

---

# CAPITOL CALTRAIN URBAN VILLAGE PLAN

---

Adopted by the City Council on  
November 28, 2023



## **Acknowledgements**

### **City Council**

**Bien Doan**, District 7 Council Member

### **Planning, Building, & Code Enforcement (PBCE)**

**Eric Roberts**, Project Manager, Planner III – Station Area Planner

**Charla Gomez**, Planner IV - Station Area Planning Team Lead

**Michael Brilliot**, Deputy Director of Planning

### **Department of Transportation (DOT)**

**Wilson Tam**, Transportation Planning Manager, Team Lead

**Ramses Madou**, Division Manager

**Jessica Zenk**, Deputy Director - Transportation Planning & Project Delivery

### **Public Works**

**Ryan Do**, Division Manager

**Florin Lapustea**, Senior Staff Engineer

### **Parks, Recreation, and Neighborhood Services (PRNS)**

**Rebekah Ross**, Planner IV

**Leonel Tapia**, Planner III

**Raymond Costantino**, Deputy Director

### **VTA**

**Jessie O'Malley Solis**, Transit Oriented Development Program Manager

**Christina Nape**, Transit-Oriented Development Project Manager

### **Caltrain**

**Nadine Fogarty**, Deputy Director, TOD and Real Estate Planning

**David Pape**, Principal Planner

### **Grant Funding**

**Local Early Action Planning (LEAP) Grant**

### **Consulting Team**

**WRT**

**Strategic Economics**

# Table of Contents

<b>Chapter 1: Introduction</b> .....	<b>4</b>
<ul style="list-style-type: none"><li>• Describes the planning areas and the Village Plan purpose and outlines the organization of the Village Plan document.</li><li>• Relationship of Plan to other Documents: Provides an overview of the relationship between the Village Plan and other city documents.</li><li>• 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.</li></ul>	
<b>Chapter 2: Vision</b> .....	<b>11</b>
<ul style="list-style-type: none"><li>• Conveys the community’s vision for the Capitol Caltrain Urban Village and presents the guiding principles which inform the Goals, Policies, and Action Items contained within this Village Plan.</li></ul>	
<b>Chapter 3: Land Use</b> .....	<b>13</b>
<ul style="list-style-type: none"><li>• Describes the planned growth, identifies land use designations, and land use Goals, Policies, and Action Items.</li></ul>	
<b>Chapter 4: Urban Design</b> .....	<b>22</b>
<ul style="list-style-type: none"><li>• Describes the urban design concept and the placemaking strategy. Contains Goals, Policies, and Action Items related to urban design and placemaking opportunities.</li></ul>	
<b>Chapter 5: Open Space</b> .....	<b>40</b>
<ul style="list-style-type: none"><li>• Identifies Goals, Policies, 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.</li></ul>	
<b>Chapter 6: Circulation and Streetscape</b> .....	<b>49</b>
<ul style="list-style-type: none"><li>• Discusses the existing circulation network for pedestrians, bicyclists, and cars, streetscape treatments, and transportation improvements as future Action Items.</li></ul>	
<b>Chapter 7: Implementation</b> .....	<b>71</b>
<ul style="list-style-type: none"><li>• Summarizes the City’s Action Items and potential funding sources to assist with implementing certain aspects of the Village Plan over time.</li></ul>	

# Chapter 1: Introduction

## General Plan

The Envision San José 2040 General Plan (General Plan) sets forth a vision and a comprehensive road map to guide the City’s continued growth through to year 2040. The General Plan establishes 12 Major Strategies to guide the physical development of the City. The Capitol Caltrain Urban Village Plan (Village Plan) directly implements Major Strategy #1 Community Based Planning, Major Strategy #3 Focused Growth, Major Strategy #5 Urban Villages, Major Strategy #6 Streetscapes for People, Major Strategy #7 Measurable Sustainability / Environmental Stewardship, and Major Strategy #8 Fiscally Strong City.

The General Plan includes land use policies to shape the transformation of strategically identified and historically underutilized Growth Areas into higher-density, mixed-use, urban districts or “Urban Villages” which accommodate employment and housing growth in a way that reduces the environmental impacts of development by promoting transit use, bicycle facilities, and walkability. The General Plan places emphasis on placemaking, creating complete communities, and protecting commercial uses in San José, especially in designated Urban Villages.

While each Urban Village identified within the General Plan will develop within a unique context, they can be divided into four general categories: Regional Transit Urban Villages, Local Transit Urban Villages, Commercial Corridor and Center Urban Villages and Neighborhood Urban Villages. The Capitol Caltrain Station Area (Capitol Caltrain Urban Village) Plan is the fourth Regional Transit Urban Village plan to be completed.

Regional Transit Urban Villages are in locations within San José with unique access to major transit facilities. Because these locations have a large public investment in transit facilities and are regionally accessible, the General Plan policies strongly direct that new job and housing growth to occur at the highest feasible concentration and density, with particular emphasis upon employment growth to support the Regional Employment Center Strategy. Recognizing their emerging roles as City gateways and primary public spaces, attention will be given to the design of new development within these areas with careful consideration given to the formation of high-quality environments for public circulation and gathering.<sup>1</sup> By capitalizing on development potential in the surrounding area, these Urban Villages encourage greater utilization of regional transit infrastructure.

The Capitol Caltrain Urban Village Plan translates the goals of the General Plan to on-the-ground policies for the Station Area (Village). The Plan creates a gateway with a transit node that supports job creation, compact urban design, housing options, and transit-oriented development. Specifically, the Capitol Caltrain Urban Village is planned to accommodate 100 new jobs and 700 new housing units when fully developed. This concentration of jobs and housing supports a livable, multi-purpose transit node.

## Monterrey Corridor Working Group

The motivation for designating the Capitol Caltrain Station Area as a new Urban Village derived from the Monterey Corridor Working Group (MCWG). The MGWG was first convened in 2019 by Council Districts

---

<sup>1</sup> Envision San José 2040 General Plan, City of San José, page 18

2 and 7 and brought together representatives from multiple City departments, property owners, local businesses, and community groups. The goal of the MCWG was to promote economic vitality along Monterey Road, catalyze development opportunities, and promote livability and sense of place along the corridor. In 2019, the MCWG identified the Village Area as an opportunity site for developing a future hub for residents, workers, and commuters along the Monterey Corridor. In 2022, the Final Report of the Monterey Corridor Working Group identified the Capitol Caltrain Station Area as a priority for development of a mixed-use community hub along the Monterey Road corridor.<sup>2</sup>

## **Caltrain 2040 Long Range Service Plan**

The concept for a mixed-use community hub in the Urban Village builds upon Caltrain’s 2040 vision for frequent train service along the Caltrain line. Capitol Caltrain Station, located directly across Monterey Road from the Village, is expected to increase the frequency of trains serving the station as apart of Caltrain’s 2040 Plan. Currently, Capitol Caltrain Station serves 60 weekday passengers with 6 trains per day, or three trains in each direction. By 2040, Caltrain aims to increase station service to between 20-152 trains per day serving between 280-1,690 weekday passengers. This increase in service could result in a train approximately every 15 minutes on weekdays at Capitol Station.

These improvements in train service are expected to increase demand to live adjacent to the station to commute or travel around the region. This Urban Village Plan aims to meet and organize the demand for housing and retail by capturing the increased development potential that Caltrain service improvements would create near the Capitol station.

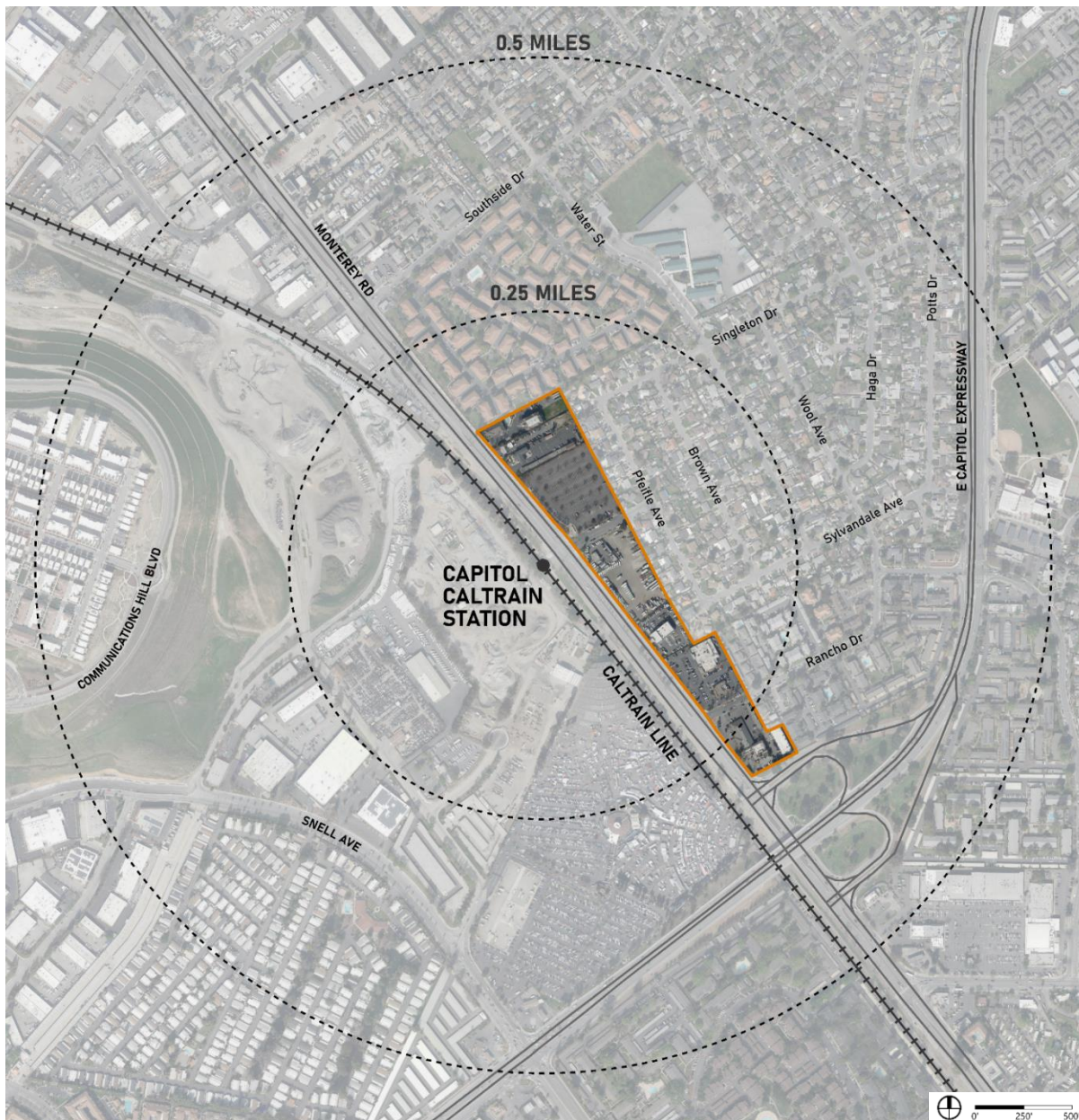
The Capitol Caltrain Urban Village is planned as a complete community which builds upon the surrounding neighborhoods, drawing upon the existing fabric and promoting community investment and growth. In a complete community, people have safe and convenient access to the amenities needed for daily life, including grocery stores and other commercial services, a variety of housing options, public open spaces, recreational facilities, and civic amenities, and multimodal transportation options. A complete neighborhood is built at a walkable and bikeable human scale and meets the needs of people of all ages and abilities. Goals, Policies, and Action Items shape new development and private and public investment to achieve the Urban Village Plan’s vision and guiding principles. The Urban Village Plan is focused on meeting future housing and employment needs for the area, while also improving public spaces like streets, sidewalks, and open spaces.

---

<sup>2</sup> City of San José Monterey Corridor Working Group Report, prepared by the Monterey Corridor Working Group, September 2022

## Urban Village Location

The Capitol Caltrain Urban Village boundary is defined by the East Capitol Expressway interchange to the south, Monterey Road to the west, residential development buffering Kenbrook Circle to the north, and residential development buffering Pfeifle Avenue to the east. Fehren Drive and Rancho Drive provide access between through the Urban Village from Monterey Road to residential development to the east. The Urban Village is located east of the Capitol Caltrain station, directly across Monterey Road, and includes currently commercial parcels and a VTA park and ride lot. There is no residential development within the Village.



**Figure I-1: Project Boundary and Vicinity**

The Capitol Caltrain Urban Village is located within a transition zone from low- and moderate-density residential development to the north and east, to industrial development located to the west. Neighboring residential areas include single-family homes, townhouses, and multi-unit apartment and condominium complexes. Commercial employment uses within the Village include car dealerships, strip mall offices, motels, restaurants, and a grocery store.

## **Relationship to Other Plans and Policies**

The Village Plan relies upon, builds upon, and must be consistent with adopted City Council policies, documents, and regulations for guidance and direction, including the policies and vision of the General Plan. The Village Plan also creates new Goals, Policies, Guidelines, and Action Items 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 are relevant to this Village Plan.

- **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 2025 are 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.

- **Complete Streets Design Standards & Guidelines**

The Complete Streets Design Standards & guidelines were developed to comprehensively guide how the City builds and retrofits streets. The design principles of this document work towards making every street in San José people-oriented, connected, and resilient. The Village Plan relies on this document for requirements and guidance on streetscape improvements. While this Village Plan specifies required right of way allocations on Fehren Drive, the Complete Streets Design Standards and Guidelines shall be used for street design standards and guidelines.

- **San José Citywide Design Standards and Guidelines**

The City updated and consolidated its residential, commercial, and industrial design guidelines as one document, entitled “San José Citywide Design Standards and Guidelines” (Citywide DSG), adopted by City Council on February 23, 2021 and subsequently modified in 2022. The Citywide DSG work in conjunction with other City documents and regulations to ensure that buildings throughout San José have high-quality design and are appropriate for their site, function, and neighborhood. Compliance with the Citywide DSG will be mandatory in the design review process for all applicable developments.

This Village Plan relies on the Citywide Design Standards & 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 & Guidelines document shall inform the urban and architectural design of private development projects in addition to this Village Plan.

- **Greenprint and Activate SJ**

Adopted in 2009, the Greenprint is a long-term strategic plan that sets goals and strategies to guide the future expansion of San José’s parks, trails, recreation facilities, community centers, and community services over the next 20 years. The Greenprint, which emphasizes the principles of stewardship, nature, equity and access, identity, and public life, guides how the Parks, Recreation, and Neighborhood Services Department (PRNS) cares for and develops a diverse park system and an abundance of recreation programs and services for San José. City staff and policy makers use the Greenprint as a guide as they explore the ways that the parks and recreation network can help people in San José be healthier and happier.

