

STEVENS CREEK BOULEVARD



URBAN VILLAGE PLAN

Adopted by City Council on August, 08, 2017



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1

Introduction

Sabeway

Marshalls

Pollo Loco

THE GREAT ESCAPE

SPORTS AUTHORITY





Chapter One

INTRODUCTION

The Stevens Creek Urban Village Plan is prepared by the City and community to provide a policy framework to guide new job and housing growth within the Urban Village boundary. The Plan will also guide the characteristics of future development, including buildings, parks, plazas and placemaking, streetscape and circulation within this area. This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, providing the capacity for development of approximately 3,860 new dwelling units and 4,500 new jobs.

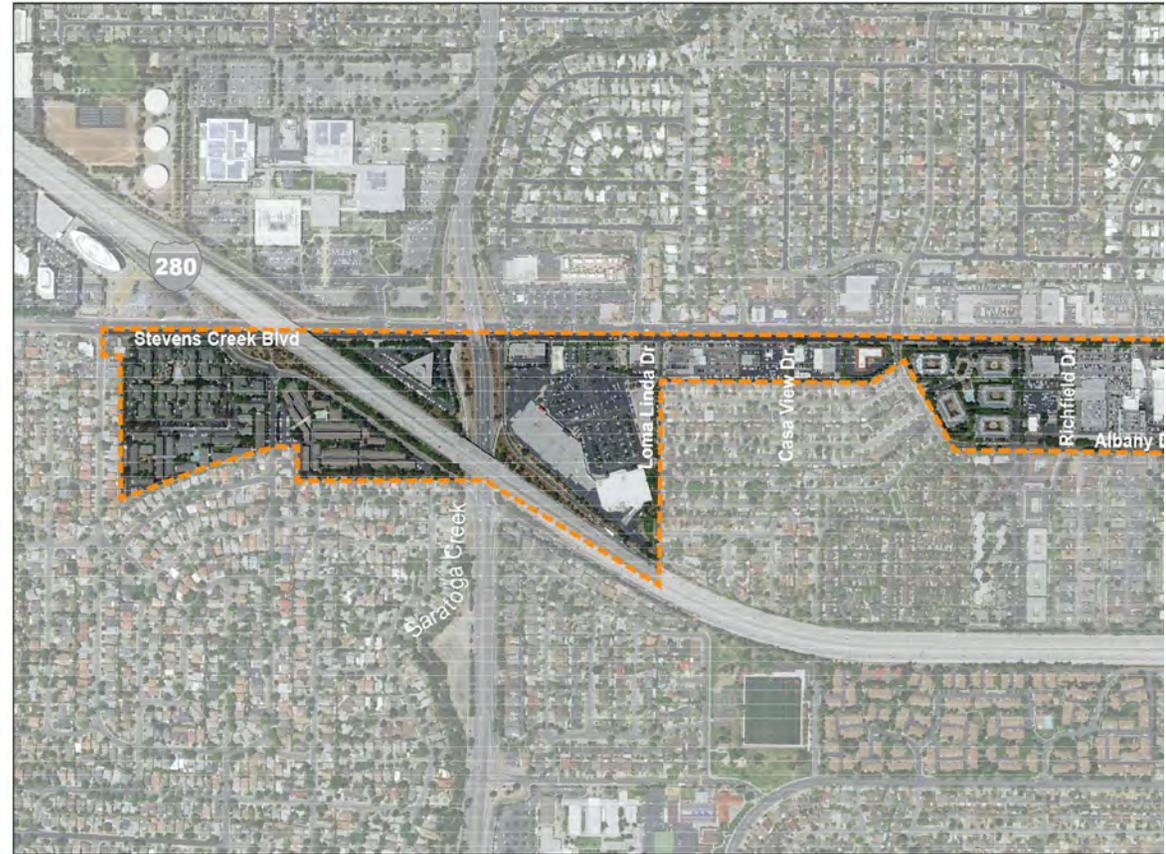
The Urban Village Plan will be implemented through investments made by private developers, and in some instances, the City and public agencies. Each improvement will need to be fully designed and funded before it is implemented. Additional public outreach will be conducted for specific improvements and developments.

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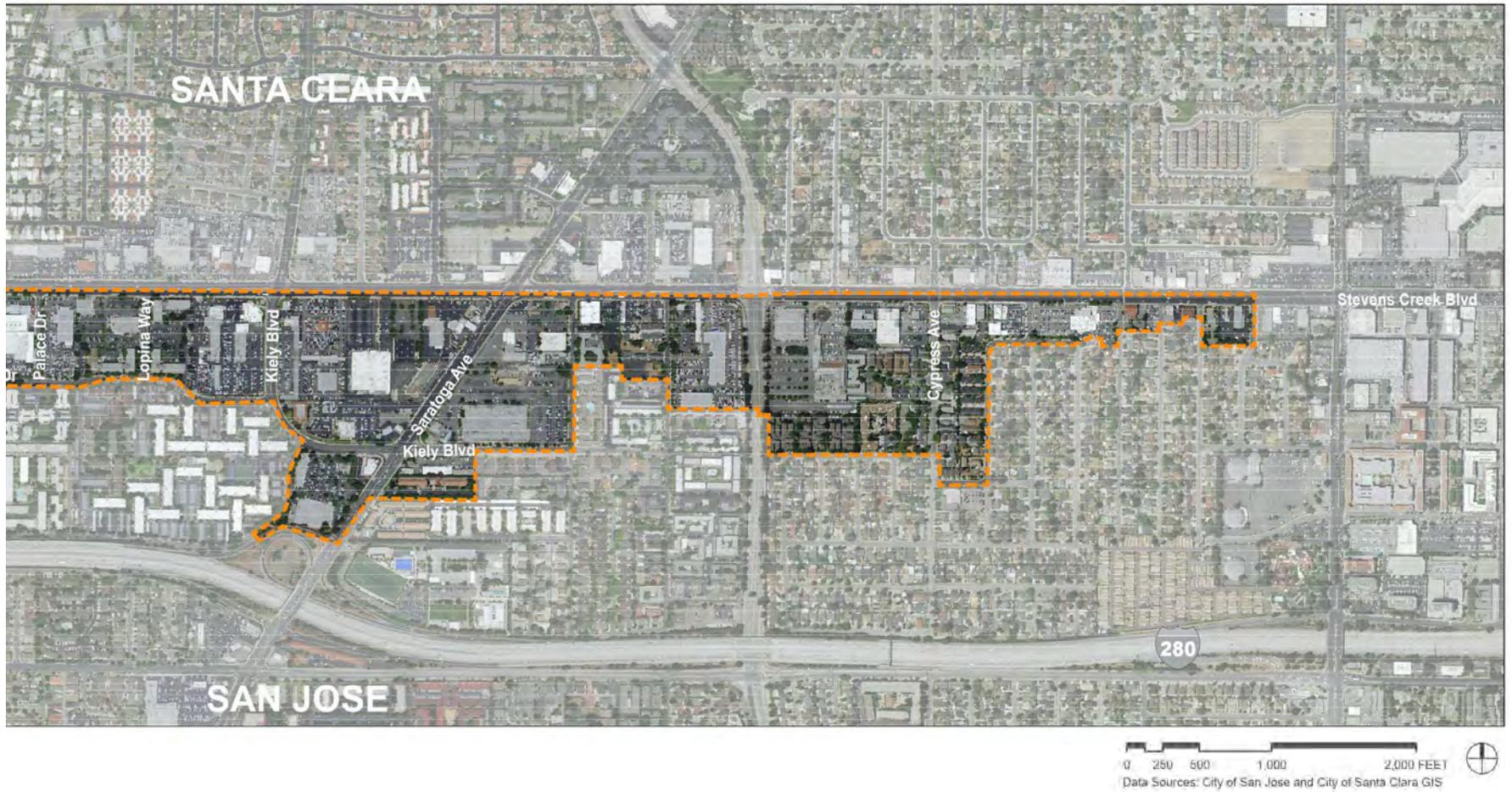
PLANNING AREA

The Stevens Creek Urban Village is located in western San José along the south side of Stevens Creek Boulevard, generally between Lawrence Expressway and Winchester Boulevard. The Village is a long commercial corridor that is characterized by large car dealerships and medium sized commercial buildings, housing tenants such as DSW, Barnes and Noble, and Cost Plus Work Market, and is interspersed with smaller one- and two-story retail and service shops. The Village is accessible by two expressways (Lawrence and San Tomas) and from three Interstate Highway 280 off-ramps. The Valley Transportation Authority's existing bus Route 323 runs along Stevens Creek Boulevard and provides access to De Anza College to the west and the Alum Rock Transit



----- urban village boundary

Figure 1-1: San Jose Stevens Creek Urban Village Plan Area



Center to the east. The Route 323 is planned to be upgraded to the Rapid 523, which will improve travel time, enhance the passenger waiting areas, and provide a connection to the Berryessa BART station upon its opening in late 2017. The goal of the Rapid 523 project is to design a compelling, attractive service that will build ridership for future Bus Rapid Transit (BRT) implementation along Stevens Creek Boulevard. These characteristics make this Urban Village an ideal location for a mixture of new and intensified commercial and residential uses.

PLAN OVERVIEW

The Stevens Creek Urban Village Plan (Plan) is prepared by the City of San José and the Stevens Creek community to further the Urban Village Major Strategy of the Envision San José 2040 General Plan. The Urban Village Major Strategy promotes the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to a variety of people and consistent with the Plan's environmental goals.

As a City Council approved policy document for the future growth of the Stevens Creek Urban Village, this Plan establishes a framework to further the transition of the Stevens Creek

Urban Village into a more vibrant mixed-use and pedestrian-oriented place that supports and creates a safe environment for all modes of travel, a thriving commercial corridor, and public gathering places. The Stevens Creek Urban Village is planned to be a complete neighborhood that is thoughtfully designed. In a complete neighborhood, people have safe and convenient access to the amenities needed in daily life, including a variety of housing options, retail stores and other commercial services, public open spaces and recreational facilities, a variety of transportation options, and civic amenities. A complete neighborhood is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.



There are many car dealerships in the Plan Area along Stevens Creek Boulevard



Diagrams of the project area allow for community members to discuss different project ideas

PLANNING PURPOSE

This Plan includes goals, policies, guidelines, and action items to guide new development, and private and public investment to achieve the Urban Village Strategy outlined in the Envision San José 2040 General Plan. This Plan acts as a framework to guide any future redevelopment.

The General Plan 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 land uses that balance both commercial and residential growth.

The Stevens Creek Urban Village Plan supports job creation and a range of housing options while protecting established neighborhoods. Future development within the Plan area should complement and enhance the existing commercial corridor and provide mixed-use commercial development, making the Stevens Creek Urban Village a destination of choice for the people of San José. The implementation of this Plan will be driven largely by developers responding to the demand for residential and commercial space.

PLANNING PROCESS

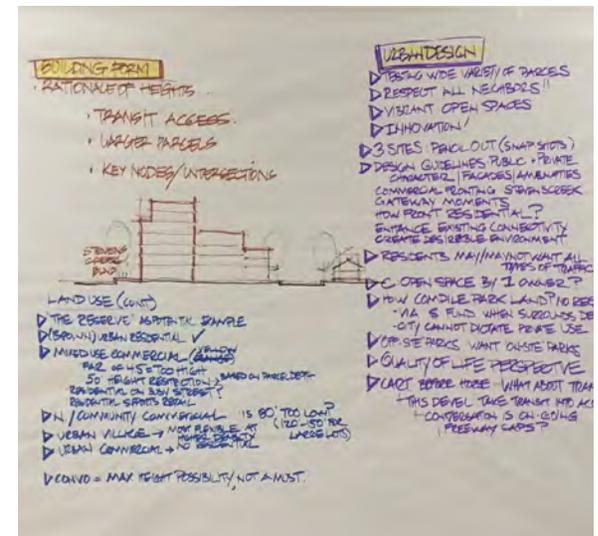
The Stevens Creek Village planning process was supported by Priority Development Area (PDA) Planning Grant awarded to the City of San José by the Metropolitan Transportation Commission (MTC) in November 2014.

Planning staff engaged community stakeholders to identify community issues, challenges, and opportunities that guided and informed the development of the Urban Village Plan. This process included three community workshops which were held in February 2013, October 2016, and April 2017. All neighborhood residents, property owners, business owners, and other interested individuals were invited to participate and provide input on the formation of this Plan. Planning staff also worked closely with the Stevens Creek Advisory Group (SCAG) to further inform the planning process. This Plan was formally approved as a city policy document by the City Council in June 2017.

Stevens Creek Advisory Group (SCAG)

The Stevens Creek Advisory Group is a 15-member group that consists of residents, business and property owners, neighborhood association representatives, and developers who were selected by the City of San Jose City Council District 1 Office. The primary purpose for the Stevens Creek Advisory Group was to provide input and help guide the process of developing the Stevens Creek Urban Village Plan and make recommendations to the City Council prior to the adoption of the plan.

On October 13, 2016, a joint meeting of the SCAG and the Winchester Advisory Group (WAG) took place. The purpose of the meeting was to provide a forum for SCAG and WAG members to exchange information about their respective Urban Villages, which are located adjacent to one another. There were 15 community members in



SCAG meetings allow for community dialogue and public comment



attendance along with staff the City of San Jose Transportation and Planning Division. During the meeting, the SCAG and WAG co-chairs gave updates on the status of their respective Urban Village planning process. The advisory group members also discussed lessons learned, guiding principles for each Urban Village area, and the goals for each Urban Village.

Workshop 1: Informing and Visioning

On February 27, 2013, over 72 community members consisting of community residents, home owners, property owners and local businesses owners participated in the first community workshop. At this workshop, participants worked in groups to provide input on the current state of the neighborhood and the opportunities that exist on the corridor. Additionally, groups were asked to share their vision for the future of the Stevens Creek Urban Village. The final task for participants was to use Legos to construct where they thought new development should be planned throughout the Village.



Staff and community members discussing building height and land use at workshop 2

Workshop 2: Developing the Stevens Creek Urban Village

On October 27, 2016, over 52 community members participated in the second workshop for the Stevens Creek Urban Village. At this workshop, staff presented the land use, urban design (building typologies, height, and setbacks), and circulation and streetscape concepts for the Village. The participants were also provided an Urban Design Framework diagram and a Streetscape Section diagram, to facilitate discussion concerning land uses and street typology. Public comments from this workshop informed the Height Diagram and Land Use Map, and preferred development guidelines within the Stevens Creek Urban Village.

Workshop 3: Draft Plan Open House

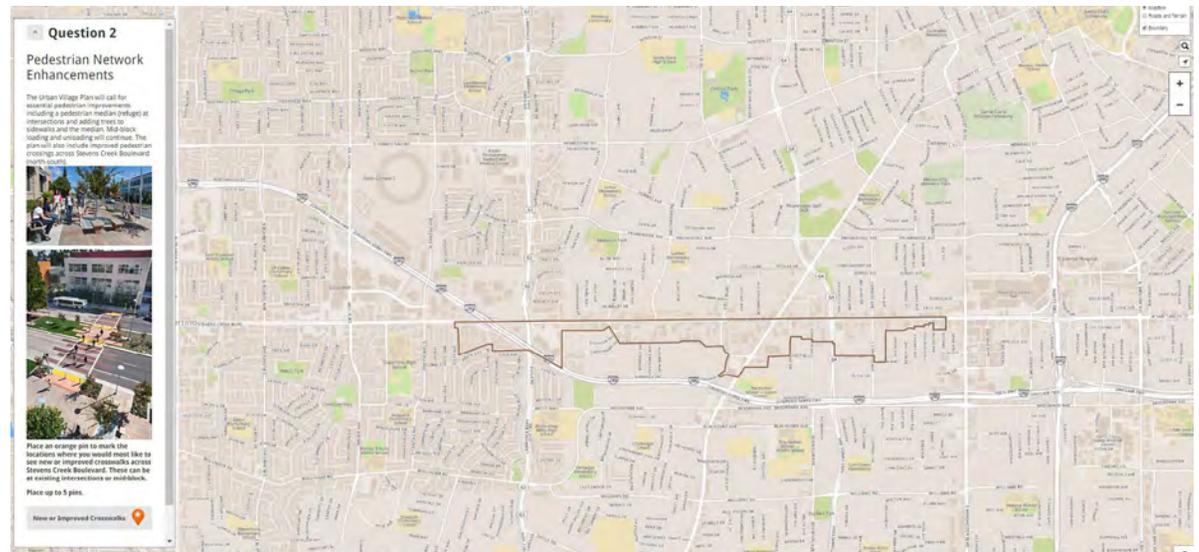
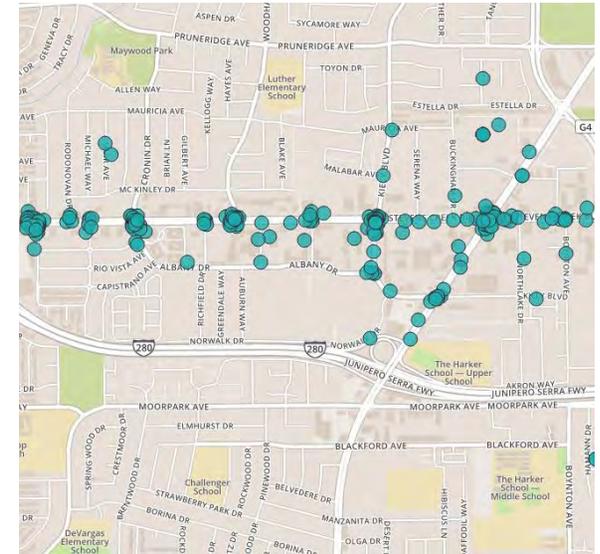
On April 13, 2017, community members participated in the third community workshop. Held as an Open House, this workshop gave the public the opportunity to review and provide feedback on the final Draft Plan. The draft Plan was built upon the community input received at the workshops held in February 2013 and October 2016, as well as online engagement and community intercept surveys, and input from the Stevens Creek Advisory Group.

Interactive Online Engagement

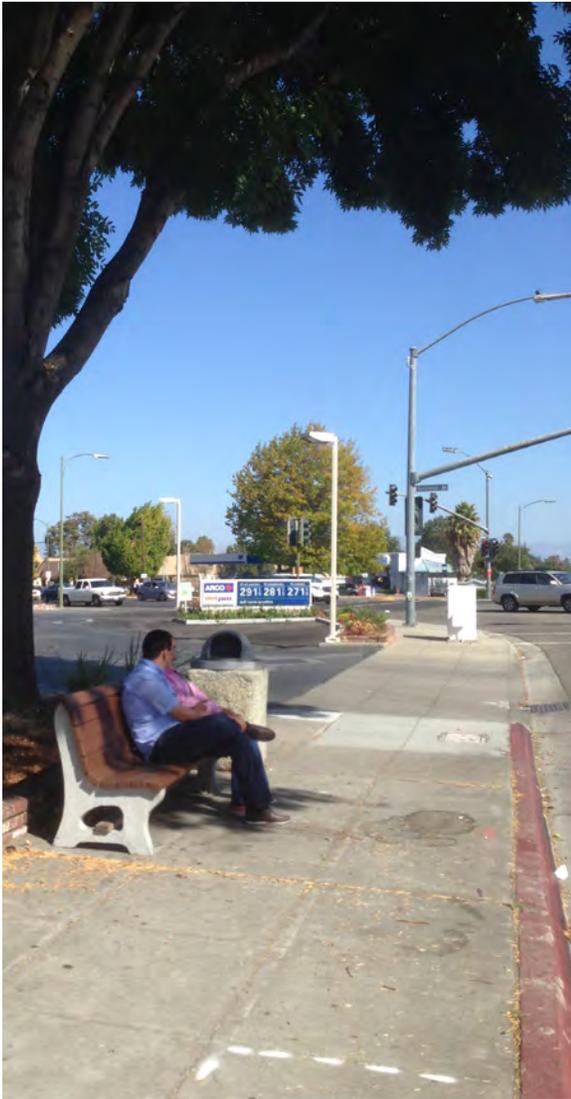
The City conducted two on-line engagement surveys during the months of September through December 2016. The first survey had 70 participants and the second had 300 participants. These surveys were a part of the public outreach process, to gather opinions and feedback on draft proposals related to various

urban design topics, including building heights, streetscapes, public art, and land use.

The mapping exercise offered a unique way for community members to participate in the creation of the San Jose Stevens Creek Urban Village Plan online or on their mobile devices. The interactive map questionnaire, Mapita, is a web-based application developed as a tool to examine the quality of built environments and gather ideas for improvements. At the close of the survey periods, a summary report was



Photos and a question prompted participants to place pins on the map, and the above image is a snapshot of desired crosswalks along Stevens Creek Boulevard



Some bus stops in the project area provide a range of benches, trash cans, and shade

prepared that summarized the results of the online interactive mapping questionnaire. The results of these questionnaires provided insight into people's preferences for development and streetscape improvements in and around Stevens Creek Boulevard and further informed the contents of the Plan.

COMMUNITY INTERCEPT SURVEYS

Another form of community engagement that was conducted as a part of this planning process was community intercept surveys. Staff went out to three different locations within the community and spoke with community members about the Urban Village project, promoted the upcoming 2nd workshop, and conducted surveys with questions regarding the assets of the community, what nodes of travel they use to get around, and what they would like to see change in the future. During this engagement process, 45 surveys were completed. The results of the intercept surveys combined with the on-line engagement surveys further informed the contents of the Plan.

INTERGOVERNMENTAL COORDINATION MEETINGS

Technical Advisory Committee (TAC)

This committee included representatives from various city departments, the Santa Clara Valley Transit Authority (VTA), and the Metropolitan Transportation Commission (MTC) as the grantor for the project. The group met every two months to coordinate on various Urban Village planning matters, share information and make decisions as a group.

West San Jose Intergovernmental Planning Coordination Meetings

The first West San Jose Intergovernmental Planning Coordination Meeting was held on March 1, 2016. Representatives from Association of Bay Area Governments (ABAG), Santa Clara Valley Transit Authority (VTA), Caltrans, Santa Clara County, and the cities of Santa Clara,

Campbell, Cupertino, and San Jose were invited. With the exception of Caltrans, all invited agencies were represented. The purpose of the meeting was to share motivations and current work and to coordinate future collaboration surrounding the Urban Villages. After the meeting, government agencies better understood the motivations and work efforts of their partner agencies, leaving them better positioned to effectively coordinate on future work.

West San Jose Coordination Meetings

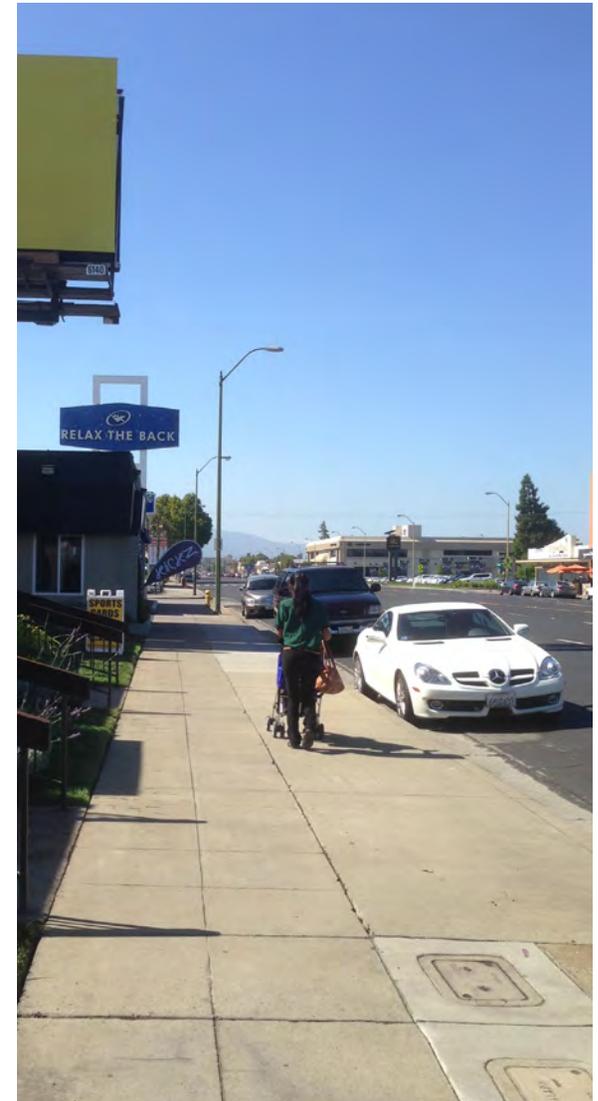
A series of West San Jose Coordination Meetings was held between the City of San Jose and Santa Clara Valley Transit Authority (VTA) in 2016. These meetings helped align and coordinate programs and projects to advance mutual goals of the City of San Jose and VTA. The outcomes of these meetings helped staff become more aware

of top transportation-focused issues, the existing conditions, and develop and implement plans and policies to address these issues.

In addition to the intergovernmental meetings listed above, the following intergovernmental coordination has also occurred with VTA leading these initiatives: Tri-Villages Land Use & Transportation Briefing at VTA Committees, VTA Next Network Retreat, VTA I-280 Corridor and I-280 Winchester Studies Discussion.

City Council Sponsored Outreach

The District 1 Transportation Forum took place on August 20th, 2016 at Mitty High School. The purpose of this forum was to highlight the collaboration taking place among regional agencies and the City, educate attendees on the connection between land use decisions and transportation, and discuss infrastructure



Many sidewalks lack trees and landscaping that provides shade



Figure 1-2: The top map shows the original western Urban Village boundary and the bottom map shows the current western Urban Village boundary

improvements being planned at the regional, state, and local level. There were 150 attendees at the forum, which included many elected officials and panelists from different organizations such as TransForm, Association of Bay Area Governments (ABAG), SPUR, Uber, San Jose Mercury News, San Jose Transportation Department, San Jose Planning Department, Silicon Valley Bicycle Coalition, and Santa Clara Valley Transportation Authority (VTA). Attendees gained a better understanding of the regional collaboration taking place, the impact that land use decisions have on transportation, as well as information on the regional, state, and local infrastructure improvements.

Change to the Urban Village Boundary

The Envision San José 2040 General Plan allows for minor modifications to Urban 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 Santana Row/Valley Fair Urban Village boundary, which abuts the Stevens Creek Urban Village to the east, was changed from the area designated in the General Plan based on the feedback received from the community during three workshops and meetings with community stakeholders. This change removed the area, which totals 1.95 acres, from the Stevens Creek Urban Village as shown in Figure 1-2.

Relationship to other Plans and Policies

ENVISION SAN JOSÉ 2040 GENERAL PLAN

A major strategy of the Envision San José 2040 General Plan is to transform strategically identified Growth Areas into higher-density, mixed-use, urban districts or “Urban Villages”, which can accommodate employment and housing growth and reduce the environmental impacts of that growth by promoting transit use, bicycle facilities and walkability. Santana Row/Valley Fair Urban Village, one of the 70 Urban Villages in San José, is intended to accommodate 8,500 new jobs and 2,635 new housing units by 2040.

GREENPRINT

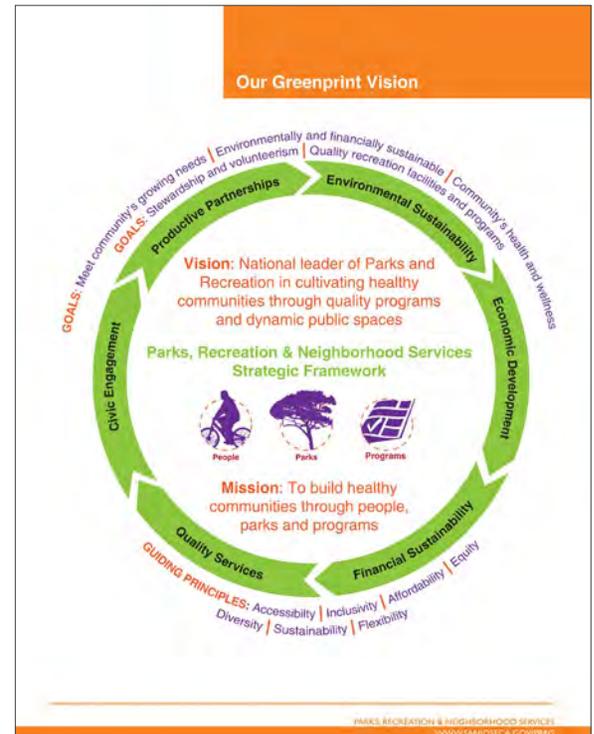
The Greenprint is a long-term strategic plan that guides the future expansion of San Jose’s parks, recreation facilities, and community services. The City is undertaking a major update of its existing Greenprint and is expected to complete the process in early 2018. As a result, Greenprint may have additional recommendations for the future of parks and recreational amenities for this area.

Growth Horizons

The Envision San Jose 2040 General Plan identifies specific Growth Areas with a defined development capacity for each area, and places each Growth Area into one of three Horizons for the phasing of residential development. The Stevens Creek Urban Village is included in Horizon 3. At the time of the adoption of this Plan, only Horizon 1 Growth Areas are available for residential development.

Residential Pool Policy

Residential and residential mixed-use development projects in Horizon 3 Urban Villages must wait until the Horizon 3 capacity becomes available in order to move forward with entitlements. Alternatively, residential projects may be developed using the “Residential Pool” policy (IP-2.11), as defined in the Envision San Jose 2040 General Plan, at the discretion of the City Council.



DOCUMENT ORGANIZATION

Each of this Plan’s topical chapters include goals, policies, guidelines, and action items that are designed to achieve the identified vision for the Stevens Creek Urban Village. The Plan’s urban design guidelines work together with the land use, circulation, and streetscape guidelines to guide private and public investment in the Urban Village. The document is organized into the following main chapters:

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

Chapter 2: Vision—Conveys the community’s principles used to guide the development of the Stevens Creek Urban Village.

Chapter 3: Land Use—Describes planned growth and identifies land use designations for the Urban Village.

Chapter 4: Urban Design Concept—Identifies goals, policies, guidelines, and action items to help realize the design concepts for public and private development.

Chapter 5: Circulation and Streetscape—Presents goals, policies, guidelines, and action items to improve pedestrian, bike, and transit facilities.

Chapter 6: Parks, Plazas and Placemaking—Identifies goals, policies, guidelines, action items, and potential locations for new publicly accessible open space, and presents strategies for incorporating plazas, pocket parks, paseos, parklets, and placemaking into the Urban Village.

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



SCAG chairperson Bob Levy welcomes participants to the second workshop



2

Vision



STEVENS CREEK



Chapter Two

INTRODUCTION

The Stevens Creek Urban Village Plan is the result of extensive community engagement and participation, yielding several guiding principles shaping the future of the Plan area. These principles emerged from numerous public advisory group meetings, three community workshops, two online surveys, and a community intercept survey. The Plan’s goals, policies, guidelines, and implementation actions are informed by the “Vision Statement” and “Guiding Principles,” which embody the long-term vision of the Stevens Creek Urban Design.

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VISION STATEMENT

Establish the Stevens Creek Urban Village as an **innovation corridor utilizing new technology for transportation movement**, providing an **interconnected network of open spaces** enriched with **placemaking elements designed for people**, respecting the existing residential neighborhoods and small commercial businesses, and **improving bicycle and pedestrian connections** within and through the Village.

