



city of san josé

west san carlos

URBAN VILLAGE PLAN

ADOPTED BY THE CITY COUNCIL
ON MAY 8, 2018



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san josé
west san carlos
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Funded by the Caltrans' Community-Based
Transportation Planning Grant Program

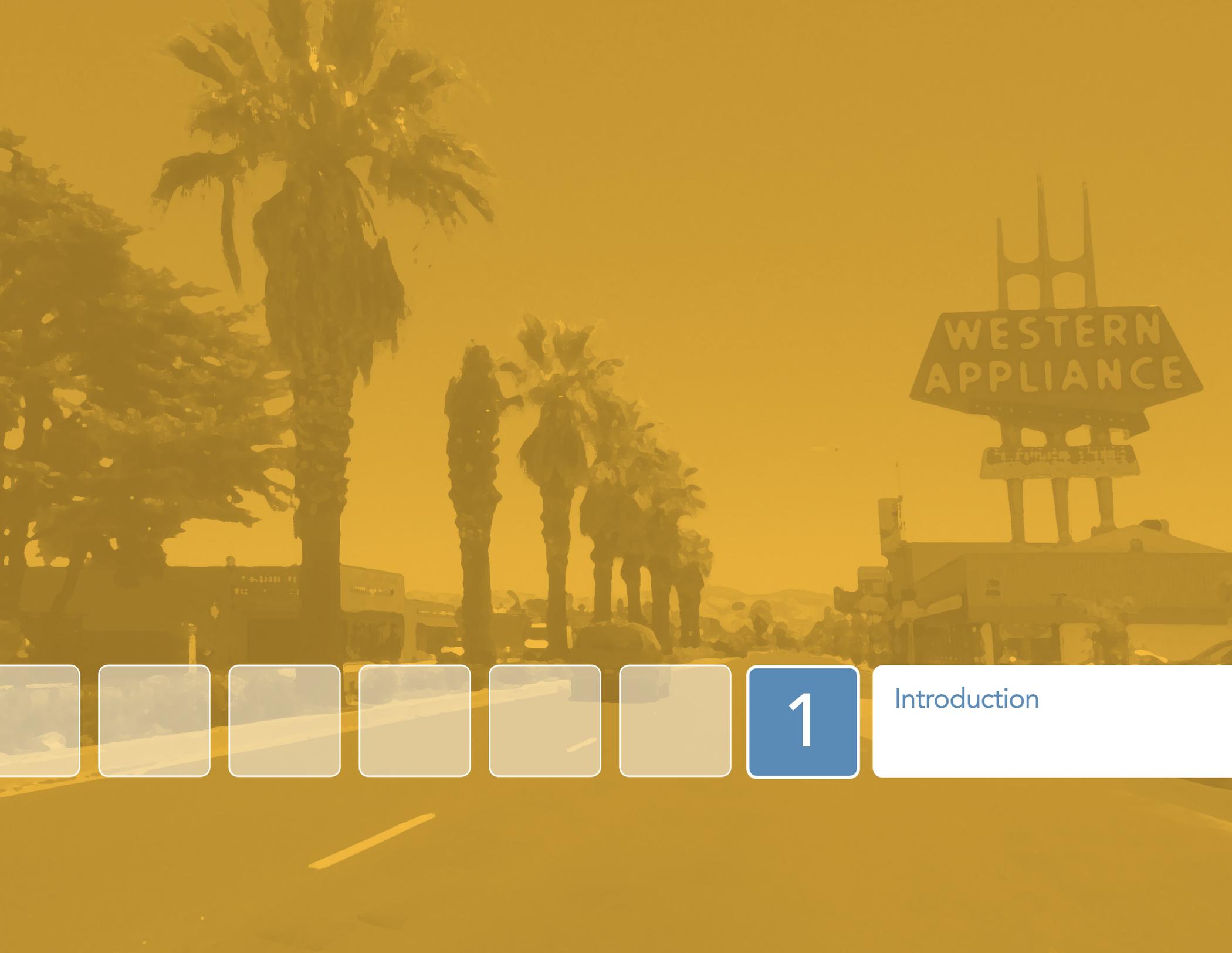


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1 Introduction



**WESTERN
APPLIANCE**

PARKING AT REAR

**TELEVISION - STEREO
AUDIO COMPONENTS**

**FASHION
RECYCLE**



35

CHAPTER 1:

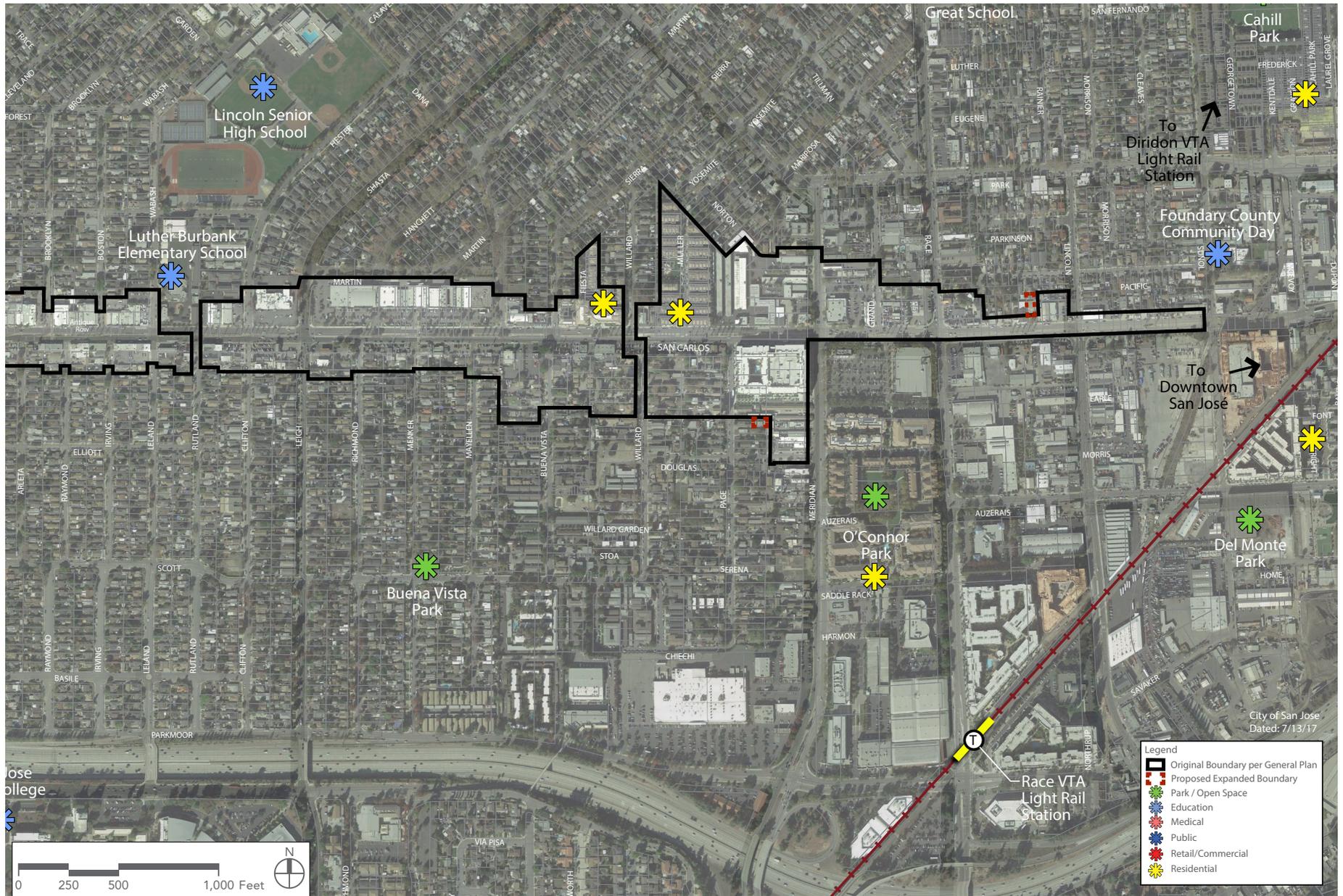
INTRODUCTION

PLAN OVERVIEW

The West San Carlos Urban Village Plan provides a vision for the transformation of West San Carlos Street into a more urban and walkable corridor, building upon the street’s unique character. This Plan is the City Council approved policy document for the corridor, providing goals, policies, actions, and urban design guidelines to guide private and public investment to achieve this vision.

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Changes to the Urban Village Boundary

The General Plan allows for minor modifications to Village area boundaries through the Urban Village Plan process, provided those modifications reflect existing or planned development patterns or other physical or functional characteristics of the area. The Urban Village boundary was changed from the area designated in the General Plan to increase the area in size by approximately 10-acres. This added area connects the Urban Village south to the South Bascom Avenue Urban Village, creating a continuous commercial corridor along South Bascom Avenue. These changes are shown in Figure 1.1.



City of San José City Hall (above), View of Downtown and the greater San José region (below).

Plan Purpose

The purpose of this Urban Village Plan is to guide new development, and private and public investment in ways that further the achievement of goals outlined in the Envision San José 2040 General Plan (General Plan). The General Plan encourages “jobs first” and places emphasis on protecting and increasing commercial uses in San José, especially in the designated Urban Villages. The City’s Urban Village strategy also

focuses on placemaking and creating complete neighborhoods with efficient land uses that concentrate both commercial and residential growth. By creating a pedestrian-oriented, mixed-use community where jobs, housing, and amenities are situated close together, people can meet many of their daily needs by walking, bicycling, taking transit, or driving shorter distances.

The West San Carlos Urban Village Plan encourages future development to complement and enhance the existing commercial corridor while also preserving the character of surrounding neighborhoods. The Plan is not a tool to force existing uses out of the area; rather, with significant community input, the City has created this Plan as a framework to guide any future redevelopment as market conditions allow. The full build-out envisioned for the West San Carlos Urban Village will take many years to realize, but in taking an organic and incremental approach to implementation, the strategies outlined in this Plan can have maximum positive impact on the neighborhood and the City.

PLANNING PROCESS

In 2011, prior to conclusion of the General Plan Update process, Caltrans awarded the City a Community Based Transportation Planning grant to develop an Urban Village Plan for West San Carlos Street. The planning process for the West San Carlos Urban Village Plan began with research into planning area opportunities and constraints. Next, the City held a series of community workshops to solicit vital community input to help shape the Plan.

The first workshop was held on October 29, 2012, and drew approximately 50 community members, including a mix of residents, and property and business owners. At this workshop, Planning staff presented the Urban Village concept, asked participants to identify assets and opportunities along the corridor, and facilitated a hands-on exercise to identify how and where new commercial and residential growth could be accommodated in the area, as planned in the General Plan.

Using the input obtained from the first community workshop, staff drafted preliminary land use, urban design, streetscape, circulation, and parks and opens space concepts for

the Urban Village. These concepts were presented for further refinement at a second community workshop on September 23, 2013. Approximately 80 residents, and property and business owners attended the workshop. Staff further revised the draft concepts based on the input received at this second workshop, and began drafting the West San Carlos Urban Village Plan document.

On February 3, 2014, the Draft Plan was presented before the community to confirm the Plan's policy direction, answer questions, and obtain additional comments. Comments received at this workshop were incorporated into the Final Plan along with additional comments from other City departments. The final workshop was re-hosted on March 8, 2018 after the November 8, 2017 Planning Commission hearing to further refine the Final Plan Document. This was attended by approximately 150 community members.

Following the completion of the Draft Plan, the West San Carlos Streetscape Prioritization Plan was completed by utilizing a Metropolitan Transportation Commission Technical Assistance Grant. The report can be found in Appendix A.



The City of San José held workshops to gather community input on a vision for future development along West San Carlos Street.

DOCUMENT ORGANIZATION

Each of this Plan's topical chapters includes goals, policies, and action items, detailing specific initiatives to advance area improvements and support the broader strategies outlined in the City's existing long-range plans. The Plan's urban design initiatives work together with the land use initiatives, and circulation and streetscape initiatives to support the preferred vision for the Urban Village.

The document is organized into the following main sections:

Chapter 1: Introduction — Describes the planning area and Plan purpose, provides an overview of the planning process, and outlines the organization of the Plan document.

Chapter 2: Vision — Conveys a community-based preferred future for the West San Carlos Urban Village.

Chapter 3: Land Use — Describes anticipated growth, and identifies character areas and land use designations for the Urban Village.

Chapter 4: Parks, Plazas, and Public Art — Defines open space elements, identifies potential locations for new parks, and presents strategies for incorporating green buffers, plazas, and public art.

Chapter 5: Urban Design Concept — Presents an overarching design concept for the Village, identifies goals, policies, and action items to help realize the concept, and proposes design guidelines for private development.

Chapter 6: Circulation and Streetscape — Reviews existing conditions and highlights a range of recommendations to improve multi-modal access; identifies goals, policies, and action items related to the circulation network; and presents streetscape design guidelines to guide the redesign of West San Carlos Street into a walkable and bicycle-friendly corridor over the long term.

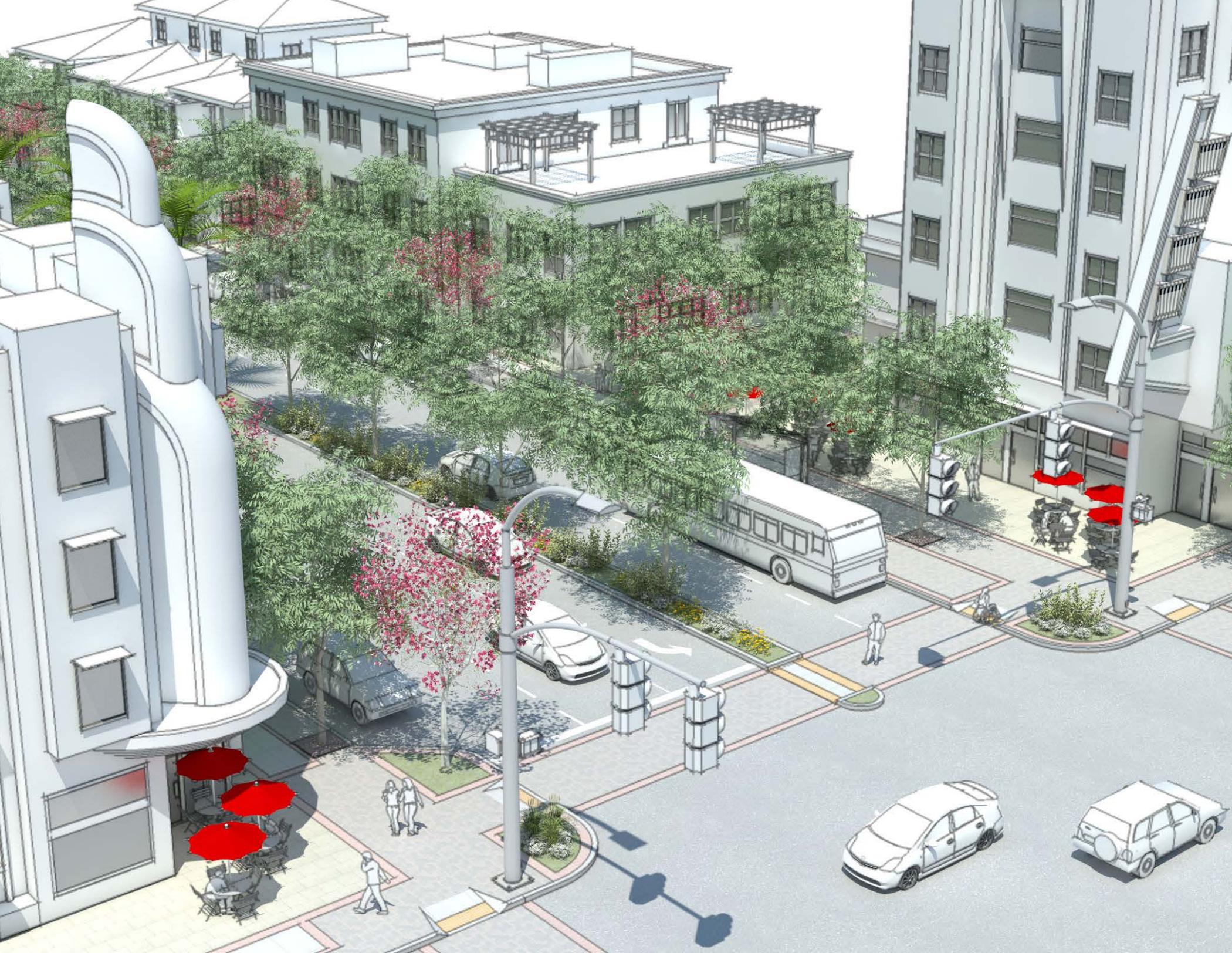
Chapter 7: Implementation — Outlines implementation and financing strategies to fund the development of identified amenities and public needs.

Appendix A: West San Carlos Streetscape Prioritization Plan — Drawings illustrating streetscape improvement projects and order-of-magnitude costs, a discussion of feasibility considerations, and recommendations for prioritizing projects.

Appendix B: Affordable Housing Baseline Analysis — Outlines existing housing stock, planned housing, and affordable housing goals and programs.



Vision



CHAPTER 2:

VISION

WEST SAN CARLOS URBAN VILLAGE VISION

Community input gathered during the planning process provided the basis for an overarching Vision for the West San Carlos Urban Village. **The Village is envisioned as an accessible, well-connected neighborhood and vibrant business district.** The Vision consists of four defining elements that form the foundation of this Plan’s policy and action framework. Together, these elements represent the West San Carlos community’s preferred future for development and transformation of the corridor.

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Vision Element 1: A Well-Connected Neighborhood

The West San Carlos Urban Village will be a safe, accessible, and well-connected neighborhood for all people.

Improvements to both the sidewalks and streets of the West San Carlos Urban Village are vital in order to create safer environments for all modes of transportation, especially pedestrians. Activating the sidewalk through higher intensity development and good urban design principles plays a large role in the pedestrian experience and the feeling of safety. Improvements to the sidewalk and street should also allow both residents and visitors better access to neighborhood goods and services.



Vision Element 2: A Vibrant Business District

The West San Carlos Urban Village will include a diverse mix of thriving businesses that contribute to the quality of life for the surrounding communities.

Encouraging job growth along the West San Carlos Corridor is an essential aim of this Plan. More neighborhood-supportive retail business will benefit the existing community and improve services for future residents. An increased number of jobs along the corridor also means a greater potential for people to live within a comfortable biking or walking distance to where they work, reducing the strain of auto congestion in San José while also promoting healthier lifestyles. New development, along with transportation improvements, can gradually transform West San Carlos Street into an attractive and even more vibrant business district where people want to shop and work.



Vision Element 3: Community Pride of Place

The West San Carlos Urban Village will have attractive public spaces that create opportunities for social gathering, foster community spirit, and encourage pride of place.

Easily accessible, quality public spaces are essential components of any vibrant and successful place, whether it is a residential neighborhood or a business district. This Plan affords important opportunities to improve existing public spaces while also bringing new public space to the West San Carlos Urban Village area. A priority is to bring great public spaces to the West San Carlos community, whether through widening sidewalks, creating a new City park, or infusing privately-owned, but publicly-accessible plazas into new developments.

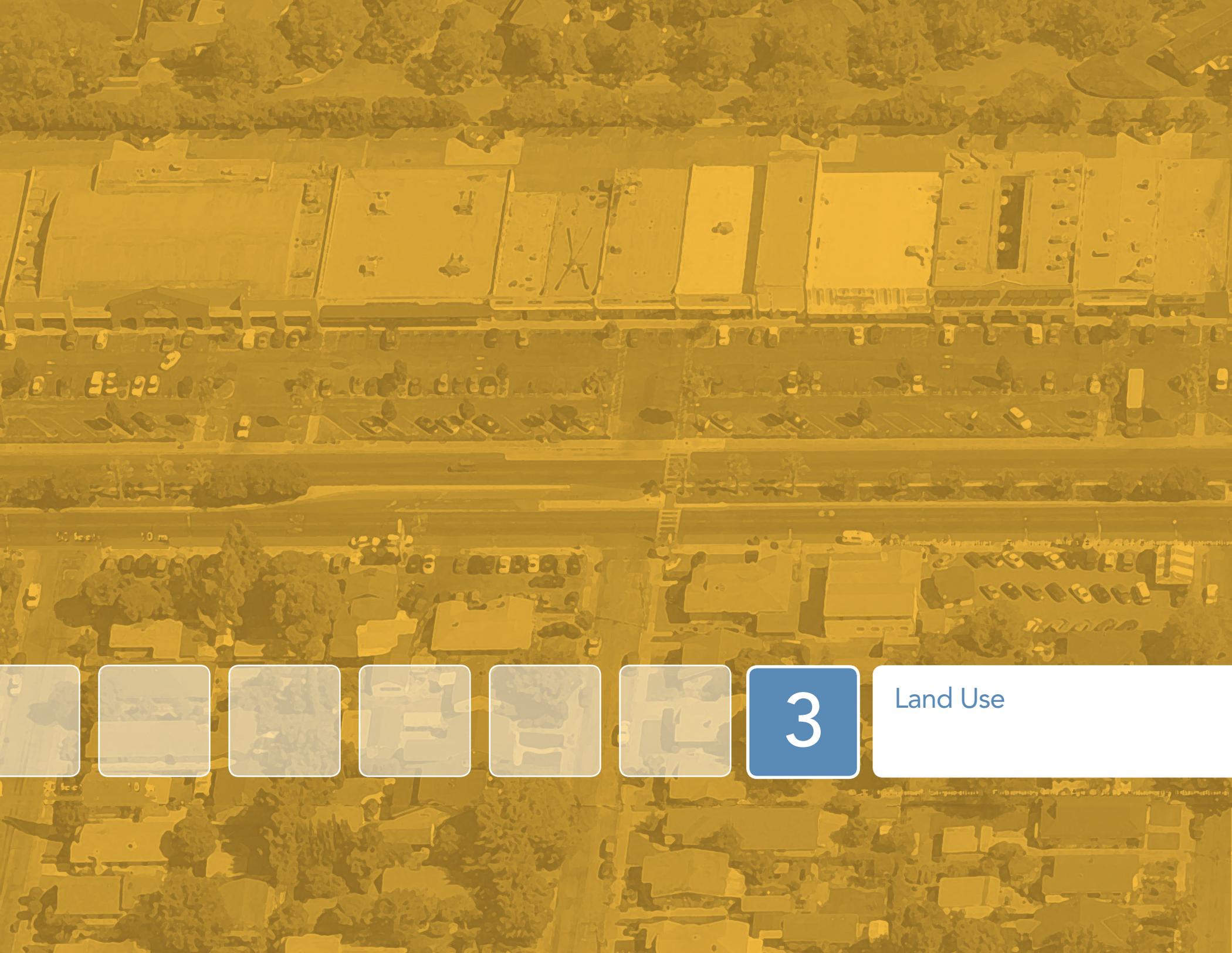


Vision Element 4: A Memorable, Great Place

The West San Carlos Urban Village will build upon its unique identity to become an attractive and memorable San José destination.

West San Carlos Street has an existing character that is genuinely unique and largely represents a development pattern from the 1940s and 1950s. An important aspiration is to build upon and enhance this character by incorporating mid-century design elements into future development and streetscape improvements. By also integrating thoughtful public art and public spaces that complement and reinforce this unique character, the West San Carlos Urban Village may be transformed into a truly memorable place and a San José destination.

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3

Land Use



50 feet

10 m

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50 feet

10 m

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CHAPTER 3:

LAND USE

INTRODUCTION

This Land Use Chapter describes planned growth anticipated for the West San Carlos Urban Village, and identifies the type, location, and intensity of specific land uses within the Village. The land use diagram (see Figure 3:1) reflects the overall vision of West San Carlos Urban Village as a mixed-use, walkable, and transit-oriented place with viable commercial businesses, livable neighborhoods, and attractive parks and open spaces.

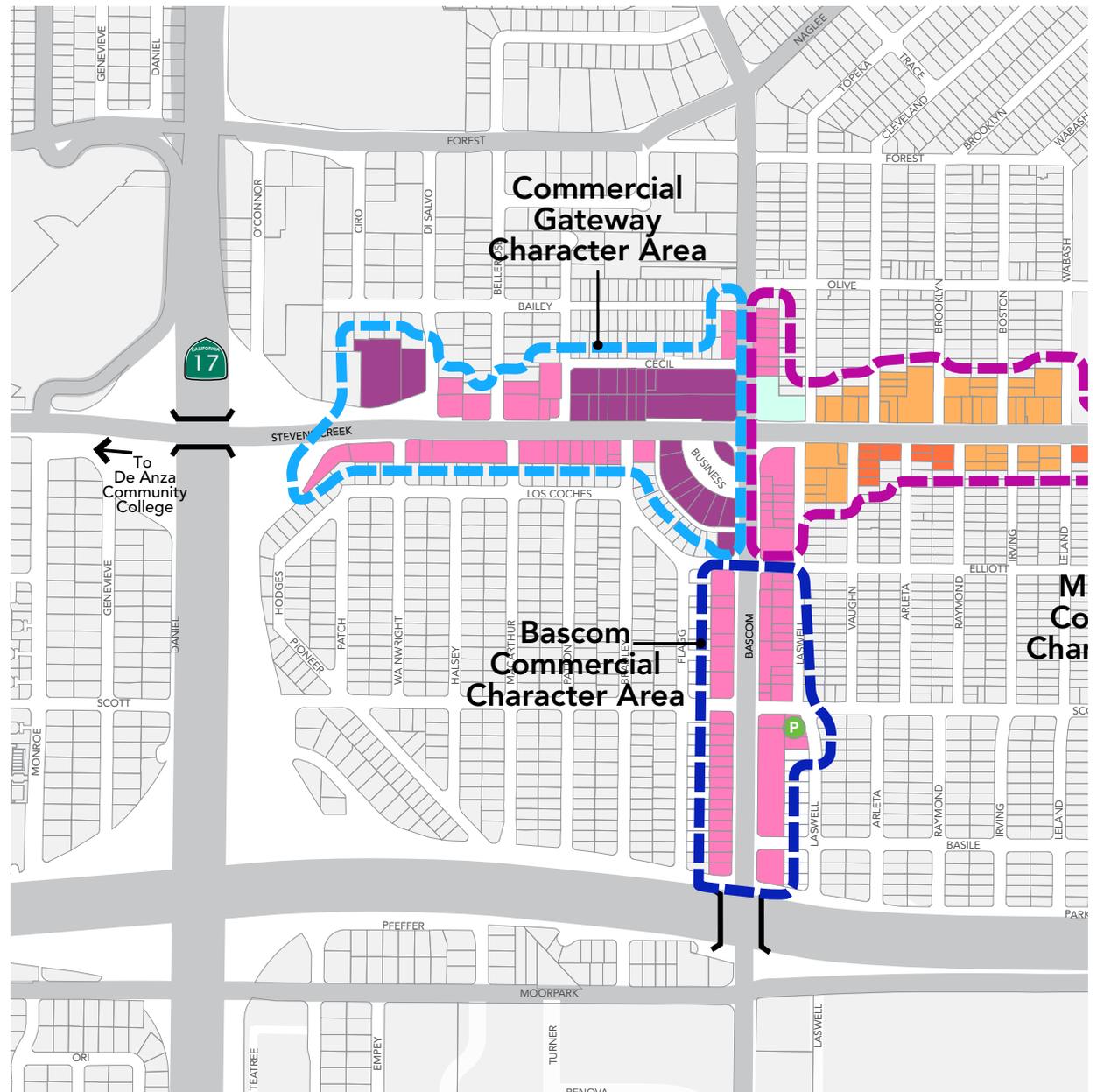
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PLANNED GROWTH

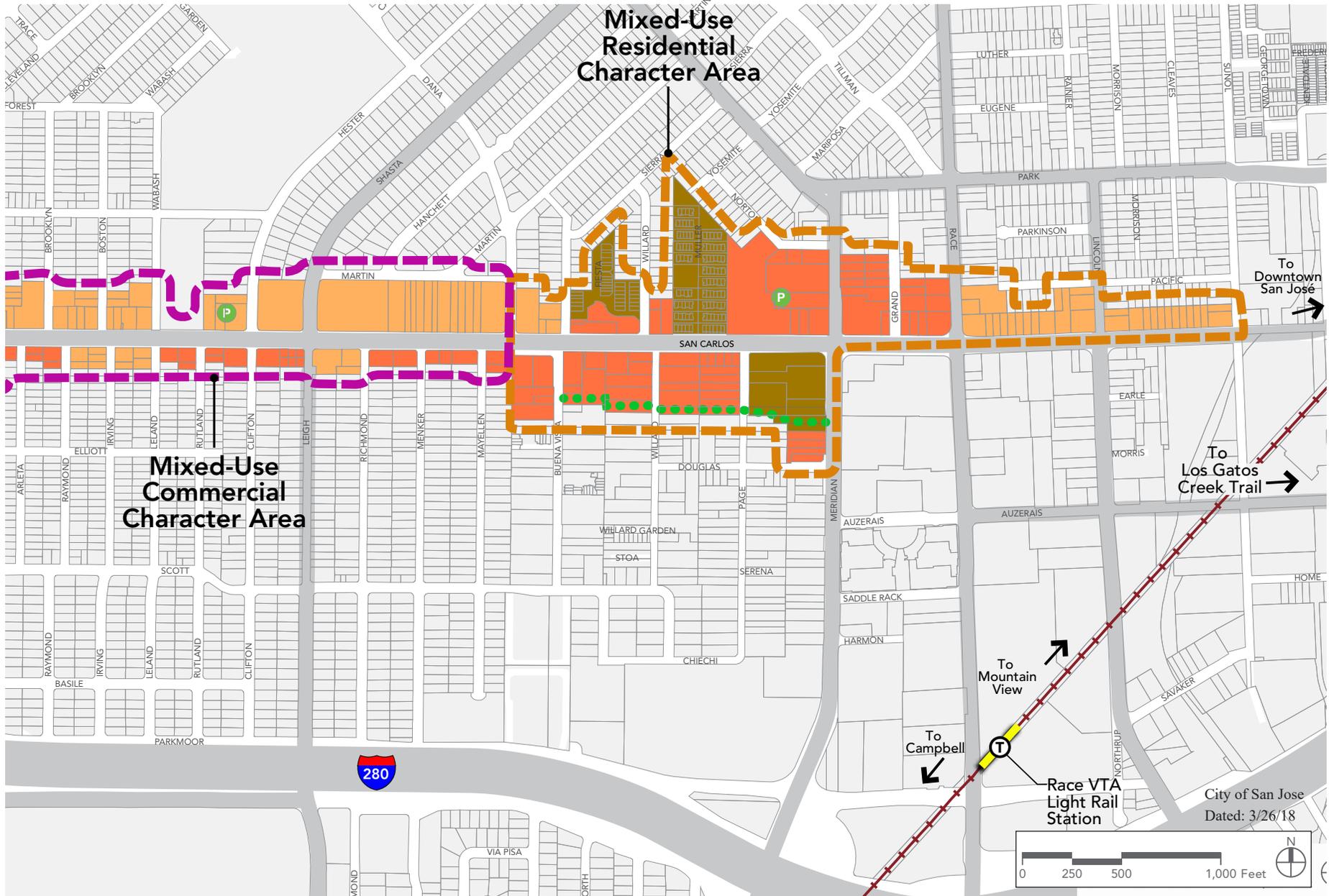
The Envision San José 2040 General Plan (General Plan) establishes specific employment and residential growth capacities for all Urban Villages. The growth capacity for the West San Carlos Urban Village is 980 jobs and 1,245 residential units. As a general rule, this Plan considers one job as equal to 300 square feet of a commercial building's square footage, which translates into 294,000 square feet of capacity for new commercial development. The land use concept includes land use designations to specifically meet this planned growth (see Figure 3:1).

Figure 3:1 - Land Uses and Character Areas



Legend

- | | | | | | | | | | | | |
|--|--------------------|--|--------------------------------|--|----------------------|--|-----------------------------------|--|---------------------|--|-------------------------------|
| | Study Area | | Arterial and Collector Streets | | Mixed Use Commercial | | Neighborhood Community Commercial | | Urban Commercial | | Potential Paseo Floating Park |
| | Study Area Parcel | | Freeways | | Commercial Gateway | | Mixed Use Residential | | Urban Village | | |
| | Light Rail | | | | Bascom Commercial | | | | Public/Quasi-Public | | |
| | Light Rail Station | | | | | | | | | | |





Existing Commercial Gateway Character Area (above), existing Bascom Commercial Character Area (below).

CHARACTER AREAS

While the Urban Village Plan land use designations reflect the desire for a mixed-use environment, they also recognize that certain portions of the planning area offer more suitable opportunities for particular land uses to predominate. For this reason, the land use concept designates specific character areas as an organizing principle to help focus uses and development intensities. These character areas do not control allowed land uses, but rather provide guidance on the design of buildings within the character area so they are developed with a consistent design character.

Four character areas are used to denote specific districts within the Urban Village that share similarities in urban character and land use designations (see Figure 3:1). These character areas are described in this section, and are also covered in relation to urban design in the Urban Design Concept Chapter.

Commercial Gateway Character Area

The western most Commercial Gateway Character Area is largely defined by the major West San Carlos Street and South Bascom Avenue intersection along with commercial properties between this intersection and Interstate 880. This Plan envisions portions of this character area as higher intensity, mid-rise commercial development with more intensive development acting as a western gateway into the Urban Village. Development is proposed to range from three to six stories. Land uses designated for the area include Neighborhood/Community Commercial and Urban Village Commercial.

Bascom Commercial Character Area

The Bascom Commercial Character Area is the southern gateway to the Urban Village located along South Bascom Avenue between Elliott Street and Parkmoor Avenue. The area is composed entirely of commercial uses. The land use concept intends to maintain the current commercial character of this southern gateway

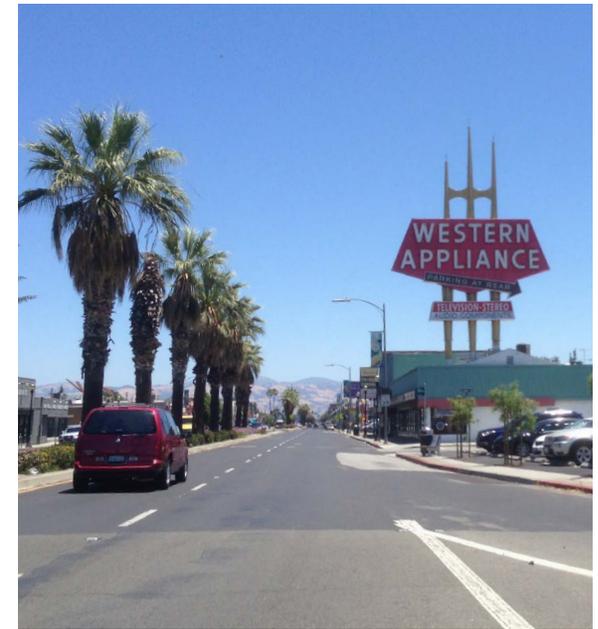
to the Village while still allowing for future higher-intensity development in keeping with the Urban Village goals of increased walkability and neighborhood-serving retail. Future development is envisioned up to three stories with a mix of ground-floor commercial and upper level offices as part of the Neighborhood/Community Commercial land use.

Mixed-Use Commercial Character Area

The Mixed-Use Commercial Character Area comprises the middle section of the West San Carlos Urban Village. This area is currently entirely commercial, composed of strip mall retail, single-story retail along the sidewalk, and used car sales lots. This Plan envisions redevelopment of larger opportunity sites in the area that increases commercial square footage and allows for the addition of new residential units. The Mixed-Use Commercial land use proposes up to four- to six-story development, while Neighborhood Community Commercial and Urban Village land uses are envisioned up to three to four stories. Development should include ground-floor commercial with upper level office and/or residential uses.

Mixed-Use Residential Character Area

The Mixed-Use Residential Character Area is an eastern gateway into the Urban Village. The area is envisioned with higher-density mixed-use and residential development drawing energy from nearby Downtown San José and the Diridon Station. Development is proposed to range between three and seven stories with residential uses above a mix of active ground-floor retail. Land uses in this area include Mixed-Use Commercial, Urban Residential, and Urban Village.



Existing Mixed-Use Commercial Character Area (above), existing Mixed-Use Residential Character Area (below).



LAND USE DESIGNATIONS

The West San Carlos Urban Village contains land use designations as shown in Figure 3:1 and described on the following pages. The Urban Village Land Use diagram is consistent with the land use diagram in the General Plan.



San José Water Facility at South Bascom Avenue and West San Carlos Street (above), on-site conservation demonstration garden (below).

Public/Quasi-Public

Density: FAR (Floor Area Ratio) N/A

The Public/Quasi-Public category is used to designate public land uses including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, auditoriums, museums, and governmental offices. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site. The only portion of this Plan that is designated Public/Quasi-Public is the parcel on the northeast intersection of the West San Carlos Street and South Bascom Avenue. This parcel is currently a San José Water Company Facility and conservation demonstration garden.

Neighborhood/Community Commercial

Density: FAR up to 3.5

This designation supports a very broad range of commercial activity, including commercial uses that serve communities in neighboring areas such as neighborhood-serving retail and services, and commercial/professional office development. Neighborhood/Community Commercial uses typically have a strong connection to, and provide services and amenities for, the nearby community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use, and public interaction. General office uses, hospitals, and private community gathering facilities are also allowed in this designation.

