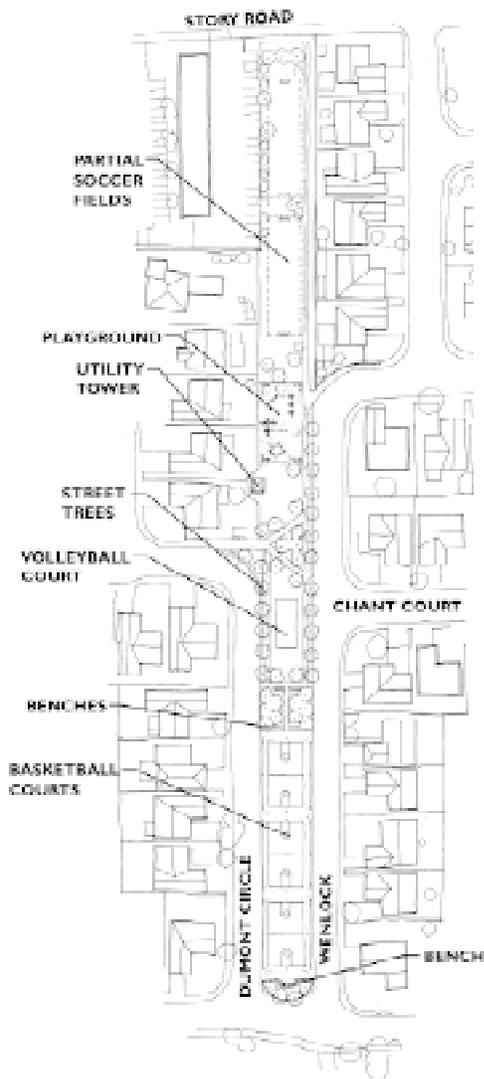
#### *Alternative A:*

This alternative proposes a diagonal street cut-through across the transmission line alignment at Chant Court, which could have special paving and/or be slightly raised in order to discourage cars from traveling too fast on it. The transmission line alignment would be developed with a combination of volleyball courts and community gardens in its northern portion. The southern half would be ringed with street trees and have picnic and barbeque areas as well as a playground.

*Alternative B:*

In this alternative, a traffic circle with landscaping and a sculpture or water feature would be installed in the Chant Court alignment so that there would be vehicular access across the transmission line alignment. A path would run through the transmission line alignment from Story Road to Brenford Drive. The transmission line alignment would be developed as a park with basketball courts in the northern section and gardens and picnic tables in the remaining area.





*Alternative C:*

In this alternative, there would only be a sidewalk connection across the transmission line alignment on the Chant Court alignment. Cars would be prevented from cutting across the transmission line alignment at Chant Court by the regular planting of trees along the edges of the transmission line alignment. A path would run down the eastern side of the transmission line alignment. This alternative would develop the transmission line alignment with a number of recreation opportunities. There would be two small soccer fields that could be used by children and a playground in the northern portion of the transmission line alignment. There would be a volleyball court in the area where Chant Court meets the transmission line alignment. Three basketball courts would line the southern portion of the transmission line alignment.

## 4. Foxdale Drive to Whitestone Court

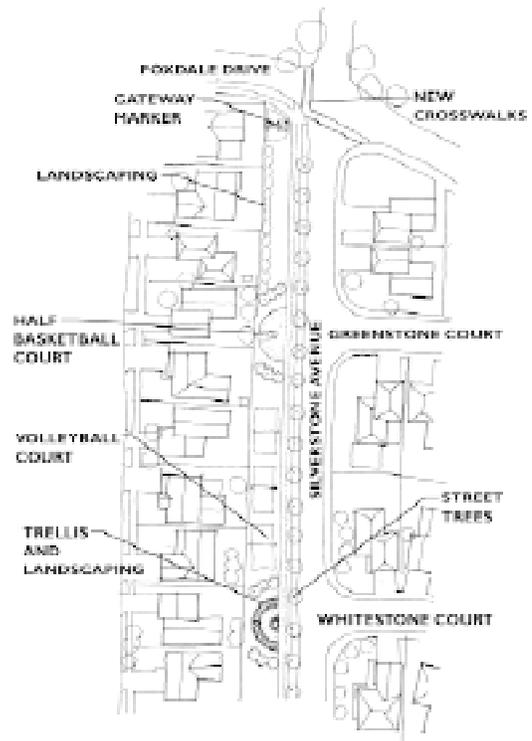
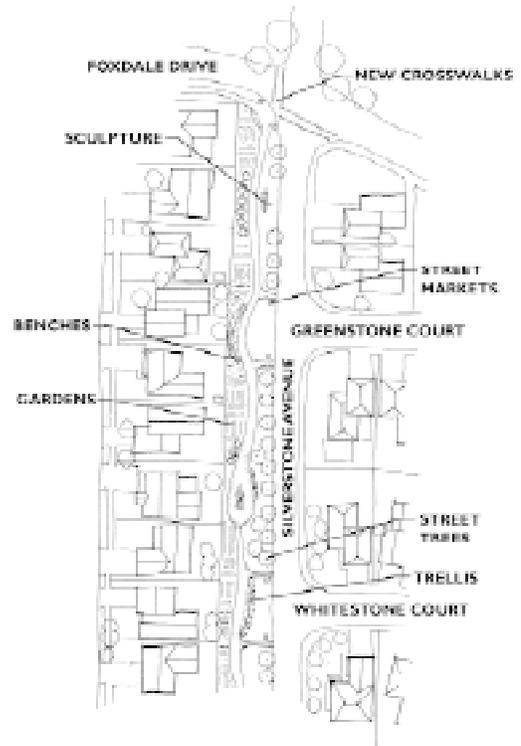
This section of the PG&E transmission line alignment runs from Foxdale Drive to just south of Whitestone Court. It is bordered by Silverstone Avenue to the east. To the west, this section of the transmission line alignment is separated from the backyards of private homes by a tall wooden fence. The transmission line alignment is covered with grass and is not well-maintained.

### *Alternative A:*

In this alternative, the transmission line alignment would be developed with community gardens along the western side of the transmission line alignment. A path would run down the center of the transmission line alignment. There would be interpretive signage educating visitors about the plantings in this area. Public art and sculpture could also be included as part of this alternative.

### *Alternative B:*

This alternative proposes a path that would run along the eastern side of this transmission line alignment section. Street trees would help define the path edge and add character to the street. Athletic and recreational activities would occur on this landscaped transmission line alignment.

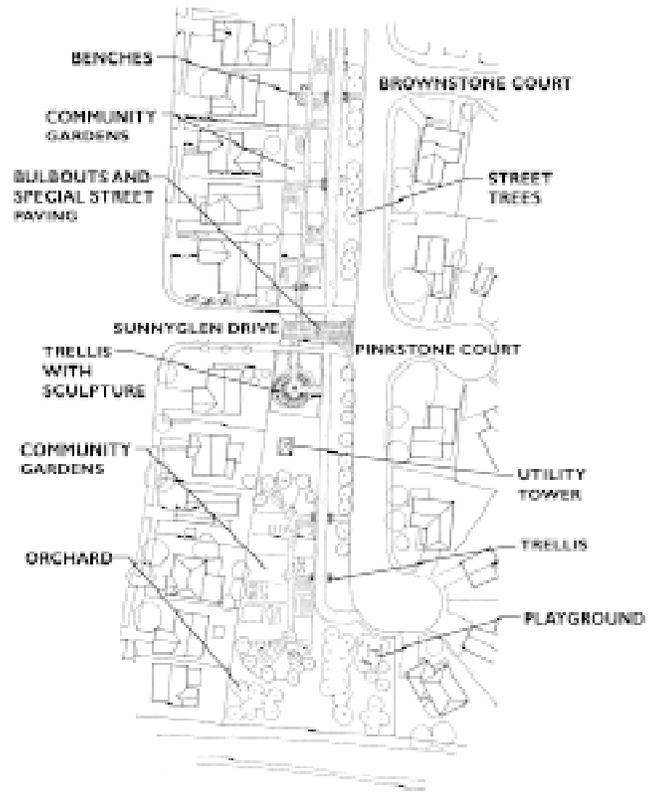


## 5. Brownstone Court to Ocala Avenue

This section of the transmission line alignment runs from the area just south of Brownstone Court to Ocala Avenue. The transmission line alignment is covered with grass and is not well-maintained.

