North 1st Street
Local Transit Village
First Workshop

June 13, 2019
Agenda

1. Introduction
2. Existing Conditions
3. Value Statements
4. Design Exercise
5. Summarizing
• Help us understand what the assets and opportunities are within your community and village boundary
• Assets are places, buildings, and environments that are prized within the community
• Opportunities are areas of improvement
Guiding policy document for the City with 12 Major Strategies:

1. Community Based Planning
2. Regional Employment Center
3. Fiscally Strong City
4. Focused Growth
5. **Urban Villages**
6. Streets for People
7. Destination Downtown
8. Greenline/Urban Growth Boundary
9. Environmental Stewardship
10. Life Amidst Abundant Natural Resources
11. Design for a Healthy Community
12. Plan Horizons and Periodic Major Review

- Regional Transit
- Local Transit
- Commercial Corridor and Center
- Neighborhood
• Framework to plan for new job and housing growth
• Greenhouse gas reduction/sustainability strategy
• Economic development strategy
• Strategy to build more healthy communities
• Blueprint for the development of Great Places!
A City of Villages

- 13 approved urban village plans
- Total of 64 urban villages
Range of Sizes

- 269 Acres
- 300 acres
- 117 acres
- 13 acres
- 16 acres
- 11 acres
- 54 acres
- 270 acres
Village Character

- Mix of land uses to create complete communities
- Designed for walking, biking and transit
- Higher densities in the right places
- Parks and plazas integrated
- Community living room
- Vibrant great places!
Types of policies within Urban Village Plans

Typical chapters:
- Introduction
- Vision
- Land Use
- Parks, Plazas, Public Art, Placemaking, Open Space, Wayfinding
- Urban Design
- Circulation and Streetscape
- Implementation
- Appendices
In Progress Village Plans

- North 1st Street
- Berryessa BART
- Southwest Expressway
- Race Street
- Eastside Alum Rock

Approved Village Plans

- Roosevelt Park
- Little Portugal
- Five Wounds
- 24th & William
- Stevens Creek
- Winchester Boulevard
- Santana Row/Valley Fair
- East Santa Clara Street
- South Bascom (North)
- West San Carlos
- The Alameda (East)
- Alum Rock Zoning

Upcoming new urban village plans & previously approved village plans
North 1st Street Local Transit Village

WE ARE HERE

- Workshop 1 (June 2019)
- Workshop 2 (Fall 2019)
- Workshop 3 (Fall 2020)
- Planning Commission (Winter 2021)
- City Council (Winter 2021)

Online Survey
NORTH 1ST STREET LOCAL TRANSIT VILLAGE
EXISTING CONDITIONS
URBAN VILLAGE BOUNDARY

- Along North 1st Street between East Julian Street and HWY 880 (The boundary can change through the process.)
- Total Area: 132 acres

GENERAL PLAN CAPACITY

1,678
Housing Units
(333 dwelling units have been entitled)

756,000
COMMERCIAL
SQFT
(Equivalent to 2,520 jobs)
North 1st Street Urban Village is adjacent to 6 distinctive neighborhoods.
HISTORIC RESOURCES

City Landmark
1. 607 North 1st Street
2. 396 North 1st Street
3. 311 North 2nd Street
CULTURAL ASSETS

Santa Clara Law Library

Other Cultural Assets In The Area

1. Joyce Ellington Branch Library
2. Dr. Martin Luther King, Jr. Library
3. Oriental Christian Center
4. Northside Community Center
5. African American Community Services
6. Third Street Community Center
7. John XXIII Multi-Services Center
8. Piazza Piccola Italia
9. The Darkroom at Debug
SOCIO-ECONOMIC ANALYSIS
EXISTING POPULATION

Total population in the village area:

1,120
## Demographics

<table>
<thead>
<tr>
<th></th>
<th>Village Area</th>
<th>San José</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 Median Age</td>
<td>36.2</td>
<td>36.8</td>
</tr>
<tr>
<td>Median HH Income</td>
<td>$58,691</td>
<td>$104,675</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$415,564</td>
<td>$854,700</td>
</tr>
<tr>
<td>Income / Home Value %</td>
<td>14.1%</td>
<td>12.2%</td>
</tr>
</tbody>
</table>


**Source:**

**North 1st Street Local Transit Village**

**Skidmore, Owings & Merrill LLP**
VTA LIGHT RAIL NETWORK

Provides connections to:
Mountain View, NASA/Ames,
Levi’s Stadium, Downtown, Diridon Station
REGIONAL TRANSIT ACCESS

- BART extension to Downtown San José expected in 2026
- Regional Connection by Caltrain and Amtrak:
  - To Mountain View: 40 minutes
  - To Fremont: 1 hour (40 minutes with BART)
- San José International Airport

Source: Santa Clara Valley Transportation Authority, 2019
Travel time obtained from Google Maps, 2019
TRANSIT AND RAIL CORRIDORS

- Gateway to downtown San José
- Good access to parks and community centers

ISSUES

- No southbound bus route on North 1st Street
- VTA light rail frequency not enough
- Noise from freight line

Source: Santa Clara Valley Transportation Authority, 2019

NORTH 1ST STREET LOCAL TRANSIT VILLAGE
SKIDMORE, OWINGS & MERRILL LLP
BICYCLE NETWORK

- Developing bicycle network, but connectivity can be improved.
- Guadalupe River Trail is difficult to access but provides regional connections and is a popular commuting route.
- East-west connections are inconsistent throughout Transit Village area.