Urban Commercial

Density: FAR up to 8.0

This designation is located in the Commercial Gateway Character Area and supports commercial activity more intensive than the Neighborhood/Community Commercial Designation. Appropriate uses in this designation include office uses, health care facilities, and hotels along with neighborhood-serving commercial and retail activities. Development under this designation is intended to be pedestrian oriented and transit supportive. In the West San Carlos Urban Village this designation occurs in areas that are close to the Interstate 880 interchange and the West San Carlos Street/South Bascom Avenue intersection. Where possible, this Plan supports the aggregation of parcels with this designation in order to form sites ideal for the larger, mid-rise commercial development that is envisioned in the Community Gateway Character Area.



*Neighborhood Community Commercial (above)
Urban Commercial (below).*



Mixed-Use Commercial

Density: FAR 0.5 to 4.0

Up to 50 DU/AC (Dwelling Units per Acre)

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for the property with a typically appropriate overall FAR of up to 4.0, allowing for medium-intensity development. Consistent with the General Plan, residential density is allowed up to 50 DU/AC in the Mixed-Use Commercial designation. Appropriate commercial uses include neighborhood retail, office, medium-scale hospitals or other health facilities, and medium-scale private community gathering facilities.

Urban Residential

Density: 30 to 95 DU/AC, FAR 1.0 to 4.0

This designation allows for medium-density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. The allowable density/intensity for mixed-use development will be determined using an allowable FAR (of 1.0 to 4.0) to better address the urban form and potentially allow fewer units per acre in combination with other uses such as commercial or office.



*Mixed-use Commercial (above)
Urban Residential (below).*

Urban Village

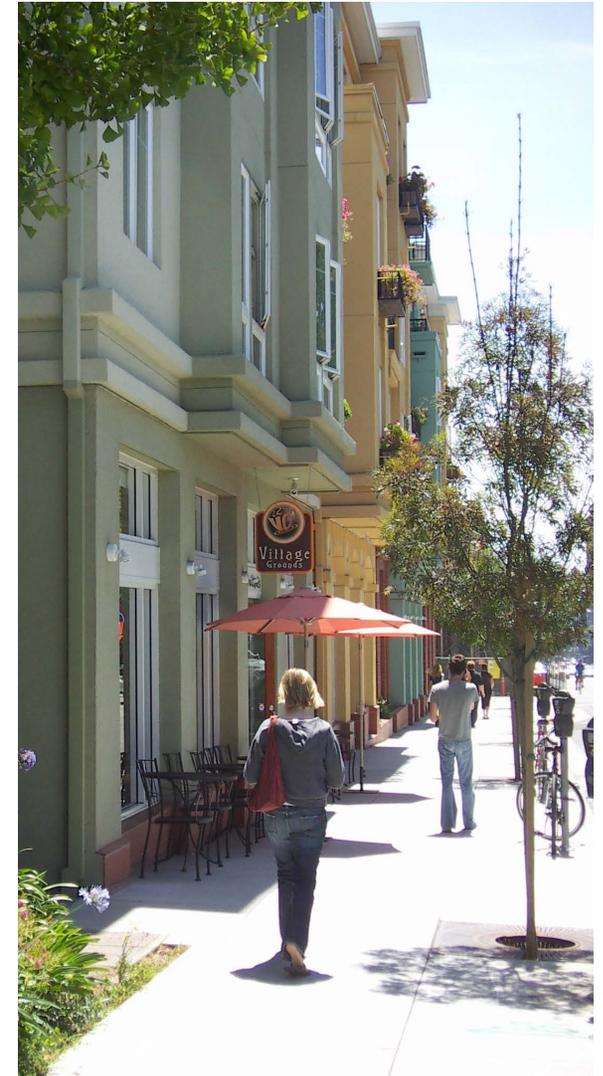
This designation supports a wide variety of commercial, residential, institutional, or other land uses with an emphasis on establishing attractive urban form and pedestrian orientation in keeping with the Urban Village concept. The Urban Village land use designation has different use and intensity parameters in the Mixed-Use Commercial and the Mixed-Use Residential Character Areas. The development parameters for each character area are discussed below.

URBAN VILLAGE IN THE MIXED-USE COMMERCIAL CHARACTER AREA Density: If residential, no minimum or maximum

The Urban Village designation in the Mixed-Use Commercial Character Area provides a great deal of flexibility and supports both residential and commercial development. New development under this designation must meet the Plan's urban design guidelines and be designed in such a way that promotes walking, transit use, and public interaction. For this designation, put simply, form is more important than use.

Where an existing commercial use redevelops within the Mixed-Use Commercial Character Area, the existing commercial square footage must be replaced with an equivalent commercial square footage in the new development, at a minimum.

The reason for this designation is that there are several small and shallow parcels in the Plan area along West San Carlos Street, and the size of these parcels impedes redevelopment. The flexibility built into this designation will encourage new development that is in keeping with the Urban Village goals of increased density and a more pedestrian-friendly urban form despite the type of use on the property. Urban design guidelines for the Urban Village designation can be found in the Urban Design Concept Chapter of the West San Carlos Urban Village Plan.



Urban Village in the Mixed-Use Commercial Character Area.



Urban Village in the Mixed-Use Residential Character Area.

URBAN VILLAGE IN THE MIXED-USE RESIDENTIAL CHARACTER AREA
Density: 55 to 250 DU/AC

The Urban Village designation in the Mixed-Use Residential Character Area is a commercial designation which supports residential development only on parcels meeting a minimum size of 0.5 acres. Residential development along West San Carlos Street or Meridian Avenue should include pedestrian-oriented, ground-floor commercial uses that front the street. This designation also supports a broad range of commercial development including retail and office. Residential densities lower than 55 DU/AC are acceptable for mixed-use projects that include small amounts of residential in combination with significant amounts of non-residential square footage.

The Urban Village designation in the Mixed-Use Residential Character Area can be instituted once a development site meets several criteria. The minimum parcel size for projects (that include residential uses) is 0.5 acres, so parcel aggregation may be required. New residential

that is not built up to West San Carlos Street must be set back from West San Carlos Street by at least 200 feet to ensure the feasibility of redevelopment of properties along the corridor. Such development should also not result in Urban Village designated sites (single properties or groupings of properties) that are less than 0.5 acres in area. Before a site meets the aforementioned development criteria, the uses allowed on parcels with a Urban Village land use designation are those uses allowed within the Neighborhood/Community Commercial designation.

FLOATING “P” – PARKS AND PLAZAS Density: FAR N/A

The Floating Parks and Plazas category is used to designate lands that can be publicly or privately-owned that are intended to be programmed for low intensity open space uses. This Plan envisions the development of a traditional public park on a larger development site where such a park could be integrated with new development. This Plan also envisions Plazas as a creative solution to provide more public space in the West San Carlos Urban Village on smaller development sites. Plazas will generally be spaces that are developed and maintained privately, but open to the public. Opportunities for the creation of these types of plazas will occur as properties within the Urban Village redevelop with higher intensity uses.

No specific site has yet been identified for parks and plazas; therefore, the designation for the park or plaza will be indicated on the land use diagram with a green letter “P.” This symbol represents a “floating” designation and is only intended to indicate a general area within which

a park or plaza site should be located. The specific size, exact location, and configuration of such urban park or plaza sites will be finalized only through future development of particular parcels in the Village. Until such time that these properties are purchased by the City, or privately developed as a publicly-accessible urban park or plaza space, development is allowed consistent with the underlying land use designation shown on the land use diagram.



Parks and plazas provide a range of areas for different activities.



Paseos provide either active or passive linear open space, serving as a connection through a neighborhood or a green buffer for abutting residences.

POTENTIAL PASEO

Density: FAR N/A

The Potential Paseo category is used to designate lands that can be publicly- or privately-owned that are intended to be programmed for active or passive linear open space. Paseos are particularly important to consider and design as new, mid-rise urban development is proposed, to ensure the livability of abutting residential neighborhoods, and maintain and enhance connectivity through the Village, between new and established uses.

A paseo can function primarily as a green buffer that visually screens more intensive development from an abutting single-family neighborhood while providing circulation paths. These buffers can function like green alleys providing pedestrian and bike access only, or be shared with cars.

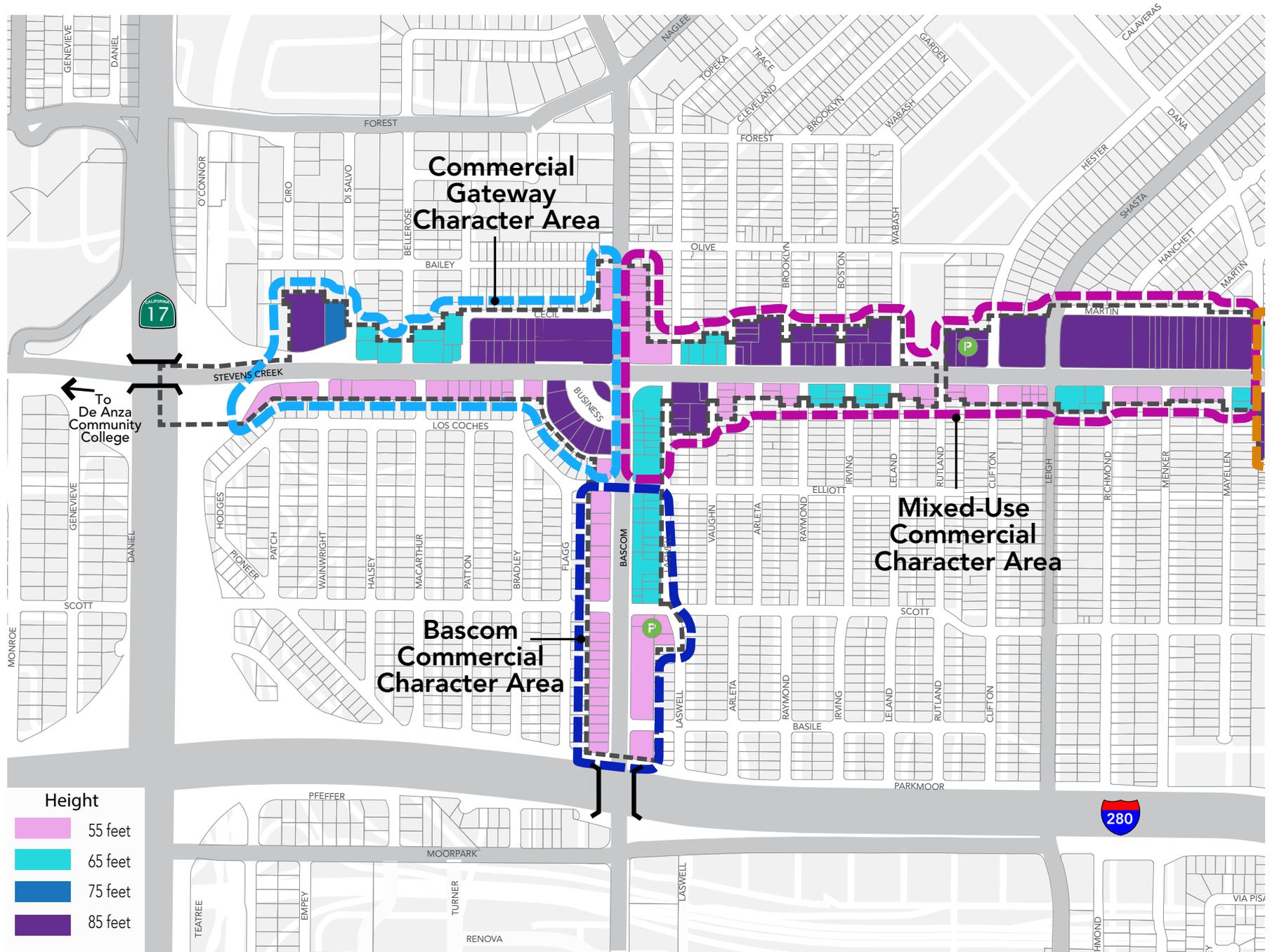
One specific area was identified for a paseo and is indicated on the land use diagram with a green dotted line. This continues the existing paseo that was developed as part of the Merdian at Midtown development.

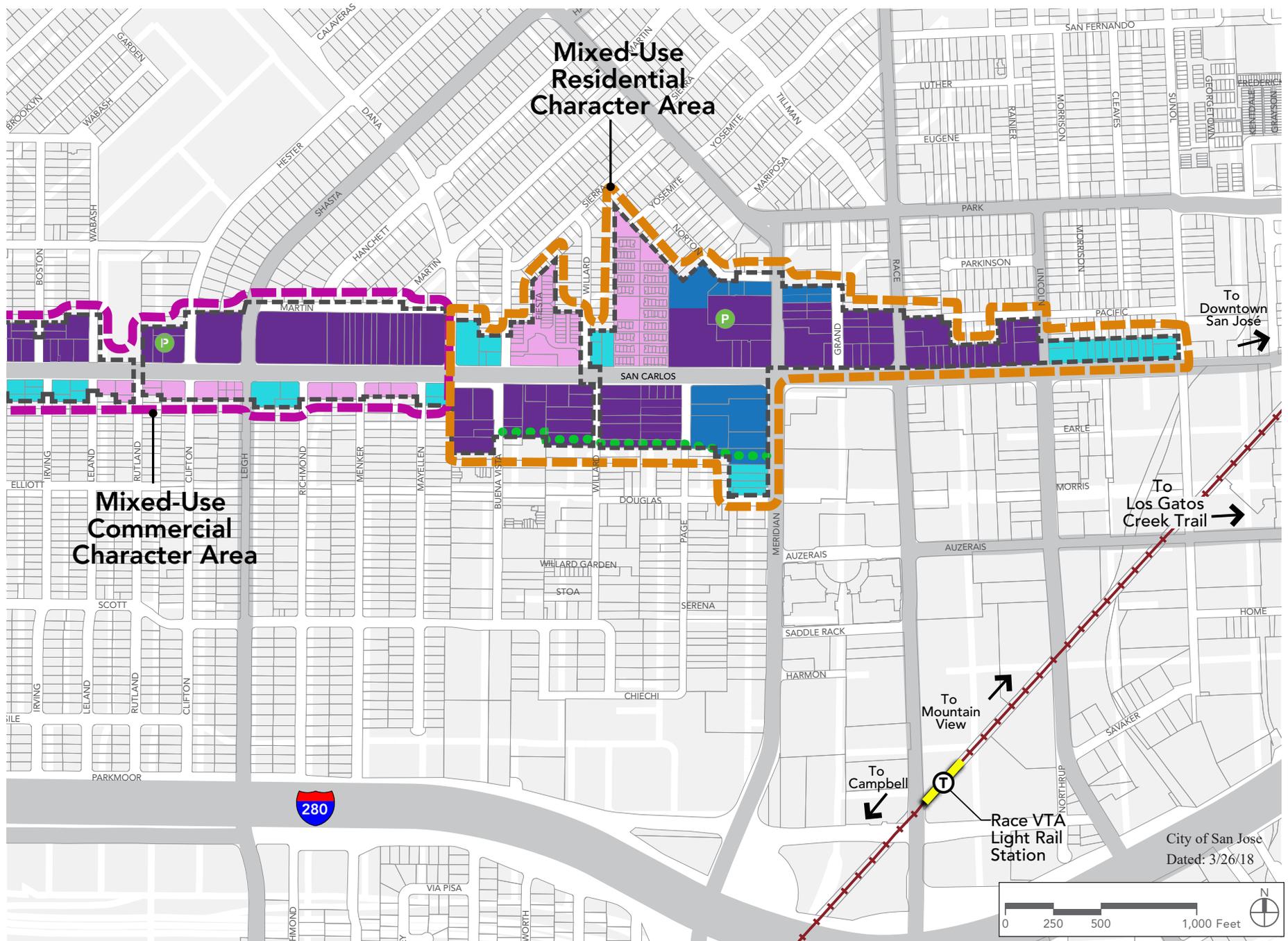


Variable building heights create a more visually stimulating experience.

BUILDING HEIGHT

This Plan identifies maximum heights of development within the West San Carlos Urban Village. The building heights correspond to both the land use diagram and the urban design framework discussed in Chapter 5 of this Plan. The goal of this height diagram is to establish height locations for higher-intensity development and locations where lower height is necessary in order to step down toward existing low-intensity residential uses. Refer to the Urban Design Chapter for more policies and guidelines. Nonoccupiable architectural features such as roof forms, chimneys, stairwells, and elevator housing may project up to ten feet above the maximum height limits, but may not exceed the established daylight plane.





City of San José
Dated: 3/26/18

LAND USE POLICY OVERVIEW

A primary objective of this Plan is to retain the existing amount of commercial space within the West San Carlos Urban Village area and increase commercial activity and employment opportunities as the area redevelops. This Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are largely envisioned to include, but are not limited to, retail, office, service, hotel, public eating establishment, and entertainment. The Plan supports retail uses that are small or mid-sized in scale, and that serve the immediately surrounding neighborhoods, as well as the larger city. Large-format or “big box” retail uses would not be appropriate in this pedestrian-oriented Village, given the auto-orientation of those uses.

Additionally, since the West San Carlos Urban Village will focus on the pedestrian, new drive-through uses are not supported. New auto-

oriented uses are prohibited, but existing uses such as auto repair, automobile sales and rentals, sales of auto parts, or car washes, can continue their operations and are considered interim uses to be replaced over time by more pedestrian- and transit-supportive uses.

New high-density residential uses will be instrumental in creating a vibrant, walkable great place so this Plan supports residential uses in areas identified in the land use diagram (see Figure 3:1). The vibrancy of the West San Carlos business district will be created in part by having more people living and shopping along this corridor. To this end, the Plan encourages residential development to be built at densities higher than the historic development pattern, while respecting the existing adjacent single-family neighborhoods. To encourage larger residential mixed-use projects, and to discourage small residential projects that could preclude these larger projects, this Plan does not support residential development within

the Mixed-Use Residential Character Areas on lands with the Urban Village designation unless properties are aggregated. Additional residential development specifications can be found in the Land Use Goals, Policies, and Action Items section on the following pages, as well as the Urban Design Goals, Policies, and Action Items section in the Urban Design Concept Chapter.

LAND USE GOALS, POLICIES, AND ACTION ITEMS

Goal LU-1: Grow the West San Carlos Urban Village into an economically vibrant commercial district that serves the surrounding communities by increasing commercial building square footage within the Village by 29 percent.

Policy LU-1.1: Encourage new commercial development to be built at Floor Area Ratios of 0.3 or greater.

Goal LU-2: Create a high-density, mixed-use, pedestrian-focused Urban Village that supports the commercial activity along West San Carlos Street and enhances the quality of life for residents in surrounding communities.

Policy LU-2.1: Encourage mixed-use residential projects to be built at densities of 55 dwelling units to the acre or greater provided that the proposed site design is compatible with the

surrounding neighborhood.

Policy LU-2.2: Ensure that residential development along West San Carlos Street and Meridian Avenue that is developed under the Urban Village Land Use Designation and located within the Mixed-Use Residential Character Area has ground-floor commercial and/or active uses fronting those streets.

Policy LU-2.3: Prohibit surface parking lots in front of buildings.

Policy LU-2.4: Mobile food vendors (like food trucks) are encouraged in publically-accessible spaces. Spaces for mobile food vendors should be considered when designing publically-accessible spaces.

Policy LU-2.5: Where an existing commercial use redevelops within the Mixed-Use Commercial Character Area, the existing commercial square footage must be replaced with an equivalent commercial square footage in the new development, at a minimum.

Policy LU-2.6: Prohibit drive-through uses within

the West San Carlos Urban Village. Limited expansion of existing drive-through uses may be considered on a case-by-case basis.

Policy LU-2.7: New motor vehicle uses are prohibited.

Policy LU-2.8: Consider existing motor vehicle uses (such as auto repair, automobile sale and rental lots, auto parts sales, and car washes) as interim uses, but encourage properties that contain these uses to be redeveloped with pedestrian- and transit-supportive uses.

ACTION ITEM 1: Continue to explore zoning code revisions that would further facilitate the human scale and urban development envisioned in this Plan.

Goal LU-3: Ensure that new development and area improvements increase access to public space and to alternate modes of transportation.

Policy LU-3.1: Strongly encourage mixed uses and intensities that support High-Intensity Urban Transit ridership.

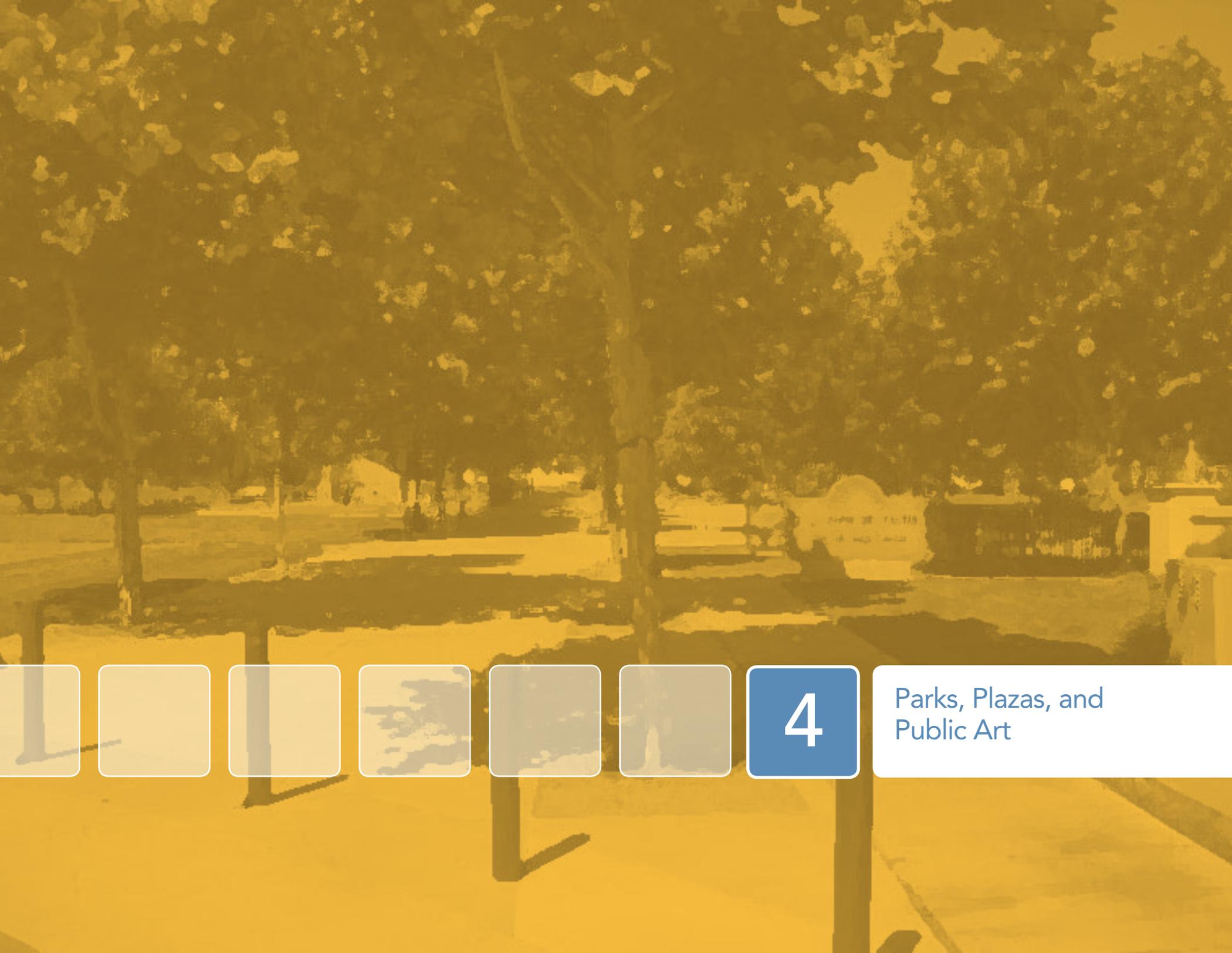
Policy LU-3.2: Incorporate publicly-accessible space in larger developments, especially residential mixed-use projects. Spaces could include publicly-accessible plazas that are privately owned and maintained.

Goal LU-4: Support a range of housing types within the West San Carlos Urban Village and increase the supply of the Village’s residential units consistent with the housing growth assigned by the Envision San José 2040 General Plan, about 1,245 units.

Policy LU-4.1: Encourage the integration of deed restricted affordable units within residential development. A goal, and not a requirement of individual projects, is that 25 percent of the total new residential units constructed are affordable. See Appendix B of this Plan for more information.

Policy LU-4.2: Integrate affordable housing within the West San Carlos Urban Village by prioritizing the use of the City’s affordable housing programs within this Village.

Policy LU-4.3: Facilitate housing that is affordable to those employed in population serving business in the Urban Village area.



Parks, Plazas, and
Public Art



O'CONNOR PARK
City of San José

CHAPTER 4:

PARKS, PLAZAS, AND PUBLIC ART

INTRODUCTION

The Parks, Plazas, and Public Art Chapter offers strategies for creating new parks and plazas in the West San Carlos Urban Village and offers guidance on incorporating public art into both public spaces and new private development. While it is vital for successful residential and commercial development to have well-designed and strategically located parks, plazas, and public art, the West San Carlos Urban Village Plan area is currently underserved by these facilities. This Plan proposes new parks, plazas, and public art that can support both existing residents and future planned development. The character and amenities of the area are intended to draw residents and visitors to come to the Urban Village while the parks, plazas, and public art will engage them and encourage them to stay.

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Willow Street Frank Bramhill Park (above) is a more traditional park in the City of San José; Quasi-public plazas (below) can add to the network of open spaces.

OPEN SPACE OPPORTUNITIES

This Plan defines parks and plazas as either public and owned by the City, or privately owned, but publicly accessible. Whether publicly accessible or privately owned, parks and plazas in the West San Carlos Urban Village must create a system of spaces that meet the needs of the current and future community. Together, these spaces provide much needed opportunities for the community to gather, recreate, and hold events.

In the past, parks in San José have only been developed as larger, more traditional park spaces of at least one acre in area which provided the community with traditional recreational opportunities such as ball fields and playgrounds. While this Plan seeks to develop some park spaces similar to traditional parks in the West San Carlos Plan area, the small and shallow parcels along West San Carlos Street constrain the amount of traditional park facilities that can be provided. This chapter outlines

four creative ways to provide smaller park and plaza spaces in the urban environment through the following types of spaces: village greens, urban plazas, smaller “pocket” parks, and green buffers. These four park and plaza types are discussed in greater detail on the following pages.

The Village Green

The “village green” within the West San Carlos Urban Village is intended as an alternative to the traditional park. The village green vision is to create a community focal point by designing an open grassy area with the flexibility for community gathering and public celebrations. More formal spaces can be considered, like tot lots, playgrounds, seating areas, and stages. The village green can also be designed as a flexible space which can support a variety of uses, like festivals, farmers’ markets, and local events. Ideally, these types of parks would be bounded by streets on two to four sides, commercial businesses would face them, and parking nearby could support festivals, markets, and local events held in the village green. Gazebo

bandstand structures or hardscaping to support temporary platform stages, access to electricity, and locations for vendor stands and portable restrooms are appropriate in a village green. One major difference between a village green and a traditional park is that ball fields will not be part of the recreational facilities. A good example of a successful village green type of park is Healdsburg Plaza, the town center park of Healdsburg, California or Splash Pad Park in Oakland, California.

The village green is larger in size (typically over one acre in area) than other urban spaces envisioned in the Plan. Given this size, the village green would be a designated public park owned and maintained by the City. In order for a parcel to be officially designated as parkland, the City must first own the property.

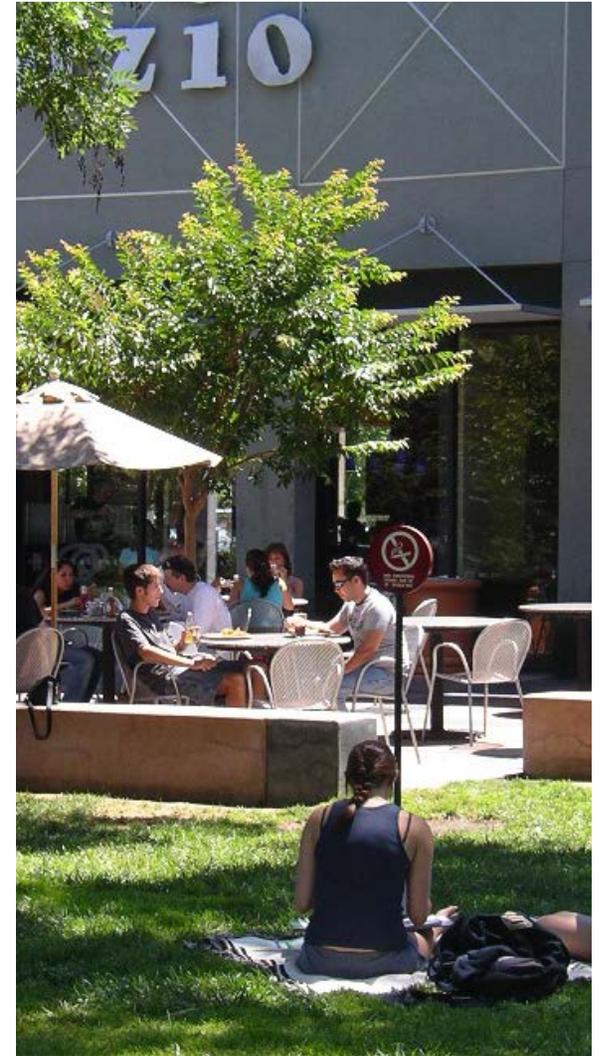
While there are limited opportunities for new and large park spaces within the West San Carlos Urban Village, there are two key opportunity sites highlighted in the land use diagram that are proposed for village greens (see Figure 3:1). One of these opportunity sites is located on the southwest side of Norton Avenue. This proposed village green location includes a new street that

will abut that park's eastern side and provide better access from West San Carlos Street. The other potential location for a village green is the northwest intersection of the Hester Avenue and West San Carlos Street. This location offers an ideal size, good access, and adjacency to Luther Burbank School, which can provide park activation benefits.

Pocket Parks

“Pocket” parks are smaller than traditional parks or village greens, but still contain much of the neighborhood-serving amenities of larger parks. Pocket parks are typically built on single lots or irregularly shaped pieces of land, and can be owned and maintained by the City or included in private development (publically accessible, but privately maintained) as part of a public space requirement or parkland dedication requirement.

A potential pocket park location is shown at the southeast intersection of Scott Street and South Bascom Avenue and would provide needed park space to the western portion of the Plan area. The City will seek private partners to maintain pocket parks throughout the implementation of this Plan.



Privately-maintained pocket parks can contribute to publicly-accessible spaces within the Urban Village.



Plazas provide an opportunity to insert open space into neighborhoods with limited space for full-sized parks. They are generally owned and maintained by the adjacent private owners.

Plazas

Plazas represent another creative means of providing more public space in the West San Carlos Urban Village given the space constraints in the Plan area. Plazas are generally spaces that are owned, developed, and maintained privately but are open to the public. As properties along West San Carlos Street redevelop with higher-intensity uses, the City and the community will work with private developers to facilitate the creation of privately-owned public plazas within new development. This would ensure that these plaza spaces would successfully serve the community.

Plazas should be designed to provide visually-engaging gathering spaces for community members to socialize informally as well as provide space for neighborhood events. Features such as art, fountains, and unique plants would draw the eye to these lively, urban focal points. These spaces could also be used for commercial activity including outdoor seating for restaurants and cafés, and spaces

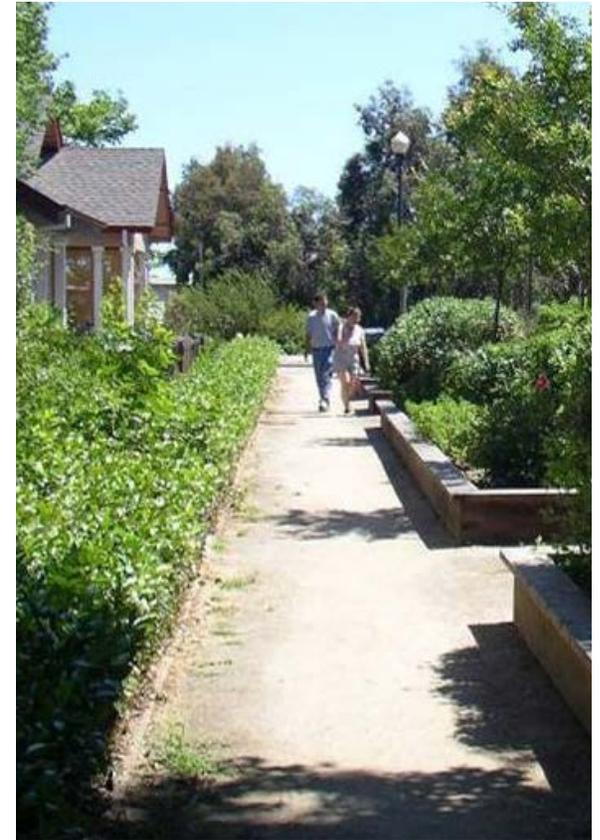
for food carts and small farmers' markets. This Plan supports locating publicly accessible plazas in any location along West San Carlos Street. A plaza location should contribute towards the area's strong, positive and unique identity and have good visibility from the street in order to attract residents and visitors alike.

The plaza spaces should be framed by business uses that could potentially expand seasonally onto the plaza and also serve as "eyes" on the space to ensure a more secure operation year round. While larger plazas of 15,000 to 20,000 square feet are desired and would provide the most flexibility of use, the smaller size of existing parcels along West San Carlos Street could result in plazas that are smaller. The minimum size of private but publicly accessible plazas should be at least 2,000 square feet, with appropriate width and length dimensions to provide sufficient space for small community gatherings or events, street furniture, trees and landscaping, and public art.

Green Buffers/Paseos

On larger, redeveloping parcels, there are opportunities to visually screen more intense development from the abutting single-family neighborhoods to the north and south of the West San Carlos Plan area. Normally, setback requirements would achieve the goal of segregation of land uses, but the opportunity exists to landscape these buffer zones to make them into great community gathering spaces. These planted buffer areas would function as linear open spaces providing circulation paths while separating more intensive uses. Like urban plazas, green buffer areas would be publicly accessible, but built, owned, and maintained privately.

This concept is already being achieved at the Meridian development between Meridian Avenue and Page Street along the south side of West San Carlos Street. As more development comes to the area, there will be an opportunity to create a linked chain of park space through these linear planted buffer strips. While not required of new development, a planted buffer strategy should be a considered, especially if the property is adjacent to another property with landscaped screening solutions already in place.



Repurposing setbacks can add to greater connectivity and enhance the community's network of open space.



Public art enhances public and quasi-public spaces culturally to embolden a sense of place.

PUBLIC ART

Public art and cultural enhancements play a vital role in increasing a neighborhood's sense of place. They can signify the heritage and historic character of a community and can breathe new life and identity into an area. Public art is not merely an amenity to be included in public parks, but can and should be implemented in both public and private development.

There are many opportunities to weave public art into the West San Carlos corridor. Public art can be incorporated into new commercial and residential development, bus and High-Capacity Urban Transit stations, parks, and the public right-of-ways, including the sidewalk and West San Carlos Street's median. Public art can include sculptures, murals, sidewalk enhancements and wayfinding elements, environmental systems (e.g. stormwater), transit systems, and lighting. Depending on the funding sources, consideration may be given for development of arts and cultural infrastructure such as "plug and play" events and performance spaces as part of parks and plazas. Successful

public art fosters peoples' interaction with their surroundings and increases the memorability of the Urban Village.

In the West San Carlos area, community members can help identify opportunities for public art, and provide input to inform the design and programming of the art. Cultural values for the West San Carlos Urban Village have been highlighted by residents in public meetings and include historic neon signs along West San Carlos Street and 1950s modern architecture.

Business and property owners as well as resident groups could also initiate public art projects or event programming, obtaining guidance from the City where needed. Artists, integrated early into the design of public infrastructure and private development, can identify new ways of project delivery that enhance the outcome of the public art and its community and visitor engagement. Successful public art implementation would contribute greatly to "branding" the West San Carlos corridor and giving it a positive identity.

PARKS, PLAZAS, AND PUBLIC ART GOALS, POLICIES, AND ACTION ITEMS

Goal P-1: Create public parks that are attractive and vibrant, and provide places and connections for community activities and interaction that contribute to the livability of the West San Carlos corridor.

Policy P-1.1: Provide a system of parks and plazas that serves the needs of both the existing and future West San Carlos Urban Village residents and surrounding community.

Policy P-1.2: Ensure that parks and plazas are accessible to all people and appeal to a range of age groups.

Policy P-1.3: Ensure that parks and plazas attract residents and visitors by being highly-visible, highly-permeable, comfortable, well-designed, and pedestrian friendly.

Policy P-1.4: Locate and design parks and plaza spaces in an accessible and flexible manner to support a diverse set of uses including festivals, special events, and markets.

Policy P-1.5: Encourage use of native or water-wise vegetation in new park and plaza

development to enhance the Plan area's identity while also advancing more sustainable water conservation practices.

Policy P-1.6: In addition to water conservation, park and plaza design should be mindful of energy and other resource consumption whenever possible.