Adopted in 2020, ActivateSJ builds upon the work that the Greenprint sets forth. The ActivateSJ Strategic Plan is the PRNS’ plan to maintain, improve and expand San José’s facilities, programs and services. ActivateSJ acts as a guiding and vision document rather than a strategic plan such as the Greenprint. As a result, ActivateSJ does not carry over or update some items from the Greenprint, such as service level goals and strategies, for which the Greenprint is still referenced. Currently, ActivateSJ is the primary guiding document for open space facilities in San José and the 2009 Greenprint is referenced when needed for service level goals and strategies.



- **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 José, 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.

- **Cultural Connection and Public Art Next**

San José's Cultural Plan and Public Art Plan, which are informed by the General Plan, call for developments to integrate high impact public art and urban design throughout the community.

- **Climate Smart San José**

Approved by the City Council in February 2018, Climate Smart San José (Climate Smart), is a plan to reduce greenhouse gas emissions, save water, and create a stronger and healthier community by identifying how San José will address climate change over time, and includes metrics to track the City's progress. It is a successor to Green Vision, which was adopted in 2007. Climate Smart San José uses the 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.

- **Transportation Analysis Policy**

As of March 2018, thresholds for transportation impacts under the California Environmental Quality Act (CEQA) are measured with Vehicle Miles Traveled (VMT) instead of intersection Level of Service (LOS). City Council Policy 5-1 (Transportation Analysis Policy) seeks to reduce VMT by bringing uses in closer proximity and reducing the number of single-occupant vehicle trips.

- **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.

## Community Outreach Process

Community outreach for the Capitol Caltrain Urban Village Plan started in Spring 2022 and ended in Winter 2023. Two community workshops were held for the project at Captain Jason M Dahl Elementary School on May 12, 2022, and June 22, 2023. During these workshops, the community shared ideas about development in the Urban Village and provided feedback on key aspects of the final conceptual plans. After community input was received, the City presented the plan to the Planning Commission and City Council in fall 2023.

The first workshop was on May 12, 2022, and drew about 20 community members. At this workshop Planning staff presented the Urban Village concept and where it originated, several design considerations for the area, as well as the cities targets for jobs and housing. After this introduction, Staff asked participants to envision the organization of commercial and housing density and to identify assets and opportunities within the Urban Village through a hands-on small group exercise. The small group exercise was structured around arranging Legos of various colors, each color representing a different use and the amount of Lego bricks representing a specific density, on the large map of the Urban Village. After the small group exercise, participants were invited to share their ideas with the group before adjourning. Several themes emerged from the different groups. The themes were of parking, commercial development, parks, pedestrian safety, and general safety.

The second workshop was on June 23, 2023 and drew about 11 community members. At this workshop, planning staff presented and requested feedback on the Urban Village conceptual plans, which detailing envisioned land use, urban design, open space, circulation, streetscape, and parking components. From the two group discussions, several themes emerged. Similar to the first workshop, the themes identified were for more commercial development, development intensity, mobility and connectivity, pedestrian safety, and benefits for current residents adjacent to the Urban Village such as additional open space. Concerns about parking spillover, the location of open space and greater development intensity near a busy corridor, and concentration of affordable housing were also raised.



This Plan addresses comments gathered at public workshops by balancing competing factors to achieve greater residential densities while addressing community concerns. These factors include parking demand, open space needs, market demands, and safety. By listening to community concerns and desires for the Plan area, this Plan's community outreach process informed and guided the vision set forth in the Capitol Caltrain Urban Village.

## Chapter 2: Vision

The Vision Statement and Guiding Principles were shaped by the Monterey Working Group and the community input through two community workshops. This Vision Statement describes how the community would like to see the Capitol Caltrain Urban Village transformed. The Guiding Principles support the Vision Statement and embody the foundation of the Urban Village's Goals, Policies, and Action Items.

### **Vision Statement:**

In the year 2040, the Capitol Caltrain Urban Village ...

- Is a compact and innovative transit district attractive for residents and businesses
- Prioritizes interconnected, safe, and convenient pedestrian pathways, bicycle infrastructure, and easy access to public transit
- Provides housing and jobs near transit
- Respects existing residential neighborhoods
- Contains vibrant and high-quality open space and placemaking elements

The Capitol Caltrain Urban Village is envisioned to be a well-connected community that promotes local businesses and amenities, integrates community gathering and open spaces, promotes safe streets for pedestrian access transportation system, and addresses the need for housing in San José.

### **Guiding Principle 1: Promote New Commercial Development**

Promote development of new neighborhood commercial development with supporting businesses and amenities to activate the public realm around the Capitol Caltrain Station, creating a gateway to San José arriving from the south along Monterrey Road. Enhance existing local and neighborhood-serving businesses through sidewalk activation, and streetscape improvements.

### **Guiding Principle 2: Create a Central Open Space Corridor (Paseo)**

Utilize parks and paseos to create a linear open space system. Open space is envisioned to create a pedestrian-oriented connection between new residents, current residents of the existing adjacent neighborhood, and visitors to new and existing local businesses. The open space system should be designed to bisect the Urban Village between Monterey Road and the existing residential neighborhood to create a safe and pleasant pedestrian experience.

### **Guiding Principle 3: Enhance Pedestrian Safety and Priority**

Enhance the Village Area to serve all individuals and support all modes of transportation, including walking, bicycling, public transportation, and cars to foster connectivity between existing and proposed development. Take special care to enhance the pedestrian infrastructure of the Urban Village such as crosswalks, street lighting, and other pedestrian improvements to increase safety and walkability. Accessibility to transit is imperative. Transit users should have clear access to the Caltrain Station through safe, convenient, and pleasant public spaces that make it easy to move throughout the Village by walking and bicycling.

**Guiding Principle 4: Foster Housing Development**

Account for current and future housing demand in the Urban Village to result in a vibrant transit-oriented community. Converge and mix residential and employment land uses to maximize the benefits of proximity to the Caltrain Station. To account for future service improvements at the Capitol Caltrain station and future housing demand, the plan prioritizes medium to high density housing in the long-term over low-density housing in the short-term, while promoting employment land uses at key destinations.

## **Chapter 3: Land Use**

The Land Use Chapter describes the planned growth anticipated for the Capitol Caltrain Urban Village and identifies the type, location, and intensity of specific land uses within the Village to support the vision for a thriving mixed-use, pedestrian-priority, transit-oriented community anchored by the Capitol Caltrain station. The land use diagram contains the boundaries of the proposed land use designations. The land use standards detail the minimum and maximum densities and Floor Area Ratios (FAR) allowed on a property. Density and FAR are mechanisms used to define the intensity of the envisioned land uses. Finally, San José Municipal Code Title 20 (Zoning Ordinance) contains the general types and requirements of allowed uses in the applicable zoning districts.

### **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.

Consistent with General Plan Implementation Policy IP-5.1, the Capitol Caltrain Urban Village Plan identifies the locations and intensities of the jobs and housing capacities established in the General Plan for this area. Appendix 5 of the Envision San José 2040 General Plan calls for 100 jobs and 700 housing units within the boundaries of the Urban Village. Using the General Plan's assumption of one job for every 300 square feet, the General Plan identified the need to plan for 30,000 square feet of new commercial and retail space.

More recently, an economic analysis of the Capitol Caltrain Urban Village conducted in October 2022 revealed that current market conditions do not support residential projects with densities higher than 24 dwelling units per acre, but would support townhomes, which are typically less than 4 dwelling units per acre. The report also found that there is little or no demand for new commercial development in the Urban Village in the short term. In the long term however, improved market conditions are anticipated to support mid-rise housing and retail commercial development. This Plan capitalizes on long term development potential by utilizing medium density residential land use designations. This ensures that at buildout, this Urban Village is equipped to support capacities set forth in Appendix 5 of the General Plan. Market opportunities and constraints inform how the plan achieves these capacities, including land use density minimums and maximums, where land use designations are located, and the projected timeline for development.

### **Land Use Designations**

Land Use designations in the General Plan and this Urban Village Plan identify locations, types, and intensities of development allowed on a particular site. There are five land use designations within this Urban Village Plan: Urban Village, Urban Residential, Open Space, Neighborhood Community Commercial, and Mixed Use Neighborhood. These land use designations control the type of uses allowed on a property and the level of development intensity. The proposed land use designations in this Plan are derived from the designations contained within the Envision San José 2040 General Plan. The Land Use Plan shows the distribution of land use designations within the Capitol Caltrain Urban Village Plan (See Figure 3-1). All

land use designations support the planned jobs and housing capacities for this Urban Village Plan. They are also supportive of the development intensities and urban form polices laid out the Urban Design Chapter. For reference, the Height Diagram shows the maximum height limits (See Table 3-1).

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).

The permitted land uses and requirements for each use allowed in 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.

### **Urban Village**

**Density:** 65-145 du/ac

This designation allows for medium density residential development and a fairly broad range of ground floor commercial uses, including retail, offices, and private community gathering facilities. Commercial uses are permitted on the ground level. This designation provides opportunities for the highest density of housing in the Urban Village that the market can support in the long term while providing a transition to the surrounding low-density neighborhoods.

### **Urban Residential**

**Density:** 40-105 du/ac

This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, and private community gathering facilities. Commercial uses permitted on the ground level. This designation provides opportunities for medium density housing, lower than that of the Urban Village designation, in order to maximize density in the long term for designated sites while providing a gradual transition between surrounding low-density neighborhoods and other areas within the vicinity of the Urban Village.

### **Neighborhood Community Commercial**

**Density:** FAR up to 3.5 (1 to 5 stories)

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, and private community gathering facilities are also allowed in this designation.

## Mixed Use Neighborhood

**Density:** Up to 30 du/ac; FAR 0.25 to 2.0 (1 to 3.5 stories)

This designation is applied to areas intended for development primarily with either townhouse or small lot single-family residences and also to existing neighborhoods that were historically developed with a wide variety of housing types, including a mix of residential densities and forms. This designation supports commercial or mixed-use development integrated within the Mixed Use Neighborhood area. Existing neighborhoods with this designation are typically characterized by a prevalence of atypical lot sizes or shapes and a parcel-by-parcel development pattern where small townhouse development may exist adjacent to more traditional single-family development or more intense multifamily development.

## Floating Park

The Floating Park category is used to designate lands that can be publicly or privately-owned that are intended to be programmed for low intensity open space uses. This Plan envisions the development of a traditional public park on the North Block, adjacent to Fehren Drive and the proposed paseo, where such a park could be integrated with new development. No specific site or boundaries have yet been identified for this park; therefore, the designation for the park is indicated on the land use diagram with a green letter "P." This symbol represents a "floating" designation and is only intended to indicate a general area within which a park site should be located. The specific size, exact location, and configuration of the urban park site will be finalized only through future development of particular parcels in the Village, however, the conceptual urban design of this Urban Village Plan suggests that the park should be at least one-half acre in size and located adjacent to Fehren Drive and the eastern property boundary of the Village. Until the City acquires land to develop a park, or until private development creates a publicly-accessible urban park, development is allowed consistent with the underlying land use designation shown on the land use diagram.

## Building Heights

The land use designations and corresponding development intensities laid out in the land use Chapter are consistent with the urban form and design policies discussed in Chapter 4: Urban Design. Each land use designation has different building height maximums, which were established to achieve the desired urban design concept discussed in Chapter 4 and to address community input. The Urban Village land use is intended to accommodate 5-8 stories of building height, while the Urban Residential land use is intended to accommodate 4-7 stories of building height.

Maximum heights are as follows for each land use designation:

- Urban Village: 100 feet
- Urban Residential 80 feet
- Mixed-Use Neighborhood 45 feet
- Neighborhood Community Commercial: 50 feet



Figure 3-1: Land Use Plan



<b>General Plan</b>			
	<b>Land Use</b>	<b>Residential Density</b>	<b>Commercial FAR</b>
<b>Urban Village</b>	Mixed Use	55-250 du/ac	≤10.0
<b>Urban Residential</b>	Mixed Use	30-95 du/ac	1.0 to 4.0
<b>Mixed-Use Neighborhood</b>	Mixed Use	≤30 du/ac	0.25 to 2
<b>Neighborhood Community Commercial</b>	Commercial	0 du/ac	≤3.5

<b>Capitol Caltrain Urban Village</b>			
	<b>Land Use</b>	<b>Residential Density</b>	<b>Commercial FAR</b>
<b>Urban Village</b>	Mixed Use	65 – 145 DU/AC	0.1 – 4.0
<b>Urban Residential</b>	Mixed Use	40 – 105 DU/AC	0
<b>Mixed-Use Neighborhood</b>		- No Changes Proposed from GP	
<b>Neighborhood Community Commercial</b>		- No Changes Proposed from GP	

**Table 3-1: Land Use Development Standards**



**Figure 3-2: Conceptual Building Heights**

## Land Use Goals and Policy Overview

The primary objective of the Capitol Caltrain Urban Village land use policy is to promote mixed-use development capable of fostering a robust sense of community typical of a Regional Transit Urban Village. New residential development is envisioned as medium to high density housing projects. Commercial development is envisioned at the ground level beneath housing to activate the intersection of Monterey Road and Fehren Drive. Ground level commercial development would include small to medium uses, such as office, retail, service, and restaurants that can serve the Urban Village and beyond. This Plan does not support land uses that are auto-oriented and have the potential to generate significant traffic (see Policy LU-2.1). This is because these uses create a direct conflict with the pedestrian-oriented character of the Urban Village, and this Urban Village Plan's goal to support transit ridership and build transit-oriented development. Existing auto-oriented uses such as auto sales may continue their operations; however, they are considered temporary uses to be replaced over time by more pedestrian- and transit-supportive uses.

All the land use goals and policies in the Capitol Caltrain Urban Village Plan apply to properties and projects located within the boundaries of the Urban Village. Existing land uses outside of the Urban Village Boundary, such as the Graniterock industrial facility across Monterey Road and residential development to the immediate north and east of the Urban Village Boundary, will not be subject to any of the land use goals and policies of the Capitol Caltrain Urban Village Plan. The Graniterock facility is acknowledged as a critical industrial business for the City of San José and the south bay, and the General Plan and this Urban Village Plan supports the long-term vitality of this business. It is the intent of this Plan that new residential development within the Plan area be designed to ensure compatibility with the on-going operations of Graniterock.

### Land Use Goals and Policies:

Goal LU-1: **Protect or preserve existing commercial uses** adjacent to Rancho Drive and integrate with new urban fabric of the Urban Village.

- Policy LU-1.1: To support the existing commercial businesses, integrate new residential development adjacent to and within a quarter mile of the existing commercial development in the Urban Village.
- Policy LU-1.2: **Prohibit residential uses on the South Block** as defined in this Urban Village Plan to preserve commercial properties and religious institutions at that location.

Goal LU-2: Promote mixed-use **development that is pedestrian-focused**, enhances the quality of life for residents in surrounding communities, and **supports public transit**.