Develop Stevens Creek Boulevard into a **more walkable, bikeable, and transit-accessible street while maintaining vehicle mobility**, and transform Albany Drive and Kiely Boulevard into multimodal streets which prioritize pedestrians and bicyclists over vehicles.

Reestablish a connection between the Stevens Creek Urban Village neighborhoods and the neighborhoods to the south that were severed by the construction of Interstate 280 through support of a cap over Interstate 280. Allow new mixed-use and open space development on top of the cap.



Illustration of what a vibrant Stevens Creek Urban Village could look like (Stevens Creek Boulevard at Harold Ave)

GUIDING PRINCIPLES

The Stevens Creek Urban Village guiding principles consist of four defining elements that embody the foundation of this Plan's goals, policies, guidelines, and action items. Together, these elements represent the community's preferred future development and transformation of the Stevens Creek Urban Village.

Principle 1: New Parks and Gathering Spaces

The Stevens Creek Urban Village will spur development of new parks and public gathering spaces that integrate a variety of new connected outdoor spaces where the community can meet, linger, and socialize.



New Parks and Gathering Spaces

Principle 2: Foster Connections

The Stevens Creek Urban Village Plan fosters connections between San José, Santa Clara, and Cupertino, and links neighborhoods south of Interstate 280 and north of Stevens Creek Boulevard through pedestrian, bicycle, and transit improvements.



Foster Connections

Principle 3: A Great Street

Transform Stevens Creek Boulevard into a truly great street that is safe, accessible, and convenient, while also remaining a key segment of the regional roadway system that is prominent, memorable, and functions well for all users. Provide a safe, accessible, and well-connected community for all people and ideals, with continuous, wider sidewalks and protected bicycle lanes.



A Great Street

Principle 4: Economic and Residential Vibrancy

Develop the Stevens Creek Urban Village into a vibrant mixed-use corridor supporting a variety of businesses and housing types focused on intelligent growth meeting the needs of future generations. Support a small-business friendly environment and the development of affordable housing.



Economic and Residential Vibrancy

Principle 5: Innovation Corridor

Establish the Stevens Creek Innovation corridor by encouraging the integration and testing of technologies within the Urban Village corridor.



3

Land Use





Chapter Three

INTRODUCTION

This Land Use Chapter describes how the Stevens Creek Urban Village will accommodate the growth that is planned for it in the Envision San José 2040 General Plan. The Chapter introduces the land use designations that are applied within the Urban Village, describes the permitted land uses and intensities of each designation, and maps the location of each land use on a Land Use Diagram. In addition, a separate Height Diagram depicts the maximum permitted building heights throughout the Urban Village. This Chapter also provides specific goals and policies related to land use that will help ensure that the area develops into the thriving, mixed-use, walkable and livable place envisioned by the community.

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PLANNED GROWTH AND OBJECTIVES

This Plan includes a commercial/employment square footage objective and a planned residential unit capacity for the Urban Village. The commercial/employment objective and the planned residential unit capacity are based on the planned jobs and housing capacities established for the Stevens Creek Urban Village by the Envision San Jose 2040 General Plan, and which were updated with the 2016 Four-Year Review of the General Plan's planned capacity for new jobs. Consistent with General Plan Policy IP-5.1, this Urban Village Land Use Plan identifies the locations and intensities of new development, which will accommodate the planned jobs and housing growth.

Employment Growth

The Stevens Creek Urban Village currently has 1,584,519 square feet of commercial space ranging from retail shops, grocery stores, car dealerships, professional offices, restaurants, banks, etc. This commercial space equates to roughly 5,281 jobs, based on the General Plan's assumption of one job for every 300 square feet.

The employment growth objective for the Stevens Creek Urban Village is to add 4,500 new jobs. This establishes the total amount of commercial and employment growth that is planned to be accommodated in the Stevens Creek Urban Village over the planning horizon (2040) and amounts to roughly 1,350,000 square feet of net new commercial space required to achieve this objective. This is approximately a 48 percent increase in the commercial space square footage over the existing square footage within the Village.

Housing Growth

The planned residential dwelling unit capacity for the Stevens Creek Urban Village is 3,860 new units. There are currently about 1,624 existing dwelling units within the Village boundaries. The overall residential unit capacity is the maximum residential growth planned for the Stevens Creek Urban Village in the Envision San Jose 2040 General Plan. This Plan recognizes the importance of providing new housing as a means of creating a more vibrant and active place; however, the Envision San Jose 2040 General Plan does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.



Residential buildings mixed with public open space provides areas for the community to gather



Larger open areas allow for a mix of uses throughout the year

LAND USE POLICY OVERVIEW

A primary objective of the Stevens Creek Urban Village Plan is to retain and build upon the existing amount of commercial space within the Urban Village area to increase the amount of job-generating commercial uses. This Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are largely envisioned to be a mix of retail shops, personal service uses (such as dry cleaners and salons), and professional and general offices. The Plan supports a wide variety of businesses, ranging from small or mid-sized commercial businesses, such as office, retail, service, hotel, public eating establishment, and entertainment that serve the immediately surrounding neighborhoods, to larger-format retail uses such as a grocery store, serving the broader community, to significant office uses.

Additionally, since the Stevens Creek Urban Village focuses on creating a rich and inviting pedestrian environment, new drive-through uses are not supported. While auto-oriented uses such

as, auto repair, automobile sales and rentals, or sales of auto parts are not prohibited and are encouraged to remain. However, should the aforementioned auto-oriented uses redevelop, it should be done with a more pedestrian- and transit-supportive site design and building placement.

New residential uses will also be instrumental in creating a vibrant and walkable place and supporting community goals. This Plan supports medium to high density residential uses in areas identified on the land use diagram as Urban Residential and Urban Village. The Mixed-Use Commercial area allows for residential uses, but is commercially-focused. The Stevens Creek Urban Village will be enlivened as more people live, walk and shop within this area. To this end, the Plan encourages residential development to be built at densities higher than the existing typical pattern of development, while respecting the existing adjacent residential neighborhoods. Additional development specifications can be found in the Land Use Goals and Policies section on the following pages, as well as in the Urban Design Chapter.

LAND USE GOALS, POLICIES AND ACTION ITEMS

Vibrant Commercial Corridor GOAL LU-1

Grow the Stevens Creek Urban Village into an economically vibrant commercial corridor that serves the surrounding communities by increasing commercial building square footage within the Village by 85 percent.

Policy LU-1.1 To achieve the growth goals of this Plan, encourage new commercial development on parcels with an Urban Village Commercial land use designation to be built at a Floor Area Ratio (FAR) of 0.7 or greater.

Policy LU-1.2 Within the Mixed Use Commercial, Urban Residential, or Urban Village land use designations, existing commercial or industrial square footage shall be replaced with an equivalent commercial square footage in the new residential or residential mixed use development.

Policy LU-1.3 Require a minimum overall commercial Floor Area Ratio (FAR) for the area designated with an Urban Village Land Use Designation of 0.25. New development that includes residential uses should not be developed such that the combined FAR of the area designated Urban Village drops below 0.25.

Policy LU-1.4 Encourage the integration of commercial tenant spaces within new development that is designed to accommodate small businesses.

Policy LU-1.5 Support the continued operation of motor vehicle uses, including auto repair, automobile sales and rental lots, and auto parts sales. However, over time, as the market changes, these uses are intended to be redeveloped with uses that are more pedestrian and transit supportive or support the continued existence of auto uses in a more urban, pedestrian-oriented format.

Policy LU-1.6 Ensure that proposals for redevelopment or significant intensification of existing land uses on a property conform to



Mixed use buildings can incorporate both large and small stores



Pedestrian safety and comfort are critical to mixed use Urban Villages

the Land Use Plan. Because the Land Use Plan identifies the City’s long-term planned land use for a property, non-conforming uses should transition to the planned use over the time. Allow improvements or minor expansions of existing, non-conforming land uses provided that such development will contribute to San Jose’s and this Plan’s employment growth goals or advance a significant number of other goals of this Plan.

Policy LU-1.7 Planned development zonings and discretionary development permits that are applying under the “Signature Project” policy, as defined in the Envision San Jose 2040 General Plan may continue to move forward as such, and will not be required to be in conformance with this Urban Village Plan. All of the “Pipeline” applications benefiting from this policy must have been submitted to the City, including full payment of initial application fees, prior to adoption of this Urban Village Plan.

Policy LU-1.8 Building and site improvements for existing interim commercial uses, including auto uses, that require discretionary approvals, shall be designed to improve to improve

the pedestrian environment by increasing landscaping adjacent to the sidewalk, installing large canopy street trees, improving the sidewalk consistent with the policies and guidelines of this Plan, providing public art, or providing a publicly-accessible plaza or pocket park. Improvements should also include those that enhance the pedestrian connection or access between the sidewalk and the existing commercial use.

Mixed-Use Urban Village GOAL LU-2

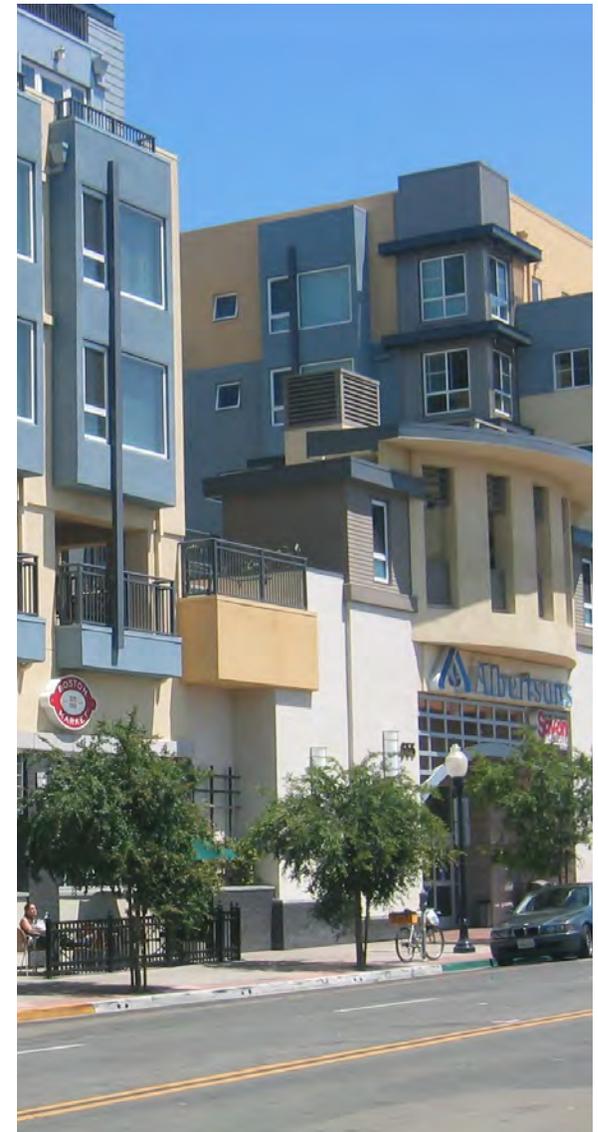
Create a mixed-use Urban Village that focuses commercial activity along Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue, and is pedestrian focused, enhances the quality of life for residents in surrounding communities and supports the existing and planned public transit.

Policy LU-2.1 Strongly encourage mixed-uses and higher intensity development at express bus stops and at future BRT stations/stops to support transit ridership.

Policy LU-2.2 New development along Stevens Creek Boulevard, Kiely Boulevard, Saratoga Avenue, and Albany Drive should include ground floor commercial and/or active spaces such as lobbies fronting the street and wrapping the corner when located on a corner lot.

Policy LU-2.3 For the Safeway Shopping Center site located on the south side of Stevens Creek Boulevard between Lawrence Expressway and Loma Linda Drive, allow a rezoning for residential development on any parcel only if a minimum commercial FAR of 0.60 is provided and the site includes a publicly accessible urban plaza/park at a visible location, consistent with the urban design policies of this Plan.

Policy LU-2.4 Residential projects utilizing the Envision San Jose 2040 General Plan “Residential Pool” policy (Policy IP-2.11), which can allow residential mixed-use projects prior to the opening of an urban village’s designed horizon, shall replace any existing commercial square footage on the development site or provide a minimum commercial FAR of 0.9, whichever is greater.



Incorporating daily-use stores into residential or office buildings creates an atmosphere of continual activity

Policy LU-2.5 Residential mixed-use projects utilizing the residential pool must build the commercial and residential portions of the development concurrently.

Action Item LU-2.1 When the commercial allocation (4,500 new jobs) is met for Stevens Creek Urban Village, explore an Urban Village Plan update during the nearest General Plan 4-year review, and during the update, consider allowing residential in a mixed-use format on commercial land use designations, outlined in the Plan.

Pedestrian- and Bicycle-Friendly Environment

GOAL LU-3

Foster a development pattern that supports the creation of a walkable dynamic environment and reduces motor vehicle travel by encouraging the use of other modes of travel.

Policy LU-3.1 Prohibit self-storage and “big box” building formats in the Stevens Creek Urban Village, except as a part of a vertical mixed use development that is pedestrian- and bicycle- accessible and is otherwise consistent with the urban design polices of this Plan.

Policy LU-3.2 Prohibit drive-through uses within the Stevens Creek Urban Village.

Policy LU-3.3 Locate buildings that specifically serve individuals with disabilities or seniors near accessible pathways to transit and public services.

Policy LU-3.4 New development should consider how their land uses support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network.



A mix of land uses helps create a safe and more enjoyable environment

Diversity of Housing

GOAL LU-4

Support a range of housing types within the Stevens Creek 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 3,860 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% of the total new residential units constructed are affordable.

Policy LU-4.2 Integrate affordable housing within the Stevens Creek 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.

Action Item LU-4.1 The City should aggressively pursue incentives for developers to include on-site affordable housing for new projects.

Placemaking and Open Space

GOAL LU-5

New development and area improvements should increase public spaces that serve existing and new residents, as well as workers.

Policy LU-5.1 Encourage the aggregation of parcels within the Stevens Creek Urban Village to facilitate new development, especially mixed-use, at a higher density or intensity, and to provide for the inclusion of publicly-accessible plazas and open spaces into new development.

Policy LU-5.2 All new development shall incorporate some amount of publicly accessible open space, such as plazas and pocket parks, or small areas for seating, into their development that is privately owned and maintained.

Policy LU-5.3 Consider the reduction of required private open space in residential development when public open space is significantly increased, well designed, and usable.

Policy LU-5.4 Ensure that new development provides convenient, walkable pedestrian connections through the site and to existing and planned open spaces.



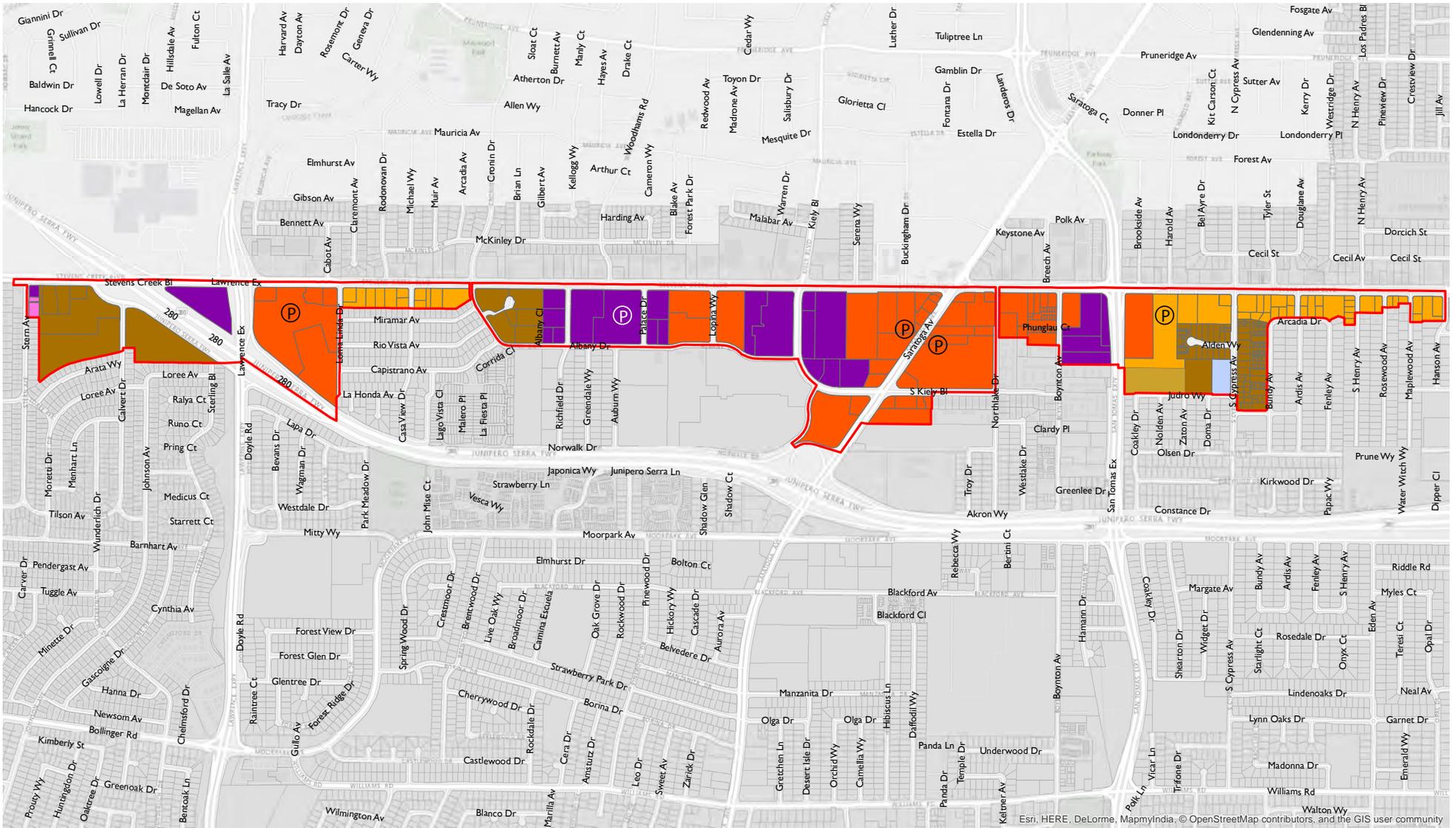
Street signage and furniture can help strengthen an area's identity

LAND USE PLAN OVERVIEW

A primary objective of the Stevens Creek Urban Village Plan is to retain valued commercial services and spaces within the Urban Village area, while adding job-generating commercial uses. The Plan will help to grow the existing employment base so that Stevens Creek becomes a job center for west San Jose. In addition, this Plan will add new housing units, which combined with new job growth will create a dynamic urban environment that embraces a creative workforce and attracts new companies, businesses, and residents.

To meet this goal, there are two areas that are designated for higher intensity commercial uses and have the tallest building heights within this Village. The first area is the “Heart of the Village” and is located on the south side of Stevens Creek Boulevard between Kiely Boulevard and both sides of Saratoga Avenue. The second area is the “West Gateway” located at the western end of the Village at Lawrence Expressway. The addition of new urban scale mixed use residential development that is integrated with existing and planned commercial uses will further the creation of a vibrant and active place.

Additionally, the existing Valley Transportation Authority (VTA) 323 bus line located along Stevens Creek Boulevard is planned for express bus service (the 523 Express) and potential future Bus Rapid Transit (BRT). These transit investments will further support more intense development and support mobility for employees, residents, and visitors utilizing this corridor. As such, the locations of the stops for the express bus and possible BRT are planned to have higher intensity uses than the areas in between those stops.



- Neighborhood/Community Commercial
- Urban Village Commercial
- Urban Village
- Mixed-Use Commercial
- Urban Residential
- Mixed-Use Neighborhood
- Urban Village Boundary
- Public Quasi-Public
- Parcels
- P Floating "P" – Parks and Plazas



*Draft land use for Stevens Creek
Urban Village Planning Area*



Integrating different types of activities on the ground floor invites more users

Land Use Designations NEIGHBORHOOD/COMMUNITY COMMERCIAL

DENSITY: FAR of up to 3.5

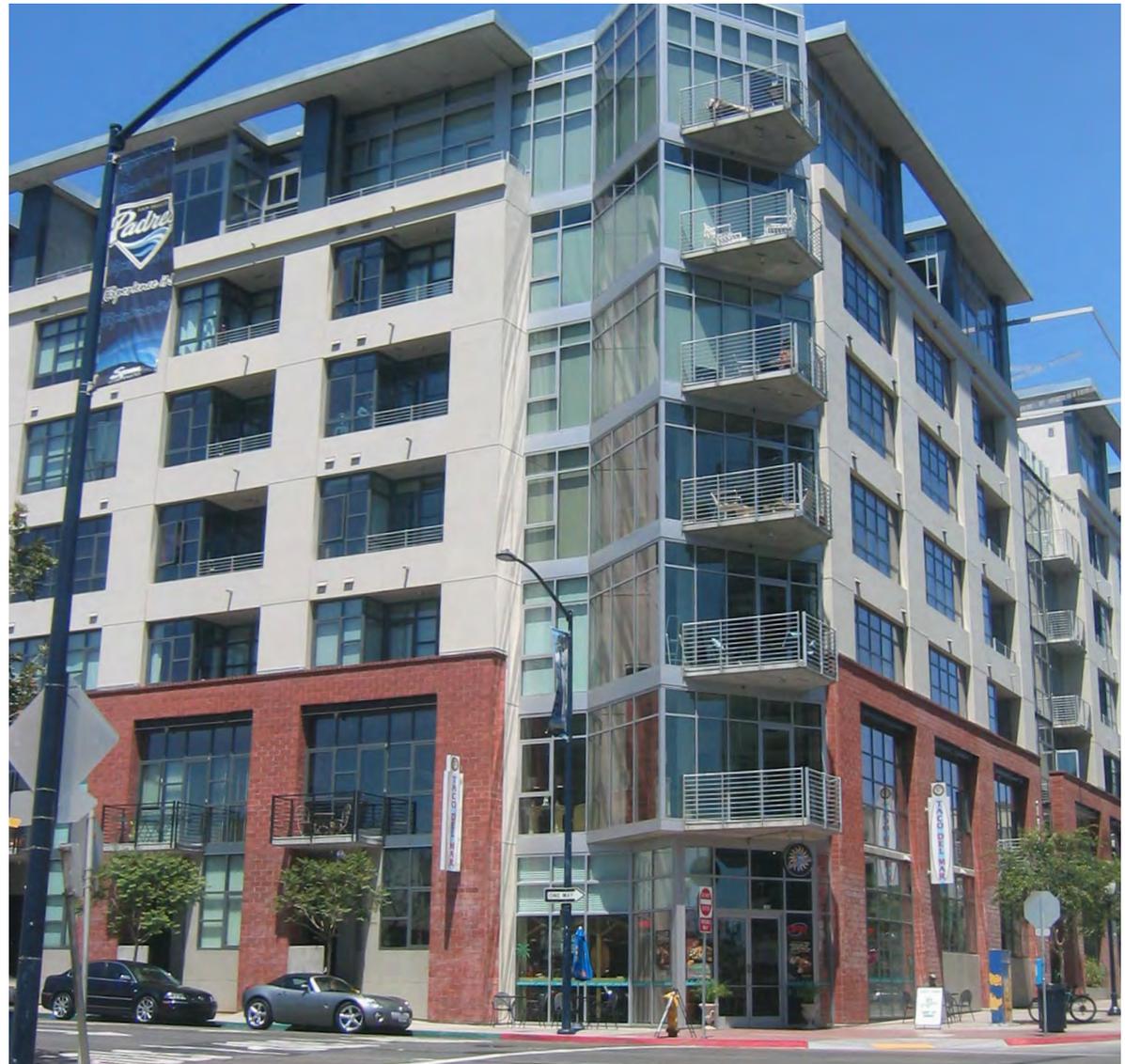
The Neighborhood/Community Commercial land use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, commercial and professional offices and private community gathering facilities. New residential uses are not supported by this land use designation. Neighborhood/Community Commercial uses should have a strong connection to, and provide services and amenities for, the community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use and public interaction.

URBAN VILLAGE COMMERCIAL

DENSITY: FAR of up to 8

This designation supports commercial activity that is more intensive than that of the Neighborhood/Community Commercial land use designation. Appropriate uses in this designation include mid-rise office buildings and hotels, along with ground floor neighborhood serving commercial and retail uses. Lower intensity commercial land uses could be supported, but these uses are intended to be interim until there is a market that supports higher intensity uses. This Plan supports the aggregation of smaller parcels with this designation in order to form parcels ideal for larger, mid-rise development.

New development under this designation should be urban and pedestrian-oriented in form with the presence of parking and automobile circulation minimized from the adjacent public right-of-way. This designation does not support drive through uses, stand-alone big box retail, or mini-storage.



Housing above small commercial spaces can begin to create a more pedestrian focused area



Mixed-use development can still allow for multi-story units within the building

URBAN VILLAGE

DENSITY: 65 DU/AC TO 250 DU/AC

The Urban Village land use designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. This designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. All new development under this designation with frontage along Stevens Creek Boulevard must include ground floor commercial uses along Stevens Creek Boulevard.

This Plan does not establish a maximum FAR for commercial or mixed residential/commercial development for properties designated Urban Village, but does establish a minimum number of dwelling units per acre for the residential portion of mixed use projects. The intensity of new commercial development will effectively be limited by the maximum height limits established in this Plan and the parking requirements established in the Zoning Ordinance.

MIXED USE COMMERCIAL

DENSITY: Depends on project type

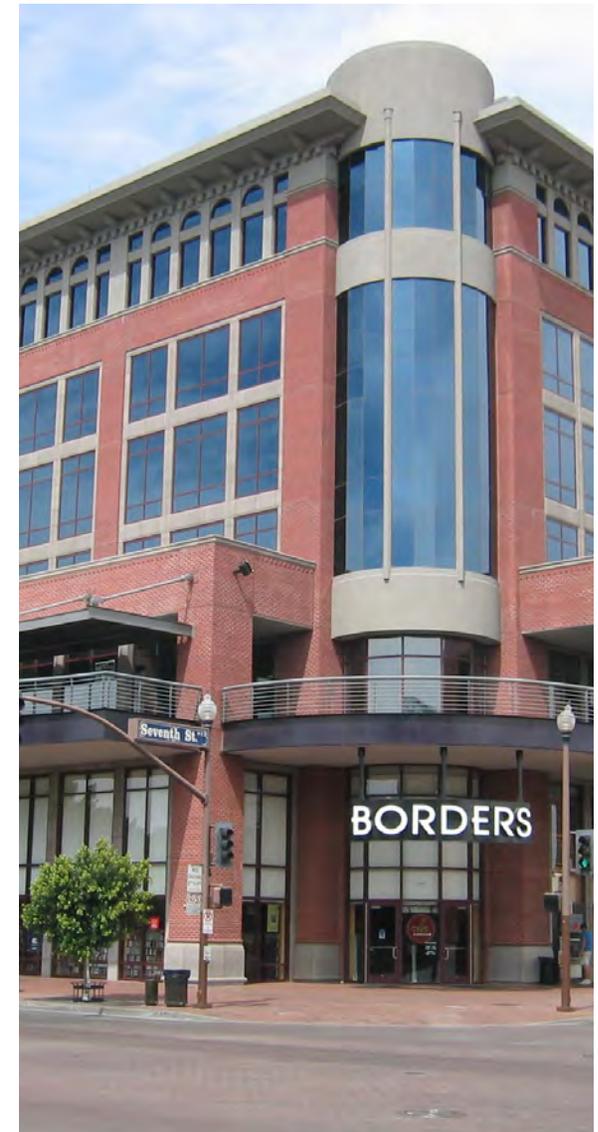
Wholly Commercial Projects FAR: 0.25 to 4.5

Residential Mixed Use Projects:

Commercial Use FAR minimum 0.50; Up to 50 DU/AC; Up to 75 DU/AC for sites larger than 0.7 acres

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. This designation also allows development that only includes commercial uses. New mixed use commercial and residential

development shall include commercial square footage at the equivalent of at least 0.50 FAR of the property. New commercial development could be developed at an FAR of up to 4.5. Multi-story development is envisioned. This designation is applied to both large (0.7 acres or more) and small parcels of land. The smaller parcels of land are generally shallow in depth and width and as such cannot accommodate the same amount of density as a larger parcel. Appropriate commercial uses include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities.



Large retail stores can be integrated into mixed use development well



Private open spaces can be incorporated into the building design as well as quasi-public spaces

URBAN RESIDENTIAL

DENSITY: 45-95 DU/AC

This designation allows for medium density residential development. This designation is used to identify portions of Urban Village areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas within the Urban Village suitable for greater intensification. Development in this designation would typically be residential, however, commercial or mixed uses over a parking garage can also be supported. A fairly broad range of commercial uses that would serve the surrounding community, including retail, offices, and private community gathering facilities, are allowed.

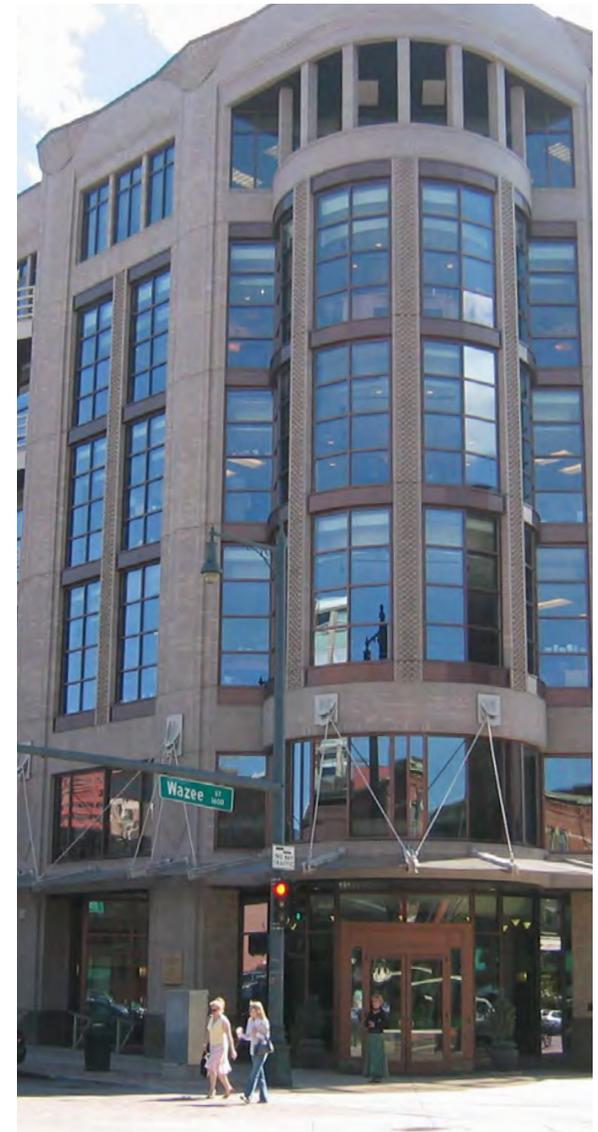
PUBLIC/QUASI-PUBLIC

DENSITY: FAR N/A

The Public/Quasi- Public land use designation is applied to the property that contains the City of San Jose's Cypress Senior and Community Center, which is located on the west side of Cypress Avenue, south of Stevens Creek Boulevard.