Policy P-1.7: Ensure that new development and public right-of-way improvements enhance community access to the Los Gatos Creek Trail, Del Monte Park, and any other future park and plaza facilities.

Policy P-1.8: Ensure that new development provides convenient, walkable pedestrian connections through the site and to existing and planned open spaces.

Policy P-1.9: Design parks and plazas to be mindful of energy and other resource consumption wherever possible.

Policy P-1.10: Design parks and plazas to comply with the Department of Parks, Recreation, and Neighborhood Services stormwater requirements.

ACTION ITEM 1: Explore opportunities to acquire property specifically for village green park development, especially properties highlighted as potential park locations in this Plan's land use diagram (Chapter 3, Figure 3:1).

ACTION ITEM 2: Seek supplemental financial resources for the design, construction, and maintenance of these important and area-defining gathering spaces.

ACTION ITEM 3: Explore modifying the Park Dedication Ordinance (PDO) to require that park dedication money acquired within the Village boundary is spent either within the Village or 1/4 mile of the Village boundary.

Goal P-2: Ensure the creation of publicly-accessible, but privately-owned urban plazas, pocket parks, and green buffer zones to provide the area with additional public spaces.

Policy P-2.1: Integrate publicly-accessible, but privately-owned pocket parks, plazas, and green buffers into new development that are attractive,

vibrant, and provide ideal gathering spaces for the community.

Policy P-2.2: Ensure that privately-owned, but publicly-accessible pocket parks and plazas be a minimum of 2,000 square feet in area in order to accommodate sufficient amenities and create viable spaces.

Policy P-2.3: Encourage new pocket parks and plazas to be business supportive, allowing for flexible expansion of business into private park space on a seasonal basis. This would provide additional incentive for businesses to locate in the area.

Policy P-2.4: Construct new development abutting potential park sites in such a way that interfaces well and engages with the potential park.

Policy P-2.5: Employ green buffers/paseos when larger new development abuts existing neighborhoods or is located in such a way that allows for the continuation of a green paseo.

Policy P-2.6: Ensure that privately-owned, publicly-accessible open spaces have adequate access easements, and the spaces are designed to be easily recognizable as publicly-accessible.

ACTION ITEM 1: Explore policy or ordinance changes that would facilitate the development and maintenance of privately-owned pocket

parks, plazas, and green buffer areas within Urban Villages and other growth areas throughout the City.

ACTION ITEM 2: Explore modifying Parkland Dedication Ordinance (PDO) requirements to allow commercial activities like farmers' markets and café seating to occur within privately-owned, but publicly-accessible spaces that are counted towards meeting these requirements.

Goal P-3: Ensure that public art plays a significant role in the development of the West San Carlos Urban Village.

Policy P-3.1: Public art should engage the surrounding community to ensure that public art reflects the diversity and values of the Urban Village and surrounding community including its natural and cultural history, both present and future.

Policy P-3.2: Public art should be implemented in such a way that increases the sense of place and identity of the West San Carlos Urban Village.

Policy P-3.3: Integration of public art should be considered when developing all areas of the Plan including commercial development, multi-unit residential development, common spaces, transportation facilities, and stormwater management systems.

Policy P-3.4: Ensure that public art is considered early in new development and Plan implementation in order to have the most valuable integration into the project and the highest impact.

Policy P-3.5: Encourage local business owners and resident groups to initiate public art projects and cultural events that help foster a strong arts community in the Urban Village.

Policy P-3.6: Engage artists in the development of public art to ensure high-quality design and project delivery.

ACTION ITEM 1: Explore strategies to allow for the continued funding of public art through fees collected from new development in Urban Villages.



5

Urban Design
Concept



CHAPTER 5:

URBAN DESIGN CONCEPT

INTRODUCTION

The West San Carlos Urban Village is envisioned as an active and livable community with a distinct sense of identity. A strong urban design concept that guides the look and feel of future commercial and residential development along the corridor has the potential to stimulate economic development; expand local employment and services; provide a variety of housing options; and strengthen the existing surrounding neighborhoods.

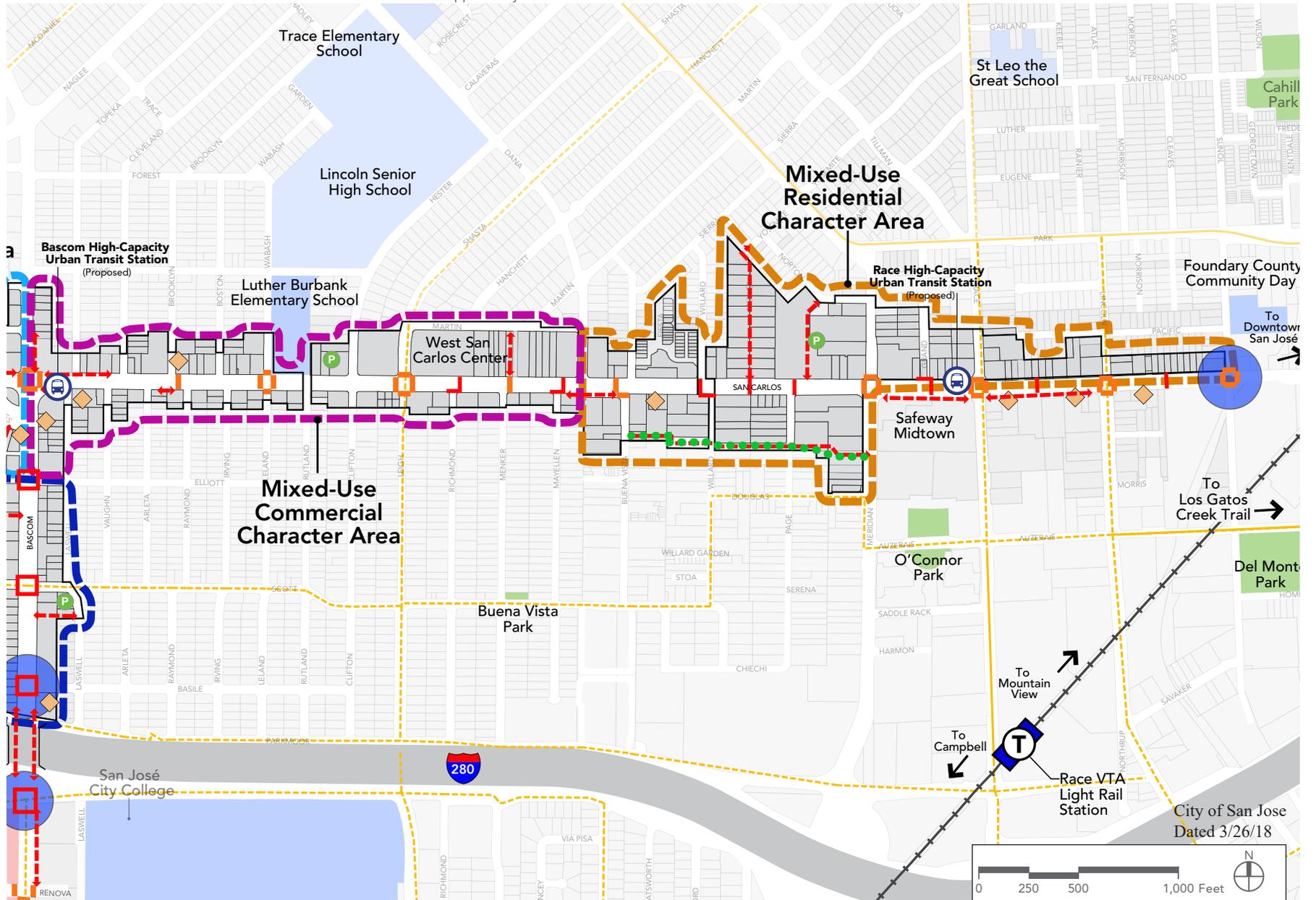
This chapter presents a design concept that strives to enhance streetscape activity and create a well-connected, safe, and walkable community. The chapter also presents area-specific strategies to guide the look and feel of private development in the West San Carlos Urban Village. These strategies are intended to work in conjunction with the public improvements outlined in the Plan's Circulation and Streetscape Chapter.

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Legend

- Study Area
- Light Rail
- Light Rail Station
- Potential Paseo
- Floating Park
- Educational Amenity
- Proposed High-Capacity Urban Transit Stop
- Existing Crosswalk
- Crosswalk Opportunity
- Bike Connection Existing
- Bike Connection Proposed
- Potential Pedestrian Enhancement
- Recent and Planned Investment
- Distinctive Signage
- Gateway
- Character Areas**
- Commercial Gateway
- Bascom Commercial
- Mixed-Use Commercial
- Mixed-Use Residential



Character Area Framework

EXISTING CONDITIONS

The West San Carlos Urban Village planning area includes a variety of commercial uses including auto-oriented businesses, strip commercial, and other small-scale retail. Lots along the corridor vary in depth and length. Deeper lots are typically underutilized and shallow lots are constrained. East of Shasta Avenue, the lots are longer due to fewer cross streets. Underutilized parcels and larger lots provide opportunities for new development.

CHARACTER AREAS

This Plan's urban design concept designates four distinct "character areas" that comprise the West San Carlos Urban Village (see Figure 5:1). These character areas are intended to help guide future development in ways that reinforce a preferred character for each of the unique segments of the corridor. The following are descriptions of each character area. These areas are also defined by the street grid, land uses, and intensities described in more detail in Land Use.

Existing Condition



Commercial Gateway Character Area

The Commercial Gateway Character Area is the western gateway to the Urban Village. Portions of the area are envisioned with higher-intensity, mid-rise commercial development and office uses located above a mix of ground floor commercial uses. The area should convey a welcoming character with distinct signage and architecture, and active retail storefronts.



Proposed Character for Commercial Gateway development.

Existing Condition



Bascom Commercial Character Area

The Bascom Commercial Character Area is the southern gateway to the Urban Village. The iconic Burbank Theater is a signature element contributing to this area's unique identity. The area is characterized by long blocks and narrow lots. Future development is envisioned as a mix of ground floor commercial and upper level offices. Innovative strategies for parking and building setbacks can help maximize development potential.



Proposed Character for Bascom Commercial development.

Existing Condition



Mixed-Use Commercial Character Area

Distinctive signage and a planned BRT stop shape the Mixed-Use Commercial Character Area’s identity. Block and lot sizes vary with large, deep lots to the north and shallow constrained lots to the south. Future development is envisioned to include pedestrian-friendly ground floor commercial with upper level office and/or residential uses. Innovative parking and building setbacks should be explored on constrained lots to achieve desired development potential.



Proposed Character for Bascom Commercial development.

Existing Condition



A combination of new mixed-use residential development and existing unique signage define the Mixed-Use Residential Character area as the eastern gateway to the Urban Village. The area is characterized by large blocks and lot sizes which provide the best opportunities for new Urban Village housing options. Future development is intended to have an active street edge with a mix of ground floor commercial/retail with upper level residences.



Proposed Character for Bascom Commercial development.

CHARACTER AREA-BASED DEVELOPMENT OPPORTUNITIES

The following are strategies and recommendations for the City and private developers to consider in achieving the desired vision for the Urban Village:

- **Reinforce the unique character of each area** through development of new buildings and open spaces that build upon existing development and character-defining elements (such as mid-century signage).
- **Consolidate commercial lots** along cross streets with adjacent constrained lots east of Mayellen Avenue and fronting onto West San Carlos Street to offer better development opportunities.
- **Step down development heights with stepbacks** as a transition from commercial and/or mixed-use buildings to the surrounding single-family residential neighborhoods.
- **Create pleasant, walkable environments with setbacks and ground floor retail** for all commercial and mixed-use development.
- **Encourage active ground floor edges** with retail storefronts, cafés, restaurants, outdoor dining, and common areas for development within residential and mixed-use designated areas.



Falafel's Drive In and the shops along Antique Row add to the unique identity of the character areas.

Character Elements

West San Carlos Street has many unique elements that define its character and sense of place (see Figure 5:1). Most noteworthy is a collection of auto-oriented, mid-century signage and key destinations such as the eclectic shops of Antique Row. Recent development also contributes to the evolving character along West San Carlos Street. As future development opportunities arise along the corridor, it will be important to integrate private development and public investment to achieve a vibrant Urban Village that builds on the preferred existing character in keeping with these character-defining elements. Other key character elements include future public right-of-way circulation and streetscape improvements. Finally, private development enhancements can bolster each unique character area with iconic gateway features and green space that enhances proposed pedestrian and bicycle connections. Character elements are further discussed on the following pages.

MID-CENTURY SIGNAGE

West San Carlos Street is a historically significant commercial corridor for the greater San José region. During post-World War II, this arterial corridor boomed with a variety of commercial stores. Abundant examples of neon mid-century signage can be found throughout the Urban Village and dot the corridor like a gallery of grand and eclectic pop-art. Future development along the corridor should respect this mid-century aesthetic to preserve the Village's unique sense of place.

KEY DESTINATIONS AND RECENT DEVELOPMENT

Key destinations along West San Carlos Street, including West San Carlos Center and the Midtown Safeway, provide surrounding neighborhoods with everyday goods and services. These destinations along with recent development at the eastern end of the corridor, add vibrancy and character to the area. Currently, there are four specific mixed-use developments that offer, or will offer, a

variety of housing, retail, live-work, and senior housing accommodations. These developments include the Meridian, Ohlone Mixed-Use, Lincoln Avenue Condominiums, and Fiesta Lanes Senior Housing and Townhomes. Future development should build upon the success of these developments to further enrich the Urban Village.

PUBLIC RIGHT-OF-WAY CIRCULATION AND STREETScape IMPROVEMENTS

This Plan’s Circulation and Streetscape Chapter proposes a variety of public improvements for streets, sidewalks, and public open spaces within the Urban Village. Public improvements are crucial to providing the social spaces and connective tissue that bind a community together. The urban design concept includes the public circulation and streetscape improvements to unify the four unique character areas.



Local commercial businesses, mixed-use housing, and public improvements contribute to the continually evolving character of the West San Carlos Urban Village.



Iconic architectural forms and pocket plazas can define gateway nodes and contribute character.

PRIVATE DEVELOPMENT ENHANCEMENTS

Carefully planned private development presents opportunities to reinforce the identity of each character area and contribute to greater connectivity throughout the Urban Village as a whole. While proposed gateway nodes and pedestrian and bicycle connections will be largely addressed through public improvements, many beneficial enhancements can also be achieved through strategic design of private development.

Through the use of quasi-public “green buffer” strategies, private development could contribute to both gateway nodes, and pedestrian and bicycle connections. Required setbacks and private open space could be optionally programmed as small pocket plazas or mini parks and/or could feature iconic architecture. These areas could further connect safe and efficient routes to schools, parks and surrounding neighborhood destinations.

Key Strategies

- **Respect the area’s existing mid-century aesthetic** to preserve the West San Carlos Urban Village’s unique sense of place.
- **Build upon the success of recent developments** to further enrich the Urban Village.
- **Contribute to the overall character of gateway nodes** with iconic building features such as integrated signage, archways, pocket plazas, and art.
- **Repurpose setbacks as “green buffer” areas** to enhance the livability of new development with much needed open space and contribute to greater bicycle and pedestrian connectivity throughout the Urban Village.

Also see goals, policies, and action items related to character elements in the next section.



Green buffer strategies can enhance the character of an area and provide additional open space and improved connections for the Urban Village community.

URBAN DESIGN GOALS, POLICIES, AND ACTION ITEMS

Goal UD-1: Ensure that new development and public spaces strengthen the sense of place unique to the character areas outlined as part of this Plan’s urban design concept.

Policy UD-1.1: Envision West San Carlos Street as a series of interconnected character areas that reflect existing desirable, well-established uses and potential new development.

Policy UD-1.2: Ensure the design of new buildings and the adjoining public realm build upon the mid-century character of existing buildings and signs.

Goal UD-2: Provide incentives that encourage higher-density development to meet the vision of the Urban Village.

Policy UD-2.1: Realign the regulatory framework to encourage development on constrained lots and parcels (such as through reduced parking standards, setbacks, etc.).

Policy UD-2.2: Explore public-private partnerships that catalyze new developments through strategic investments in streetscape and public realm improvements, and in turn

encourage new buildings to embrace and activate the sidewalk environment.

Goal UD-3: Ensure that all future investment contributes to the character and livability of the Urban Village, and improves and/or increases the amenities for surrounding neighborhoods.

Policy UD-3.1: Maximize opportunities for new developments to humanize the overall public realm experience through new mid-block connections that break up long blocks and complement the multi-modal connectivity outlined in this Plan’s Circulation and Streetscape Chapter.

Policy UD-3.2: Leverage private development to strengthen the public realm with improvements such as setbacks to accommodate space for wider sidewalks, shade-providing trees, and other pedestrian amenities. Explore the potential for “green buffer” strategies to integrate and expand local parks, open spaces, and pedestrian and bicycle pathways.

Policy UD-3.3: Encourage the placement of ground-floor commercial space in new development especially along the street frontages of West San Carlos Street and South

Bascom Avenue.

Policy UD-3.4: Ensure that new development is integrated appropriately into the existing residential neighborhood by providing transitions and by building at a compatible scale.

Policy UD-3.5: Provide proper height transitions between new, higher-density commercial and mixed-use development and adjacent single-family homes by using building setback, upper-story stepback, and landscaping to soften the transitions near property lines.

Goal UD-4: Use innovative and sustainable building design and development techniques in new development throughout the Urban Village.

Policy UD-4.1: Encourage innovative mixes of land uses to best meet the current and future needs of the community and market demand.

Policy UD-4.2: Support the ability of buildings to be repurposed over time to accommodate travel mode shift and evolving market dynamics and demand.

Goal UD-5: Integrate new infill small-scale residential development into existing residential neighborhoods with sensitivity to scale, historic structures and context, and lotting patterns, to strengthen and reinforce those neighborhoods.

Policy UD-5.1: Integrate new development appropriately into the existing residential neighborhood by providing transitions, and by developing at a compatible scale.

Policy UD-5.2: Provide proper height transitions between new, higher-density commercial and mixed-use development and adjacent single-family homes by using building setback, upper-story setback, and landscaping to soften the transitions near property lines.

Policy UD-5.3: For new development adjacent to properties designated Residential Neighborhood (both inside and outside the Urban Village boundary), buildings and structures are encouraged to not intercept the 45-degree daylight plane as measured from the adjoining side or rear property line (see Figure 5.2).

Policy UD-5.4: For new development taller than 45 feet, provide a minimum 30-foot side and/or rear setback along the shared property lines with

adjacent Mixed-Use Neighborhood designated properties (both inside and outside the Urban Village boundary). Starting at a height of 45 feet, buildings and structures are encouraged to not intercept the 45-degree daylight plane (see Figure 5.3). Buildings shorter than 45 feet shall conform to the San José Municipal Code setback requirements and shall not be subject to the daylight plane.

Policy UD-5.5: Provide a 60-foot setback, including a 12-foot sidewalk and 10-foot evergreen, landscaped buffer, for development facing existing residential uses across Martin Avenue.

Policy UD-5.6: Provide a minimum five-foot landscape buffer planted with evergreen trees between new development and existing Residential Neighborhood designated properties.

Policy UD-5.7: Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housings may project up to ten feet above the maximum height limits, but shall not exceed the established daylight plane.

Policy UD-5.8: Height shall be measured as required by the San José Municipal Code.

Goal UD-6: Create vehicle parking requirements and guidelines for new development to encourage travel mode shifts and efficient use of land.

Policy UD-6.1: Encourage the use of underground vehicle parking were feasible.

Policy UD-6.2: Locate vehicle parking so that it is not attached to a single development or use, but can be shared.

Policy UD-6.3: Limit the amount of vehicle parking to incentivize sharing and minimize the amount of land dedicated exclusively to parking.

Figure 5.2: Transitional Height Diagram applies to properties inside and outside the Urban Village boundary with a Residential Neighborhood General Plan designation

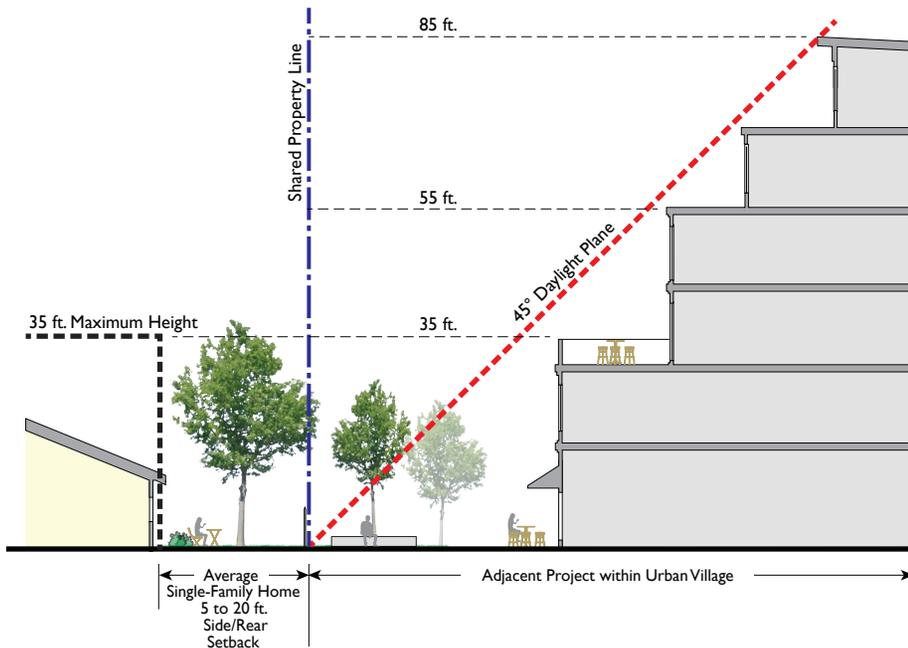
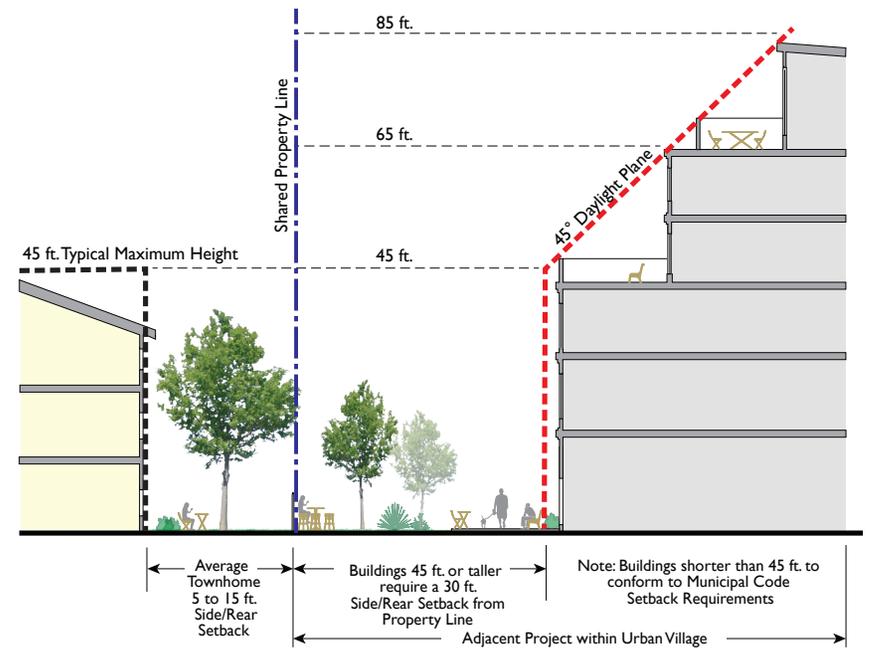


Figure 5.3: Transitional Height Diagram applies to properties inside and outside the Urban Village boundary with a Mixed-Use Neighborhood General Plan designation





URBAN DESIGN GUIDELINES

Design of private developments can have a significant impact on the quality of public spaces since private buildings typically define the edges of public streets and open spaces. Urban design guidelines provide direction as to how privately owned buildings and parcels should look and interface with public sidewalks, parks, and open spaces, as well as adjoining residential and commercial buildings.

This Plan's urban design guidelines aim to provide flexibility for creative expression and design of buildings, while also guiding those aspects of building and open space design that have a direct effect on the surrounding public context. The urban design guidelines address: **building form and layout; ground floor interface; parking, vehicular access and service areas; and sustainable elements.**

Building Form and Layout

The intent of these guidelines is to maximize opportunities for new private development to frame and enhance public space in accordance with the vision outlined in this Plan. This section presents guidelines for **height**, **stepbacks**, and **setbacks** to be applied to design and layout of all future buildings developed within the West San Carlos Urban Village.

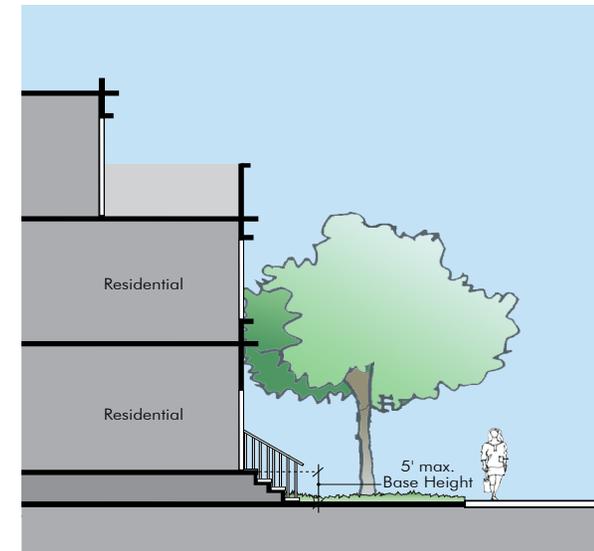
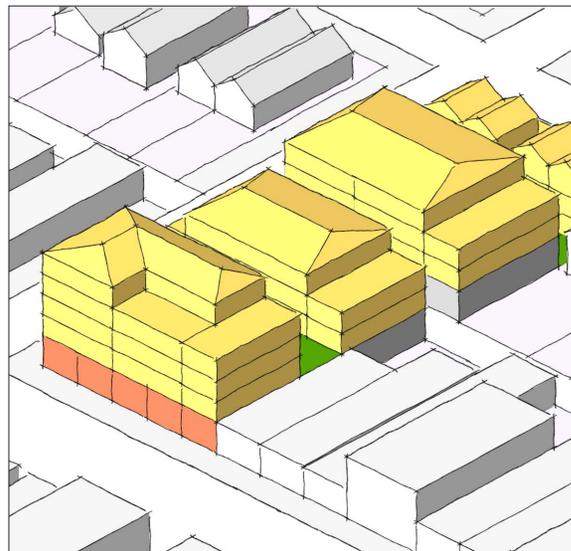
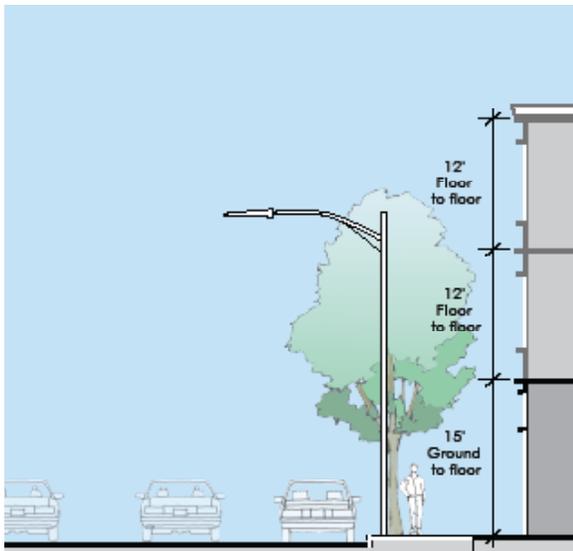
HEIGHT

1. Provide a minimum clear 15-foot ground to floor height for all ground floor uses to establish consistent proportions along the street edge of West San Carlos Street.
2. The finished first floor elevation should not exceed three feet above the sidewalk elevation, unless the elevation change is landscaped, terraced, or punctuated with staircases at least every 25 feet, or otherwise treated with a transitional design feature.
3. Provide a minimum clear 12-foot floor-to-floor height for office and residential uses above the ground floor.

4. Allow for a maximum 3-foot base height for any ground-floor residential uses that may occur in the character areas.

STEPBACKS

1. Step building developments back to transition from the commercial frontage along West San Carlos Street to the lower profile residential homes of the surrounding neighborhoods.
2. Encourage upper floor stepbacks to have changes in plane and/or employ other colors, textures, or materials to minimize building bulk.
3. Provide a minimum 15-foot setback from a common property for buildings next to existing



Height guidelines 1 and 3 (left and right); Stepback guideline 2 (middle); Height guideline 3 (left).

single-family residences.

SETBACKS

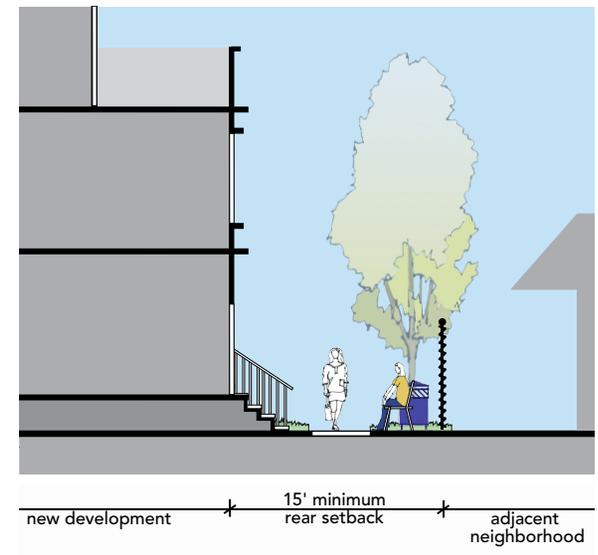
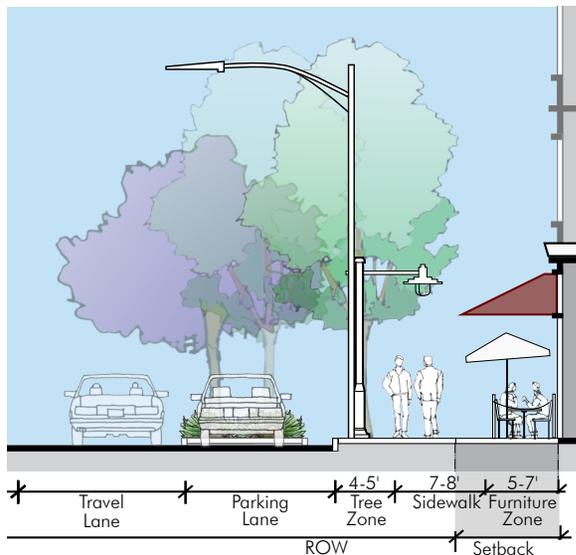
1. Provide a front setback to achieve a 12-foot wide pedestrian-friendly environment along the ground floor of development fronting onto West San Carlos Street. This will allow for a seven- to eight-foot wide pedestrian zone and a four- to five-foot wide tree zone for shade-producing street trees.
2. Encourage a front setback to achieve an 18-foot wide pedestrian-activated commercial environment along the ground floor of development fronting onto West San Carlos Street. This will allow for a five- to seven-foot

wide street furniture zone, a seven- to eight-foot wide pedestrian zone, and a four- to five-foot wide tree zone for shade-producing street trees.

3. Provide a front setback to achieve a minimum nine-foot sidewalk in situations where the adjacent development parcel along West San Carlos Street is less than 100 feet deep. This is necessary to achieve a five-foot wide unobstructed pedestrian zone and a minimum four-foot wide tree zone.
4. Provide a minimum 15-foot rear setback for all deep parcels (depth more than 100 feet) fronting West San Carlos Street. Refer to green

buffer strategies.

5. Consider a minimum 15-foot side setback for development every 200 feet along West San Carlos Street to achieve pedestrian and bicycle connectivity to neighborhoods destinations.



Setback guidelines 1 and 2 (left); Stepback guideline 3 (middle); Setback guideline 4 (right).

Ground Floor Interface

The ground floor interface guidelines address edge conditions along the ground floor of buildings as they abut public streets. The intent of these guidelines is to create a pedestrian-friendly and active ground-floor environment. This can be achieved through building design and programming-based strategies including **ground floor articulation, quasi-public “green buffer” strategies, building character, signage, materials, and lighting.**

GROUND FLOOR ARTICULATION

1. Locate commercial and office uses and entrance lobbies for upper floor uses along the ground floor edge to actively engage the pedestrian environment.
2. Maximize use of non-colored, non-reflective glass windows to increase transparency between indoor and outdoor activity along the ground floor.
3. Provide shade for glass windows and doors along West San Carlos Street to afford climate protection for pedestrians. Incorporate generously-sized awnings, vertical screens, covered arcades, or walkways into buildings.
4. Utilize the strategic location of iconic building elements, plazas, art, and open spaces within new developments to announce and celebrate gateway nodes.
5. Require buildings fronting open spaces, such as public plazas or parks, to embrace the site with primary entrances and active ground- and upper-floor uses.
6. In multi-tenant situations, encourage common areas, signage, and amenities such as elevators/stairwells to be visible from the street level.
7. Discourage uninterrupted blank walls or façades. Where such blank walls are necessary,



Ground Floor Articulation guidelines 1 (left), 2 (middle), 3 (right).

apply landscape screens, display boxes/ merchandise displays, light patterns, material variations, or other mitigation measures to enhance visual interest.

- 8. Encourage raised entrances such as stoops, urban porches, balconies, and small forecourts for residential uses in mixed-use areas to maintain privacy and provide opportunities to socialize.
- 9. Encourage landscaping within setbacks of primarily residential buildings to soften building edges and ground floor pedestrian environments.
- 10. Require buildings within 300 feet of High-

Capacity Urban Transit stations to include active uses (such as ground floor retail/ restaurants, primary entrances, residential stoops, upper floor offices, or balconies) along West San Carlos Street or pedestrian pathways.



Ground Floor Articulation guidelines 8 (left), 9 (middle), 10 (right).



QUASI-PUBLIC SPACE GREEN BUFFER STRATEGIES

1. Consider opportunities for pedestrian and bicycle connectivity through quasi-public "green buffer" passages within new development. Integrate on-site mid-block connections wherever possible to improve overall connectivity.
2. Provide landscaping and street trees in quasi-public plazas, parks, and green buffers to create a pleasant environment.
3. Provide amenities for social gathering, including seating, tables, interactive public art, play areas, and bicycle racks.
4. Install plentiful lighting in plazas, parks, and green buffers to ensure safety.
5. Allow for temporary access in quasi-public plazas and parks for daily connectivity and events such as farmers' markets, parades, and live performances.
6. Coordinate with the City to install banners and signage in plazas, parks, and green buffers to create a sense of community identity for the Urban Village and to direct users through open spaces during allowed access times.



Quasi-Public Space "Green Buffer" strategies 1 (above), 2 and 3 (below).

BUILDING CHARACTER

1. Reflect the unique mid-century identity and character of West San Carlos Street through architectural styling.
2. Encourage landscaped terraces, pool/ recreation decks, and other activity spaces for upper floor rooftops of buildings to activate stepbacks of taller buildings.



SIGNAGE

1. Preserve and incorporate existing mid-century signage within the overall design and architectural scheme for new buildings or site improvements proposed in the vicinity.



MATERIALS

1. Select color palettes and materials that are harmonious with existing character-defining buildings and signage along West San Carlos Street.
2. Consider use of materials for long-term durability, ease of maintenance, and ability to withstand vandalism.



LIGHTING

1. Illuminate all building entries to enhance safety.
2. Consider illumination to highlight architectural character of buildings and accent their landscape context.



Building Character guideline 1 (above left); Signage guideline 1 (above right); Materials guideline 2 (below left); Lighting guideline 2 (below right).

Parking, Vehicular Access and Service Areas

This section includes guidelines for: **parking requirements; parking structures; surface parking; circulation, access, and service areas; and bicycle storage.** The intent of these guidelines is to incentivize development through reduced parking and other on-site vehicular circulation needs. These guidelines, coupled with expanded choices for transportation, will achieve

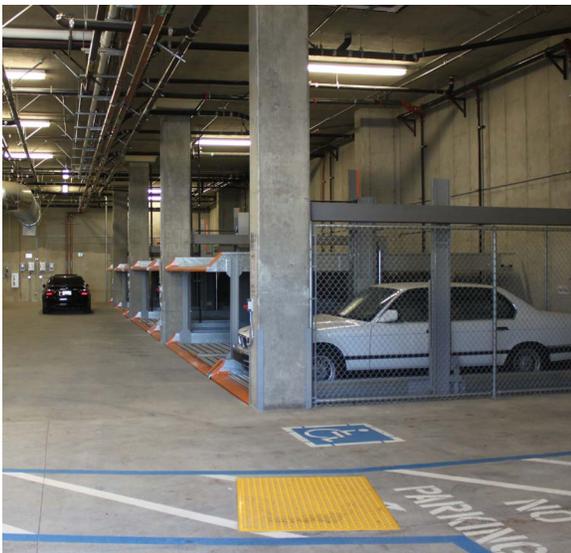
a vibrant and pedestrian-friendly urban environment for the those who live, work, and visit the West San Carlos Urban Village.

