NORTH 1ST STREET LOCAL TRANSIT VILLAGE PLAN

ADOPTED BY THE CITY COUNCIL ON
MARCH 22, 2022

DATE AMENDED	RESOLUTION NO.	SUMMARY

NORTH 1ST STREET LOCAL TRANSIT VILLAGE PLAN

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ACKNOWLEDGEMENTS

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CHAPTER 1: INTRODUCTION

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The North 1st Street Local Transit Village Plan (Village Plan) is a City Council approved policy document guiding the future growth of the approximately 54-gross acres section of North 1st Street between Interstate 880 and Hensley Street. The Plan is prepared by the City and with input from the community to provide a policy framework to guide new job and housing growth within the Village boundary. The Village Plan will also guide the characteristics of future development, including buildings, plazas and placemaking, streetscape and circulation within this area. The Village Plan will be primarily implemented through investments made by private development.

Location

The North 1st Street Local Transit Village (Village) is located in Central San José, generally along North 1st Street and bordered by Interstate 880 to the north and bounded by East Empire Street to the south. Two Valley Transportation Authority (VTA) light rail lines (the Blue Line (Baypointe to Santa Teresa) and

the Green Line (Old- Ironsides-Winchester)) bisects the Village. The North 1st Street Local Transit Village is located adjacent to many unique neighborhoods, including Rosemary Gardens, Hyde Park, Japantown, Civic Center, Vendome, Hensley Historic District, and downtown San José.

North 1st Street is a Grand Boulevard as designated in the Envision San José 2040 General Plan (General Plan). Grand Boulevards connect multiple neighborhoods and act as urban design elements at a citywide scale. The public right of way along Grand Boulevards requires extra attention and improvement, such as enhanced landscaping, additional attractive lighting, wider and comfortable sidewalks, and identification banners.

Plan Purpose

The Village is planned as a complete community which builds upon the surrounding unique neighborhoods, drawing upon the existing fabric and promoting community investment and growth. This existing fabric includes small businesses, schools, historic buildings, and government offices. In a complete community, people have safe and convenient access to the amenities needed for daily life, including grocery stores and other commercial services, as well as a variety of housing options, public open spaces and recreational facilities, multimodal 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. Goals, standards, guidelines, and action items shape new development and private and public investment to achieve the Village Plan's vision and guiding principles. The Village Plan is focused on meeting future jobs and housing needs for the area, while also improving public spaces like streets, sidewalks, and open spaces.

Private development projects are required to comply with the standards within this Village Plan and must be consulted by the development community, city staff, and members of the public for goals, standards, guidelines and action items to implement this Village Plan. This Village Plan will be implemented through investments made by private development, and in some instances, the City and other 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.

How to Use This Village Plan

Within this Village Plan, there are goals, standards, guidelines, and action items. Goals are overarching concepts that are implemented by standards. Standards are considered requirements and private development projects shall be evaluated with the standards for compliance. Standards are written with "shall" statements. Guidelines are suggestions and are not required; however, guidelines describe best practices, and they are an indication of the community's desires and should be integrated into the development, as feasible. Guidelines are written with "should" statements. Action items are items for the City to consider and potentially implement in the future.

The Land Use designations contained within this Village Plan replace the land use designations in the General Plan for the properties within the village boundary. However, development review projects are still required to comply with applicable General Plan policies.

Document Organization

Chapter 1: Introduction

Describes the planning areas and the Village Plan purpose and outlines the organization of the Village Plan document.

Chapter 2: Vision

Conveys the community's vision for the North 1st Street Local Transit Village and presents the guiding principles which inform the goals, standards, guidelines, and action items contained within this Village Plan.

Chapter 3: Land Use

Describes the planned growth, identifies land use designations, and land use goals, standards, guidelines, and action items.

Chapter 4: Parks and Open Space

Identifies policies, guidelines, standards, and action items and potential locations for new publicly-accessible open spaces, and presents strategies for incorporating plazas, pocket parks, paseos, parklets, and public art into the Village boundary.

Chapter 5: Urban Design and Placemaking

Describes the concept of urban design and the placemaking strategy. Contains policies, standards, guidelines, and action items related to urban design and placemaking opportunities.

Chapter 6: Circulation and Streetscape

Discusses the existing circulation network for pedestrians, bicyclists, and cars, streetscape treatments, and transportation improvements as future action items.

Chapter 7: Implementation

Summarizes the City's action items and potential funding sources to assist with implementing certain aspects of the Village Plan over time.

Appendix A: Village Planning and Community Outreach Process

Provides information related to the Village Planning Process and the Community Outreach Process. Agendas and meeting notes from the workshops are also contained within the appendix.

Appendix B: Relationship to Other Documents

Provides an overview of the relationship between the Village Plan and other city documents.

Appendix C: Definitions

Contains definitions of terms used throughout the document. Terms defined in this appendix are notated in *italicized* text.

Appendix D: Architectural Styles

Contains objective guidance for architectural styles listed under Urban Design and Placemaking Standard UDP-1.

CHAPTER 2: VISION STATEMENT & GUIDING PRINCIPLES

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The Vision Statement and Guiding Principles were shaped by the community engagement process through a series of outreach efforts detailed in Appendix A. This Vision Statement describes how the community would like to see the North 1st Street Local Transit Village area transformed and preserved. The Guiding Principles support the Vision Statement and embody the foundation of the Village Plan's policies, standards, guidelines, and action items.

Vision Statement:

The North 1st Street Local Transit Village is envisioned to be a vibrant, multicultural, and well-connected community that promotes local businesses and amenities, provides affordable housing opportunities, integrates community gathering and open spaces, preserves existing historic assets, and offers a well-connected and safe transportation system.

Guiding Principle 1: CREATE A VIBRANT BUSINESS CORRIDOR WITH COMMUNITY GATHERING AND OPEN SPACES

Create a vibrant, activated Village promoting local businesses and amenities with community gathering and open spaces where the community can meet, socialize, enhance community spirit, and encourage pride of place. Enhance local and neighborhood-serving businesses through sidewalk activation, providing high-quality urban design, and streetscape improvements.

Guiding Principle 2: CELEBRATE THE MULTICULTURAL ENVIRONMENT, PRESERVE EXISTING HISTORIC ASSETS, AND ENCOURAGE AFFORDABLE HOUSING

Celebrate the Village's variety of cultures, and ensure preservation and sensitivity is a priority to existing historic assets. Promote an inclusive, mixed-income community with housing opportunities for existing and future generations, while respecting the existing character of the neighborhood and its' historic assets and context.

Guiding Principle 3: ESTABLISH A WELL-CONNECTED, SAFE, AND INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM

Enhance the Village to serve all individuals and support all modes of transportation, including walking, bicycling, public transportation, and cars. Promote a well-connected and integrated multi-modal transportation system where people who walk, bike, drive and take transit can attend to daily needs safely, efficiently, and comfortably.

CHAPTER 3: LAND USE

CHAPTER 3: LAND USE

The Land Use Chapter describes the planned growth anticipated for the North 1st Street Local Transit Village and identifies the type, location, and intensity of specific land uses within the Village. The land use diagram contains the general type of allowed uses and details the minimum and maximum densities and Floor Area Ratios (FAR) allowed on a property. Densities and FAR are mechanisms used to define the overall building envelope for a property, though there may be other applicable limiting factors including, but not limited to, urban design standards and guidelines, height maximums, and zoning code regulations.

While the County and City owned sites in the Civic Center area are not within the boundaries of this Village Plan, this Plan supports and encourages higher density and intensity uses on these properties should they redevelop. To support ridership on the Guadalupe Light Rail Line, this Plan supports development built at residential densities at or greater than 100 dwelling units to the acres and commercial intensities at or greater than a Floor Area Ratio of 3.0. Residential and/or commercial development is also envisioned to provide ground floor commercial space along North 1st Street to activate the street and provide space for neighborhood-serving uses.

Planned Growth

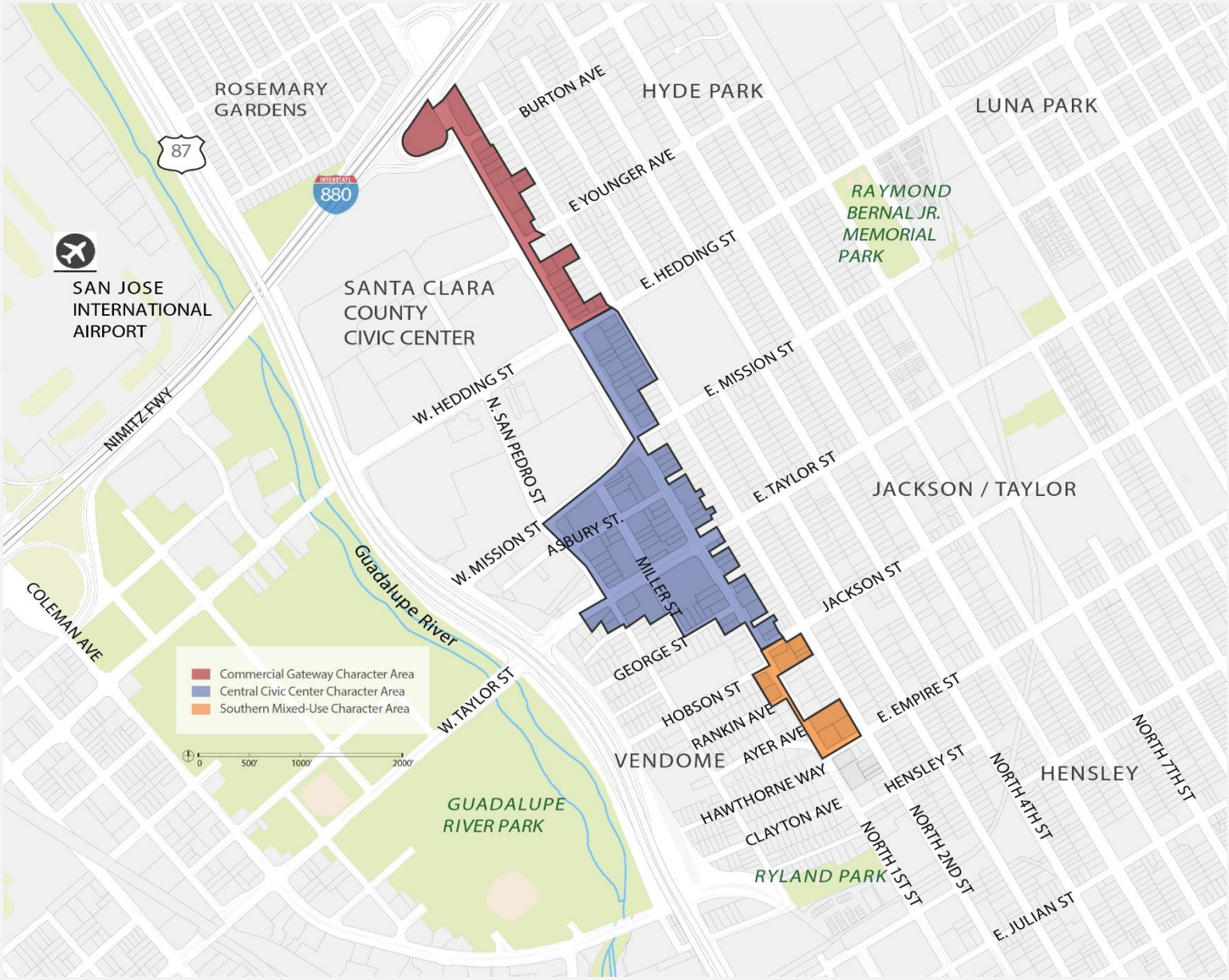
The Envision San José 2040 General Plan (General Plan) establishes specific employment and residential growth capacities for all Urban Villages. This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan Appendix 5: Planned Job Capacity and Housing Growth Areas. As specified in the General Plan, this Village Plan considers one job as equal to 300 square feet. This translates to 756,000 square feet of capacity for new employment development.