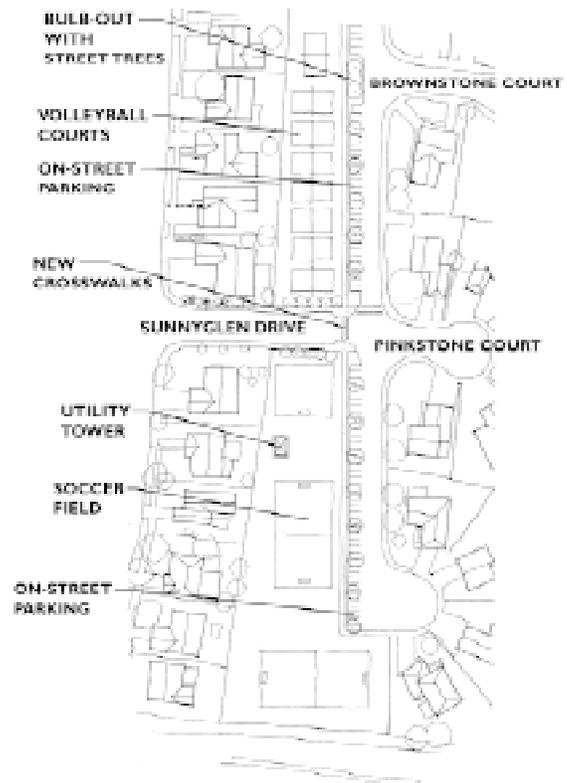
### *Alternative A:*

The section of Sunnyglen Drive that cuts across the transmission line alignment would be landscaped with street trees and have special paving as an indication to vehicular traffic to slow down in this area. A trellis with a sculpture could be installed just south of Sunnyglen Drive, where people could sit and enjoy the new park. South of the trellised area, the transmission line alignment would be developed with community gardens along the western side of the transmission line alignment. Street trees would be planted down the eastern edge and southern end of the transmission line alignment. The grove of trees at the southern edge of the transmission line alignment would provide a buffer from Ocala Avenue and the airport to the south.



### *Alternative B:*

Bulb-outs would be installed where Sunnyglen Drive cuts across the transmission line alignment, in order to slow vehicular traffic using this street. Bulb-outs are curb extensions at intersections that reduce roadway width curb-to-curb. The area north of Sunnyglen Drive would be developed with volleyball courts. South of Sunnyglen Drive to Ocala Avenue, the transmission line alignment would be developed with children's soccer fields. On-street parking would be provided along the eastern edge of the transmission line alignment next to the volleyball courts and soccer fields. As in Alternative A, a grove of trees at the southern edge of the transmission line alignment would provide a buffer from Ocala Avenue and the airport to the south.



## APPENDIX E: GLOSSARY OF ACRONYMS

CAP	Community Action and Pride Grants	Funding available to neighborhood associations for small projects in their area.
CDBG	Community Development Block Grant	Funding available for physical improvement projects.
CIP	Capitol Improvement Program	Budget allocations for major physical developments.
DOT	Department of Transportation	City department managing roads, sidewalks, trees and traffic.
DPW	Department of Public Works	City department which implements projects on behalf of other City departments. For example, public works would build a bridge that was planned by DOT.
ESD	Environmental Services Department	City department that oversees projects that benefit the environment. This department also oversees the Waste Management (garbage collection and recycling) in the city.
LRT	Light Rail Transit	Public transportation rail system such as what exists on 1 <sup>st</sup> Street in San Jose.
OED	Office of Economic Development	City department which provides tax incentives and other assistance to help businesses succeed in the city.
PBCE	Department of Planning, Building and Code Enforcement	City department which oversees and regulates physical developments in the city.

PRNS	Department of Parks, Recreation and Neighborhood Services	City department which oversees public parks and recreation facilities as well as provides direct assistance to communities in San Jose.
SCVWD	Santa Clara Valley Water District	This agency manages the waterways (creeks, streams, rivers etc.) in Santa Clara County – including all of the ones in San Jose. They provide flood control as well as help to protect the riparian habitats along the waterways.
SNI	Strong Neighborhoods Initiative	The City’s effort to work with communities to identify priorities for neighborhood improvements and investments and to strengthen community participation in decision-making. This is the impetus behind the creation of this plan.
TOD	Transit Oriented Development	Development that is built in close proximity to a major transit node such as a rail stop or a bus transfer facility. The development is intended to support transit ridership and reduce use of the automobile.
VTA	Valley Transportation Authority	This agency plans and manages public transportation for Santa Clara County including the buses and light rail systems in San Jose.

## APPENDIX F: LIST OF MEETINGS

DATE	MEETING TYPE	LOCATION
October 4, 2000	Neighborhood Advisory Committee <i>Introductory Meeting</i>	Poco Way Community Room
November 8, 2000	Community Workshop <i>Strengths and Opportunities</i>	Goss Elementary School
December 6, 2000	Neighborhood Advisory Committee <i>Planning process and research</i>	Dorsa Elementary School
January 25, 2001	Neighborhood Advisory Committee <i>Streets, Services, Housing</i>	Dorsa Elementary School
February 22, 2001	Neighborhood Advisory Committee <i>Traffic, Flooding</i>	Dorsa Elementary School
March 15, 2001	Neighborhood Advisory Committee <i>Solutions Workbook</i>	Dorsa Elementary School
March 29, 2001	Community Workshop <i>Transmission Line Open Space</i>	Goss Elementary School
April 11, 2001	Community Workshop <i>Cul-de-Sacs</i>	Arbuckle Elementary School
April 19, 2001	Neighborhood Advisory Committee <i>Airport, Group Homes</i>	Dorsa Elementary School
May 17, 2001	Community Workshop <i>Light Rail</i>	Ryan Elementary School
June 6, 2001	Special Meeting <i>Public Nuisances in Commercial Areas</i>	Arbuckle Elementary School
June 21, 2001	Community Workshop <i>Prioritization of Issues/Actions</i>	Miller Elementary School
July 19, 2001	Neighborhood Advisory Committee <i>Implementation Overview and funding</i>	Dorsa Elementary School
August 16, 2001	Neighborhood Advisory Committee <i>Housing \$, Tropicana, Updates</i>	Dorsa Elementary School
September 26, 2001	Neighborhood Advisory Committee <i>Draft Plan, Funding Subcommittee</i>	Dorsa Elementary School
October 25, 2001	Neighborhood Advisory Committee <i>Draft Plan, Funding update</i>	National Hispanic University
November 14, 2001	Community Workshop <i>Final Plan Review</i>	National Hispanic University
November 28, 2001	Planning Commission <i>Public Hearing</i>	City Hall
December 4, 2001	City Council <i>Public Hearing</i>	City Hall