- Policy LU-2.1: **Prohibit new auto-oriented and other land uses that have the potential to generate significant vehicular traffic**, including auto repair, auto parts sales, auto rental and sales lots, new drive-throughs, and gas stations within the Capitol Caltrain Urban Village Plan. Prohibit Large-format retail in the North Block and the Mid Block of the Urban Village.
- Policy LU-2.2: **Existing motor vehicle oriented uses within the Urban Village are allowed as existing interim uses** and shall be redeveloped with pedestrian and transit-supportive uses over time. Expansion of these uses is prohibited.

- Policy LU-2.3: **Prohibit self-storage, mini-storage, and "big box" building formats**, including large buildings for entertainment such as movie theaters.
- Policy LU-2.4: **Plan and design parking structures to be integrated within podiums of new buildings**, with no more than 20% of the net developable area dedicated to surface parking, and prohibit ground level podium parking from directly facing Monterey Road, Fehren Drive, and Rancho Drive.
- Policy LU-2.5: **Prohibit stand-alone parking structures** in the Capitol Caltrain Urban Village.
- Policy LU-2.6: **Allow temporary entertainment, civic, cultural, and other placemaking uses** such as an urban market in the public right-of-way “flex space” along Fehren Drive to activate the area, draw visitors, and serve residents at various times of day, evening and weekends, as permitted and authorized in accordance with local law.
- Policy LU-2.7: **Allow neighborhood serving community, coworking, civic, cultural, and other placemaking uses in the ground-floor level** of commercial or multifamily residential buildings. Such uses will activate the area, draw visitors, and serve residents.

Goal LU-3: Foster land uses that **enhance the accessibility and ridership** of the Capitol Caltrain Urban Village **for all modes of travel**.

- Policy LU-3.1: **All new buildings shall support the pedestrian-oriented character of the Plan** by providing primary pedestrian access along Fehren Drive, the internal paseo, or the floating park. If a building does not have direct frontage along Fehren Drive or is not connected to the internal paseo, primary pedestrian access may be provided on Monterey Road.
- Policy LU-3.2: To support the multi-modal circulation system planned for the Capitol Caltrain Urban Village Plan, new residential and commercial development shall be consistent with the Citywide Design Standards for the pedestrian and bicycle orientation of buildings and site plans.

Goal LU-4: Support a **range of housing types** within the Urban Village and facilitate development to achieve the planned residential capacities with 20% of new housing units being affordable.

- Policy LU-4.1: Enforce implementation of the Inclusionary Housing Ordinance, Commercial Linkage Fee Ordinance, Rent Stabilization Program, Apartment Rent Ordinance, Tenant Protection Ordinance, Ellis Act Ordinance, and other **City housing laws and policies**, including amendments thereto from time to time.
- Policy LU-4.2: **Require new development projects to combine at least two housing products** within all new buildings containing more than four residential units. Housing products may include studio units, one-bedroom units, two-bedroom units, three-bedroom units, and four bedroom units.

Goal LU-5: Increase opportunities to generate **new commercial activity and employment**.

- Policy LU-5.1: **Require the northeast and southeast corner of Fehren Drive and Monterey Road to be developed with mixed-use development with ground floor commercial uses** when market rate residential units are proposed. All new development within 100 horizontal feet of the right of way of both Monterey Road and Fehren Drive, on both the north block and the mid block, shall provide a minimum of 20 horizontal feet of ground floor commercial use fronting each roadway, on each block.

- Projects proposing affordable housing at these locations are highly encouraged to provide mixed use development including ground floor commercial uses which meet these criteria.
- Policy LU-5.2: **Ground floor commercial and active use spaces** provided under the policies above shall be consistent with the Citywide Design Standards for Parking Garage Design, Commercial Frontages, and Mitigating Blank Walls.

## **Chapter 4: Urban Design**

The Capitol Caltrain Urban Village envisions an urban design approach which takes advantage of the linear and relatively small dimensions of sites to provide opportunities for placemaking, pedestrian orientation, and community vibrance while in convenient proximity to multi-modal transit options. Medium- to high-density mixed use residential at the Village gateway, transitioning into medium-density residential, existing residential, and existing commercial uses maximizes development potential while respecting and enhancing the existing neighborhood. Designated open space and an envisioned paseo network would provide additional connectivity in an attractive format that communicates with the linear shape of the Village.

Overall, the urban design concept for the Urban Village presented in this Chapter focuses on strategic infill development, providing safe pedestrian gathering spaces and passages, and integrating placemaking elements to create comfortable and inviting spaces throughout.

The Urban Design 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 Urban Village Plan and the Citywide Design Standards and Guidelines, the standards within the Urban 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.

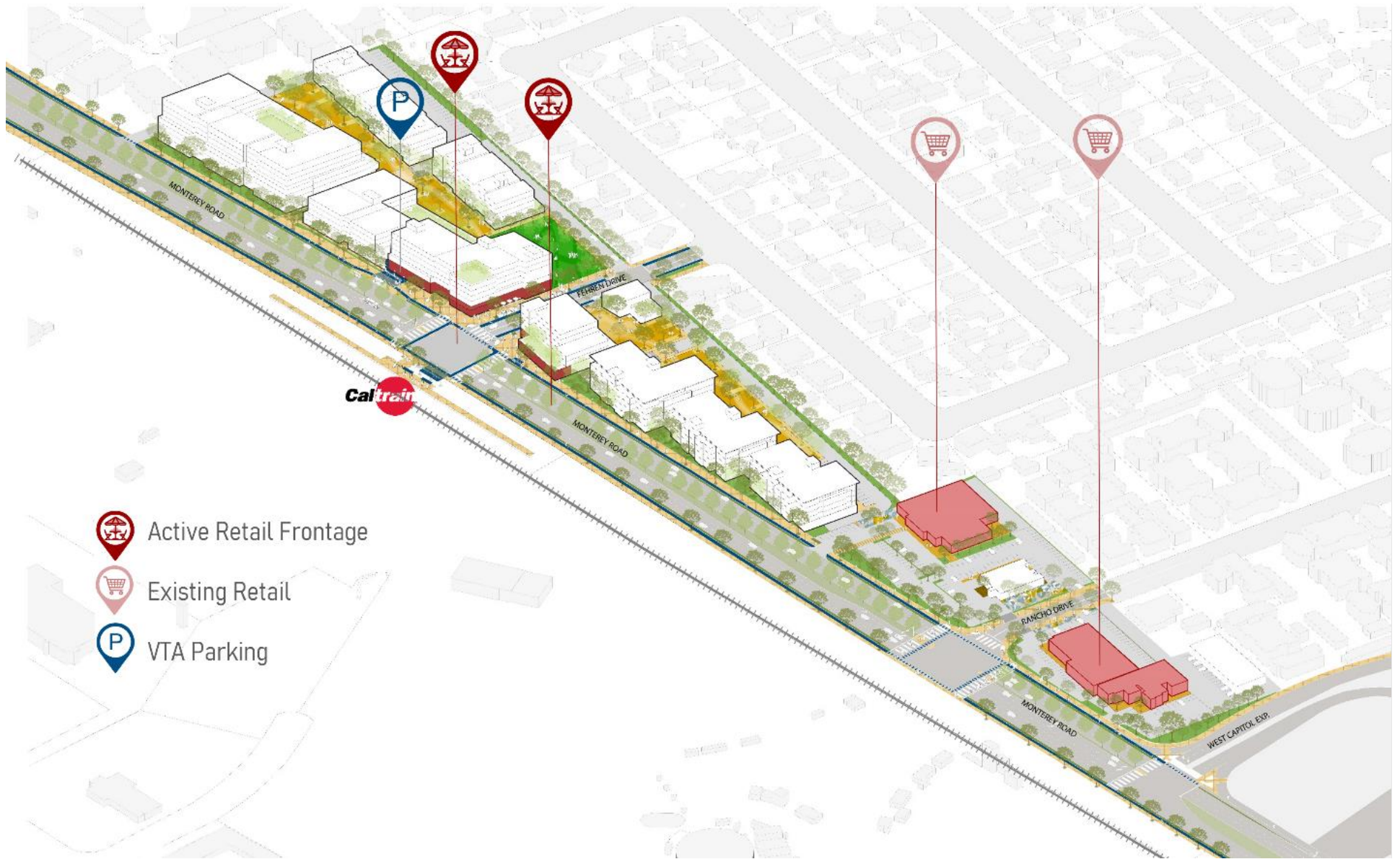


Figure 4-1: Site Isometric View

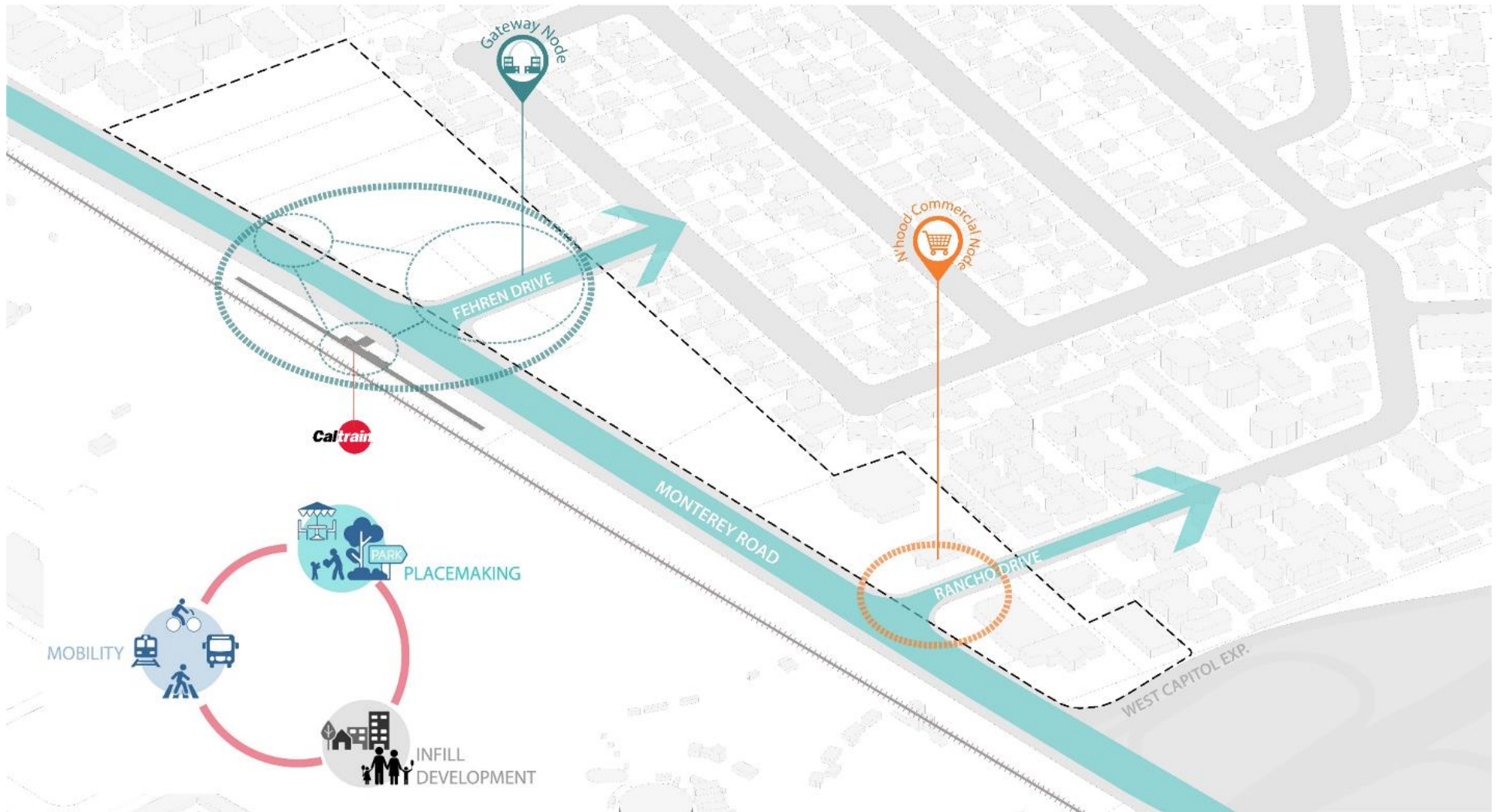


Figure 4-2: Urban Design Framework

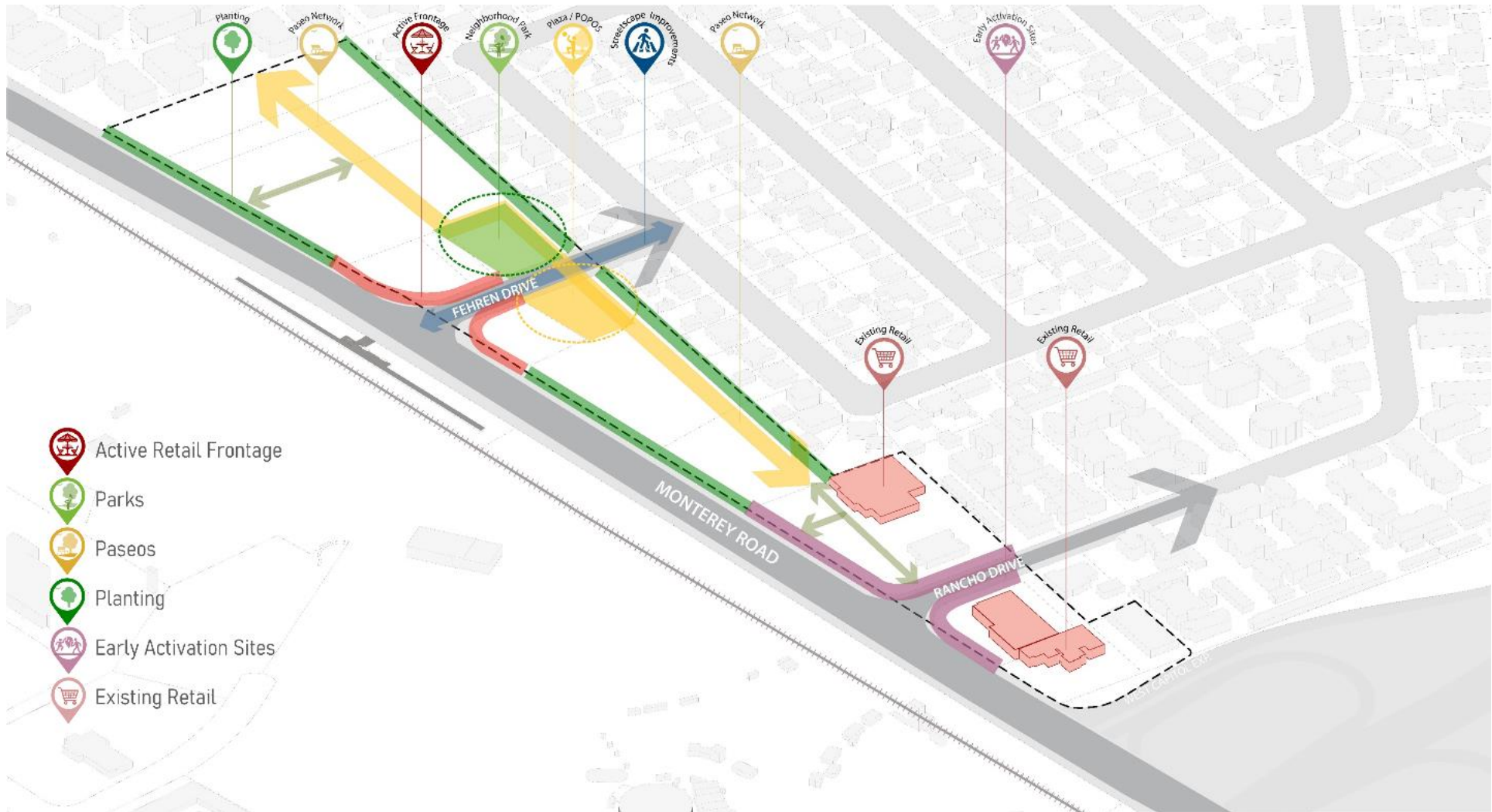


## Urban Design Concepts

### Placemaking

Placemaking has a wide variety of definitions but can generally be described of as a method of creating people-centric public spaces with a “sense of place” through collaborative efforts among community members, government entities, and private developers. Public art, wayfinding, and urban design principles all contribute to creating spaces for people. Figure 4-3 conceptualizes these elements through the use of a paseo network bisecting the site to create a pedestrian-oriented environment, which this plan envisions to be built and maintained for public use by private development as part of parkland development requirements for new development projects.