Character Areas

Character Areas are used to denote specific districts that share similarities. While the land use designations control allowed uses, Floor Area Ratios (FAR), and density (dwelling units per acre), the Character Areas helped inform the land use designations assigned to properties within the Village boundary.

The Village Plan establishes three Character Areas: Commercial Gateway, Central Civic Center, and Southern Mixed-Use.

The Commercial Gateway Character Area is located on the northern portion of the Village and is envisioned to be commercially focused, with neighborhood-serving and mid-scale commercial uses. The Central Civic Center Character Area is in the center of the village and is envisioned to accommodate most of the growth in this Village due to the larger parcels and proximate freeway access. The Central Civic Center Character Area is intended to be developed with high-intensity residential and employment uses with a series of public-and privately- maintained but publicly accessible plazas and open spaces woven throughout. The Southern Mixed-Use Character Area occupies the southern portion of the Village and is envisioned to be developed into a mixed-use environment that is blended with the existing neighborhood context.



Land Use Designations

Land Use designations in the General Plan and this Village Plan identify locations, types, and intensities of development allowed on a particular site. There are six land use designations within this Village Plan: Urban Village Commercial, Neighborhood/Community Commercial, Transit Residential, Urban Residential, and Residential Neighborhood. These land use designations control the type of uses allowed on a property and the level of development intensity that is envisioned by the use of FAR and density.

Intensities of development are generally measured in density for residential development (dwelling units per acre) and Floor Area Ratio (FAR) for stand-alone commercial development, a combination of dwelling units per acre and Floor Area Ratio are used for mixed-use development (residential and commercial development).

Density is used to describe the intensity of development allowed on a property for fully residential uses. Density can generally be described as the number of dwelling units (regardless of square footage and number of bedrooms) per acre of land. Lower densities, such as eight dwelling units per acre (DU/AC) generally allow for a suburban residential style development whereas 55 DU/AC, for example, generally allows for a more compact urban style of development.

Floor Area Ratio (FAR) is used to describe the intensity of development allowed on a property for fully commercial uses. The ratio of a building's gross floor area to the net acreage of the lot upon which the building stands. Above ground structured parking is included in the calculation of the total structure/building square footage. However, for single-family residential parcels, the square footage of accessory structures, garages, attics, and basements are not included in the calculation.

For mixed-use developments (residential and commercial developments), intensity is calculated by using both density per acre and floor area ratio. Calculating the FAR for mixed-use development should include both the floor area of the commercial and residential components of the entire project.

The requirements for the types of uses allowed in the applicable zoning districts are specified in San José Municipal Code Title 20 (Zoning Ordinance). This Plan encourages the introduction of neighborhood-serving businesses to enhance the local community and avoid overconcentration of one type of businesses, such as bail bonds businesses.

Neighborhood/Community Commercial

Density: 0.15 to 3.5 FAR

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

Urban Village Commercial

Density: 0.50 to 8.0 FAR

The Urban Village Commercial land use 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, health care facilities, and hotels, along with ground floor neighborhood-serving commercial and retail uses. Aggregation of smaller parcels is supported in this designation in order to form parcels ideal for larger, mid-rise development. Development under this designation should be developed with an urban and pedestrian-oriented form with the parking and automobile circulation presence minimized from the adjacent public right-of-way. This designation does not support drive-through uses or ministorage. Big box stores would only be supported as part of a vertical mixed-use development and are not supported as a stand-alone use.

Residential Neighborhood

For a description of this land use designation, refer to the Residential Neighborhood General Plan land use designation contained within Chapter 5, Interconnected City, in the Envision San José 2040 General Plan.

Urban Residential

Density: 30-95 DU/AC; FAR 1.0 to 4.0

This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. Ground floor commercial uses are required where indicated on the Land Use Diagram. 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.

Transit Residential

Density: 50-250 DU/AC; FAR 2.0 to 12.0

This is the primary designation for new high-density, residential (mixed-use or standalone) development that is located in close proximity to transit, jobs, amenities, and services. This designation also supports intensive commercial employment uses, such as office, retail, hotels, hospitals and private community gathering facilities. To help contribute to “complete communities,” ground floor commercial uses are required where indicated on the Land Use Diagram.

North 1st Street Local Transit Village Plan

Historically Sensitive Properties

Historic Landmarks are locally recognized and designated properties (including building, structures, and land) that represent a physical connection with significant persons, activities, or events from our past. The North 1st Street Local Transit Village boundary is surrounded by historically sensitive properties that either are placed on the Historic Resources Inventory (HRI) or are City Landmarks. Properties on the HRI are considered to have some historic merit. City Landmarks are considered to have significant historical value and have policy protections in place in order to ensure these properties are preserved. In addition to serving as visible reminders of our historical and cultural heritage, City Landmarks contribute to San José's unique character and sense of place. This uniqueness strengthens the local economy by preserving property values, attracting tourists, creating a sense of place, and encouraging investment.

There are several City Landmarks within close proximity of the Village boundary: Moody Flats Apartments (311 North 2nd Street), Borcher Brothers Building (396 North 1st Street), and the Plate Residence (607 North 1st Street). There are a number of properties within this Village that are listed on the Historic Resources Inventory.

Land Use Goals, Standards, Guidelines, and Action Items

Development projects that require a discretionary approval from the City shall be reviewed in conformance with the standards contained in this Village Plan, in addition to other applicable City requirements. The purpose of these standards is to set land use parameters to ensure implementation of the community's vision of this Village Plan area and balance the goals and policies in the General Plan.

These land use goals, standards, guidelines, and action items have a symbiotic relationship with other goals, standards, guidelines, and action items in this document.

Land Use Goals:

Goal LU-1: Develop the Commercial Gateway Character Area into a commercial-first area with neighborhood serving commercial uses and mid-scale commercial uses.

Goal LU-2: Transform the Central Civic Center Character Area into the heart of the village where the majority of new intensive growth is placed.

Goal LU-3: Ensure the Southern Mixed-Use Character Area is developed into a mixed-use environment that is sensitive to the existing neighborhood context.

Land Use Standards:

Standard LU-1: Drive-through uses are prohibited.

Standard LU-2: "*Big box*" uses are prohibited except as part of a vertical mixed-use development that is designed to be pedestrian oriented.

Standard LU-3: Properties with a General Plan land use designation of Urban Village Commercial shall replace all existing non-residential square footage when redeveloped.

Standard LU-4: Properties with a General Plan land use designation of Urban Village Commercial shall be built at a minimum FAR of 0.50.

Standard LU-5: Ground floor commercial shall be required for parcel(s) noted on the Land Use Diagram.

Standard LU-6: Properties with a Neighborhood/Community Commercial designation must replace all existing non-residential square footage when redeveloped and provide a minimum of 0.15 FAR.

Land Use Guidelines:

Guideline LU-1: Support the ability of parking areas (either within buildings or standalone) to be repurposed over time to respond to travel mode shift and an evolving market demand by incorporating design features that provide for future redevelopment opportunities including but not limited to: floor-to-floor height, structural loading, ramp configuration and location, and/or column separation.

Guideline LU-2: Strongly encourage the placement of vehicle parking underground where feasible.

Guideline LU-3: Strongly encourage shared parking between uses to reduce the amount of square footage dedicated to parking.

Guideline LU-4: Strongly encourage mixed-uses and higher-intensity development at Light Rail stations to support transit ridership.

Guideline LU-5: If "*mom and pop*" businesses are displaced by the redevelopment of private property, relocate these businesses within the Village to the fullest extent possible.

Guideline LU-6: Encourage the integration of commercial tenant spaces within new development to accommodate small businesses.

Guideline LU-7: Encourage farmers' markets, food truck events, and temporary pop-ups along the paseo and in plazas.

Guideline LU-8: Support commercial amenities such as, but not limited to: grocery stores, pharmacies, childcare services, and restaurants to serve the community and surrounding areas.

Guideline LU-9: Provide a multitude of housing types and levels of affordability within the Village.

Guideline LU-10: Encourage the aggregation of parcels within the North 1st Street Local Transit Village to facilitate new development, especially mixed-use or wholly commercial uses at a higher density or intensity throughout the Village, with particular emphasis in the Central Civic Center Character Area.

Guideline LU-11: Projects are encouraged to provide spaces for community gatherings, art studios, and maker space.

Land Use Action Item:

Action LU-1: Explore policy work on fostering and retaining small businesses.

Historic Preservation Goal:

Goal HP-1: Preserve Candidate City Landmarks, City Landmarks, and properties listed on the Historic Resources Inventory.

Historic Preservation Standards:

Standard HP-1: Reuse of a designated City Landmark building shall not require any additional parking spaces.

Standard HP-2: Preserve Candidate City Landmarks and City Landmarks, with the priority to preserve and rehabilitate them for their historic use, and secondarily, to preserve and rehabilitate them for a new use.

Historic Preservation Guidelines:

Guideline HP-1: Where new buildings will be immediately adjacent to or between existing historic buildings, the overall design of the new buildings should respond to the existing structures through use of architectural elements and similar proportions that provide a transition between the old and the new. Architectural treatments may include matching cornice lines, similar wall and roof materials, or similar window and door proportions. Existing parcel lines and lot patterns should be respected in new construction to retain the rhythm of the urban fabric, and interest for pedestrians, particularly along street frontages.

Guideline HP-2: Adaptive reuse of historically significant structures should maintain the architectural integrity and character-defining elements of the structures with respect to materials, façade treatment, window and door openings, rooflines, and other detailing.

Guideline HP-3: New construction should relate to existing historic buildings (e.g. those listed on the Historic Resources Inventory, Candidate City Landmarks, and City Landmarks) by drawing upon the way in which a building is located on its site, the manner in which it relates to the street and its basic mass, form, and materials. When new construction is located next to existing historic building(s) (e.g. those listed on the Historic Resources Inventory, Candidate City Landmarks, and City Landmarks), the new building should be compatible in scale, site relationship, and style. New construction should not imitate or mimic historic buildings.

Guideline HP-4: Demolition of buildings and structures listed on the Historic Resources Inventory shall only be considered if rehabilitation, reuse on the subject site, and/or relocation of the resource is not feasible.

Historic Preservation Action Items:

Action HP-1: Explore funding opportunities to conduct periodic survey work to identify historic resources.

Action HP-2: Continue to conduct community and property owner outreach on the benefits of preserving historically significant buildings and structures.

CHAPTER 4: URBAN DESIGN & PLACEMAKING

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North 1st Street Local Transit Village is envisioned as a vibrant, multicultural, and well-connected community. A strong urban design and placemaking concept for future development in the Village will help create cohesion and improve the look and feel of the Village, enhance access to amenities, and create a distinct sense of place. The urban design and placemaking concepts look to build upon the three distinct Village character areas.

The Urban Design and Placemaking Chapter relies and builds upon the City Council approved Citywide Design Standards and Guidelines which sets forth requirements and guidelines for building massing, architecture, and urban design. The Citywide Design Standards and Guidelines are to be used in conjunction with the goals, standards, and guidelines contained in this chapter. Should there be any discrepancies between the Village Plan and the Citywide Design Standards and Guidelines, the standards within the Village Plan shall apply.

Urban Design

Urban design can be thought of as the practice and process of designing the physical aspects of a city or place. This can include the form and shape of buildings, roads, plazas, and open spaces. Often times, urban design is a blend of a multitude of disciplines, such as architecture (not only architectural style, but also form and massing), landscape architecture, and city planning. All these disciplines must work together harmoniously in order to create great people-first places.

Building Height

The Village Plan height diagram identifies maximum heights of development within the North 1st Street Local Transit Village including taller heights for higher-intensity development and locations where lower height is necessary in order to step down towards existing low-intensity residential uses. The building height diagram works in tandem with the land use designation and urban design goals and standards contained within this document, and other relevant city regulations, affecting the form of buildings and structures.

As the Village is within proximity to Norman Y. Mineta San José International Airport, development projects may require Airport Land Use Commission (ALUC) review. The ALUC is a body required by state law and administered through the County of Santa Clara. The ALUC is not an agency or commission of the City of San José. Development project applicants shall be required to coordinate and notify the Federal Aviation Administration of their proposals.