The Public/Quasi- Public category is used to designate public land uses, including daycares, schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include

public and private participation - such as a jointly administered public/private research institute or an integrated convention center/ hotel/restaurant complex - are allowed. 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.



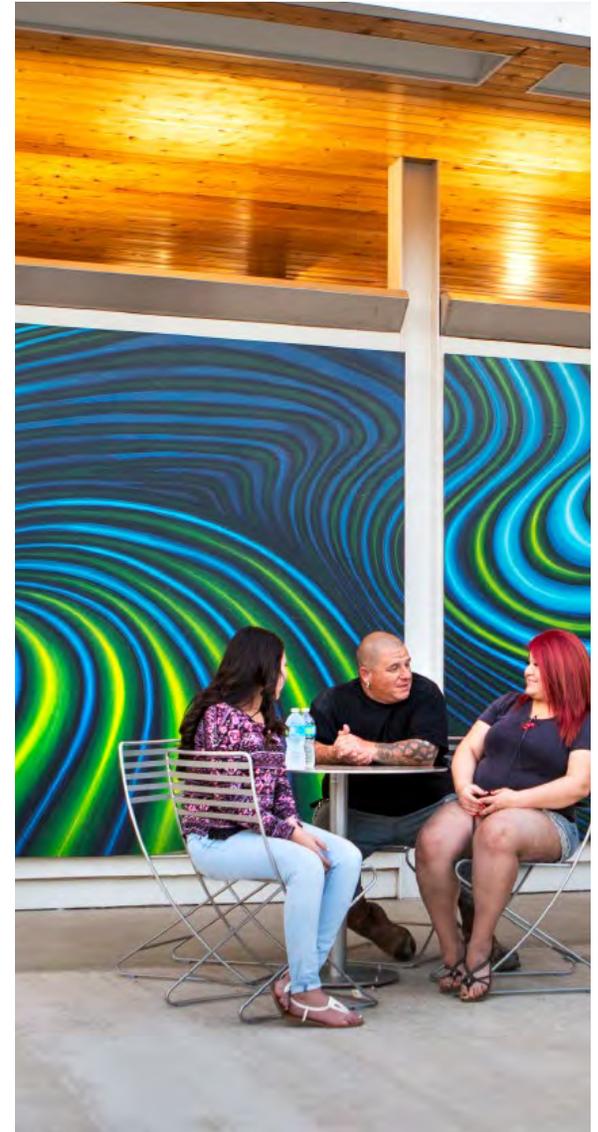
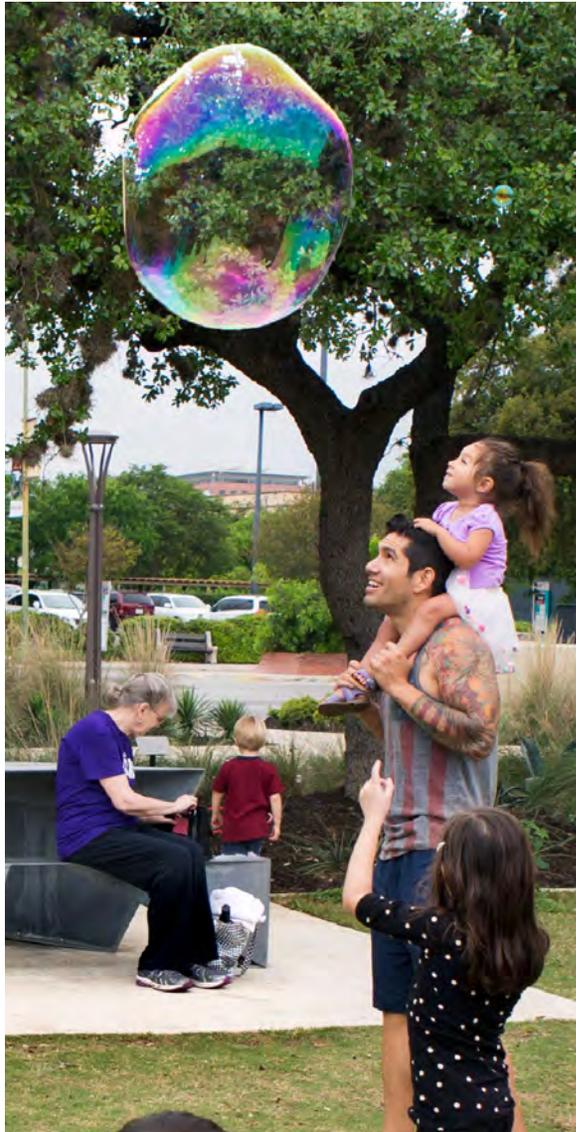
Creating a mix of public and quasi-public spaces within a building can help create a stronger sense of community

FLOATING “P” – PARKS AND PLAZAS

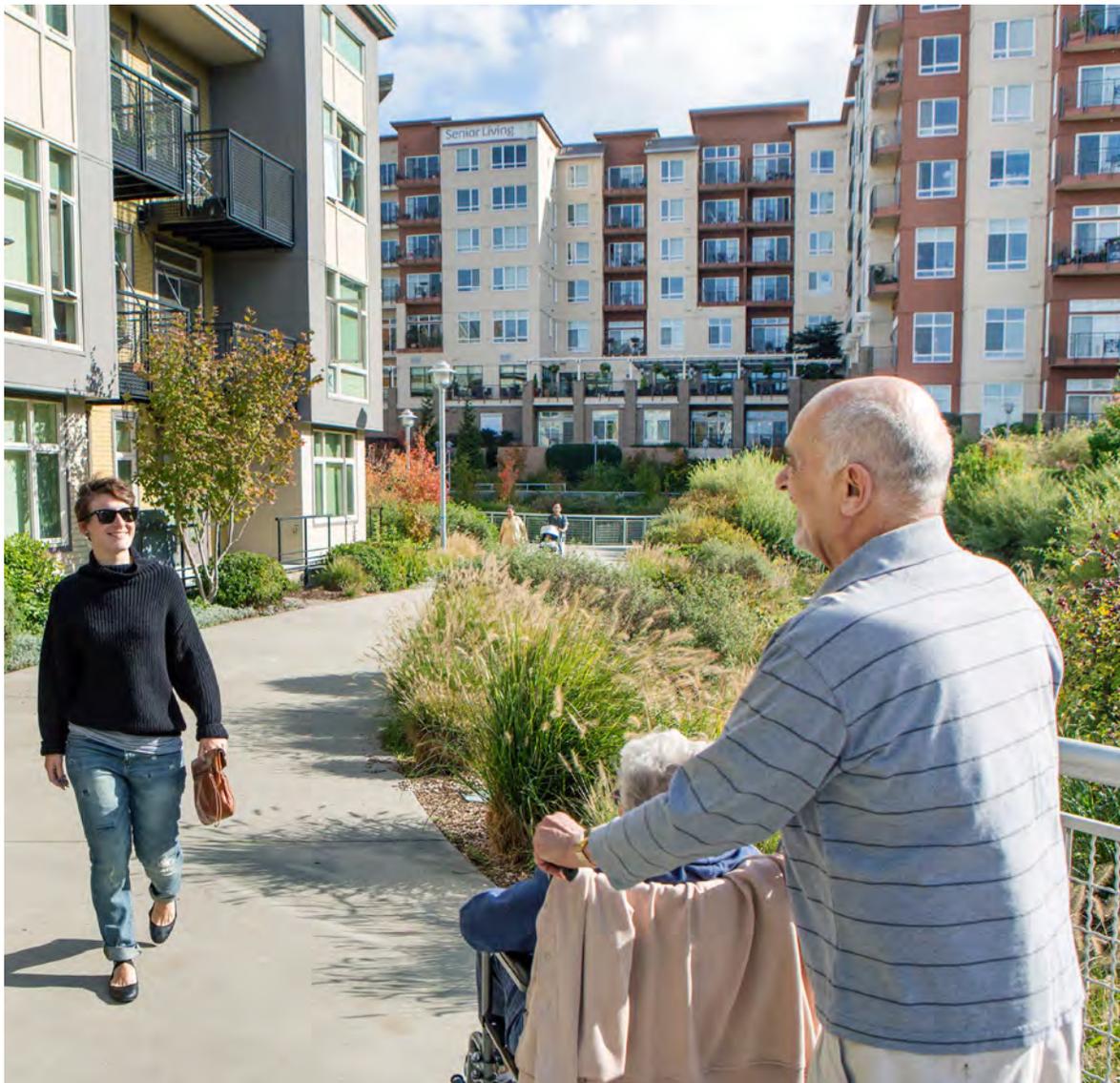
DENSITY: FAR N/A

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 Stevens Creek 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 border and the 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.



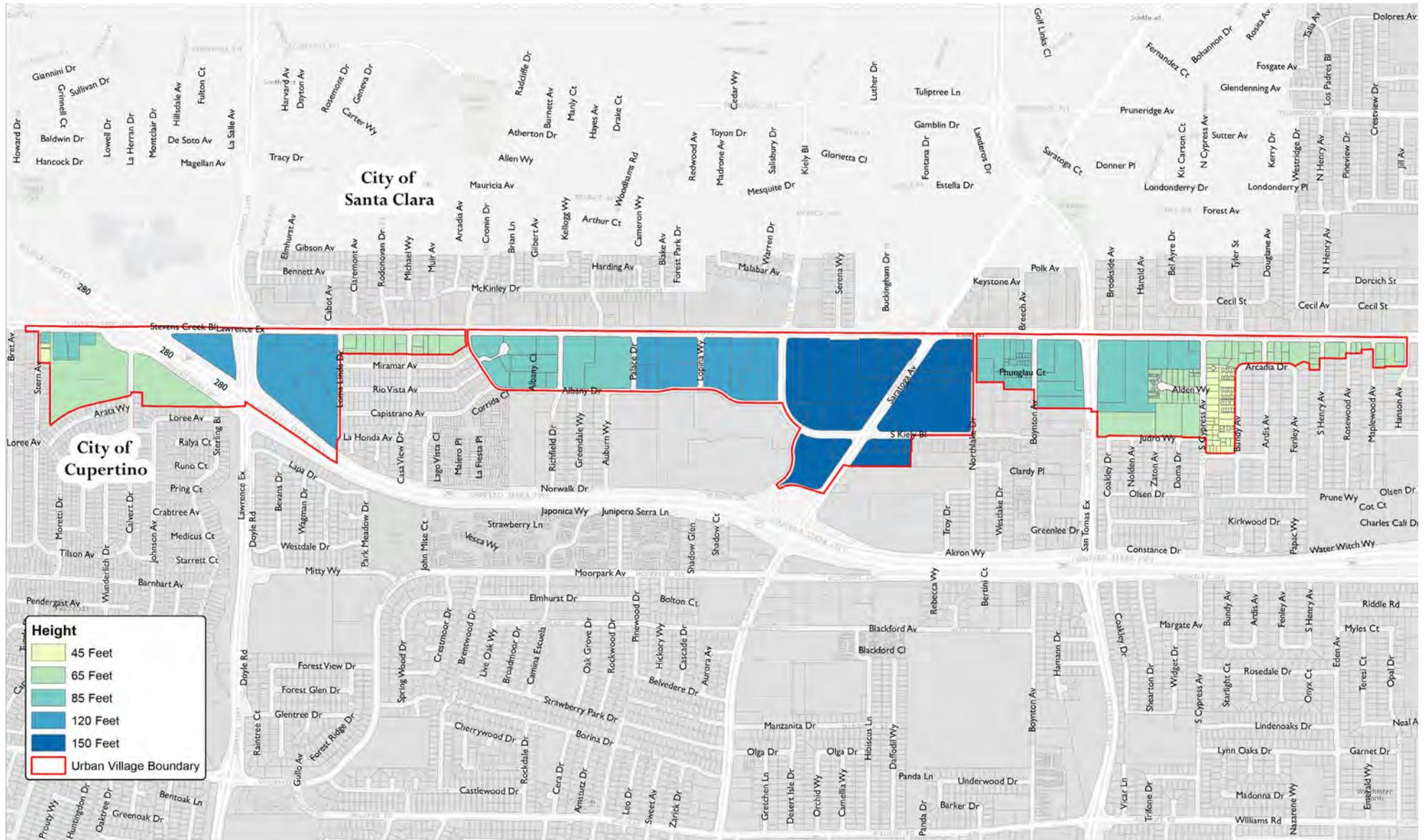
Parks and plazas provide a range of areas for different activities



Variable building heights creates a more visually stimulating experience

BUILDING HEIGHT

This Plan identifies maximum heights of development within the Stevens Creek Urban Village. The building heights correspond to both the land use diagram and the urban design framework discussed in Chapter 4 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. The tallest building heights are located in the “Heart of the Stevens Creek Urban Village”, which is generally located at the intersection of Stevens Creek Boulevard and Saratoga Avenue. Non-occupiable architectural features such as roof forms, chimneys, stairwells, and elevator housing may project up to ten feet above the maximum height limits.



N
 City of San Jose
 Date: 6/14/2017



Maximum height diagram for Stevens Creek Urban Village Planning Area



4

Urban Design



Bell St 2300

BELL + WHETE
EUROPEAN KITCHEN + LOUNGE

BELL + WHETE
← BELL ST →

BELL + WHETE
EUROPEAN KITCHEN + LOUNGE
← BELL ST →



Chapter Four

INTRODUCTION

The Stevens Creek Urban Village is envisioned as a mixed-use commercial Urban Village with a clear sense of identity. A strong urban design concept guiding future development in the Urban Village can support job creation and a range of housing options while protecting established neighborhoods. It will support the function of the corridor, improve the look and feel of the Urban Village, enhance access to amenities for all neighbors, and create a distinct sense of place.

This chapter presents a design concept intended to improve corridor aesthetics and cohesion. It strives to guide private development in the Stevens Creek Urban Village to add community amenities while accommodating planned growth and respecting existing neighborhoods. These strategies will improve the sense of place in the corridor and, in combination with the public improvements outlined in the Plan's Circulation and Streetscape Chapter, enhance the safety, walkability, and vibrancy of the Urban Village.

IN THIS CHAPTER...

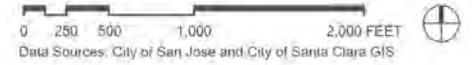
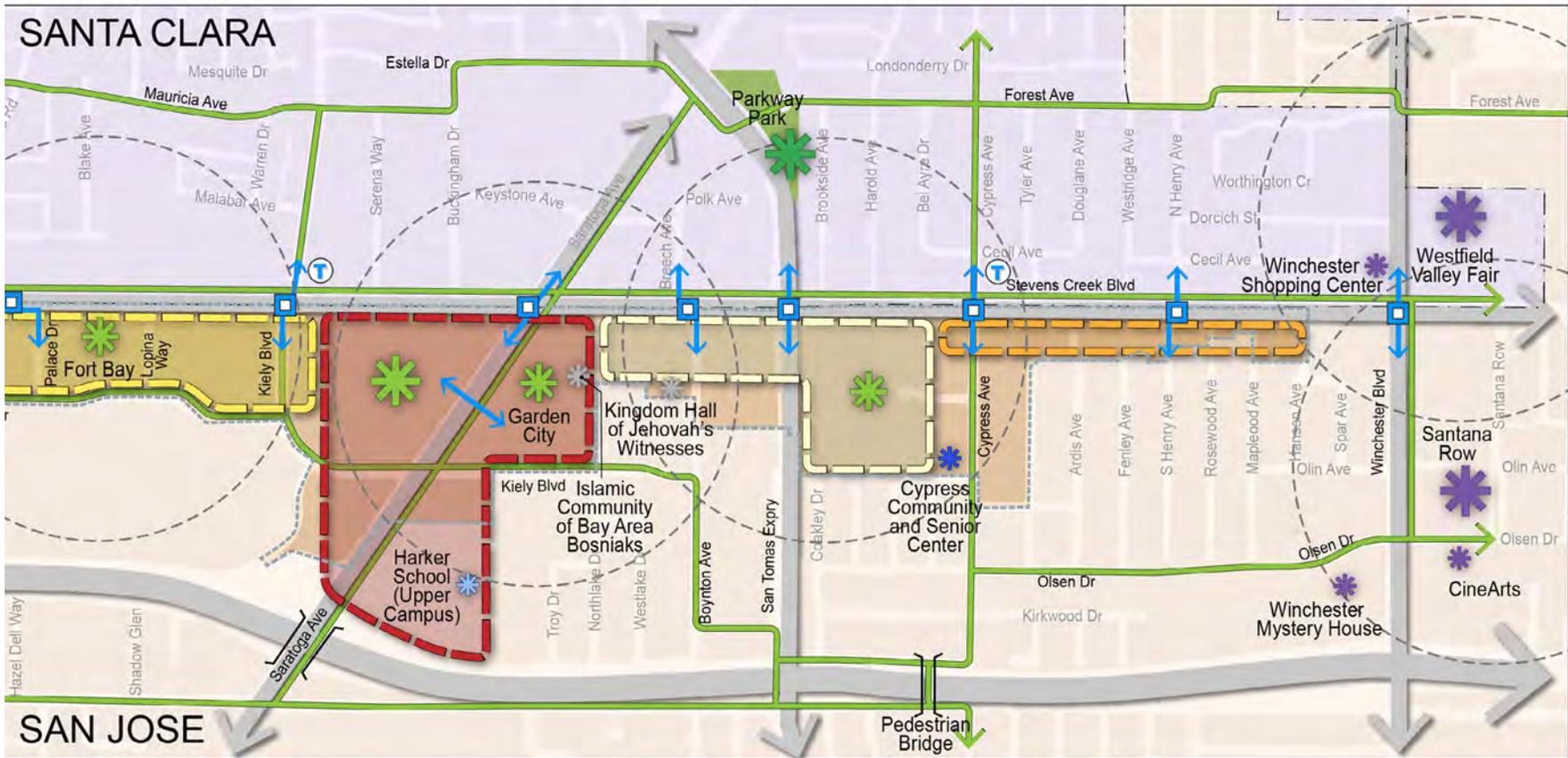
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OVERARCHING URBAN DESIGN CONCEPT

The urban design framework for the Stevens Creek Urban Village is an interconnected series of site-specific character areas that create a cohesive sense of place while accommodating different development types and a mix of land uses. It will add areas of increased activity and community amenities at key nodes throughout the corridor to improve access, walkability, and social connection. Gateways at either end will welcome visitors and define the Stevens Creek Urban Village as a distinct destination.



Figure 1-1: San Jose Stevens Creek Urban Village Design Concept



-  Conceptual Pedestrian Connection
-  Improved Intersection
-  New & Reconfigured Transit Stop
-  Existing Open Space
-  Proposed Open Space
-  Major Destination
-  School
-  Religious Institution
-  Civic Amenity

CHARACTER AREA FRAMEWORK

This Plan's design concept includes six character areas that will guide future development in a way that respects the unique qualities of the area while contributing to a cohesive Urban Village design. The character areas were created based on existing character and patterns, including land uses, in the Urban Village, adjoining residential and non-residential development, proximity to nearby regional destinations, access to transportation infrastructure, and lot size. They are intended to leverage existing and future amenities in, adjacent to, and near the Stevens Creek Urban Village. Together these areas comprise the Stevens Creek Urban Village. Each is described below.



WEST END GATEWAY

The West End Gateway character area is the western entry point to the Urban Village, close to the border of the City of Cupertino and the City of San Jose. It will convey the arrival in San Jose and the Urban Village by introducing distinct design elements, such as the iconic vintage Safeway sign, while reflecting the character of new urban, high-tech office uses. Higher intensity, mid-rise commercial development and office uses located above ground-floor neighborhood commercial uses will be balanced with neighborhood-serving open spaces. The eastern edge of the area will provide neighborhood open space and amenities alongside residential development, creating a transition to the adjacent established neighborhoods.



MIXED-USE COMMERCIAL

Shallow lots of auto-oriented commercial uses comprise this character area, which is envisioned for more intensive mixed-use commercial with active ground floor uses. It will provide a transition between the Western Gateway and the established office and residential uses to the east, while limiting height adjacent to residential neighborhoods.



MIXED-USE AUTO

The Mixed-Use Auto character area will accommodate new mixed-use development alongside existing automobile dealerships. Development in this area will add housing, commercial, and office while creating welcoming, usable open spaces. Improved connections will break up large blocks to create more public space and walkability.



THE HEART OF STEVENS CREEK

The Heart of Stevens Creek is envisioned to become the major activity center and community hub in this Urban Village. Height will be focused in commercial structures at the intersection of Saratoga and Stevens Creek, while mixed-use development on both sides of Saratoga will help calm auto traffic to create safe, inviting places for people. Commercial and community uses are envisioned for Stevens Creek Boulevard, with mixed-use residential to the south and along Saratoga near established multi-family residential. Future developments are envisioned to have active ground floor uses that abut open spaces to activate streets, parks and plazas while supporting economic activity.



MIXED-USE RESIDENTIAL (WITH AUTO)

In this character area, new mixed-use development is anticipated to occur alongside established automobile dealerships. Commercial buildings will front Stevens Creek Boulevard, while residential uses will provide a transition to adjacent established residential neighborhoods. Site design will add open spaces that serve new and existing residents, and support connectivity to the amenities and transportation systems along Stevens Creek.



EAST END GATEWAY

The East End Gateway marks the transition into the Stevens Creek Urban Village and will signify this change through gateway treatments and urban design. The shallow lots in this portion of San Jose will continue to house mixed-use commercial uses, including opportunities for small businesses. Surface parking lots may transition to commercial uses fronting the Boulevard over time. It is envisioned that active storefronts, improved design, and associated public realm improvements will draw visitors westward into the Stevens Creek Urban Village.



URBAN DESIGN CHARACTER

Stevens Creek Boulevard will benefit from a more coherent urban design that creates a sense of place and a vibrant, active ground floor environment. Key character elements should be considered in all future development to meet the community goals that underlie this Urban Village Plan. These are discussed below and include:

- Creating destinations and connecting nodes of activity;
- Allowing for a vibrant public realm; and
- Respecting adjoining residential development.

New Destinations and Activity Nodes

The Stevens Creek Urban Village is too often a place that people travel through. This Plan seeks to create more destinations throughout the Urban Village that welcome guests, support economic activity, and provide valued services and amenities to residents. The design framework creates a series of activity nodes where development intensity and land uses are concentrated. These places align with circulation and public realm improvements (outlined in Chapters 5 and 6) to enable safe access to community destinations by foot and bike, as well as car.



Different areas of the plan can have different activities to cater to the community and visitors alike

Vibrant Public Realm

This Plan's Circulation and Streetscape Chapter proposes a variety of public improvements for streets, sidewalks, and public open spaces within the Urban Village. These are intended to buffer the impact of vehicle traffic on the public realm so that safe, active places can flourish. The site and building design guidelines presented later in this chapter set standards for new development to create a meaningful public/private interface that achieves multiple city and community goals.

Context-Sensitive Development

This Urban Village Plan strives to accommodate planned growth while being sensitive to the established neighborhood context. This includes appropriate building height and massing that creates a transition to lower-density neighborhoods and residential developments. This will be accomplished while seeking to preserve and enhance services valued by residents and create new open spaces and other community amenities.



A vibrant public realm can make a street safer as well as more pleasant for the community



Daily use shops and restaurants can make an area more vibrant year-round

URBAN DESIGN POLICIES AND GOALS

GOAL UD-1

Ensure that new development contributes to a stronger sense of place through consistent placemaking features, building design, and site configuration.

Policy UD-1.1 Encourage the development of gateway treatments integrated into new developments and/or public realm improvements in the West End and East End Gateway areas.

Policy UD-1.2 Ensure the design of new buildings include active, transparent ground-floor uses that interact with the adjacent sidewalk.

GOAL UD-2

Leverage new development in the Urban Village to improve and/or increase the amenities for surrounding neighborhoods.

Policy UD-2.1 Ensure proposed private development along Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue include setbacks that provide space for wider sidewalks, landscaping, outdoor gathering places and/or other pedestrian amenities.

Policy UD-2.2 Encourage the placement of ground-floor commercial space in new development especially along the street frontages of Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue.

Policy UD-2.3 Explore creative strategies and opportunities to integrate community spaces including parks, plazas, open spaces, indoor/outdoor event spaces, and community centers into new development.

GOAL UD-3

Use new developments and site plans to improve connectivity between established neighborhoods and Stevens Creek Boulevard, and to new or improved community amenities.

Policy UD-3.1 Consider strategies such as providing mid-block connections and breaking up long blocks, consistent with the multi-modal connectivity goals and policies of this Plan.

Policy UD-3.2 Encourage opportunities to extend or reconnect the street grid of established neighborhoods to sites being developed or redeveloped to help create a viable, walkable, and bikeable transportation network.



Mid-block crosswalks can break up long blocks and make it easier for pedestrians to get around



Rethinking building uses and repurposing old buildings can create new opportunities for communities to form

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

Create vehicle parking requirements and guidelines for new development to encourage travel mode shifts and efficient use of land.

Policy UD-5.1 Encourage the use of underground vehicle parking where feasible.

Policy UD-5.2

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

Policy UD-5.3 Limit the amount of vehicle parking to incentivize sharing and minimize the amount of land dedicated exclusively to parking.



New transportation options can create more opportunities for rethinking standard parking areas

URBAN DESIGN GUIDELINES AND STANDARDS

This Plan's urban design guidelines strive to provide flexibility for creative expression and design of buildings while supporting distinctive placemaking and a coherent Urban Village identity. They aim to influence those aspects of building and site design that have a direct effect on the surrounding public context.

The urban design guidelines for the Stevens Creek Urban Village Plan focus on specific strategies for private development including the buildings and land that are on privately-owned lots and parcels. 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.

The urban design guidelines and standards are organized into five sections, which are introduced below and detailed in the remaining chapter. Each includes standards, which are required thresholds, as well as guidelines, which encourage desired characteristics.

The Site Planning Guidelines section addresses overall site considerations including building placement and orientation, multi-modal access and circulation, and placement and orientation of open spaces within developments.

The Building Form section includes floor height, setback standards, and façade articulation guidelines to be applied to the design and layout of all future buildings developed within the Stevens Creek Urban Village.

The Placemaking and Identity section addresses guidelines for creating a distinct, vibrant Urban Village. It addresses ground floor activation strategies, arts and culture, and programming.

The Innovative Building Types section addresses the efficient, sustainable, and creative use of space for mixed-use development and vehicle parking.

The Sustainable Elements Guidelines section outlines tools for improving the overall sustainability of new development, including building systems and elements and landscape elements.

Note: Standards pertaining to overall building height, number of parking spaces, and amount of open space are discussed in other chapters.



This rendering of the Heart of Stevens Creek shows a large centralized neighborhood park with surrounding ground floor activity



Site Planning

The intent of these standards and guidelines is to ensure that site design for new development in the Urban Village supports community goals for multi-modal connectivity, access, and a vibrant, pedestrian-friendly environment. These guidelines address building placement, access and circulation, and the location of parking and open space.

BUILDING PLACEMENT GUIDELINES

1. Orient all buildings on a public street toward the street.
2. Ensure primary entrances of all buildings fronting public streets open onto the public sidewalk.

ACCESS, CIRCULATION, AND LOADING

Guidelines

1. “Humanize” long blocks by providing mid-block connections generally every 300 feet for blocks longer than 500 feet to facilitate bicycle and pedestrian connectivity.
2. *Ensure loading and service areas are not visible from the public right-of-way.

Standards

1. Integrate vehicle access within on-site mid-block connections wherever possible to improve overall connectivity, while ensuring it does not lead to cut-through traffic for existing adjacent residential development.

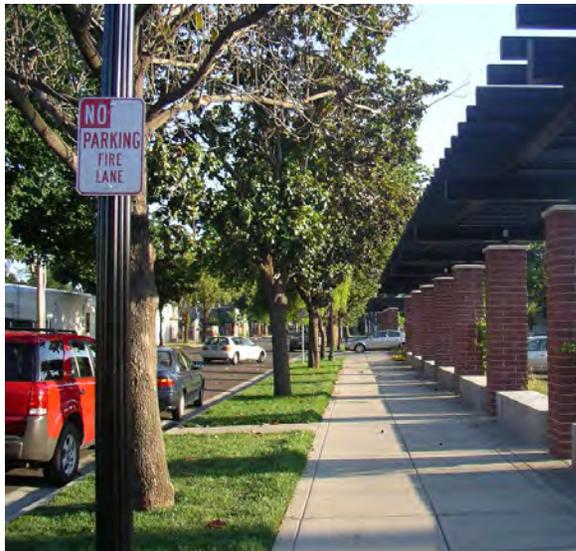


Multi-modal transportation can create opportunities for crosswalks, building placement, and entrances that take into account all users

2. Locate vehicular access to corner parcels from side streets to reduce pedestrian and vehicle conflicts along Stevens Creeks Boulevard, Saratoga Avenue, Kiely Boulevard, and Albany Drive, and to create a continuous pedestrian environment.
3. Limit the size and number of curb-cuts for parking access to the minimum number required in order to encourage pedestrian-friendly sidewalks.
4. Locate entrances to loading and service areas from side streets or alleys.
5. Include building features and site amenities that encourage mode shift to bicycling, including secure bicycle parking, showers, and lockers.



Placing bike parking in easily accessible areas can help encourage a mode shift



Green walls on parking garages and vertical elements can help mask large parking areas

PARKING

Standards

1. All parking areas shall be screened from streets and adjoining properties. Open areas between the property line and the public right-of-way shall be landscaped.
 - a. Adjacent to streets: A parking area for a non-residential use shall provide a landscaped planting strip between the street right-of-way and parking area. The planting strip shall be equal in depth to the required setback or 10 feet, whichever is greater.
 - b. Adjacent to side or rear property lines: Parking areas for non-residential uses shall provide a perimeter landscape strip at least five feet wide where the parking area adjoins a side or rear property line.
 - c. Adjacent to structures: When a parking area is located adjacent to a non-residential structure, a minimum five-foot wide landscape strip shall be installed adjacent to the structure, exclusive of any building entries, or pedestrian points of access.
 - d. Adjacent to residential uses: A non-residential parking area abutting a residential use shall provide a landscaped buffer with a minimum dimension of 10-feet between the parking area and the property line of the residential use.

Guidelines

1. Encourage all development within the Stevens Creek Urban Village area to strive for the City’s maximum 50% reduction in required off-street parking spaces by implementing all possible provisions as stated in “Title 20 Zoning, Chapter 20.90 Parking and Loading, Section 20.90.220 Reduction in Required Off-Street Parking Spaces” of San Jose’s Code of Ordinances.
2. Locate surface parking to the rear of development and ensure that the majority of building facades along streets and open spaces are pedestrian-friendly and provide a strong building edge.

3. Encourage vehicle access for parking areas along side streets for new developments wherever possible.
4. Discourage surface parking lots in new development. Where necessary, provide clear and safe pedestrian circulation, and illuminate parking lots for maximum safety.
5. Provide highly-visible and conveniently-located bicycle parking as part of new office, residential and mixed-use development on-site and/or in setback areas, where feasible.



Providing ample room for alternative modes of transportation can help encourage more multi-modal transportation



OPEN SPACE PLACEMENT AND LOCATION

Guidelines

1. Locate new parks and open spaces so that they are visible and/or accessible from public rights-of-way as well as interior pathways.
2. Locate new open spaces so they are conveniently accessed by existing adjoining residential developments and neighborhoods.