**Figure 4-3: Placemaking Elements Concept**

Additional placemaking elements envisioned by this Urban Village include the designated open space feature north of Fehren Drive, street trees and landscaping along Fehren Drive, Monterey Road, Rancho Drive, and the paseo network through the middle of the Village. These features frame and soften these spaces with natural elements. Streetscape improvements will further support a walkable and vibrant sense of place. These improvements include enhanced crosswalks to prioritize pedestrians and active ground-level retail frontages at the Urban Village gateway at the intersection of Fehren Drive and Monterey Road. Flexibility for underutilized sites to create placemaking benefits before buildout of the Urban Village is complete is added through activation sites at the South Block, discussed below.

### **Public Art**

Public art can play a vital role in cultivating a sense of place within the Urban Village. It can signify the heritage and historic character of the Urban 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 open spaces, 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. Within the Urban Village, wayfinding elements are envisioned to direct pedestrians toward transit stops, the one-half acre park, the paseo, and new commercial development, when proposed.

Additional wayfinding envisioned by this Plan includes directional signage and maps at intersections and near the Village gateway, primarily directing users to the Capitol Caltrain station. Directional signage is envisioned in the central paseo system. Developers of each project will be responsible for installation and maintenance of wayfinding elements.



**Conceptual Developments**

This Urban Village Plan includes conceptual drawings which illustrate the vision of the Plan at completion. Specifically, these concepts detail the land use, urban design, open space, and circulation and streetscape goals and policies of the Plan. Future development that could be constructed consistent with this Plan may vary from the concepts depicted. Conceptual drawings were generated using a test-fit approach to ensure that envisioned development matched the capacities, vision, and goals of the Plan. Conceptual drawings were rendered for the North Block, the Mid Block, the South Block, as well as the intersection of Monterey Road and Fehren Drive and Monterey Road and Rancho Drive.

**Gateway Node**

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.

Historically, Monterey Road has served as a primary access route to the City of San José for traffic arriving from the south, providing a variety of industrial employment along the roadway. The Capitol Caltrain Urban Village is well-located along this major corridor to serve as a gateway to the City. With proximity to Santa Clara County Fairgrounds and Communications Hill within a mile and immediate proximity to Caltrain service, bus transit, Capitol Expressway, and Monterey Road, this Village is located at a notable threshold of the City and can signify a definitive and attractive entrance and gateway. The Village is envisioned to catalyze further economic development along the Monterey corridor.

Figure 4-4 and Figure 4.5 represent the primary gateway to the Urban Village with ground level commercial development, the highest development intensity of the Urban Village, adjacent designated open space, access to a central paseo network running through the Urban Village, and a multi-modal transportation hub located directly across from the Capitol Caltrain Station.

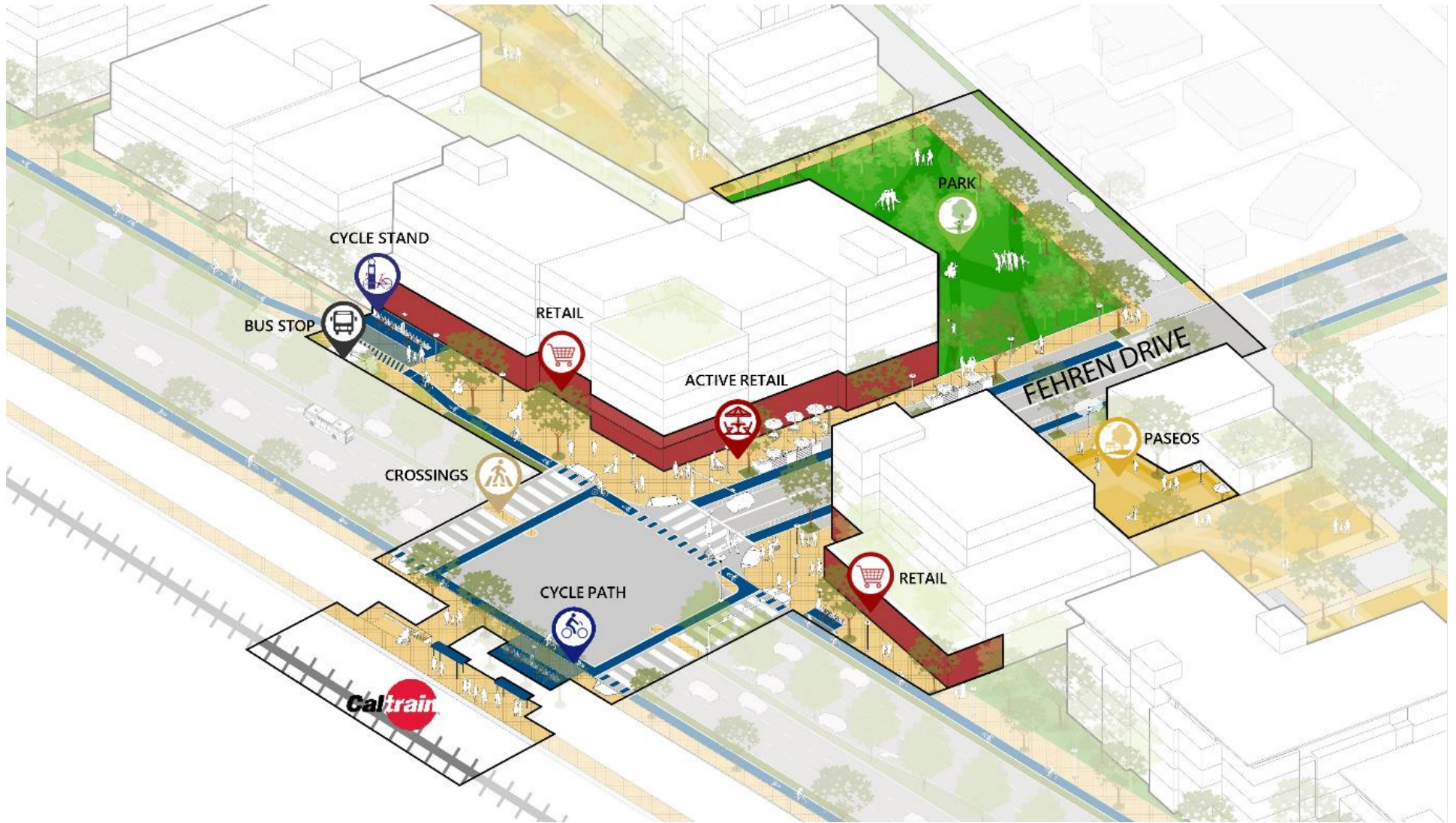
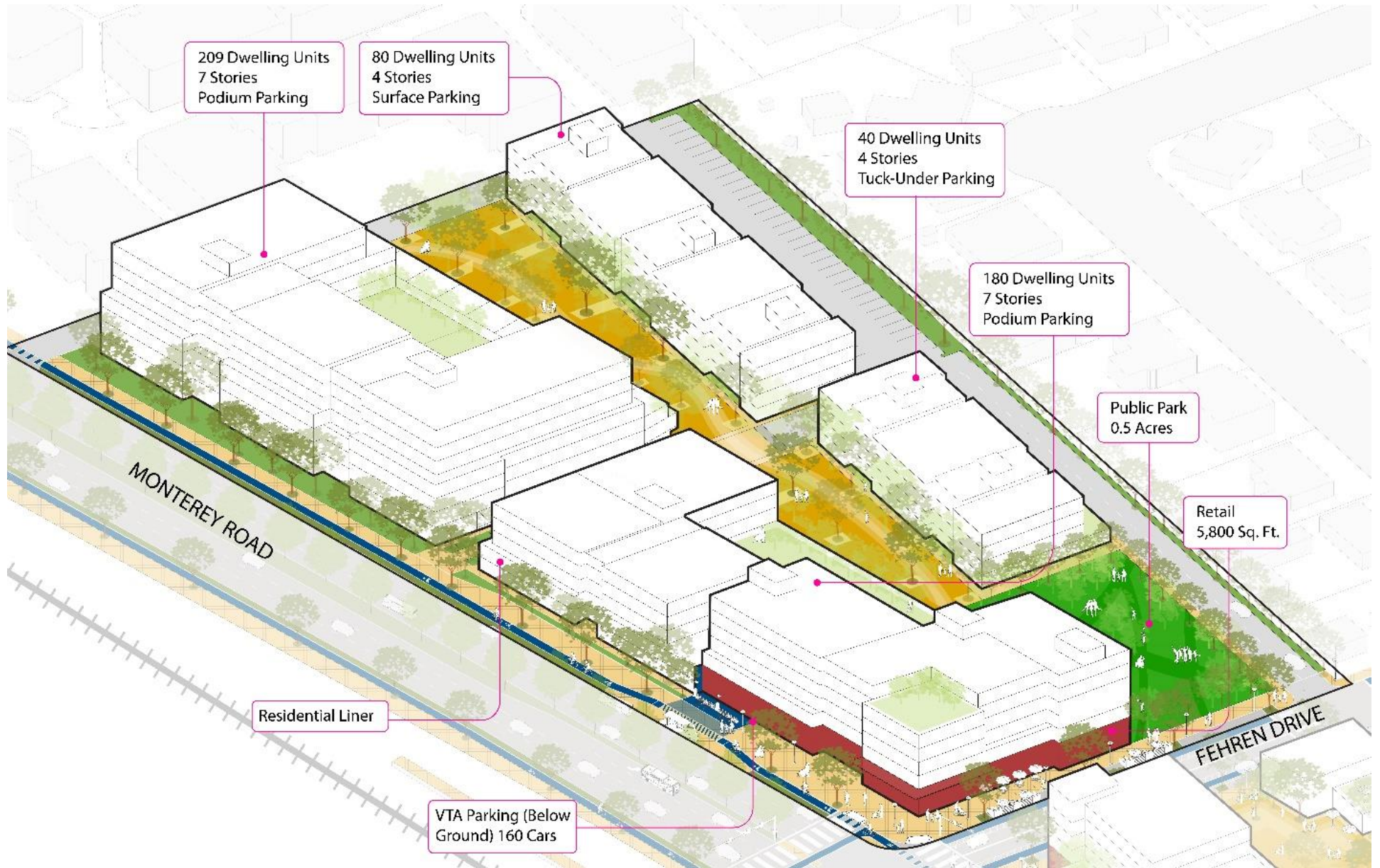


Figure 4-4: Gateway Concept



**Figure 4-5: Pedestrian Gateway Concept**



**Figure 4-6: North Block Concept**

## **North Block**

The North Block of the Capitol Caltrain Urban Village contains all areas of the Village north of Fehren Drive. The greatest development potential is in this area of the Plan. This Village Plan envisions two columns of buildings to frame the northern portion of the central paseo network, ending at the designated open space at the southeast portion of the Block. A majority of the ground-level commercial development envisioned for the Urban Village is located at the southwestern corner of the North Block. Ground level commercial development envisioned at the northwestern corner of the Mid Block will activate the public realm at both sides of Fehren Drive. Neighborhood service retail at these ground level commercial spaces will facilitate pedestrian interaction. As discussed in Chapter 3: Land Use, this block is entirely designated Urban Village, which permits residential density between 65-145 dwelling units per acre. This concept shows 75 dwelling units per acre.

The southwestern corner of the North Block is a focal point of the gateway and represents the greatest potential for concentration of employment, pedestrian activated uses including a transit mobility hub, and gathering spaces primarily along Fehren Drive.

Heights are envisioned to range between five and eight stories adjacent to Monterey Road and between four and six stories for development closer to existing residential land uses. This concept includes separation of existing and future development with a drive aisle along the eastern Village boundary, designated open space, and landscaping.