North 1st Street Local Transit Village Plan

Placemaking

Placemaking has a wide variety of definitions but can generally be thought of as a way to reimagine public spaces in a people-centered approach through a collaborative effort among community members, government entities, and private developers. Public art, wayfinding, and urban design principles all contribute to creating spaces for people.

Public Art

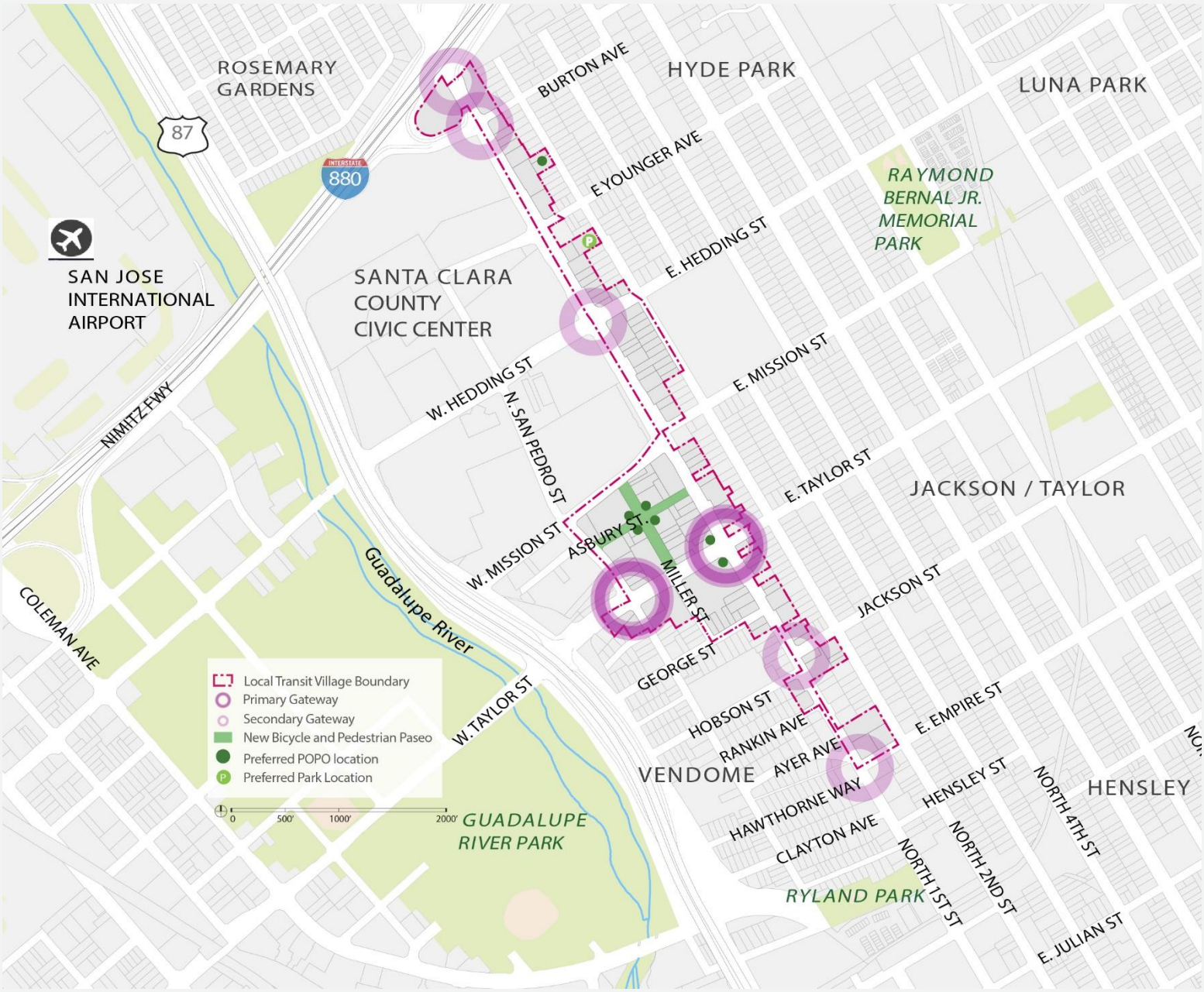
Public art can play a vital role in increasing a sense of place within the Village. It can signify the heritage and historic character of the Village, create an inviting walking environment, and enhance the identity of the community as it develops. Public art is not merely an amenity that could be included in public parks but could also be implemented in both public and private development. 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 has a demonstrated benefit for developers, attracting businesses, customers, residents, and visitors.

Wayfinding

Wayfinding is the ability to orient oneself and navigate using visual cues, such as signage, in a physical space. Wayfinding signs can be used as a visual tool to guide the user to a destination, such as a transit station, a shopping district, or a community amenity. Wayfinding can also assist in furthering neighborhood identity as a secondary role, such as street light banners.

Gateway Elements

A gateway element signals that you have arrived at a certain place. It could include a decorative sign, landscaping, and other elements. Gateway elements can assist with placemaking. Primary gateways are typically larger and more impactful, while secondary gateways are smaller in scale, and more appropriate at the neighborhood setting.



Urban Design and Placemaking Goals

Goal UDP-1: Ensure the built form contributes to the multicultural quality of the Village and surrounding areas and continues to build upon the sense of community.

Goal UDP-2: Ensure the architecture of new buildings are reflective of and represents the high-quality and rich architectural character in the Village.

Goal UDP-3: Create thoughtfully designed destinations throughout the Village where people can congregate, socialize, relax, and enjoy.

Urban Design and Placemaking Standards

Standard UDP-1: New buildings shall be designed and contain at least two character-defining features of architectural styles within the Village, which are defined in Appendix D of this Plan. The architectural styles in the Village are generally: Spanish Colonial Revival, Streamline Moderne, Contemporary, New Formalism, Minimal Traditional, Beaux Arts, Mission, Craftsman, Colonial Revival, and International. The intent is not to combine elements of architecture that do not complement each other. New buildings may use the same materials and the same texture of materials in similar applications as existing buildings.

Standard UDP-2: Screening techniques, such as tall trees or shrubs, fences, and walls, shall be utilized along all shared property lines if a property directly abuts a structure being used as a single-family residence. This shall not apply to properties that have a single-family house that has been converted to non-residential use(s).

Standard UDP-3: The building stepbacks shall be those contained in the adopted Citywide Design Standards and Guidelines document.

Standard UDP-4: All public art shall be publicly viewable and accessible. To ensure public art is publicly viewable and accessible, direct paths of travel from the public sidewalk or unobstructed view sheds to the public art must be provided. Access easements may be required to provide proper access.

Standard UDP-5: Properties with North 1st Street frontage shall provide a 5-foot setback. The setback area shall not include any land held as public right-of-way, regardless of whether such land is held in fee title or easement. This setback is to ensure a minimum 20-foot clearance from the curb to the building. This 5-foot setback shall not be paved and must be landscaped.

Urban Design and Placemaking Guidelines

Guideline UDP-1: Encourage a variety of public art throughout the Village. Public art may convey the history of the area and visually impart the values of the community.

Guideline UDP-2: Encourage gateway elements at the intersections of West/East Taylor Street and North 1st Street, North San Pedro and West Taylor Street, Interstate 880 and North 1st Street, West/East Hedding Street and North 1st Street, North 1st Street and Jackson Street, Burton Avenue and North 1st Street, and North 1st Street and Empire Street, so people know they have reached a destination. Gateway elements should be visually consistent with each other for a cohesive aesthetic.

Guideline UDP-3: Locate plazas in areas that will support community events such as farmers' markets, art fairs, live music concerts, and other periodic special programming. Preferred locations of plazas are reflected in the Land Use Diagram.

Guideline UDP-4: Encourage interesting features, such as public art or water features, in plazas that reflect the multicultural quality of the Village. Public art is encouraged in the privately owned but maintained public open spaces.

Guideline UDP-5: Sidewalk seating that does not impede pedestrian use of the sidewalk is encouraged to promote activity at the pedestrian level.

Guideline UDP-6: Use trees and landscaping to help create a series of comfortable and inviting places throughout the Village.

Guideline UDP-7: 'Boxy' modern architecture is discouraged.

Guideline UDP-8: Integrate stormwater runoff treatment into the vegetative treatment systems where appropriate.

Guideline UDP-9: Mature trees meeting the definition of a tree in the San José Municipal Code Section 13.32.020 (as may be amended from time to time) should be preserved to the fullest extent possible.

Urban Design and Placemaking Action Items

Action UDP-1: Explore opportunities for public and private art installations within the Village.

Action UDP-2: Explore opportunities to expand the Streetlight Banner Program to encompass the North 1st Street Village in order to better establish a sense of place.

Action UDP-3: Explore opportunities to partner with Community-Based Organizations to set up an art utility box program within the Village.

Action UDP-4: Explore opportunities to partner with the Valley Transportation Authority to install artistic wayfinding signs to transit stops.

Action UDP-5: Explore the possibility of adopting an ordinance for Street Business Areas. A "Street Business Area" is defined as the portion of the public street abutting a business' property that has been repurposed for seating and business use by separating the area from vehicular and bicycle traffic with physical barriers approved by the City ("Traffic Barriers").

CHAPTER 5: PARKS & OPEN SPACE

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The Parks and Open Space Chapter offers strategies to create new public or privately-owned and maintained, but publicly-accessible open spaces within the existing and planned context of the North 1st Street Local Transit Village. This Chapter builds upon the guidelines and goals established in ActivateSJ and the GreenPrint, the departmental strategic and capital improvement planning policy documents implemented by the Department of Parks, Recreation, and Neighborhood Services.

The City's General Plan establishes a goal of 3.5 acres of open space and parkland per 1,000 residents. Based on City Parkland Ordinances, 10 acres of parkland in needed in this Village area based on the anticipated number of new residents and new private development. Currently, the North 1st Street Local Transit Village has no public parks within the plan boundaries, leaving the Village underserved for both existing and future residents of the area. Additionally, ActivateSJ establishes the goal of providing residents access to a park within a 10-minute walk. An analysis of the Village area reveals that much of the Village lacks adequate access to a park facility. However, proximity to ample regional resources including the Guadalupe River Parkway and Trail, Columbus Park, The Rotary Playgarden, and Ryland Park and Pool, in the nearby vicinity does present an opportunity to improve access to a quality park for Village residents.