3. Minimize locating open spaces adjacent to surface parking lots.
4. Locate open spaces in areas that have adequate access to light and air, and are minimally impacted by shadows.
5. Provide landscaping and street trees along pathways and connectors to create privately owned public open spaces (POPOS). (Refer to related guidelines in Building Form and Setback section).



Large centralized parks can cater to more of the community while smaller parks can provide relaxing areas for residents and employees



Front stoops can create gathering spaces and provide privacy for residents



Building Form

The intent of these guidelines is to support private development that enhances the public realm and respects established neighborhoods and buildings. These guidelines help achieve the goals of this Plan by addressing form, floor height, setbacks, and façade articulation for buildings in the Stevens Creek Urban Village.



The form of the building can provide interest from the street and break up the facade

GROUND LEVEL DESIGN

(**Note:** These address height as it relates to Urban Design. Overall building height is regulated in the Land Use Chapter.)

Standards

1. New projects proposed within the Urban Village Plan over 55 feet in height must provide detailed visualizations of their proposed project that show what the project would look like from the street-level, from different perspectives and distances, within the context of the neighborhood including both current and proposed projects.
1. Provide a minimum clear 15-foot (preferably not 18-20 foot) ground to floor height for all ground-floor uses to establish consistent proportions along the street edge of Stevens Creek Boulevard, Saratoga Avenue, Kiely Boulevard, and San Tomas Expressway.
2. To accommodate a variety of uses, the depth of ground floor commercial space shall be a minimum of 50 feet and

preferably 60 feet with the exception of well designed, small tenant spaces that are specifically for mini-shops or pop-up stores, which may be exempt from this standard.

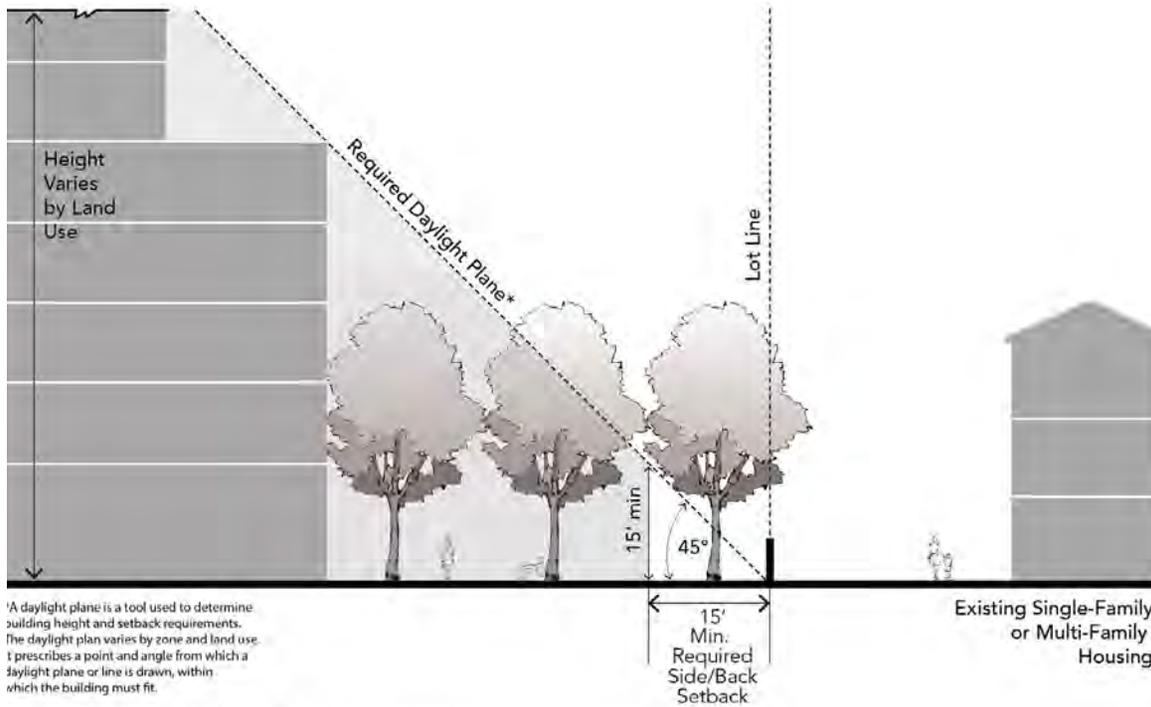
3. Architectural projections and rooftop equipment, such as elevator shafts and stair wells, may extend up to 10 feet above the maximum height limit.

Guidelines

1. Allow for a maximum five-foot base height for any ground-floor residential uses that may occur in to enhance privacy and increase “eyes on the street” for adjacent streets and open spaces.
2. Design the ground floor to have large areas of glass and avoid excessive mullions.



Residential units that step up provide more privacy for the residents



Side and back setback of new development to existing residential development (single-family or multi-family housing)

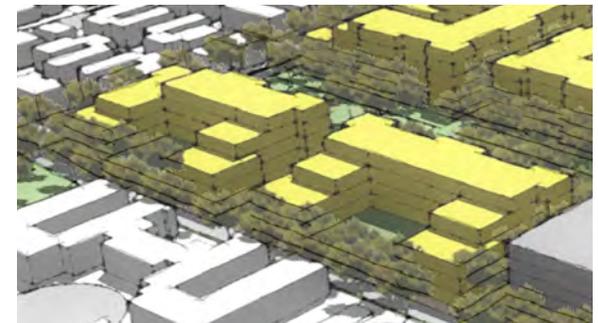
SETBACK AND STEPBACKS

Standards

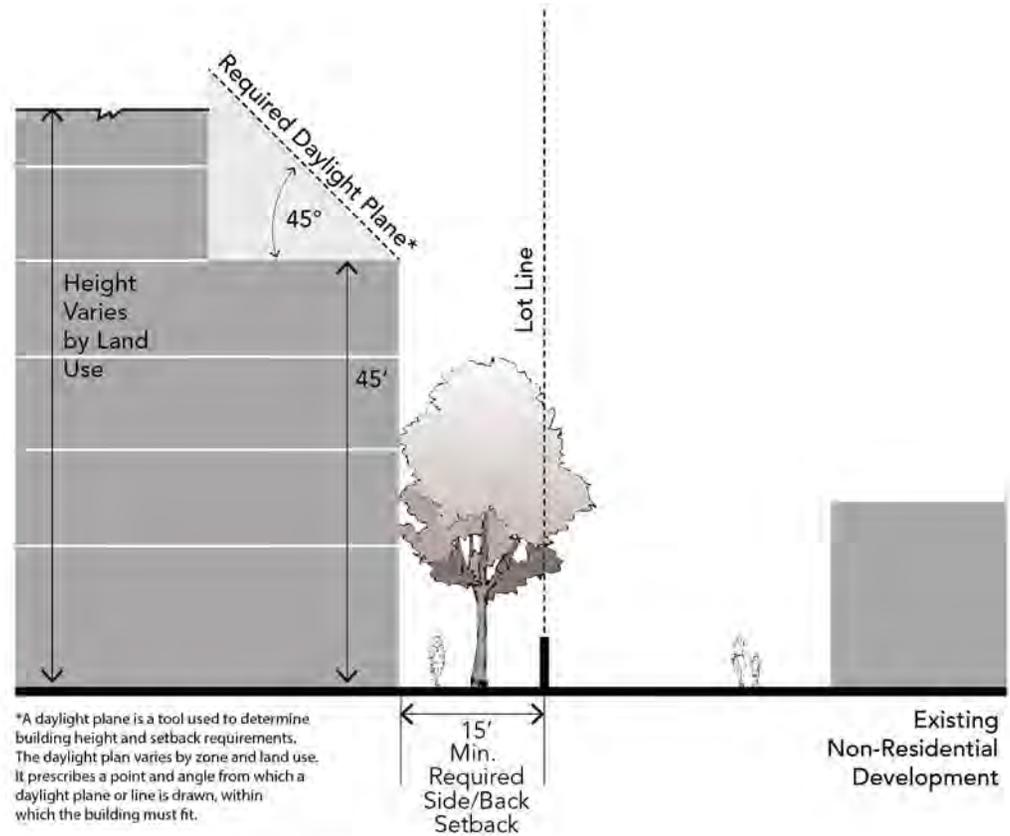
1. For new development taller than 45 feet, provide a minimum setback of 15-foot front, side and rear for buildings next to single-family residences.
2. For new development taller than 45 feet, next to properties that re designated as single-family residences, new buildings and structures shall not intercept a 45-degree daylight plane starting at the adjacent residential property line.



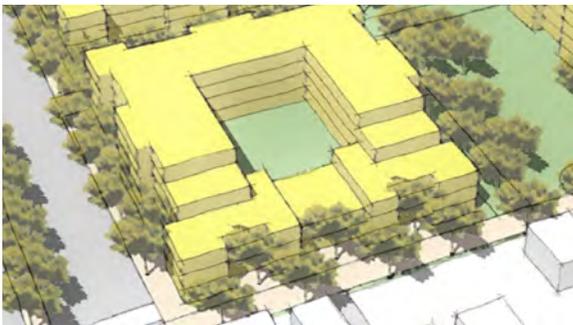
Trees, shrubs, and raised plantings can create buffers between private and public spaces



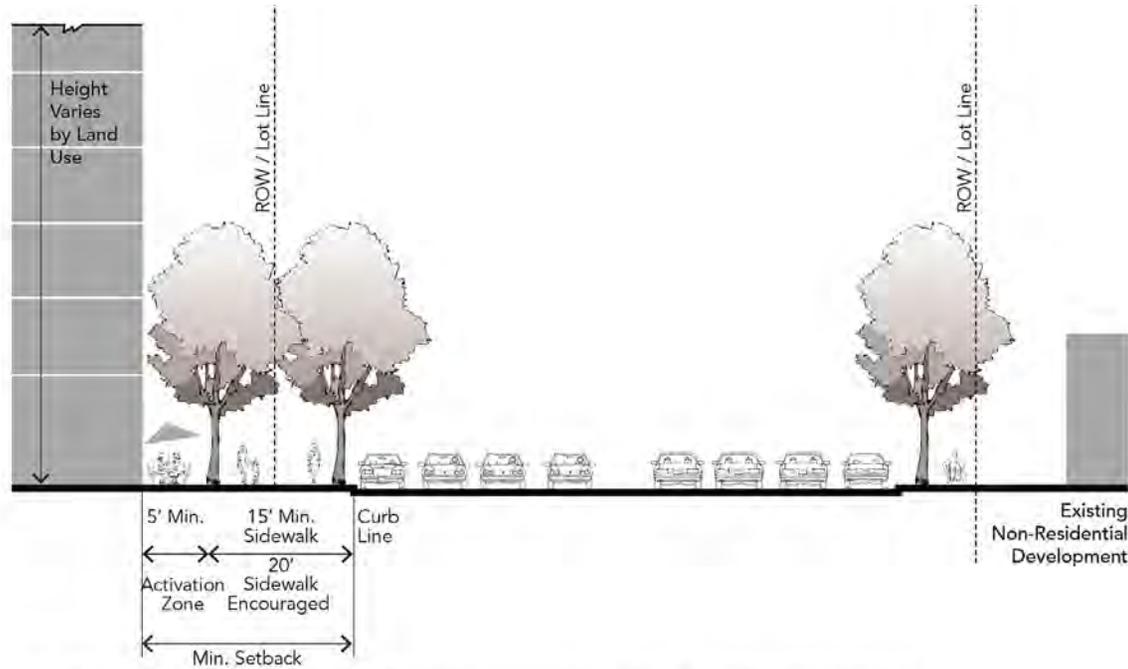
3. Provide a 22-foot setback, including a 12-foot sidewalk and 10-foot landscaped buffer, for development facing existing residential uses across Albany Drive.
4. Provide a front setback to achieve a minimum 20-foot wide pedestrian environment along the ground floor of a non-residential development fronting onto Stevens Creek Boulevard, Saratoga Avenue, and Kiely Boulevard. This will allow a small privately-owned public open space (POPOS) as well as a seven- to eight-foot wide pedestrian zone and a four- to five-foot wide zone for shade-producing street trees.



Side and back setback of new development to existing non-residential development



Landscape buffers between the building and the public realm create a more enjoyable experience for residents and visitors alike

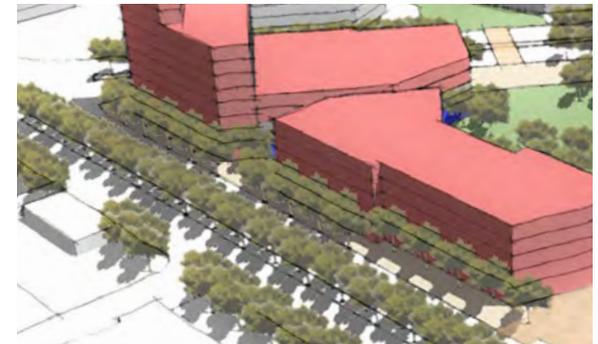


Front non-residential setback of new development across from existing non-residential development (Stevens Creek Blvd, Saratoga Ave, Kiely Blvd)

5. Provide a front setback to achieve a minimum 25-foot wide pedestrian environment along the ground floor of a residential development fronting onto Stevens Creek Boulevard, Saratoga Avenue, and Kiely Boulevard. This will allow a small privately-owned public open space (POPOS) as well as a seven- to eight-foot wide pedestrian zone and a four- to five-foot wide zone for shade-producing street trees.

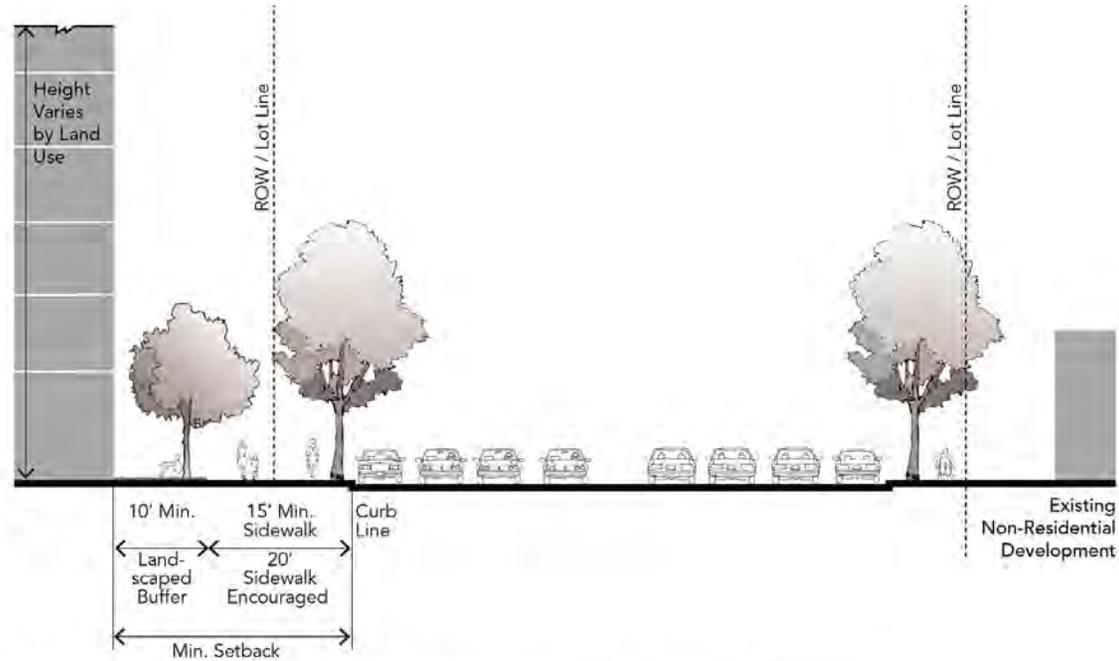


Allowing space for businesses to expand creates a more dynamic atmosphere along a street

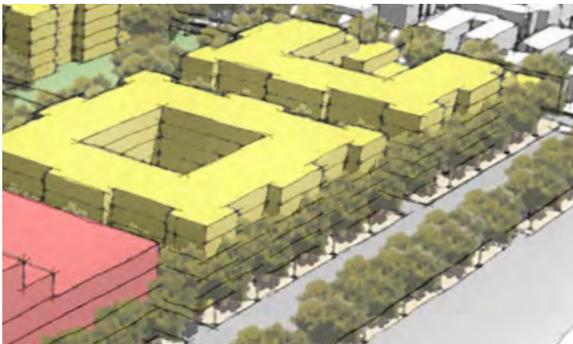


Guidelines

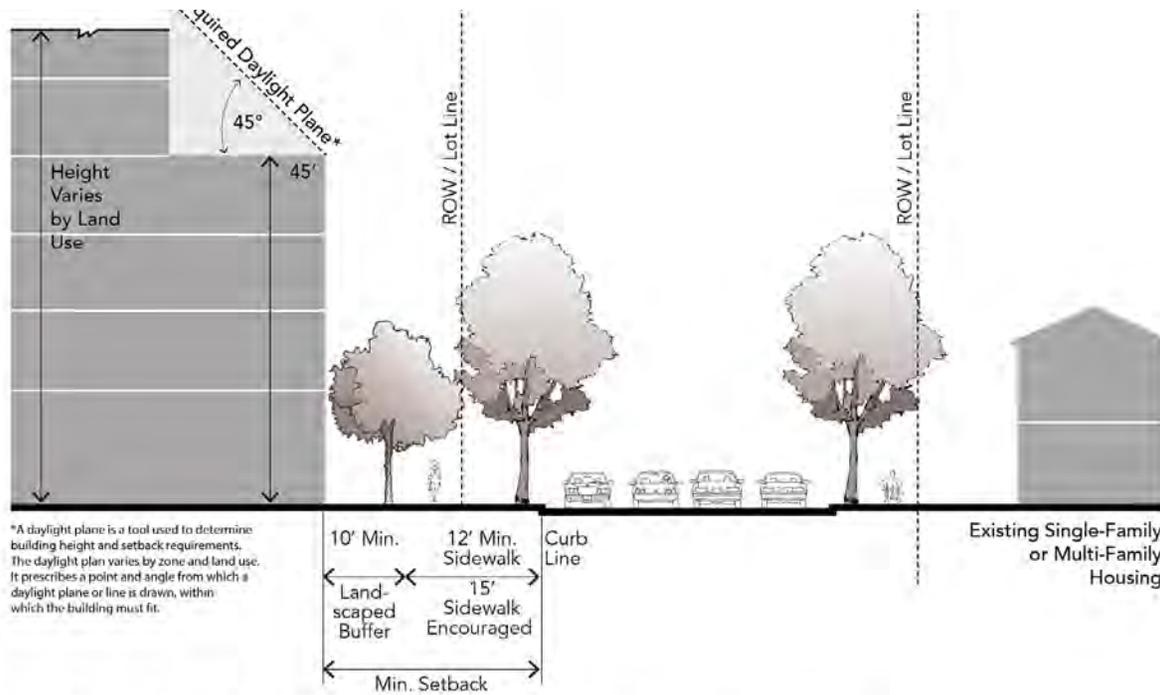
6. For buildings next to existing non-residential uses, stories above four stories or 45 feet must stepback so as not to intercept a 45-degree daylight plane inclined inward from the building edge.
7. For buildings across from residential uses on Albany Drive, stories above four stories or 45 feet must stepback so as not to intercept a 45-degree daylight plane inclined inward from the building edge.
8. Encourage building bulk and mass to front the public street, with 2/3 of building mass in 50 percent of the parcel fronting Stevens Creek Boulevard.



Front residential setback of new development across from existing non-residential development (Stevens Creek Blvd, Saratoga Ave, Kiely Blvd)

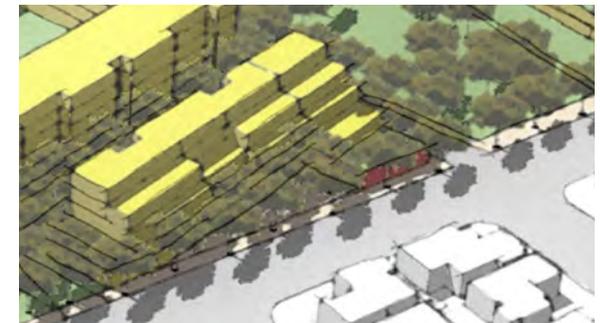


A large setback for residential development provides more privacy for the residents

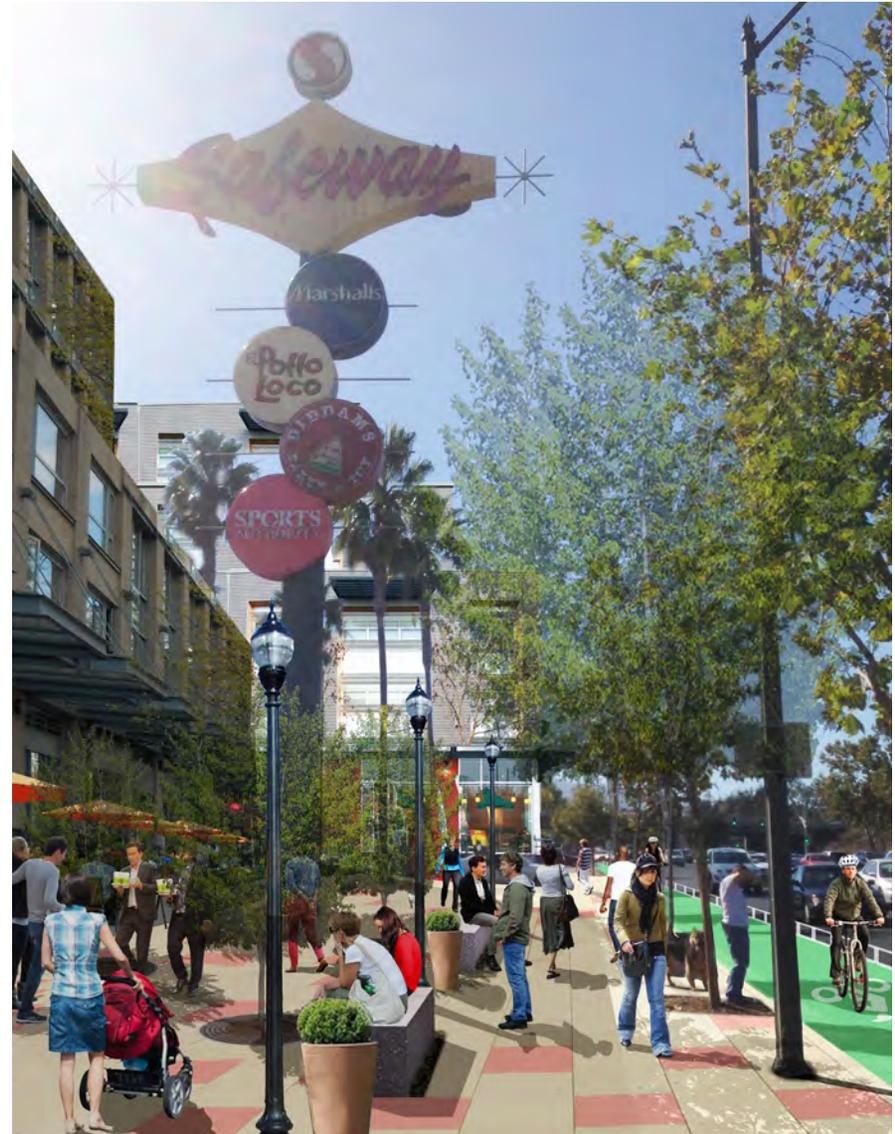


Front setback and upper floor stepbacks of new mixed-use and commercial development across from existing residential development (single-family or multi-family housing)

9. Utilize setbacks to reduce impacts from the buildings onto adjoining parks, open spaces, paths, or adjoining residential buildings.
10. Provide a front setback to achieve a 12-foot to 15-foot sidewalk on all streets except along Stevens Creek Boulevard, Saratoga Avenue, Kiely Boulevard.
11. Encourage a 15-foot sidewalk along Albany Drive to achieve a 25-foot wide setback.



A larger setback creates space for more trees and other landscaping which creates a more enjoyable experience for all users



The image on the left shows existing conditions while the image on the right shows what it can look like with appropriate setbacks and street furniture



Providing setbacks creates space for businesses to reach out to the street and create a more lively street culture

12. Encourage privately-owned public open spaces (POPOS) created through landscaping within setbacks of buildings to soften building edges and ground-floor pedestrian environments, and provide quasi-public open space.
13. Design POPOS to be well articulated with trees, plants, seating opportunities, lighting, play structures and other public amenities.

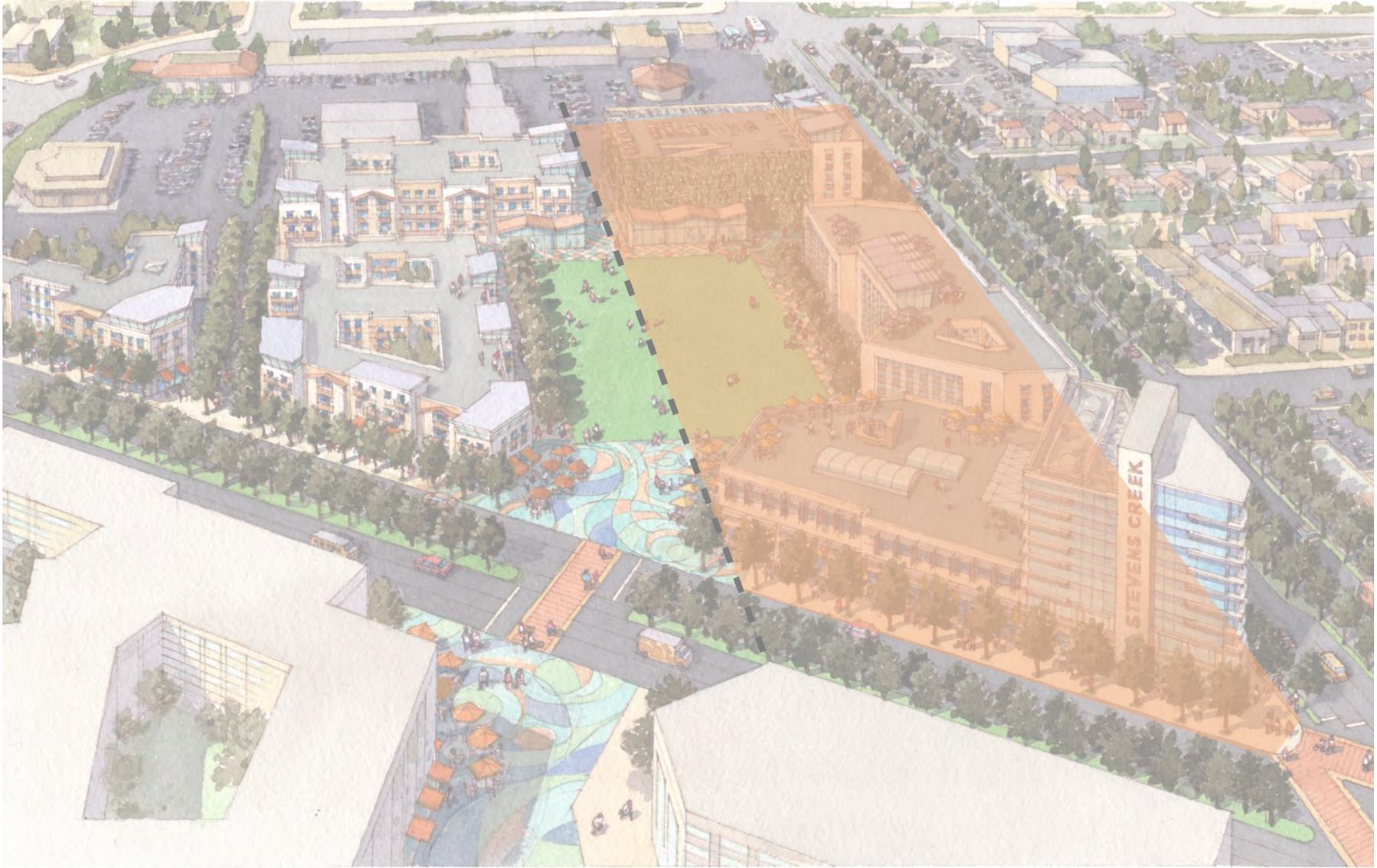
FAÇADE ARTICULATION

Standards

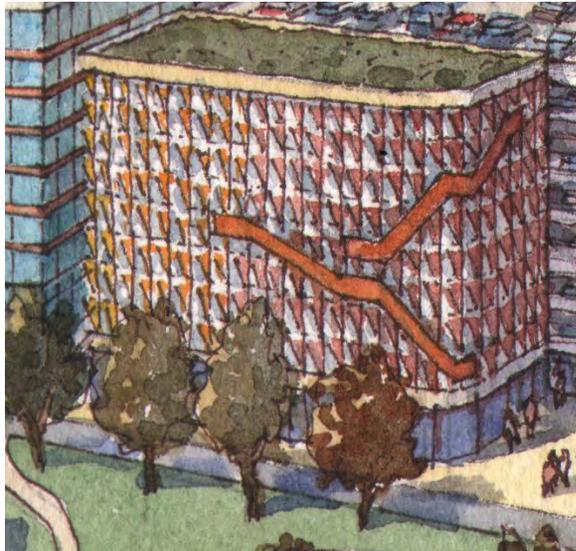
1. Ensure commercial and mixed-use building facades along Stevens Creek Boulevard, Saratoga Avenue, and Kiely Boulevard consist of clear un-tinted glass or other glazing material on at least 60 percent of the surface area between two feet and seven feet above grade.
2. Buildings shall maintain facade quality of architectural articulation and finishes on all sides of a building that are visible to the public. Some of the architectural features of the main facade shall be incorporated into the rear and side elevations.

Guidelines

1. Ensure that buildings have frequent articulation and setback depth to break-up larger facades.



The above graphic illustrates the 2/3rd building mass standard



Different building uses can use a variety of articulated facades

2. At least 50 percent of building facades shall be articulated by a change in plane, color, arrangement of facade elements, or a change in materials (including glazing) to break up the building mass.
3. Any flat building facade shall incorporate details such as window trim, window recesses, cornices, changes in material, color, or other design elements in an integrated composition.
4. Window design should reflect the different components of a building (ground floor lobbies, stair towers, office suites, or residential units).
5. There shall be a same or greater level of detail and articulation on the ground floor as on the upper floors of a building.
6. Street-facing residential units should be designed such that windows of primary living areas face the street. Building facades should be constructed of high quality and durable materials such as stone, brick, tile, wood, glass, and metal.
7. Use of stucco shall be minimized and aluminum mesh is prohibited as a balcony material.
8. Colors should be harmonious; however, color contrast is encouraged to create contrast and accentuate architectural forms and features.

Placemaking and Identity

The intent of these guidelines is to create an active Urban Village with a more interesting pedestrian environment and a distinct identity. This is achieved through ground floor activation, the integration of art and culture into development, and space programming strategies.

GROUND FLOOR ACTIVATION

Guidelines

1. Ensure active ground floor uses, including retail, dining, and entertainment in mixed-use developments.
2. In multi-tenant situations, encourage high foot-traffic common areas such as entrance lobbies, gym facilities, elevators/staircases, etc. to be visible from the street level.
3. Locate primary entrance lobbies for upper floor uses along the ground-floor street to actively engage the pedestrian environment.