## APPENDIX G: WHERE TO CALL FOR INFORMATION

For assistance from any City department:	<b>City Call Center – information line</b>	<b>277-4000</b>
	This number will refer you to the proper City department for assistance. Operators speak English, Spanish and Vietnamese.	
To order a “troubleshooter” guide:	<b>Neighborhood Development Center</b>	<b>277-5350</b>
	This guide (available in Spanish, Vietnamese and English) provides detailed information and contact numbers for a wide variety of services.	
For assistance from County departments:	<b>Board of Supervisors’ number</b>	<b>299-2323</b>
For assistance in your neighborhood:	<b>Arbuckle Service Center (Spanish and English)</b>	<b>277-5639</b>
Council District 5 Office:	<b>Councilmember Nora Campos</b>	<b>277-5157</b>
County Supervisor District 2 Office:	<b>Supervisor Blanca Alvarado</b>	<b>299-2040</b>
For assistance with social service needs:	<b>Family and Children’s Services</b>	<b>441-5666</b>
For assistance regarding schools:	<b>Alum Rock School District</b>	<b>928-6800</b>

# **APPENDIX H: EAST DOBERN / CAPITOL-GOSS NEIGHBORHOOD REVITALIZATION PLAN**

# East Dobern/Capitol-Goss Neighborhood Revitalization Plan – **Draft**

## ***Introduction***

The East Dobern/Capitol-Goss Neighborhood Revitalization Area is the final neighborhood in a series of neighborhoods that were designated by the City Council for the development of a Neighborhood Revitalization Plan. The development of Neighborhood Revitalization Plans for selected neighborhoods was part of the City's overall Neighborhood Revitalization Strategy (NRS), an effort introduced in the spring of 1997 to coordinate and deliver services to neighborhoods that needed special or additional assistance to improve their living conditions. The purpose of a Neighborhood Revitalization Plan is to identify which issues detract from the quality of life in a given neighborhood and then to develop a long term, comprehensive approach to revitalization that is tailored to the specific needs of that neighborhood.

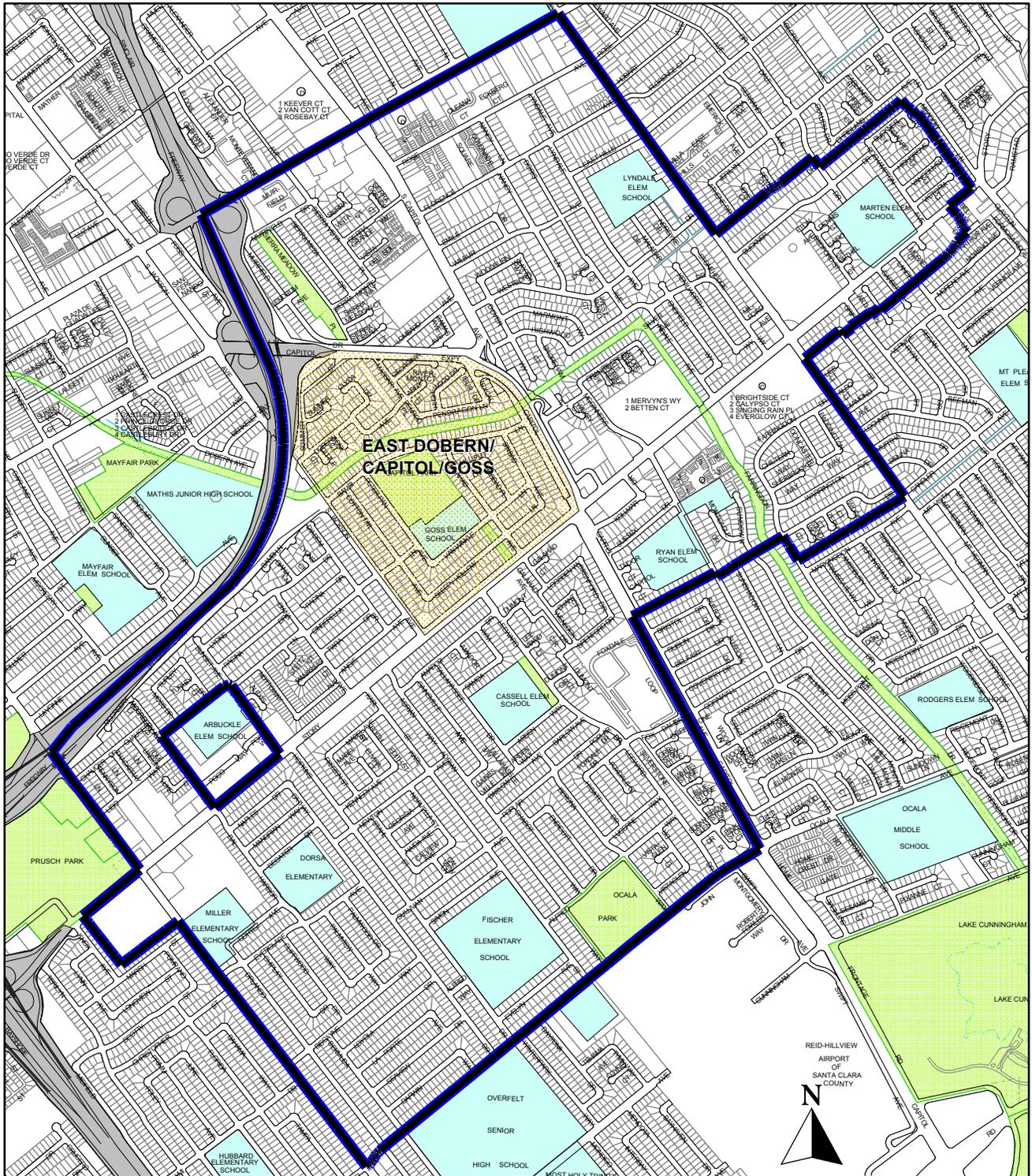
The East Dobern/Capitol-Goss Neighborhood Revitalization Plan is the last of the NRS Neighborhood Revitalization Plans and has been folded into the City's new Strong Neighborhoods Initiative. Initiated in the summer of 2000, the Strong Neighborhoods Initiative (SNI) is similar to the City's former Neighborhood Revitalization Strategy – both programs include the development of comprehensive and coordinated community driven neighborhood improvement plans. However, SNI is a more ambitious program that will establish designated neighborhoods as a Redevelopment Area thereby allowing Redevelopment funds to be used for certain identified improvements.

Although the East Dobern and Capitol-Goss neighborhoods are located within the East Valley/680 Communities SNI area, it was decided to proceed with the East Dobern/Capitol-Goss NRS plan, but in

abbreviated form. This abbreviated plan focuses first on identifying neighborhood assets, issues, and needs, and secondly on the expenditure of the \$600,000 in discretionary funds allocated to the East Dobern/Capitol-Goss community by the City Council as part of the former Neighborhood Revitalization Plan program. These discretionary funds are intended to fund one-time improvements identified by the community.