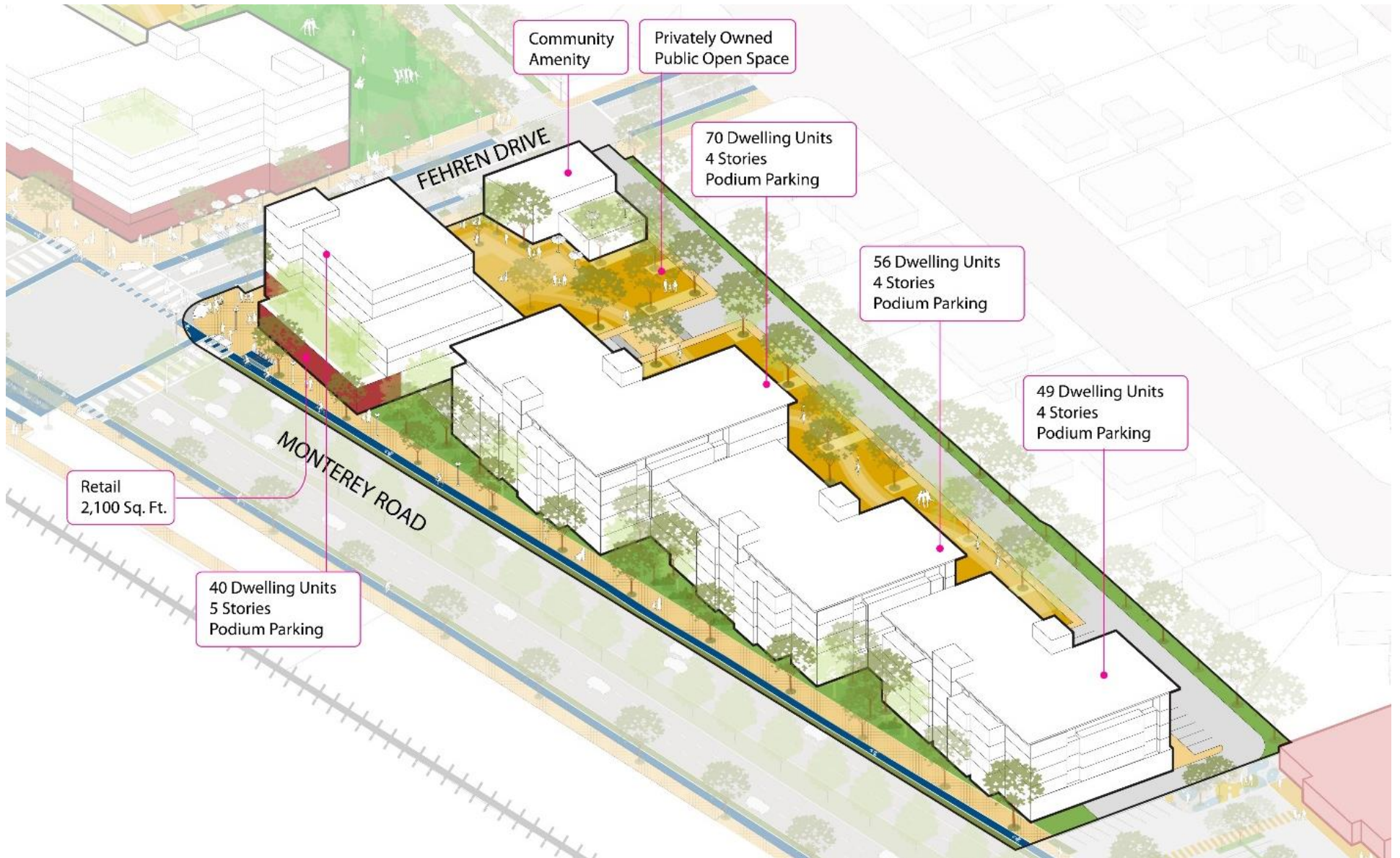


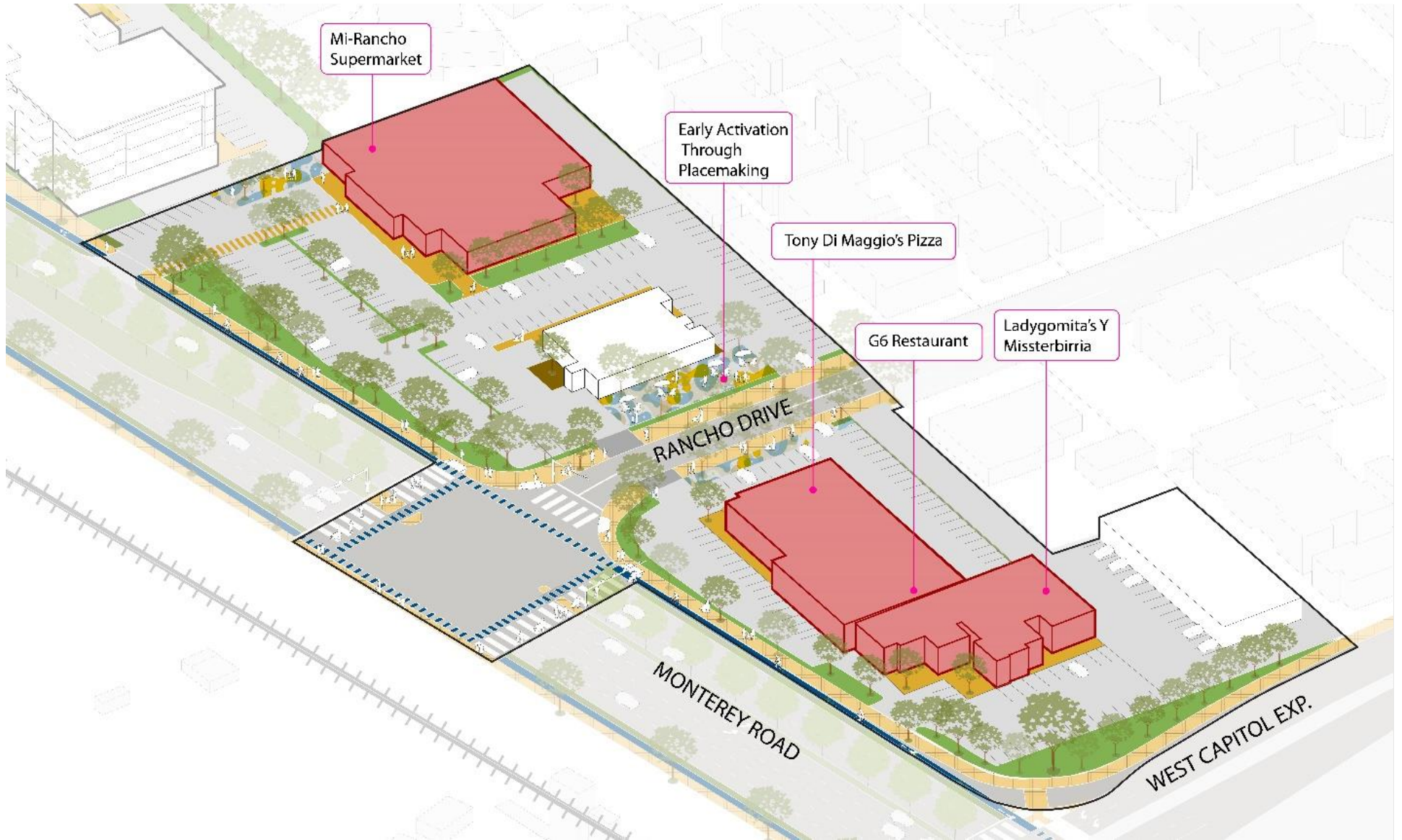
Figure 4-7: Mid Block Concept

## **Mid Block**

The Mid Block of the Capitol Caltrain Urban Village contains all areas of the Village south of Fehren Drive and north of existing commercial development. Development potential in this area of the Plan is more limited at this location than at the North Block due to smaller site dimensions. Consistent with the North Block, this Village Plan envisions one column of mid-rise buildings along Monterey Road. New development and landscaped vehicular access would frame the southern portion of the central paseo network, ending at the existing commercial uses at the south of the Mid Block.

The northwestern corner of the Mid Block is a secondary focal point of the gateway and represents the greatest potential for concentration of employment and pedestrian activated uses including retail and gathering spaces primarily along Fehren Drive. The building shown at this corner is located on a parcel of land designated Urban Village, while the remainder of the Mid Block is designated Urban Residential as discussed in Chapter 3: Land Use. While permitted density for Urban Residential designated properties on this block ranges between 40-105 dwelling units per acre, the concept shown in Figure 4-6 visualizes 51 dwelling units per acre in order to accommodate ground floor commercial space and integrated parking. The Urban Village designated property is shown in this concept with a density of 80 dwelling units per acre, including 2,100 square feet of ground level commercial space and integrated parking.

Heights are envisioned be five to eight stories at the northwest corner of Monterey Road and Fehren Drive, and four to six stories for residential development south of the intersection along Monterey Road. This concept includes separation of existing and future development with a drive aisle along the eastern Village boundary, surface parking, large portions of the central paseo system, and landscaping.



**Figure 4-8: Neighborhood Node Concept**

## **South Block (Neighborhood Node)**

The south-block of the Capitol Caltrain Urban Village contains all areas of the Village south of the Mid Block and contains existing commercial development. Development potential on this block is limited relative to the North Block due to smaller site dimensions. Furthermore, the existing commercial development provides a strong anchor for the local community and is planned to be retained and unchanged.

This Urban Village Plan intends to build on the successes of the South Block, visible in the form of a consistent employment base from existing commercial development and community gathering space provided by religious institutions. This is accomplished by planning for increased development potential on lands to the north and improvements to the public realm. As such, streetscape changes and safety improvements are the primary changes envisioned in this region of the Urban Village.

Simultaneously, this Urban Village Plan envisions using activation sites at the South Block to activate the edges of existing development along Rancho Drive. Activation sites enhance placemaking using short-term, low-cost, scalable urban amenities to attract and serve people. Examples of these urban amenities may include painted murals, temporary street furniture placement, parklets, or temporary sanctioned specific uses.

## **Citywide Design Standards and Guidelines and Zoning Standards**

Existing regulations and guidelines contained in the Citywide Design Standards and Guidelines (Citywide DSG) ensure that buildings throughout San José have a high-quality design and are appropriate for their site, function, and neighborhood. Specifically, the document regulates design criteria for projects at site, building, and pedestrian levels for development features. The standards and guidelines contained in the Citywide DSG provide requirements and guidance for topics with these three levels, including acceptable transitions in development intensity, use of landscaping, building form, pedestrian and bicycle access and safety, open space design, and public art.

In addition, the Zoning Ordinance, contained in Title 20 of the San José Municipal Code, implements the Village Plan through specific development standards and permitting requirements to which development projects must adhere. Zoning Ordinance standards may be zoning district-specific and include setbacks, maximum height, permitted land uses, bicycle and vehicular parking standards.

The Goals, Standards, and Action Items outlined below intend to support the Citywide DSG and Zoning Ordinance by providing site-specific objectives to be accomplished within the Urban Village to achieve the conceptualized Plan buildout.

## **Urban Design Goals, Standards and Action Items Overview**

### **Goals**

Goals are general intent or purpose statements in the Plan that inform urban form and reflect the vision, values, and principles identified by the community. Goals are applicable to the entire Urban Village.

## Policies

Policies are objective requirements that are quantifiable and verifiable. Private development projects shall be evaluated with the standards for compliance. Policies are written with “shall” statements.

In recent years, the state has adopted legislation that requires cities to, among other requirements, streamline the development review and approval process of residential projects. For example, SB 330, requires, with limited exceptions, that development standards for residential projects must be objective and measurable. In this Chapter, the residential design standards are written objectively as Policies to comply with the state housing legislation.

Policies shall supplement and support existing regulations and guidelines contained in the Citywide DSG and Zoning Ordinance.

## Action Items

Action Items are tasks for the City to complete. These tasks are intended to facilitate the implementation of the Goals and Standards set forth in this Chapter. Action Items may identify funding opportunities, partnerships, and implementation strategies for the City to explore to support successful implementation of the Plan.

## Urban Design and Placemaking Goals and Policies

Goal UD-1: **Enhance and beautify** the public realm between new and existing residential and commercial development.

- Policy UD-1.1: **Transitional elements shall be utilized for new development** proposed within 50 feet of existing single-family residential. Transitional features include trees and landscaping, limiting lighting to bollards to no taller than 4 feet in height unless shielded against adjacent residential uses, and using clerestory windows for second and higher floor views facing to the east of the Village to protect adjacent residential privacy.
- Policy UD-1.2: **Screening techniques**, such as shrubs, fences, and walls, which shall be a minimum of eight feet in height, shall be utilized along all shared property lines of new development projects where a property containing a new development project directly abuts a structure being used as a single-family residence.

- Policy UD-1.3: **Develop wayfinding elements** in the Urban Village, including directional signage and maps at intersections, in the central paseo system, and near the Village gateway. New development projects shall provide wayfinding improvements where such project is located with frontage on two roadways of a roadway intersection or within 100 horizontal feet of the intersection of Fehren Drive and the paseo. A minimum of one wayfinding map shall be provided within 100 horizontal feet of the intersection of Fehren Drive and the paseo, and within 20 feet of Fehren Drive. A minimum of one directional sign shall be provided at the north and south side of the intersection of Fehren Drive and the central paseo system, within 20 feet of Fehren Drive. Maps and directional signage shall identify and direct pedestrians toward transit stops, the one-half acre park, the paseo, and businesses within one-quarter mile of the sign location. Developers of each project shall be responsible for installation and maintenance of wayfinding elements, and shall provide wayfinding on their sites or fund and construct on-street wayfinding.
- Policy UD-1.4: **A minimum vertical clearance of 20 feet** shall be provided if buildings or structures connect to each other above a paseo connection.

Goal UD-2: Establish an urban form and building configuration that reflects the transit-oriented development potential created by the proximity to the Capitol Caltrain Station and supports ground level retail at the intersection of Monterey Road and Fehren Drive.

- Policy UD-2.1: **Limit the area of surface parking** by requiring at least 75% of all parking provided by new development projects to be provided within the building envelope as podium, stacked, or subsurface parking.
- Policy UD-2.2: The tallest buildings or architectural features of new development projects with frontage along Monterey Road shall **be located within 20 feet from Monterey Road**, as measured by a parallel line to the right of way.
- Policy UD-2.3: Rely on development standards as adopted in the **Citywide Design Standards and Guidelines**, including building setbacks.
- Policy UD-2.4 Loading areas shall not be located within 50 feet of on an active retail frontage or existing retail frontage, primary building entrance, or street intersection as shown in Figure 4-1 and shall be located at the rear or interior of a block or property. Developments with multiple frontages shall place service and loading entries on a separate frontage from the primary pedestrian and bicycle entrance. Service entries shall be located a minimum of 20 feet away from the primary pedestrian and bicycle entrance.

Goal UD-3: Use street trees, landscaping, and lighting to create a series of comfortable and inviting places throughout the Urban Village.

- Policy UD-3.1: New development shall **plant and maintain landscaping along public and private thoroughfares** as they develop. New development shall be responsible for planting trees every 20 feet along the development's private frontage of the internal paseo system, and plant shrubs along at least 70% of any frontage along the central paseo system.

- Policy UD-3.2: **New development projects shall provide landscaping** along Monterey Road, Fehren Drive, Rancho Drive, and internal driveway and parking areas to frame building facades, thoroughfares, and parking areas. Future development projects along these corridors shall use appropriate landscaping which matches the scale and architectural vernacular of the building features to be framed and articulated, such as using trees along roadways and parking areas, grasses in and near wide open spaces, and shrubs near building entrances and seating areas.
- Policy UD-3.3: **New development with frontage along Monterey Road and Fehren Drive shall provide a large street tree canopy** within street planting strips along Monterey Road and Fehren Drive, consistent with the requirements of the City Arborist. Prior to development, the City may proactively plant the desired trees ahead of development and require new development to maintain these plantings.

Goal UD-4: **Incorporate placemaking elements in the public realm** that reinforce the overarching urban design concept provided for this Urban Village.

- Policy UD-4.1: **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, paseo, or unobstructed view sheds to the public art must be provided. Access easements may be required to provide proper access.
- Policy UD-4.2: Ground-level multifamily residential development fronting the central paseo system shall provide safe, direct access to the open space feature, using stoops, canopies, recessed access, and private open space between residential units and the public realm.
- Policy UD-4.3: **Allow activation sites within 30 feet of Rancho Drive** to enhance placemaking, including painted murals, temporary street furniture placement, parklets, or temporary sanctioned specific uses. All temporary uses shall be permitted as required by and subject to all current City regulations.
- Action Item UD-A1: Explore opportunities to partner with private developers, Caltrain, and the Valley Transportation Authority to install artistic wayfinding signs to transit stops.
- Action Item UD-A2: Explore opportunities to partner with private developers, Caltrain, and the Valley Transportation Authority to **install interactive or integrated public art installations throughout the Urban Village.** Interactive and integrated public art may include ground and wall murals, unique and well-designed street furniture, interactive play and seating structures, and landscaped walking labyrinths.