PARKING REQUIREMENTS

1. Encourage all development within the West San Carlos Urban Village to strive for the City's maximum 50 percent reduction in required off-street parking spaces by implementing all possible provisions as stated in the San José Municipal Code.

PARKING STRUCTURES

1. Explore innovative parking solutions such as podium parking, stacked parking, tucked-under parking, tandem parking, and shared parking to optimize building space and/or minimize construction and building costs for constrained parcels fronting onto West San Carlos Street.
2. Activate passive ground floor parking structures with liner retail.



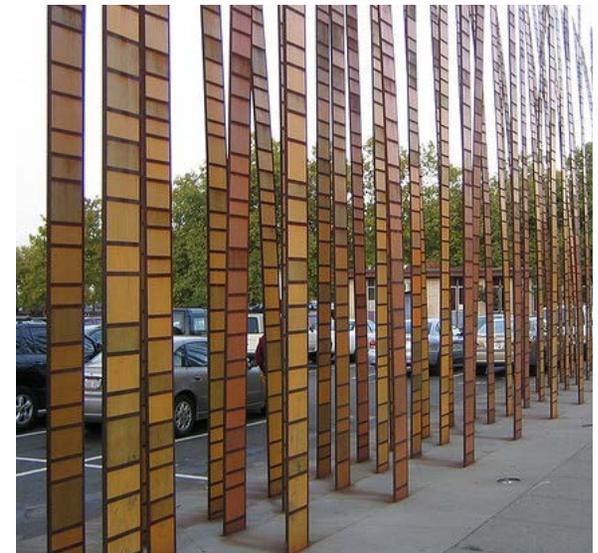
Parking Structure guidelines 1 (left), 2 (middle), 3 (right).

3. Articulate façades of parking structures through interactive art, creative displays, vegetative screens, and/or new technology (such as dynamic parking space availability displays).
4. Construct and articulate parking structures with materials and methods that respect the existing character of the West San Carlos Urban Village area.

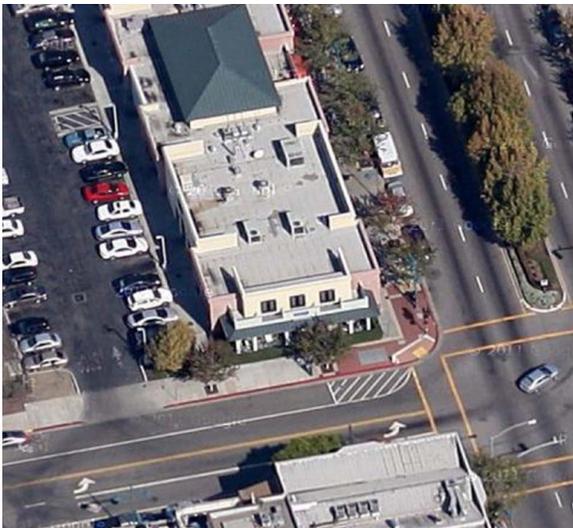
SURFACE PARKING

1. Locate surface parking to the rear of developments and ensure that the majority of building façades along streets and open spaces are pedestrian-friendly and provide a strong building edge.
2. Include adequate ADA accessible parking spaces in parking lots.
3. Provide clear and safe pedestrian circulation within surface parking lots.

4. Illuminate parking lots for maximum safety.
5. Encourage screening techniques such as evergreen shrubs and trees, trellises, low walls, and/or sculptural art for existing and future surface parking lots to minimize negative impacts to active pedestrian-oriented environments.



Surface Parking guidelines 1 (left), 3 (middle), 5 (right).



CIRCULATION, ACCESS, AND SERVICE AREAS

1. Prohibit parking structure entrances and exits (other than pedestrian doors) along West San Carlos Street.
2. Encourage vehicle access for parking and service areas along side streets for new developments wherever possible.
3. Limit curb-cuts for parking access to the minimum number required to minimize pedestrian and automotive circulation conflicts.
4. Prohibit access lanes that run parallel to the street or sidewalk.
5. Prohibit porte cochères that run parallel to the street or sidewalk.
6. Screen mechanical equipment, loading, and service areas through careful site planning, landscaping, and screen walls.

BICYCLE STORAGE

1. Provide highly-visible and conveniently-located bicycle parking as part of new office, residential (one space per unit), and mixed-use developments (on-site or on sidewalks or in setback areas where feasible).
2. Use a unified style of bicycle racks near buildings.

Circulation, Access, and Service Areas guidelines 1 (above left), 2 (below left);
Bicycle Storage guidelines 1 (above right), 2 (below right).

Sustainable Elements

The intent of these guidelines is to improve the sustainability of new development within the West San Carlos Urban Village. Impacts to future resources can be minimized through environmentally-conscious, energy-producing building design, reduced water use, and stormwater re-use.

BUILDING ELEMENTS

1. Encourage building development that integrates passive and active sustainable design elements and responds to San José's climate.
2. Incorporate building materials that are locally-made, produced with minimal pollution, and create minimal adverse impacts to the environment.

3. Reuse materials from local salvage companies and/or materials that are reclaimed during the deconstruction phase of redevelopment sites within the region.
4. Consider life cycle heating and cooling costs for potential building materials to maximize energy conservation.
5. Select lighting fixtures to maximize energy efficiency and minimize light pollution through reduced glare, light clutter, and poorly-directed lighting sources.

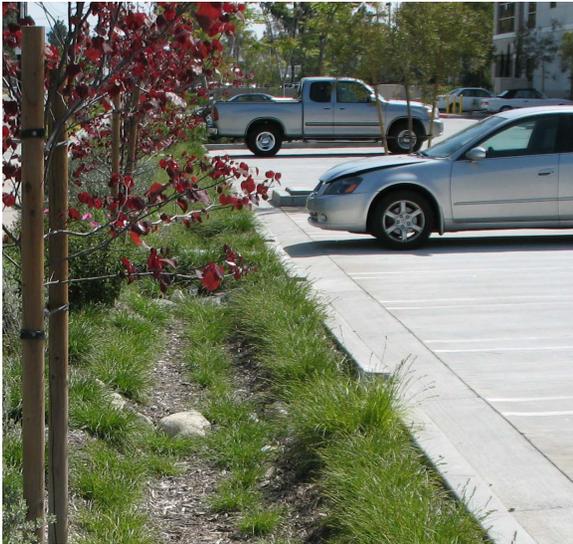


ENERGY STRATEGIES

1. Incorporate photovoltaic and wind energy in private development to capitalize on sun and wind exposure for reduction in energy costs.
2. Incorporate screens, ventilated windows, green roofs, shade structures, and shade trees along façades, rooftops, and surface parking lots to minimize heat gain effects.
3. Encourage edible roof gardens to improve access to fresh food.



Building Elements guideline 1 (left);
Energy Strategies guideline 1 (right).



STORMWATER MANAGEMENT

1. Require the use of native or drought-tolerant plant species that require low-water usage and maintenance.
2. Encourage the design and use of natural drainage bioswales in on-site pocket parks and other landscaped areas to filter surface water run-off.
3. Encourage the use of permeable paving surfaces in parking lots and other paved areas to increase natural percolation and on-site drainage of stormwater.
4. Minimize the use of impervious surfaces with permeable paving materials or porous asphalt around tree wells, along parking lanes, and in surface parking areas to increase infiltration of stormwater.
5. Allow curb cuts for inflow and outflow of the stormwater runoff.



Stormwater Management guidelines 1 and 2 (above), 3 (below).



Circulation
and Streetscape



MIDTOWN

SAN CARLOS

Bus Stop
23
81

Informational sign on a bench

CHAPTER 6:

CIRCULATION AND STREETScape

INTRODUCTION

West San Carlos Street is a critically important circulation corridor that impacts the vitality of surrounding neighborhoods. Circulation connectivity and streetscape enhancements along this corridor and connecting streets are crucial to creating the vibrant Urban Village envisioned by the community over the long-term: a thriving, walkable, and bicycle-friendly environment that provides a range of neighborhood-serving retail, employment opportunities, and housing options with safe access to and between all key destinations. This Chapter describes a range of improvements that the City and developers may implement to gradually transform the area to achieve this vision.

Community input was critical to developing the recommendations presented in this Chapter; however, all ideas, particularly those closely tied to traffic flow and roadway improvements, were further explored by the City through a detailed traffic analysis. This analysis was not part of the scope of this Plan, but is attached as Appendix A. This Plan's circulation and streetscape recommendations were also informed by the following plans and initiatives: Envision San José 2040 General Plan, San José Bike Plan 2020, San José Complete Streets Guidelines, Green Vision Plan, San José Green Print 2009, and Valley Transportation Authority's Next Network Plan.

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CIRCULATION NETWORKS AND ENVIRONMENT

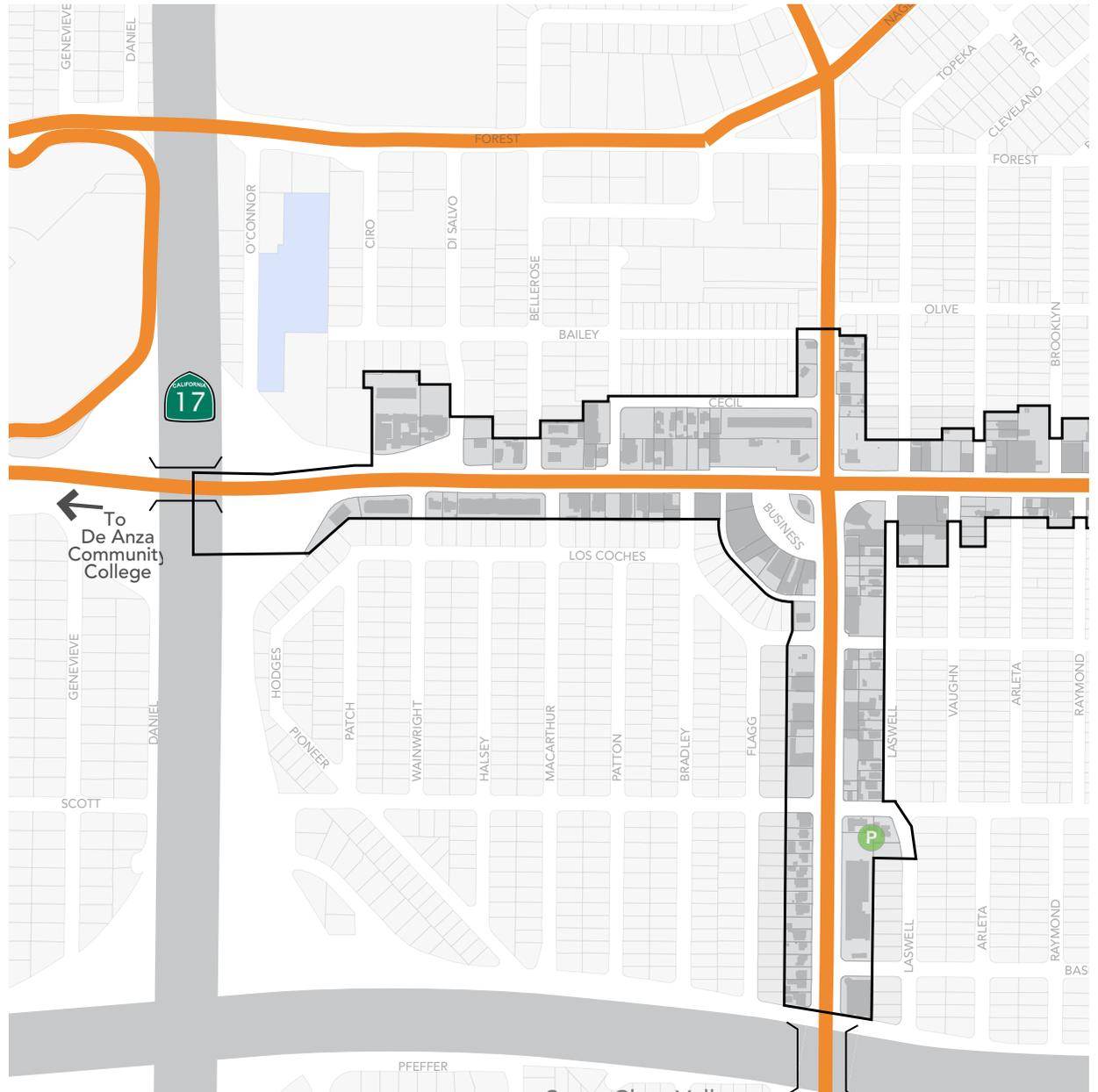
The vision for mobility in the West San Carlos Urban Village includes an increasingly important focus on walking, bicycling, and public transit. The area is envisioned to be multi-modal in nature, offering a variety of transportation choices. This involves designing streets to better accommodate all users. The following is an assessment of existing conditions and recommendations for improving the **roadway, transit, bicycle, and pedestrian networks**, and their environments in the West San Carlos Urban Village.

Roadway Network

EXISTING HIERARCHY OF STREETS

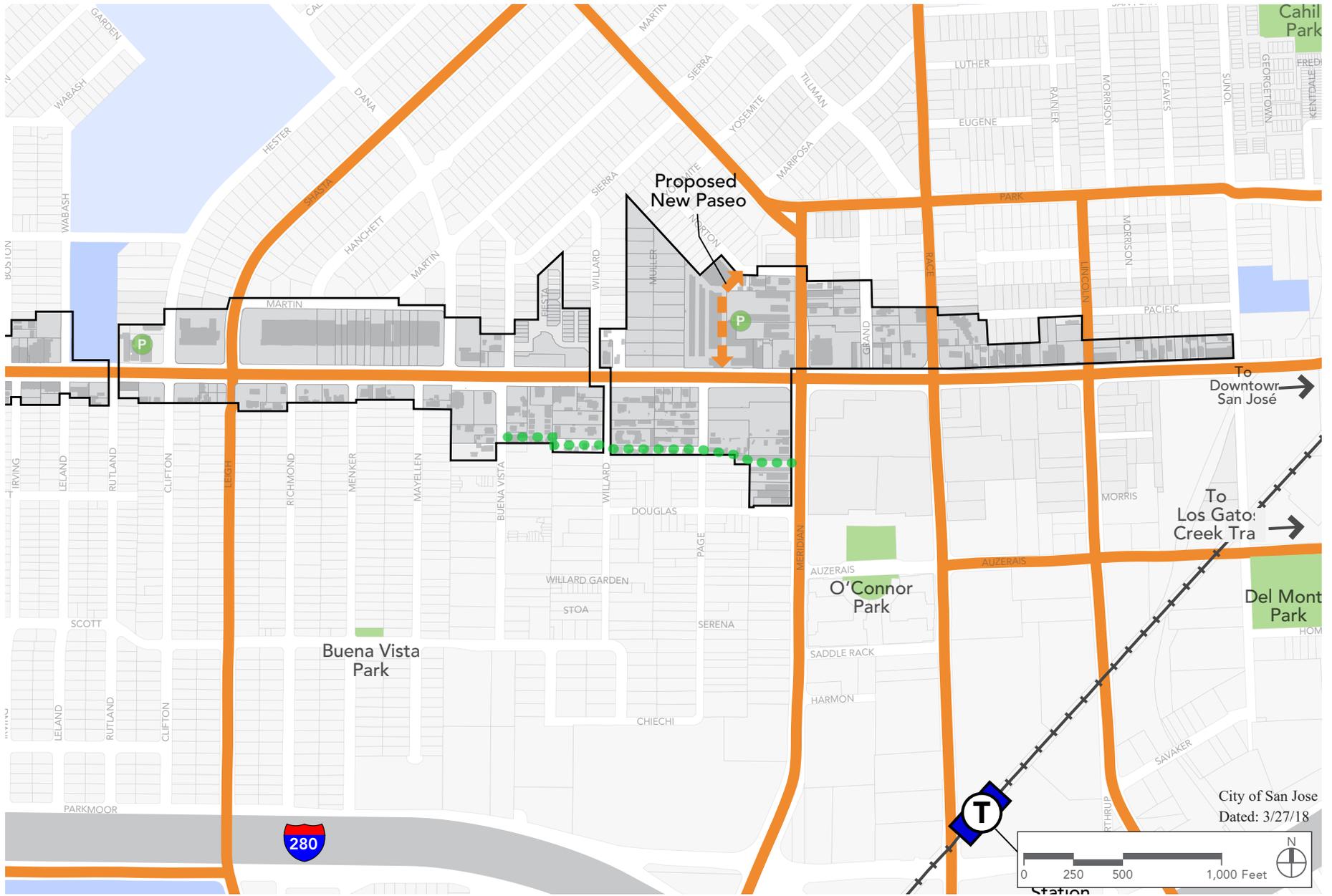
The roadway network that serves the West San Carlos Urban Village is comprised of a mix of local and regional facilities that have evolved over many years within the surrounding community. There are several types of streets within the area: **arterial streets** (major and minor), **collector streets**, and **local streets** (see Figure 6:1).

Figure 6:1 - Existing and Recommended Roadway Network



Legend

- Study Area
- Study Area Parcel
- Light Rail
- Light Rail Station
- New Streets
- Arterial and Collector Streets
- Freeways
- Potential Paseo
- Floating Park



To Downtown San José →

To Los Gato Creek Tra →

City of San Jose
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West San Carlos Street is an auto-oriented minor arterial offering access to local and regional services.



Most streets parallel to West San Carlos are local streets with primarily residential uses.

Arterial Streets

Three streets in the area—Stevens Creek Boulevard, Bascom Avenue, and Southwest Expressway—are classified as major arterial streets. Minor arterial streets include West San Carlos Street, and Park, Moorpark, Leigh, Meridian, and Lincoln Avenues. The arterials are primarily auto-oriented in nature and provide local access as well as connections to important regional destinations including: Santa Clara Valley Medical Center, San José City College, and Race Street VTA Light Rail Station to the south, Downtown San José to the east, and Westfield Valley Fair Mall, Santana Row, and De Anza College to the west.

Collector and Local Streets

Collector streets provide a finer level of access at Race Street, and Auzerais and Shasta Avenues, and segments of Meridian and Lincoln Avenues. A majority of roadways within the area are classified as local streets, providing direct access to neighborhood parcels.

RECOMMENDATIONS

The current roadway network capacity in the Urban Village area is expected to accommodate land uses proposed in the Envision San José 2040 General Plan (General Plan) and in this Urban Village Plan.

Key Strategies

- **Maintain the existing roadway network** to minimize redevelopment costs and support existing automotive and transit infrastructure.
- **Support the addition of new roads** to strengthen connections between the mixed-use residential corridor and surrounding neighborhood amenities (see Figure 6:1).

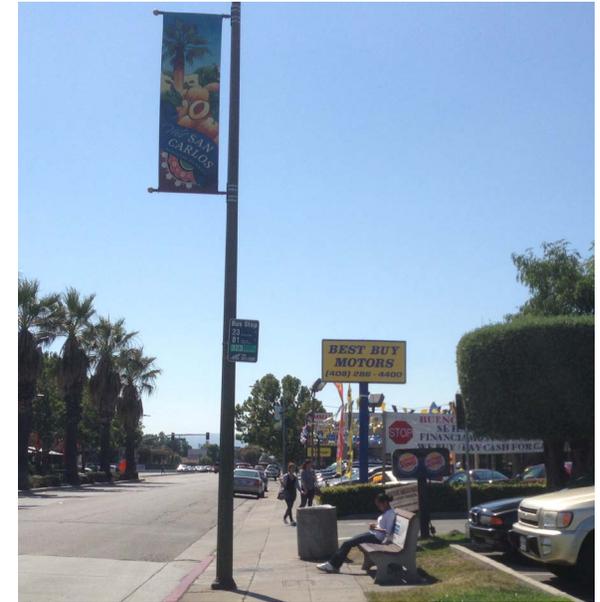
Also see circulation and streetscape goals, policies, and action items related to the roadway network later in this chapter.

Transit Network

EXISTING TRANSIT NETWORK

The West San Carlos Urban Village is well served by public transit with two Santa Clara Valley Transportation Authority (VTA) bus routes along West San Carlos Street. Coinciding with the start of Bay Area Rapid Transit (BART) service to Santa Clara County in 2018, VTA will implement a new transit operating plan to improve the convenience of travel across the County's significant transportation corridors, using a grid of frequent bus routes. VTA will provide local Route 23 along West San Carlos at 15-minute daytime service and Sunday 20-minute daytime service frequencies. VTA will also provide Rapid 523 skip-stop service with 15-minute frequencies seven-days a week, and upgraded passenger amenities. The Rapid 523 will connect to Lockheed Martin Transit Center, Downtown Sunnyvale, De Anza College, Vallco, Downtown San José, Mexican Heritage Plaza, and the new Berryessa BART Station. Rapid 523 will have stations at Bascom Avenue and Meridian Avenue. The Rapid 523 is being implemented as a near-term deliverable to meet increasing land use demand and build ridership for high-

capacity urban transit. Bascom Avenue will be served by a frequent bus route, Route 61, with increased operating frequency and service span, and a new regional north-south connection between Good Samaritan Hospital and the new Berryessa BART station. Route 63 will provide connections from Almaden Expressway/Camden Avenue to Meridian Avenue/Blossom Hill Road, with expanded frequency. Route 64 will provide connections from Downtown Sunnyvale to East San José. The Race VTA Light Rail Station also provides efficient regional connections south to Campbell and north to Santa Clara (see Figure 6.2).



Existing VTA bus stops along the corridor are inconspicuous and uninviting, lacking proper signage and amenities for riders.



High-capacity urban transit facilities are envisioned along the corridor to help accommodate a growing trend of transit ridership

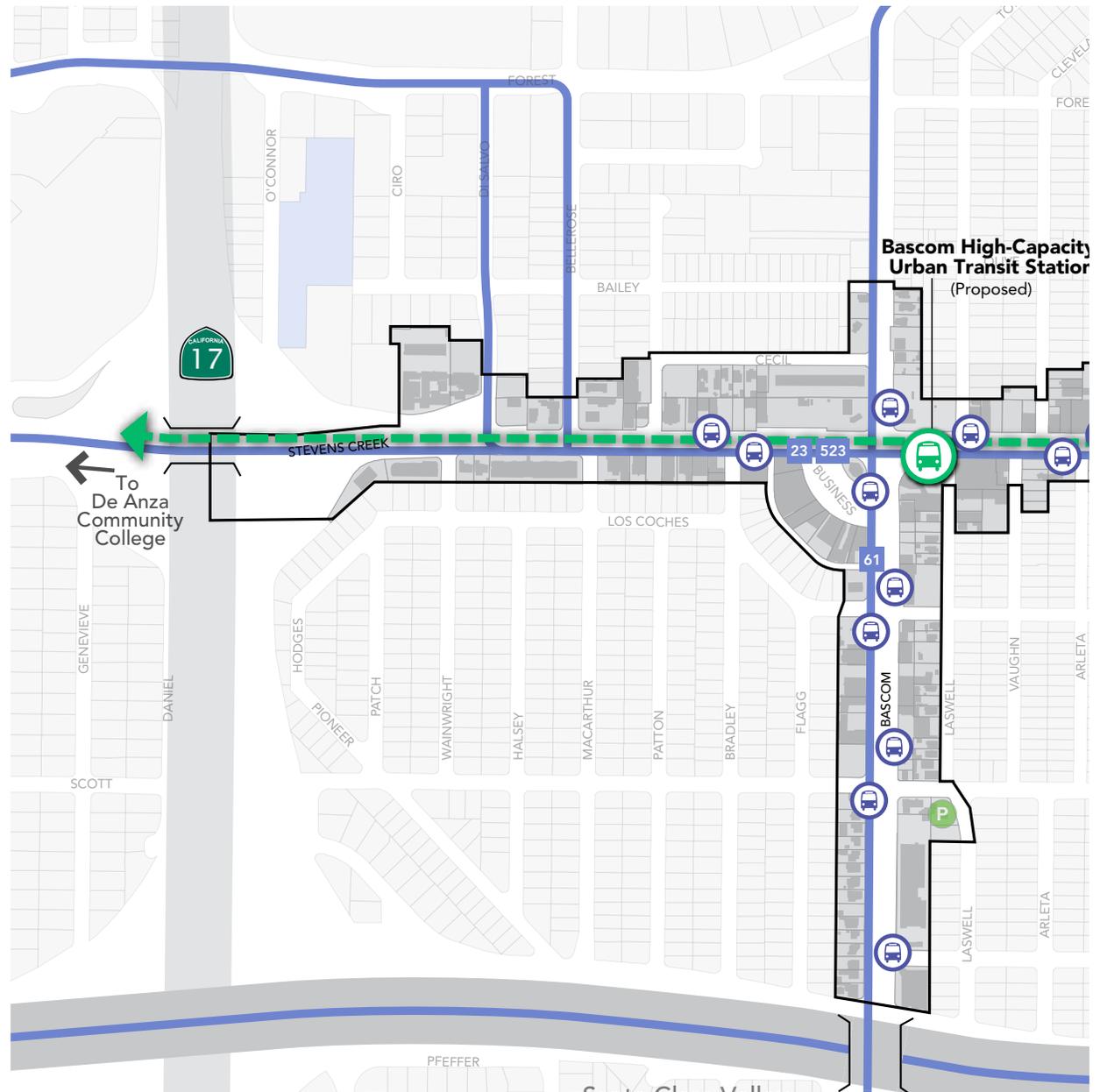
RECOMMENDATIONS

To support existing and planned transit systems this Plan aligns multi-modal circulation improvements and activity nodes to support mixed-use transit-oriented development around transit stops. A potential future high-capacity urban transit service along West San Carlos Street presents tremendous opportunities for increasing connectivity, transit use, pedestrian activity, and further investment in the area.

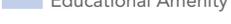
Key Strategies

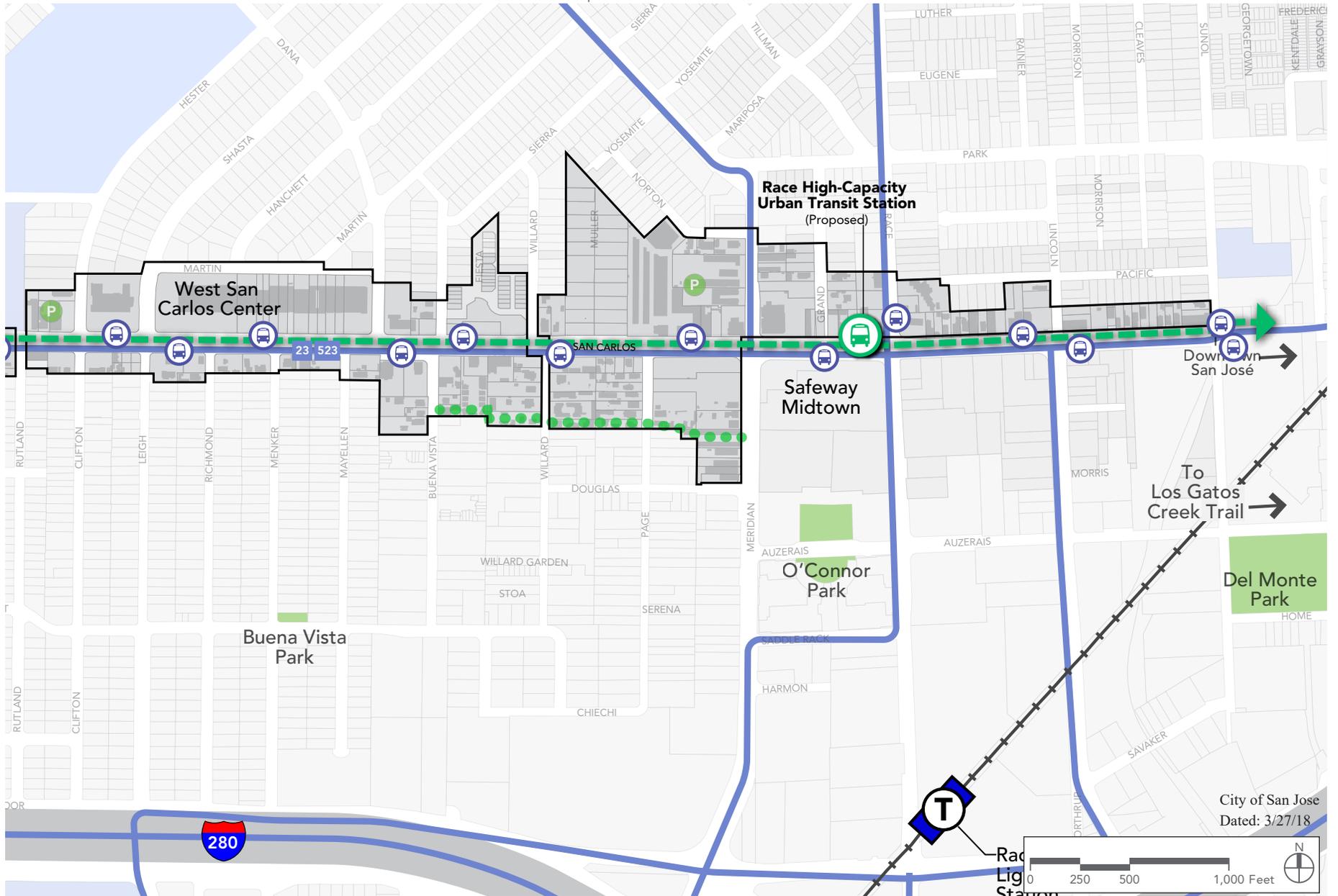
- **Make transit a more desirable** option within the Urban Village.
- **Develop safe and direct pedestrian and bicycle connections** (sidewalks or pathways) between transit stops and local destinations.
- **Improve roadway crossings** through high-visibility treatments and shorter crossing distances, especially where transit stops are located.
- **Enhance the environment around transit stops.**
- **Enhance the overall transit rider/ pedestrian/bicyclist experience** at bus stops through well-designed bus shelters containing seating, shade, real-time transit information, and appropriate lighting levels. Require development adjacent to bus stops

Figure 6:2 - Existing and Proposed Transit Network



Legend

-  Study Area
-  Existing Park
-  Proposed Park
-  Educational Amenity
-  Light Rail
-  Bus Line
-  Bus Stop
-  Planned High-Intensity Urban Transit
-  Proposed High-Intensity Urban Transit Stop



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to upgrade transit environments and ensure that site designs, and street redesigns (e.g. potential cycle track) preserve or enhance transit reliability, travel time, and passenger convenience.

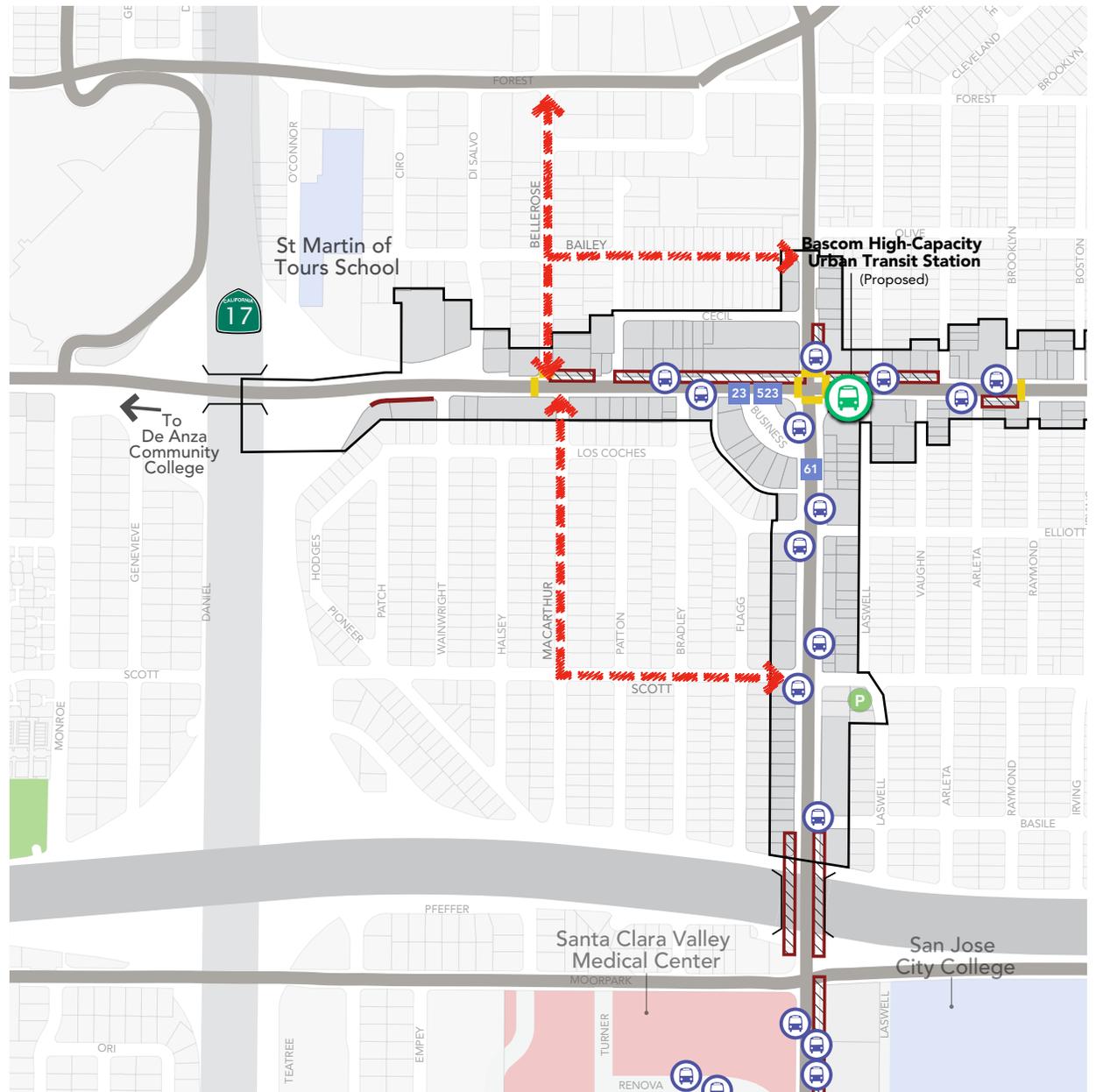
Also see circulation and streetscape goals, policies, and action items related to the transit network later in this chapter.

Bicycle and Pedestrian Network

EXISTING BICYCLE AND PEDESTRIAN NETWORK

The bicycle and pedestrian network within the West San Carlos Urban Village has a series of significant challenges that impede connectivity to the surrounding neighborhoods and local destinations. These existing networks for both bicyclists and pedestrians are long, indirect, and unsafe due to lot sizes, limited crosswalks, distances between intersections, and cut-through traffic. Discontinuous networks for both bicycle routes and sidewalks are additional challenges. Bicycle routes exist on Race Street, Park and Auzerais Avenues, but they are isolated and lack connection to each other or other regional trail networks such as the Los Gatos

Figure 6:3 - Existing Bicycle and Pedestrian Network

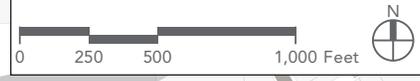


Legend

-  Study Area
-  Light Rail
-  Light Rail Station
-  Bus Stop
-  Proposed High-Capacity Urban Transit Stop
-  Potential Paseo
-  Floating Park
-  Arterial and Collector Streets
-  Freeways
-  Cut-through Traffic
-  Existing Crosswalk
-  Poor Sidewalk Connectivity
-  Existing Bike Connection



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Creek Trail. Sidewalks exist throughout the Urban Village, but some segments are unpaved and need repair (see Figure 6:3). As a mix of uses and enhanced transit services further activate the corridor, safe and convenient connections throughout the Urban Village will become even more crucial.