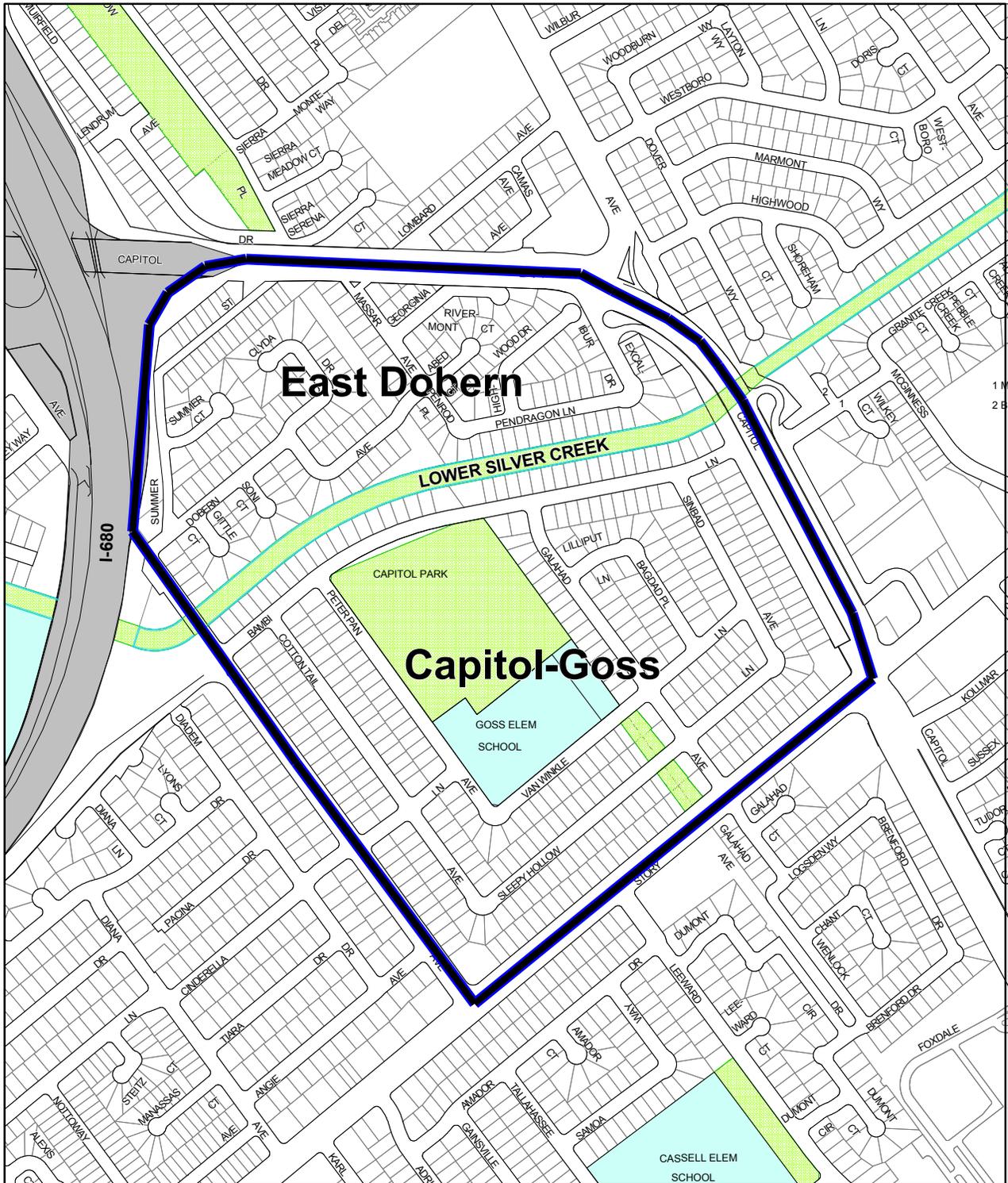
This abbreviated plan is not a comprehensive neighborhood improvement plan and therefore does not develop an overall vision and a complete "blueprint" for the improvement for the East Dobern/Capitol-Goss community. The vision and "blueprint" for this area will be developed as part of the East Valley/680 Communities SNI Neighborhood Improvement Plan process. In addition, issues and needs that were identified as part of this abbreviated plan process, but are not specifically addressed within it, will be addressed in the East Valley/680 Communities SNI plan process.

# Relationship of East Dobern/Capitol-Goss Revitalization Plan Area to the East Valley/680 Communities Strong Neighborhoods Initiative Planning Area



-  East Valley/680 Communities Strong Neighborhoods Initiative Planning Area
-  East Dobern/Capitol-Goss Revitalization Plan Area

# East Dobern/Capitol-Goss Revitalization Planning Area



 East Dobern/Capitol-Goss Revitalization Plan Area

## ***Background***

The East Dobern/Capitol-Goss Neighborhood Revitalization Area is bounded by Interstate 680 and South Jackson Avenue to the west, Capitol Expressway to the north and East, and Story Road to the south. The revitalization area consists of two distinct neighborhoods, East Dobern in the north and Capitol-Goss in the south. These two neighborhoods are separated by Lower Silver Creek, which extends from east to west. The East Dobern neighborhood consists predominantly of duplexes and single family residences. The duplex properties in East Dobern are segregated from the single family homes and are located primarily within the western portion of the neighborhood. The Capitol-Goss neighborhood consists predominantly of single family homes. The Capitol-Goss neighborhood also contains the 11.6 acre Capitol Park and Goss Elementary School which serve residents throughout the revitalization area. Another important feature of the area is the transmission power line easement, which runs north-south through both the East Dobern and the Capitol-Goss Neighborhoods. The portion of this right-of-way between Bambi Lane and Story Road has been developed into a linear park.

The East Dobern and Capitol-Goss neighborhoods are both vibrant communities that have many involved community members dedicated to making their neighborhood a better place to live for themselves and their families. Each neighborhood has its own active neighborhood association. The East Dobern neighborhood is represented by the East Dobern Community Action Team, which developed out of the City's Project Crackdown efforts in the neighborhood, and the Capitol-Goss neighborhood is represented by the Capitol-Goss Neighborhood Association. Both

associations have been very active in working with the City to improve the quality of life within their communities.

To guide the revitalization plan process for this area, a Neighborhood Advisory Committee was formed. This Advisory Committee consisted of leaders from the two neighborhood associations as well as a representative from Goss Elementary School. This nine-member Advisory Committee met approximately monthly from August 2000 to January 2001 to outline community assets, issues and needs, and to discuss, and ultimately decide, how to allocate the \$600,000 in discretionary funds. To collect input from the general community, one community meeting was held at Goss Elementary School on September 6 to review and expand upon the work of the Advisory Committee and to prioritize improvements that could be funded with the discretionary funds. At the conclusion of this planning process, the Neighborhood Advisory Committee first reviewed and then approved this East Dobern/Capitol-Goss Neighborhood Revitalization Plan document.

## ***Neighborhood Assets and Issues***

### **Summary of Process**

The East Dobern/Capitol-Goss Neighborhood Advisory Committee was asked to first identify neighborhood assets and then to identify neighborhood issues, needs and concerns. At the September 6 community meeting, approximately 30 community members reviewed and expanded that list. Following is a summary of the assets, issues, needs and concerns identified by the Advisory Committee and the community.

### **Neighborhood Assets**

Neighborhood assets can be characteristics, organizations, places, and/or people within the community and are generally things that the community would like to preserve, maintain and enhance. Neighborhood assets such as community organizations and institutions can also be vital resources that can assist with the development and ultimately, the implementation of the neighborhood improvement plan. Following are the neighborhood assets identified by the community.

- *Older homes along Summer Street.* Advisory Committee members expressed an appreciation of the older architectural style of the homes on Summer Street, though many of these homes are in need of repair and improved maintenance. The Advisory Committee members pointed out that Cesar Chavez used to live in one of the houses on this street and therefore the street enjoys a cultural and historical significance as well.
- *El Buen Pastor Church located at the end of Summer Street.* According to

Advisory Committee members, this church is an important resource to the community and the site has historic value related to Cesar Chavez’s involvement there.

- *Portion of the power transmission line easement that has been developed into a pathway between Bambi Lane and Story Road.* Many residents use this pathway to travel to and from work, public transportation and neighborhood shops.



*Pathway along power transmission line easement.*

- *Capitol Park.* While the park in general was identified as an asset, the tennis courts were specifically identified.
- *Goss Elementary School.* Advisory Committee members specifically identified the community portable facility, that will be installed in the near future, as a positive addition to the school and the community.

### **Neighborhood Issues and Needs**

The issues and concerns identified by the Advisory Committee and the community were grouped into the categories that follow. The following issues were not prioritized by either the Advisory Committee or the community at the September 6 community meeting. Therefore, the order in which the issues are presented does not imply any

priority ranking. As part of the issue identification process, committee and community members often suggested solutions or strategies to address identified issues or problems.