## Chapter 5: Open Space

The Parks and Open Space Chapter offers strategies to create new public or privately-owned and maintained, but publicly accessible open spaces within the Village area. This Chapter builds upon the guidelines and goals established in the Department of Parks, Recreation, and Neighborhood Services (PRNS) previous strategic plan, the 2009 Greenprint, and 2020 ActivateSJ, which is PRNS' newest 20-year strategic plan to maintain, improve and expand park facilities, programs and services.

The City's General Plan establishes a goal of 3.5 acres of open space and parkland per 1,000 residents. Similarly, the City's Park Impact Ordinance (PIO) and the Parkland Dedication Ordinance (PDO) require new residential projects to provide at least three acres of parkland for every 1,000 new residents added by projects, based on the number and type of new residential units built. The estimated 700 additional residential units anticipated at the buildout of the Urban Village would require approximately five acres of new parkland from the new residential development<sup>3</sup>.

To comply with the City's Parkland Ordinances, new residential development is required to:

1. Dedicate new parkland to the City, and/or
2. Improve existing parkland or recreational facilities, and/or
3. Pay park impact in-lieu fees, and/or
4. A combination of these methods.

Per the City's Parkland Ordinances, when a residential project elects to dedicate land for a public park, the land must be at least one-half acre in size, adjacent to a public street, and free of any encumbrances and easements<sup>4</sup>.

Residential projects may lower their parkland obligation by providing a variety of public and private on-site recreational amenities as part of the project. Private Recreation Credits, which allow a credit of up to 50% towards the project's parkland obligation, could be available for eligible amenities. Amenities can include playground equipment, sports courts, fitness equipment, gaming tables, dog parks, interactive water features, participatory art elements, temporary or permanent seating, picnic areas or public garden areas with seating or recreational lounge features, or other amenities deemed appropriate by the City<sup>5</sup>.

Additionally, ActivateSJ establishes the goal of providing a 10-minute walk to a quality park for all residents. Areas within the City which are further than a 10-minute walk from a publicly accessible park are designated as Park Priority Areas. Park Priority Areas are areas in the City that are considered a priority for new publicly accessible parks since residents are underserved by open space facilities. The North Block and the northwest corner of the Mid Block within the Urban Village are located within a Park Priority Area, and thus are underserved by parks.

---

<sup>3</sup> The parkland obligation was calculated using the estimated unit occupancy based on the multi-family housing type and the number of proposed units. Occupancy rates are established in the current Schedule of Parkland Fees ([Resolution No. 78474](#)) and vary by unit type consistent with 2010 U.S. Census data. The following is the formula used to produce parkland dedication obligation:  $((\text{Unit Quantity} \times \text{Unit Type Average Population}) - (\text{Existing Units} \times \text{Unit Type Average Population})) \times (\text{Land Required Per Person [or 0.003 acres]})$ .

<sup>4</sup> City of San José Municipal Code, Chapter 14.25 Park Impact Requirements and Chapter 19.38 Parkland Dedication

<sup>5</sup> City of San José City Council Resolution No. 73587, <https://records.sanjoseca.gov/Resolutions/RES73587.PDF>



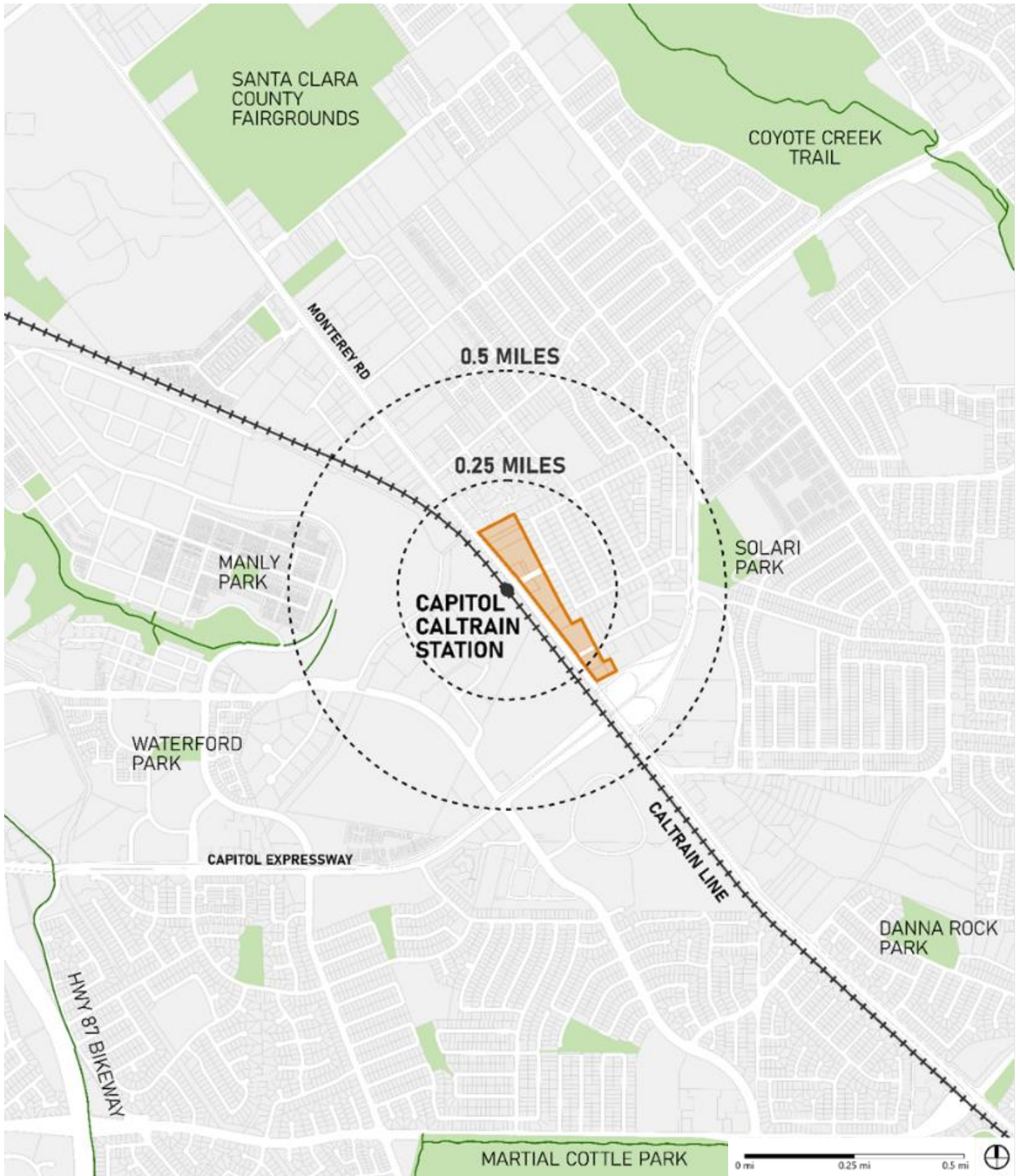


Figure 5-1: Existing Open Space

Currently, there are only two open space assets within one-half a mile of the Urban Village. The assets include:

- **Seven Trees Community Center:** An approximately 38,000 square foot, community serving facility located within Solari Park that provides programs and amenities, including San José Recreation Preschool, leisure health, and wellness camps, youth summer camps, afterschool programs, weekday lunch programs and classes for adults over the age of 60 or individuals with disabilities, and other events. The facility also offers a fitness center, dance studio, computer lab, game room, classrooms, and vehicle parking. This is the largest community center near the Urban Village. However, Capitol Expressway, which is a six to eight lane major arterial with high volumes of traffic, serves as a physical and visual barrier in accessing the community center from the Urban Village.
- **Solari Park:** A seven-acre<sup>6</sup> community serving park that includes picnic areas, barbeque grills, basketball courts, tennis courts, a lighted softball field, youth playgrounds, restrooms, and vehicle parking. This is the largest park near the Urban Village. Again, Capitol Expressway is a physical and visual barrier in accessing the park.

## Connections to Trail Systems

The Capitol Caltrain Urban Village is located between the Coyote Creek Trail (approximately 1.4 miles east of the Urban Village) and Highway 87 Bikeway Trail (approximately 1.2 miles west of the Urban Village). Both trails provide regional access to various open space facilities, such as Hellyer County Park, which is a 178-acre County-owned Park with various recreational amenities. Currently the main connection from the Urban Village to both trails is along Capitol Expressway, which currently contains a Class II Bike Lane. However, as discussed above, Capitol Expressway serves as a significant visual and physical barrier in accessing these trails from the Urban Village.

## Parks

Publicly accessible parks provide a necessary space for residents to congregate and engage in public life, relax, play, 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 José. To meet these needs, PRNS provides a variety of public parks that include community and neighborhood serving recreation amenities. Examples include the nearby Seven Trees Community Center and Solari Park, which provide community serving amenities such as a programs, playgrounds, and sports fields. The Capitol Caltrain Urban Village is severely lacking in access to neighborhood serving amenities and public life experiences.

As such, this Urban Village plan proposes a “Floating Park” north of and adjacent to Fehren Drive, which abuts the residential neighborhood to the east, as shown in Figure 5-2: Aerial Open Space Concept. The specific size, exact location, and configuration of the “Floating Park” will be finalized only through future development of particular parcels in the Village, however, the conceptual urban design of this Urban Village Plan suggests that the park should be at least one-half acre in size. The “Floating Park”, which can be either public or privately-owned, should provide neighborhood serving amenities such as a tot lots and

---

<sup>6</sup> Acreage numbers may differ from other published sources.

picnic areas to complement the community serving amenities at the nearby Seven Trees Community Center and Solari Park.



*Seven Trees Community Center and Solari Park*

## **Pedestrian and Bicycle Paseos**

Paseos can provide safe circulation paths for pedestrians and bicycles. Paseos can function as lively linear public spaces that create connectivity between neighborhoods and opportunities for outdoor enjoyment such as sitting, gathering, public art, live entertainment (e.g., music events), community classes (e.g., yoga events), and social interaction. This Urban Village Plan proposes a central paseo as a linear open space feature that bisects through the length of the Urban Village to provide a recreational experience which is protected from vehicular traffic and noise originating from Monterey Road by development along Monterey Road. Additionally, the paseo would ensure that an open space setback buffers new development from abutting existing residences, which may limit public nuisance existing residents from the new buildings.

The central paseo system is a flagship component of the open space Chapter of this Village Plan. Importantly, the paseo system will be an alternative pedestrian pathway to sidewalks along Monterey Road, providing a more comfortable north-south connection for pedestrians. The paseo is envisioned to provide intermittent open space resources, such as benches, gathering spaces, landscaping, and a one-half acre park.

Within the North Block, the paseo system would provide direct connections for residents to employment, retail, and recreational opportunities. A one-half acre park at the southern end of the North Block will furnish the paseo with a large open space near the Village gateway. In the northern portion of this Block, the paseo is envisioned to be landscaped with trees, shrubs, and grasses to provide serene and sheltered public spaces.

The paseo system in the Mid Block would further provide recreational space for residents in the immediate vicinity and provide a direct connection to existing commercial development in the South Block. A pedestrian crossing across Fehren Drive between Monterey Road and Pfeifle Avenue would ensure contiguous pedestrian access from the paseo system between the North Block and the Mid Block. With this crossing, the paseo system would provide pedestrian access through the length of the North Block and the Mid Block with attractive destinations spread throughout.

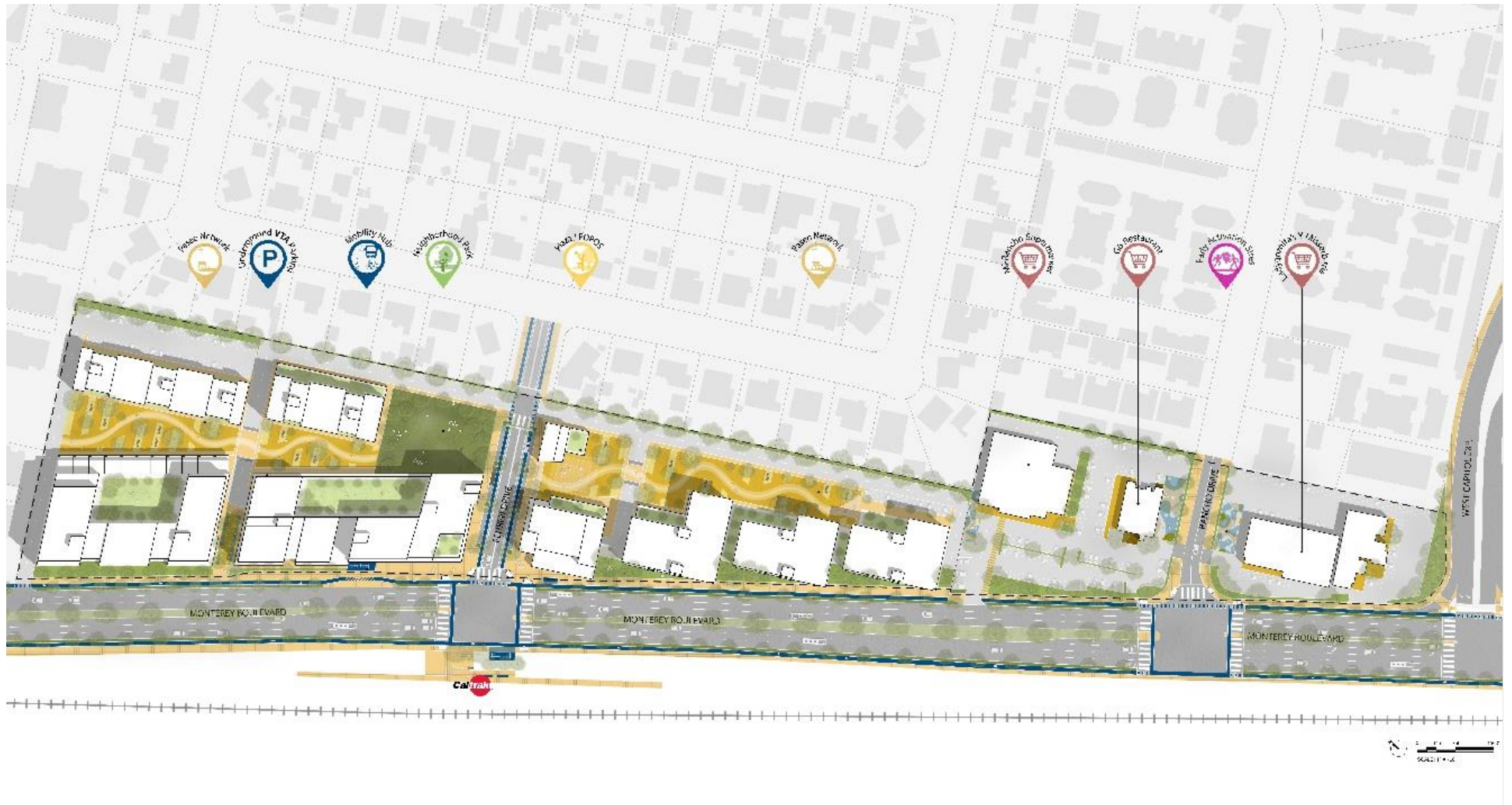


Figure 5-2: Open Space Site Plan Concept

## Pocket Parks

“Pocket parks” are smaller than traditional parks but may contain much of the neighborhood-serving amenities of larger parks to better serve the Urban Village and vicinity. 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 an 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 ordinance requirement. The City will pursue the construction and on-going maintenance of these pocket parks by developers within the Village as part of their entitlement approval process. These pocket parks are envisioned primarily in locations adjacent to and compatible with the paseo system.