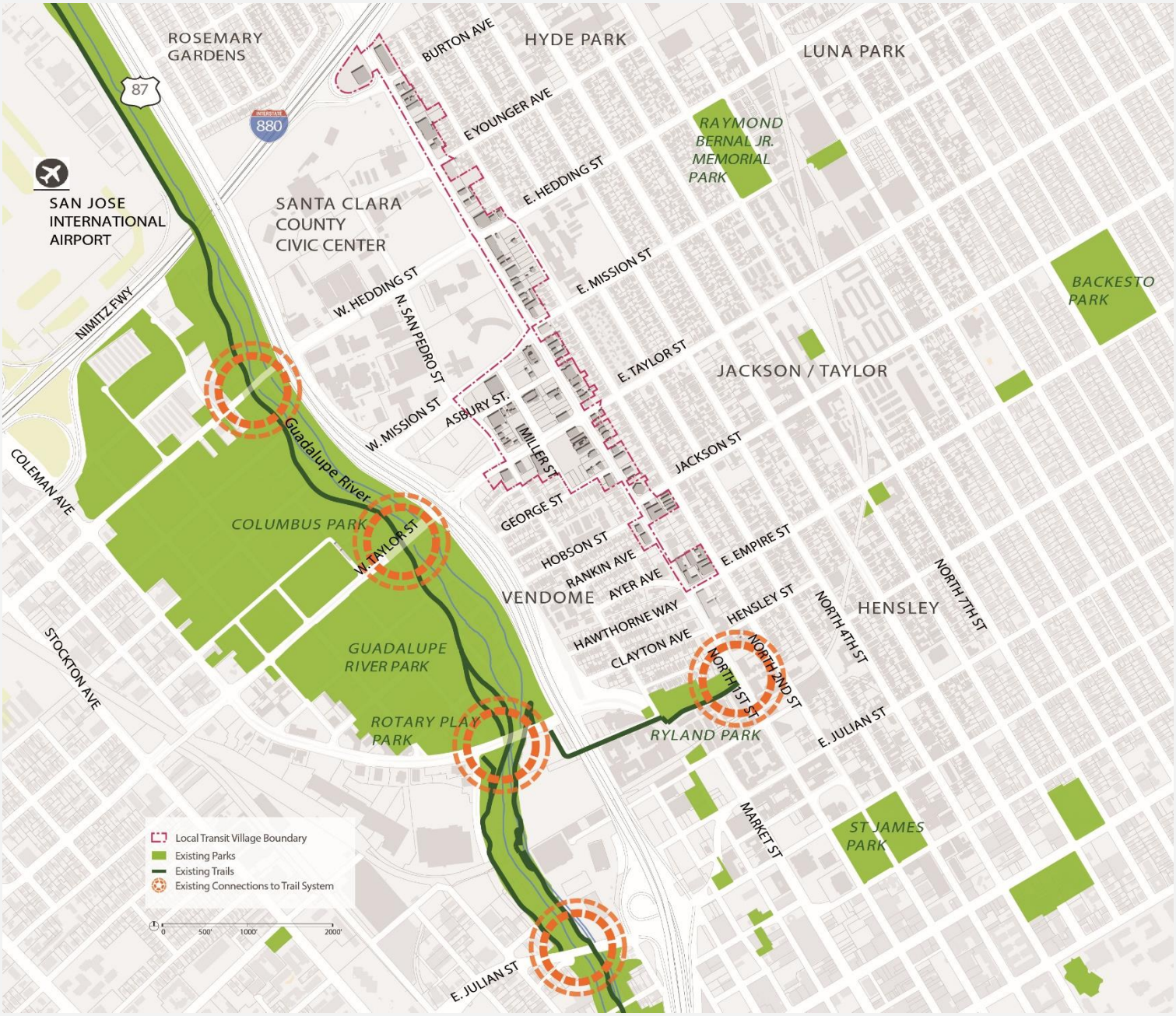
Due to the condensed nature of the Village area, the Village will not likely be able to accommodate a large traditional park, given the small and shallow parcel sizes and challenges with parcel aggregation and acquisition. Traditional parks have historically been developed as larger open spaces of at least one acre with recreational opportunities such as large gathering spaces and sports playfields. However, there are opportunities to create smaller open spaces, with opportunities for recreation that can serve the multi-generational community. Improved connections to the existing Guadalupe River and Ryland Parkway Trails, multi-purpose plazas, paseos, small neighborhood parks, and open spaces like dog parks are all expressed desires within the community. Together, these open spaces can provide much needed opportunities for community recreation and public life. This Chapter expresses the goals, standards, guidelines, and action items to achieve the community vision for open space and recreation in this Village.

Connections to Trail Systems

The North 1st Street Local Transit Village is located just east of the extensive Guadalupe River Trail that connects South San Jose all the way to the Bay Trail in the North, and the Ryland Parkway Trail connecting Ryland Park, Pool, and Dog Park to the Guadalupe River Trail.

Currently, the Guadalupe trail provides five access points within relative proximity to the Village boundary: generally at the intersection of West Julian Street and Autumn Parkway, at the northside of Coleman Avenue at the Coleman Avenue and Autumn Parkway intersection, the northside of West Taylor Street at the intersection of West Taylor Street and Irene Street, and the northside of West Hedding Street at the intersection of West Hedding Street and Ruff Drive, and via the Ryland Parkway Trail, at the intersection of North 1st Street and Ryland Park Drive. All of these trail connections are located outside the Village boundary.

While opportunities to add direct connections to the to the Guadalupe River Trail from the Village boundary may be limited, this Village Plan encourages and contemplates enhancements to trail connections though sidewalk and bikeway improvements to improve visual wayfinding cues to direct users to trail resources.



Parks and Multi-Purpose Plazas

Public parks provide a necessary space for residents to congregate and engage in public life, recreational opportunities, and connect to nature. Vibrant and diverse public spaces with multi-generational recreation opportunities are vital in sustaining the physical and mental health of the people of San Jose. The North 1st Street Local Transit Village is severely lacking in access to quality parks and public life experiences. This is particularly evident in the Northern section of the Village, where 10-minute walk analysis clearly shows that most of the area and the neighborhood lack access to a park. This Village Plan identifies the need to provide a public park somewhere within the northern part of the Village area, indicated by the preferred park location noted on this plans land use diagram. A neighborhood park of

approximately 1-acre in size (a minimum of .5-acres in size) would greatly benefit the both the Village and surrounding neighborhood. The park should provide a variety of recreational amenities identified though the PRNS park master planning community engagement process. Amenities may include, but are not limited to: playgrounds, contemplative spaces, small sports courts (e.g. pickleball courts).

Multi-purpose plazas are generally spaces that are owned, developed, and maintained privately, but are open to the public. As properties along North 1st Street redevelop with higher intensity uses, the City and the community will work with private developers to facilitate the creation of privately-owned public plazas within new development. This would ensure that these plaza spaces would successfully serve the community. Plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally as well as provide space for neighborhood events. Features such as art, fountains, and plants would draw the eye to these lively, urban focal points. This Village Plan supports locating publicly-accessible plazas at the intersection of North 1st Street and Taylor Street at each corner of the intersection located at Asbury Street and Miller Street. A plaza should have good visibility and wayfinding from the street in order to attract residents and visitors alike. While larger plazas of 15,000 to 20,000 square feet are desired and would provide the most flexibility in use, the size of existing parcels North 1st Street could result in plazas that are smaller.

Pedestrian and Bicycle Paseo

Paseos can provide safe circulation paths for pedestrians and bicycles, and can function as an active linear public space that creates connectivity between neighborhoods and opportunities for outdoor enjoyment such as sitting, gathering, public art, live entertainment (I.e., music events), community classes (I.e., yoga events), and social interaction. As more development comes to the area, there will be an opportunity to create a linked chain of paseos, particularly on Asbury and Miller Streets (north of West Taylor Street). While not required of new development, a paseo should be a considered and is encouraged to help create a sense of place. Furthermore, pedestrian and bicycle paseos present a unique opportunity to enhance connections to the Guadalupe River and Ryland Parkway Trails.

Pocket Parks/Dog Parks

"Pocket parks" are smaller than traditional parks but may contain much of the neighborhood-serving amenities of larger parks to better serve the Village. Pocket parks are typically built on single lots or irregularly shaped pieces of land and can be owned and maintained by the City or included in private development as part of a public open space requirement. Pocket parks on private property can also be made publicly accessible (but privately maintained) and may be considered as part of a development's parkland dedication requirement. The City will seek private partners to maintain pocket parks throughout the implementation of this Village Plan.

Pocket parks and dog parks should be considered where small or irregularly shaped parcels exist, such as the 'finger' parcels located in the Commercial Gateway Character Area on the block in between Burton Avenue and Younger Avenue and on the block between Younger Avenue and Hedding Street.

Parks and Open Space Goals

Goal POP-1: Create a variety of multi-purpose open spaces throughout the Village.

Goal POP-2: Design safe, well-lit open spaces that serve the community and surrounding areas.

Parks and Open Space Standards

Standard POP-1: Ensure that the length and width of privately-owned, but publicly-accessible open spaces be a minimum of 40 feet when any building on its perimeter is 30-feet or taller in order to accommodate sufficient amenities and create viable spaces.

Standard POP-2: Privately-owned, publicly-accessible open spaces shall contain places to sit, shade, and be well lit (i.e., meaning outdoor artificial lighting is provided).

Standard POP-3: Ensure that privately-owned, publicly-accessible open spaces have access easements dedicated to the City for the benefit of the public, and the spaces are designed to be easily recognizable as publicly-accessible through signage and visually open design.

Parks and Open Space Guidelines

Guideline POP-1: Properties located at the intersections of North 1st Street and West/East Taylor Street should provide a publicly accessible but privately owned and maintained plaza or open space.

Guideline POP-2: Properties located at the intersection of Asbury Street and Miller Street should provide a publicly accessible but privately owned and maintained plaza or open space.

Guideline POP-3: Encourage new development to incorporate roof top gardens for the use by the building occupants as well as members of the public.

Guideline POP-4: Community gardens are encouraged within the Village.

Guideline POP-5: Properties with frontage on North 2nd Street and located within the Commercial Gateway or Southern Mixed-Use Character Areas should incorporate privately-owned publicly-accessible open space.

Guideline POP-6: The pedestrian and bicycle paseo should incorporate interesting paving materials (e.g. diamond scored concrete, pavers), a variety of landscaping and seating areas, and public art.

Guideline POP-7: Encourage private development to incorporate community spaces that can be used to provide a space for neighborhood meetings and events.

Parks and Open Space Action Items

Action POP-1: Explore opportunities to acquire property specifically for public open spaces, especially properties highlighted as potential park locations in this Village Plan's land use diagram.

Action POP-2: Explore opportunities to create better connections to the Guadalupe River Park, Guadalupe River Trail, and Ryland Parkway Trail.

Action POP-3: Explore opportunities to use art to create connections to the Guadalupe River Park from the North 1st Street Transit Village.

CHAPTER 6: CIRCULATION & STREETSCAPE

CHAPTER 6: CIRCULATION & STREETSCAPE

The Circulation and Streetscape Chapter sets forth the improvements and enhancements sought by the community. This chapter also contains transportation improvement identified by staff that will require further study and exploration in the future. This Chapter builds upon the City's Complete Streets Standards and Guidelines document and relies upon the San José Better Bike Plan 2025 and the Downtown Transportation Plan. These documents are policy documents implemented by the Departments of Public Works and Transportation in a joint effort. This Chapter should be considered complementary to the City's Complete Streets Standards and Guideline document. If there are conflicts between the City's Complete Streets Standards and Guidelines document and this Village Plan, this Village Plan shall apply.

The purpose of this chapter is to identify transportation and circulation challenges and improvements within the Village area. The Policies, Standards, Guidelines, and Action Items in each section are intended to be mutually reinforcing, creating a framework for improving circulation and streetscape in the North 1st Street Local Transit Village over time. The North 1st Street Local Transit Village is envisioned to support all modes of transportation, including walking, bicycling, public transportation, and cars.