**1. Property Maintenance and Improvement**

- *Poor maintenance of some residential properties.* Some of the homes and duplexes in the neighborhoods are poorly maintained, often having bare dirt front yards with no landscaping. The following strategies were suggested to address poor property maintenance:
  - \* Identify all available loans and grants that could assist home and property owners with the improvement of their properties and promote these programs throughout the neighborhoods.
  - \* In conjunction with Code Enforcement, conduct property management classes to teach rental property owners routine maintenance techniques and tenant management.

**2. Traffic and Pedestrian Safety**

- *Improve safety at identified intersections.* The following intersections were identified as in need of new stop signs, increased traffic enforcement, and/or design improvements:
  - \* *Install a 3-way stop* at Cinderella Lane and Peter Pan Avenue to better control traffic around this entry point to the school grounds.
  - \* *Investigate installing a red curb “no parking” zone on the east side of Peter Pan Avenue and the north side of Van Winkle Lane* at the

intersection of these two streets. This will increase the visibility for drivers and hence safety for children and other pedestrians crossing the street at or near this intersection.

- \* *Establish an adult crossing guard program* at primary intersections used by children walking to Goss Elementary School.
- \* *Increase enforcement of stop signs at the intersection of Bambi Lane and Peter Pan Avenue and Bambi Lane and Gallahad Avenue.* These two intersections are major points at which children cross the street on their way to Goss Elementary.
- \* *Improve traffic safety at the intersection of Dobern Avenue & Clyda Drive.* This intersection can be a confusing three-way intersection. A stop sign exists at the end of Clyda Drive westbound where it meets Dobern Avenue. However, no controls exist on either segment of Dobern. Additional measures could be taken to control the speed and direction of traffic.



*Intersection of Clyda Drive facing the curve of Dobern Avenue.*

- \* *Install traffic controls at unprotected intersections.* To improve traffic safety, stop signs could prove effective on both Soni Court and

Gittle Court at their intersections with Dobern Avenue.

- \* *Reconfigure the very wide intersection of Summer Street and Dobern Avenue.* Vehicles making turns from Summer Street onto Dobern Avenue frequently fail to stop. It was suggested that reconfiguring this intersection with standard dimensions would better help control the flow of traffic and alleviate the confusion some motorists might experience about the need to stop.



*Intersection of Dobern Avenue and Summer Street.*

- *Install new “neon” colored signs* warning motorists to slow down for school children. Examples of such signs have been installed in the cities of Santa Clara and Milpitas.
- *Speeding and cut through truck traffic.* It was reported that trucks often cut through the neighborhood, possibly exceeding posted speed limits.
- *The following streets were identified as in need of traffic calming* to slow down traffic and make crossing the street safer for pedestrians.
  - *Bambi Lane from Capitol Expressway to South Jackson Avenue is a priority.*
  - *Dobern Avenue*

- *Sleepy Hollow Lane*
- *Massar Avenue at Capitol Expressway:* Cars come off Capitol Expressway and onto Massar Avenue at very high speeds.
- *Pendragon Lane and Penrod Place*
- *Summer Street*
- *Van Winkle Lane*
- *Sinbad Avenue*
- *Explore increased enforcement of traffic laws on those streets where traffic safety and speeding vehicles are issues for the community.* The Advisory Committee specifically recommended the establishment of the Neighborhood Automated Speed Compliance Program (NAS COP) as a means to reduce speeding. The Capitol-Goss Neighborhood Association is now taking the necessary steps to implement NAS COP on Bambi Lane.

**3. Pedestrian and Motor Vehicle Circulation**

- *Construct Pedestrian and Bicycle Bridge across Lower Silver Creek.* Both the Advisory Committee and the larger community identified the construction of a pedestrian bridge across Lower Silver Creek as one of the community’s most significant needs. The power transmission line easement was identified as a logical, and feasible, location for this bridge. This bridge is needed to improve pedestrian access between the East Dobern and Capitol-Goss neighborhood. Presently, pedestrians must walk either to Capitol Expressway or to South Jackson Avenue to get between the two neighborhoods. Both South Jackson Avenue and Capitol Expressway have high traffic volumes and vehicles moving at relatively high speeds. Constructing a link between the two neighborhoods via the bridge would significantly improve both the access for

and, more importantly, the safety of children walking from the East Dobern neighborhood to Goss Elementary School and/or Capitol Park.



*Proposed site for pedestrian/bicycle bridge.*

- *Construct Pedestrian and Bicycle Bridge across Capitol Expressway.* Although not as high a priority as the bicycle/pedestrian bridge across Lower Silver Creek, the need was identified for a bicycle/pedestrian bridge across Capitol Expressway. Initially the preferred location for this bridge was within the power transmission line right-of-way because it would provide direct access to Lo Bue Park to the north. However, because a bridge high enough to accommodate truck traffic on Capitol Expressway would be too close to the power transmission lines, a bridge at this location is not feasible. The Neighborhood Advisory Committee still expressed the need to identify and construct other improvements that would improve access to Lo Bue Park for Dobern and Capitol-Goss residents.
- *Poor Vehicular access into and out of the East Dobern Neighborhood during commute hours.* Given very high volumes of traffic on South Jackson Avenue during commute hours, it is difficult for residents to exit and enter their neighborhood via Dobern Avenue. It was recommended that a traffic signal

be installed at the intersection of Dobern and South Jackson Avenues. In the interim, or if a traffic light is not warranted, it was suggested by the Advisory Committee that the timing of the traffic signals be changed at Bambi Lane and South Jackson Avenue and/or South Jackson and Kammerer Avenues to provide a break in the traffic flow on South Jackson Avenue. This could provide motorists with more opportunities to exit or enter Dobern Avenue.

- *Remove median at the intersection of Story Road and Gallahad Avenue.* Vehicles can not make left turns or cross Story Road at Gallahad Avenue due to the presence of a median blocking the intersection which causes motorists to make frequent u-turns along Story Road. Removing a section of this median would improve access into and out of the neighborhoods on the north and south side of Story Road, and would improve the connection between them. The City’s Public Works Department has plans to install a traffic signal at this location. It was stressed that no u-turns should be allowed at this intersection now and upon installation of the signal.



*Median on Story Rd. at the Gallahad Ave. intersection.*

#### 4. Public Infrastructure

- *Street corner curb cuts.* Most of the street corners in both the East Dobern and Capitol-Goss neighborhoods lack curb cuts for people who use wheelchairs. The Advisory Committee and other community members indicated that there are people who use wheelchairs living in the neighborhood. Therefore, they would like to have curb cuts installed at all street intersections.
- *Streetlights.* Summer Street is very dark at night and there is a need for enhanced street lighting.
- *Sidewalk repairs.* The community and Advisory Group said that there are numerous locations throughout the East Dobern and Capitol-Goss neighborhoods where sidewalks are cracked and uneven due to tree roots and thus may be in need of repair or reconstruction.
- *Missing sidewalks.* The cul-de-sac at the end of Summer Street lacks a sidewalk.
- *Street Sweeping.* In order to improve street sweeping, community members requested that no parking during street sweeping hours be enforced through ticketing. Cars parked on the street during street sweeping hours precludes the street sweeper from sweeping along the curb.

#### 5. Noise

- *Freeway soundwalls.* The soundwalls between Summer Street and Interstate 680 and Capitol Expressway are incomplete. Completing these soundwalls is a top priority for the East Dobern Community.



*Area adjacent to Capitol Expressway needing soundwalls.*

#### 6. Crime

- *Crime and drug related activity.* There are ongoing drug-related problems and petty criminal activities in the neighborhoods. Sleepy Hollow Lane in particular was identified as having an ongoing problem with drug dealing. The Advisory Committee also pointed out that Lower Silver Creek, in its current condition, is especially troublesome as a magnet for illicit activities and is an area where assaults have occurred in the past. To discourage criminal activity, increased police patrols in the area may be needed.