Using rich materials and contrasting colors can create a vibrant street facade



Ground floor activation can be encouraged through appropriate setbacks, street furniture and building transparency

4. Consider the use of entryways, small plazas, and park space as seating and vending areas.
5. 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.
6. Activate ground floor parking structures with liner commercial and/or other active uses, such as community rooms and visible bicycle parking.
7. Where there are large-format commercial uses on the ground, line them with active uses along the street frontage and public open space frontages.

ART AND CULTURE GUIDELINES

1. Incorporate art into building and site design elements to reflect and strengthen the unique identity of the Stevens Creek Urban Village.
2. Announce and celebrate gateways and nodes by strategically locating iconic building elements, plazas, art, and open spaces within new developments.
3. Use murals or other types of two-dimensional art to add visual attraction and activate flat walls.
4. Encourage art that tells stories or reflects area history and landmarks.



This rendering of West End Gateway shows a large plaza along Stevens Creek Boulevard, with a large, centralized park at the end of east-reaching greenway



Art can create a link to the past as well as create a fun interactive environment for the present



PROGRAMMING GUIDELINES

1. Program plazas, setbacks, and green buffers at the street level as activity sites or event spaces.
2. Host markets, community events, food trucks, music, and performing arts in quasi-public plazas and open spaces.
3. Allow for temporary access in quasi-public plazas and parks for daily connectivity and events such as farmers markets, parades, and live performances.
4. Provide amenities for social gatherings, including seating, tables, interactive public art, play areas and bicycle racks.

Innovative Building Types

The intent of this section is to support innovations in building design that support the goals of this Plan while ensuring efficient and sustainable use of space and resources over time. Innovation in the built environment also supports employment growth in the Urban Village by accommodating many types of commercial activity.

FLEXIBLE/SMART BUILDINGS

1. Encourage flexible commercial space that meets current business needs and employee desires, including buildings that have a flexible internal format (e.g., large and open layouts that can easily be reconfigured).
2. Support the creation of innovation zones by providing space where multiple individuals or companies can co-locate and undertake multiple uses, including shared office and social spaces.
3. Encourage common multi-purpose meeting zones in buildings and open areas



Spaces that can accommodate multiple uses throughout the day as well as at different times of the year create greater opportunity for the community to come together



Facade treatments can include sustainable technology

- to encourage community interaction and social capital exchange.
- 4. Support the design of flexible buildings that can change uses over time to adapt to changing demands and needs (e.g., converting parking spaces to office uses and ground floor flex spaces to offices).
- 5. Incorporate creative elements into buildings for both function and fun. Examples include vertical gardens that produce food and functional art pieces (e.g., bicycle racks, seating, and lighting). Consider adding all-ages play structures and environments to building facades and common spaces.
- 6. Encourage “Smart Buildings” that use information technology to automate control of the buildings systems, including lighting, heating, ventilation, and air conditioning.
- 7. Integrate technology into building design to support environmental sustainability.

PARKING STRUCTURES

1. Explore innovative and flexible parking structure 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 devoted to parking.
2. Use technology to optimize parking space utilization to maximize revenue and space efficiency.
 - a. Include real-time signage that indicates the number and location of available spaces.
 - b. Collect data on parking use and driver behavior to continually improve parking utilization and efficiency.

Sustainability

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

BUILDING SYSTEMS AND ELEMENTS GUIDELINES

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. Consider use of materials for long-term durability, ease of maintenance, and ability to withstand vandalism.
4. Encourage the reuse of materials from local salvage companies and/or

materials that are reclaimed during the deconstruction phase of redevelopment sites within the region.

5. Integrate energy-generating elements such as solar panels and building-scale wind-energy generators to power building and open space energy needs (e.g., HVAC and lighting).
6. Consider life-cycle heating and cooling costs for potential building materials to maximize energy conservation.
7. Integrate innovative building technology such as movable vertical and horizontal shading devices to reduce energy use and costs.
8. Select lighting fixtures to maximize energy efficiency and minimize light pollution through reduced glare, light clutter, and poorly directed lighting sources.



Technology can make parking more efficient



LANDSCAPE ELEMENT GUIDELINES

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. Allow curb cuts for inflow and outflow of the stormwater runoff.
5. 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.



Dynamic facades that change with the outside environment can be one way to create a more sustainable building



Landscape design can be sustainable and attractive

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5

Circulation and Streetscape



Chapter Five

INTRODUCTION

Stevens Creek Boulevard is a key thoroughfare in West San Jose that serves as a commercial corridor. It provides critical access to adjacent neighborhoods, regional destinations and freeways and is a heavily-used transit corridor. The Stevens Creek Urban Village Plan seeks to leverage these assets and create a more walkable, bikeable and transit-friendly community while maintaining vehicle mobility. Circulation and streetscape improvements are critical to supporting the evolution of the Stevens Creek Urban Village into a mixed-use job center with diverse, accessible amenities and land uses.

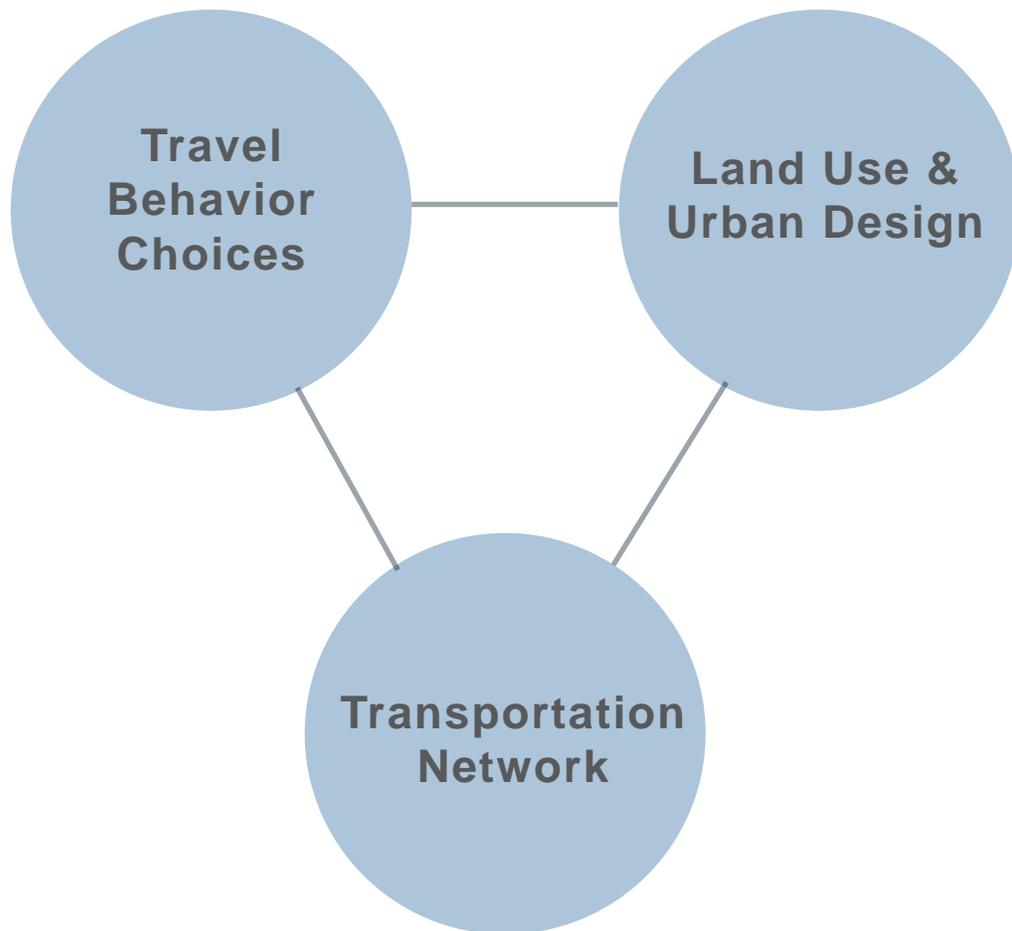
Stakeholder, community and technical input was used to develop the recommendations presented in this chapter. However, all ideas, particularly those closely tied to traffic flow and roadway improvements, should be further explored. A detailed traffic analysis was not part of the scope of this Plan, but will be conducted at a later date. The recommendations in this Urban Village Plan are intended to support a flexible approach to roadway design and multi-modal circulation that can be implemented over time and adapted as conditions and needs evolve.



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Figure 5-1: Transportation Solution - Three-Legged Stool



An inherent challenge in planning for this Urban Village is that the boundary between the Cities of San Jose and Santa Clara runs down the center of Stevens Creek Boulevard. For the purposes of planning future conditions, this process evaluated and developed recommendations for the entire Boulevard, but recognizes San Jose only controls a portion of the roadway. The City of Santa Clara was actively engaged in the development of this Urban Village Plan and is expected to continue to partner with San Jose staff in implementing improvements.

In general, transportation-based solutions involve decisions in land use planning, urban design, choices and changes in behavior, and the transportation network. The traditional approach to encouraging alternative forms of travel was to simply improve infrastructure for bicycles, pedestrians, and transit riders. However, a more comprehensive solution considers how changes in land use planning, urban design, the transportation network, and travel behavior choices influence the entire system. This concept is known as the “transportation solution three-legged stool” and is illustrated in Figure 5-1.

RELEVANT PLANS AND POLICIES

ENVISION SAN JOSE 2040 GENERAL PLAN

San Jose’s Envision 2040 General Plan contains several transportation goals and policies relevant to the Urban Villages. In addition to establishing varying street “typologies” such as Grand Boulevards, Main Streets and other street types, the General Plan includes policies supporting substantial increases in walking, bicycling and transit trips, and it envisions San Jose becoming a walking and bicycling-first City.

SAN JOSE COMPLETE STREETS DESIGN GUIDELINES

San Jose recently developed Complete Streets Design Guidelines in order to provide additional street design guidance and to further articulate the General Plan street typology goals. The Complete Streets Design Guidelines support the creation of streets that are people-oriented, connected and resilient. The Design Guidelines are currently in draft form and are expected to be finalized by the end of 2017.

VISION ZERO SAN JOSE

Vision Zero San Jose is the City’s commitment to prioritize street safety for all users. It was established in 2015 with the goal of reducing and eventually eliminating all traffic fatalities in the City.

BIKE PLAN 2020

Bike Plan 2020 defines the City of San Jose’s vision to make bicycling an integral part of daily life in San Jose. To achieve this vision, the Plan identifies five broad Goals as well as several Strategies and specific Actions. Bike Plan 2020 defines a 450-mile network of bikeways. While this network includes both onstreet and off-street bikeways, its primary focus is the on-street network and connections to the off-street network.

Figure 5-2: Logo for Vision Zero San Jose



Figure 5-3: Cover Image for San Jose Bike Plan 2020





VALLEY TRANSPORTATION PLAN (VTP) 2040

Adopted in 2014, the Valley Transportation Plan (VTP) 2040 is the long-range transportation plan for Santa Clara County. This plan highlights the projects and programs that will be pursued in partnership with Member Agencies in the next 25 years, including Complete Streets, Express Lanes, Bus Rapid Transit including Stevens Creek, and Bicycle/Pedestrian Improvements. VTP 2040 also includes a detailed discussion on planning activities that will take place during the life of the plan.



Stevens Creek Boulevard should accommodate all users

West San Jose Transportation Planning

Several regional transportation planning efforts are currently being led by VTA that could affect future travel patterns and conditions within the Plan area. These include the VTA Next Network study, which is a multi-year effort aimed at improving the overall efficiency and performance of VTA's transit network. Additional regional

studies include the VTA I-280 Corridor Plan and the I-280/Winchester Boulevard Interchange Improvement study, both of which are looking at strategies to reduce traffic congestion on I-280 and support multimodal travel options.

Other future transportation planning efforts led by the City of San Jose are expected in the Plan area subsequent to this Urban Village Plan, including a Multi-Modal Transportation Improvement Plan (MTIP) and transportation analysis, and an Area Development Policy (ADP) and Environmental Impact Report (EIR) for the Urban Villages areas in West San Jose.

As a result of the on-going and future planning efforts in the region, this Plan supports multi-modal travel by creating a well connected environment that is safe, usable, and accessible for all ages and abilities.

Area Development Policy (ADP)/Multi-Modal Transportation Improvement Plan (MTIP)

The general strategies and key recommendations in this chapter are intentionally high-level and broad. Ultimately, these strategies are intended to be incorporated into future, more detailed plans and accompanying implementation policies, such as a Multi-Modal Transportation Improvement Plan (MTIP) and an Area Development Policy (ADP) for West San Jose. The Envision San Jose 2040 defines the City's desires "to provide a safe, efficient, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit with those of automobiles and trucks." As a result, this Plan addresses all transportation modes in a manner that is representative of community values and provides guidance to achieve a balanced transportation network.



Wide sidewalks with planters, transit stops, and memorable signage can create a pleasant walking experience



Stevens Creek Boulevard (above) and Cypress Avenue (below) serve different types of roadway users

ROADWAY NETWORK

Existing Hierarchy and Configuration

The Stevens Creek Urban Village is served by a mix of local and regional roadways. Roadway types include expressways, Grand Boulevards (arterial streets), city connectors, and local collector streets.

Expressways

Expressways are major thoroughfares that connect several communities within Santa Clara County to destinations within and beyond San Jose. San Tomas Expressway and Lawrence Expressway are auto-oriented streets that connect to important regional destinations including Pruneridge Shopping Center, Kaiser Permanente Medical Center, employment centers, the Lawrence Caltrain Station, Highway 101 to the north, Highways 280 and 17 to the south; and many public and private schools.

Grand Boulevards

Within the Urban Village, Stevens Creek Boulevard and Saratoga Avenue are classified as Grand Boulevards. These are major transportation corridors that are primarily auto-oriented and where transit has priority and provides local access as well as connections to regional destinations such as Valley Fair Mall, Santana Row, Downtown San José, Westgate Center Shopping Mall, and major employment centers.

City Connectors

Within the Urban Village, Kiely Boulevard is a city connector street. On city connector streets, automobiles, bicycles, pedestrians, and trucks are prioritized equally in this roadway type. Transit use, if any, is incidental. Pedestrians are accommodated with sidewalks.

Local Collectors

Local collector streets connect arterials to local streets, and include Cypress Avenue, Boynton Avenue, Albany Drive, and Northlake Drive.

A majority of roadways within the area are classified as local streets, providing direct access to residential parcels.

Roadway Goals and Policies

The Stevens Creek Urban Village community values the access and connectivity that the roadway network offers, and understand the key role Stevens Creek Boulevard plays in helping people reach their local and regional destinations.

Goal CS-1

Redesign the right-of-way on Stevens Creek Boulevard to create a complete street that provides for all modes of travel, encourages destination travel to enhance economic development, and supports the access needs of local businesses and residents.

Policy CS-1.1 Redesign travel lanes to create additional space for pedestrian and bicycle safety improvements.

Policy CS-1.2 Maintain the curb-to-curb road right-of-way along Stevens Creek Boulevard, Saratoga Avenue, and Albany Drive to minimize capital improvement costs.

Policy CS-1.3 Improve traffic flow along Stevens Creek Boulevard through the use of adaptive signal technology, signal timing, or other technology.

Policy CS-1.4 Remove parking along Stevens Creek Boulevard where appropriate to accommodate a protected bicycle lane to ensure a safer and more comfortable level of bicycle travel for people of all ages.

Policy CS-1.5 Use the roadway center lane for pedestrian refuges at crosswalks, while also maintaining the center left-hand turn lanes and/or truck loading and unloading at appropriate locations.



Bicycle specific signage and separated bikeways could help Stevens Creek Boulevard feel more like a complete street



Stevens Creek Boulevard bus route (above) and multimodal street example (below)

TRANSIT NETWORK

Existing Transit Network

Stevens Creek Boulevard serves as the second busiest transit corridor in the county. The Valley Transportation Authority's (VTA) bus Route 23 and supplemental Limited Route 323 provide access to De Anza College to the west and the Alum Rock Transit Center to the east. Route 23 carries about 8,600 daily riders, representing approximately 10% of VTA's countywide ridership. Route 323, introduced in 2012, is a limited-stop route intended to relieve the over-capacity of Route 23 buses and meet the demand for faster, more direct travel between Downtown San José and De Anza Community College in the City of Cupertino. Additionally, Kiely Boulevard is served by Routes 57 and 58, providing connections to Saratoga/West Valley Community College, the Santa Clara Tasman Drive area (Route 57), and North San Jose (Route 58) within this Urban Village.

Planned Transit Improvements

VTA is planning to comprehensively redesign its transit operating plan in late 2017 to coincide with the start of BART service to Santa Clara County. Once this plan is adopted, Stevens Creek Boulevard will see modifications in the level of bus service. VTA plans to adjust Route 23 weekday frequencies to provide 15-minute all day service, and Sunday service frequencies at 15 to 20 minutes. Route 323 would be upgraded to Rapid Service Route 523 and would connect Lockheed Martin Transit Center, Downtown Sunnyvale, De Anza College, Vallco, Valley Fair, Santana Row, Downtown San José, Mexican Heritage Plaza, and the Berryessa BART Station. Route 523 would have a 15-minute frequency seven days a week.

Transit Goals and Policies

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. The goals and policies of this plan are intended to support high-capacity urban transit service, such as Express Bus or Bus Rapid Transit along the Stevens Creek Boulevard Corridor. The Plan assumes that no expansion of the roadway is needed to accommodate existing and planned transit services.

Goal CS-2

Make transit a more desirable option within the Urban Village to support mode shifts.

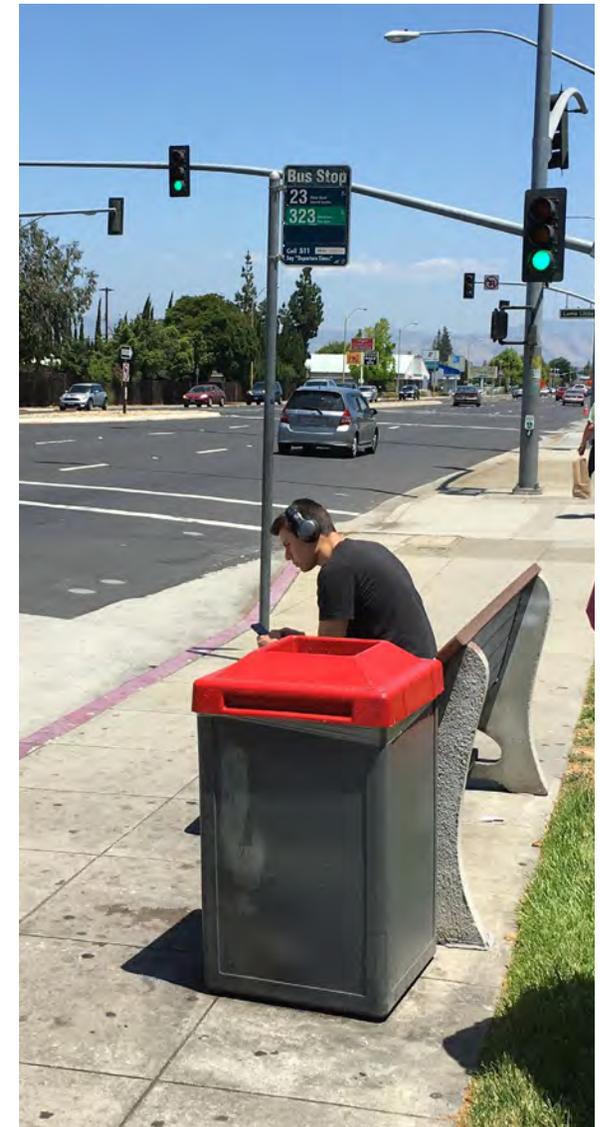
Policy CS-2.1 Where appropriate, locate bus stops at the far side of intersections to allow optimal traffic flow.

Policy CS-2.2 Develop safe and direct pedestrian and bicycle connections (sidewalks or pathways) between transit stops and local destinations.

Policy CS-2.3 Improve roadway crossings through high-visibility treatments and shorter crossing distances, especially where transit stops are located.

Policy CS-2.4 Enhance the environment around transit stops.

Policy CS-2.5 Encourage transit shelters that are comfortable and pedestrian and bicycle friendly. Enhance bus stops with seating, shade, and lighting that make users feel comfortable.



Existing bus stop for Route 23 and 323 on Stevens Creek Boulevard

BICYCLE AND PEDESTRIAN NETWORK

Existing Network

The bicycle and pedestrian network within the Stevens Creek Urban Village has significant challenges that impede bike and pedestrian connections between the surrounding neighborhoods and local destinations. These include long crossing distances across Stevens Creek Boulevard and between blocks along Stevens Creek Boulevard. There is also a shortage of bicycle facilities within the Urban Village area. West of the Lawrence Expressway in the City of Cupertino, Stevens Creek Boulevard has striped bike lanes. The only other roadway within the Stevens Creek Urban Village that has bicycle facilities installed is San Tomas Expressway.

Sidewalks exist throughout the Urban Village, but are often directly adjacent to the roadway without a landscaped buffer, which can make walking loud and uncomfortable.



Figure 5-3: Existing conditions in the Urban Village



Planned Network

The planned bicycle and pedestrian network includes a new traffic light on Stevens Creek Boulevard at Henry Avenue. This will allow for safer pedestrian and bicycle crossings of this commercial and retail area of Stevens Creek Boulevard. VTA is currently updating the Santa Clara Countywide Bicycle Plan, with a draft of recommended projects expected in summer 2017. This Urban Village Master Plan should take those recommendations into account as Plan implementation moves forward.

With the Stevens Creek Urban Village expected to transition over time from an auto-centric corridor to an area that accommodates all modes of transportation, new private development can contribute incremental improvements. The goal of these developments should be to ensure that people who walk or bicycle can easily access the various buildings and parks within the area. Additionally, bicycle- and pedestrian-friendly amenities should be included in the design, including sufficient lighting, places to sit, and bicycle parking.

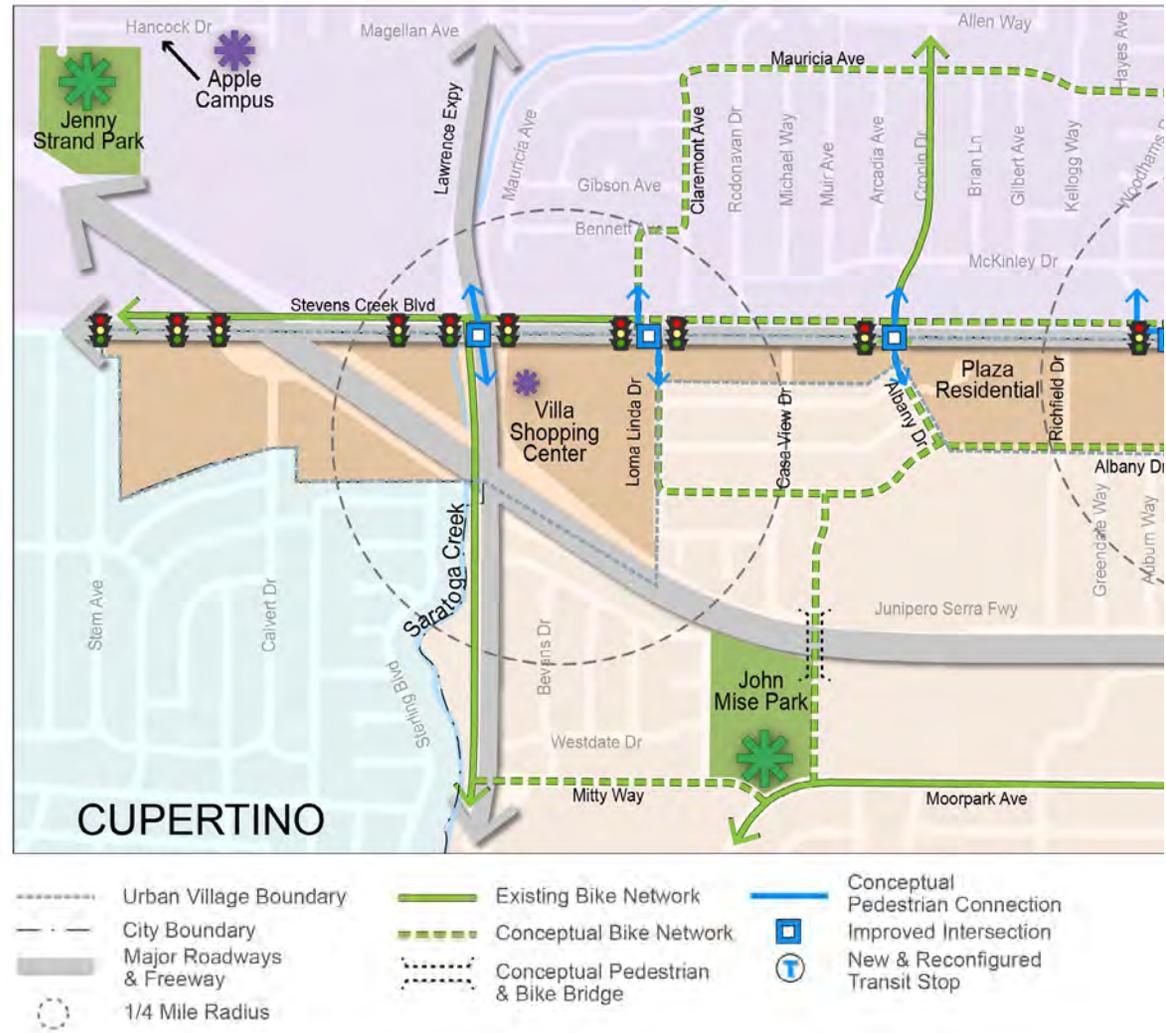
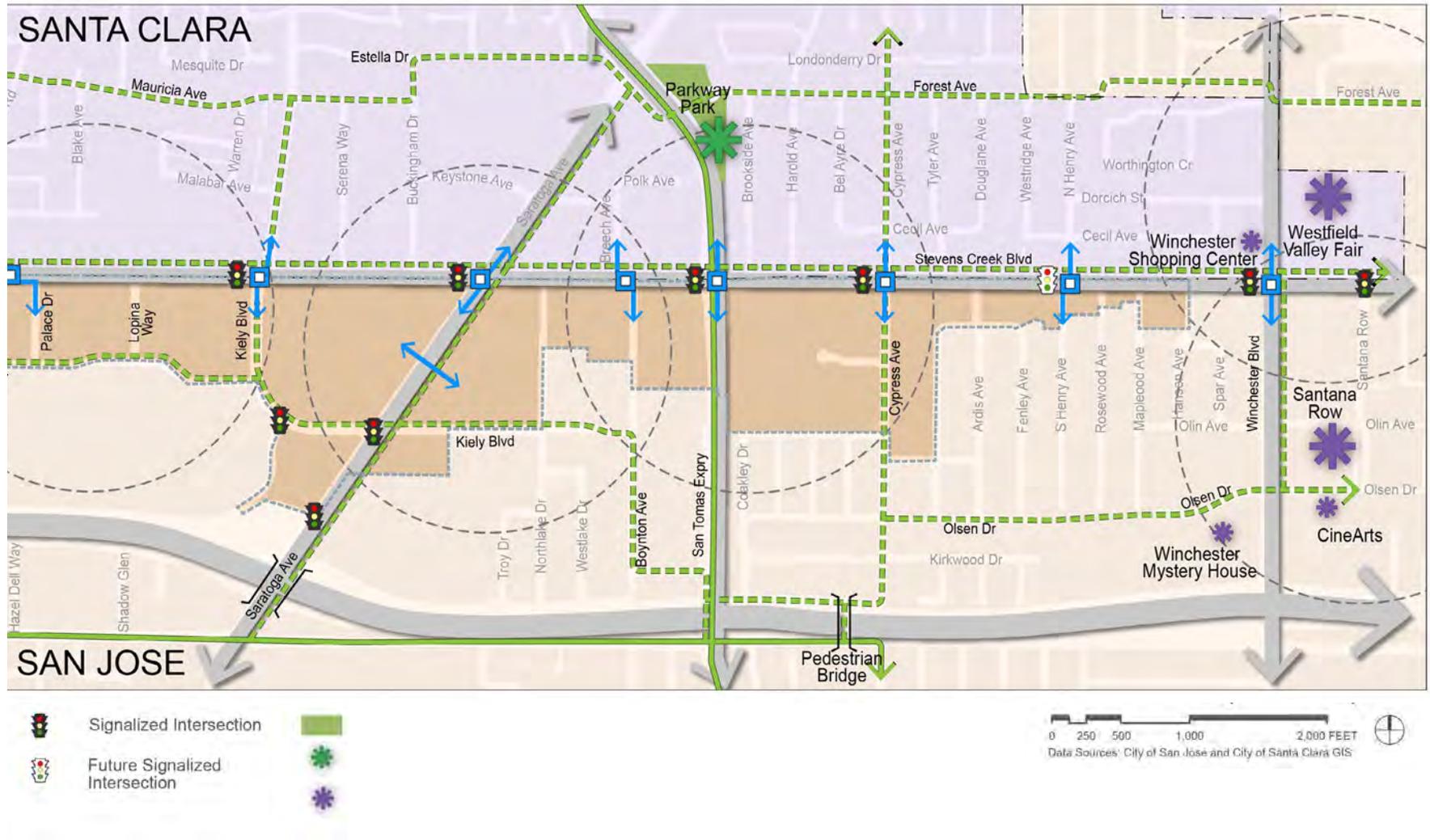


Figure 5-4: Draft bicycle and pedestrian network in the Urban Village





Improvements should create a seamless transition between private developments and the public right-of-way for bicyclists and pedestrians. Enhance links between the public right-of-way and private developments through accessible, bicycle- and pedestrian-friendly features such as well-maintained pathways separate from driveways, bike parking, and green space. All future developments within the Urban Village should also consider these goals during the design phases and comply with the design guidelines presented later in this chapter.

Bicycle Network Goals and Policies

Proposed recommendations for the bicycle network emphasize improvements to facilities in the public right-of-way, to enhance safety, comfort and connectivity for people who bicycle. The overarching strategies to enhance the bicycle infrastructure in the Stevens Creek Urban Village are to:

1. Improve north-south bicycle and pedestrian connections;
2. Enhance key intersections for pedestrian and bicycle movements;
3. Improve the safety and comfort of bicycle infrastructure on Stevens Creek Boulevard; and
4. Provide alternative bicycle routes parallel to Stevens Creek.

Examples of bicycle improvements for intersections, including green paint, skip lines, and bike boxes

GOAL CS-3

Create a bicycle-friendly street network that provides access throughout the Urban Village to improve a) bicyclist safety and comfort, b) encourage mode shift to bicycle and c) maximize bike traffic to encourage economic development of local businesses.

Policy CS-3.1 Provide bicycle facilities for all users by installing bikeways along major and local streets, typically without reducing the number of travel lanes.

Policy CS-3.2 Expand Class II bicycle lanes on Stevens Creek Boulevard and install protected bike lanes where feasible.

Policy CS-3.3 Create comfortable crossings for people on bicycles across Stevens Creek Boulevard and other major roads through intersection improvements.

Policy CS-3.4 Encourage local businesses and developers to provide amenities such as bicycle parking, water bottle refilling stations, showers, and repair stations at developments within the Stevens Creek Urban Village.