Roadway Network and Classifications

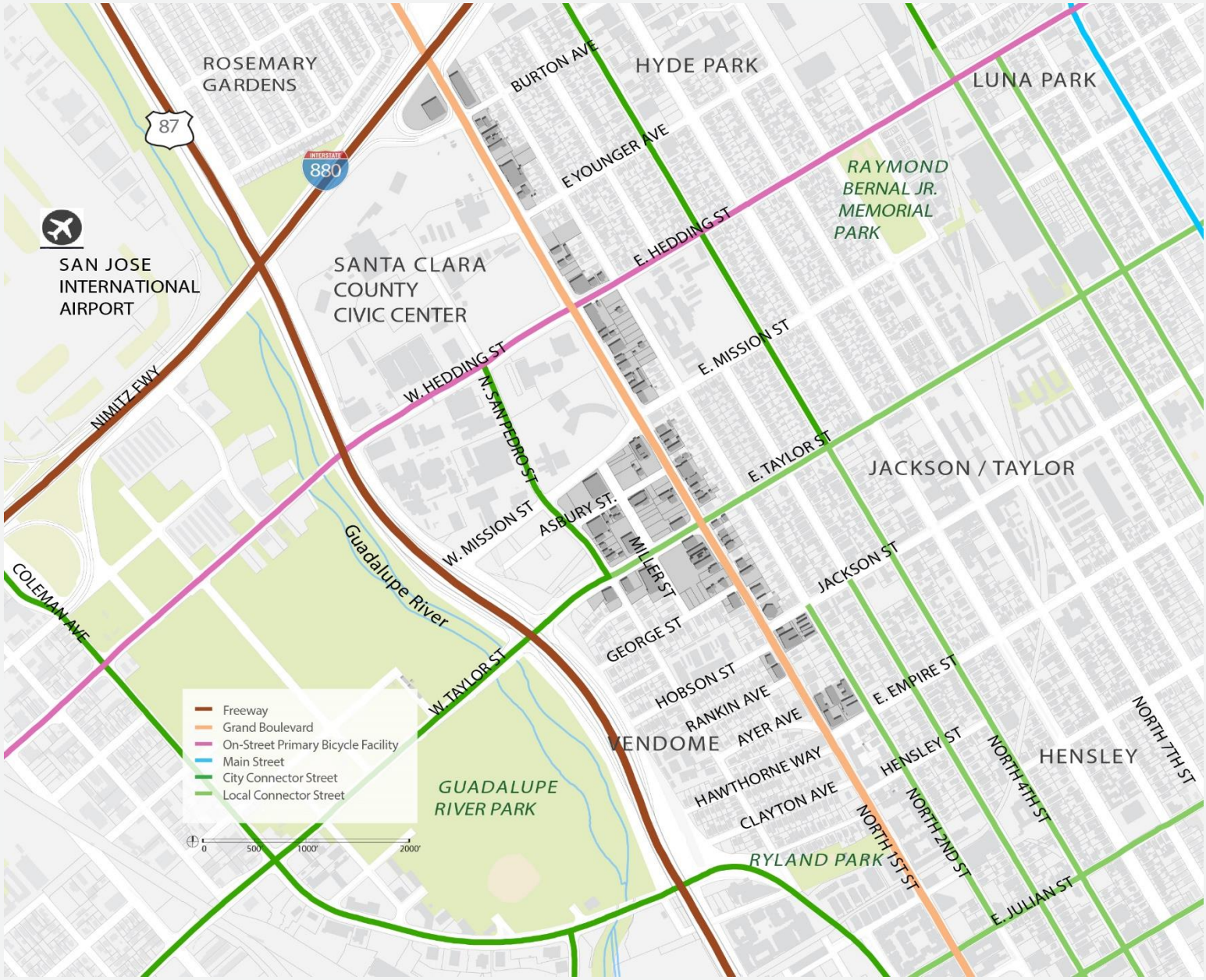
Roadway Network

The North 1st Street Local Transit Village is bounded by the State Route 87 to the west, Interstate 880 to the north, Japantown to the east, and Downtown to the south with VTA light rail tracks tracing the spine of the Village along North 1st Street. To the east of North 1st Street, the street network is generally a grid pattern while to the west of North 1st Street, the street network is a semi-grid pattern. The block sizes on the east side of North 1st Street are generally the same, spanning approximately 750 to 900 feet long. North 1st Street is generally a two to four lane road (including both north and south movements). The corridor is generally narrower towards the southern portion of the Village area and is generally wider towards the northern portion of the Village area**.**

The North 1st Street Local Transit Village Plan seeks to establish the Village as a concentration of activities, with planned high density residential and commercial land uses. This level of development requires support from an array of multimodal transportation options. The future transit, bicycle, pedestrian, and motor vehicle networks will complement each other to serve the access and mobility goals for the Village area.

Street Typologies

The Village Plan includes a transportation network designed to move people to and within the Village area in the most efficient, accessible, and comfortable way. To accomplish this, the network dedicates space to different modes with clear priority and separated networks across the Village area. A central focus is to prioritize walking, the use of public transit, and bicycling. This is achieved by maintaining vehicle access, circulation, and parking at concentrated areas of the Village. This allows motorists to easily drive to and park in the Village without the compromising the pedestrian and transit-oriented quality of the Village or dealing with the frustration of excessive vehicle congestion.



Grand Boulevard

North 1st Street is designated a Grand Boulevard in the Village area, providing direct access to the Light Rail Green and Blue lines at the Civic Center Station and the Japantown/Ayer Station. As defined in the General Plan, Grand Boulevards are major, transit priority corridors that connect City neighborhoods. Bicycles and motor vehicles can be served by these streets; however, if there are conflicts in the public right-of-way, priority will be given to enhancing 1) transit service, 2) pedestrian access to transit, and 3) public life, in this order. Design features supporting these priorities include transit signal priority, light rail stop enhancements, turning-movement restrictions for motor vehicles, enhanced landscaping, attractive lighting, wider and comfortable sidewalks, high-visibility crosswalks, and identification

banners. For adjoining land uses, special design standards support cohesive and engaging urban development related to the character of the Grand Boulevard.

City Connector Street

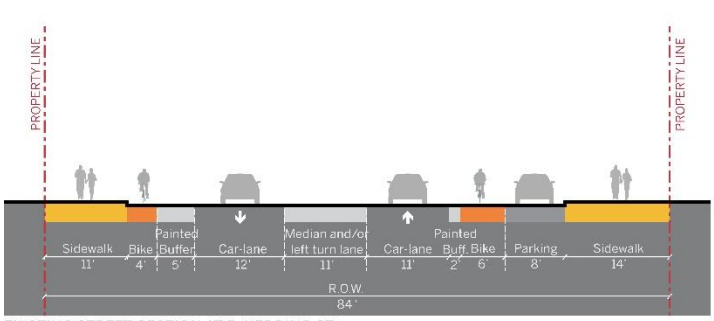
North San Pedro and a portion of West Taylor Street are City Connector Streets, connecting City neighborhoods with long-distance travel, freeway interchanges, and limited transit options. As defined in the General Plan, City Connector streets equally prioritize automobiles, bicycles, pedestrians, and trucks. Transit use, if any, is incidental. These streets typically have four or six traffic lanes and would accommodate moderate to high volumes of through traffic within and beyond the City. Pedestrians are accommodated with sidewalks.

Local Connector Street

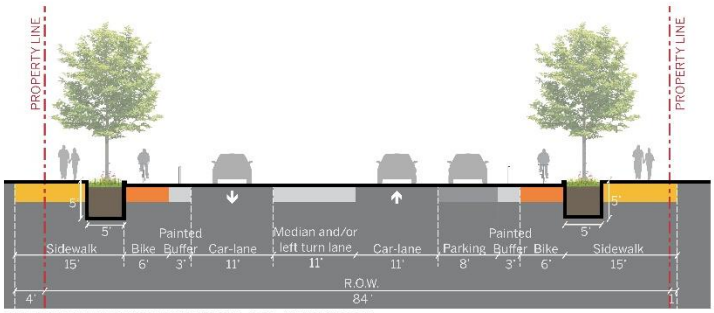
West Taylor Street (east of North San Pedro Street) is a Local Connector Street (as defined in the General Plan). Automobiles, bicycles, pedestrians, and trucks are prioritized equally in the roadway. Transit use, if any, is incidental. These streets have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

On-Street Primary Bicycle Facility

West Hedding Street is an On-Street Primary Bicycle Facility. On-Street Primary Bicycle Facilities (as defined in the General Plan) are either classified with Class II (bike lanes) or Class III (signed routes) and are through routes for bicycles providing continuous access and connections to the local and regional bicycle network on the street. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway, but if there are conflicts bicycles have priority. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated through sidewalks. Design features supporting these priorities typically include separation between bicyclists and the adjacent motor vehicular travel lanes, as with protected bike lanes. However, depending on the street context, they may also include low-stress shared bicycle facilities (e.g. bike boulevards, advisory bike lanes), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, end-of-trip bike facilities, attractive lighting, wayfinding, high-visibility crosswalks, and wide and comfortable sidewalks for pedestrians, etc.



EXISTING STREET SECTION AT E. HEDDING ST



STREET SECTION IMPROVEMENT AT E. HEDDING ST

Bicycle Network

The bicycle network in and around the Village boundary is generally comprised of painted bike lanes and shared lane markings, or sharrows. Painted bike lanes are generally indicated by green paint with a small buffer in between the bicycle lanes and vehicular travel lanes. Sharrows are lanes that are shared by vehicles and bicycles and are typically indicated by markings in the travel lanes.

The existing bicycle infrastructure in the east/west direction is present on Hedding Street, Taylor Street, and Hawthorne Way. In the north/south direction, bicycle infrastructure is present on San Pedro Street and North 2nd Street. There is no bicycle infrastructure on North 1st Street.

Challenges

There are limited instances where a vehicle, bicyclist, and pedestrian can cross from the west side of North 1st Street to the east side of North 1st Street due to the limited signal controlled crossings. This is particularly true towards the southern end of the Village boundary. Introducing additional west-east protected movements is challenging due to the signal timing of the corridor and the existing light rail line. Adding additional crosswalks to the west-east direction may impact the efficiency of the light rail.

There may be some challenges in expanding the public sidewalks in certain areas of the Village, particularly where a historic property exists (either a City Landmark, a Candidate City Landmark, a property located on the Historic Resources Inventory). Furthermore, due to the general narrowness and current road and lane configurations of North 1st Street, adding bicycle lanes on North 1st Street is a challenge.

Transportation Improvements as Future Action Items

To address the community's transportation related concerns and improve the multi-mobility options in this Village area, there are several transportation improvements that the City would need to explore in greater detail in the future. These future action items include:

- Creating a Pedestrian and Bicycle Paseo
- Streetscape improvements
- Expanding bicycle infrastructure
- Partnering with the Valley Transportation Authority in increasing the frequency of the Light Rail line
- Exploring the possibility of implementing wayfinding signs to transit
- Changing street typologies
- Exploring the feasibility in implementing Complete Streets with bicycle priority improvements
- Traffic calming improvements for residential streets
- Intersection transportation improvements

Creating a Pedestrian and Bicycle Paseo

Asbury and Miller Streets are envisioned to be transformed into a pedestrian and bicycle paseo that is closed off to automobile travel. This pedestrian and bicycle paseo is envisioned to be a publicly-accessible space that allows for social gatherings to occur. While temporary events, such as food truck events and farmers' markets could be explored, the intent of this pedestrian and bicycle paseo is to promote comfortable gathering spaces with commercial uses for pedestrians and bicyclists. In order to

restrict these streets to primarily pedestrian and bicyclists, bollards can be explored at the intersections of West Mission Street and Miller Street, North San Pedro Street and Asbury Street, West Taylor Street and Miller Street, and North 1st Street and Asbury Street. At the time of adoption of this Village Plan, it is uncertain how Asbury and Miller Streets will be transformed into pedestrian and bicycle paseo, so the City will explore this as a future action item for potential implementation.