#### 7. Maintenance of Public, Creek and Power Transmission Line Rights-of way

- *Lower Silver Creek.* Trash and illegal dumping was identified as an issue in Lower Silver Creek and may inhibit the flow of water, thus contributing to flooding on surrounding streets during heavy rains. In addition, community members said that the banks of the creeks are badly eroded and are getting progressively worse. They also cited a problem with mice, rats and snakes. To address the issue of trash and illegal dumping, the Advisory Committee recommended establishing volunteer creek clean-up events on a regular

ongoing basis. These community events could be conducted in conjunction with the Santa Clara Valley Water District’s regular maintenance program and Adopt-a-Creek program. Advisory Committee members also suggested that the Water District post “no dumping” signs along the creek and that the laws regarding illegal dumping be enforced.

- *Lower Silver Creek Improvements.* The community is very interested in being involved during the design and implementation of the Santa Clara Valley Water District’s planned flood control improvement project for this segment of Lower Silver Creek. The planning portion of this project is currently in its initial stages of development.
- *Maintenance of Power Transmission Line right-of-way.* The power transmission line right-of-way between Dobern Avenue and Capitol Expressway is overgrown with vegetation. The land owner and/or the operator of the transmission lines (currently PG&E) should improve the maintenance and appearance of this right-of-way. Members of the Advisory Committee again stated that they would like to see this right-of-way incorporated into a linear park that would connect with Capitol Park, Lake Cunningham Park to the south and Lo Bue Park to the north.
- *Maintenance of entrance to Interstate 680.* The vacant land at the I-680 on and off-ramps on South Jackson Avenue needs to have new landscaping planted and then regularly maintained.

**8. Goss Elementary School**

- *Exterior Renovation of Goss Elementary School.* Community members said that the buildings at Goss Elementary School

are in need of new paint. In addition, many of the windows at the school have been vandalized and are in need of replacement. Advisory Committee members suggested that to defray the cost of renovations, professional contractors and other residents within the neighborhoods could be asked to volunteer their labor.



*Goss Elementary School playground.*

- *School drop-off and pick-up areas.* At the community meeting, parents expressed the need to improve the circulation of vehicles dropping off and picking up children before and after school. It was initially suggested that the gates at both parking lot driveways be left open to improve traffic flow. However, the group recognized that this could pose a risk to children using the sidewalk. Therefore, the Advisory Committee suggested, as another solution, to make the curb along Van Winkle Lane, adjacent to the parking lot, a “passenger loading and unloading only” white curb during school hours only. This would eliminate the need to pull into the parking lot.
- *Prohibit parking of motor vehicles on the playground.* Parents at the community meeting voiced a concern that allowing motor vehicles to park on the school playground could pose a safety hazard for school children and

that vehicles are damaging the playground surface.

## 9. Parks and Recreation Facilities

- *Lighting at Capitol Park.* The need to enhance lighting along the pathway through Capitol Park was identified. Bulbs on a few existing light poles have burnt out and need to be replaced. In addition, trees are blocking park lights in a few locations and need to be trimmed. While bulb replacement and tree trimming would improve lighting, the installation of a few additional light poles along this pathway could further enhance safety.
- *Replace existing play equipment and install additional equipment.* Advisory Committee members said that the existing playground equipment at Capitol Park is outdated and should be replaced with more modern equipment. They would also like to see additional playground equipment added to the park.



*Play equipment in Capitol Park.*

- *Install handball court at Goss Elementary School.* Although there was some concern expressed that handball is a sport that attracts troublemakers, the Advisory Committee stated that it would still like to explore the feasibility of handball courts. The Committee stated that it would prefer that the handball courts be primarily for use by Goss

Elementary School children and designed to discourage use by older children and adults. For example, they suggested limiting the height of the handball wall to only 6 or 7 feet tall. In addition, it was stated that the court should be double-sided for play, but it should be situated parallel to Peter Pan Avenue so that the view of the children and the park from the vantage point of the school is not obstructed.

- *Install volleyball courts at Capitol Park.* The Advisory Committee said that it would like to explore the feasibility of installing volleyball courts at the park. Volleyball courts would provide additional recreational opportunities for older children and adults.
- *Add pedestrian and bicycle trails.* Community members stated the need for pedestrian and bicycle trails that would link the East Dobern and Capitol-Goss neighborhoods with the surrounding parks and communities. Community and Advisory Committee members suggested creating a pedestrian and bicycle trail along the power transmission line easement from Lo Bue Park in the north to Lake Cunningham Park in the south. Bridges across Lower Silver Creek and Capitol Expressway would provide key links in this trail system. It should be noted that the bridge across Capitol Expressway could not be within the power transmission line right-of-way due to height restrictions.
- *Skateboard park.* Young people in the neighborhood would like to have a skateboard park constructed in Capitol Park or somewhere nearby.
- *Improve maintenance of landscaping.* Community members expressed the desire for improved maintenance of landscaping at Capitol Park.

## **10. Neighborhood Services**

- *After school day care.* Additional after school day care programs and organized activities for children are needed.

## ***One-Time Discretionary Funds***

### **Development and Prioritization of Ideas for Expenditure of Discretionary Funds**

As part of the former Neighborhood Revitalization Strategy program the Mayor and City Council set aside \$600,000 in one-time discretionary funds for the revitalization of the East Dobern and Capitol-Goss neighborhoods. These funds were intended to “jump start” the physical revitalization of the area, create an incentive for private property improvements, and strengthen existing neighborhood associations so that these organizations can continue to advocate for the needs and overall improvement of the area.

The East Dobern/Capitol-Goss Advisory Committee spent several meetings over a period of three months identifying and prioritizing how this funding should be used to improve the neighborhood. At the September 6 community meeting, the community reviewed the Advisory Committee’s preliminary list of improvements to fund with the \$600,000 in discretionary funds. The community added to this list and then, through a prioritization exercise, ranked which improvements were most needed. The following table lists all of the ideas for spending the discretionary funds in the priority order established by the community at the September 6 community meeting. In addition, the number of points each idea received in the prioritization exercise is included.

Table 1: Summary and Ranking of Ideas for Expenditure of the Discretionary Funds

Community Ranking	Ideas for Spending Discretionary Funds	Points
1	Pedestrian/bike bridge across Lower Silver Creek	93
2	Traffic signal at Dobern and Jackson Avenues	71
3	Community clean-ups	42
4	Replace existing and install additional play equipment at Capitol Park	18
5	Paint the exterior of Goss Elementary School	9
6	Construct a pedestrian and bike trail connecting to nearby parks	9
7	Install new windows at Goss Elementary School	3
8	Enhance lighting along pathway within the power transmission line easement in Capitol Park by trimming trees and replacing burnt out bulbs	3
9	Complete soundwalls along Interstate 680	2
10	Install additional lighting within Capitol Park and Goss Elementary School	1
	Landscape the power transmission line easement between Dobern Avenue and Capitol Expressway.	0
	Build pedestrian/bike bridge over Capitol Expressway	0
	Install curbcuts at street corners for wheelchair users	0
	Expand the size of the planned and funded community center that will be located at Capitol Park.	0
	Construct a skateboard park at Capitol Park.	0
	Trim Street Trees in both the East Dobern and Capitol-Goss Neighborhoods* (See note below)	---

\* Note: This idea was generated by the Advisory Group after the September 6, Community Meeting.