Policy CS-3.5 Install high-quality bicycle racks near building entrances to help accommodate and encourage bicyclists to frequent businesses and services to improve the economic vitality in the area.



Well placed bicycle facilities can encourage people to ride their bikes more



Different bicycle facility classifications can be used by different types of bicyclists

Proposed Bicycle Network Improvements

The proposed bicycle network is intended to improve north-south bicycle connections and enhance conditions for riders on Stevens Creek Boulevard as well as provide alternative east-west bike routes. This will create a connected network of north-south and east-west routes through the Urban Village and to nearby destinations (see Figure 5-4). The Plan also addresses strategies for overcoming existing barriers, including a potential crossing over San Tomas Expressway. Proposed routes are composed of Class II facilities (on-street bicycle facilities with dedicated space for bicyclists designated by signage and striping), Class III facilities (on-street bicycle facilities that share space with cars and may be designated by signage and a shared-lane/ “sharrow” marking), and Class IV facilities (on-street bicycle lanes with vertical separation between the bicycle lane and vehicle lanes). These routes are consistent with recommendations identified in the San José Bike Plan 2020.

PORPOSED BICYCLE NETWORK IMPROVEMENTS

1. Install Class IV separated bikeways to create a regional link under Lawrence Expressway, thereby providing access to Cupertino to the west and Santana Row to the east (see street sections in the Streetscape Design Guidelines section at the end of this chapter).
2. Explore the improvement of the intersections of Stevens Creek Boulevard at Lawrence Expressway, Loma Linda Drive/Cabot Avenue, Boynton Avenue/Breech Avenue, Cypress Avenue, and Henry Avenue to better accommodate bicyclists through shortened crossing distances and improved bicycle signal detection and timing.
3. Explore alternative east-west Class II and Class III facilities on Albany Drive/Kiely Drive/Boynton Avenue/Constance Drive/Olsen Drive to the south of the Urban Village. These would connect to existing and planned facilities on Moorpark Avenue and Winchester Boulevard as well

as to the bicycle and pedestrian bridge at Cypress Avenue over I-280.

4. Explore the installation bicycle facilities along Claremont Avenue/Loma Linda Drive, Cronin Drive/Albany Drive, Kiely Boulevard, Saratoga Avenue, and Cypress Avenue to create a bicycle grid throughout the Urban Village.
5. Improve the access and visibility of the bicycle route along Cypress Avenue, which crosses over Highway 280 to the south and provides a connection to existing facilities on Moorpark Avenue.
6. Explore using Caltrans right-of-way for a bicycle and pedestrians bridge over San Tomas Expressway between Greenlee Drive and Constance Drive.



Separated and protected bike lanes can encourage more community members to ride for fun



Easy to read signage can make the public realm more inviting for pedestrians

Pedestrian Network Goals and Policies

A successful pedestrian environment is attractive, well-connected, and accessible. Recommendations for the pedestrian network strive to make walking along Stevens Creek Boulevard and in the surrounding Urban Village safer, more comfortable and welcoming. Improvements to the pedestrian network are intended to support multiple objectives of the Urban Village Plan, including supporting economic development, creating a more vibrant street atmosphere and ensuring safety and comfort of people traveling by foot. Improvements are focused on key intersections aligned with activity nodes, transit stops and bicycle routes.

GOAL CS-4

Enhance the pedestrian environment and connectivity along and across Stevens Creek Boulevard and other major roadways in the Urban Village to a) improve pedestrian safety, comfort, and convenience b) encourage more people to walk, and c) maximize foot traffic to encourage economic development of local businesses.

Policy CS-4.1 Improve pedestrian spaces along Stevens Creek Boulevard by widening sidewalk space, adding street trees and landscaping, providing shade structures, installing pedestrian scale lighting, and seating.

Policy CS-4.2 Ensure all future development projects provide a 20-foot wide minimum sidewalk along Stevens Creek Boulevard, Saratoga Avenue, and Kiely Boulevard. All other streets should have a minimum 12-foot sidewalk width and ideally achieve a sidewalk width of 15 feet. Allow exceptions only in the case of economic hardship on shallow lots or constrained sites.

Policy CS-4.3 Provide safe crossings of Stevens Creek and other major roadways through high-visibility elements and shorter crossing distances.

Policy CS-4.4 Focus pedestrian improvements on key intersections and routes to and from transit stops and neighborhood destinations.

Policy CS-4.5 Install signage and wayfinding to direct visitors to nearby destinations and create a cohesive sense of place throughout the Stevens Creek Urban Village.

Policy CS-4.6 Expand the pedestrian space within private development properties where appropriate, such as near transit stops and activity nodes.

Proposed Pedestrian Network Improvements

1. Create a high-visibility mid-block crossing of Saratoga Avenue between Stevens Creek Boulevard and Kiely Boulevard to allow for shorter, formalized crossings between land uses.
2. Explore improving the pedestrian infrastructure at intersections of Stevens Creek Boulevard at Lawrence Expressway, San Tomas Expressway, Loma Linda Drive/Cabot Avenue, Boynton Avenue/Breech Avenue, Cypress Avenue, and Henry Avenue in coordination with improvements for cyclists.
3. Install a pedestrian/bicycle-only bridge over I-280 at John Mise Park.
4. Install medians and curb extensions at intersections and mid-block crossings to narrow the roadway, calm traffic, and create shorter pedestrian crossing distances where feasible and appropriate.



Highly-visible crosswalks coupled with different types of sidewalk materials can make it safer and more inviting for pedestrians



PARKING

The Urban Village public realm includes on-street parking along much of Stevens Creek Boulevard. This parking serves area businesses, although the corridor overall has abundant off-street surface parking for most developments. Community input throughout the planning process showed support for removing some on-street parking along Stevens Creek Boulevard to create space for a protected bike lane on the roadway. Parking strategies for private development (see Chapter 4) are intended to provide adequate off-street vehicle parking while supporting the efficient use of land and other modes of travel.



On-street parking along Stevens Creek Boulevard and bicycle parking can serve local businesses without parking lots

Parking Goals and Policies

GOAL CS-5

Balance on-street parking with space needs for other modes of travel.

Policy CS-5.1 Remove on-street parking in locations along Stevens Creek Boulevard where its removal support optimal transit stop location and function and is needed to create a continuous protected bicycle facility, while also meeting the needs adjacent businesses.

PLACEMAKING AND STREET CHARACTER

The character of the existing Stevens Creek corridor is dominated by automobile traffic. Inconsistent and limited landscaping along sidewalks, large surface parking lots fronting the roadway, and fast-moving traffic create dangerous and uncomfortable streetscape conditions. The future Urban Village is envisioned as a vibrant place with people walking, bicycling, taking transit, and driving safely around the area, with easy access to and from community destinations. The following strategies, combined with the recommendations in this Plan, support the creation of a multi-modal corridor with a distinct sense of place.

PROPOSED STRATEGIES

1. Create a consistent row of street trees to provide shade and buffer pedestrians and cyclists from automobile traffic.
2. Accomodate wider sidewalks through Right-of-Way acquisition, building setbacks, and/or easements to ensure adequate space is provided for a comfortable and vibrant pedestrian environment (see Chapter 4).
3. Enrich and activate the bicycle and pedestrian environment with small gathering spaces and streetscape amenities such as seating, improved lighting, interesting paving materials, landscape planters, broad-canopied shade trees and public art.
4. Explore “re:Streets” strategies such as mobility, social gathering and commerce to leverage broader opportunities along the street (see Placemaking and “re:Streets” Activation in the Streetscape Design Guidelines at the end of this Plan).



Protected bicycle lanes and places to sit and rest can improve safety and comfort



Cleaning trucks can help maintain a healthy and inviting streetscape

Trash Management

GOAL CS-6

Improve the aesthetics and cleanliness of the Urban Village through improved waste management.

Policy CS-6.1 Incorporate street sweeping and adjust parking times to accommodate adequate access and trash removal.

Policy CS-6.2 Require installation of full trash capture devices (i.e. hydrodynamic separators) to prevent trash originating from the Urban Village from passing through the storm sewer system to local waterways.

Policy CS-6.3 Encourage and support the establishment of a Business Improvement District, or similar mechanism, to fund litter removal and street cleaning.

Fiber-Optic Communication Backbone Extensions

GOAL CS-7

Improve transportation system operations through the use of technology.

Policy CS-7.1 Implement traffic signal coordination, transit signal priority along transit priority corridors, and real-time adaptation to contribute to safe and efficient traffic flow.

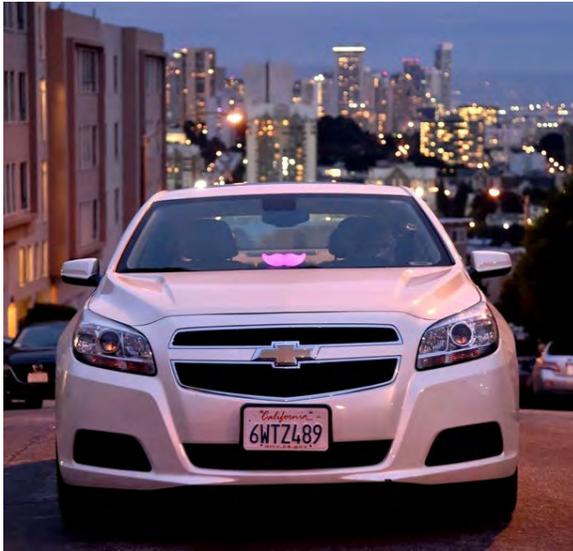
Policy CS-7.2 Pedestrian and bike sensors should be incorporated into the signal system to support reliable signal priority for active travel modes.

Policy CS-7.3 Traffic detection systems should be upgraded from traditional in-pavement loops to video detection technologies that more readily support bike detection and are less immune to poor pavement conditions.

Policy CS-7.4 Support additional technology features of fiber communications that will allow the system to collect real-time data and provide users of the transportation network with useful information.



Real-time information for public transportation and bicycle facilities can make them easier to use



Car-shares and infrastructure that adapts to new transportation types can help an area attract new businesses and residents

Shared Mobility Services

Shared mobility services by Transportation Network Companies (TNCs) provide prearranged rides using a digital platform to connect passengers with drivers. These companies are increasingly used in the San Francisco Bay Area for a variety of trip purposes. Shared mobility services typically require that vehicles pull up to the curb on a street to pick up and drop off passengers. In addition, transit stations are popular beginning or end points for shared mobility trips, which suggests that these activities will be a well-used travel mode in between regional transportation services and the Urban Village. The proposed street network considers the need to accommodate all types of vehicle trips, including shared mobility trips.

GOAL CS-8

Create a circulation system that facilitates the use of TNCs and discourages drivers stopping within bike lanes.

Policy CS-8.1 Support strategies to promote convenient Transportation Network Company (TNC) passenger pick-up and drop-off in the Urban Village area, especially near activity centers.

ACTION CS-8.2 Examine the feasibility of incorporating proposed drop-off and pick-up locations in the Urban Village area.

Autonomous Vehicles

Autonomous vehicles, also termed automated, driverless, self-driving and robotic vehicles, are those which can sense their own environments in order to perform at least some aspects of the safety-critical control without direct human input. In the future, autonomous vehicles may become increasingly common.

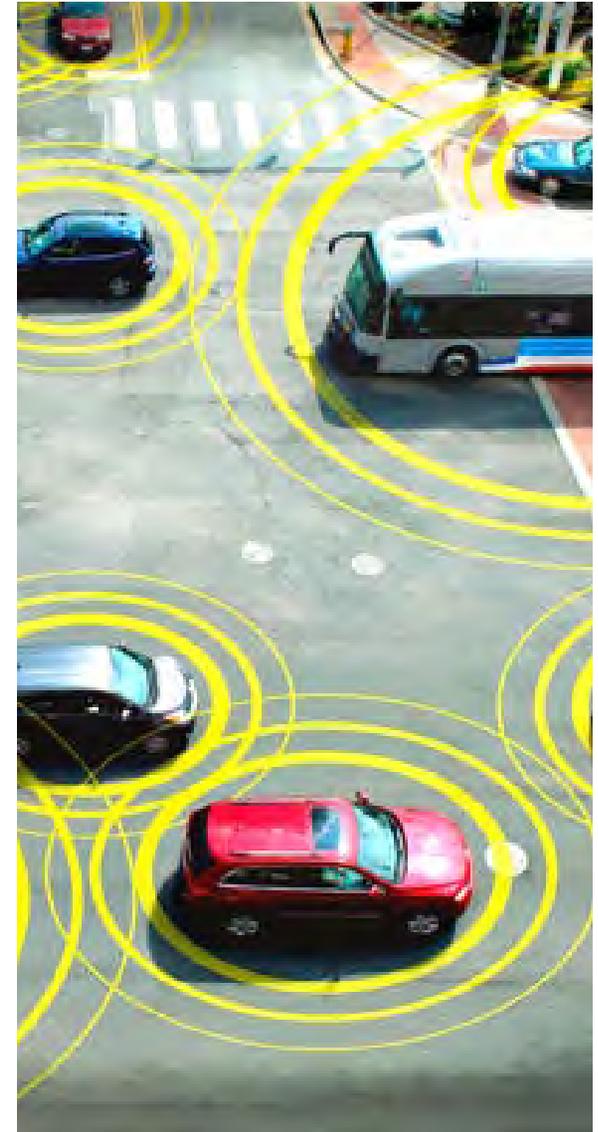
One of the City of San José's top Joint Federal and State's Legislative Priorities for 2017 is to develop a general framework to accommodate future forms of vehicle travel, such as autonomous vehicles, that may emerge in the future.

GOAL CS-9

Support the mobility, safety, community, and economic benefits of autonomous vehicles by supporting regulatory and legislative efforts to encourage their development when there is a net benefit to the community.

Policy CS-9.1 Assess the current readiness of the transportation network for, and potential impacts of, autonomous vehicles

Policy CS-9.2 Design new development to accommodate autonomous vehicles in ways that provide a net benefit to the community.



Autonomous cars can begin to change how pedestrians and drivers use the street



CIRCULATION AND STREETScape DESIGN GUIDELINES

Introduction

The streets, sidewalks, and open spaces in the Stevens Creek Urban Village are critical to how it functions as well as how it is experienced and perceived. Transforming the public realm in the Stevens Creek Urban Village into a “Great Street” requires specific strategies to encourage a walkable, bikeable, and transit friendly environment, which also support the mix of uses envisioned in the corridor. The VTA, in partnership with cities, conducts cross-jurisdictional corridor studies that include planning and conceptual design work to improve one or more of the alternative modes along the

corridor (i.e. bicycle, pedestrian, and/or transit). Currently, VTA’s Next Network Transit Plan and I-280 Corridor Study are in progress. These studies may result in several recommended improvements for transit operations, pedestrian, and bicycle safety and connectivity, transit travel time, transit rider amenities, and/or traffic calming measures.

The circulation and streetscape design guidelines that follow are intended to guide improvements in the public realm that support community goals and accommodate the needs of multiple modes of travel. They encourage and will help staff implement Complete Streets concepts and design standards for Stevens Creek Boulevard and adjoining local streets.



New technologies and environmentally focused design can create interesting and pleasant experiences for users



The image on the left shows existing conditions along Stevens Creek Boulevard while the image on the right shows what it could look like with shade trees and a bike lane

Circulation Improvements

The following roadway and streetscape design improvements are intended to support vehicle flow along Stevens Creek while fostering a bicycle and pedestrian-friendly environment. While the curb-to-curb distance of the roadway will be maintained, narrowing traffic lanes can provide flexibility to enhance pedestrian, bicycle and transit infrastructure.

Different roadway designs may apply at different points along the Boulevard. Where the opportunity exists in both Santa Clara and San Jose, replace parking along Stevens Creek Boulevard to achieve a protected or buffered bicycle facility.

While the ultimate goal of this Plan is to fully implement the circulation and streetscape designs described, a number of actions may be taken in the interim to phase in the changes. A potential phasing concept for Stevens Creek Boulevard is further detailed in the following phased proposed improvements.

Stevens Creek Boulevard

PHASE I - PROPOSED IMPROVEMENTS

1. Narrow travel lanes and remove on-street parking on one or both sides of the roadway to accommodate the installation of one-way separated bikeways on either side of Stevens Creek Boulevard.
2. Provide additional bicycle routes and lanes on designated east-west corridors.
3. Install high-visibility crosswalks at key locations that include curb extensions, landscaping, pedestrian refuge islands, and high-visibility paint.
4. Relocate Stevens Creek Boulevard transit stops at Lawrence Expressway to Cabot Avenue and at San Tomas Expressway to Cypress Avenue.

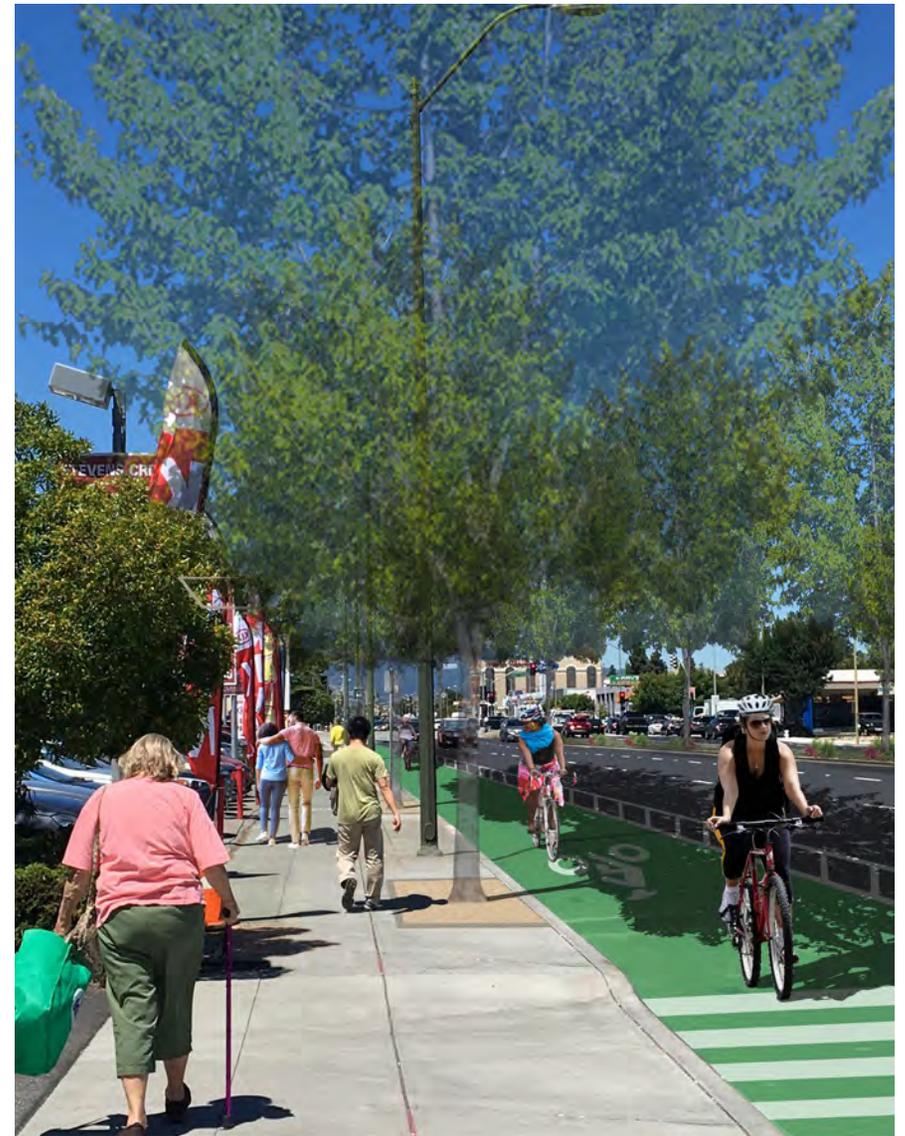
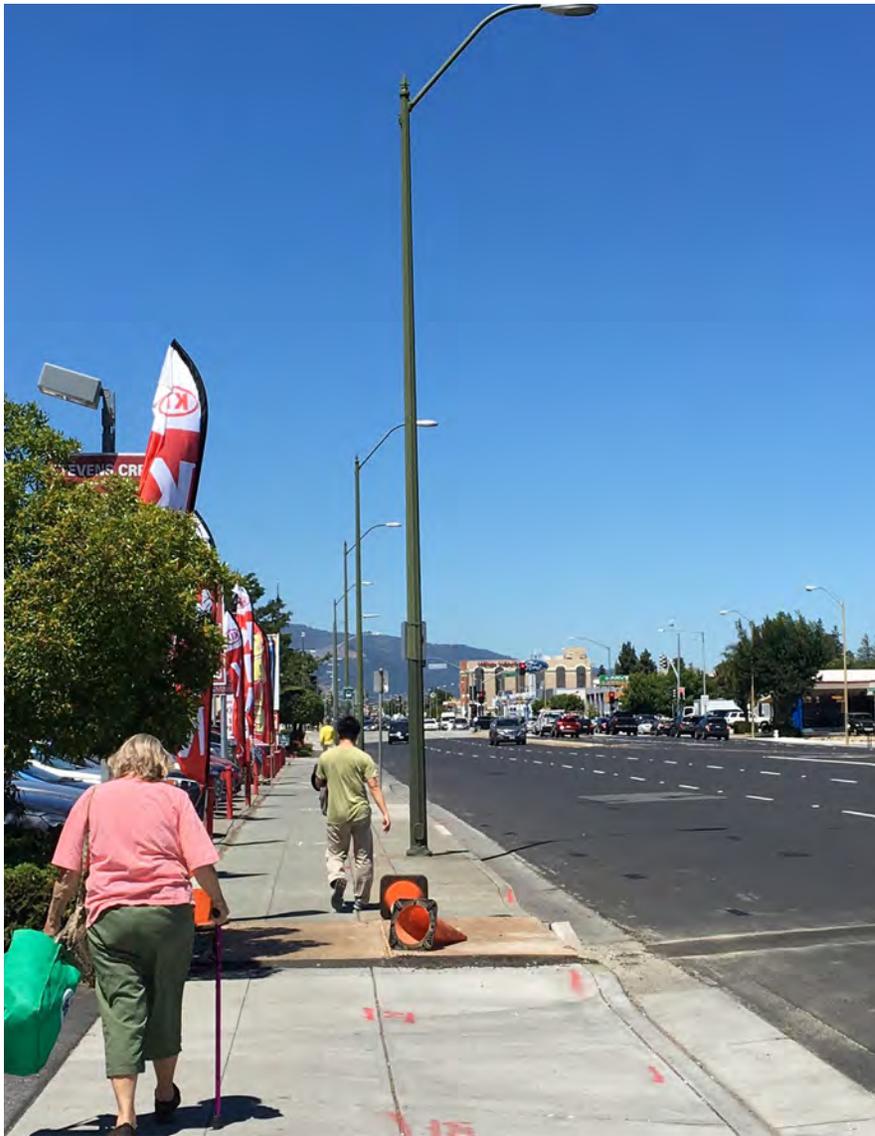
5. Improve transit stops by expanding sidewalk space (where available), providing landscaping and shelter, and adding a bench to the eastbound Harold Avenue stop.
6. Install landscaped center medians along Stevens Creek Boulevard to provide refuge for pedestrians crossing the street, but still provide left-turn lanes for vehicles at key locations.

ACTION

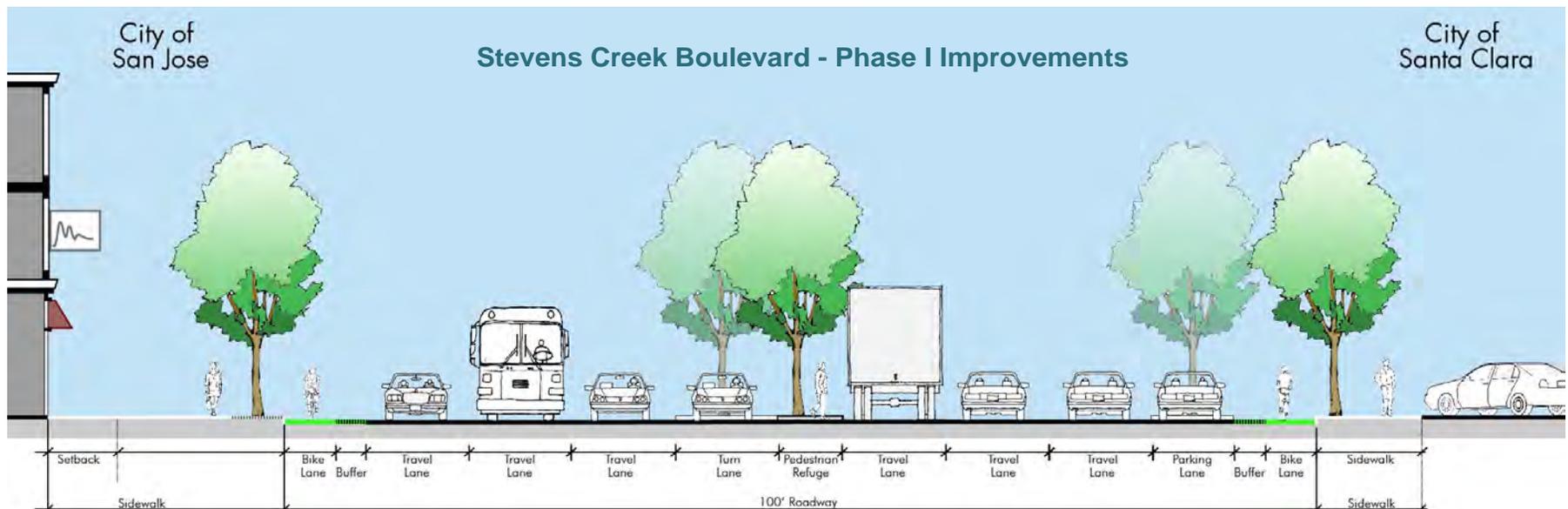
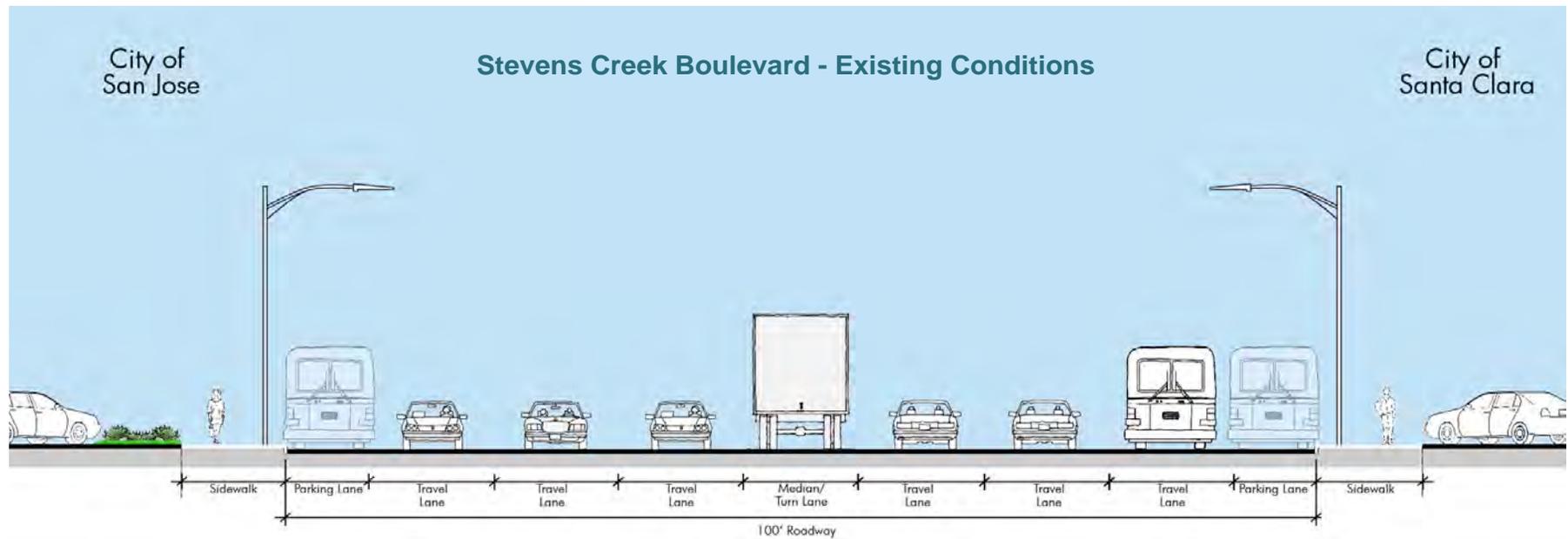
1. Partner with the City of Santa Clara to develop a Master Streetscape Plan that will provide a refined and mutually agreed upon improvement plan for Stevens Creek Boulevard.