Streetscape Improvements

The following streetscape improvements should be explored within the Village area:

- Incorporating Pedestrian-Scaled Lighting
- Sidewalk Improvements
- Street Trees

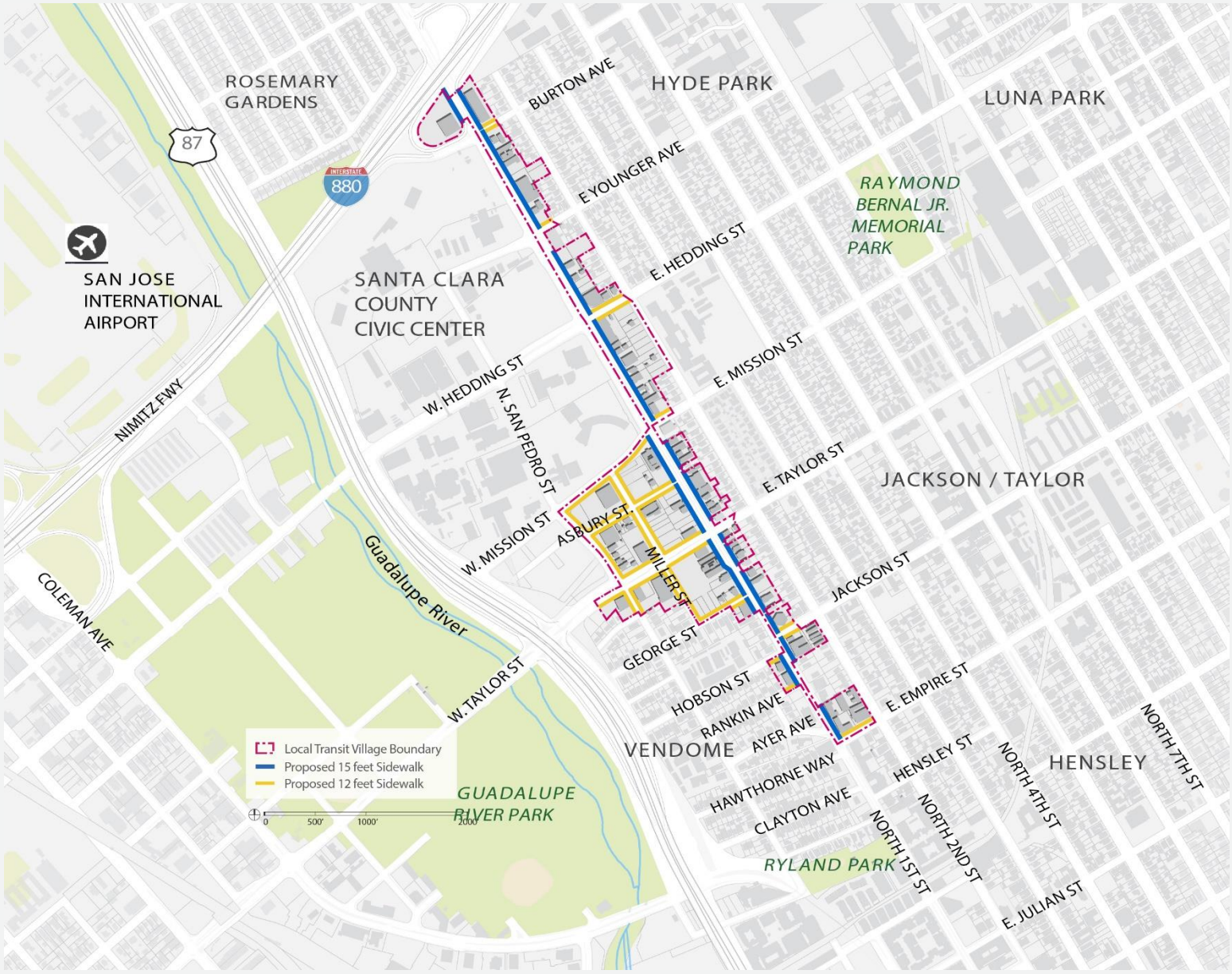
Pedestrian-scaled lighting are light fixtures that illuminate the pedestrian walking paths. The purpose of pedestrian-scaled lighting is to illuminate walking paths where there is expected increased pedestrian activity. Within the Village area, pedestrian-scaled lighting is envisioned along North 1st Street, within the pedestrian and bicycle paseo (Asbury Street and Miller Street north of West Taylor Street), and at all corners of the intersection of North 1st Street and Taylor Street. Examples of pedestrian-scaled lighting can be found in the following areas and neighborhoods: Naglee Park, Japantown, Downtown, Willow Glen, Garden Alameda, to name a few. Pedestrian-scaled lighting can help better define an area and contribute to a sense of place.

Sidewalks within the Village area are envisioned to be 15 to 20-feet wide (inclusive of planting areas for street trees). Street furniture and art may be placed adjacent to the sidewalks, and may be required to be placed on private property.

Street trees should be planted throughout the Village to create a more comfortable walking experience for pedestrians. Along North 1st Street, there shall be a street tree well with a minimum dimension of five feet by five feet. The spacing and species of street tree planting shall follow the Street Tree Clearances Standard Detail (as may be amended from time to time), of the Department of Public Works. Generally, the street tree species should have a wide branch spread, to provide well shaded areas for the pedestrian.

Expand Bicycle Infrastructure

There are opportunities to provide additional bicycle infrastructure within and around the Village boundary. While North 1st Street south of East/West Taylor Street may not be a good opportunity for bike lanes due to the narrow roadway width, the City's Better Bike Plan 2025 Plan identifies bicycle infrastructure on North 1st Street north of East/West Taylor Street, and North San Pedro Street for the north/south direction. In the east/west direction, West/East Mission Street, East Taylor Street, Jackson Street, Hobson Street, and Hawthorne Way have bicycle infrastructure planned, and Taylor Street and Hedding Street for the east/west direction. The Better Bike Plan 2025 identifies a bike boulevard on East Taylor Street, a protected bike lane on West Taylor Street, and a protected bike lane on North 2nd Street.



A protected bicycle lane is planned for North 1st Street, and a portion of North San Pedro Street (between West Taylor Street and West Mission Street). A bicycle boulevard is planned for North San Pedro Street (between West Hedding Street and West Mission Street, and from West Taylor Street to Coleman Avenue), East Mission Street (between North 1st Street and North 7th Street), Hobson Street (from North San Pedro Street to North 1st Street), Jackson Avenue (from North 1st Street to North 9th Street), and on Hawthorne Way (from North San Pedro Street to North 1st Street).

Increase Frequency of Light Rail Line

The Village is currently served by two VTA light rail lines, the Blue line (Baypointe-Santa Teresa) and the Green line (Old Ironsides-Winchester). The Blue line extends from Santa Teresa Boulevard in South San José to East Tasman Drive in North San José. The Green line extends from Winchester Boulevard in Campbell to Tasman Drive in Santa Clara. There are two VTA stations within the Village boundary: Civic Center Station and Japantown/Ayer Station. These two stations are approximately one-half mile from each other.

The community expressed desire to increase the frequency of the light rail to make it more convenient to use and encourage transit ridership. The community had also expressed interest in expanding light rail to the Santana Row/Valley Fair and Norman Y. Mineta San José International Airport in West San José. The VTA is the agency that would determine any changes in the frequency and expansion of its light rail services.

One method to remove a barrier to transit would be providing transit passes to residents. Through the discretionary planning entitlement process, applicants or developers submit a development application to the City for review and can request parking reductions through this process. There are times where parking reductions require the applicant or developer to implement Transportation Demand Management (TDM) measures. These TDM measures are intended to help shift more typical car dependent travel practices by providing a series of alternatives. These TDM measures must be maintained for the life of the project. One of these TDM measures is providing the residents of the development with subsidized transit passes. Furthermore, improvements to bus shelters can potentially be explored through the discretionary planning entitlement process.

Another method would be to explore with VTA the possibility of grade separating the light rail line on North 1st Street to remove conflicts between the light rail line and pedestrians, bicycles, and vehicles. In turn, this may improve service frequency, capacity, and reliability.

Wayfinding Signs to Transit

Wayfinding signs can help an individual reach their destination by providing visual indicators to that destination. Wayfinding signs to the VTA light rail stations can assist new and existing riders to locate a station more easily and to remove a barrier to using transit. Wayfinding signs can be placed in strategic locations throughout the Village to help lead the user to the stations. Furthermore, a ‘points of interest’ map can also be placed at the light rail station to provide information related to nearby attractions.

Changing Street Typologies

Street typologies define a modal priority for each street in the transportation network serving the Village area. Changing street typologies in this Village is a future action item for the City to explore, such as:

- Designating North San Pedro Street (between Ryland Street and Hedding Street) as an On-Street Primary Bicycle Facility. As described in the General Plan, On-Street Primary Bicycle Facilities are either classified with Class II (bike lanes) or Class III (signed routes) and are through routes for bicycles providing continuous access and connections to the local and regional bicycle network.
- Designating Empire Street and North 2nd Street (between Hensley Street to East Hedding Street) as an On-Street Primary Bicycle Facility

Complete Streets with Bicycle Priority Improvements

Prioritizing bicycle and shared micro-mobility as On-Street Primary Bicycle Facility Streets, the following streets are planned to have high-quality protected bike lanes, bike boulevards, bicycle detection at traffic signals, and/or other bicycle priority improvements. These streets will also prioritize safe, convenient, and comfortable travel and crossings for pedestrians of all ages and abilities. Local vehicle mobility will be accommodated where appropriate.

- Hedding Street with protected or fully separated bike facility.
- Empire Street with protected bike lanes.
- North San Pedro Street (between Ryland Street and Hedding Street) with bike boulevards.
- North 2nd Street (between East St. James Street and East Hedding Street) with protected or fully separated bike facility.

Residential Streets with Traffic Calming Improvements

Prioritizing local access to residences, the following residential streets will provide safe, comfortable, and ADA compliant sidewalks and pedestrian crossing, neighborhood traffic calming measures, and enhanced streetscape, and vehicle parking. Bike boulevards will be accommodated as appropriate as part of the Better Bike Plan 2025.

Intersection Transportation Improvements

- At the intersection of Burton Avenue and North 1st Street: remove porkchop island, add new crosswalk on the northern side of intersection
- At the intersection of East Hedding Street and North 1st Street: Ban north-bound and south-bound left turns at Hedding Street, implement pedestrian refuges in the banned left turn lanes
- On North 1st Street between Hedding Street and Mission Street: Implement midblock crossing across North 1st Street to facilitate connections to and from the north end of the Civic Center Light Rail station platform, add pedestrian fencing along the platform to discourage unsafe pedestrian movements to and from the station
- At the intersection of West Taylor Street and North San Pedro Street: Curb extentions at West Taylor Street and North San Pedro Street, remove right-turn lane at Taylor Street turning onto North San Pedro Street

- At the Japantown/Ayer light rail station: Add pedestrian fencing along station platform to discourage unsafe pedestrian movements to and from the station.

Circulation and Streetscape Policies:

Policy CS-1: Accommodate a variety of multi-modal transportation options throughout the Village.

Policy CS-2: Prioritize the bicycle transportation mode in the east/west direction along Mission Street, Taylor Street, Jackson Street and in the north/south direction along North San Pedro and North 1st Street (north of Taylor Street).

Policy CS-3: Create comfortable, easily accessible pedestrian paths throughout the Village.

Circulation and Streetscape Standards:

Standard CS-1: A 15-foot sidewalk (inclusive of a minimum 5-foot by 5-foot tree well for a street tree) is required for properties with North 1st Street frontage. In addition to the 15-foot sidewalk, properties with a North 1st Street frontage must provide a 5-foot landscaped setback starting at the back of sidewalk, which can include pedestrian travel paths. In circumstances where a 15-foot sidewalk (inclusive of a minimum 5-foot by 5-foot tree well for a street tree) is not feasible due to preservation of an existing Candidate City Landmark or a City Landmark building or building façade fronting North 1st Street, the 5-foot landscaped setback requirement may be reduced to accommodate the sidewalk.

Standard CS-2: A 12-foot sidewalk (inclusive of a minimum 4-foot by 4-foot tree well for a street tree) is required for all properties with frontage along the following streets: Burton Avenue, East Younger Avenue, East Hedding Street, West and East Mission Street, West and East Taylor Street, North San Pedro Street, Ashbury Street, Miller Street, George Street, Jackson Street, Hobson Street, Rankin Avenue, and East Empire Street.

Standard CS-3: Street trees shall be planted along North 1st Street to contribute to the comfortability of the Grand Boulevard. Street tree wells shall be located per the Street Tree Clearances in the Standard Details maintained by the City of San José Department of Public Works.

Standard CS-4: Vehicle curb cuts shall not be located on North 1st Street and shall be located on side streets. If infeasible to locate curb cuts on side streets, then properties with North 1st Street frontage shall be limited to one curb cut on North 1st Street.

Circulation and Streetscape Guidelines:

Guideline CS-1: Encourage street furniture, such as benches and chairs, and public art to create a more inviting and comfortable walking experience throughout the Village.

Guideline CS-2: Encourage artistic crosswalks at the intersections of North 1st Street and Hedding Street, and North 1st Street and Taylor Street.

Guideline CS-3: Encourage parklets along North 1st Street, where feasible.

Circulation and Streetscape Action Items:

Action CS-1: Explore restricting through traffic from the I-880 off-ramp to Burton Avenue by making Burton Avenue a right in, right out configuration. The I-880 off-ramp would then be two dedicated left lanes and one dedicated right lane.