# East Dobern/Capitol-Goss Neighborhood Revitalization Plan – **Draft**

## **Allocation of the Discretionary Funds**

The table below lists the items that the Advisory Committee decided to fund with the discretionary money and the amount each item will receive. In addition, for some items there is specific direction on how these monies should be spent. The table below includes improvements that were a top priority for the Advisory Committee and the Community but were not allocated discretionary funds because an alternative

funding source was identified. It should be noted that the dollar amounts allocated to each item below could change over time if additional funding sources are identified to pay for all or a portion of the cost of a given item and/or if cost estimates do not reflect actual costs for a given improvement. If the cost of a high priority improvement is higher than anticipated, the community could decide to reallocate money from lower priority items to the given higher priority item.

**Table 2: Allocation of One-Time Discretionary Funds**

<b>Item</b>	<b>Amount</b>	<b>Notes</b>
Pedestrian/bicycle bridge across Lower Silver Creek	\$285,000	This money is intended to pay for the purchase of the land, the design of the project and a portion of the construction. Additional funding will have to be identified and secured to pay the balance of the construction cost.
Traffic Signal at Dobern Avenue and Jackson Avenue	\$0	This signal is likely to be included in the City’s 2001/2002 Traffic Capital Improvement Program.
Paint for Goss Elementary	\$15,000	Community volunteers would provide labor.
Additional lighting for pathway in Capitol Park	\$0	The Parks Division indicated that if additional lighting would further enhance pedestrian safety, they could consider including it in their parks capital budget.
Replace existing play equipment at Capitol Park	\$0	Replacement play equipment will be funded through Bond Measure P funds.
Community Clean-up	\$75,000	Allocation is for one clean-up per year for five years for both the East Dobern and Capitol-Goss neighborhoods. This allocation assumes that one clean-up for the entire East Dobern/Capitol-Goss area costs \$15,000.
Purchase property along power transmission line easement between Dobern Avenue and Capitol Expressway	\$120,000	This amount is intended to cover the land acquisition costs. Additional funding will need to be identified and secured to pay for the development of this strip of land into a walkway/linear park.
Street Tree Trimming in East Dobern and Capitol/Capitol-Goss	\$18,000	City Arborist estimate.
Operating and outreach funds for the East Dobern CAT and Capitol-Goss Neighborhood Association.	\$20,000	This amount is intended to provide each neighborhood association with \$2,000 per year for five years.
Reserve	\$67,000	

## Implementation of Physical Improvements Funded with Discretionary Funds

With the completion of the East Dobern/Capitol-Goss Neighborhood Revitalization Plan process, the next step is to implement the identified neighborhood improvements listed in Table 2 above. To oversee and monitor the implementation of these improvements, the Neighborhood Advisory Committee will transition into a Plan Implementation Coalition. Many of the existing Advisory Committee members may continue to participate on the Plan Implementation Coalition but the membership of the Implementation Coalition may also expand. Nevertheless, it is expected that the Implementation Coalition will consist of representatives from both the East Dobern Community Action Team and the Capitol-Goss Neighborhood Association.

As for the City of San Jose - Parks, Recreation and Neighborhood Services (PRNS) is the primary party responsible for overseeing and monitoring the overall progress of the implementation of the identified improvements. PRNS will also be responsible for supporting and, as necessary, assisting the Plan Implementation Coalition and the neighborhood associations with conducting those improvements for which the Coalition and the associations are responsible.

The steps necessary to implement the identified improvements in Table 2 are outlined in the actions below. These actions describe what steps are to be taken to implement the identified improvements, the parties responsible for implementing the identified improvements, and the time in which the improvements are expected to be completed. Most of the identified actions can occur relatively quickly (short-term: 1 year or less) but some may take a few years

or more (intermediate-term: 1 to 3 years). It should be noted that, while many of the actions are the responsibility of identified City Departments - the Plan Implementation Coalition, the East Dobern Community Action Team and the Capitol-Goss Neighborhood Association are also the primary parties responsible for a few of these actions.

## Implementation Actions

### 1a. Pursue the possibility of using the power transmission line right-of-way for construction of a pedestrian bridge over Lower Silver Creek.

**Timeframe:** Short term (0-6 months)

**Primary Responsibility:**

City Departments: Plan Implementation Coalition; Parks, Recreation and Neighborhood Services (PRNS)

**Action:** Community members, with assistance from PRNS, should invite representatives from PG&E to attend a community meeting to discuss use of the right-of-way for bridge construction. Any necessary follow-up work should be done to ensure a positive response from PG&E. If this step is successful, then the rest of the plan, including acquisition of the lands to the north of the creek, can proceed.



*Proposed location of Lower Silver Creek pedestrian/bicycle bridge.*

**1b. Purchase right-of-way between Lower Silver Creek and Dobern Avenue.**

**Timeframe:** Short to intermediate term (1 to 3 years)

**Primary Responsibility:**

City Departments: Public Works (Real Estate Division); Parks, Recreation and Neighborhood Services (PRNS)

**Action:** PRNS should put in a request to the Public Works Real Estate Division to pursue the purchase of the parcels located between Silver Creek and Dobern Avenue (County Assessor parcels 484-39-109 and 484-39-003); these properties are privately owned and not owned by PG&E. In the event of an impasse, the use of the City's eminent domain powers may become necessary to acquire these properties. Another avenue that should be explored is the donation of these properties to the City by the property owner. The presence of PG&E transmission lines limit the development potential for these properties and the property owner may be eligible to receive a tax write-off in exchange for the dedication. Because the construction of this bridge in the near future is the number one priority of the East Dobern/Capitol-Goss Community, the land acquisition process should be initiated as soon as possible. The Neighborhood Advisory Committee set aside \$285,000 for the entire bridge project, a portion of which is intended to cover land acquisition costs; the cost of purchasing the needed right-of-way was estimated to cost between \$50,000 and \$60,000.

While not needed for bridge construction, the remaining right-of-way between Dobern Avenue and Capitol Expressway is also of interest to this community (see Action Item #7). Since both of these lands are currently under the same ownership, Real Estate should explore whether or not to purchase both tracts of land at the same time. The

Neighborhood Advisory Committee has allocated \$120,000 for this purchase through this Neighborhood Revitalization Plan.

**1c. Obtain necessary easements and joint-use agreements for bridge across Lower Silver Creek.**

**Timeframe:** Short to intermediate-term (1-3 years)

**Primary Responsibility:**

City Departments: Parks, Recreation, and Neighborhood Services (PRNS); Public Works (Real Estate Division)

**Action:** PRNS should put in a request to the Real Estate Division of Public Works to pursue obtaining necessary easements and joint use agreements for the development of the bridge and trail. A joint use agreement will need to be obtained from PG&E for use of the PG&E right-of-way between Bambi Lane and Lower Silver Creek; this property (County assessor parcel number 484-38-022) is currently owned by PG&E. Negotiating a joint use agreement with PG&E can be a lengthy process, therefore PRNS should put in a request with the Real Estate Division to begin pursuing this agreement as soon as possible.

The City may need to obtain an easement from the Santa Clara Valley Water District to put a bridge over Lower Silver Creek. At the request of PRNS, Public Works should obtain easements, permits and/or joint use agreements from the Water District as necessary.

**1d. Pursue additional funding sources to pay for the construction of the bridge and trail.**

**Timeframe:** Short term (6 months to a year)

**Primary Responsibility:**

City Departments: Planning, Building, and Code Enforcement (Planning Division)

Community: East Dobern/Capitol-Goss Plan Implementation Committee

The Planning Division, in collaboration with the East Dobern/Capitol-Goss Plan Implementation Committee, should pursue additional funding sources to pay for the balance of the bridge construction cost not covered by the discretionary funds; the Advisory Committee allocated funds to pay for approximately half of the construction cost for this project. The Metropolitan Transportation Commission's Transportation for Livable Communities grant program and the State of California's Safe Routes to School program are two funding sources for which the Planning Division and the Plan Implementation Committee should apply. In addition, the Plan Implementation Committee should pursue additional funding sources with the Office of Council District 5. If no additional funding is secured, then the Committee could pursue Strong Neighborhoods Initiative Redevelopment funding when these funds become available.