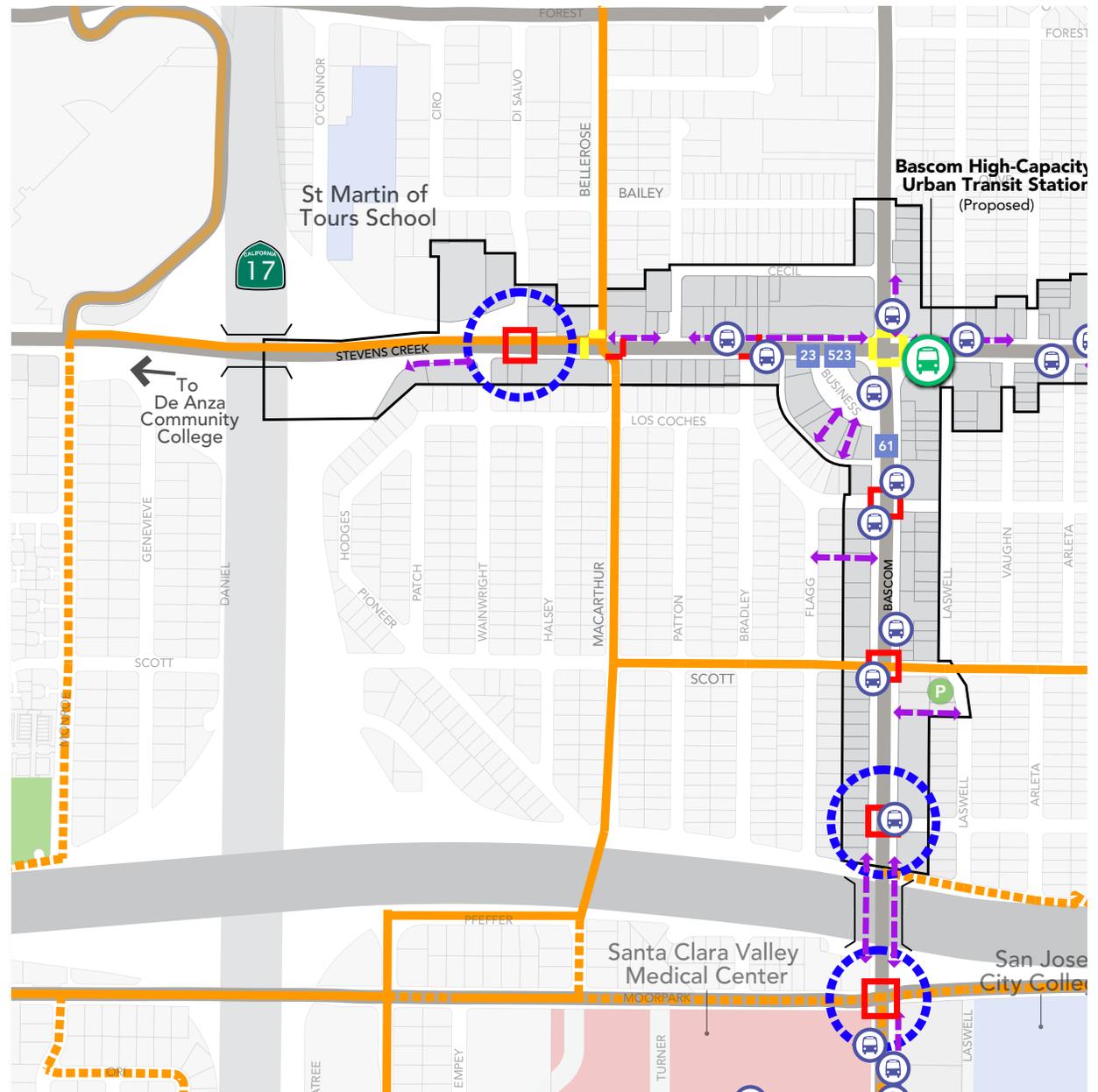
OVERARCHING RECOMMENDATIONS

Proposed recommendations for the bicycle and pedestrian network are provided on the following pages and illustrated in Figure 6:4. Recommendations emphasize improvements to **bicycle and pedestrian facilities in the public right-of-way, pedestrian- and bike-friendly “green” open space, placemaking and street character, and wayfinding.**

Overarching Strategies

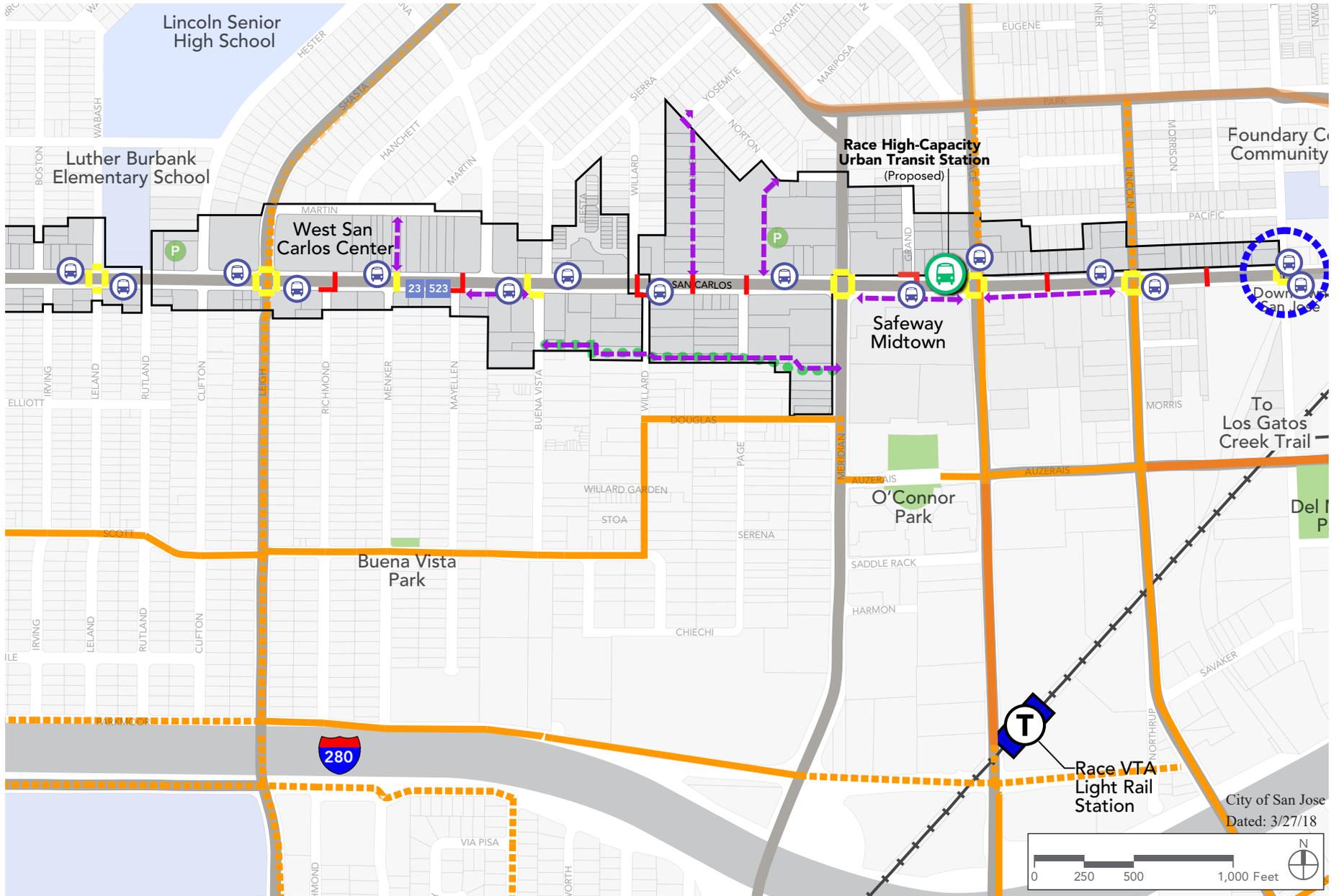
- **Complete bicycle routes and repair sidewalk segments** to create a contiguous bicycle and pedestrian network.
- **Minimize distances between crosswalks and intersections** to shorten distances and create comfortable experiences for those traveling by bicycle or foot.
- **Allow for safety enhancements** such as pedestrian-level lighting to improve safety along bicycle and pedestrian connections.

Figure 6:4 - Proposed Bicycle and Pedestrian Network



Legend

-  Study Area
-  Light Rail
-  Light Rail Station
-  Gateway
-  Bus Stop
-  Proposed High-Capacity Urban Transit Stop
-  Potential Paseo
-  Floating Park
-  Arterial and Collector Streets
-  Freeways
-  Potential Crosswalk/Mid-Block Connection
-  Existing Crosswalk
-  Potential Pedestrian/Bicycle Connection
-  Proposed Bike Connection
-  Existing Bike Connection



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Class II bicycle facilities dedicate road space for bicyclists and improve safety for bicyclists and drivers

- **Mitigate negative effects of cut-through traffic along local streets with planned bicycle facilities** to calm traffic and to provide a safer environment and connectivity for bicyclists.

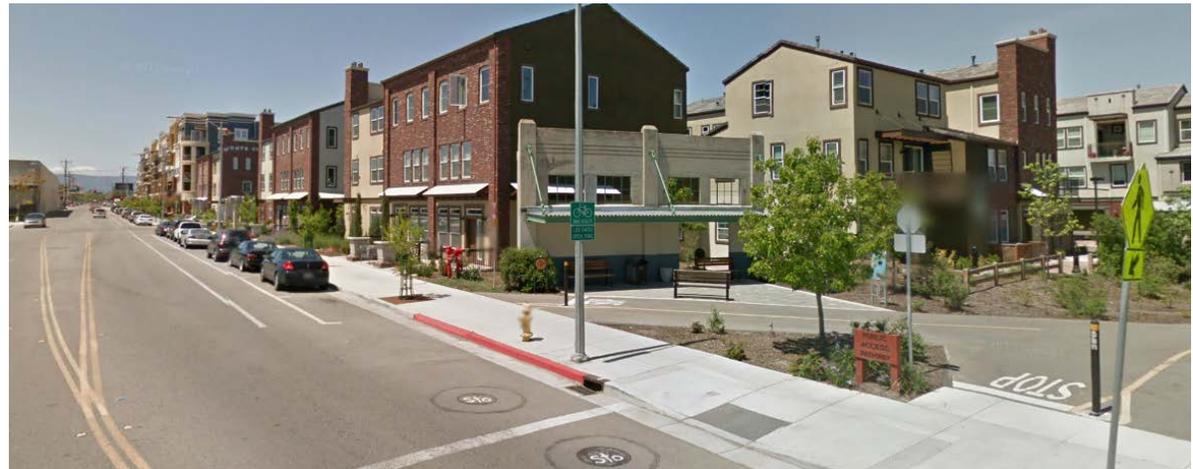
Also see circulation and streetscape goals, policies, and action items related to bicycle and pedestrian networks later in this chapter.

BICYCLE FACILITIES IN THE PUBLIC RIGHT-OF-WAY

The proposed bicycle network is intended to create a grid of east-west and north-south routes through the Urban Village area (see Figure 6:4). Proposed routes are composed of “Class II” facilities (on-street bicycle facilities with dedicated space for bicyclists designated by striping and signage) and “Class III” facilities (on-street bicycle facilities that share space with cars and may be designated with a sharrow bicycle marking). These routes support recommendations identified in the San José Bike Plan 2020.



Class III bicycle facilities allow bicyclists and drivers to share the road



Connecting to bike and pedestrian facilities such as the on-street bike lanes on Auzerais Avenue and the Los Gatos Creek Trail can foster greater regional connectivity

Key Strategies

- **Repurpose existing parking lanes to bicycle lanes on Stevens Creek Boulevard, just west of MacArthur Avenue** to create a regional link over Highway 17, thereby providing access to Santana Row and points farther west (see prototypical sections in the Streetscape Design Guidelines section at the end of this chapter). Bicycle lanes east of MacArthur are not recommended along West San Carlos Street because the elimination of parking lanes could potentially have a detrimental economic impact on existing businesses.
- **Create a bicycle route along MacArthur Avenue**, incorporating traffic-calming measures to address high volumes of cut-through traffic.
- **Utilize Scott Street as a primary east-west bicycle connection** for the Urban Village (Class III). Additional east-west routes are also proposed north of the village along Park Avenue (Class III), and south of the Village along Parkmoor Avenue (Class II).
- **Accommodate regional bicycle linkages along Auzerais Avenue, Race Street, and Lincoln Avenue** with connections north to Park Avenue and south to Parkmoor Avenue and the Race VTA Light Rail Station. The feasibility of safe passage for bicycles over Interstate 280 should be further explored to provide an important link to southern destinations.
- **Enhance existing bicycle routes with safety improvements** such as lighting, signage, bike-friendly signal detection, traffic signals, restriping, and adjusted cross street stop bars.
- **Align specific guidelines for improving bicycle facilities with the San José Bike Plan 2020 strategies** to coordinate with parallel planning efforts.

Also see circulation and streetscape goals, policies, and action items related to the bicycle network later in this chapter.



Modified cross street stop bars can improve safety for bicyclists and pedestrians at both signalized and unsignalized intersections



Complete sidewalks allow pedestrians contiguous access to adjacent building entrances and crosswalks



Mid-block crosswalks support the most desired path of pedestrian travel and humanize the scale of large commercial blocks

PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY

An appealing pedestrian environment is accessible and well connected. Improvements in this area aim to provide a complete pedestrian network for West San Carlos Street and the surrounding Urban Village area (see Figure 6:5).

Key Strategies

- **Provide a complete and contiguous sidewalk system** by installing continuous ADA accessible sidewalks at gaps in areas with poor sidewalk connectivity (see Figures 6:3 and 6:4).
- **Improve existing crosswalks at key intersections** along West San Carlos Street to create a safe and active pedestrian environment. Include upgrades such as textured or colored paving materials, high-visibility markings, illumination, advanced-stop bars, pedestrian crossing signs, and improvements to existing “pork chops”, where appropriate.
- **Explore locations for new crosswalk connections** along West San Carlos Street and Bascom Avenue to increase pedestrian connectivity and safety at intersections. Recommendations for Bascom Avenue should be confirmed as priority areas for improvement after completion of a more detailed traffic analysis (see Figure 6:4).
- **Consider all modes of travel where new safety elements and crosswalks are designed** to ensure that circulation patterns of autos, bicyclists, and pedestrians are safe and efficient. Use of Rectangular Rapid Flashing Beacons (RRFB) signals should be explored. RRFB signals allow for protected pedestrian crossings by providing LED flashing beacons in combination with pedestrian warning signs, to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk.
- **Explore locations for mid-block connections** to minimize block distances and connect desired paths of travel. Long distances between intersections make crossing busy streets challenging for pedestrians. Sometimes pedestrians cross at unsafe locations that offer a shorter path to a desired destination. Mid-block crosswalks can shorten block distances and enhance safety for the pedestrian (see Figure 6:4).
- **Locate bulb-outs in parking lanes at intersections and mid-block crossings** to narrow down the roadway, calm traffic, and create shorter pedestrian crossing distances.
- **Widen sidewalks along West San Carlos Street** to encourage ease of access, accommodate comfortable walkways, and provide space for shade trees.



Existing northeast view of the West San Carlos Street and Leigh Avenue intersection

Public improvements such as improved sidewalks, crosswalks, bulb-outs, and shade street trees in the parking lane will help to enhance the pedestrian environment along West San Carlos Street and catalyze future development in the area.



Figure 6:5 - Photosimulation of West San Carlos Street at Leigh Avenue looking northeast with public improvements that include wider sidewalks, improved crosswalks, shade trees, and planted bulb-outs in the parking lane



Creative green buffer strategies for providing quasi-public green open space with additional connectivity through private development are discussed in the Parks, Plazas, and Public Art Chapter.

PEDESTRIAN- AND BIKE-FRIENDLY GREEN OPEN SPACE

Neighborhood parks and other green open spaces can provide additional opportunities for connectivity. Creative strategies for increasing open space in the Urban Village are discussed in greater detail in the Parks, Plazas, and Public Art Chapter. Integrating green spaces throughout the Village, wherever possible, is a critical priority for increasing and enhancing much needed green space and providing improved bicycle and pedestrian connectivity.

Key Strategies

- **Create a green lattice** of open spaces woven into the existing neighborhood fabric.
- **Include well-distributed neighborhood parks, pedestrian plazas, and open spaces** connected by walkable and bikable streets.



Linear green open spaces can increase connectivity and offer more open space for the Urban Village



Wayfinding strategies can help promote local amenities, and guide visitors, workers, and residents to key destinations throughout the Urban Village

WAYFINDING

Wayfinding strategies can provide visual connections and convey the Urban Village's distinct image while orienting visitors, workers, and residents to various amenities and destinations in the surrounding area.

Key Strategies

- **Place wayfinding elements strategically** at area entry intersections, points of transition, and at other key nodes throughout the Urban Village.
- **Create welcoming gateway installations** at area entry intersections to signal entry/ departure from the Urban Village.
- **Utilize unique signage and lighting** to enrich character and improve safety of the Urban Village.
- **Integrate locally-inspired art** in wayfinding elements to cultivate community pride and leverage local artistic talent.



Gateway installations call attention to points of transition from one area to another and help define a sense of place



Public art installations created by local artists can help to enrich the character of a place



Existing southeast view of West San Carlos Street and Willard Avenue

Streetscape and wayfinding elements, coupled with utilization of underutilized space in the front and side setbacks of new development, help to provide a comfortable, safe, and walkable pedestrian environment that is vibrant and bustling with activity.



Figure 6:6 - Photosimulation of West San Carlos Street at Willard Avenue looking southeast—Public improvements, such as streetscape and wayfinding elements, help activate the street

CIRCULATION AND STREETScape GOALS, POLICIES, AND ACTION ITEMS

Goal CS-1: Ensure that all improvements to the roadway system enhance multi-modal mobility.

Policy CS-1.1: Plan, design, and construct new transportation improvement projects to ensure safe, attractive, and well-maintained facilities for motorists, transit riders, bicyclists, pedestrians, and people of all abilities.

Policy CS-1.2: Encourage street design standards that balance mobility for all transportation modes.

ACTION ITEM 1: Conduct a traffic study to determine the feasibility of implementing proposed policies.

Goal CS-2: Encourage use of public transit to enhance connectivity through the Urban Village and to surrounding destinations.

Policy CS-2.1: Support right-of-way design and pedestrian amenities that make it easier to access transit services and encourage transit use as a viable alternative to driving.

Policy CS-2.2: Coordinate with VTA to implement the Stevens Creek high-capacity urban transit project including two high-capacity urban transit

stations on West San Carlos Street.

Policy CS-2.3: Ensure that existing local and limited transit stops as well as future high-capacity urban transit stops along West San Carlos Street are enhanced with distinct signage, lighting, landscaping, and well-designed bus shelters.

Policy CS-2.4: Encourage a pedestrian-friendly environment that extends beyond the Village boundary by providing optimally-placed and reassuring wayfinding signage throughout the West San Carlos Urban Village.

Goal CS-3: Create a network of bicycle-friendly streets throughout the Urban Village.

Policy CS-3.1: Expand the bicycle network by adding Class II and Class III facilities within the Urban Village as per the San José Bike Plan.

Policy CS-3.2: Examine the feasibility of providing a bicycle route and traffic calming installations along MacArthur Avenue.

Policy CS-3.3: Implement safety improvements to existing bicycle routes in the Urban Village.

Policy CS-3.4: Enhance bicycle safety and environment by utilizing the most advanced technology (such as bicycle-friendly signal

detection) and including bicycle parking at transit stops.

ACTION ITEM 1: Locate bicycle racks at regular intervals of every 300 feet west of MacArthur along West San Carlos Street/Stevens Creek Boulevard.

ACTION ITEM 2: Ensure the coordination of planning efforts between the Planning Division and the Department of Transportation to align specific guidelines for improving bicycle facilities with the San José Bike Plan 2020 strategies.

Goal CS-4: Enhance the pedestrian environment and improve connectivity along and across West San Carlos Street.

Policy CS-4.1: Create a pedestrian-friendly boulevard along West San Carlos Street and improve access to schools, parks, neighborhood services, and transit stops.

Policy CS-4.2: Consider multi-modal users in all pedestrian improvement projects and include safety elements such as lighted crosswalks and RRFB signals.

Policy CS-4.3: Improve the streetscape environment with crosswalks, wide Americans with

Disabilities Act (ADA) accessible sidewalks, and amenities that enrich the pedestrian experience, such as landscape planters, broad canopy shade trees, improved lighting, and benches.

Policy CS-4.4: Provide 20-foot minimum sidewalk width along West San Carlos Street in all future development projects. Where the sidewalk in front of a development project falls short, the project must make up the difference so that the entire 20 feet is publicly-accessible and functions as a sidewalk.

Policy CS-4.5: All other streets should provide a 12- to 15-foot sidewalk width. Allow exceptions only in the case of economic hardship on shallow lots or constrained sites.

Policy CS-4.6: Prohibit the use of Palm trees in the public right-of-way.

STREETSCAPE DESIGN GUIDELINES

The public realm—composed of streets, sidewalks, and public open spaces such as neighborhood parks, pocket parks, and plazas—plays a crucial role in the vitality, perception, and livability of an area. The streetscape design guidelines for the West San Carlos Urban Village focus on specific strategies to encourage a multi-modal and pedestrian-friendly environment that will help foster an active and vibrant urban community. The guidelines address: **overarching public improvements; placemaking and “re:street” activation; and stormwater management and other sustainability practices.**

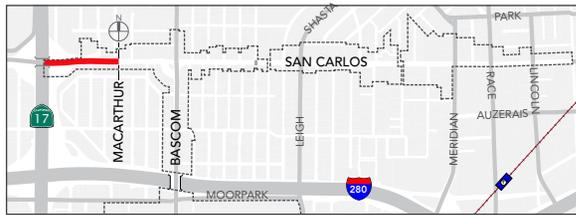
The design guidelines were developed in coordination with City staff and are intended to be consistent with the City of San José’s standard street dimensions to the maximum extent possible. The proposed guidelines aim to address right-of-way constraints and accommodate the varying and sometimes conflicting needs of automobiles, pedestrians, bicyclists, ADA requirements, and healthy trees.

Figure 6:7 - Stevens Creek Boulevard west of MacArthur Ave., existing (top), Phase I (middle), Phase II (bottom)

Overarching Public Improvements

The intent of these guidelines is to encourage and implement “complete street” concepts and design standards specifically for the redesign of West San Carlos Street, and also for adjoining local streets.

STEVENS CREEK BOULEVARD/WEST SAN CARLOS STREET - WEST OF MACARTHUR AVENUE



PHASE I PROPOSED IMPROVEMENTS

- Repurpose several blocks of parking (400 feet) near freeway ramps to provide space to stripe bike lanes that could potentially continue over Highway 17, connecting to Santana Row and destinations to the west.
- Plant additional broad-canopied, shade-providing street trees in the existing median, where possible.

PHASE II PROPOSED IMPROVEMENTS

- Gradually acquire right-of-way to widen sidewalks and add street trees as properties redevelop.

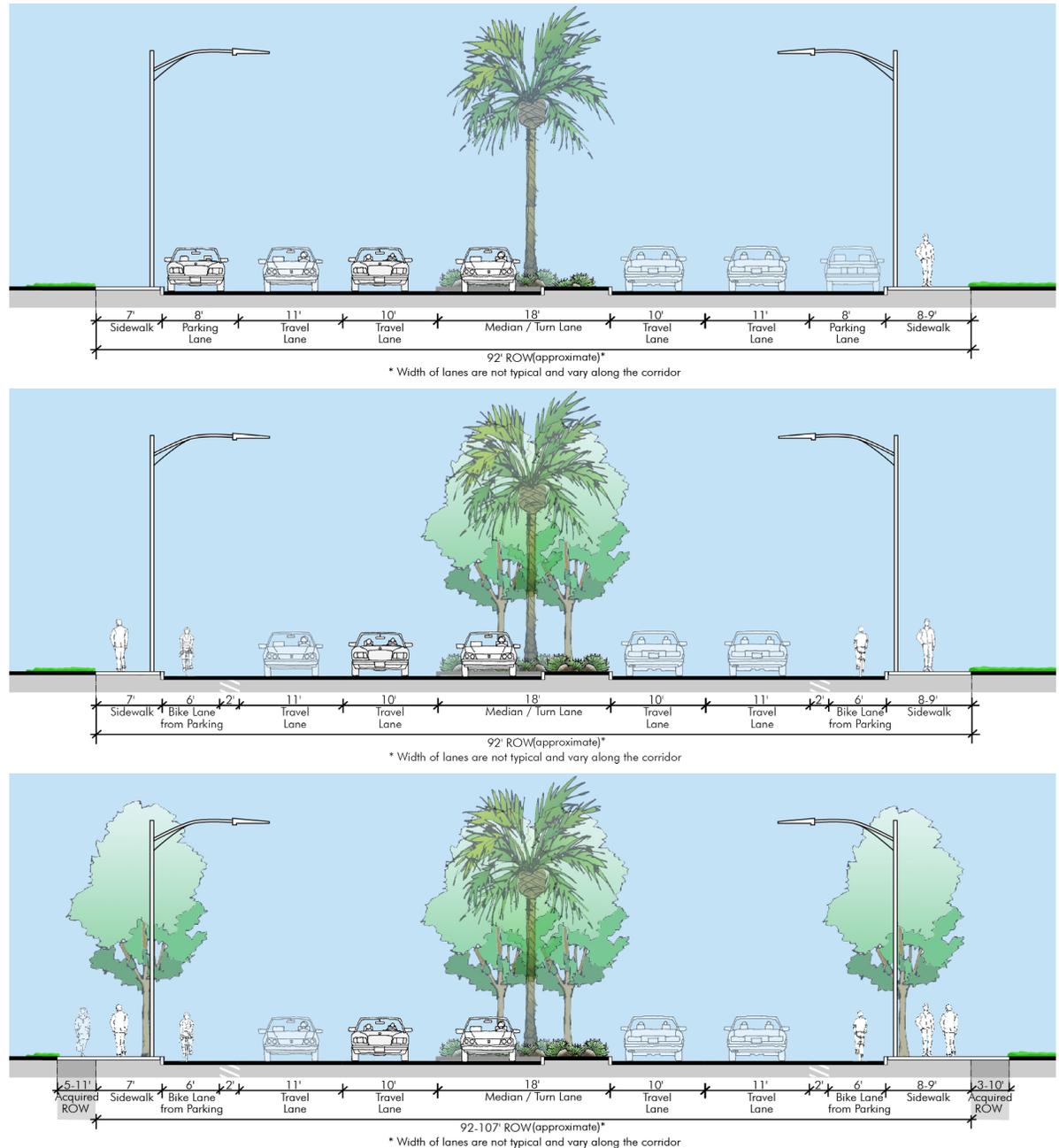
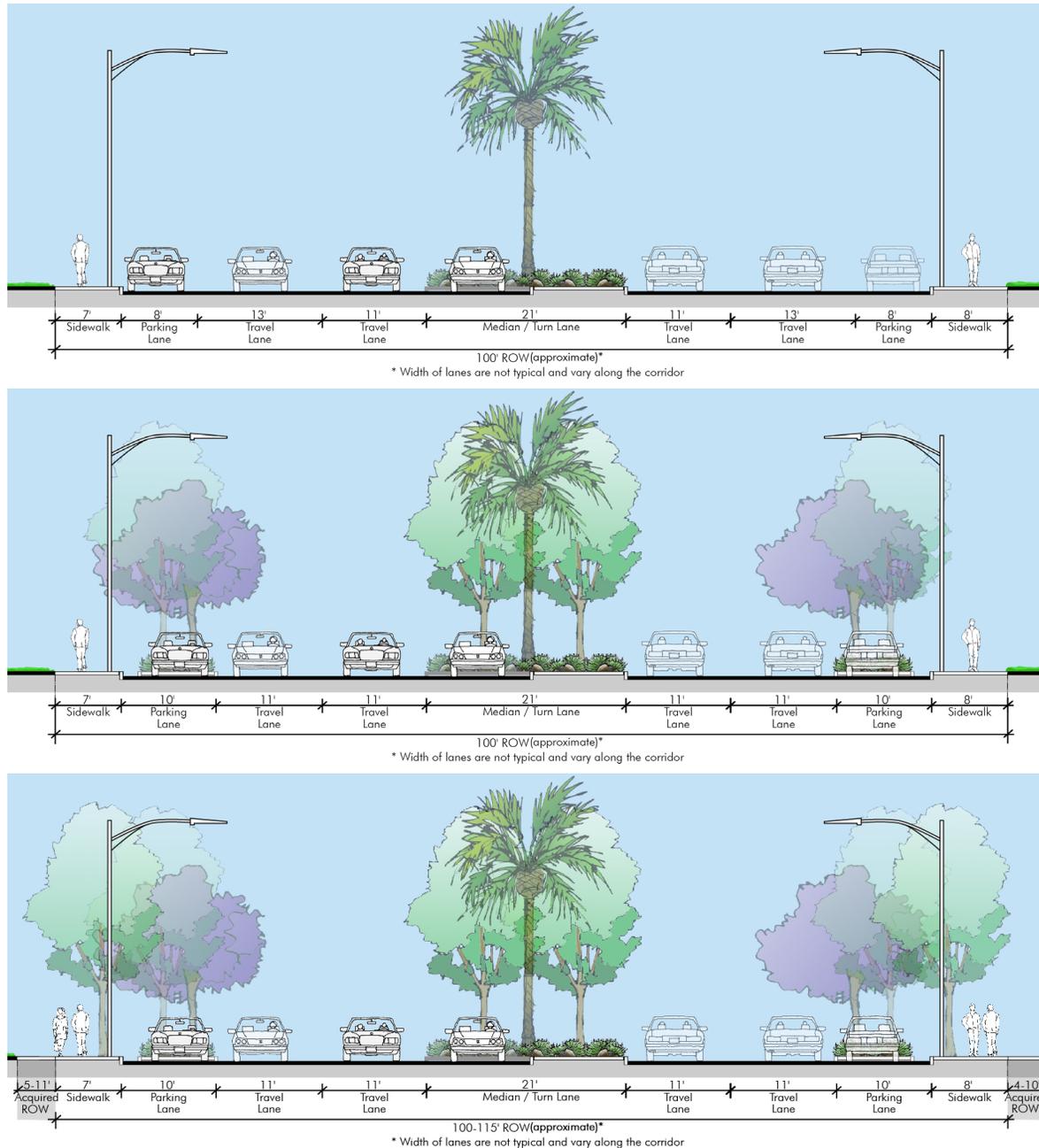


Figure 6-8 - West San Carlos Street east of MacArthur Ave., existing (top), Phase I (middle), Phase II (bottom)



STEVENS CREEK BOULEVARD/WEST SAN CARLOS STREET - EAST OF MACARTHUR AVENUE



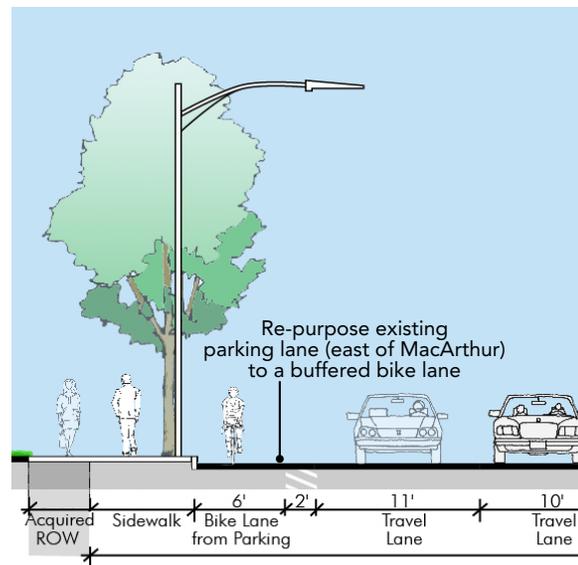
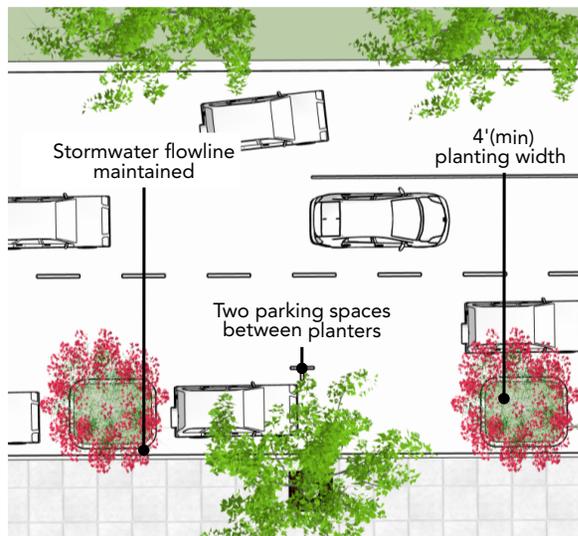
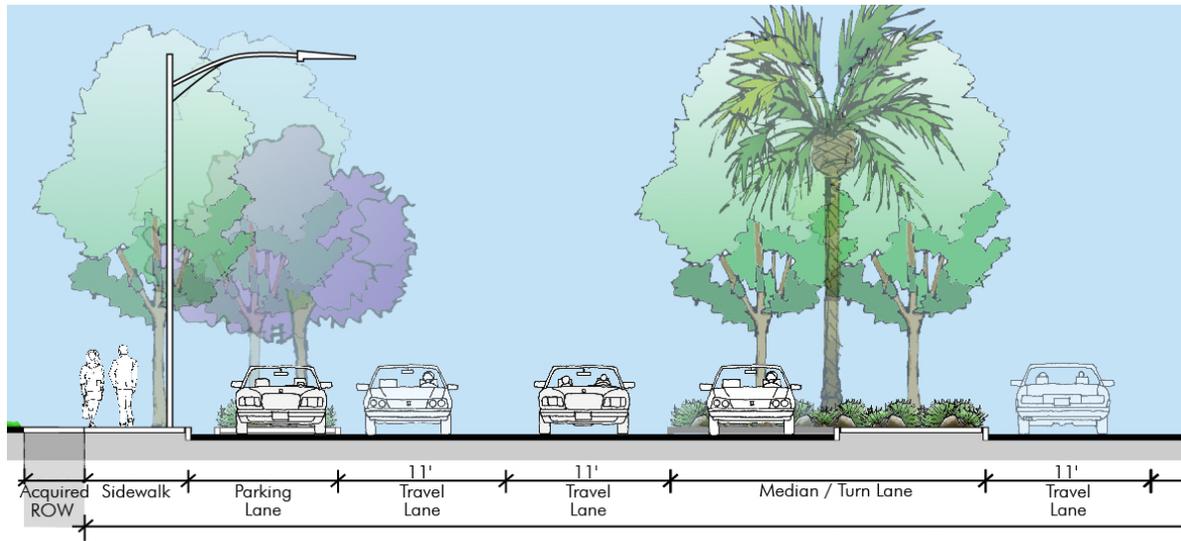
PHASE I PROPOSED IMPROVEMENTS

- Incorporate bulb-outs with street trees and landscaping at key locations in the existing parking lane.
- Add shade trees to the existing median to complement the existing Palm trees.
- Reduce the width of existing vehicular travel lanes to provide additional space for parking and street trees tucked into the parking lane, and reduce the crossing distance for pedestrians when bulb-outs are installed.

PHASE II PROPOSED IMPROVEMENTS

- As development occurs, acquire additional right-of-way to increase width of the sidewalks, providing space for a range of amenities such as street trees, seating, and outdoor dining.

Specific guidelines are presented on the following pages pertaining to roadways and parking, sidewalks, crosswalks, mid-block crossings, curb-cuts, bulb-outs, and medians.



ROADWAYS AND PARKING

1. Maintain the existing curb edge along West San Carlos Street to the extent possible.
2. Restripe all travel lanes to an 11-foot width and turn lanes to a 10-foot width along West San Carlos Street.
3. Allocate excess space in the roadway to the parking lanes and the median near intersections (see Guideline 2 above).
4. Provide bulb-outs in the parking lane at intersections and mid-block crossings.
5. Plant shade trees within the parking lane. If needed, maintain existing stormwater flow line through separated bulb-outs or planters.
6. Distribute tree plantings every two parking spaces.
7. Encourage a minimum four-foot clear planting area for all trees.
8. Repurpose existing parking lanes (west of MacArthur Avenue) along West San Carlos Street/Stevens Creek Boulevard to six-foot bike lanes with a two-foot buffer between the bike lane and adjacent travel lane.
9. Locate bike racks at regular intervals of every 300 feet along West San Carlos Street/Stevens Creek Boulevard.

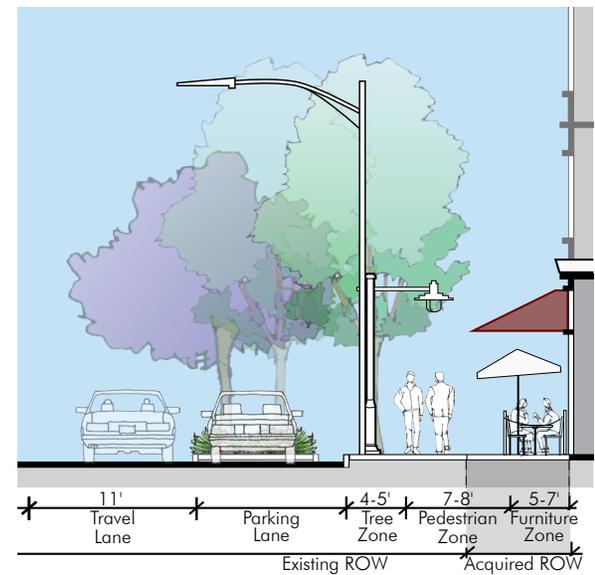
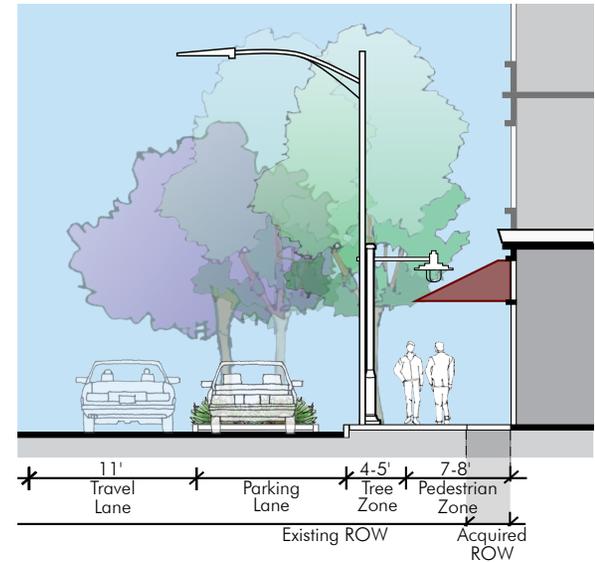
Roadways and Parking guidelines 1-4 (above), 5-7 (below left). Guideline 8 (below right) would only apply to a small portion of West San Carlos Street.