Action CS-2: Explore restricting through traffic from North 1st Street to East Younger Avenue by making East Younger Avenue a right in, right out configuration.

Action CS-3: Upon receipt of funding, conduct a luminosity or similar study to establish potential locations for pedestrian-scaled lighting.

Action CS-4: Explore increasing pedestrian crossings in the west/east direction across North 1st Street.

Action CS-5: Explore creating a bicycle and/or pedestrian bridge from Mission Street to Guadalupe River Park.

Action CS-6: Explore conducting traffic studies to reduce cut through traffic in with the North 1st Street boundary.

Action CS-7: Explore adding medians and traffic calming measures within and immediately surrounding the North 1st Street boundary to create safer pedestrian paths of travel.

Action CS-8: Explore partnering with the Valley Transportation Authority to provide additional access points to the Civic Center Light Rail Station.

CHAPTER 7: IMPLEMENTATION

CHAPTER 7: IMPLEMENTATION

The North 1st Street Local Transit Village Plan will be implemented through a combination of public and private actions and investments. Generally, the private sector will be responsible for on-site buildings, parking, landscaped areas, standard developer infrastructure improvements, and the compliance with applicable mitigation programs including but not limited to the payment of mitigation fees. The public sector may provide open space, circulation, and certain streetscape improvements. The following sections summarize the various actions that will help implement the Village Plan, while Table 7.1 lists the specific implementing actions.

List of Implementing Actions

Table 7.1 lists the implementing actions, responsible parties, and associated financing measures.

Table 7.1 List of Implementing Actions

Action Item #	Action Item	Responsibility	Potential Financing Measures
1	Explore policy work on retaining small businesses.	PBCE, OED	Grants; Capital budget
2	Explore funding opportunities to conduct periodic survey work to identify historic resources.	PBCE	Grants; General Fund; Citywide Planning Fee Fund
3	Continue to conduct community and property owner outreach on the benefits of preserving historically-significant buildings and structures.	PBCE	Grants; General Fund; Citywide Planning Fee Fund
4	Explore opportunities for public and private art installations within the Village.	PBCE, OCA, PRNS, PW	Grants; Capital Improvement Program
5	Explore opportunities to expand the streetlight banner program in order to better establish a sense of place.	OED and DOT	Grants; Capital Improvement Program
6	Explore opportunities to partner with Community-Based Organizations to set up an art utility box program within the Village.	OCA and DOT	Grants; Capital budget
7	Explore opportunities to partner with the Valley Transportation Authority to install artistic wayfinding signs to transit stops and to community amenities and points of interest at VTA transit stops.	OED and VTA	Grants; Capital improvement Program
8	Explore the possibility of adopting an ordinance for street business areas.	PBCE, OED	Grants; Capital improvement program
Legend	*DOT – Department of Transportation; OCA – Office of Cultural Affairs; OED – Office of Economic Development; PBCE – Department of Planning, Building and Code Enforcement; PRNS – Department of Parks, Recreation and Neighborhood Services; PW – Department of Public Works*		

Table 7.1 List of Implementing Actions (continued)			
Action Item #	**Action Item**	**Responsibility**	**Potential Financing Measures**
9	Explore opportunities to acquire property for park development.	PRNS	Grants; Capital Improvement Program; Park Impact Ordinance/Parkland Dedication Ordinance through Private development investments
10	Explore opportunities to create better connections to the trails in Guadalupe Park.	PRNS, DOT	Grants; Capital budget; Park Impact Ordinance/Parkland Dedication Ordinance through Private development investments
11	Explore restricting through traffic from the I-880 off-ramp to Burton Avenue by making Burton Avenue a right in, right out configuration. The I-880 off-ramp would then be two dedicated left lanes and one dedicated right lane.	DOT	Grants; Capital improvement program
12	Explore restricting through traffic from North 1st Street to East Younger Avenue by making East Younger Avenue a right in, right out configuration.	DOT	Grants; Capital improvement program
13	Upon receipt of funding, conduct a luminosity or similar study to establish potential locations for pedestrian-scaled lighting.	DOT, PW	Grants; Citywide Planning Fee Fund; Capital budget
14	Explore increasing pedestrian crossings in the west/east direction across North 1st Street.	DOT	Grants; Capital improvement program
Legend	*DOT – Department of Transportation; OCA – Office of Cultural Affairs; OED – Office of Economic Development; PBCE – Department of Planning, Building and Code Enforcement; PRNS – Department of Parks, Recreation and Neighborhood Services; PW – Department of Public Works*		

Funding Strategies for Improvements

This Chapter identifies sources of funding to construct or implement various aspects of the Village Plan. These financing strategies will assist the City in competing for discretionary funding and in planning for future project budgets.

The financial plan presented here is general in nature and addresses the availability of funding and potential funding sources for various components of the Village Plan, allowing flexibility for a long-range plan where funding sources and availability change over time. As the plan is implemented and as specific projects are considered by the Council, detailed financial analysis will be made, and specific sources of

funding will be identified for each project. A review of funding sources and availability will be a continuing task of plan implementation.
Currently, both state law (Government Code section 65864 et seq.) and local ordinance (San José Municipal Code Chapter 18.02) authorize the City to enter into development agreements under specified circumstances with landowners who apply to the City to negotiate such an agreement and the parties voluntarily enter into such an agreement. Some landowners and developers in this Village area may desire to apply for a development agreement with the City, and the negotiated development agreement may provide for agreed upon additional benefits and/or funding for improvements to the Village area in exchange for specified development rights for a specified period of time.

The City has also adopted various requirements to increase the supply of affordable housing including, but not limited to, the Inclusionary Housing Ordinance applicable to specified residential development and the Commercial Linkage Fee ordinance applicable to specified non-residential development (see San Jose Municipal Code Chapters 5.08 and 5.11 respectively).

Among other requirements of new development, as mentioned above in the discussion of parks the City has adopted improvement and fee requirements for the provision of parklands (San Jose Municipal Code Chapter 14.25). The City also requires standardized street and sidewalk improvements of new development, additional transportation related improvements as the result of project specific traffic studies, and street lighting and trees in accordance with City requirements.

In addition to these existing entitlement-related programs and requirements, City staff will explore all or some of the following potential funding sources to determine whether they are feasible and applicable:

- Mitigation programs and fees (Government Code 66000 et seq.);
- Various special districts under state law;
- State and Federal grants;
- Public/private partnerships; and
- Other sources yet to be identified.

Mitigation programs and mitigation fees under Government Code section 66000 could be explored as well as the establishment of some form of special district to provide for various public improvements in the Village area, but generally require that a nexus to the impacts of new development on the desired improvements be established for the requirement to be valid.

Grants through various agencies and departments within the State or the Federal governments could be pursued to help fund programs or improvement projects. Some of the grants are through the National Endowment for the Arts, United States Economic Development Administration, National Park Service, California Department of Parks and Recreation, California Department of Transportation, and the United States Department of Housing and Urban Development. As with all grant funding, there are regulations tied to how the grant funds can be utilized, if awarded.

Public/private partnerships can be formed through the development review process when a project is in the Planning entitlement phase. These partnerships can also be formed through grant funded activities between Community Based Organizations (or similar) and various City Departments.

APPENDICES

APPENDIX A:

Village Planning & Community Outreach Process

In 2015, Caltrans awarded the City a Priority Development Area (PDA) Planning grant to develop an Urban Village Plan for the North 1st Street Local Transit Village. The planning process for the North 1st Street Local Transit Village began in 2016.

Village Boundary Alterations

When the General Plan was adopted in 2011, the urban village strategy and their respective boundaries were established. Through the village planning process, the boundary of a village may be changed and refined. The North 1st Street Village boundary was slightly expanded east and contracted on the south and north east ends. The Village boundary established in the 2011 General Plan generally extended from Interstate 880 to the north, State Route 87 to the west, North 3rd Street to the east, and to West/East Julian Street to the south. The current Village boundary extends from Interstate 880 to the north, North San Pedro Street to the west, North 2nd Street to the east, and Hensley Street to the south.

In the northern section of the Village, properties were removed from the boundary due to the low potential of redevelopment. In the central and southern section of the Village, properties were removed due to the low potential of redevelopment and potential historic resources.

Through the Village planning process, staff heard feedback from the community and interested parties, as well as consultants on what the Village boundary should be. At workshops, the community and interested parties expressed interest in expanding the Village westward to encompass State Route 87 and Guadalupe River Trail. Consultants evaluated the Village boundary against market demand and development potential. Staff evaluated the Village boundary with a critical eye to preserving historic resources, as this was a desire from the community.

North 1st Street Local Transit Village Plan

Public Workshops:

First Workshop: Community Values & Guiding Principles

The first workshop was held in-person on June 13, 2019 and drew in approximately 56 community members. At this workshop, Planning staff presented the Urban Village concept and asked participants to identify assets and opportunities within the Village through a hands-on small group exercise. The small group exercise was structured around a series of questions that touched on assets present in the Village, opportunities sought within the Village, and the future vision of the Village. Assets were defined as places, buildings, and environments that were prized within the community. Opportunities were defined as areas of improvement or change. The vision is the overarching concept for the community's preferred future for development and transformation of the corridor. After the small group exercise, participants were invited to share their ideas with the group before adjourning.

Second Workshop: Character Area Visioning

The second workshop was held in-person on October 21, 2019 and drew in approximately 50 community members. The purpose of this workshop was to establish character areas within the Village. The character areas were then used to inform the land use designations, heights, densities, Floor Area Ratios (FARs), historic preservation policies, open space/plaza policies, and transportation related policies. At this workshop, Planning staff presented the purpose of the second workshop, provided a recap on the Village planning effort thus far, and walked through what character areas were. The presentation was followed by a small group exercise. The small group exercise focused on what the community envisioned to see in each character area in terms of types of businesses and open space, locations for open space, and transportation improvements. After the small group exercise, participants presented their ideas to the group before adjourning.

Third Workshop: Community Open House

The third workshop series was held virtually through zoom on Monday, August 16, 2021 and Saturday, August 21, 2021 and drew in approximately 60 community members. The purpose of these workshops was to present the draft Village Plan and obtain feedback. The draft Village Plan was built upon the feedback provided during the first and second workshops. The draft Village Plan contains information related to land use, maximum heights, urban design concepts, parks and open space, and circulation and streetscape. The draft Village Plan also proposes to change the village boundary. Following the staff presentation, participants were placed into breakout rooms for small group discussion and feedback of the presented concepts. The small group discussion was led by a city staff facilitator and a city staff note taker. After the small group discussion, participants were placed back into the main zoom room for close out and next steps.

Focused Community Outreach:

Technical Advisory Committee (TAC)/Outside Agencies

A Technical Advisory Committee (TAC) was formed to collaborate on Village concepts and provide feedback on specific subjects. The TAC was comprised of City departments, including the Department of Transportation, Public Works, Housing, Parks, Recreation, and Neighborhood Services, and outside agencies, such as the Valley Transportation Authority (VTA).

Neighborhood Leaders Meetings

In-person and virtual meetings were held with neighborhood leaders for neighborhoods in and around the Village boundary. The purpose of these meetings was to provide information, introduce the purpose of the workshops, and obtain early feedback. There were a total of two meetings held, with roughly 60 total attendees. Community leaders from Vendome, Japantown, Hensley, Rosemary Gardens, The Plaza, Hyde Park, Park Townsend, and Ryland Mews were invited to attend these Neighborhood Leaders Meetings. Council District staff were also invited to attend these meetings.

Online Survey:

An online survey was created to obtain feedback from the community regarding the primary priorities of the Village.

The online survey went live on the project website on June 10, 2019 and closed on July 7, 2019. The online survey was initially set to close on June 30, 2019, however, in order to receive additional responses, the survey was extended by one week to July 7, 2019. An email blast was sent to community leaders, interested parties, and attendees of the First Workshop informing them of the survey. Furthermore, posts were made to Planning, Building, and Code Enforcement's website and social media platforms (Instagram, Facebook and Twitter) notifying interested parties of the survey. Council District 3 office also posted on their social media platforms (Nextdoor and Facebook).