PHASE II - PROPOSED IMPROVEMENTS

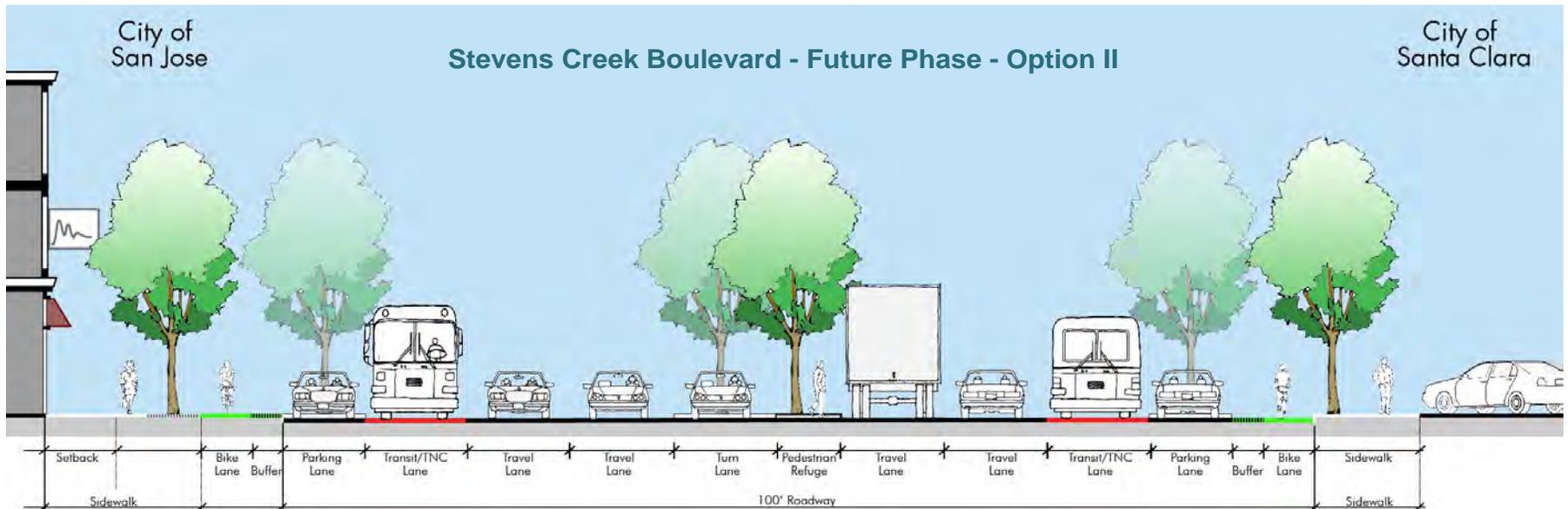
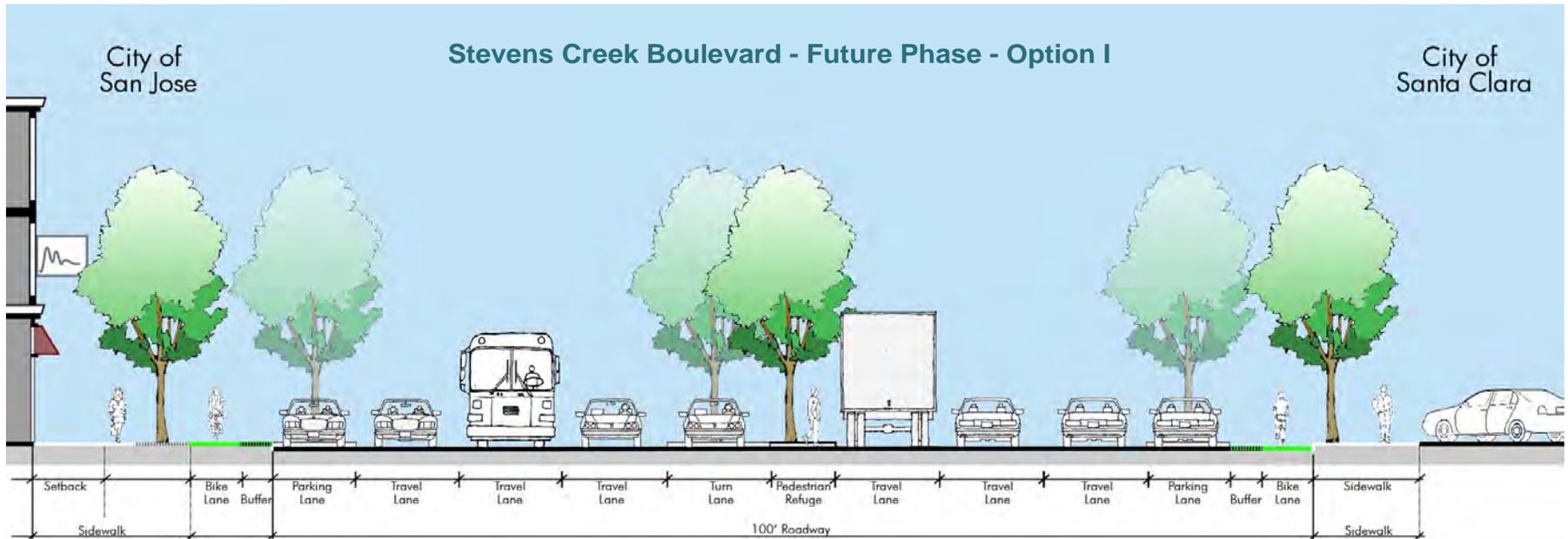
1. Convert one vehicle travel lane in each direction into a transit/taxi/TNC if future mode share supports this change.



The image on the left shows existing conditions along Stevens Creek Boulevard while the image on the right shows what it may look like with shade trees and a bike lane



The above image shows existing conditions along Stevens Creek Boulevard while the image below shows the Phase I improvements



The above images show further options for making Stevens Creek Boulevard more pedestrian and bicycle friendly



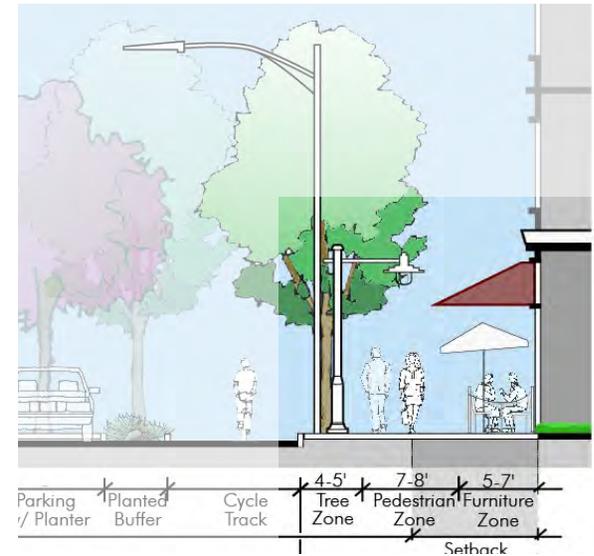
Active streetscapes can support all modes of transportation, and green infrastructure medians create a protected bike lane

ROADWAY, BICYCLE FACILITIES AND PARKING GUIDELINES

1. Maintain the existing curb edge along Stevens Creek Boulevard.
2. Consider narrowing travel lanes to accommodate enhanced pedestrian and bicycle infrastructure.
3. Allocate extra space in the roadway to center medians / pedestrian refuges and protected bicycle lanes.
4. Provide adequately sized pedestrian refuges in the center median at intersections along Stevens Creek, where appropriate.
5. Provide a pedestrian refuge in the center median at potential mid-block crossings along Stevens Creek.
6. Maintain the center lane for turning movements and truck loading/unloading in the roadway where medians are not provided.
7. Provide a continuous protected bike lane, including a buffer area for parked vehicle doors along San Jose's Stevens Creek Boulevard.
8. Provide an adequate landscaped buffer between the protected bike lane and adjacent travel lane along Santa Clara's Stevens Creek Boulevard, where feasible.
9. Provide on-street parking as needed while also ensuring adequate space for a protected on-street bicycle lane along San Jose's Stevens Creek Boulevard.
10. Explore opportunities to use building setbacks to create protected bicycle facilities along on-street parking. See photosims on page 29 and 30, and sections on pages 32-33 for examples.

SIDEWALK GUIDELINES

1. Future development projects along Stevens Creek Boulevard should provide a 20-foot wide sidewalk, especially at key activity nodes, and on Saratoga Avenue, and Kiely Boulevard.
2. All other streets should provide a 12 – 15-foot sidewalk width. Allow exceptions only in the case of economic hardship on shallow lots or constrained sites.
3. Ensure that all streets have continuous wide sidewalks with unobstructed paths of travel and are Americans with Disabilities Act (ADA) compliant.
4. Plant street trees at outer edges of sidewalks to buffer vehicle traffic and parking from pedestrians.
5. Plant trees within existing and new sidewalks.
6. Encourage a minimum 4-foot clear planting area for all trees.
7. If feasible, incorporate well-designed tree grates in tree wells to ensure a level sidewalk.
8. Ensure sidewalks connect to bus stops.
9. Widen sidewalks near transit stops, where possible.



The area right outside a building can entice pedestrians to stay for awhile



Wide and highly-visible crosswalks and medians can increase pedestrian safety

CROSSWALKS, MID-BLOCK CROSSINGS, AND MEDIANS GUIDELINES

1. Provide minimum 10-foot wide crosswalks at all controlled intersections, at intersections of key streets, and other mid-block crossings. Encourage 15-foot-wide crosswalks at heavy foot traffic intersections along Stevens Creek Boulevard (e.g. Saratoga Avenue and Kiely Avenue).
2. Ensure that all crosswalks are ADA compliant.
3. Locate mid-block pedestrian-crossing facilities along Stevens Creek Boulevard to support direct and desired pedestrian routes that connect to destinations such as new site developments and transit stations.
4. Provide bulb-outs and refuge islands at intersections and mid-block crossings, where appropriate.
5. Use special paving materials, colors and/or patterns to increase the visibility of crosswalks, when feasible and appropriate.
6. Reduce the size and number of curb-cuts along Stevens Creek Boulevard to support bicycle connectivity and minimize conflicts between vehicles and pedestrians.
7. Add landscaped medians to serve as pedestrian refuges at key intervals along Stevens Creek Boulevard, aligned with multi-modal intersection improvements and transit stops wherever possible.
8. Provide a center median for pedestrian refuges, where appropriate.
9. Incorporate pedestrian activated signals at mid-block crossings when appropriate.

PLACEMAKING AND RE:STREET ACTIVATION GUIDELINES

The following guidelines support public realm improvements that go beyond mobility to create destinations, activity hubs and distinctive environments that contribute to a “Great Street”. Small parks, plazas and events spaces in the right of way can activate the street while providing neighborhood amenities. Placemaking features will help create a cohesive and distinct identity for the Stevens Creek Urban Village.

Street Furniture and Lighting

1. Provide seating, trash receptacles and shade elements in open spaces and at transit stops along Stevens Creek Boulevard.
2. To activate the streetscape, allow and encourage outdoor dining and goods display of selected goods (e.g., fruit stands, flowers, clothing racks) on sidewalks that are sufficiently wide.
3. Use consistent design and materials for bicycle racks, trash receptacles, seating, lighting posts and utility boxes.

4. Provide both pedestrian and auto-oriented street lighting.
5. Prioritize pedestrian-scale lighting along sidewalks, pathways, and in open spaces to provide a safe, comfortable pedestrian environment.

re:Streets Approach

1. Provide space within sidewalks, plazas and other portions of the public right of way, for social gathering, play and activities that appeal to variety of ages including adults, teens and children.
2. Support and seek opportunities for community events (e.g., markets, food truck festivals) that can take place in the public realm to activate space, building community cohesion and support small businesses.
3. Encourage inclusion of temporary market areas for vendors (such as food trucks and retail kiosks in parking lanes) to encourage commerce within the public right-of-way, if feasible.



Surface materials and street furniture can make the sidewalk and plaza spaces more enjoyable for users



Stormwater-collecting planters (above) and solar-powered sidewalks (below) can be inviting and fun for users

SUSTAINABILITY AND STORMWATER MANAGEMENT GUIDELINES

These guidelines are intended to encourage practices to protect the environment, ensure safety and preserve public investments.

1. Use stormwater-collecting planters, swales and other features to improve percolation, water quality, and minimize stormwater runoff.
2. Integrate stormwater management in the design of medians, bikeway buffers, sidewalk landscaping, bulb-outs, parks and plazas, where appropriate.
3. Minimize the use of impervious surfaces by using permeable or porous surfaces to allow the infiltration of stormwater wherever feasible and appropriate.
4. Provide waste-collection and recycling receptacles throughout the Urban Village to minimize waste and reduce litter in the Urban Village.
5. Encourage the use of street furniture, shade shelter and transit structures made from recycled materials.
6. Consider light pollution impacts when selecting and/or designing lighting elements.



Creating safe passage for pedestrians and bicyclists along a street can encourage and promote the community to use alternative modes of transportation



6

Parks, Plazas and Placemaking





Chapter Six

INTRODUCTION

The Parks, Plazas, and Placemaking chapter offers a menu of strategies for the creation of new publicly accessible open spaces within the existing and planned context of this area of San José. It is vital to the health of existing communities and the success of new residential and commercial development that the neighborhood has well-designed and accessible public spaces. The Stevens Creek Urban Village Plan area is currently underserved by these facilities and current land use patterns present significant challenges that must be overcome to create more recreational open space. Successful public spaces that express the community's unique character will strengthen the sense of place within the Stevens Creek Urban Village and can reinforce the walkability and bikability of the Urban Village. The integration of public art into public spaces should also play a central role in building that sense of place through reinforcing landmarks and community identity.

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Public parks can provide space for young and old to play and engage

THE STRATEGY

This Plan is intended to ensure that the recreational and open space needs of new residents and visitors will be accommodated, while at the same time addressing the existing shortage of parkland which current residents experience. This Plan envisions an “all of the above” approach to create an interconnected network of parks, plaza, pedestrian areas, and open space that will expand recreational opportunities and “build community through fun” in the Urban Village. Within this framework, traditional parks, multi-purpose plazas, pocket parks, paseos, paths, and bikeways, are all part of a development tool kit to increase public open space and connectivity. Designed with high-quality, native and drought tolerant landscaping, as well as public art, each type of public space can provide much needed opportunities for recreation and social interaction, and enhance the identity and visual character of the Stevens Creek Urban Village.

Traditionally, parks in San José have been developed as large standalone spaces of at least one acre in area that provide the community with more traditional recreational opportunities such as ball fields, playgrounds and trails. The closest traditional park with play fields is John Mise Park located across Interstate 280 to the south and not easily accessible to the community within or adjacent to the Stevens Creek Urban Village. The Cypress Community Center located on Cypress Avenue is the only public facility within the Urban Village boundary.

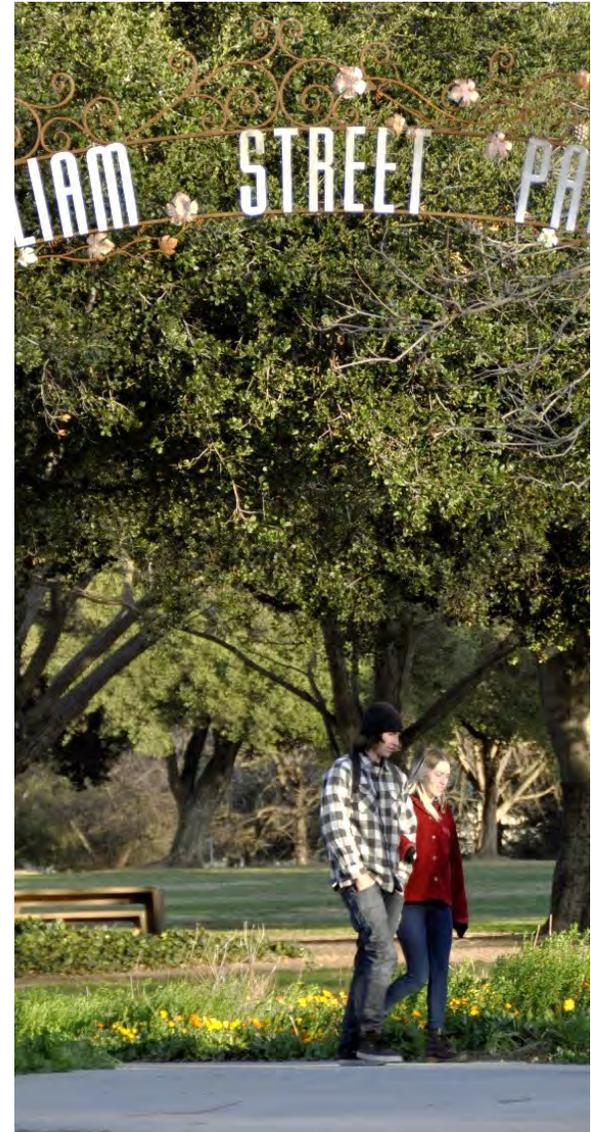
Today, as San José focuses on the design of urban villages with denser development patterns, there is a need for an adaptive recreation and open space model that reflects all opportunities including smaller, more urban public spaces. As such, this plan envisions the development of a “Green Web” or circuit circling the Stevens Creek Urban Village. The Green Web concept allows a variety of public and private open spaces linked

together to create a broad interconnected system of vibrant public spaces and iconic community interactions. In the Stevens Creek Urban Village, a mix of public and publicly accessible, but privately owned and maintained, connected open spaces would connect the Urban Village and its residents to nodes of commercial and social activity.

As new development occurs, space on each site will be dedicated to open space whether it be an Emergency Vehicle Access (EVA) that doubles as an active paseo, a large multi-purpose plaza, a small corner plaza, a passive paseo through a development, or a recreation path in the public right-of-way, these spaces should be located so as to easily and logically connect together to create a web of connected open spaces throughout the Urban Village. This strategy will work in concert with public bikeways to create a seamless automobile free transportation and recreation network stitching the community together and

providing a pleasant pedestrian environment for all ages to access their neighborhood core. Most critical to the implementation of this strategy is an emphasis on diverse experiences, continuity of place, and interconnectivity. It is essential that these spaces be located where they can easily and logically connect to create a string of connected public spaces serving the Urban Village and its surrounding neighborhood.

Other strategies supported by this Plan include the use of “reclaimed” space for pocket parks or even larger open spaces. A well-developed “Pavement to Parks” policy could facilitate the consolidation of surface parking into parking garages, while leaving ground space to be reclaimed as public parks. Large setback areas and green connections, particularly along Albany Drive, could be reclaimed and programed into a central pedestrian green space. As envisioned, the Albany Drive Greenway would create a pleasing, pedestrian oriented interface between existing neighborhoods and new development



Signage can create a welcoming gateway into a park



Community involvement to reclaim or develop a small park can create community ownership and ensure it's longevity

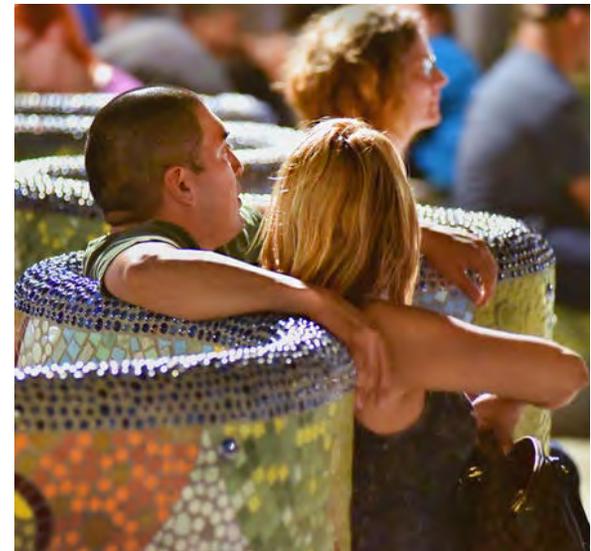
along Stevens Creek Boulevard. Albany Drive would feature traffic calming devices to allow for a shared street space where bicyclists and pedestrians feel more comfortable using this street to connect through the neighborhood. Additionally, the Parks Department will continue other, more traditional efforts to create parks through land acquisition. Land acquisitions generally involve either the dedication of parkland through compliance with the Parkland Dedication and Park Impact Ordinances, donations, or purchase of property involving site assessment, appraisal, and the appropriation of capital funding for the purchase.

PLACEMAKING

Placemaking is the cultivation of culture and shared human experience within a public space. Placemaking helps to build community through fun activities, openness, and participation in public life. It is the creation and activation of dynamic public spaces that bring us together. Placemaking is most successful when the planning, design, management, and active use of public spaces have all been coordinated with strong community ownership and input. As such, the design of public spaces within new development must consider function before form; consider how people socialize; the potential uses and activities of the space; comfort; access and connectivity; and capitalize on the community's existing assets and spirit.

Public art can help the Stevens Creek Urban Village realize its sense of place by introducing well integrated art into new commercial and residential development, and public infrastructure. Through art and creative design, bus stops and Bus Rapid Transit (BRT) stations, plazas, and even the public right-of-way can all become a canvas on which the Stevens Creek community can express its identity. Public art thrives through traditional media such as sculpture or murals, but can also be incorporated into the infrastructure and amenities of an area such as sidewalks, street furniture, wayfinding, environmental systems (e.g. stormwater), transit, and lighting. Art may be temporary or long lasting in nature. With appropriate funding sources, public art can enliven parks and plazas through “plug and play” events, recreational

gatherings, and performances. Community members are part of the creative process and can help identify opportunities for public art, as well as provide input to inform the design and programming of the art. One such opportunity for placemaking that has been highlighted by residents in public meetings is the preservation of the iconic Safeway sign at the Safeway shopping center. Preservation of this memorable sign, will enhance the unique character and sense of place of the Stevens Creek Urban Village.



Large park spaces allow for events to occur and attract more community members (above) while smaller spaces allow for everyday moments (below)



Open areas can attract activities that bring the community together and are important for neighborhood growth

As the Stevens Creek Urban Village continues to evolve, public art will also play a significant role in engaging the community, increasing sense of place, and enhancing the quality of experience in the area. Business and property owners, as well as resident groups, could 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 innovate new ideas for project delivery that enhance the outcome of the public art into the public realm and private development. Successful public art implementation would contribute greatly to “branding” the Stevens Creek Urban Village, giving it a memorable identity.

PARKS, PLAZAS, AND PLACEMAKING GOALS AND POLICIES

Parks and Plazas

Goal P-1

Create public parks and plazas that are attractive, vibrant, and provide places for community activities and interaction that will contribute to the livability of the Stevens Creek Urban Village.

Policy P-1.1 Provide a system of parks that serves the needs of both the existing and future residents and surrounding community.

Policy P-1.2 As new development occurs, space on each site will be dedicated to some form of publicly accessible open space. These spaces should be located so as to easily and logically connect with other open spaces in the surrounding area to work towards creating a connected web of open space throughout the Urban Village.

Policy P-1.3 For large development parcels (e.g. over 2 acres), encourage the engagement of a placemaking consultant to help design and program public spaces.

Policy P-1.4 Neighborhood parks should be designed and configured in a manner that provides secure and usable and attractive open space and maximizes accessibility to the surrounding community.

Policy P-1.5 Encourage parks and plazas to include areas of natural settings that include a stand of trees.

Policy P-1.6 Ensure that all new parks and plazas are highly visible from a public right-of-way.

Policy P-1.7 Include adequate lighting, including pedestrian scale lighting, in all parks and plazas.

Policy P-1.8 Support development of parks that benefit people of all ages.

Policy P-1.9 Encourage the development of parks with active recreation areas, such as playfields, sport fields and sport courts.



Parks and plazas can change character throughout the day to attract different groups from the community at different times



Policy P-1.10 Promote the use of native and drought tolerant vegetation in new parkland development which gives identity to the Plan Area while also advancing more sustainable water conservation practices.

Policy P-1.11 New development abutting sites considered as potential park spaces should be built in such a way that the building(s) interface well with the existing or future park or plaza.

Policy P-1.12 Promote a connection from the Stevens Creek Urban Village over Highway 280 to Mise Park.

Policy P-1.13 Support the redevelopment of excess land (reclaimed space, e.g. large landscaped buffers, setback areas, extra right-of-way, etc.) into useable active or passive pocket parks through a joint use agreement with the property owner and the City of San Jose or other appropriate mechanism.

Policy P-1.14 Support and encourage the redevelopment of surface parking lots into public parks by allowing for the construction of parking garages to consolidate parking space on site, thereby leaving the remaining ground surface for park space. For example, consolidate car dealerships inventory that is located on surface parking lots into parking garages.

Policy P-1.15 To better enable safe multi-modal transportation from east to west through the urban village, utilize a combination of site design approaches in coordination with traffic calming and parking improvements, to develop an active transportation greenway along Albany Drive that parallels Stevens Creek Boulevard. This greenway should feature traffic calming devices and provide an attractive pedestrian scale connection between the existing neighborhoods and development along Stevens Creek Boulevard.



Places to sit and relax or sit and observe can invite the community in and engage with a space

ACTION ITEM 1

Explore opportunities for the City to acquire property specifically for park development, especially properties highlighted in the Plan's Land Use Map as ideal park locations.

ACTION ITEM 2

Specifically look to acquire property for park land that can accommodate recreational activities including sport fields.

ACTION ITEM 3

Work to develop a pedestrian and bicycle overcrossing of Highway 280 from the Stevens Creek Urban Village to Mise Park.



Centralized parks can create greater opportunity for more community members to enjoy the space



Play areas that can accommodate both large and small groups of the community are more versatile

Publicly Accessible/Private Maintained Parks and Plazas

Goal P-2

Create publicly accessible, but privately owned urban plazas to provide the area with additional public spaces.

Policy P-2.1 Integrate publicly accessible, but privately owned urban plazas into new development that are attractive, vibrant and provides for community activities and space for community members to casually interact with each other.

Policy P-2.2 Privately-owned, publicly accessible plazas should generally be a minimum of 2000 square feet in area ensure that enough amenities can be included in them.

Policy P-2.3 Encourage new plazas and open spaces that are near active commercial uses to include tot lot play areas.

Policy P-2.4 Ensure that multi-use plazas have enough space for both restaurant seating and public use space.

Policy P-2.5 Encourage plazas to be placed adjacent to active ground flood uses.

ACTION ITEM 3

Explore policy or ordinance changes that would facilitate the development and maintenance of privately-owned, publicly accessible plazas within Urban Villages and other growth areas throughout the City.

Placemaking/Public Art

Goal P-3.1

Public art should play an instrumental role in the creation of successful public spaces in the Stevens Creek Urban Village.

Goal P-3.2

New development should include placemaking elements that focus on improving quality of life, investing in existing local assets and cultural expression, and creating both physical and psychological connections.

Policy P-3.1 Public art should increase the sense of place and identity of the Stevens Creek Urban Village.

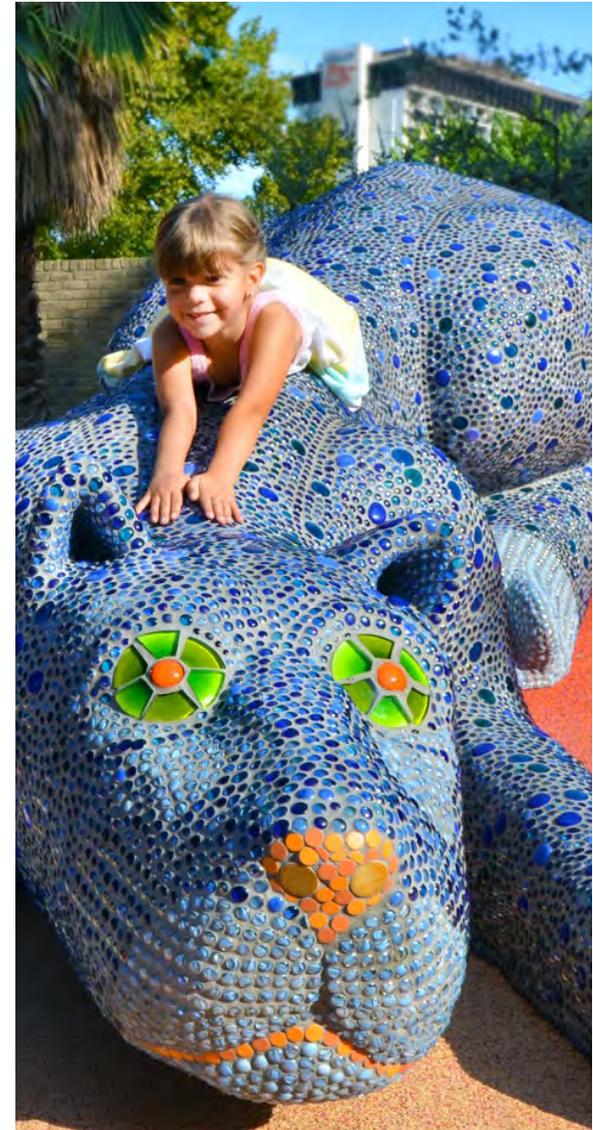
Policy P-3.2 Consider the placement of public art when developing all types of areas accessible to the public, including sidewalks, streets, parks, plazas, transit stops, wayfinding systems, and stormwater management areas.

Policy P-3.3 Engage the surrounding community in the development of a public art to increase the local identity and ownership of the public art.

Policy P-3.4 Integrate artists early into the design of public infrastructure and private development to provide a sense of place, and enhance the quality of experience in the area.

Policy P-3.5 Because they are unique elements and identifiers in the Stevens Creek Urban Village, encourage the preservation of the Safeway sign located in the shopping center at Loma Linda Drive and Stevens Creek Boulevard, as well as the Garden City Sign located on the east side of Saratoga Avenue between Stevens Creek and Kiely Boulevards.

Policy P-3.6 To further create a sense of place, encourage new development to include creative architecture or architectural elements that are unique to the area and which can become iconic features in the Urban Village.



Interactive art can enhance one's experience in a meaningful and engaging way



Plazas can be designed to encourage the community to stop and linger or to pass through the space

Policy P-3.7 Locate plazas in areas that will support community events such as farmer’s markets, art fairs, live music or other periodic special programming, and near parking.

Policy P-3.8 Employ paseos as new development abuts existing neighborhoods, especially where such a feature would facilitate the continuation of an existing paseo or provide new connection to an adjacent site.

Policy P-3.9 Use placemaking as a creative economic development tool, providing opportunities for individuals and businesses to invest in the character of their community and in the Village.

Policy P-3.10 Provide opportunities for temporary placemaking which can inform and prototype more permanent placemaking installations.

ACTION ITEM 4

Explore strategies to allow for the continued funding of public art through fees collected from new development in Urban Village Areas.

ACTION ITEM 5

Engage a placemaking consultant to help facilitate the programming and uses of public spaces.



A mixture of play elements can attract both young and old to share the same park space



Activity that can be seen from the edge of a park can attract more community members into the park

PARKS AND PLAZAS GUIDELINES

Open spaces within this Plan are envisioned either on publicly owned (City) sites or privately owned, but publicly accessible spaces. Whether publicly or privately owned, open spaces must create a system of opportunities for public life and recreation that meet the needs of the Urban Village residents. The following are descriptive guidelines for the types of open spaces envisioned in this urban environment.

Traditional Park

Traditional parks tend to be larger parks (over 1 acre in area) that are owned and maintained by the City. In order for a parcel to be officially designated as parkland, the City must first own the property. The City finances park development through the City's Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO). The PDO/PIO requires that new residential or mixed-use residential

commercial development dedicate land for public parks, pay a fee in lieu of parkland dedication, construct new park facilities, or provide a combination of these. The total obligation, in land or funding, is based on the number and type of new residential units built.

Multi-Purpose Plaza (Plaza)

Plazas represent a creative way to achieve publicly accessible open space in the Stevens Creek Urban Village. Plazas will generally be spaces that are open to the public, but could be owned, developed and/or maintained privately or publicly. This Plan requires the dedication of land or construction of a privately owned and publicly accessible plaza by a residential developer to receive parkland credit as part of their obligation under the City's Park Dedication and Park Impact Ordinances (PDO/PIO).

Plaza Amenities and Programming

Plazas should be designed to provide visually engaging, gathering spaces for community members to socialize, as well as space for neighborhood events. Features such as art installations, 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 cafes, and or active spaces for food carts and small farmers' markets. A plaza location should contribute towards the area's strong, positive, and unique identity.

GUIDELINES

1. The recommended size of a plaza is 15,000 to 20,000 square feet to provide more flexibility in use; however, the smaller size of some existing parcels within the Urban Village boundary could result in plazas that are smaller.
2. The minimum recommended size of private, but publicly-accessible plazas is at least 2,000 square feet, with appropriate width and length dimensions to provide sufficient street furniture, trees and landscaping, and public art.
3. The size of all plazas should be appropriate to their context and the level of anticipated use.
4. Public plazas should be completely visible from at least one street frontage and where applicable, be visible from a secondary street frontage.
5. The sidewalk frontage of a plaza should generally be free of obstructions. In addition, plazas that front on a street intersection are required to maintain a clear area within 15 feet of the intersection.



Plazas provide space that can be used in different ways throughout the day, with different sized groups



Shaded walkways can create a more pleasant experience for the community

6. Prepare plazas for pop-up retail at the time of design and construction. Include bollards, power outlets, clips on the ground, lighting, overhead infrastructure as appropriate, and plug and play for music performance.
7. Provide a variety of seating opportunities such as traditional benches as well as mobile chairs. Mobile chairs will give the users the ability to rotate the chairs for sunlight or shade.
8. Provide publicly-accessible restrooms.