**1e. Design and construct pedestrian bridge and trail.**

**Timeframe:** Short term (one to two years).

**Primary Responsibility:**

City Departments: Public Works (Architecture and Engineering); Public Works (Design and Construction); Parks, Recreation and Neighborhood Services (PRNS)

**Action:** Once the necessary joint use agreements and land purchases have been obtained, the Department of Public Works, in collaboration with PRNS, will design and manage the construction of the bridge and trail, and right-of-way landscaping between Bambi Lane and Dobern Avenue.

Public Works should consult with the Plan Implementation Coalition and the community at-large on the design of the project to ensure that it meets the communities needs. Public works will also need to collaborate with the Santa Clara Valley Water District. The Water District is in the process of designing flood control improvements on this section of Lower Silver Creek (Reach 4). The Water District is planning to replace an existing pedestrian bridge across a portion of Lower Silver Creek to the east. If the timing is right, the City and the Water District could collaborate on the design, purchase and installation of their respective bridge structures to cut down on costs. The Neighborhood Advisory Committee allocated discretionary funds to pay for 100% of the design of the bridge. Therefore the design of this project can and should proceed prior to all of the construction funding being secured.

**2. Install traffic signal at the intersection of Dobern and South Jackson Avenues**

**Timeframe:** Intermediate-term (Estimated completion date: June 2003)

**Primary Responsibility:**

City Departments: Department of Streets and Traffic; Public Works (Design and Construction)

**Action:** The Department of Streets and Traffic has already conducted a preliminary signal warrant study for the intersection of Dobern and South Jackson Avenues and found that this signal is warranted. Because it is warranted and because of strong community support, Streets and Traffic said that this project will likely be included in 2001/2002 Traffic Capital Improvement Plan (CIP). If included in the 2001/2002 Traffic CIP, it is estimated that the signal project would be completed in June of 2003.

**3. Repaint Goss Elementary School**

**Timeframe:** Short-term (Project should be completed by the end of summer 2001)

**Primary Responsibility:**

Community: Community members; East Dobern/Capitol-Goss Plan Implementation Committee

Other: Alum Rock School District

**Action:** The East Dobern/Capitol-Goss Implementation Coalition should take the lead in coordinating with the Alum Rock School District and organizing volunteer labor to repaint Goss Elementary School. The coalition should also consult with the parents and school children, the School District and surrounding residents on the color or colors that the school buildings are to be painted. The Alum Rock School District should coordinate with the Implementation Coalition to establish volunteer days for the painting.

**4a. Replace broken light fixtures along Capitol Park pathway**

**Timeframe:** Short-term (Should be replaced by the end of the summer 2001)

**Primary Responsibility:**

City Departments: Parks, Recreation and Neighborhood Services (PRNS)

**Action:** PRNS should recommend including funding in the 2001/2002 parks budget for the replacement of the broken light fixtures along the Capitol Park pathway in the power transmission line right-of-way. If this item is included in the 2001/2002 Council approved budget, the replacement of the broken light fixtures could occur in the fall of 2001.

**4b. Investigate need and then install, if needed, additional park lights along pathway in Capitol Park**

**Timeframe:** Investigate need after replacement of existing broken light fixtures: Short-term (fall 2001). Install new park light standards if needed: Intermediate-term (2 – 3 years)

**Primary Responsibility:**

City Departments: Parks, Recreation and Neighborhood Services (PRNS)

**Action:** The need for additional park lights along the Capitol Park pathway should be investigated after the existing broken light fixtures are replaced. If community members see the need for additional lighting then PRNS should coordinate with the community to determine how many and where the new park lights should be installed. PRNS should then investigate possible funding opportunities including adding this item to the 2001/2002 Parks budget at mid-year.

**5. Replace existing play equipment at Capitol Park**

**Timeframe:** Intermediate-Term (The design of the play areas should be initiated in fiscal year 2001/2002.)

**Primary Responsibility:**

City Departments: Parks, Recreation and Neighborhood Services (PRNS)

**Action:** PRNS should consult with neighborhood residents and children in the East Dobern and Capitol-Goss Neighborhoods to ensure that the new play equipment is of a design and type that meets their needs.

## 6. Conduct annual community Clean-ups

**Timeframe:** Short-term to on-going (The first clean-up event should held by the end of summer 2001)

**Primary Responsibility:**

Community: East Dobern Community Action Team; Capitol-Goss Neighborhood Association

**Action:** Community Clean-ups, consisting of the rental of large trash bins, will be conducted annually both in the East Dobern and Capitol-Goss neighborhoods. These clean-up events will be led in their respective neighborhoods by the East Dobern Community Action Team and the Capitol-Goss Neighborhood Association. The East Dobern/Capitol-Goss Neighborhood Advisory Committee allocated \$75,000 towards community clean-ups. Seventy-five thousand dollars is projected to fund an annual community clean-up in each neighborhood for 5 years. PRNS should assist the East Dobern Community Action Team and the Capitol-Goss Neighborhood Association with identifying additional funding to keep this annual event ongoing.

## 7. Purchase property within power transmission line right-of-way between Dobern Avenue and Capitol Expressway

**Timeframe:** Short term (6 to 9 months)

**Primary Responsibility:**

City Departments: Public Works (Real Estate Division); Parks, Recreation and Neighborhood Services (PRNS)

**Action:** PRNS should submit a request to the Public Works Real Estate Division to pursue the purchase of the parcels located between Dobern Avenue and Capitol Expressway (County Assessor parcels 484-39-001 and 484-39-110); these properties

are privately owned and not owned by PG&E. In the event of an impasse, the use of the City's eminent domain powers may become necessary to acquire these properties. Another avenue that should be explored is donation of these properties to the City by the property owner. The presence of the power transmission lines limits the development potential of these properties and the property owner may be eligible to receive a tax write-off in exchange for the dedication.

The acquisition of the portion of the power transmission line right-of-way between Capitol Expressway and Dobern Avenue could be pursued simultaneously with the acquisition of the right-of-way between Lower Silver Creek and Dobern Avenue. The Dobern/Capitol-Goss Neighborhood Advisory Group allocated \$120,000 to purchase this right-of-way. If the cost of this right-of way is more than \$120,000 additional funding sources will have to be identified and/or the Plan Implementation Coalition could consider allocating all or a portion of its reserve discretionary funds to cover the balance.

## 8. Trim street trees

**Timeframe:** Short-term (The trimming of street trees should be completed in the spring of 2001)

**Primary Responsibility:**

City Departments: Department of Streets and Traffic

**Action:** The Department of Streets and Traffic should arrange a special contract to trim all of the street trees in need throughout the East Dobern and Capitol-Goss neighborhoods. The East Dobern/Capitol-Goss Neighborhood Advisory Committee allocated \$18,000 of its discretionary funds to cover the full estimated cost of tree trimming.

## **9. Explore limited community use of Lower Silver Creek**

**Timeframe:** Intermediate term (1-3 years)

**Primary Responsibility:**

City Departments: Parks, Recreation and Neighborhood Services (PRNS)

**Action:** While the community’s primary concern, in regards to the creek, are flood control, erosion control and access across the creek, it was noted by the Advisory Committee that the creek can also be a valuable recreational and educational resource.

As such, PRNS in conjunction with the neighborhood associations, should explore the possibility of allowing limited community use of the Lower Silver Creek area with the Santa Clara Valley Water District. Uses might include creek clean-ups, educational tours for local school children and others, and walkways.

This could be explored via the upcoming Flood Improvement project planned for this stretch of the creek known as “Reach 4”.



*Lower Silver Creek*

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