## Community Amenity (POPOS)

At the northeast corner of the Mid Block, there is an opportunity for a community amenity. This community amenity is envisioned as a privately owned and publicly accessible open space (POPOS) with recreational opportunities. Potential recreation options for this POPOS that could compliment the paseo include a pocket park, as described above, a dog park, playground, or other facility as proposed by private development. The concept set forth in Figure 5-2 (Open Space Site Plan Concept) provides a building in this location, which may provide community meeting space or indoor recreation area. The community amenity and the one half-acre open space would frame Fehren Drive to the north and south with open space facilities, while the central paseo system runs through both features within the Urban Village.

## Open Space Goals and Policies

Goal OS-1: **Enhance connections** between existing and planned neighborhoods and commercial development and services.

- Action Item OS-A1: Property owners and developers of lands within the Urban Village shall **work with the City to develop a publicly accessible but privately owned and maintained paseo**, furnished with intermittent open space facilities, which is linear in design and connects with the one-half acre park north of Fehren Drive and the existing commercial development at the southern end of the Urban Village.
- Policy OS-1.1: **Provide a central paseo system through the center of the Urban Village** to provide alternative and safe pedestrian access between transit terminals, commercial activity, parking, open spaces, and residential uses.
  - New development with any frontage along the central paseo system shall incorporate the central paseo into site plans, as indicated in Figure 5-2: Aerial Open Space Concept.
  - Development which is subject to this Policy shall have private open space requirements waived.
  - Paseos shall be no less than 16 feet (preferably 20 feet) wide with a minimum 10 foot (preferably 12-foot) clear walking or bicycle path and built to City standards.
  - Developers shall coordinate to facilitate the continuous development of the central paseo system using these minimum widths.
  - Paseos shall be privately-owned and maintained, but publicly accessible. Access easements shall be dedicated to the City to permit public access.

- Where feasible, building entrances, windows, outdoor seating, patios, balconies, and other active areas shall be located in a way that overlook paseos.
- Policy OS-1.2: **Minimize conflicts between pedestrians and vehicles in the paseo system** where vehicle access driveways and the paseo intersect. As informed by future Local Transportation Analyses at the time of new development, the development shall provide traffic calming measures that prioritize pedestrian safety, such as lighting, raised crosswalks, and speed bumps.

Goal OS-2: **Create publicly accessible, but privately-owned and maintained urban open spaces** to provide the area with additional public spaces.

- Policy OS-2.1: All privately-owned, publicly accessible open spaces **shall provide a diverse mixture of active and passive recreational amenities** to encourage a variety of experiences for residents and visitors of the Urban Village.
  - Active amenities include playground equipment, sports courts, fitness equipment, gaming tables, dog parks, interactive water features, participatory art elements, or other active amenities deemed appropriate by the City.
  - Passive amenities include temporary or permanent seating, picnic areas or public garden areas with seating or recreational lounge features, or other passive amenities deemed appropriate by the City.
  - On-site recreational amenities may be eligible for private recreation credits, which may lower a residential project’s PDO/PIO parkland obligation.
- Policy OS-2.2: Privately-owned, publicly accessible open spaces **shall be at least 1,500 square feet in size**, with appropriate width and length dimensions to support active and passive recreational amenities.
- Policy OS-2.3: Privately-owned, publicly accessible open spaces shall be designed to be **easily recognizable as publicly accessible** through signage and visually open design.
  - Privately-owned, publicly accessible open spaces (POPOS) shall clearly demonstrate a recreational benefit to the residents and visitors of the Urban Village and not just to commercial businesses (e.g., outdoor patios for patrons only) by providing publicly accessible recreational amenities (as listed in Policy OS-2.1).
  - Privately-owned, publicly accessible open spaces shall be located on the ground level, maximize sunlight exposure, maintain a visual connection from the public realm, and be adjacent to at least one street, paseo, or public park edge.
  - Privately-owned, publicly accessible open spaces shall have access easements dedicated to the City to permit public access.
- Policy OS-2.4: **Permit a 25% reduction in private open space and common space requirements** for new development projects (individual developments) which provide ground floor, privately-owned, publicly accessible open spaces (POPOS) that are a **minimum of 1,500 square feet in size** and with **at least one active or passive** recreational amenity (as listed in Policy OS-2.1).
  - The applicable recreational amenity(s) shall cover 100% of the POPOS to qualify. If applicable, any remaining space not covered by the recreational amenity(s) shall be fulfilled by any other recreational amenity(s).
  - This policy can be combined with Policy OS-1.1.
  - This policy cannot be combined with Policy OS-2.5.

- Policy OS-2.5: **Permit a 50% reduction in private open space and common space requirements** for new development projects (individual developments) that provide ground floor, privately-owned, publicly accessible open spaces (POPOS) that are a **minimum of 2,000 square feet in size** and with **at least two active or passive** recreational amenities (as listed in Policy OS-2.1).
  - The applicable recreational amenity(s) shall cover 100% of the POPOS to qualify. If applicable, any remaining space not covered by the recreational amenity(s) shall be fulfilled by any other recreational amenity(s).
  - This policy can be combined with Policy OS-1.1.
  - This policy cannot be combined with Policy OS-2.4.
- Policy OS-2.6: **Permit a 75% reduction in private open space and common open space requirements** for new development projects (individual developments) on the Mid Block which provide the Community Amenity on Fehren Drive (as shown in 5-2: Open Space Site Plan Concept) as a ground floor, privately-owned, publicly accessible open space (POPOS). The Community Amenity shall be a **minimum of 2,500 square feet in size**, provide **at least two active or passive** recreational amenities (as listed in Policy OS-2.1) and provide **at least 20 feet of frontage** along Fehren Drive.
  - The applicable recreational amenity(s) shall cover 100% of the POPOS to qualify. If applicable, any remaining space not covered by the recreational amenity(s) shall be fulfilled by any other recreational amenity(s).
  - In-lieu of the recreational amenities (as listed in Policy OS-2.1), a private development (individual development) may provide a community center that is a **minimum of 2,000 square feet in size**. The private development shall have common open space and private open space requirements waived. The community center shall provide community meeting space or indoor recreational amenities, as deemed appropriate by the City.
  - This policy cannot be combined with Policy OS-2.4 and OS-2.5.

Goal OS-3: **Create a publicly accessible park** for residents of the Urban Village and surrounding community.

- Policy OS-3.1: **Develop a public park or privately-owned and maintained, publicly accessible park** on the parcel of land north of Fehren Drive that is designated as a “Floating Park” (as shown in Figure 3-1: Land Use Plan).
  - The developer of the property where the designated “Floating Park” is located **shall coordinate with the City and/or property owner** to develop the park.
  - The “Floating Park” shall be **at least one-half acre** in size.
  - PDO/PIO funding gathered from new development may be used to improve amenities at **Seven Trees Community Center and/or Solari Park** in addition to the potential “Floating Park”. Seven Trees Community Center and Solari Park are within nexus distance for PDO/PIO funding, as outlined in the PDO/PIO, of the project area.
- Action Item OS-A1: Explore opportunities to acquire property specifically for public open spaces, especially properties highlighted as “Floating Park” locations in this Village Plan’s land use diagram (Figure 3-1: Land Use Plan).
- Action Item OS-A2: Explore park construction and maintenance funding through PDO/PIO funds, grants, and other methods to support the development of the “Floating Park”.

Goal OS-4: Ensure **safe open spaces** for all the public to enjoy.

- Policy OS-4.1: Open space facilities shall contain places to sit, provide shade, and be well lit (e.g., artificial lighting is provided).
- Policy OS-4.2: **Open space facilities shall implement clear sight lines** from adjacent streets, paseos, sidewalks, and new development by limiting visual and physical obstructions to a maximum of three feet in height where streets, paseos, and sidewalks are located within 15 feet of any publicly accessible open space facility to encourage safety.
- Policy OS-4.3: **Require publicly accessible open spaces to be directly accessible to new development** within the immediate vicinity by using ADA-compliant ramps where a difference in elevation exists between new development and public spaces, and by requiring safe, direct, and well-lit access to the central paseo system from ground-level residential units and commercial development where such development is adjacent to the paseo.



## Chapter 6: Circulation and Streetscape

The Circulation and Streetscape Chapter sets forth a list of transportation improvements to be implemented in the Capitol Caltrain Urban Village over the horizon of this plan. Based on community input, the list of improvements is recommended to provide safe, sustainable, and equitable transportation choices for people accessing the urban village. This Chapter is intended to be compatible with the San José Complete Streets Design Standards & Guidelines (2018), a manual of design options for building and retrofitting streets in the city that are welcoming and comfortable for all transportation modes. If there are conflicts between the San José Complete Streets Design Standards & Guidelines and this Urban Village Plan, this Urban Village Plan shall apply.

The purpose of this Chapter is to identify circulation and streetscape challenges within the Urban Village and then recommend to address these challenges. 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 Capitol Caltrain Urban Village over time. The Capitol Caltrain Urban Village supports all modes of transportation, including walking, bicycling, public transit, and cars. In addition to a list of improvements, this Chapter also develops concepts for some improvements. These concepts focus on walkable and bikeable streets, intersection safety, pedestrian-friendly streetscape design, and parking solutions. These circulation and streetscape improvements would increase Caltrain and other public transit ridership, regional connectivity, and neighborhood vitality.

### Street Network

The Capitol Caltrain Urban Village is bound by Monterey Road to the west, East Capitol Expressway to the South, residential development buffering Pfeifle Avenue to the East, and residential development buffering Kenbrook Circle to the north. Fehren Drive and Rancho Drive provide access between the Urban Village and Monterey Road.

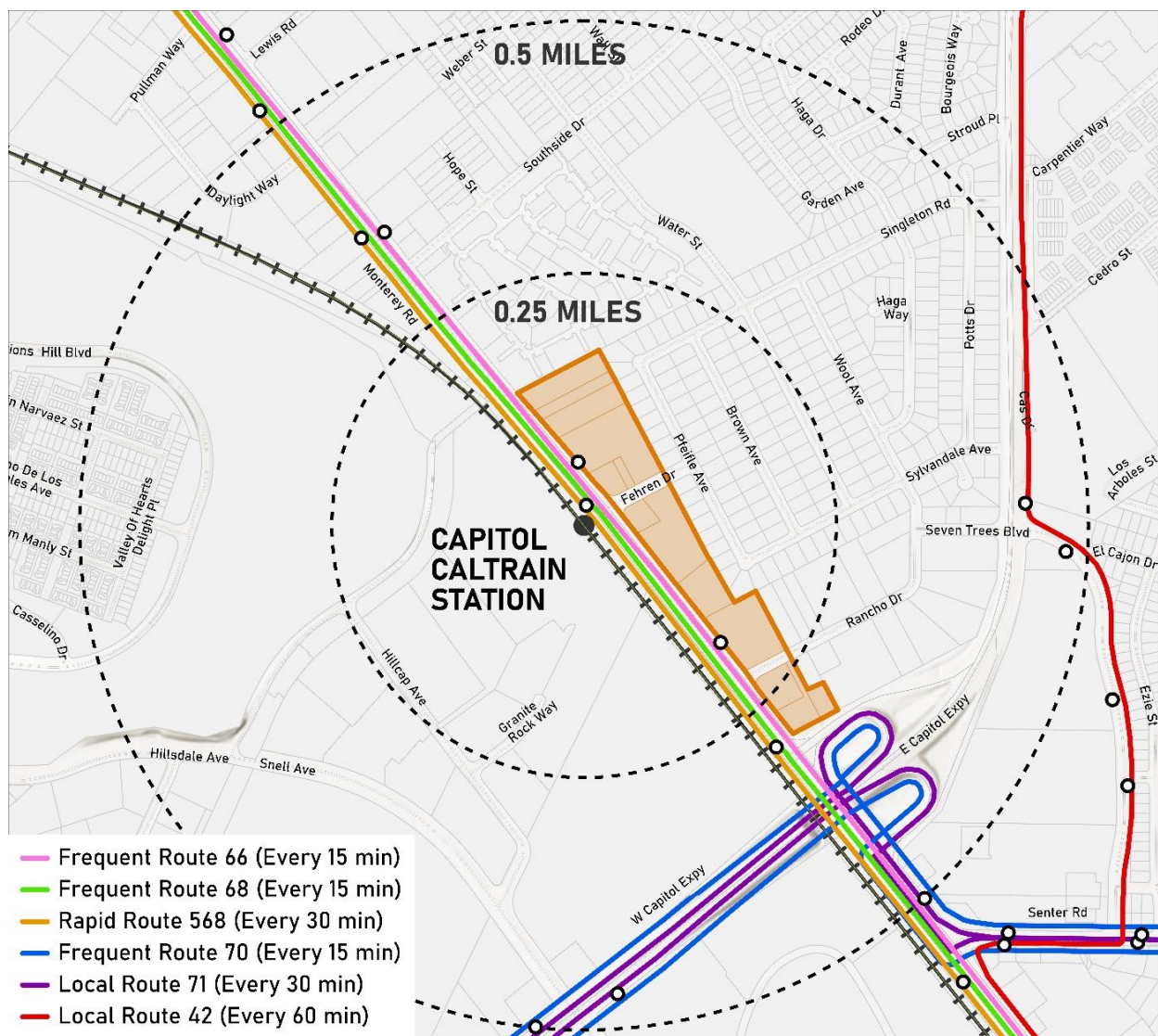
For vehicular traffic, Monterey Road is a major 6-lane arterial corridor, which serves as a southern gateway to San José and provides the most prominent access to the Village. Adjacent to the Capitol Caltrain Urban Village, Monterey Road ranges from 102 feet to 115 feet from curb to curb, where the additional width accommodates a transit stop. The width and traffic volume that characterizes this roadway creates a major physical barrier for pedestrians crossing between the Capitol Caltrain Station west of Monterey Road and bus transit, residential development, and commercial uses to the east. In addition, Monterey Road is a high fatality and injury corridor, with several traffic deaths per year.<sup>7</sup>

Fehren Drive is a non-striped vehicular corridor featuring a signalized intersection at Monterey Road and right turn slip lanes to enter and exit Monterey Road. Fehren Drive also permits on-street parking and provides internal access to the Village. Rancho Drive hosts an unsignalized intersection at Monterey Road, contains minor lane painting, permits on-street parking, and provides internal access to existing commercial development in the southern portion of the Village.

