Stevens Creek Urban Village Plan
Planning Commission Study Session
June 14, 2017
Stevens Creek Urban Village

**Planned Growth:**

- **Job Capacity:** 4,500 jobs (1,350,000 sq.ft.)
- **Housing Yield:** 3,860 units
Community Input
Community Engagement

- 3 Community Workshops
- 2 Online Surveys
- 1 Intercept Survey
- 12 Advisory Group Meetings
Outside Agency Coordination
City Departments & Outside Agency Coordination

**Participating City Departments:**
- Parks, Recreation and Neighborhood Services (PRNS)
- Cultural Affairs
- Transportation (DOT)
- Public Works
- Office of Economic Development
- Environmental Services

**Outside Agency Coordination:**
- Santa Clara Valley Transportation Authority (VTA)
- Planning and Public Works staff from the City of Santa Clara and Cupertino
- Planning and Public Works staff from the City of Cupertino.
1. New Parks and Gathering Spaces
   Spur new parks and public gathering spaces that are designed for a variety of uses and ages.

2. Foster Connection
   Foster connections between San Jose, Santa Clara, and Cupertino and link neighborhoods better through pedestrian, bicycle, and transit improvements.

3. A Great Street
   Create a great street that is prominent, memorable, and functions well for all users.

4. Economic and Residential Vibrancy
   Create a vibrant mixed-use corridor with a variety of businesses and housing types that meets the needs of future generations.
Support the development of attractive, walkable, bikable, vibrant places.

Urban Village Plan Content

Identifies:

- Areas for commercial and residential land uses;
- Adjustments to the Urban Village boundary;
- Building heights and densities;
- Streetscape and building design guidelines.
Land Use and Height
The Land Use Plan identifies locations and intensities of new development, which will accommodate the planned jobs and housing growth.
Land Use Plan & Height Diagram
Urban Design
Urban Design Concept Framework
Urban Design

Goals, policies, standards and guidelines that promote:

- High-quality building design
- Active ground floors
- Transitions to established neighborhoods
- Wide sidewalks and green buffers
- Walkable blocks and improved connections
- Reduce and screen parking
- Sustainability and innovation
- Community amenities
For buildings new development next to existing residential structures that are 3 stories or less, new buildings and structures shall not intercept a 45-degree daylight plane inclined inward at an adjacent single-family residential property line.
Standard

3. For buildings next to existing non-residential uses, stories above four stories or 45 feet must step back so as not to intercept a 45-degree daylight plane inclined inward from the building edge.

**Change this Standard to a Guideline**

*A daylight plane is a tool used to determine building height and setback requirements. The daylight plane varies by zone and land use. It provides a point and angle from which a daylight plane or line is drawn, within which the building must fit.*
Front Setback – Non-Residential

**Standard**

4. Provide a front setback to achieve a minimum 20-foot wide pedestrian environment along the ground floor of a non-residential development fronting onto Stevens Creek Boulevard, Saratoga Avenue, and Kiely Boulevard. This will allow a small privately-owned public open space (POPOS) as well as a seven- to eight-foot wide pedestrian zone and a four- to five-foot wide zone for shade-producing street trees.
Front Setback - Residential

**Standard**

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

Front residential setback of new development across from existing non-residential development (Stevens Creek Blvd, Saratoga Ave, Kiely Blvd)
Front Setback & Building Height Transition – Across Albany Dr. from Residential

**Standards**

6. Provide a 22-foot setback, including a 12-foot sidewalk and 10-foot landscaped buffer, for development facing existing residential uses across Albany Drive.

7. For buildings across from residential uses on Albany Drive, stories above four stories or 45 feet must step back so as not to intercept a 45-degree daylight plane inclined inward from the building edge.
Circulation and Streetscape
Circulation & Streetscape

Key Ideas:

- Improve traffic flow and enhance multimodal connectivity.

- Improve quality-of-life and strengthen quality-of-place.

- Work with partners and neighbors to create cohesive area-wide and local transportation networks.
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