Pocket Parks/Small Plazas

Pocket parks or small plazas contain landscaped areas and neighborhood-serving amenities. These spaces are typically built on single lots or irregularly shaped pieces of land and would ideally be owned and maintained by private developments. Pocket parks or small plazas may be constructed by residential developers on private property that are made publicly accessible and may be eligible for “private recreation” credit as part of their obligation under the City’s Park Land Dedication and Park Impact Ordinances (PDO/PIO), provided that the park remains publicly accessible. Pocket parks or small plazas will ideally be connected into a web of recreational amenities and are intended to have areas to socialize, play, sit and relax.

GUIDELINES

1. Pocket parks/small plazas should generally be a minimum of 2,000 square feet, but could be smaller on constrained sites as long as the space created is usable and consistent with the other guidelines in this Chapter.
2. Pocket Parks/small plazas should reflect the design and place making elements of surrounding urban character through the use of architectural styles, signage, colors, textures, materials and other elements.
3. New residential and commercial uses are encouraged to locate building entrances, windows, outdoor seating, patios, and balconies to overlook park spaces.
4. Pocket Parks/small plazas should be highly visible and accessible from adjacent streets and/or a clear pedestrian route or paseo.
5. Locate pocket Parks/small plazas in places that have direct sunlight and sufficient shade during warm months.
6. A dog park should be considered as a part of pocket parks where appropriate.
7. Pocket parks/small plazas should have movable chairs and tables where appropriate to allow people to have control over where they sit.
8. Encourage edible gardens to improve access to fresh food.
9. Provide publicly-accessible restrooms.



Moveable chairs can make a park more versatile throughout the day



Paseos can create a great experience for the community that opens on to it as well as those who travel along it

Paseos

A paseo can function as a green buffer that visually screens more intensive development from an abutting single-family neighborhood. At the same time, paseos provide safe circulation paths for bicycles and pedestrians or it can function like an alley providing access for pedestrians, bicycles, and cars, similar to the Woonerf (living street) concept that includes shared space, traffic calming, and low speed limits. A paseo can also function as an active linear public space that creates connectivity through and between neighborhoods providing opportunities for more intensive uses such as sitting, gathering, public art, and social interaction. This Plan aims to achieve a network of interconnected paseos and open spaces throughout the Urban Village. Together these features will connect with and reinforce the Albany Drive Greenway, as well as provide widespread pedestrian access and recreational interest to the transportation network.

This concept is already being showcased in other developments throughout San Jose, including The Meridian at Midtown located between Race Street and Meridian Avenue in the West San Carlos Urban Village, a connection from River Oaks Parkway around the Verona apartment homes to the Coyote Creek Trail, which is also proposed at the Great Oaks Development in South San Jose. Similarly, the former San Jose Redevelopment Agency successfully executed several paseos, such as the Paseo de San Antonio in Downtown, that was a central defining concept in the San Jose Downtown Streetscape Master Plan (2003).

Under certain criteria, including public access, active paseos constructed by residential developers and located on private property may be eligible for “private recreation” credit toward their obligation under the City’s Parkland Dedication and Park Impact Ordinances (PDO/PIO).

GUIDELINES

1. To ensure pedestrian safety, consider pedestrian lighting at eye level; no light source should be directed skyward in paseos that are adjacent to residential areas.
2. Construct paseos with low impact and permeable paving materials to efficiently manage the stormwater and minimize the heat island effect.
3. A dual use of open space and Emergency Vehicle Access (EVA) may be acceptable where necessary, but the space should be aesthetically designed for open space uses and not ancillary to its use as an emergency roadway.
4. Active paseos should contain at least one circulation path at least 8 feet in width.
5. Active paseos should have direct sunlight with a sense of openness and human scale.
6. Active paseos can be open to traffic only for loading and unloading purposes.
7. Locate building entries, active uses, or commercial space directly on paseos to improve the liveliness of paseos, as well as provide for passive policing.
8. Paseos should connect with each other as well other types of parks, plazas, destinations, and active transportation routes such as bike lanes, sidewalks and trails.



Good lighting, material choice and seasonal plantings can make a space brighter, more attractive, and safer



Albany Drive Greenway

Albany Drive defines the southern boundary of much of the western portion of the Stevens Creek Urban Village and abuts an existing multifamily and single-family residential neighborhood. Along its route many older developments have substantial setbacks or otherwise underutilized space. Meanwhile, residents have described challenges to using this street such as narrow drive lanes surrounded by parallel parking. Many have complained that excess car dealership stock, abandoned vehicles, or guest parking for nearby developments all have made the street nearly unusable for vehicular travel. As the Urban Village redevelops it will become increasingly necessary to address these challenges, opening the door for transformative change.



Crosswalks and plantings can create a more attractive street, while also slowing traffic to be safer for pedestrians and bicyclists

This Plan envisions building off the existing, albeit unintentional, traffic calming to direct vehicular traffic away from Albany Drive, with vehicles entering and exiting the neighborhood along the intended traffic hierarchy on Stevens Creek Boulevard, Kiely Boulevard, and Norwalk Drive. In exchange, Albany Drive, can be refocused on creating a more urban and pedestrian oriented connection from existing neighborhoods to new developments and amenities on Stevens Creek Boulevard. Utilizing the existing right-of-way and setbacks, as well as new open spaces, setbacks, reclaimed or joint use spaces, and retooled parking arrangements, the Albany Drive Greenway can provide a buffered pedestrian path or trail paralleling Stevens Creek Boulevard. Along its reach, the Plan envisions a green buffer with supplementary frontage from new developments facing the existing neighborhood. Plazas, parks, and paseos, will provide access to outdoor cafes, recreational amenities, and gathering spaces which serve both new residents, as well as in the existing community.

GUIDELINES

1. New developments should provide a minimum 20' setback or open space, as appropriate, to provide a buffered pedestrian path of at least 8-10 feet with appropriate easements and/or improvements.
2. Mixed use projects should integrate building access and attractive frontage along Albany Drive and strive to activate the greenway through plazas, cafes, and other indoor-outdoor amenities.
3. Enhanced landscaping along the Greenway should integrate green infrastructure elements as appropriate and provide ample shade and resting areas at regular intervals.
4. Where possible, other parks, pocket parks, plazas, and paseos, should connect or be located along the Greenway.
5. Public Art should interface with architecture and amenities along the Greenway to enhance the character of the active transportation corridor.
6. Open Space connections should be sought that connect Kiely Boulevard to Saratoga Boulevard and to the planned park at the Garden City redevelopment site.
7. Landmark elements should be included in the design of Greenway landscaping and path orientations.



Trees can provide shade as well as an attractive and pleasant walking experience for the community



7

Implementation



Chapter Seven

INTRODUCTION

This Chapter provides the framework for the implementation of the Stevens Creek 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 Stevens Creek 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
- Public Improvement Implementation
- Implementation Actions



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Easily accessible bicycle facilities can encourage more healthy mode shifts

Consistency with the General Plan

The Stevens Creek 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 Stevens Creek Urban Village Plan is along the corridor linking Downtown San Jose and the City of Cupertino and De Anza College, and is a planned for Bus Rapid Transit (BRT) line. As such, the Village was part of the third Horizon of the Envision San José 2040 General Plan to facilitate long term redevelopment. These Horizons are intended to

phase the amount and location of new housing developments in order to achieve a more sustainable jobs to housing balance and facilitate new employment opportunities in San Jose. Jobs development can move forward in any of the Urban Villages at any time.

Land Use Regulation

The Stevens Creek 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 Plan 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 Stevens Creek 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 Stevens Creek Urban Village boundary. However, the Commercial General (CG) Zoning District is applied to most of the properties within the Stevens Creek Urban Village boundary. This district precludes the construction of a more urban, pedestrian-oriented development, as it requires a large front setback. For most properties to develop consistent with the policies of this Plan, a developer would need to rezone to the Main Street or similar urban zoning district before proceeding with other development permits.



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

PUBLIC IMPROVEMENT IMPLEMENTATION PROGRAM

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 5 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.



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

PARKLAND DEDICATION AND PARK IMPACT ORDINANCES (PDO/PIO)

As the Urban Village develops, the primary and most direct funding mechanism for parks and trails is through the implementation of the Parkland Dedication Ordinance (PDO) and Park Impact Ordinances (PIO). Through the PDO/PIO, PRNS will receive in-lieu fees, land dedication, or turn-key improvements or a combination thereof with each new residential development. PDO/PIO land dedication and fees will help fund the development of public parks, and where appropriate, urban plazas, serving the Plan area. However, the PDO/PIO is wholly based on the development of new housing, and therefore it is both a limited and

inconsistent funding source. Further, the PDO/PIO are subject to state and federal law that limits the fee that may be required for each residential project. (The “nexus” requirement means that fees must stay within close proximity to the project).

Even if all of the planned housing units in this Plan are built, a significant funding gap will remain for park and plaza development within this Urban Village. Therefore, additional funding sources and community benefit tools will likely be needed in order to finance parks and urban plaza projects in the Urban Village.

CONSTRUCTION AND CONVEYANCE TAXES

The City collects taxes on construction of certain buildings and the conveyance of certain real property located within the City. A limited amount of these Construction and Conveyance Taxes (C&C) are allocated towards the development and rehabilitation of park and recreational facilities on an annual basis. Similar to the PDO/PIO, C&C taxes are somewhat market driven and an unreliable source of funding. These revenues do not have a nexus requirement, which provides more flexibility than the PDO/PIO. However, C&C taxes must be allocated for various City facilities and services in accordance to a strict formula in the San José Municipal Code. C&C taxes are often used to support parks projects in areas not experiencing significant new residential development and where PDO/PIO funds are extremely limited.

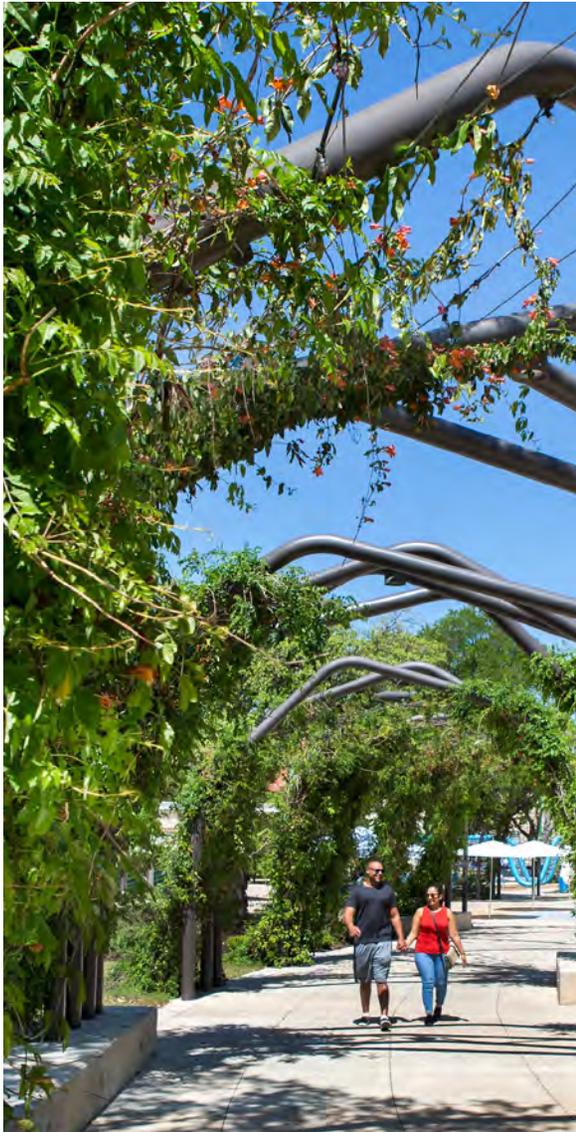
GRANTS, GIFTS, AND PARTNERSHIP FUNDING

Beyond the application of the PDO/PIO and C&C taxes as described above, PRNS frequently seeks grants from outside agencies and is occasionally the beneficiary of charitable donations or resources bequeathed to the City by private will. Both of these potential resources are infrequent, difficult to anticipate, apply to specific projects, and/or require re-allocation of staff resources away from scheduled projects. In addition, grant funding is most frequently awarded on a reimbursement basis and as such, encumbers City funds to front the grant until reimbursement becomes available.

PRNS is also able to enter into partnerships with developers to create privately owned publicly accessible open spaces (POPOS). This mechanism leverages private funds to create publicly accessible spaces and provides for their long term care. An example of a POPO could be an urban plaza that is developed as part of a private development, maintained by the property owner, and publicly accessible.



POPOS can add more vibrancy and opportunity to a development



Different materials create a variety of textures and spaces

JOINT USE, COOPERATIVE, AND PARTNERSHIP AGREEMENTS

Throughout the City, PRNS has a number of Joint Use, Cooperative, and Partnership Agreements, which typically allow for public recreational use of non-City property or in some cases, the provision of recreational services by non-City agencies/organizations on City property. Where opportunities are present within or serving the Urban Village, City staff may work with other agencies to develop mutually beneficial arrangements for the expansion of public parks and recreational facilities.

BOND FUNDING

San José has a strong track record of community investment in parks and recreational facilities through voter approved bond measures. Most recently, voters in 2000 approved Measure P for the issuance of \$228 million in general obligation bonds for the improvements of parks and recreation facilities. This bond fund has contributed to major advancements in PRNS facilities, including upgrades to Happy Hollow Zoo, construction or rehabilitation of nine (9) community centers, trail expansion, and improvements to more than 69 neighborhood parks. At the time of adoption of this Plan, the Measure P Bond Fund is engaged with completion of its final two funded projects, both City-wide sports field projects. There are currently no plans for additional parks and recreation bond measures, but it is likely that over the duration of this Plan such options may be presented for voter consideration.

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 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 Stevens Creek Urban Village.



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



Pop-up events can attract new users to an area

Special Financing Districts

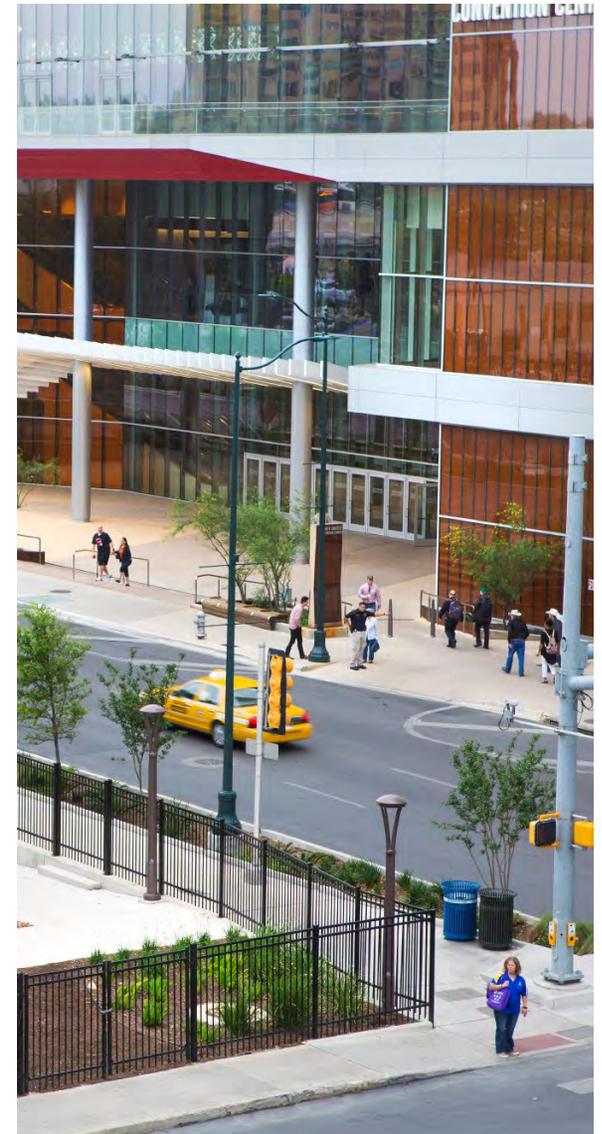
As many of the streetscape and circulation improvements identified in this Plan are outside the Department of Transportation's (DOT) core services, and are typically not included in DOT's Capital Improvement Plans (CIPs), an additional funding mechanism will need to be established. The establishment of a Special Financing District could help finance the construction and/or maintenance of public infrastructure improvements within the Stevens Creek Urban Village. A Special District Financing Strategy could take many forms, including a Property & Business Improvement District (PBID), a Community Business Improvement District (CBID), or a Business Improvement District (BID).

PBID's, CBID's, and BID's are Special Financing Districts established by local businesses and/or property owners as a "special benefit assessment" to fund maintenance and capital enhancements in a defined area ("District"). Special Financing District funds can not only be used for these purposes, but also for marketing, small business assistance, maintenance, supplemental security services, public art and special events. The assessments must be based on the benefit received and only special benefit can be assessed that are above and beyond the services already provided by the City. The funds are collected annually through the tax collector and distributed to an operating entity, typically a nonprofit organization or public/private enterprise established for this special purpose. The funds can be used on a "pay-as-you-go" basis, or can be used as the basis for a larger bond to be used over time.

Special Financing District assessments may be placed upon businesses or on property owners or both depending on the type of district. In either case, the formation of the District must be approved by a simple majority of affected parties. Establishing a Special District is a two-step process. The first step is an affirmative petition to the City of over 50 percent of affected property and/or business owners in the District, with the votes weighted according to what each property and/or business owner would pay. The City would then prepare a ballot initiative to enact the special district, which will pass if more than 50 percent of returned ballots indicate support, again weighted by each assessment.

The City of San José supports the formation of Special Districts when the work within the District will contribute to the City's economic, social, environmental or aesthetic enhancement. The amount of the assessment is supported by the benefit derived, and the operating entity is financially responsible and accounts for funds received and expended in the manner required by law. The City's special districts group in the Department of Public Works facilitates the formation and ongoing administration of these districts. The cost to form these Special Districts must be covered by the applicant and is typically around \$30,000.

Other similar funding mechanisms under State law that could also be explored to assist in the funding of City facilities and services.



Large windows can create an interactive relationship between the private and public realm

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 Jose and the Willow Glen neighborhoods, could be a resource for the creation and maintenance of public art and other amenities.



Interactive art beautifies a space and can make it safer



Mixed-use buildings can help an area cater to more community members

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.

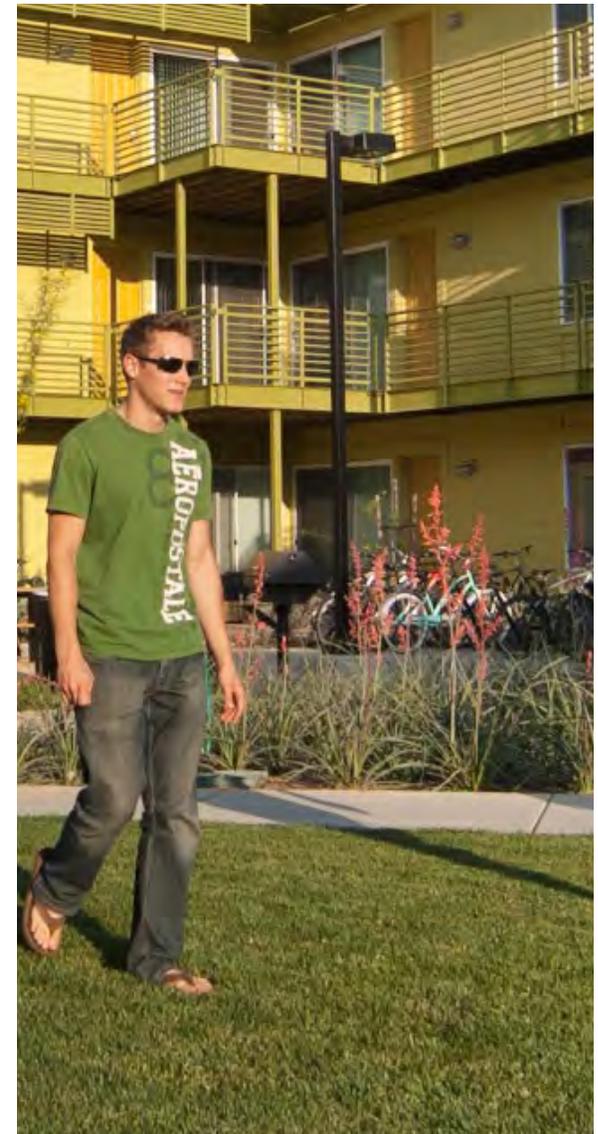
There are both financing and programmatic tools available to increase the amount of affordable housing in San José. The financing tools include Tax Exempt Bond Financing, where developers of mixed-income or 100% affordable rental properties can work with the City to issue tax-exempt bonds, the proceeds 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 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.



Providing more open space creates a draw for more residents



Seating is important to encourage people to stay and hangout in a space

IMPLEMENTATION ACTIONS

As it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Stevens Creek Urban Village area, this Plan recommends the establishment of additional funding mechanisms that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community, which may be beyond the City's normal requirements. The following is the list of public improvements and amenities that are desired by the community:

AFFORDABLE HOUSING

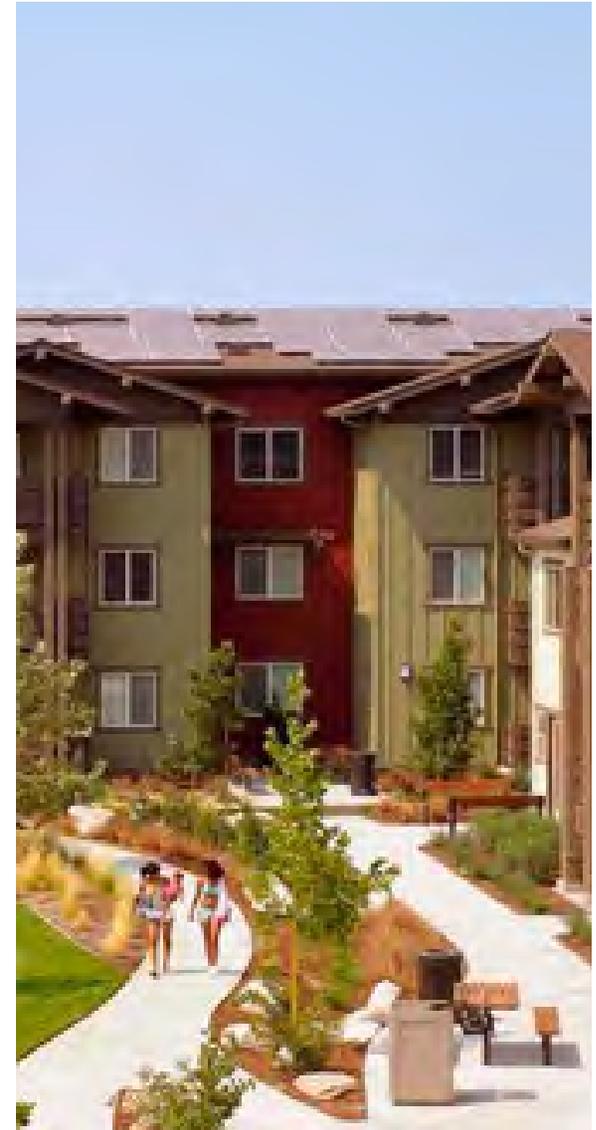
Affordable Housing is one of the highest priority amenities for the Urban Village. The City's goal, as supported by the General Plan and the Housing Element, is to integrate well-managed restricted affordable housing in neighborhoods throughout the City, particularly in Urban Villages with their walking access to transit, and community, and commercial amenities. This Plan therefore strongly encourages residential mixed-use developments to include deed restricted housing units on-site as an amenity.

Individual developments that offer 100% restricted affordable housing are considered a benefit to the community in and of themselves; therefore, development of this housing is encouraged wherever possible in locations close to transit, commercial, and other community

amenities. 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.

Further, as development in Urban Villages will often focus on sites with existing uses and occupants, developers should seek to minimize or mitigate permanent displacement of residential occupants, particularly those with lower- and moderate-incomes. When permanent displacement is part of a project's plan, the baseline requirement is for developers to provide relocation assistance including moving costs, security deposits, and a minimum of three months' housing costs at then-current market

rents for locations and amenities comparable to their existing homes, or as required by any applicable City ordinances, policies or guidelines, whichever provides more benefits to the displaced occupants. Additionally, if residents are elderly or disabled, the baseline package adds nine more months of rent payment for a total of 12 months plus moving and security deposit costs. Other commensurate anti-displacement strategies could be negotiated.



Well-designed landscape can make an area more enjoyable



Meandering paths can allow for more relaxation and attract more users

URBAN PLAZAS

Fully publicly accessible urban plazas for which there is limited funding are desired in the Plan. New development could pay additional fees to the City, provide or finance maintenance on City facilities, or improve and/or dedicate land for public plazas. Development could also incorporate plazas, consistent with the plaza design guidelines of this Plan, that are publicly accessible, but privately maintained. These spaces are often called Privately Owned Public Open Space (POPOS).

PARKLAND

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.

STREETSCAPE AMENITIES

Contributions for identified streetscape amenities that go above and beyond standard City requirements could be considered amenities. These include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles. Streetscape amenities can also include landscaping within the park strip and at corners that will beautify the corridor. The preference is that development projects construct these amenities, but monetary contributions could be considered if construction is not feasible or appropriate. Landscaping improvements should only be provided if there is a written agreement that these improvements are to be maintained by the property owner or there is an established Special Financing District to provide on-going maintenance.

CIRCULATION IMPROVEMENTS

This Plan calls for circulation improvements like corner bulb-outs, enhanced sidewalks and crosswalks, incorporating green infrastructure in sidewalks and urban plazas, which are additional amenities. Bicycle circulation improvements, such as a protected bicycle lane on Stevens Creek Boulevard, called out in the Plan that go above and beyond typical development requirements. Others include:

- Saratoga I-280 cap or Winchester 280 cap
- Ped/bike I-280 overcrossing to Mise Park
- Improve bike facilities on Cypress Avenue between Stevens Creek Boulevard and the Cypress Avenue/I-280 overcrossing and the connection from Cypress Avenue Olsen drive to Winchester Boulevard

PUBLIC ART

To encourage the integration of Public Art within the Stevens Creek Park Urban Village, development could incorporate public art within the given project, or contribute money to fund public art elsewhere within Urban Village area. Developers that include public art within their project should engage the community on the design and content of the artwork and it should be publicly viewable. Another option is to include a public artist on the project development design team for a more integrated approach to aesthetic enhancements. The Office of Cultural Affairs can provide developers with assistance on the design and selection process. For art pieces on public property, the Office of Cultural Affairs would manage the Public Art process and engage the community in the selection of artists.



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



Adding landscape to parking lots can make it more enjoyable to walk past

COMMERCIAL DEVELOPMENT

Should a residential mixed use project construct 50% or more commercial space than required under this Plan, it can be considered as a community benefit. Other potential community benefits 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.

As with all Urban Villages throughout San José, entirely commercial development that is in keeping with the applicable Zoning Code and General Plan Land Use Designation can move forward at any time.

INNOVATION CORRIDOR

Developers may contribute to the development of Stevens Creek Boulevard as an Innovation Corridor by paying for and/or installing smart poles, interactive elements in bus stops, interactive information kiosks, or other improvements.

Developers can support the Stevens Creek Innovation Corridor by testing and integrating technologies that provide both innovative place-based experiences and improvements to the public and private realm within the Urban Village. Including, but not limited to, technologies that improve traffic flow and provide on-demand traffic counting, improved access to WI-FI and increased data speeds, innovative placemaking artwork, use of visualization technology within the public or private realm to show how both planned development and public realm improvements will look in 3-D from multiple perspectives.

SPECIAL FINANCING DISTRICT

If it is demonstrated that a majority of the property and/or business owners along the corridor or within a portion of the corridor are interested in establishing a Special Financing District, a developer could fund the City costs and other outside costs associated with establishing this District. If and when a property based District is established, one amenities that is desired would be for the property owner to join such District.

WINCHESTER BOULEVARD WIDENING OVER I-280

Widen the bridge where Winchester Boulevard crosses I-280 to accommodate wider sidewalks, bike lanes, and landscaping.

I-280 FREEWAY CAP

Fund a financial feasibility study for a full-cap of I-280 at Saratoga Avenue, and/or at Winchester Boulevard that would accommodate parks and/or buildings.

Implementation Actions

Implementation Action 1: Develop an Urban Village Implementation Finance Strategy that will establish a financing mechanism to fund the improvements and amenities identified by the community.

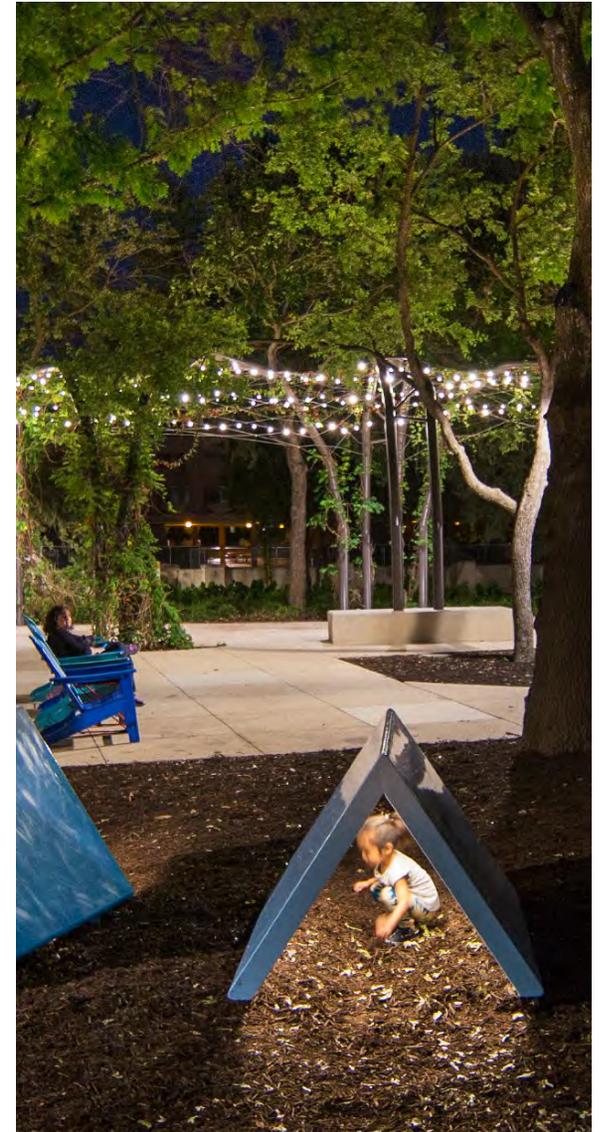
Implementation Action 2: Consider the establishment of an additional funding mechanism that would require new housing development to contribute towards the implementation of the Urban Village Plan and the improvements and amenities identified by the community.

Implementation Action 3: Develop a Multimodal Transportation and Streetscape Plan for Stevens Creek Boulevard, from Lawrence Expressway to Hanson Avenue, as well as considerations for the length of Albany Drive. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City's CIP program or by outside grant funding.

Implementation Action 4: Actively seek external funding to finance and implement advancement of this Plan.

Implementation Action 5: Stevens Creek Advisory Group in conjunction with the Winchester Advisory Group should reconvene as needed to provide feedback on the draft financing structure and the entire Implementation Chapter.

Implementation Chapter 6: Implementation Chapter for Stevens Creek Urban Village must allow for substantial heights above the approved village height if a project provides substantial Urban Village amenities.



Catering to all walks of life will make an area more vibrant and prosperous