Source: San José Better Bike Plan 2020, City of San José, 2019.
PEDESTRIAN ENVIRONMENT

ISSUE 1
Narrow sidewalk along part of the street

ISSUE 2
Wide crossing with simple marks

ISSUE 3
Light rail platform obstructs sidewalk
CONSTRANTS AND OPPORTUNITIES

TRANSIT
Constraints:
- Transit on North 1st Street is slowed by general traffic and cross streets
- Lack of bus route heading south bound along North 1st Street
- VTA light rail frequency not enough

Opportunities:
- Existing, high capacity transit on North 1st Street can be improved and better leveraged
- Expected arrival of BART to downtown San José (Phase 2) will provide regional transit connectivity at a local scale

BICYCLING
Constraints:
- The right-of-way widths are constrained by light rail and property lines, re-allocating space for cyclists may be challenging on the primary corridor
- Light rail tracks pose a hazard for cyclists
- SR-87 presents a physical barrier to east-west travel, limiting access to existing bike facilities

Opportunities:
- Improved access to the Guadalupe River Trail
- Existing bike lanes on Empire, Hedding and Taylor can be better connect to and improved upon for lower-stress cycling connections

PEDESTRIAN
Constraints:
- Long distances between marked, legal crossings on North 1st Street, combined with semi-dedicated ROW for light rail, make crossing the corridor difficult
- Skewed intersections and busy intersecting streets create long crossing distances

Opportunities:
- Sidewalks are provided throughout the Village area, and targeted improvements (widening) can improve the pedestrian experience
- Improved intersection design and markings will make crossing all streets within the Local Transit Village area easier and will improve pedestrian circulation
OPEN SPACE
PUBLIC OPEN SPACE

ISSUES
- Lack of public open space
- Poor connection to Guadalupe River Park
CONSTRAINTS AND OPPORTUNITIES
SOUTHERN AREA

Newer Housing

Unfriendly Pedestrian Environment
VALUE STATEMENTS
Economic Sustainability

We need to create business and job opportunities as well as the tax base to support the community and public amenities for the Village:

What types of jobs should be provided here at this location?
Economic Sustainability

We need to create business and job opportunities as well as the tax base to support the community and public amenities for the Village:

What types of businesses should we attract here to support the neighborhood?
Create a Vibrant Mixed-use Neighborhood

To create an attractive and vibrant neighborhood, what types of development would be appropriate here to take advantage of transit services and support desired public amenities:

What types of housing do we need?
Low-rise, mid-rise, high-rise and mid-rise mixed
Create a Vibrant Mixed-use Neighborhood

To create an attractive and vibrant neighborhood, what types of development would be appropriate here to take advantage of transit services and support desired public amenities:

How should we provide a diverse range of residences including family, children, singles, seniors, etc?
Connections & Transportation

To create a connected neighborhood, what types of transportation and mobility choices would be appropriate here to take advantage of transit services and support daily life:

What types of **transportation solutions** benefit this area the most?
Transit-oriented Development

To encourage pedestrian and bicycle travel throughout the Village and to promote public health, we should improve streetscape:

What have you **experienced in other areas** that you’d like to see in the North 1st Street Local Transit Village? What are some of your favorite streets, and why? In San José? In other cities?
Amenities - Open Space

To create a healthy and sustainable neighborhood, what types of public space would be appropriate here to support community and build character:

What are your favorite outdoor activities?  
What is your favorite park or plaza in San José or elsewhere?
Amenities - Retail & Public Facilities

To support everyday needs and encourage gathering, what kinds of facilities would be appropriate here to take advantage of transit services and support community:

**What type of public facilities** do we need in the area?
**What type of shopping** do we need in the area?
Amenities - Neighborhood Character

The village is adjacent to 6 distinctive neighborhoods with mixed architecture of the neighborhood consisting of mid-century, Victorian, and California Mediterranean:

What is artwork you’ve seen in the public realm, anywhere in the world that you like?
How do you think art can enhance your neighborhood?
DESIGN EXERCISE
• Your input will be used to form the Guiding Principles and Vision for this village effort
• Online Survey: http://www.sanjoseca.gov/north1stvillage
• Total of 3 workshops
• 2 public hearings
• 2 online surveys
THANK YOU!