SIDEWALKS

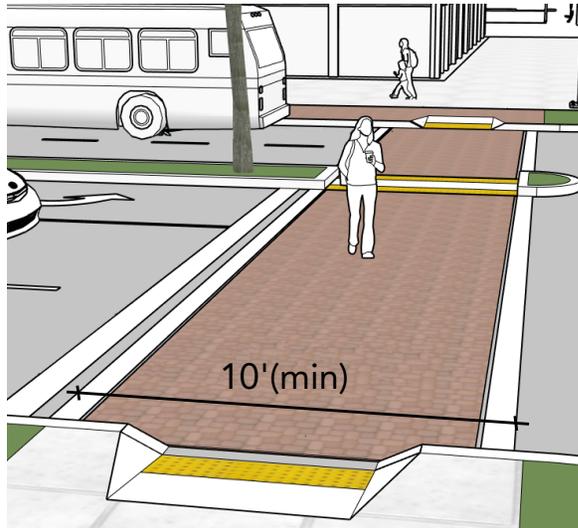
1. Ensure that all streets have continuous unobstructed ADA compliant sidewalks.
2. Plant trees within existing sidewalks that are nine feet or wider.
3. Design tree wells and planters to be a minimum of four feet wide to allow for healthy street trees.
4. Incorporate well-designed tree grates in tree wells.
5. Provide an 20-foot wide sidewalk wherever possible along the corridor and adjacent to ground floor uses that could benefit from adjoining outdoor spaces. This will allow for a five- to seven-foot wide street furniture zone with a seven- to eight-foot wide pedestrian zone, and a four- to five-foot wide tree zone for shade-producing trees.
6. Utilize a minimum 12- to 15-foot wide sidewalk in constrained situations where adjacent lots are less than a 100 feet deep. This is necessary to achieve a five- to seven-foot wide unobstructed pedestrian zone and a minimum four- to six-foot wide tree zone.
7. Select tree species for sidewalks consistent with the scale and design theme of the existing roadway segment and adjoining development.

Consider canopy shape (such as columnar or round) so as to not impede views of adjacent buildings, signage, pedestrian circulation, or emergency and service access.

8. Ensure sidewalks connect to bus stops and high-capacity urban transit stations.



Sidewalks guidelines 5 (above), 6 (below)



CROSSWALKS, MID-BLOCK CROSSINGS, BULB-OUTS, AND CURB-CUTS

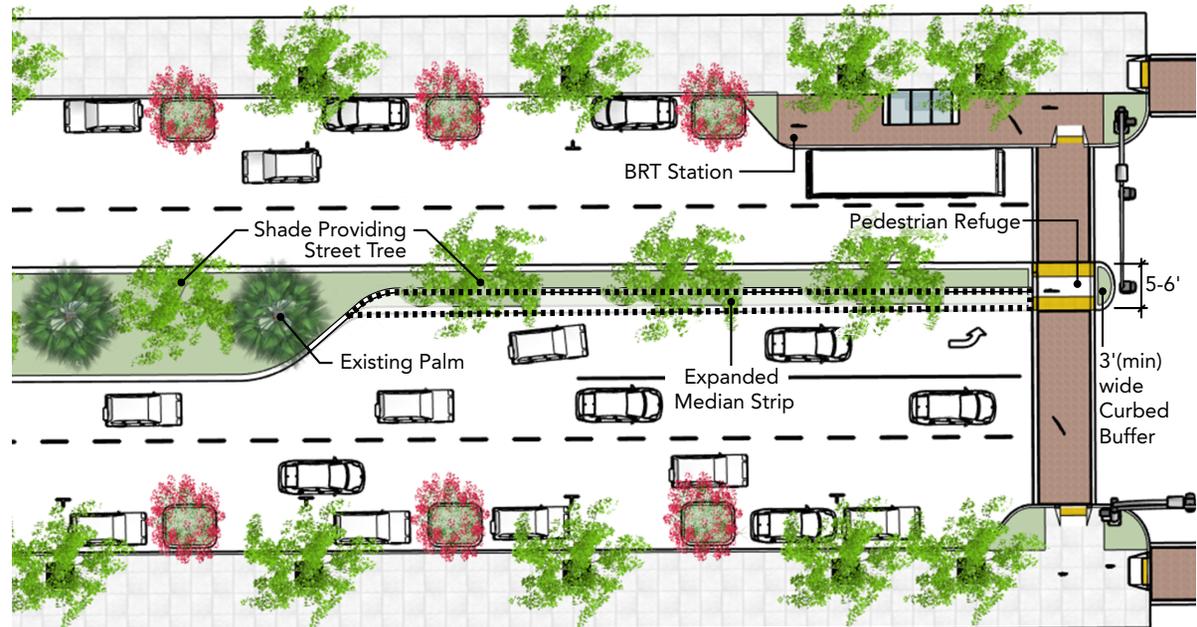
1. Provide minimum 10-foot wide crosswalks at all controlled intersections, at intersections of key streets, and other mid-block crossings.
2. Ensure all crosswalks have ramps with warning strips that are ADA compliant.
3. Locate mid-block pedestrian-crossing facilities along West San Carlos Street to support direct and desired pedestrian routes that connect to destinations such as new site developments and transit stations.
4. Provide bulb-outs within the parking lane at all crossing points along West San Carlos Street.
5. Eliminate redundant curb cuts wherever possible along West San Carlos Street to minimize pedestrian and automotive points of conflict and encourage efficient ingress and egress of automotive circulation.
6. Use special paving materials, colors, and/or patterns to heighten crosswalk visibility.
7. Explore use of in-pavement flashers, flashing crosswalk signage, and RRFB signals at key intersections and proposed mid-block crossings to improve pedestrian safety.



Crosswalks, Mid-Block Crossings, Bulb-outs, and Curb-cuts guidelines 1 and 2 (above), 4 (below)

MEDIANS

1. Expand median strips at intersections with allocated space from turning lanes (as they approach crosswalks). This should create a flush five- to six-foot wide pedestrian refuge in the crosswalk (see Guideline 3 in Roadways and Parking).
2. Provide a minimum three-foot wide curbed buffer along the outside edge of the crosswalk at the pedestrian refuge to protect pedestrians from oncoming traffic in left turn lanes.
3. Locate warning strips in the crosswalk at the edges of pedestrian refuges.
4. Plant shade trees in between existing palm trees, and in the widened median strip next to the turning lane at intersections along West San Carlos Street.
5. Select tree species consistent with the scale and design theme of existing median segments, and prohibit the use of Palm trees.



Median guidelines 1-4 (above)



Placemaking and “re:Street” Activation

These guidelines encourage rethinking use of the street (“re:Street” approach) to incorporate active public spaces wherever possible. Mini-parks, pocket plazas, or other small gathering spaces could be integrated along sidewalks, in medians, or other areas of the public right-of-way, accented with placemaking features such as distinct materials, street furniture, wayfinding, and street lighting elements.

RE:STREET APPROACH

1. Provide space for a range of social activities that appeal to various ages including adults, teens, and children.
2. Encourage inclusion of temporary market areas for vendors (such as food trucks and retail kiosks in parking lanes) to support commerce within the public right-of-way.
3. Explore urban agriculture on residual spaces of the public right-of-way in high-density neighborhoods where access to private open space is scarce.



Placemaking requires careful consideration of materials, furniture, lighting, and wayfinding elements



re:Street Approach guideline 1 (below middle), 3 (below right)

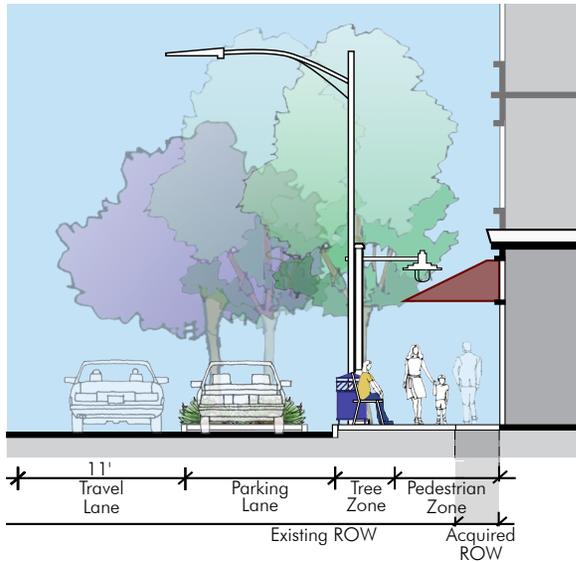


DISTINCT MATERIALS

1. Create a unique design palette for streetscape materials and landscaping in each “character area” identified in the Land Use and Urban Design Concept chapters. Include a variety of colors, patterns, textures, and fragrances for both paving and plantings, and consider durability, appearance, and maintenance through all seasons.
2. Utilize planting variety and placement such as accent trees planted closer together to announce gateway locations, key nodes, and transitions between character areas within the West San Carlos Urban Village.
3. Incorporate paving pattern, color, and texture in sidewalks, crosswalks, plazas, bulb-outs, and pedestrian refuges to give identity to each area.

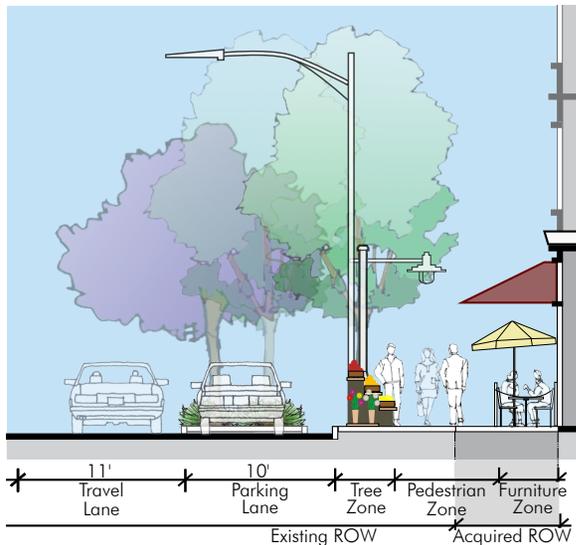


Distinct Materials guidelines 2 (above), 3 (below)



STREET FURNITURE

1. Provide seating, trash receptacles, and shade elements at key nodes along West San Carlos Street.
2. Promote outdoor dining and display of selected goods (such as fruit and vegetable stands, flowers, clothing racks, etc.) on sidewalks where sufficiently wide, to activate the streetscape.
3. Explore opportunities for artistic design of bicycle racks, trash receptacles, seating, lighting posts, and utility boxes.
4. Work with VTA to provide and design iconic shelters that are safe and transparent at all high-capacity urban transit stations and at existing bus stops where sufficient right-of-way exists.
5. Install public art pieces within the West San Carlos corridor utilizing gateway areas, medians, bulb-outs, pocket plazas, and/or wide sidewalk spaces as installation space.
6. Consider creating a cohesive series of art pieces either by theme, artist, style, or materials to enrich the Urban Village character.



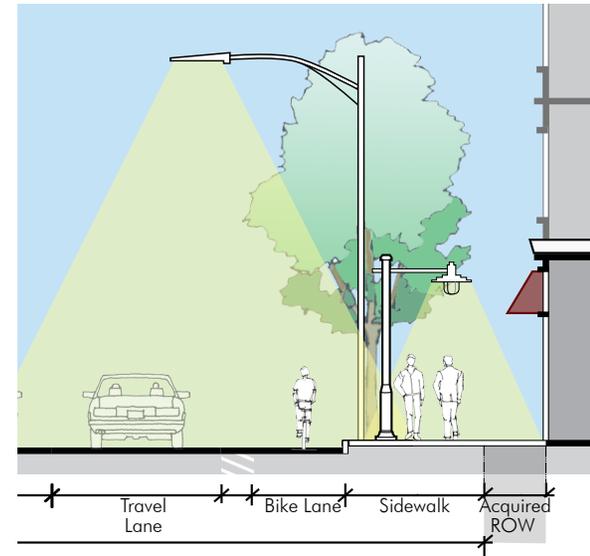
Street Furniture guidelines 1 (above left), 2 (below left), 3 (above right), 4 (below right)

WAYFINDING ELEMENTS

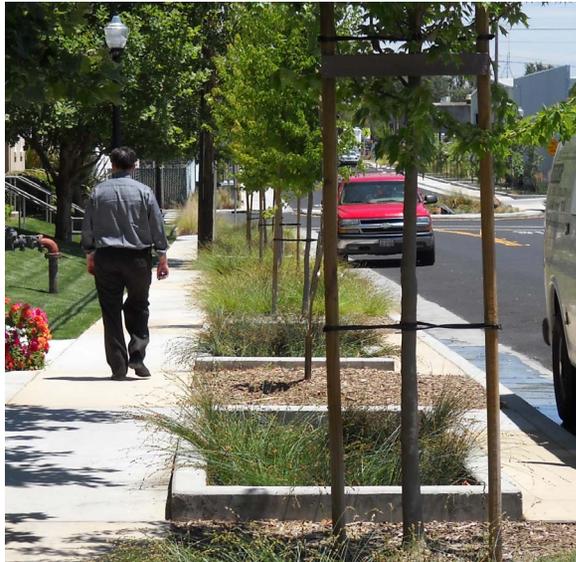
1. Reflect the mid-century sensibility of existing architecture and signage within the West San Carlos Urban Village when designing new wayfinding elements. This will maximize visual recognition and enhance the unique character of the Urban Village.
2. Employ wayfinding elements such as monumental gateway features and directional signage to guide vehicular, pedestrian, and bicycle circulation throughout the area.
3. Locate wayfinding elements in gateway designated areas, tree and furniture zones of sidewalks, bulb-outs, medians, and other planted areas in public space at key locations within the Urban Village to facilitate connectivity.

STREET LIGHTING

1. Provide both pedestrian-oriented and automobile-oriented street lighting.
2. Prioritize pedestrian-oriented lighting along all pathways and open spaces to meet established lighting standards, and to provide a safe and comfortable pedestrian environment.



Wayfinding guidelines 1 (bottom left), and 2 and 3 (bottom right); Street Lighting guideline 1 (above)



Stormwater Management guideline 1 (above);
Sustainability Practices guideline 6 (below)

Stormwater Management and Other Sustainability Practices

The intent of these guidelines is to encourage best practices in managing the impacts of stormwater runoff, and in implementing urban neighborhood sustainability measures.

STORMWATER MANAGEMENT

1. Encourage landscaped stormwater-collecting planters where possible (such as along sidewalks, in medians, bulb-outs, parks and plazas) to improve percolation and minimize stormwater runoff.
2. Use low-maintenance native or drought tolerant plant species in streetscape landscaping to minimize water consumption and maintenance.
3. Minimize the use of impervious surfaces with permeable paving materials or porous asphalt around tree wells, along parking lanes and in surface parking areas to increase infiltration of stormwater.

SUSTAINABILITY PRACTICES

1. Consider a forward-thinking waste management strategy for the Urban Village, and include recycling receptacles with street furniture.
2. Encourage use of building materials and street furniture made from recycled materials.
3. Incorporate light pollution reducing strategies when selecting and/or designing lighting elements.
4. Explore integration of solar and wind energy technology with design and selection of street furniture and lighting.
5. Work with VTA to incorporate energy-efficient technology (such as solar and wind) when considering new transit facilities.

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Implementation



CHAPTER 7:

Implementation

INTRODUCTION

This Chapter provides the framework for the implementation of the West San Carlos Urban Village Plan (“Plan”). The private development community will play a key role in the implementation of this Plan as it relies on development investment within the Plan area to achieve the identified improvements and many of the Plan’s goals. While some sites in the Plan may generate early development interest, others could take significantly longer and implementation of the entire West San Carlos Urban Village (“Urban Village”) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Plan.

The City of San José (“City”) does not have the level of resources needed to achieve the capital improvements identified in this Plan. Nevertheless, there are other steps the City can take to implement the Plan, including rezoning property within the Urban Village boundary to facilitate development consistent with the land use and urban design policies of this Plan.

Implementation topics covered in this Chapter include:

- Consistency with the General Plan
- Land Use Regulation
- Zoning
- Consistency with the Urban Village Implementation Framework
- Implementation Policies

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Urban Village Implementation Framework	112
Implementation Priorities	117
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Easily accessible bicycle facilities can encourage more healthy mode shifts

Consistency with the General Plan

The West San Carlos Urban Village Plan is consistent with the Envision San José 2040 General Plan, and furthers implementation of the General Plan’s Urban Village Major Strategy. The Urban Village Major Strategy was established as the policy framework to focus new job and housing growth to create walkable and bike friendly Urban Villages with good access to transit, services, amenities, and other existing infrastructure and facilities.

The General Plan phases the development of Urban Village areas into three development Horizons. The West San Carlos Urban Village Plan is part of the first Horizon of the Envision San José 2040 General Plan to facilitate near-term redevelopment.

This 129-acre area represents a major commercial strip connecting the key nodes of Downtown San José, Diridon Transit Center, and Santana Row/Valley Fair Mall. The Valley Transportation Authority (VTA) is planning High-Intensity Urban Transit service along West San Carlos/Stevens Creek Corridor,

connecting Downtown San José and San José State University with Cupertino and De Anza Community College. Given this location and access to transit, the West San Carlos Urban Village area is anticipated to experience significant new development and growth in the coming years.

Land Use Regulation

The West San Carlos Urban Village Plan is a long-term plan for new development within the Plan area and has the same implementation timeframe as the Envision San José 2040 General Plan. New development within the boundaries of the Urban Village must conform to the standards included in this Plan, the most important of these standards being land use. The City of San José has the following two primary land use controls (among others such as specific plans, area development plans, etc.) that guide future development: 1) General Plan Land Use Designations, and 2) Zoning Districts found in Chapter 20 the Municipal Code. With the adoption of this Plan, the land use designations identified on the Land Use Diagram of this document are also incorporated

into the Envision San José 2040 Land Use/Transportation Diagram. Any future changes to the land use designation in the Plan will require an amendment to the Envision San José Land Use/Transportation Diagram.

The General Plan land use designation identifies locations, types, and intensities of future development. New development is required to conform to the General Plan land use designation, which may require a rezoning of the property as part of the entitlement process for a proposed project; this Plan does not change the Zoning Districts to be consistent with the land use designations in the General Plan and this Plan.

Zoning

The City does not redevelop properties, but the City can and should take proactive steps to encourage development in the corridor. One key step will be to rezone the corridor with a zoning district that is consistent with the design guidelines and land uses policies of this Plan and will further the goals of this Plan. Rezoning the properties in the West San Carlos Urban Village would remove a major entitlement hurdle

for urban, pedestrian-oriented development. Presently, multiple commercial and residential zoning districts are applied to properties within the West San Carlos Urban Village boundary. However, the Commercial Pedestrian (CP) Zoning District is applied to most of the properties within the West San Carlos Urban Village boundary. This district promotes the construction of a more urban, pedestrian-oriented development by requiring a small front setback.



Large setbacks allow for landscaping as well as ample room for pedestrians

URBAN VILLAGE IMPLEMENTATION FRAMEWORK

This Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools.

The City's established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Plan. The public projects/ improvements identified in the Plan are listed below with a discussion on existing funding and implementation tools.

Parks and Plazas

The goal of maintaining, enhancing, and expanding parks and plazas within the Plan area is discussed in the Parks, Plazas, and Placemaking Chapter of this Plan. Public parks and plazas are overseen by the City's Department of Parks, Recreation, and Neighborhood Services (PRNS). PRNS has a number of approaches to the development and financing of new public parks and plazas, all of which contribute to the PRNS's Capital

Improvement Program (CIP):

- The Parkland Dedication (PDO) and Park Impact (PIO) Ordinances
- Construction and Conveyance Taxes (C&C)
- Outside funding sources from grants, gifts, and other agencies like the County and State.
- Cooperative and Joint Use Agreements (most often with school districts or other public agencies)
- Bond Funding (when available)

The PRNS Capital Improvement Program implements the Parks and Community Facilities component of the City's Adopted Capital Budget, which is approved by Council each June for the following fiscal year. The CIP is comprised of park, trail, and recreation facility projects throughout the City and is planned over a five year forecast; the most recent 2016-2021 Adopted CIP includes approximately \$309 million in open space and park projects. Projects within the CIP are financed through a variety of

funding mechanisms, described below. The City is, however, constantly in search of new tools to improve the City's park, trail, and recreational facilities, as well as vital services offered through PRNS.

Streetscape Amenities and Circulation Improvements

Many streetscape and circulation improvements are identified in the Circulation and Streetscape chapter of this Plan. The proposed streetscape amenities and improvements presented exceed the standard transportation requirements of the City of San Jose's Department of Transportation (DOT), and are not included in the DOT's Capital Improvement Plans (CIPs) that fund street improvements and maintenance.

Street and public infrastructure projects will need to be financed and implemented through a combination of public and private funding mechanisms. Through the entitlement process for new construction, a developer will be required to plant street trees where they do



Parks and plazas are great places for the community to gather throughout the day



Providing spaces for children to play can help bring a community together

not exist in front of their development, as well as dedicate right-of-way as necessary for the widening of the sidewalk. In some instances, private developers could propose funding identified improvements because these improvements would add substantial appeal to their projects. Such improvements could include special pedestrian scale streetlights, sidewalk furniture, corner curb bulb-outs, enhanced landscaping or public art. Street improvements could also include Green Infrastructure. Green Infrastructure incorporates stormwater management techniques into the built environment through enhanced landscaping and pervious surfaces rather than channeling water directly to the storm system.

Regional, State and Federal funds are another potential funding source for the implementation of streetscape and circulation improvements. These sources do not, however, typically fund all on-going maintenance costs. To fund maintenance costs, as well as the capital improvement costs for additional services required by new development, a Special Financing District could be formed for the West San Carlos Urban Village.

Public Art

The integration of public art within this Urban Village is a placemaking strategy of the Plan. Public art can play a key role in reinforcing the visual identity of the area and add significant value to both public infrastructure and private development.

The City's public art program allocates one percent of all eligible City of San José capital project costs towards the design, fabrication and installation of public artwork to enhance the design and add to the character of the community served by its capital improvements. Public art funds within the City are managed by the Public Art Program/Office of Cultural Affairs, and specific projects are implemented in collaboration with stakeholders and capital project managers. Public art projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case by case basis. For example, VTA funded the public art enhancement program as part of the Bus Rapid Transit project along the East Santa Clara and Alum Rock Avenue corridor.

While there is currently no private development funding requirement for public art, the inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. For this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.

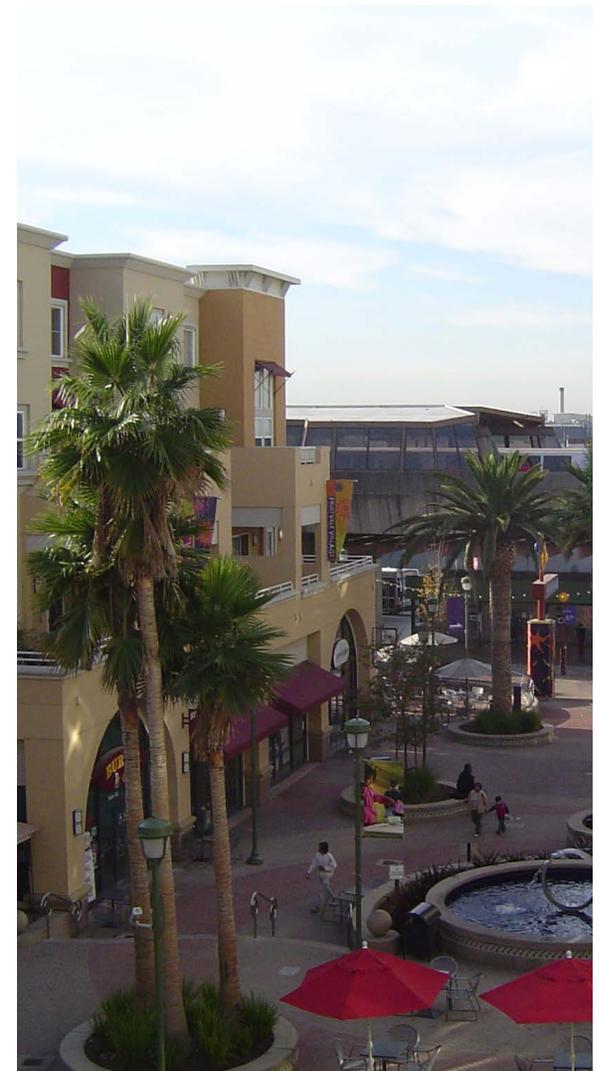
A Special Financing District, such as a Business Improvement District, which has been established in Downtown San José and the Willow Glen neighborhoods, could be a resource for the creation and maintenance of public art and other amenities.

Affordable Housing

Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the Envision San José 2040 General Plan. In addition, the Plan also contains a policy to integrate affordable housing within the Urban Village. While sources of funding now exist for creating more affordable housing, additional measures are needed to encourage its production.

There are both financing and programmatic tools available to increase the amount of affordable housing in San José. The financing tools include Tax Exempt Bond Financing, where developers of mixed-income or 100% affordable rental properties can work with the City to issue tax-exempt bonds, the proceeds of which are administered as loans by conventional lenders. Developers that build 100% income-restricted housing can assemble a variety of funding sources to finance their project, including federal and state low-income housing tax credits, tax-exempt bond financing, federal project-based rental vouchers, and low-cost “soft” financing subsidies from the City, County, State, and the Federal Home Loan Bank. The availability of some tax credits and most subsidy sources is typically very limited and not predictably available in all locations or at a large scale.

Two programmatic tools that support the development of affordable housing are the City’s Inclusionary Housing Ordinance and its Affordable Housing Impact Fee. On January 12, 2010, the City Council approved an Inclusionary Housing Ordinance which requires that new for-sale residential developments of 20 or more



POPOS can add more vibrancy and opportunity to a development



Space for sidewalk activity makes an area more enjoyable for all users

units include housing affordable and price-restricted for moderate-income purchasers. Developers may satisfy their Inclusionary Housing requirement by providing 15% affordable homes on-site within their projects, or through a variety of developer options including off-site construction of 20% affordable units, payment of the in-lieu fee, dedication of qualifying land in lieu of construction, purchasing surplus inclusionary housing credits from another developer, the acquisition and rehabilitation of existing units, providing deed-restricted units that are available to lower-income households through agreement between the developer and the U.S. Department of Housing and Urban Development, or any combination of these methods that will achieve the requisite amount of affordable housing. Because of litigation over the validity of this ordinance, the City was only able to implement this requirement in 2016 after it prevailed in the lawsuit.

With regard to market-rate rental housing, the City Council adopted the Affordable Housing Impact Fee (AHIF) Program on November 18, 2014, and which took effect on July 1, 2016. AHIF requires new market-rate rental housing

developments with three or more apartments to currently pay a one-time Affordable Housing Impact Fee of \$17 per finished livable square foot. The City will use collected fees to subsidize the development of restricted affordable housing in San José for units serving prescribed income levels.

IMPLEMENTATION PRIORITIES

As it is anticipated that there will continue to be strong interest in building new housing in San José and in the West San Carlos Urban Village area, the Urban Village Implementation Framework, when adopted by the City Council, will be the mechanism to require the community's desired amenities as part of a project. The UVI Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Village.

The following is the list of public improvements and amenities that are desired by the community in priority order, with the percentage of community votes in parentheses, and the UVA program could be used to provide these as part of development projects:

PARKS, PLAZAS, AND PASEOS (TIED 14%)

Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces.

STREETSCAPE IMPROVEMENTS (TIED 14%)

Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond.

COMMERCIAL SPACE FOR EXISTING AND NEW MOM AND POP BUSINESSES (11.9%)

Development projects could include commercial space that is specifically affordable to small businesses as well as leasing commercial space at an affordable rate to small businesses.

PRESERVATION OF HISTORIC AND UNIQUE BUILDINGS (11.6%)

Development projects could preserve historic and unique buildings by integrating them into the project.



Pop-up events can attract new users to an area



Interactive art beautifies a space and can make it safer

AFFORDABLE HOUSING (21%)

Market rate projects could provide affordable housing units above and beyond City ordinance requirements. Projects that are 100% affordable would not need to provide additional amenities, but would need to be consistent with the goals and policies of this Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Plan.

PRESERVATION OF NEON AND OTHER HISTORIC SIGNAGE (9.5%)

Development projects could preserve neon and other historic signage by integrating the signage into the project.

BETTER PEDESTRIAN CONNECTIONS THROUGHOUT THE URBAN VILLAGE (6.7%)

There is a strong desire to create better pedestrian connections throughout the Urban Village. Ideas include connections to parks and trails, new or enhancement of crosswalks, creation of mid-block crossings, publicly-accessible paseos and plazas, etc.

PARKLAND (6.1%)

Developers may contribute more than what is

required of the project through the Parkland Dedication Ordinance (PDO) and Park Impact Ordinances, whether it be additional in-lieu fees, land dedication, or turn-key improvements or a combination thereof.

PUBLIC ART/PLACEMAKING PROJECTS (4.6%)

To encourage the integration of public art and placemaking features within the South Bascom Urban Village, development could incorporate public art and placemaking features within the given project, or contribute money to fund public art or placemaking features elsewhere within Urban Village area.

DEVELOPMENT OF COMMERCIAL SPACE (4.3%)

Should a residential mixed-use project construct 50% or more commercial space than required under this Plan, it can be considered as an amenity. Other potential amenities could include designing and building commercial space that is specifically affordable to small businesses, leasing commercial space at an affordable rate to small businesses, providing the space and infrastructure for a farmer's market, or providing a space specifically for food trucks.

**IMPROVE BICYCLE INFRASTRUCTURE
(3.4%)**

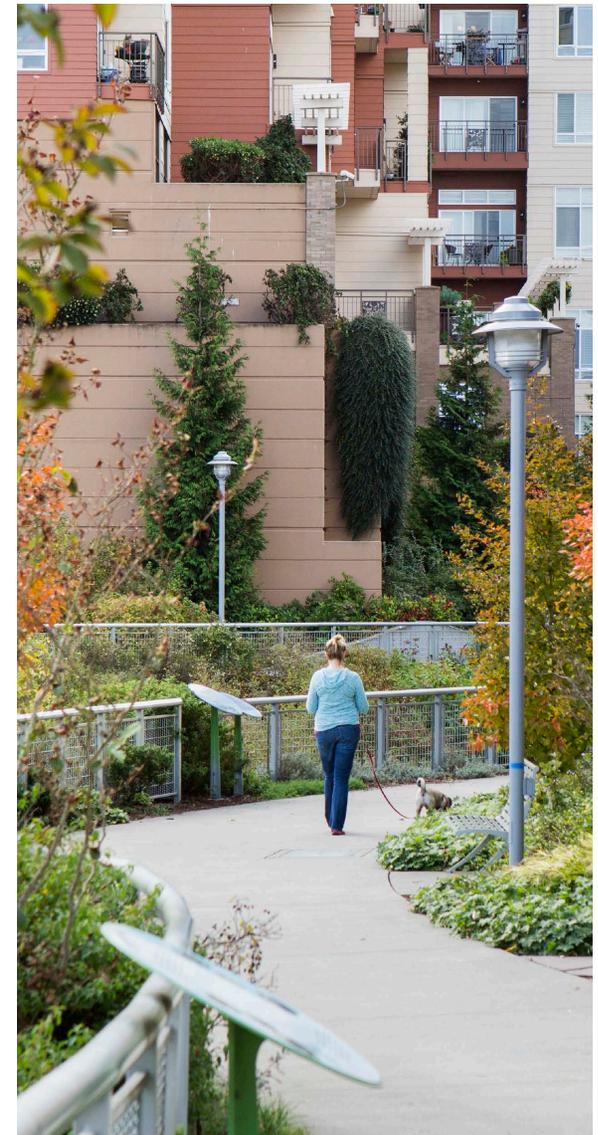
Development projects could either install bicycle infrastructure (i.e., bicycle lanes) or financially contribute to on-going or future bicycle improvements.

**UPGRADE/IMPROVE EXISTING BUS
STOP FACILITIES (2.4%)**

Development projects may build or contribute to upgrades including real-time signage, lighting, trash cans, seating, shelters, and poles.

**SUPPORT FOR LIVE ARTS/CULTURAL
EVENTS (SMALL SPACE) (1.2%)**

Development projects could design sites with space for a cultural, gathering, or entertainment areas.



Meandering paths can allow for more relaxation and attract more users

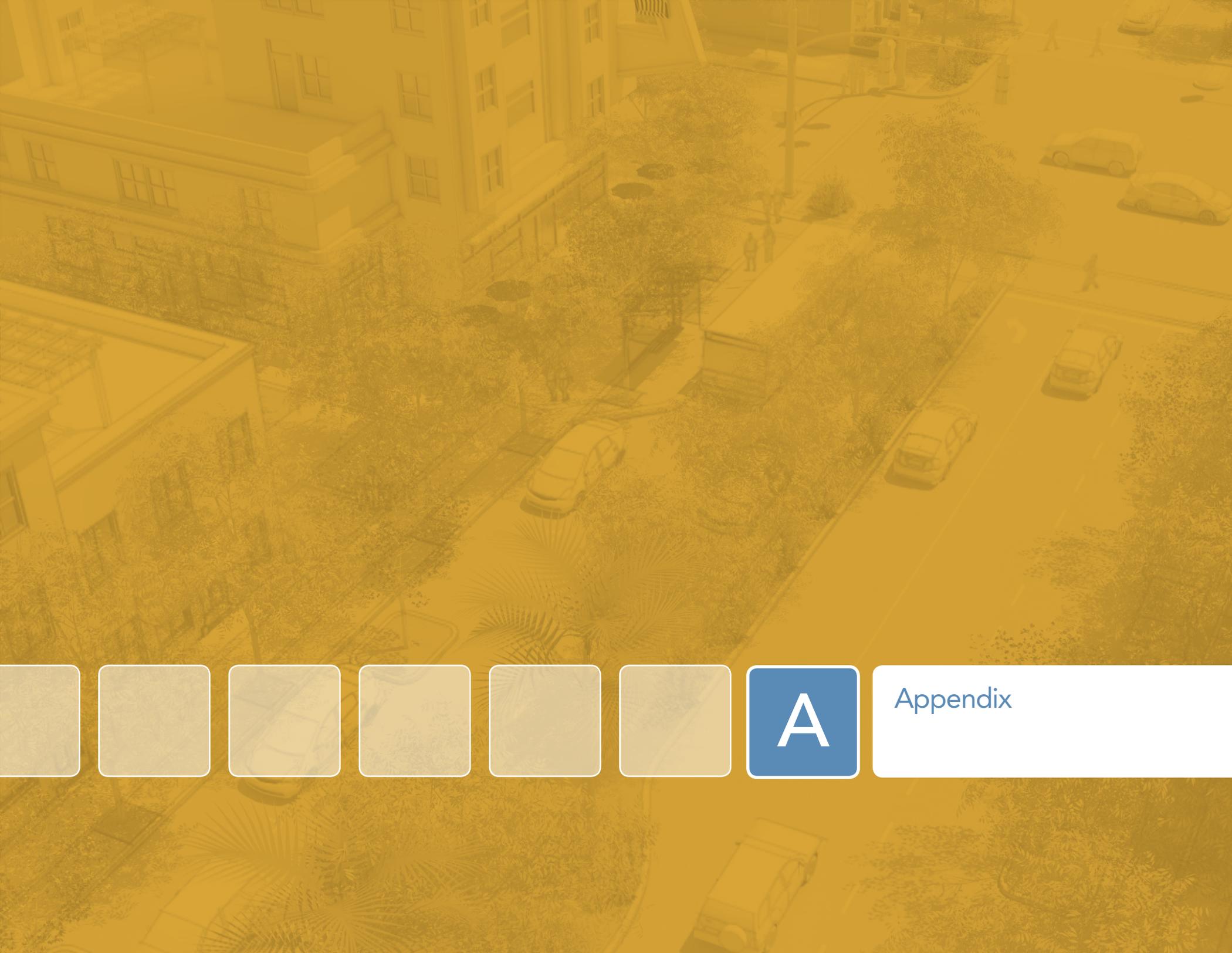
IMPLEMENTATION



POLICIES

Implementation Policy 1.1: Projects must conform to the Urban Village Implementation Framework, when adopted by the City Council.

Art can be integrated into everyday spaces to make it more attractive and fun



Appendix



APPENDIX A

West San Carlos Streetscape Prioritization Plan

This Appendix contains options for streetscape improvements developed for West San Carlos Street. It contains a summary of streetscape improvement projects and order-of-magnitude costs, a discussion of feasibility considerations, and recommendations for prioritizing projects.

PROPOSED PROJECTS AND ESTIMATED COSTS

The following summarizes the five streetscape improvement projects, along with a discussion on the assumptions made during the cost-estimating process.

Streetscape Improvement Projects

Significant components for each project are listed below. Potential phasing opportunities are also included where applicable.

INTERSECTION IMPROVEMENT AT BASCOM AVENUE (TWO OPTIONS) | \$1,321,750

The proposed design includes:

- Right turn lane and porkchop removal at three of the four corners.
- Traffic signal relocation and upgrades on all corners.
- Curb extensions with ADA curb ramps and decorative pavers on all four corners.
- Bioretention areas installed on all corners, with a larger facility on the northwest corner of West San Carlos.
- The second option includes Class II bike lanes on Bascom Avenue. At local bus stop locations, the Class II bike lane converts to Class III bike route for approximately 150 feet due to road width constraints. Bike lane striping and marking on Bascom Avenue would be an additional \$1200 for study area.