The survey had four components: introduction, background, values, and additional comments. The introduction section welcomed participants to share feedback and noted that comments would be anonymous. The background section provided information about the policy context of urban villages and more specific information on this Village Plan. The values section asked participants to rank a series of statements using a rating scale of 1 through 5 (where 1 represented strongly disagreeing and 5 represented strongly agree). There were six total statements that touched upon transportation, housing, and land uses. The optional additional comments section allowed participants to share the cross streets of where they lived and/or worked and any additional typed comments.

A total of 103 survey responses were received. Of the survey responses, 54 participants provided additional written comments. Eighty-two participants lived within two miles of the Village boundary and all participants live within five miles of the Village boundary. Participants expressed concerns about lack of affordable housing, additional cars and traffic, displacement, insufficient number of parking spaces, surface parking lots, homeless, lack of commercial services, and lack of parks.

Virtual Drop-In Office Hours:

A series of virtual drop-in office hours were held virtually to provide additional opportunities to ask questions, receive answers, and have discussions. These office hours were informal and did not have an agenda, and were an open invitation for anyone to drop in. A total of two virtual office hours were held and there were a total of 11 participants. The virtual office hours were held on the following dates: August 25, 2021 and August 31, 2021.

A summary of the virtual drop-in office hours in incorporated as part of this appendix.

APPENDIX B:

Relationship to Other Documents

The Village Plan relies and builds upon adopted City Council policies, documents, and regulations for guidance and direction. The Village Plan also creates new goals, standards, and guidelines that are unique to the Village boundary and important to the stakeholders within and around the Village boundary. Below is a description of several approved City Council policies, documents, and regulations that this Village Plan relies and builds upon.

General Plan

The Village Plan implements the Envision San José 2040 General Plan (General Plan). The General Plan sets forth a vision and a comprehensive road map to guide the City's continued growth through to year 2040, establishing 12 Major Strategies to guide the physical development of the City. This Village Plan directly implements Major Strategy #1 Community Based Planning, Major Strategy #5 Urban Villages, Major Strategy #6 Streetscapes for People, and Major Strategy #8 Fiscally Strong City.

Historic Resources Inventory and City Landmarks

The Historic Resources Inventory is the City's inventory of properties that have historic merit, including those that do not rise to the level of a Historic Landmark. Although the Historic Resources Inventory is not a complete catalogue of potentially historically sensitive properties, it provides information on over 4,000 properties citywide.

City Landmarks are properties that have undergone a historic evaluation and are deemed historically significant. These properties require a recommendation by the Historic Landmarks Commission and City Council approval to be deemed an official City Landmark. These City Landmarks are placed on an inventory and have additional protections to ensure these historic resources remain for the current and future generations.

Citywide Design Standards and Guidelines

This Village Plan relies on the Citywide Design Standards and Guidelines for requirements and guidance on urban design. Additional urban design policies, standards, and guidelines are contained in the Village Plan, and provide additional Village-specific urban design concepts and direction. The Citywide Design Standards and Guidelines document was adopted by the City Council on February 23, 2021 and shall inform the urban and architectural design of private development projects in addition to this Village Plan.

Zoning Ordinance

The Zoning Ordinance (Title 20 of the San José Municipal Code) implements the Village Plan by containing specific development standards (e.g. setbacks, uses) and permitting requirements development projects must follow.

Complete Streets Design Standards and Guidelines

The Village Plan relies on the Complete Streets Design Standards and Guidelines for requirements and guidance on streetscape improvements. While this Village Plan specifies required sidewalk widths, the Complete Streets Design Standards and Guidelines shall be used for street design standards and guidelines.

Downtown Transportation Plan

As of the date of approval of this Plan by the City Council, the Downtown Transportation Plan was under development and not yet approved by the City Council. The Downtown Transportation Plan is a community-based plan that identifies a prioritized list of transportation improvement projects, programs, and policies for implementation in a 20-year period. The effort aims to reshape the downtown transportation system to one that aligns with the community values and advances the City's mobility goals. The study area for the Downtown Transportation Plan is roughly bounded by Taylor Street to the north, Keyes Street to the south, Race Street to the west, and 11th Street to the east. A portion of the Village overlaps with the Downtown Transportation Plan boundary (generally between Taylor Street and Hensley Street). The Downtown Transportation Plan, when approved by the City Council, will apply to the small portion of the Village that overlaps with the Downtown Transportation Plan boundary.

Access and Mobility Plan

The future citywide Access and Mobility Plan builds upon the goals contained in Climate Smart and the General Plan and will lay out transportation goals and strategies to shift the mode of travel from single-occupancy vehicles to walking, biking, and taking public transportation. The Access and Mobility Plan tracks progress for the goals and will include metrics (key performance indicators) to provide information on which improvements will provide the greatest values.

Better Bike Plan 2025

The Village Plan relies on the San José Better Bike Plan 2025 for bicycle infrastructure improvements. Better Bike Plan 2025 updates San José Bike Plan 2020 to create a bicycle network that is safe, comfortable, and convenient. The goals of San José Bike Plan 2025are to eliminate roadway fatalities and major injuries, create a bicycle network that enriches the lives of everyone who lives, works, or plays in San José, and encourage more people to bike. The San José Better Bike Plan 2025 sets the vision for a safe, direct, and connected citywide bike network that supports people's daily needs.

Climate Smart San José

Climate Smart San Jose (Climate Smart) is a plan approved by the City Council in February 2018 that takes a people-focused approach to reduce greenhouse gas emissions, save water, and improve the quality of life by laying out how San José is addressing climate change over time with metrics to track the progress. Climate Smart uses the Envision San Jose 2040 General Plan as a foundation and identifies nine strategies to reduce emissions in San José to reach the State's target of 80% greenhouse gas emissions reduction below 1990 levels by 2050, as well as achievement the Paris Climate Agreement goals, including the reduction in carbon emissions required by 2050 to keep the rise in average global temperature to below two degrees Celsius. The Village Plan promotes infill development along a transit corridor, and therefore promotes achievement of the goals contained in Climate Smart.

Green Stormwater Infrastructure Plan

The City's Green Stormwater Infrastructure (GSI) Plan, approved by City Council in September 2019, addresses how the urban landscape and storm drainage systems will change from reliance on traditional "grey" infrastructure to an integrated approach that includes more resilient and sustainable

"green" infrastructure systems. The goals of the GSI Plan include: protect beneficial uses of waterways within San Jose, including the Bay, and provide environmental and community benefits; capture, infiltrate, treat, and/or "repurpose" stormwater with multi-benefit projects that can enhance public spaces, water supply, flood control, habitat and green spaces; retrofit public rights-of-way to exhibit complete streets with GSI; reduce pollutants discharging to creeks from the municipal separate storm sewer system; and demonstrate quantitatively the pollutant load reductions that can be achieved through GSI implementation. The Village Plan assists in implementing the GSI Plan.

Greenprint and Activate SJ

The Greenprint is a long-term plan that sets goals and strategies for how San José's parks, trails and community centers will change over the next 20 years. City staff and policy makers use the Greenprint as a guide as they explore the ways the parks system can help people in San José be healthier and happier. ActivateSJ builds upon the work that the Greenprint sets forth. The ActivateSJ Strategic Plan is the City of San José's Department of Parks, Recreation and Neighborhood Services' (PRNS) plan to maintain, improve and expand our facilities, programs and services. Greenprint, emphasizing the principles of stewardship, nature, equity and access, identity, and public life, guides how the Parks, Recreation, and Neighborhood Services Department cares for and develops a diverse park system, and an abundance of recreation programs and services for San José.

APPENDIX C:

Definitions

Big box uses: For purposes of this Village Plan, a big box store is a predominantly, but not exclusively, a one-room, single-story building of at least 35,000 square feet that houses a single retailer or grocer and that is surrounded by a large parking lot, or in an urban setting has a large above-or below-ground parking structure. Big boxes are typically stand-alone structures, but may also be located in strip malls and shopping centers.

Mom and pop: "Mom-and-pop" is a colloquial term used to describe a small, family-owned, or independent business that is family-owned, controlled, and operated business. It is typically open for business only in a single location and not franchised.

APPENDIX D:

Architectural Styles

This Appendix is used to provide objective guidance on Urban Design and Placemaking Standard UDP-1.

Spanish Colonial Revival Style Character-Defining Features

- Low-pitched gable roof usually made of red tile with little or no eave overhang
- Prominent arches placed above the door or principal window, or beneath porch roof
- Stucco wall cladding
- Asymmetrical façade
- Wall surface usually extends without break into the gable

Streamline Moderne Style Character-Defining Features

- Horizontal, cubist massing
- Curved building corners
- Flat or low-pitched roofs
- Smooth stucco or cement plaster finish
- Horizontal banding inscribed into exterior stucco
- Horizontal overhangs or cornice bands often with curved corners
- Steel industrial sash windows (earlier examples can display wood-sash windows)
- Glass block
- Rounded or “porthole” windows

Contemporary Style Character-Defining Features

- Low-pitched gable or flat roof with widely overhanging eaves
- Exposed roof beams
- Windows generally placed in gable ends or just below roofline in non-gabled façades
- Built of natural materials (wood, stone, brick, or occasionally concrete)
- Broad expanse of uninterrupted wall surface typically on front façade
- Entry may be recessed or obscured
- Asymmetrical façade

New Formalism Style Character-Defining Features

- Symmetrical plan
- Flat roof with heavy overhanging roof slab
- Full-height columns of steel or concrete connecting the roof slab to the site
- Cast stone or concrete block screens linking the building to its site
- Arcade of stylized arches and plain columns at the base of the building
- Building tower set back from the street in a landscaped plaza
- Building expressed as a tower of steel
- Presence of stylized ornamentation

Minimal Traditional Style Character-Defining Features

- Single-story rectangular plan
- Low-pitched, hipped or gable roof with close (shallow) eaves
- Overall lack of architectural detail
- Stucco cladding with clapboard or wood shingle siding
- Small front porch supported by square or rectangular columns

- Overall lack of architectural detail
- Multiple-light windows with shutters
- Prominent attached garage

Beaux Arts Style Character-Defining Features

- Symmetrical articulation
- Lavish and intensive surface decoration
- A single architectural element set as a grand gesture – often an over-scaled archway, triple archway or short but dramatic colonnade as the center of the composition
- Coupled columns
- Facades composed around advancing and receding wall planes. The transition from one plane to another is often highlighted with multiple corner elements.
- Entablatures that advance and recede to mark the locations of columns below
- An active roofline (for a classical style) with dramatic roof-top figure sculpture
- Fully and boldly formed ornamental sculpture employed elsewhere on the facades (as opposed to more subtle bas relief)
- Monumental (sometimes multiple) runs of steps approaching a building's entrance
- Floor plans that culminate in a single grand room
- Axial floor plans that establish vistas through different spaces

Mission Style Character-Defining Features

- Simple, smooth stucco or plaster siding
- Broad, overhanging eaves
- Exposed rafters
- Low-pitched hipped or gabled tile roof
- Roof parapets
- Large square pillars
- Twisted columns
- Arched entry and windows
- Covered walkways or arcades
- Round or quatrefoil window
- Restrained decorative elements of tile, iron, and wood

Craftsman Style Character-Defining Features

- Low-pitched, gabled roof (occasionally hipped)
- Unenclosed eave overhang
- Exposed roof rafters and beams
- Partial- or full-width porches

Colonial Revival Style Character-Defining Features

- Gable or gambrel roofs
- Windows with double-hung sashes and frequently in adjacent pairs
- Decorative pediment either supported by pilasters, or extended forward and supported by columns to form entry porch
- Symmetrical façade with balanced windows and center door

International Style Character-Defining Features

- Blocky massing
- Horizontal bands of flush-mounted windows
- Contrasting spandrels of metal or colored glass
- Flat roofs
- Expressed structural system in steel and concrete
- Lack or absence of applied ornamentation
- Square building corners, often expressed as windows

NORTH 1ST STREET LOCAL TRANSIT VILLAGE PLAN