INTERSECTION IMPROVEMENT AT SHASTA AVENUE/LEIGH AVENUE | \$896,962

The proposed design includes:

- Traffic signal relocation and upgrades on all corners.

- Curb extensions with ADA curb ramps on all four corners.
- Bioretention areas installed on all corners, especially significant ones on the northeast and southwest corners on West San Carlos that stretch most, if not the entire block.
- Pedestrian refuge islands protected by a median nose within the crosswalks on West San Carlos.
- Because Shasta and Leigh Avenues are proposed Class III Bike Routes, sharrow markings on the pavement in the outer travel lanes are included in the design.

MID-BLOCK CROSSING IMPROVEMENT AT MENKER AVENUE | \$223,707

The proposed design includes:

- Curb extensions with ADA curb ramps installed on the both ends of the mid-block crosswalk, and on either side of the Menker Avenue crosswalk.
- Relocation of the existing pedestrian refuge island in the existing median surrounded by new planting.
- Street tree planters located in the southside parking lane.
- Bioretention area on the northside of the street.

As far as phasing, both the street tree planters in the parking lanes and the curb extensions on Menker Avenue can be constructed as separate projects from the mid-block crosswalk.

NEW MID-BLOCK CROSSING AT MULLER PLACE | \$186,503

The proposed design includes:

- A pedestrian-controlled rapid flashing beacon at the mid-block crosswalk.

- A pedestrian refuge island in the existing median surrounded by new planting, with a control for the rapid flashing beacon.
- Street tree planters located in the parking lanes on both sides of the street.
- Curb extensions with ADA curb ramps on either end of the mid-block crosswalk.

As far as phasing, street trees in the parking lanes can be constructed as a separate project from the mid-block crosswalk.

INTERSECTION IMPROVEMENT AT RACE STREET | \$946,763

The proposed design includes:

- Curb extensions with ADA curb ramps on all four corners, with bioretention areas on three of the four corners and decorative pavers on two of the four corners.
- Removal of the right turn lanes and pork chops.
- Traffic signal relocation and upgrades on all corners.
- Pedestrian refuge islands protected by a median nose within the crosswalks on West San Carlos.
- Because Race Street is a proposed Class III Bike Route, sharrow markings on the pavement in the outer travel lanes are included in the design.

Because the proposed east side could still function with the existing west side configuration, the implementation of the proposed intersection could be phased. The east side, which is less expensive than the west side, could be installed first.

Key Cost Assumptions

Cost assumptions are noted in the attached cost estimate table, Appendix A, and key assumptions are listed below.

- Any continuation of the proposed design concept (e.g. sidewalk or bioretention/planting area extensions) outside of the study areas is not included in the cost estimate.
- Local bus stop relocations or new BRT stops are not included in the cost estimate, with the exception of the curb and driveway extension on the northwest corner of the Bascom Avenue intersection.
- Bioretention areas are engineered planting areas, with deepened curbs, curb cuts, moisture barrier, perforated pipe connected to storm drains, and plant material suitable to periods of both flooding and drought.
- Lane striping and road markings, except for crosswalks, are included as a lump sum for the area shown in the drawings and does not include the continuation of any striping for roads outside the study area.
- Resurfacing asphalt within the study area is not included in the cost estimate.
- Miscellaneous costs for each project site include:
 - Irrigation System – as a \$15-25,000 lump sum – for a new meter, trenching, sleeve crossings, and utility connections.
 - Mobilization – as 5% of construction costs.
 - Utilities – as 10% of construction costs – for location/avoiding utilities and potholing.
 - Traffic Handling and Storm Water Pollution Prevention Plans (SWPPP), including survey and layout – as 5% of construction costs.
 - Plans, Specifications, and Estimates (PS&E) – as 10% of construction costs – for final engineering construction documents and construction administration.
- Street light standards (refurbished with pedestrian lighting) and public art are not addressed in the designs or cost estimates, but are

recommended for promoting multimodal transportation and should be considered for any West San Carlos Street enhancement projects, especially at future BRT stops and crosswalk locations.

Engineering Feasibility Considerations

The following outlines key engineering issues to be considered prior to or during construction of the proposed projects.

UTILITIES

Utility locations are critical in determining the appropriateness of streetscape improvements, especially the installation of street trees and bioretention areas. Utilities are underground along West San Carlos, and the locations of the subsurface utilities are approximate. While the stormwater line location is noted on the drawings in Appendix A, the exact locations of the pipes may differ from those shown on the drawings. A survey would be needed prior to construction. The following should be factored into design considerations:

Connect to Stormwater Lines

The stormwater line runs along the southside of West San Carlos west of Race Street, at which point it crosses into the middle of West San Carlos and runs along the median east of Race Street. The proposed bioretention areas on both the north and south side of West San Carlos will need to be engineered with perforated underdrains that connect to the stormwater line for overflow purposes. Because there are no storm drain facilities on the northside of the street, bioretention areas on the northside will need to connect with trenches across the street to the storm drain network.

Avoid Gas, Sanitary Sewer, Stormwater, and Water Lines

Trees should be placed a minimum of 5 feet away from all underground pipelines. Trees planted near underground lines could have their roots damaged if the lines are dug up for repair. For example, at Menker Avenue, street trees are not proposed in sidewalk tree grates along the southside of West San Carlos because they would conflict with the existing stormwater line. Instead, trees are located in planters within the parking lane.

BIORETENTION AREAS

An engineered planted area integrated into the streetscape introduces plants to capture stormwater pollutants and allows stormwater to infiltrate through the soil and into the groundwater below. As noted above, a bioretention area differs from a typical planting area in that it includes deepened curbs with curb cuts, well-draining soil, underdrains connected to the stormwater system, and plant material that tolerates both inundation and dry periods. Bioretention areas can also provide space to plant street trees, but appropriate tree selection is important to ensure tree health and avoid damage to the surrounding hardscape and utilities with large root systems.

The grades of each project site will dictate the location and size of each bioretention area. Based on C.3 Stormwater Technical Guidance, at least 4 percent of the impervious surface area within the project site should be designed as planting area engineered to capture stormwater runoff. For this project, all softscape areas between the curb and sidewalk have been conceptually designated as bioretention/planting areas because grading information was not available. All of these spaces do not necessarily have to be engineered to provide bioretention services. For example, some of the proposed areas are large and may serve as a combination of a bioretention facility and typical planting area, with the latter located further away from the intersection and at sidewalk elevation. A survey will be needed to determine the final design and stormwater connections, prior to construction. In the cost estimate, Appendix B, a lump sum for conceptual storm drain improvements at each corner was included to cover the connection costs.

TRAFFIC SIGNAL AND CROSSWALK LOCATIONS

Curb extensions at the intersections are likely to require relocation and replacement of signal equipment, pull boxes, and conduits. In addition, the installation of new amenities, such as CCTV systems, emergency vehicle preemption systems, and accessible pedestrian signals, are likely to be required. While this study took into account the cost of such equipment, the locations for such equipment have not been identified and will need to be determined prior to construction.

In the drawings, crosswalks are proposed to be perpendicular to the cross street, minimizing pedestrian crossing distances. However, crosswalk alignments can be at non-right angle if the sidewalks on each side of the intersection are not aligned (for example at Bascom and West San Carlos). In the case of the Bascom and West San Carlos intersection, reducing the distance between the two curb ramps on the northeast corner and designing a non-perpendicular crosswalk could minimize conflicts between right-turning motorists and pedestrians.

While the drawings do not show details of street design, striping, markings, and signage, all roadway designs should comply with the City of San Jose Department of Transportation’s Geometric Design Guidelines dated August 2010, as well as in California Manual on Uniform Traffic Control Devices.

TURNING RADII AND PEDESTRIAN REFUGES

Minimum turning radii are proposed at all corners for traffic calming purposes. For example, at Menker and West San Carlos, the corner radius is at 15 feet. At this radius, a WB-40 semi-truck can barely fit. Given that Menker is a residential street and not a truck route, this corner design will work for both vehicles and pedestrians. This design will still allow services vehicles, such as emergency vehicles and solid waste trucks to turn in and out Menker Avenue. However, if the City sees the need for wider radii at certain corners, they can be increased, but a truck movement study is recommended.

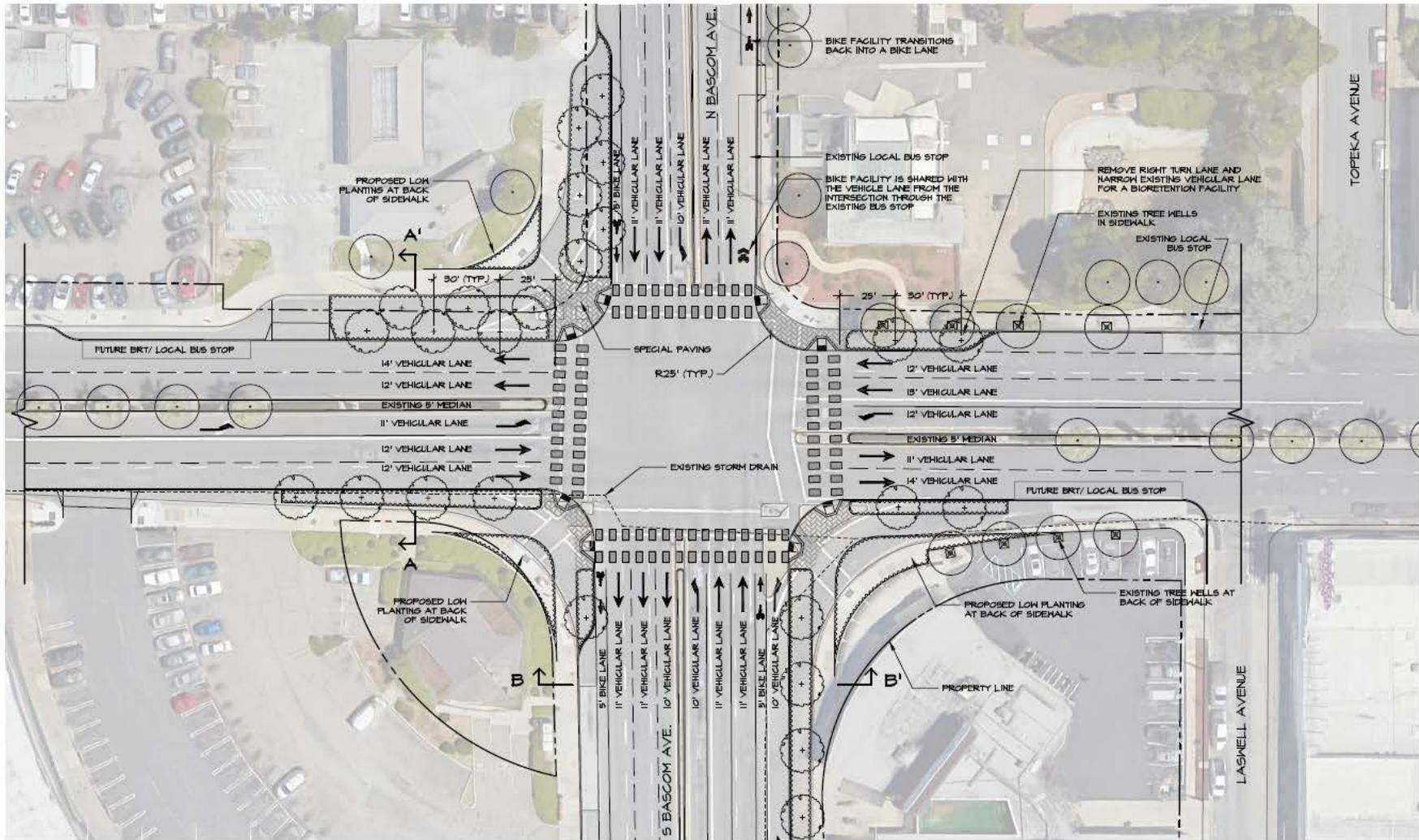
Pedestrian refuges are proposed at a few locations to provide a safer crossing for the elderly or those who cannot cross in one signal phase. There needs to be a post (or street light pole) with a “Pedestrian Crossing” sign, rapid flashing beacon, and a pedestrian push button at the end of each crossing on West San Carlos Street. The push button needs to be located within a 2-foot reach from the pedestrian path through the median. Pedestrian push buttons should be on the side of the crossing facing approaching traffic. In addition, if the pedestrian path through the median is 12-feet wide, it should have a bollard in the center to prevent motorists with small cars from driving through it.

Careful design and siting of refuges are critical to avoid conflicts with left turn movements. In some cases, change to signal phasing will be required. For example, the median islands at Shasta and West San Carlos may prevent simultaneous opposing left turn movements.

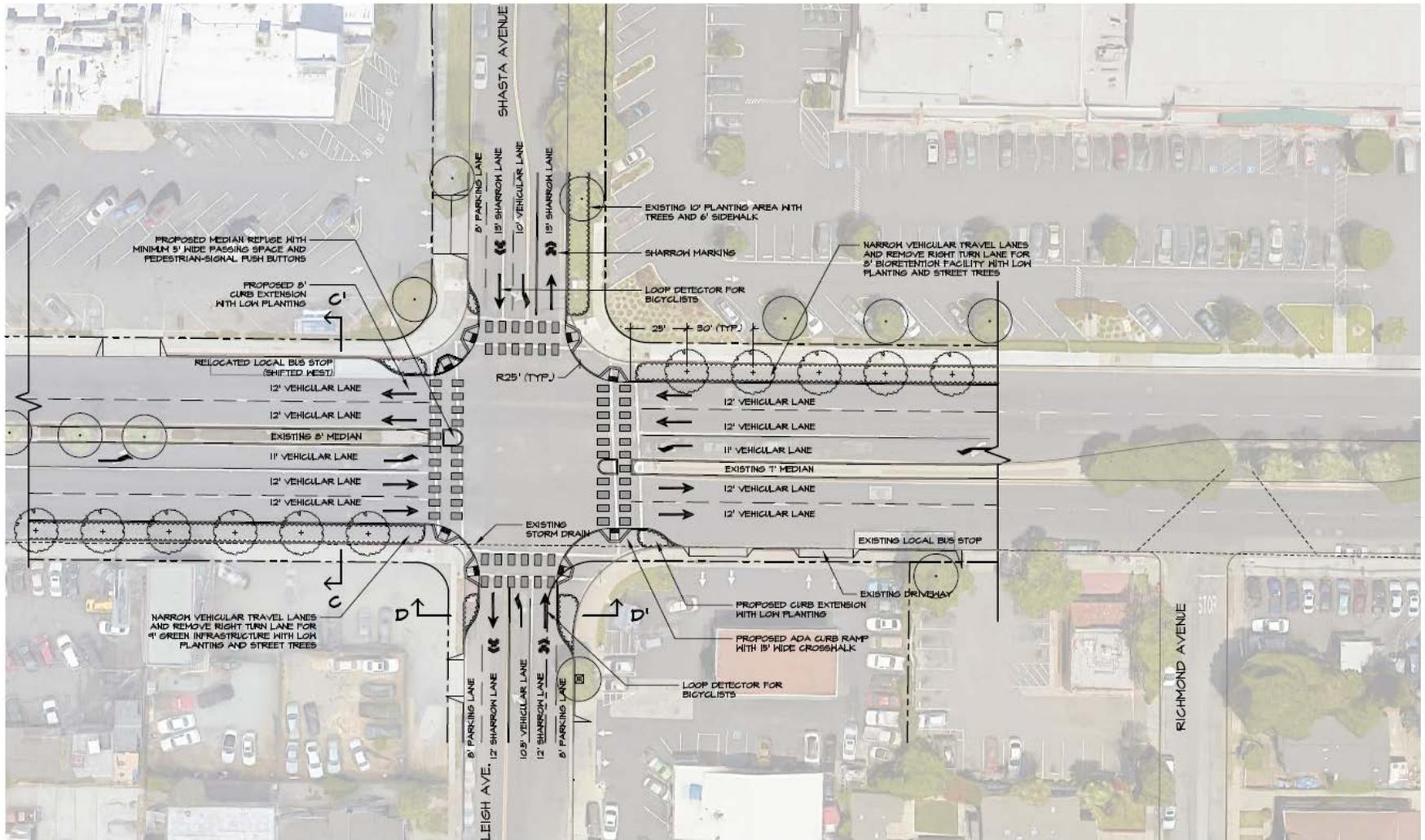
Prioritization of Projects

Based on the estimated costs and engineering feasibility of the proposed projects, we recommend prioritizing the projects as shown in the table below. However, note that this recommendation is mostly based on costs; other factors, such as funding availability, development of adjacent parcels, relationship with public works projects, and capital improvement projects, will play a vital role when determining the timing of project implementation.

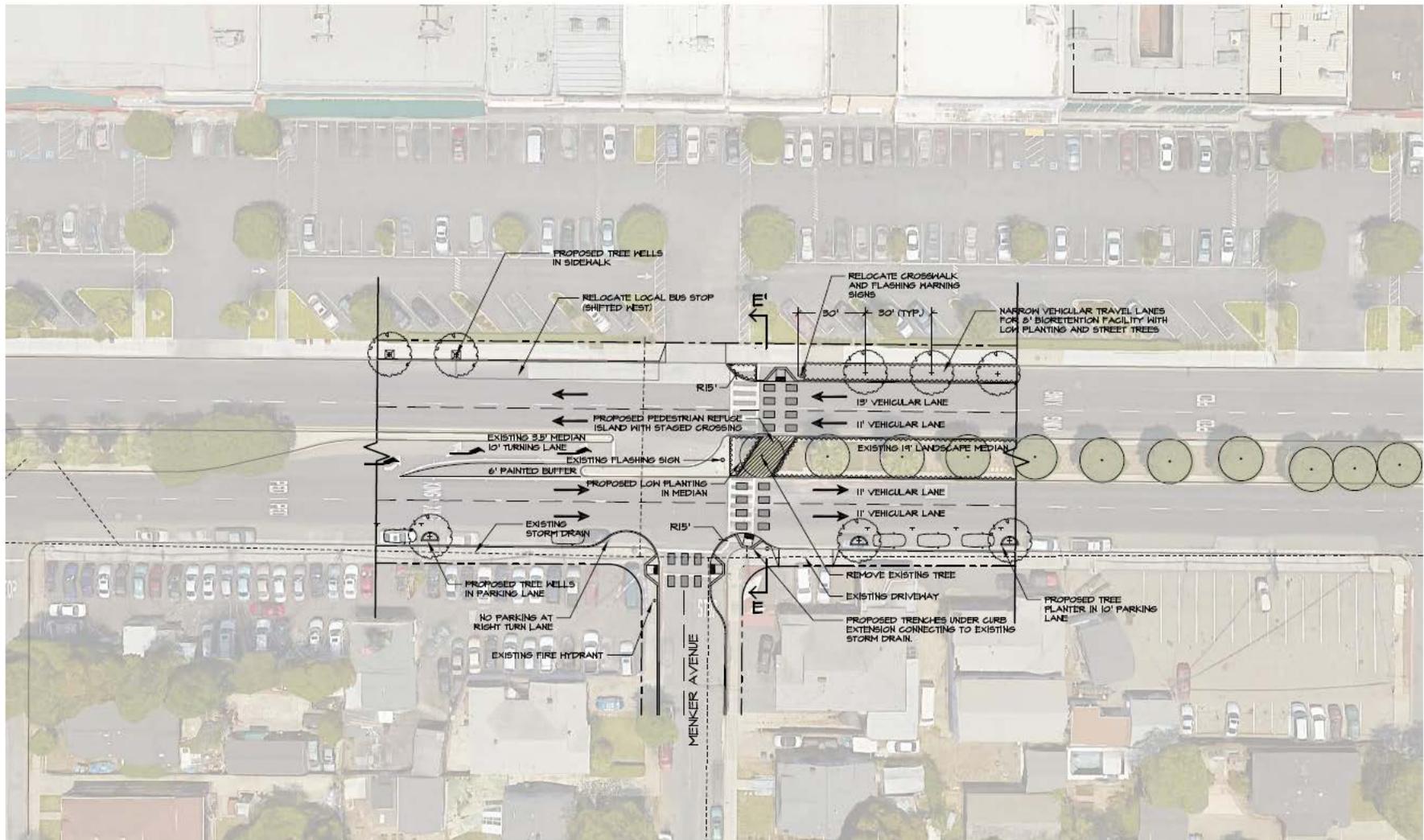
Table 1 PRIORITIZATION OF INTERSECTION BASED ON FEASIBILITY			
Intersection	Estimated Cost	High Engineering Costs	Priority
Muller Place	\$186,503		1
Menker Avenue	\$223,707		2
Shasta Avenue	\$896,962	• Traffic signal relocations	3
Race Street	\$946,763	• 2 pork chop removals • Traffic signal relocations	4
Bascom Avenue	\$1,321,750	• 3 pork chop removals • Traffic signal relocations	5



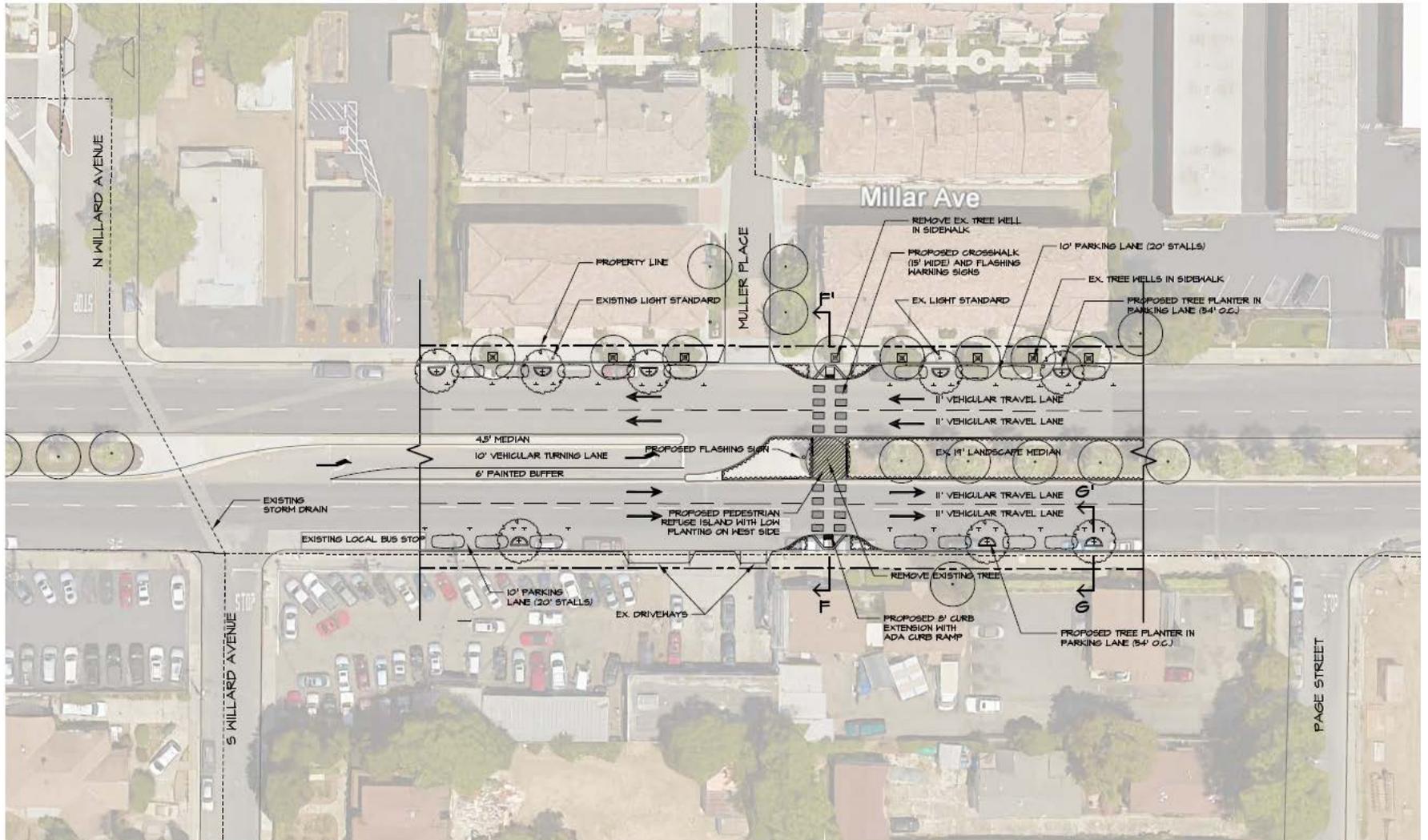
1B. BASCOM AVENUE AND WEST SAN CARLOS STREET
 WEST SAN CARLOS STREETScape PROJECT
 SCREENCHECK DRAFT | DECEMBER 2015



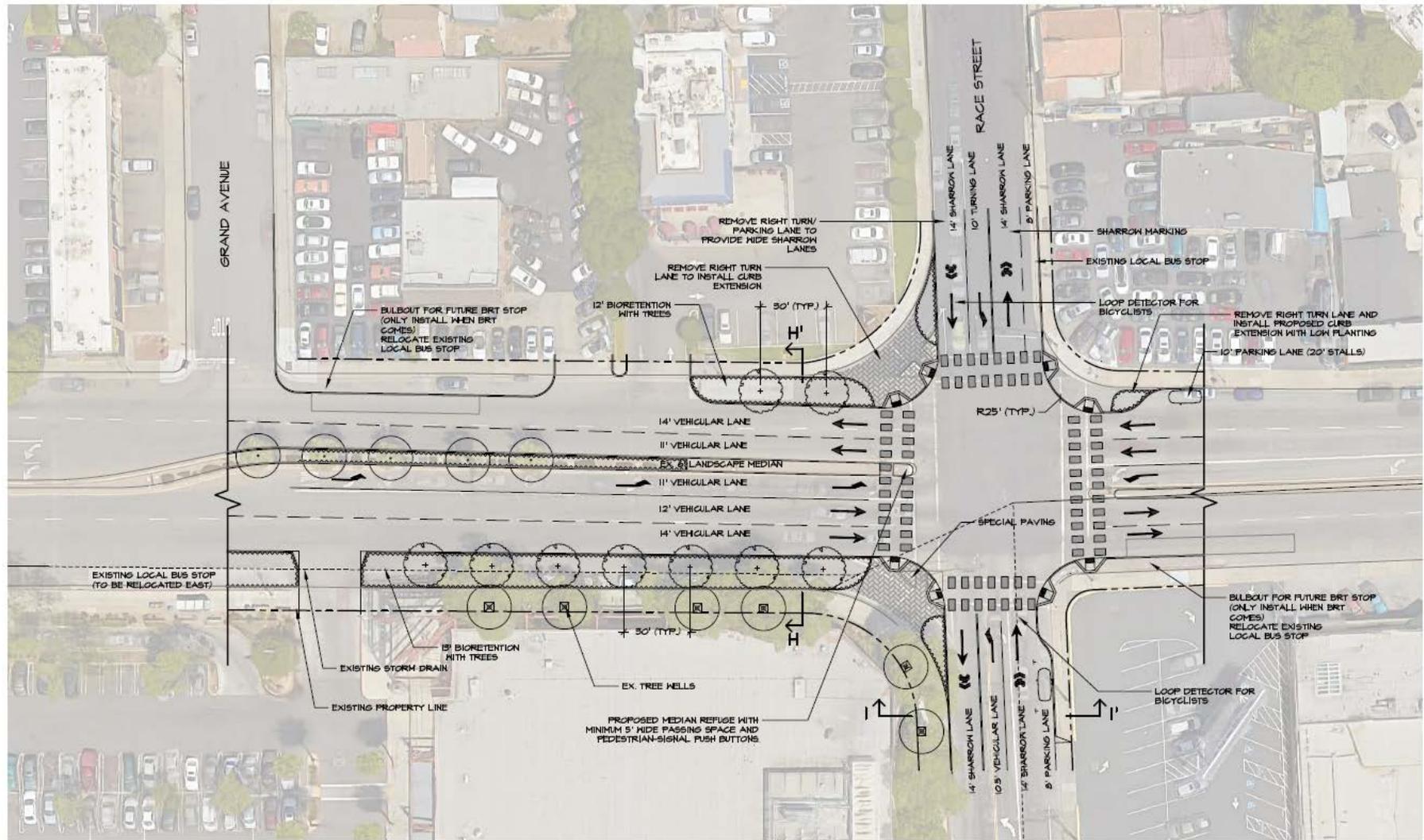
2. SHASTA AVENUE AND WEST SAN CARLOS STREET
 WEST SAN CARLOS STREETScape PROJECT
 SCREENCHECK DRAFT | DECEMBER 2015



3. MENKER AVENUE AND WEST SAN CARLOS STREET
 WEST SAN CARLOS STREETScape PROJECT
 SCREENCHECK DRAFT | DECEMBER 2015

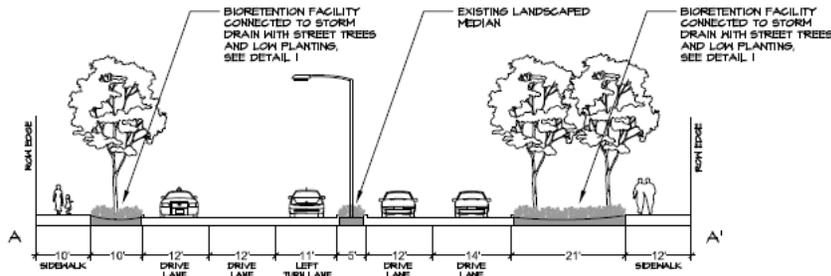


4. MULLER PLACE ON WEST SAN CARLOS STREET
 WEST SAN CARLOS STREETSCAPE PROJECT
 SCREENCHECK DRAFT | DECEMBER 2018

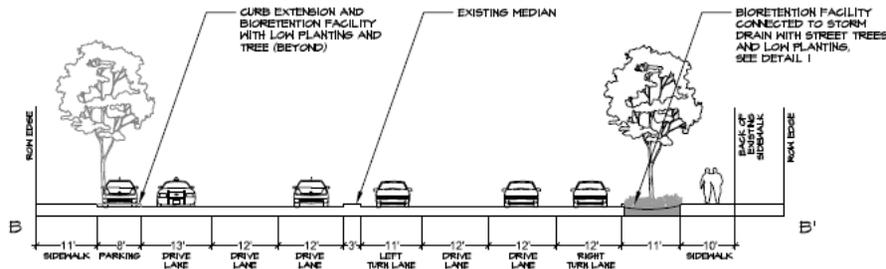


5. RACE STREET AND WEST SAN CARLOS STREET
 WEST SAN CARLOS STREETScape PROJECT
 SCREENCHECK DRAFT | DECEMBER 2015

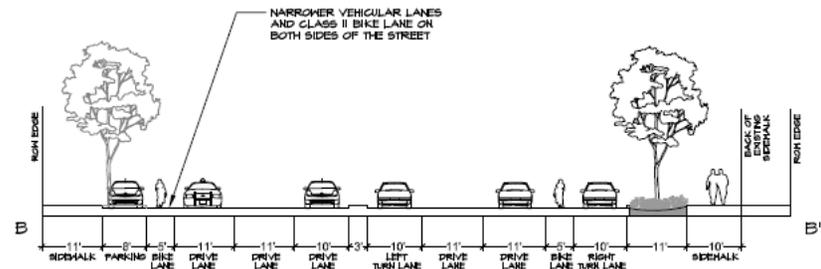




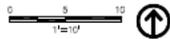
A-A' WEST SAN CARLOS AT BASCOM AVENUE
SOUTH - NORTH



B-B' BASCOM AVENUE AT WEST SAN CARLOS (OPTION 1A)
WEST - EAST

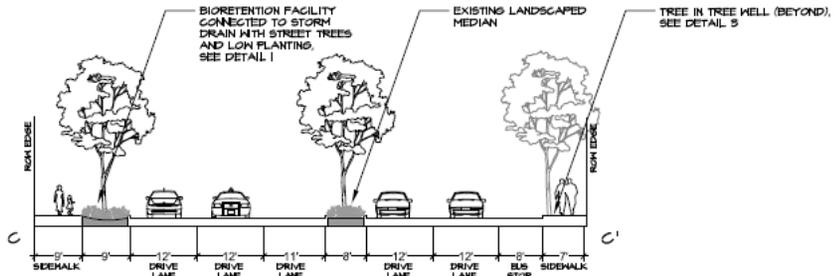


B-B' BASCOM AVENUE AT WEST SAN CARLOS (OPTION 1B)
WEST - EAST

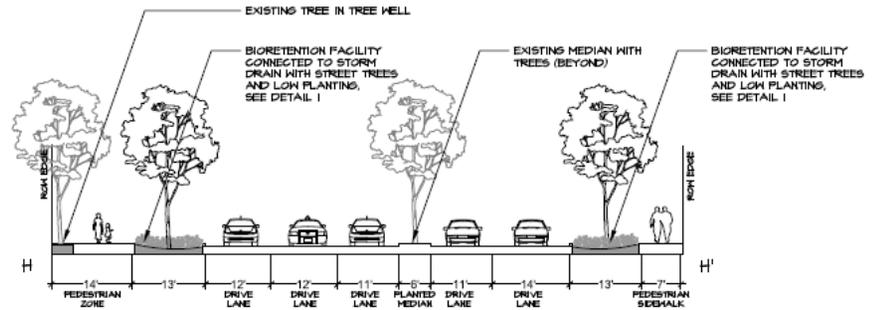


BASCOM AVENUE SECTIONS
WEST SAN CARLOS STREETSCAPE PROJECT
SCREENCHECK DRAFT | DECEMBER 2015

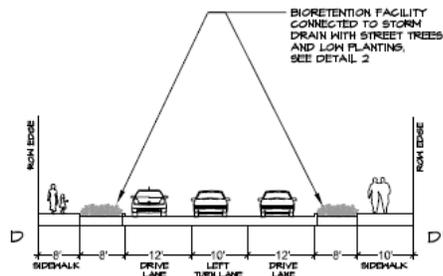
Appendix A: West San Carlos Streetscape Prioritization Plan



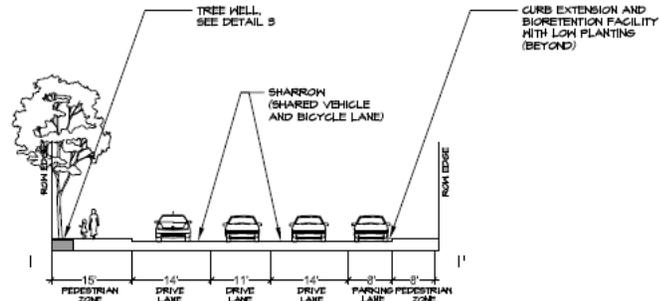
C-C' WEST SAN CARLOS AT SHASTA AVENUE
SOUTH - NORTH



H-H' WEST SAN CARLOS AT RACE STREET
SOUTH - NORTH



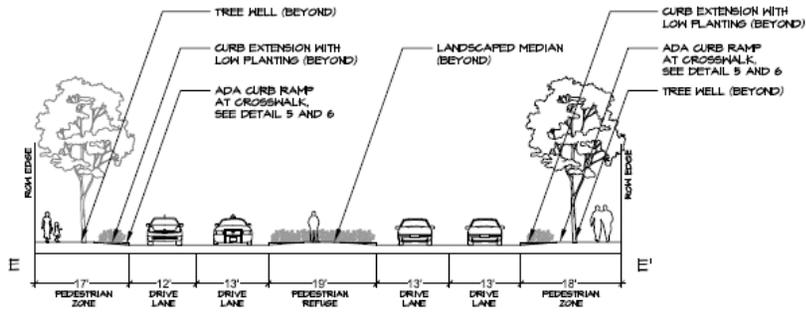
D-D' SHASTA AVENUE AT WEST SAN CARLOS
WEST - EAST



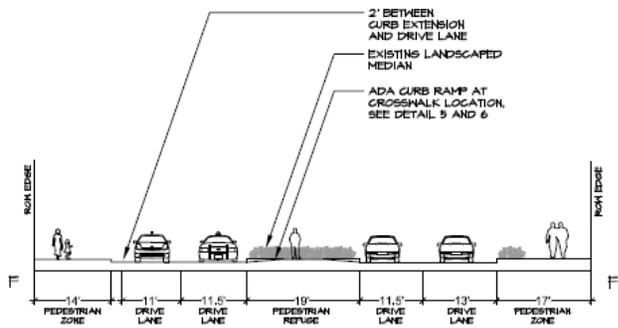
I-I' RACE STREET AT WEST SAN CARLOS
WEST - EAST



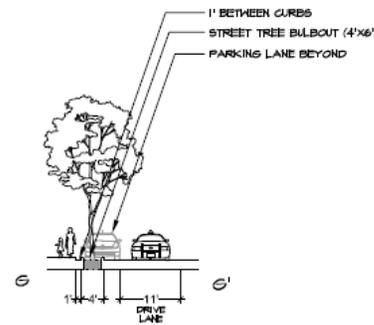
SHASTA AVENUE AND RACE STREET SECTIONS
WEST SAN CARLOS STREETScape PROJECT
SCREENCHECK DRAFT | DECEMBER 2015



E-E' WEST SAN CARLOS AT MENKER AVENUE
WEST - EAST



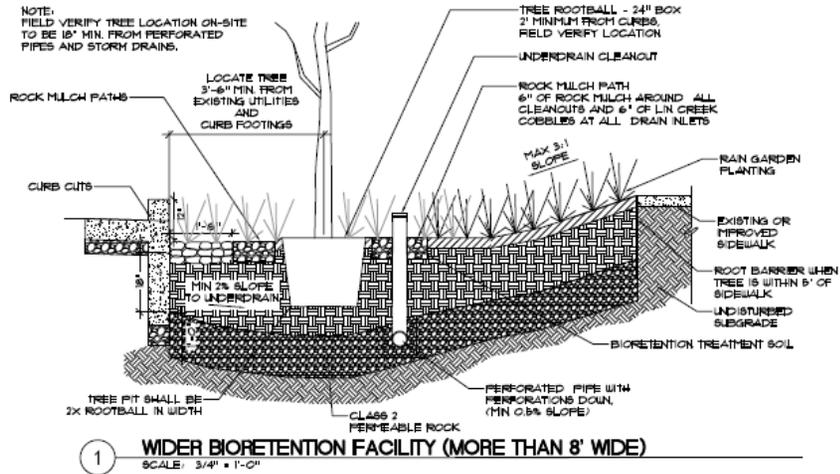
F-F' WEST SAN CARLOS AT MULLER PLACE
SOUTH - NORTH



G-G' WEST SAN CARLOS AT MULLER PLACE
SOUTH - NORTH



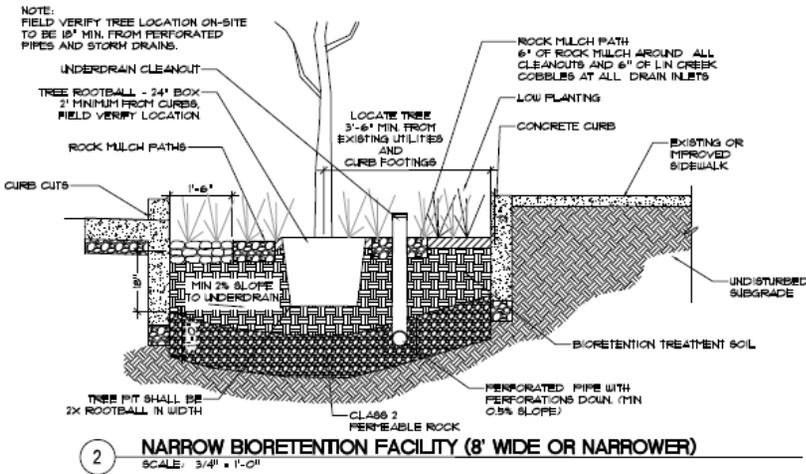
MENKER AVENUE AND MULLER PLACE SECTIONS
WEST SAN CARLOS STREETScape PROJECT
SCREENCHECK DRAFT | DECEMBER 2015



3 **TREE GRATE IN SIDEWALK**
SCALE: NTS



4 **CURB CUT AT BIORETENTION FACILITY**
SCALE: NTS



5 **PLANTER IN PARKING LANE**
SCALE: NTS



6 **ADA CURB RAMP AND CROSSWALK**
SCALE: NTS



A pedestrian refuge island and curb extensions in San Diego, CA



A curb extension with bioretention facilities in Portland, OR
Source: Portland Bureau of Environmental Services



Landscaped curb extension in Charlotte, NC
Source: www.pedbikeimages.org/Dan Burden



Mid-block crossing in a bioretention bulbout in Portland OR



Curb extension providing outdoor seating space in Monterey, CA



A pedestrian-refuge island with a crosswalk signal activation button, Millbrae CA



A corner tower feature and curb extensions providing a focal point on a commercial street in Walnut Creek, CA



Curb extensions with low curb in Santa Monica, CA



Curb extensions with special paving, bioretention, lighting, and seating in Cotati, CA
Source: [www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/)



Curb extensions with special paving in Austin, TX



Special paving and decorative crosswalks in San Leandro, CA



Special paving in Redwood City, CA

WEST SAN CARLOS STREETCAPE PROJECT
CITY OF SAN JOSE

INTERSECTION 1: BASCOM AVENUE AT WEST SAN CARLOS STREET					
Description	Quantity	Unit	Unit Cost	Total	Notes & Assumptions
Northeast Corner Design					
Limit of Work Demolition	2,220	SF	\$5.00	\$11,100	Includes demolition of asphalt and sidewalk.
Curb and Gutter Demolition	130	LF	\$15.00	\$1,950	
Storm Drain Improvements	1	LS	\$25,000.00	\$25,000	
Curb and Gutter Installation	145	LF	\$45.00	\$6,525	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	290	SF	\$6.00	\$1,740	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	1,130	SF	\$12.00	\$13,560	Assumes CIP concrete.
Decorative Paves at Intersection	360	SF	\$15.00	\$5,400	
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	480	SF	\$15.00	\$7,200	Assumes engineered with 18" CIP curb and moisture barrier (115 LF), plus soil/plants/mulch/irrigation.
Street Trees	2	EA	\$500.00	\$1,000	Includes 24" box trees in bioretention/planted area.
Southeast Corner Design					
Limit of Work Demolition	8,090	SF	\$5.00	\$40,450	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	160	LF	\$15.00	\$2,400	
Storm Drain Improvements	1	LS	\$40,000.00	\$40,000	
Curb and Gutter Installation	385	LF	\$45.00	\$17,325	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	760	SF	\$6.00	\$4,560	Assume 2' adjacent to new curb and gutter.
Asphalt Resurface (2" Overlay)	980	SF	\$2.00	\$1,960	Assumes at corner where existing parking is located.
Concrete Sidewalk Installation	3,585	SF	\$12.00	\$43,020	Assumes CIP concrete.
Decorative Paves at Intersection	385	SF	\$15.00	\$5,775	
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	1,405	SF	\$15.00	\$21,075	Assumes engineered with 18" CIP curb and moisture barrier (470 LF), plus soil/plants/mulch/irrigation.
Planting Area at Back of Sidewalk	1,155	SF	\$12.00	\$13,860	Includes imported soil, 1 gallon plants, 3" mulch, and irrigation.
Street Trees	6	EA	\$500.00	\$3,000	Includes 24" box trees.
Southwest Corner Design					
Limit of Work Demolition	5,705	SF	\$5.00	\$28,525	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	235	LF	\$15.00	\$3,525	
Storm Drain Improvements	1	LS	\$35,000.00	\$35,000	
Curb and Gutter Installation	275	LF	\$45.00	\$12,375	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	540	SF	\$6.00	\$3,240	Assume 2' adjacent to new curb and gutter.
Asphalt Resurface (2" Overlay)	200	SF	\$2.00	\$400	Assumes at corner where existing parking is located.
Concrete Sidewalk Installation	2,855	SF	\$12.00	\$34,260	Assumes limit of work ends at driveway.
Decorative Paves at Intersection	250	SF	\$15.00	\$3,750	
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	1,125	SF	\$15.00	\$16,875	Assumes engineered with 18" CIP curb and moisture barrier (495 LF), plus soil/plants/mulch/irrigation.
Planting Area at Back of Sidewalk	610	SF	\$12.00	\$7,320	Includes imported soil, 1 gallon plants, 3" mulch, and irrigation.
Street Trees	5	EA	\$500.00	\$2,500	Includes 24" box trees.
Northwest Corner Design					
Limit of Work Demolition	8,000	SF	\$5.00	\$40,000	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	350	LF	\$15.00	\$5,250	
Storm Drain Improvements	1	LS	\$40,000.00	\$40,000	
Curb and Gutter Installation	390	LF	\$45.00	\$17,550	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	780	SF	\$6.00	\$4,680	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	3,860	SF	\$12.00	\$46,320	
Decorative Paves at Intersection	620	SF	\$15.00	\$9,300	
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	3,185	SF	\$15.00	\$47,775	Assumes engineered with 18" CIP curb and moisture barrier (480 LF), plus soil/plants/mulch/irrigation.
Planting Area	355	SF	\$12.00	\$4,260	Includes imported soil, 1 gallon plants, 3" mulch, and irrigation.
Street Trees	12	EA	\$500.00	\$6,000	Includes 24" box trees.
Curb-to-Curb Design					
Median Nose	2	LS	\$1,250.00	\$2,500	Includes demolition of 220 SF of concrete (at \$5/SF) and 60 LF of curb (at \$15/SF), and replacement of 10 LF of curb (\$45/SF).
Asphalt Resurface (2" Overlay)	220	SF	\$2.00	\$440	Assumes new asphalt where end of median is removed for crosswalk.
High Visibility Crosswalk (x4)	1,230	SF	\$2.00	\$2,460	Includes 5x3' solid painted areas spaced 5' apart every 3'; entire crosswalk is 15' wide.
Lane Striping and Marking	1	LS	\$4,500.00	\$4,500	Includes lane striping and roadway markings for study area only. Bike lane striping and marking on Bascom Avenue would be an additional \$1200 for study area.
Miscellaneous					
Traffic Light Replacement	1	LS	\$250,000.00	\$250,000	Traffic lights on all four corners need to be relocated/replaced.
Irrigation System (New or Rehab)	1	LS	\$25,000.00	\$25,000	Includes new meter, trenching, sleeve crossings, and utility connections.
Traffic/Sidewalk Sign Relocation	1	LS	\$6,000.00	\$6,000	Assumes approximately 3 signs per corner.
Street Furnishings	1	LS	\$2,400.00	\$2,400	Includes trash/recycling receptacles, benches, and bike racks.
Subtotal				\$944,106	
General Requirements					
Contingency (10%)	1	LS	\$94,410.50	\$94,411	
Mobilization (5%)	1	LS	\$47,205.25	\$47,206	
Utilities (10%)	1	LS	\$94,410.50	\$94,411	Includes locating/avoiding utility conflicts, potholing, adjusting utilities to grade, and relocation.
Traffic Handling and SWPPP (5%)	1	LS	\$47,205.25	\$47,206	Includes survey and layout.
Plans, Specs, & Estimates (10%)	1	LS	\$94,410.50	\$94,411	
TOTAL				\$1,321,790	

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INTERSECTION 2: SHASTA AVENUE AT WEST SAN CARLOS STREET					
Description	Quantity	Unit	Unit Cost	Total	Notes & Assumptions
Northeast Corner Design					
Limit of Work Demolition	4,950	SF	\$5.00	\$24,750	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	265	LF	\$15.00	\$3,975	
Storm Drain Improvements	1	LS	\$30,000.00	\$30,000	
Curb and Gutter Installation	280	LF	\$45.00	\$12,600	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	560	SF	\$6.00	\$3,360	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	700	SF	\$12.00	\$8,400	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	1,785	SF	\$15.00	\$26,775	Assumes engineered with 18" CIP curb and moisture barrier (334 LF), plus soil/plants/mulch/irrigation.
Street Trees	5	EA	\$500.00	\$2,500	Includes 24" box trees.
Southeast Corner Design					
Limit of Work Demolition	1,730	SF	\$5.00	\$8,650	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	90	LF	\$15.00	\$1,350	
Storm Drain Improvements	1	LS	\$20,000.00	\$20,000	
Curb and Gutter Installation	115	LF	\$45.00	\$5,175	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	230	SF	\$6.00	\$1,380	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	1,295	SF	\$12.00	\$15,540	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	215	SF	\$15.00	\$3,225	Assumes engineered with 18" CIP curb and moisture barrier (112 LF), plus soil/plants/mulch/irrigation.
Southwest Corner Design					
Limit of Work Demolition	3,935	SF	\$5.00	\$19,675	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	240	LF	\$15.00	\$3,600	
Storm Drain Improvements	1	LS	\$30,000.00	\$30,000	
Curb and Gutter Installation	255	LF	\$45.00	\$11,475	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	510	SF	\$6.00	\$3,060	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	505	SF	\$12.00	\$6,060	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	1,440	SF	\$15.00	\$21,600	Assumes engineered with 18" CIP curb and moisture barrier (417 LF), plus soil/plants/mulch/irrigation.
Street Trees	6	EA	\$500.00	\$3,000	Includes 24" box trees.
Northwest Corner Design					
Limit of Work Demolition	1,485	SF	\$5.00	\$7,425	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	85	LF	\$15.00	\$1,275	
Storm Drain Improvements	1	LS	\$32,000.00	\$32,000	
Curb and Gutter Installation	105	LF	\$45.00	\$4,725	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	210	SF	\$6.00	\$1,260	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	1,120	SF	\$12.00	\$13,440	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	170	SF	\$15.00	\$2,550	Assumes engineered with 18" CIP curb and moisture barrier (90 LF), plus soil/plants/mulch/irrigation.
Curb-to-Curb Design					
Median Nose Demolition	2	LS	\$1,250.00	\$2,500	Includes demolition of 70 SF of concrete (at \$5/SF) and 60 LF of curb (at \$15/SF).
Median Nose Installation	2	LS	\$1,830.00	\$3,660	Includes installation of 40 SF of concrete (at \$12/SF) and 30 LF of curb (\$45/SF).
Median Push Button	2	LS	\$2,500.00	\$5,000	
Asphalt Resurface (2" Overlay)	60	SF	\$2.00	\$120	Assumes new asphalt where end of median is removed for crosswalk.
High Visibility Crosswalk (x4)	990	SF	\$2.00	\$1,980	Includes 5x3' solid painted areas spaced 5' apart every 3'; entire crosswalk is 15' wide.
Bicycle Detectors	1	LS	\$7,000.00	\$7,000	
Lane Striping and Marking	1	LS	\$3,200.00	\$3,200	Includes lane striping and roadway markings (e.g. arrows) for study area only.
Miscellaneous					
Traffic Light Replacement	1	LS	\$250,000.00	\$250,000	Traffic lights on all four corners need to be relocated/replaced.
Irrigation System (New or Rehab)	1	LS	\$25,000.00	\$25,000	Includes new meter, trenching, sleeve crossings, and utility connections.
Traffic/Sidewalk Sign Relocation	1	LS	\$6,000.00	\$6,000	Assumes approximately 3 signs per corner.
Street Furnishings	1	LS	\$2,400.00	\$2,400	Includes trash/recycling receptacles, benches, and bike racks.
SubTotal				\$640,685	
General Requirements					
Contingency (10%)	1	LS	\$64,068.50	\$64,069	
Mobilization (5%)	1	LS	\$32,034.25	\$32,035	
Utilities (10%)	1	LS	\$64,068.50	\$64,069	Includes locating/avoiding utility conflicts, potholing, adjusting utilities to grade, and relocation.
Traffic Handling and SWPPP (5%)	1	LS	\$32,034.25	\$32,035	Includes survey and layout.
Plans, Specs. & Estimates (10%)	1	LS	\$64,068.50	\$64,069	
TOTAL				\$896,962	

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INTERSECTION 3: MENKER AVENUE AT WEST SAN CARLOS STREET					
Description	Quantity	Unit	Unit Cost	Total	Notes & Assumptions
North Sidewalk Zone					
Limit of Work Demolition	2,315	SF	\$5.00	\$11,575	Includes demolition of asphalt and sidewalk.
Curb and Gutter Demolition	130	LF	\$15.00	\$1,950	
Storm Drain Improvements	1	LS	\$40,000.00	\$40,000	
Curb and Gutter Installation	134	LF	\$45.00	\$6,030	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	268	SF	\$6.00	\$1,608	Assume 2" adjacent to new curb and gutter.
Concrete Sidewalk Installation	1,270	SF	\$12.00	\$15,240	Assumes CIP concrete.
ADA Curb Ramps	1	EA	\$1,500.00	\$1,500	Includes demolition costs and repaving asphalt at cuts
Bioretention/Planting Area	850	SF	\$15.00	\$12,750	Assumes engineered with 18" CIP curb and moisture barrier (236 LF), plus soil/plants/mulch/irrigation.
Street Trees in Planting Areas	3	EA	\$200.00	\$600	Includes 15 gallon trees.
Street Trees in Tree Grates	2	EA	\$2,000.00	\$4,000	Includes demolition of existing sidewalk and installation of 24" box trees, tree grates with 4x4 frames, 4x4 tree wells, trenching, root barriers, and irrigation.
South Sidewalk Zone					
Limit of Work Demolition	1,350	SF	\$5.00	\$6,750	Includes demolition of asphalt and sidewalk.
Curb and Gutter Demolition	125	LF	\$15.00	\$1,875	
Storm Drain Improvements	1	LS	\$35,000.00	\$35,000	
Curb and Gutter Installation	156	LF	\$45.00	\$7,020	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	312	SF	\$6.00	\$1,872	Assume 2" adjacent to new curb and gutter.
Concrete Sidewalk Installation	1,210	SF	\$12.00	\$14,520	Assumes CIP concrete.
ADA Curb Ramps	3	EA	\$1,500.00	\$4,500	
Street Trees in Parking Lane	3	EA	\$3,000.00	\$9,000	Includes asphalt demo and installation of 1' around bulbout, and installation of 24" box trees, soil/mulch/irrigation.
Curb-to-Curb Design					
Limit of Work Demolition	640	SF	\$5.00	\$3,200	Includes demolition of asphalt and sidewalk.
Curb and Gutter Demolition	33	LF	\$15.00	\$495	
Tree Removal in Median	1	EA	\$2,000.00	\$2,000	
Concrete Refuge Installation	285	SF	\$12.00	\$3,420	Assumes CIP concrete for pedestrian refuge area.
Curb and Gutter Installation	80	LF	\$45.00	\$3,600	Includes curb and gutter for pedestrian refuge area.
Bioretention/Planting Area	250	SF	\$15.00	\$3,750	Assumes engineered with 18" CIP curb and moisture barrier (100 LF), plus soil/plants/mulch/irrigation.
High Visibility Crosswalk	330	SF	\$2.00	\$660	Includes 5x3' solid painted areas spaced 5' apart every 3'; entire crosswalk is 15' wide.
Lane Striping and Marking	1	LS	\$1,200.00	\$1,200	Includes lane striping and roadway markings for study area only.
Miscellaneous					
Irrigation System (New or Rehab)	1	LS	\$15,000.00	\$15,000	Includes new meter, trenching, sleeve crossings, and utility connections.
Traffic/Sidewalk Sign Relocation	1	LS	\$3,000.00	\$3,000	
Street Furnishings	1	LS	\$1,200.00	\$1,200	Includes trash/recycling receptacles, benches, and bike racks.
SubTotal				\$189,790	
General Requirements					
Contingency (10%)	1	LS	\$15,979.00	\$15,979	
Mobilization (5%)	1	LS	\$7,989.50	\$7,990	
Utilities (10%)	1	LS	\$15,979.00	\$15,979	Includes locating/avoiding utility conflicts, potholing, adjusting utilities to grade, and relocation.
Traffic Handling and SWPPP (5%)	1	LS	\$7,989.50	\$7,990	Includes survey and layout.
Plans, Specs, & Estimates (10%)	1	LS	\$15,979.00	\$15,979	
TOTAL				\$228,707	

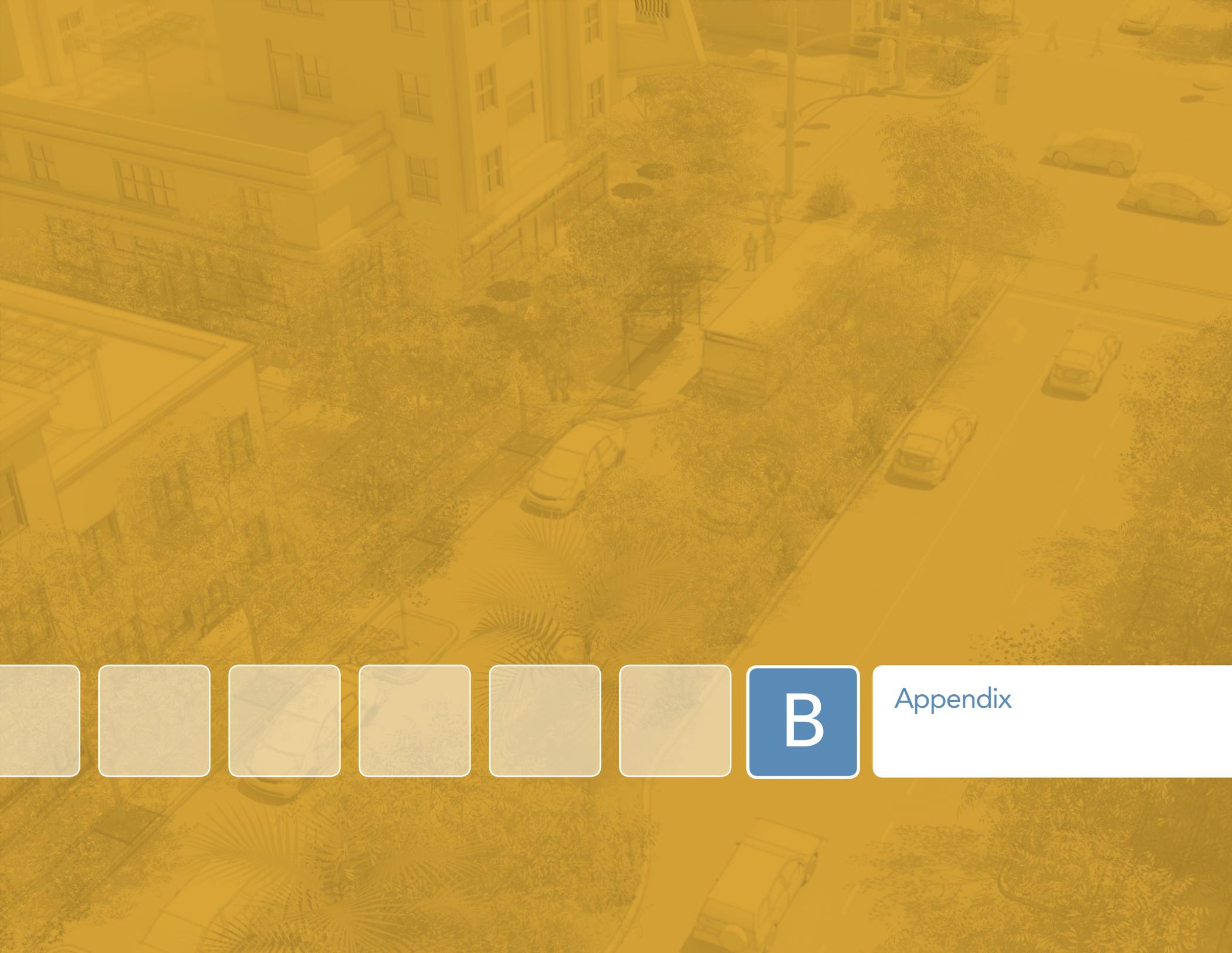
**WEST SAN CARLOS STREETCAPE PROJECT
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INTERSECTION 4: MULLER PLACE ON WEST SAN CARLOS STREET

Description	Quantity	Unit	Unit Cost	Total	Notes & Assumptions
North Sidewalk Zone					
Limit of Work Demolition	650	SF	\$5.00	\$3,250	Includes demolition of asphalt and sidewalk
Curb and Gutter Demolition	55	LF	\$15.00	\$825	
Tree Removal	1	EA	\$2,000.00	\$2,000	
Curb and Gutter Installation	60	LF	\$45.00	\$2,700	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	120	SF	\$6.00	\$720	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk	460	SF	\$12.00	\$5,520	
ADA Curb Ramps	1	EA	\$1,500.00	\$1,500	
Planting Area	85	SF	\$12.00	\$1,020	Assumes engineered with 18" CIP curb and moisture barrier (66 LF), plus soil/plants/mulch/irrigation.
Street Trees In Parking Lane	5	EA	\$3,000.00	\$15,000	Includes asphalt demo and installation of 1' around bulbout, and installation of 15 gallon trees, soil/mulch/irrigation.
South Sidewalk Zone					
Limit of Work Demolition	650	SF	\$5.00	\$3,250	Includes demolition of asphalt and sidewalk
Curb and Gutter Demolition	55	LF	\$15.00	\$825	
Curb and Gutter Installation	60	LF	\$45.00	\$2,700	Includes curb and gutter for bioretention/planted area.
2" Asphalt Patch/Plug	120	SF	\$6.00	\$720	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk	460	SF	\$12.00	\$5,520	
ADA Curb Ramps	1	EA	\$1,500.00	\$1,500	
Planting Area	85	LF	\$12.00	\$1,020	Assumes engineered with 18" CIP curb and moisture barrier (66 LF), plus soil/plants/mulch/irrigation.
Street Trees In Parking Lane	3	EA	\$3,000.00	\$9,000	Includes asphalt demo and installation of 1' around bulbout, and installation of 24" box trees, soil/mulch/irrigation.
Curb-to-Curb Design					
Limit of Work Demolition	1,050	SF	\$5.00	\$5,250	Includes demolition of median to be reconstructed with planting and pedestrian refuge.
Curb and Gutter Demolition	125	LF	\$15.00	\$1,875	
Concrete Refuge Installation	290	SF	\$12.00	\$3,480	Assumes CIP concrete for pedestrian refuge area.
Curb and Gutter Installation	160	LF	\$45.00	\$7,200	Includes curb and gutter for pedestrian refuge area.
Planting Area	555	SF	\$12.00	\$6,660	Includes imported soil, 1 gallon plants, 3" mulch, and irrigation.
Rapid Flashing Beacon	1	LS	\$30,000.00	\$30,000	
High Visibility Crosswalk	240	SF	\$2.00	\$480	Includes 5x3' solid painted areas spaced 5' apart every 3'; entire crosswalk is 15' wide.
Lane Striping and Marking	1	LS	\$2,000.00	\$2,000	Includes lane striping and roadway markings for study area only.
Miscellaneous					
Irrigation System (New or Rehab)	1	LS	\$15,000.00	\$15,000	Includes new meter, trenching, sleeve crossings, and utility connections.
Traffic/Sidewalk Sign Relocation	1	LS	\$3,000.00	\$3,000	
Street Furnishings	1	LS	\$1,200.00	\$1,200	Includes trash/recycling receptacles, benches, and bike racks.
SubTotal				\$188,215	
General Requirements					
Contingency (10%)	1	LS	\$18,821.50	\$18,822	
Mobilization (5%)	1	LS	\$6,660.75	\$6,661	
Utilities (10%)	1	LS	\$18,821.50	\$18,822	Includes locating/avoiding utility conflicts, potholing, adjusting utilities to grade, and relocation.
Traffic Handling and SWPPP (5%)	1	LS	\$6,660.75	\$6,661	Includes survey and layout.
Plans, Specs, & Estimates (10%)	1	LS	\$18,821.50	\$18,822	
TOTAL				\$186,508	

WEST SAN CARLOS STREETCAPE PROJECT
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INTERSECTION 5: RACE STREET AT WEST SAN CARLOS STREET					
Description	Quantity	Unit	Unit Cost	Total	Notes & Assumptions
Northeast Corner Design					
Limit of Work Demolition	1,105	SF	\$5.00	\$5,525	Includes demolition of asphalt and sidewalk.
Curb and Gutter Demolition	70	LF	\$15.00	\$1,050	
Storm Drain Improvements	1	LS	\$40,000.00	\$40,000	
Curb and Gutter Installation	90	LF	\$45.00	\$4,050	Includes curb and gutter for bioretention/planted area.
2' Asphalt Patch/Plug	180	SF	\$6.00	\$1,080	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	855	SF	\$12.00	\$10,260	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Bioretention/Planting Area	117	SF	\$15.00	\$1,755	Assumes engineered with 18" CIP curb and moisture barrier (50 LF), plus soil/plants/mulch/irrigation.
Southeast Corner Design					
Limit of Work Demolition	750	SF	\$5.00	\$3,750	Includes demolition of asphalt and sidewalk.
Curb and Gutter Demolition	65	LF	\$15.00	\$975	
Storm Drain Improvements	1	LS	\$50,000.00	\$50,000	
Curb and Gutter Installation	75	LF	\$45.00	\$3,375	Includes curb and gutter for bioretention/planted area.
2' Asphalt Patch/Plug	150	SF	\$6.00	\$900	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	652	SF	\$12.00	\$7,824	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Southwest Corner Design					
Limit of Work Demolition	8,335	SF	\$5.00	\$41,675	Includes demolition of parking, asphalt, and sidewalk. LOW ends at driveway.
Curb and Gutter Demolition	290	LF	\$15.00	\$4,350	
Storm Drain Improvements	1	LS	\$10,000.00	\$10,000	
Curb and Gutter Installation	350	LF	\$45.00	\$15,750	Includes curb and gutter for bioretention/planted area.
2' Asphalt Patch/Plug	700	SF	\$6.00	\$4,200	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	3,730	SF	\$12.00	\$44,760	Assumes CIP concrete.
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Decorative Pavers at Intersection	708	SF	\$15.00	\$10,620	
Bioretention/Planting Area	3,648	SF	\$15.00	\$54,720	Assumes engineered with 18" CIP curb and moisture barrier (482 LF), plus soil/plants/mulch/irrigation.
Street Trees in Planting Areas	7	EA	\$200.00	\$1,400	Includes 24" box trees.
Northwest Corner Design					
Limit of Work Demolition	3,310	SF	\$5.00	\$16,550	Includes demolition of parking, asphalt, and sidewalk.
Curb and Gutter Demolition	305	LF	\$15.00	\$4,575	
Storm Drain Improvements	1	LS	\$20,000.00	\$20,000	
Curb and Gutter Installation	370	LF	\$45.00	\$16,650	Includes curb and gutter for bioretention/planted area.
2' Asphalt Patch/Plug	740	SF	\$6.00	\$4,440	Assume 2' adjacent to new curb and gutter.
Concrete Sidewalk Installation	1,095	SF	\$12.00	\$13,140	
ADA Curb Ramps	2	EA	\$1,500.00	\$3,000	
Decorative Pavers at Intersection	825	SF	\$15.00	\$12,375	Includes demolition and installation
Bioretention/Planting Area	1,045	SF	\$15.00	\$15,675	Assumes engineered with 18" CIP curb and moisture barrier (276 LF), plus soil/plants/mulch/irrigation.
Street Trees in Planting Areas	2	EA	\$200.00	\$400	Includes 24" box trees.
Curb-to-Curb Design					
Median Nose Demolition	1	LS	\$1,250.00	\$1,250	Includes demolition of 70 SF of concrete (at \$5/SF) and 40 LF of curb (at \$15/SF).
Median Nose Installation	1	LS	\$1,830.00	\$1,830	Includes installation of 40 SF of concrete (at \$12/SF) and 30 LF of curb (\$45/SF).
Median Push Button	1	LS	\$2,500.00	\$2,500	
Asphalt Resurface (2" Overlay)	30	SF	\$2.00	\$60	Assumes new asphalt where end of median is removed for crosswalk.
High Visibility Crosswalk (x4)	1,050	SF	\$2.00	\$2,100	Includes 5x3' solid painted areas spaced 5' apart every 3'; entire crosswalk is 15' wide.
Bicycle Detectors	1	LS	\$7,000.00	\$7,000	
Lane Striping and Marking	1	LS	\$3,000.00	\$3,000	Includes lane striping and roadway markings (e.g. sharrows) for study area only.
Miscellaneous					
Traffic Light Replacement	1	LS	\$250,000.00	\$250,000	Traffic lights on all four corners need to be relocated/replaced.
Irrigation System (New or Rehab)	1	LS	\$25,000.00	\$25,000	Includes new meter, trenching, sleeve crossing, and utility connections.
Traffic/Sidewalk Sign Relocation	1	LS	\$6,000.00	\$6,000	Assumes approximately 3 signs per corner.
Street Furnishings	1	LS	\$2,400.00	\$2,400	Includes trash/recycling receptacles, benches, and bike racks.
SubTotal				\$476,259	
General Requirements					
Contingency (10%)	1	LS	\$67,625.90	\$67,626	
Mobilization (5%)	1	LS	\$33,812.95	\$33,813	
Utilities (10%)	1	LS	\$67,625.90	\$67,626	Includes locating/avoiding utility conflicts, potholing, adjusting utilities to grade, and relocation.
Traffic Handling and SWPPP (5%)	1	LS	\$33,812.95	\$33,813	Includes survey and layout.
Plans, Specs, & Estimates (10%)	1	LS	\$67,625.90	\$67,626	
TOTAL				\$946,763	



Appendix



APPENDIX B

Affordable Housing Baseline Analysis

The analysis below provides specific information relating to the following factors for the West San Carlos Urban Village Plan (West San Carlos East, Mid & West):

- Existing housing stock
- Planned housing
- Affordable housing goals
- Rental housing market
- For-sale housing market
- Vulnerability of residents, and
- Ellis Act and Tenant Protection Ordinances' relevance.

EXISTING HOUSING STOCK

Table A summarizes the existing stock of housing within the West San Carlos Urban Village boundary. It indicates that this area contains a higher proportion of market-rate housing (78%) than affordable or rent-restricted housing. The proportion of apartments subject to the Apartment Rent Ordinance (7%) is lower than the City-wide proportion (13%).

Table A: Existing Housing Stock

Type of Housing	Residences	Percentage	City-wide Percentage
Rent-stabilized Apartments	42	7%	13%
Income-restricted Affordable Housing	94	15%	6%
Market-rate Housing (Single Family and Multifamily)	479	78%	77%
Rent-stabilized Mobilehome Housing ²			
0	0%	3%	
Total Existing Housing Units	615	100%	100%

PLANNED HOUSING

Table B indicates that no land use entitlements for new residential housing have been approved in the West San Carlos Urban Village since the General Plan Four Year Major Review in December 2016. The Housing Department is aware of one prospective affordable housing development in this urban village. Meridian/Page, being developed by Charities Housing at 329 Page Street, is expected to provide 81 affordable apartments.

Table B: Planned Housing

Status of Residences Planned	Residences
Planned Housing Units	1,245
Approved Housing Units – Market-rate	0
Approved Housing Units – Known Income-restricted Affordable	0
Remaining Housing Capacity	1,245

AFFORDABLE HOUSING GOALS

Table C quantifies the income-restricted affordable housing goal as proposed in the draft Plan. Since no residential land use entitlements have been approved since the General Plan was adopted in 2011, 25% of the area’s remaining housing capacity would need to be income-restricted to meet the General Plan’s 25% affordable housing goal for Urban Villages.

Table C: Income-restricted Affordable Housing Goal

Affordable Housing Requirements	Residences
Affordable Housing Goal (total of 25% of planned housing)	311
Extremely Low-income Housing (15%) – At or below 30% AMI	187
Other Affordable Housing (10%) – At or below 120% AMI	125
Remaining Housing Capacity	1,245
Proportion of Remaining Capacity to be Income-restricted Affordable	25%

RENTAL HOUSING MARKET

Table D summarizes recent asking rents, effective rents, and vacancy levels for apartments in the Plan area. Average rents are close to the Citywide average. A 5% vacancy rate is considered the indicator of a healthy housing market, and the average vacancy rate here is 4.9%.

Table D: Average Rents and Vacancy by Apartment Size in Plan Area

Size of Apartments	# Units	Asking Rent	Effective Rent	Vacancy Rate
Studio	56	\$2,034	\$2,033	3.4%
1 Bed	466	\$1,726	\$1,722	4.1%
2 Bed	220	\$2,157	\$2,155	4.1%
3 Bed	36	\$896	\$891	3.3%
4+ Beds	1	\$1,760	\$1,751	0%
All Apartments	878	\$1,837	\$1,834	4.1%
City-wide (Q3 2017)		\$2,384	\$2,353	4.8%

FOR-SALE HOUSING MARKET

Table E summarizes estimated single family home values in the vicinity of the subject Urban Village. The chart below indicates that home values in this area are slightly above or below the estimated current City-wide median home value based on location, according to Zillow.com.

Table E: Home Sales Prices

Zip Code	Zillow Home Value Index Zip Code	Zillow Home Value Index City-wide Median	Amount Above (Below) City-wide Median	Percentage Above (Below) City-wide Median
95126	\$872,700	\$902,000	(\$29,200)	(3.2%)
95128	\$941,700	\$902,000	\$39,700	4.4%

VULNERABILITY OF RESIDENTS

The Urban Displacement Project is a research initiative of University of California at Berkeley in collaboration with researchers at University of California at Los Angeles, community-based organizations, regional planning agencies, and the State of California Air Resources Board. The Project developed a gentrification index. The index characterizes places that historically housed vulnerable populations but have since experienced significant demographic shifts as well as real estate investment.

Staff analyzed the West San Carlos Urban Village Area using the Urban Displacement Project mapping tool. The tool explores displacement and gentrification at the Census tract level. The tool indicates that most of the areas within the West San Carlos Urban Village area are “at risk of gentrification.” This indicates current residents may be at risk of being displaced from future development.

ELLIS ACT AND TENANT PROTECTION ORDINANCES' RELEVANCE

Due to the limited number of rent-stabilized apartments in this Plan area, Ellis Act Ordinance requirements may not be relevant to many local tenants if their properties are rehabilitated and/or redeveloped. But if they live in complexes with four or more apartments in buildings subject to rent control, under the current Ellis Act Ordinance, all demolished and/or redeveloped apartments will be subject to rent control though base rents can be brought up to market rate.

The Tenant Protection Ordinance will apply to tenants and landlords in this Plan area located in rental buildings with three or more apartments with or without rent control. Existing residents will be able to stay in their homes and will be protected from no-cause evictions, despite the changing housing market.