---

<sup>7</sup> City of San José Monterey Road Transit Project, Project Description, <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects/monterey-road-transit-project>

The General Plan categorizes various streetscapes by their form and role for transportation the communities they serve. Monterey Road is identified as a Grand Boulevard, defined as major transportation corridors with primary transit routes. Grand Boulevards are designed to host transit as the primary mode of transportation. Where conflict exists between transit and other modes of transportation, the needs of reliable and competitive transit operations and safe pedestrian access to transit stops are prioritized over those of other street users. Monterey Road requires extra attention, including enhanced landscaping, attractive lighting, wide and comfortable sidewalks, identification banners, and design standards for adjoining uses to support these characteristics. Pfeifle Avenue, Fehren Drive, and Rancho Drive are identified as Residential Streets, which are local routes between and within neighborhoods intended to serve low volumes of slow-moving neighborhood traffic and discourage cut-through traffic. On Residential Streets, pedestrians are accommodated with sidewalks and safe crossings.



**Figure 6-1: Existing Transit Network**

## Existing Transit Service

Monterey Road is one of San José’s highest bus ridership corridors.<sup>8</sup> The existing transit service within one half-mile includes six Valley Transit Authority (VTA) bus routes and Caltrain at Capitol station. Local Route 42 (Evergreen Valley College – Santa Teresa Station) provides service every 60 minutes; Rapid Route 568 (Gilroy Transit Center - San José Diridon) and Local Route 71 (Milpitas BART – Eastridge) provide service every 30 minutes; and Frequent Route 66 (North Milpitas – Kaiser San José), Frequent Route 68 (San José Diridon – Gilroy Transit Center), and Frequent Route 70 (Milpitas BART – Capitol Station) provide service every 15 minutes. Rapid Route 568, Frequent Route 66, and Frequent Route 68, provides service on Monterey Road with stops directly adjacent to the Urban Village. Caltrain service is currently limited to three trains per day in each direction on weekdays. The Capitol Caltrain Station is located across Monterey Road from the Urban Village at Fehren Drive.



**Figure 6-2: Existing Bicycle and Pedestrian Facilities**

<sup>8</sup> City of San José Monterey Road Transit Project, Project Description, <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects/monterey-road-transit-project>

## Existing Bicycle and Pedestrian Facilities

Sidewalks are provided along the length of Monterey Road at the east of the corridor but are not contiguous along the west side of the street near Capitol Caltrain station. Sidewalks also do not penetrate the residential neighborhood on Fehren Drive further east than where it intersects Pfeifle Avenue. Pedestrian crossings in the vicinity are limited to one signalized crossing at the north and east legs of the intersection of Monterey Road and Fehren Drive and an unsignalized crossing along the east side of Monterey Road across Rancho Drive. The signalized crossing along the east side of Monterey Road across Fehren Drive is a distance of approximately 115 feet and requires pedestrians to yield across two separate slip lanes and triangular raised islands. The signalized intersection crossing Monterey Road from the north side of Fehren Drive is a distance of approximately 140 feet and requires pedestrians to yield across two separate slip lanes and triangular raised islands. These factors result in long distances between pedestrian crossings with limited and hazardous conditions to navigate between.

Existing Class II buffered bike lanes are located along Monterey Road, while Capitol Expressway hosts Class II basic bike lanes without any buffer space.



*Figure 6-3: Capitol Caltrain Station Regional Location*

## Planned Transit Service

By 2040, Caltrain is projecting improvements to service with three different service visions that range from 20 to up to 152 trains visiting Capitol Caltrain Station per day. At the highest level of service, this would result in train service every 15 minutes in each direction, otherwise stated as four trains per hour in each direction, on weekdays serving between 280-1,690 passengers. Additionally, implementation of High-Speed Rail, which is not proposed to stop at Capitol Caltrain Station, would add another 216 trains per day running through the station, resulting in up to 368 total trains passing through the station. These Improvements in train service are expected to increase demand to live adjacent to the station to commute or travel around the region.

Additionally, the Valley Transit Authority (VTA) is working to draft and adopt a Visionary Network which would develop a framework for future transit service that addresses the public's shifting post-COVID-19 pandemic needs over the next 30 years. This includes defining which roadway corridors and destinations should be served, how often buses and trains should arrive, how early and late service begins and ends, and what bus stops and stations should look like and provide.

## Planned Street Improvements

Street improvements within the Urban Village will arrive in the form of mobility and streetscape enhancements. Mobility improvements generally enhance the movements of people riding transit,

driving, biking, and walking along corridor or intersection facilities. Streetscape improvements generally enhance the quality of the walking environment along landscaping and sidewalk amenities. As discussed in Chapter 4: Urban Design, Wayfinding is the ability to orient oneself and navigate using visual cues, such as signage, in a physical space. These visual cues guide users to a destination, such as a transit station, a shopping district, or a community amenity. Wayfinding Policies and Action Items are outlined in Chapter 4: Urban Design.

Roadway improvements include Monterey Road transit priority and streetscape improvements; Monterey Road, Fehren Drive, and Rancho Drive intersection improvements; site access, circulation, and mobility improvements; a new traffic signal at the intersection of Monterey Road and Rancho Drive; and improvements to Fehren Drive.

### **Monterey Road Transit Priority Improvements**

The Monterey Road corridor currently hosts a relatively high number of bus transit passengers in San José. To better accommodate this bus traffic, transit signal priority is planned along the Monterey Road corridor, which will modify the traffic signal timing and phasing. Effectively, this provides buses priority at signalized intersections, improving bus reliability and travel time.

In the near future, modifications will also be made to allocate more of this roadway to non-vehicular modes of travel and prioritize transit. Led by the Department of Transportation (DOT), these modifications would convert the existing six lanes of vehicular traffic on Monterey Road to four lanes of vehicular traffic and two dedicated bus lanes. Bicycle lanes would also be upgraded from Class II bikeway to a Class IV cycle track. The crossing distance for pedestrians across Monterey Road would not be changed by these improvements.



**Figure 6-4: Circulation and Streetscape Improvements Diagram**

### Monterey Road Streetscape Improvements

Along the western length of the Urban Village, Monterey Road provides the longest continuous frontage of any roadway. As such, this Plan enhances the streetscape along Monterey Road to provide highly visible improvements for the Urban Village, providing the most visible public benefit for travelers along the Monterey Corridor and supporting this location as a gateway into San José.

Envisioned streetscape improvements along Monterey Road, Fehren Drive, and Rancho Drive include street trees, landscaping, widened sidewalks, public art, lighting fixtures, an improved bus shelter, public seating, bicycle racks, and micro transit hubs near retail and transit destinations. These additions to the roadway periphery will beautify and renew the area while providing visual and functional benefits to pedestrians. Some improvements, such as widened sidewalks, must be achieved through the development review and entitlement process for new projects. Policy CIR-3.6 provides minimum sidewalk widths along Monterey Road, Fehren Drive, and Rancho Drive. These improvements would allow more convenient, efficient, and safe movement for public transit riders.

The VTA also is developing the Monterey Road Corridor Community-Based Transportation Plan (CBTP), which focuses on improving mobility options within the designated project boundaries along the Monterey corridor bounded by Alma Avenue to the north and Blossom Hill to the south. The approximately 5.8 mile-long area emphasizes improvements for disadvantaged communities.<sup>9</sup> The CBTP plans improvements which would benefit the Plan area, including sidewalk improvements on Monterey Road between Southside Drive and Blossom Hill Road; bus stop improvements for the Monterey Road and Rancho Drive northbound bus stop and the Monterey Road and Fehren Drive southbound bus stop; intersection improvements at Monterey Road and Fehren Drive; and right of way modifications to Monterey Road to transform the roadway into a slower and safer road that welcomes all modes of transportation for all ages and abilities, while maintaining an economic vibrancy.



### **Rancho Drive and Monterey Road Intersection Improvements**

Improved pedestrian access is planned to enhance the connection between the Capitol Caltrain Station, bus transit, and proposed and existing development. This includes improved pedestrian access along Fehren Drive and across Monterey Road to improve access between the Caltrain Station, the Village and the neighborhoods to the east. Improved internal pedestrian access would be facilitated by improved crossings at the intersection of Monterey Road and Fehren Drive, discussed as a Transit Node below.

---

<sup>9</sup> Monterey Corridor Community-Based Transportation Plan, Valley Transit Authority, [https://www.vta.org/monterey\\_cbtp](https://www.vta.org/monterey_cbtp)

At the intersection of Monterey Road and Rancho Drive, this Plan recommends the addition of one signalized pedestrian crossing that would coincide with the proposed traffic signal at this intersection. This crossing would navigate pedestrians across Rancho Drive on the east leg of the intersection.

### **Transit Node: Fehren Drive and Monterey Road Intersection Improvements**

Across from the Capitol Caltrain station is the central and most critical point of development within the Urban Village. At this location, the highest intensity of uses within the Urban Village is envisioned, including ground level commercial development and podium parking beneath five to six floors of residential use. In addition, the convergence of pedestrian paths, bicycle routes, vehicular traffic, a bus stop and shelter, and the Capitol Caltrain Station at the intersection requires organization to reduce risk for vulnerable modes of travel, with particular attention on pedestrians.



To address high intensity and converging transit modes, this intersection is proposed to be the focus of pedestrian priority within the Urban Village. In a walking distance of approximately 200 feet between the Capitol Caltrain Station platform and the VTA park and ride as envisioned in conceptual development set forth in this Urban Village Plan, pedestrians will need to cross right of way used by vehicles, transit, and cyclists. Pedestrian priority would ensure that in most conflicts of transportation modes, pedestrians will be ensured safe passage before vehicles and other modes. This can be accomplished internally within the Urban Village with measures such as narrow lanes through Fehren Drive, raised pedestrian crossings, bulb-outs, scramble crossing signals which stop all traffic for pedestrians, widened sidewalks, and physical



barriers between pedestrians and other modes of transportation, such as street trees or bollards. Removal of the existing slip lanes and triangular raised islands at the existing traffic signal at the eastern leg of the intersection of Fehren Drive would further increase pedestrian safety.



### **Integrated Mobility Hub**

The Urban Village gateway will feature a mobility hub that enhances access for the surrounding communities. Different modes of travel are envisioned to seamlessly converge at the mobility hub, and may include features such as wayfinding, bikeshare, bicycle parking, carshare, scooter-share, on-demand rideshare, neighborhood electric vehicles, smart parking, curbside management, and micro mobility services. The mobility hub is envisioned to primarily serve transit riders arriving by foot. The mobility hub is envisioned to be no smaller than 4,000 square feet in area and may be located within the VTA park and ride or within the public right of way.

Micro mobility activation at the mobility hub will be critical to ensure that pedestrian passengers using nearby public transit have first- and last-mile connections to their destinations. A widened sidewalk and bulb-out at the corner of Monterey Road and Fehren Drive location will support pedestrian safety and provide sufficient area for micro mobility technologies, such as electric scooters and bicycles for rent.



### **Site Access and Circulation Improvements**

As shown in Figure 6-4: Circulation and Streetscape Improvements Diagram, from Monterey Road, three access drives are envisioned, with two already developed. Developed access routes include Rancho Drive and Fehren Drive. The third access drive from Monterey Road would provide internal vehicular site

circulation from the northern Urban Village boundary to Fehren Drive. This driveway is envisioned as a two-way private driveway. The new driveway would enter the North Block from a new curb cut at Monterey Road, required in Policy CIR-2.9, at the northern Urban Village boundary. From the curb cut, the driveway follows the northern boundary to the eastern Urban Village boundary. From the northeastern corner of the Urban Village boundary, the driveway will turn south along the eastern boundary of the Urban Village, where it will intersect Fehren Drive. Midway along the North Block at the eastern Village boundary, a separate two-way drive aisle will extend to the west from the primary access drive. This will allow vehicular access to VTA park and ride, commercial, and residential parking at the North Block. This access drive is envisioned to route through traffic to Fehren Drive and safely allow vehicles to enter the site from the south, turning right into the North Block, and to leave the site, turning right out of the North Block onto Monterey Road.

From Fehren Drive to the south, a new access drive to the Mid Block would extend and align with the access drive on the North Block, running along the eastern Village Boundary. The access drive at the Mid Block would end with either surface or ground-level parking access. Midway along the Mid Block at the eastern Village boundary, a separate two-way drive aisle will extend to the west from the primary access drive. This will allow vehicular access to commercial and residential parking at the Mid Block.

Access drives will serve as the principle vehicular access route for new development as well as emergency vehicle access (EVA). The additional access to the North Block from the new curb cut on Monterey Road also would reduce the number of vehicles relying on Fehren Drive to access the North Block, including the VTA park and ride lot.

Additionally, Monterey Road is planned to include bicycle and bus lanes by reducing the number of car lanes in each direction from three to two by 2040. Traffic signal prioritization along Monterey Road would allow buses to pass through the Village at a faster rate than vehicular and other traffic. This faster rate of travel is accomplished by holding green lights longer or shortening red lights as transit vehicles approach signalized intersections to ensure these vehicles experience minimal delays along their routes.

As discussed in Chapter 6: Open Space, internal pedestrian site circulation will be provided through the central paseo system as a recreational and serene alternative to pedestrian access along Monterey Road. The open space feature will traverse the middle of the Urban Village running north/south to offer internal access from the northern boundary of the Village to the existing commercial development on the South Block.

As the paseo would intersect with auto traffic accessing ground level parking within buildings, conflicts between the paseo and traffic will be managed by using traffic calming measures. Installation of these measures are recommended by the private development, and could include raised pedestrian crossings, speed bumps, lighting, and other methods to reduce hazards.

### **New Traffic Signal**

This Village Plan proposes one new traffic signal at the intersection of Monterey Road and Rancho Drive. The new traffic signal would accommodate transit signal priority on Monterey Road. At the eastern leg of the intersection, this Urban Village Plan also proposes a signalized pedestrian crossing across Rancho Drive.

While the existing bulb-out at the southeastern corner of the intersection bolsters pedestrian safety, the existing intersection of Monterey Road and Rancho Drive is relatively hazardous with a high collision and fatality rate. A new traffic signal at this location would reduce hazards by slowing vehicles through this area and providing more safe opportunities for pedestrians and bicycles to cross Rancho Drive. As an added benefit, a traffic signal would slow northbound traffic speeds near the intersection of Fehren and Monterey and the Capitol Caltrain Station.

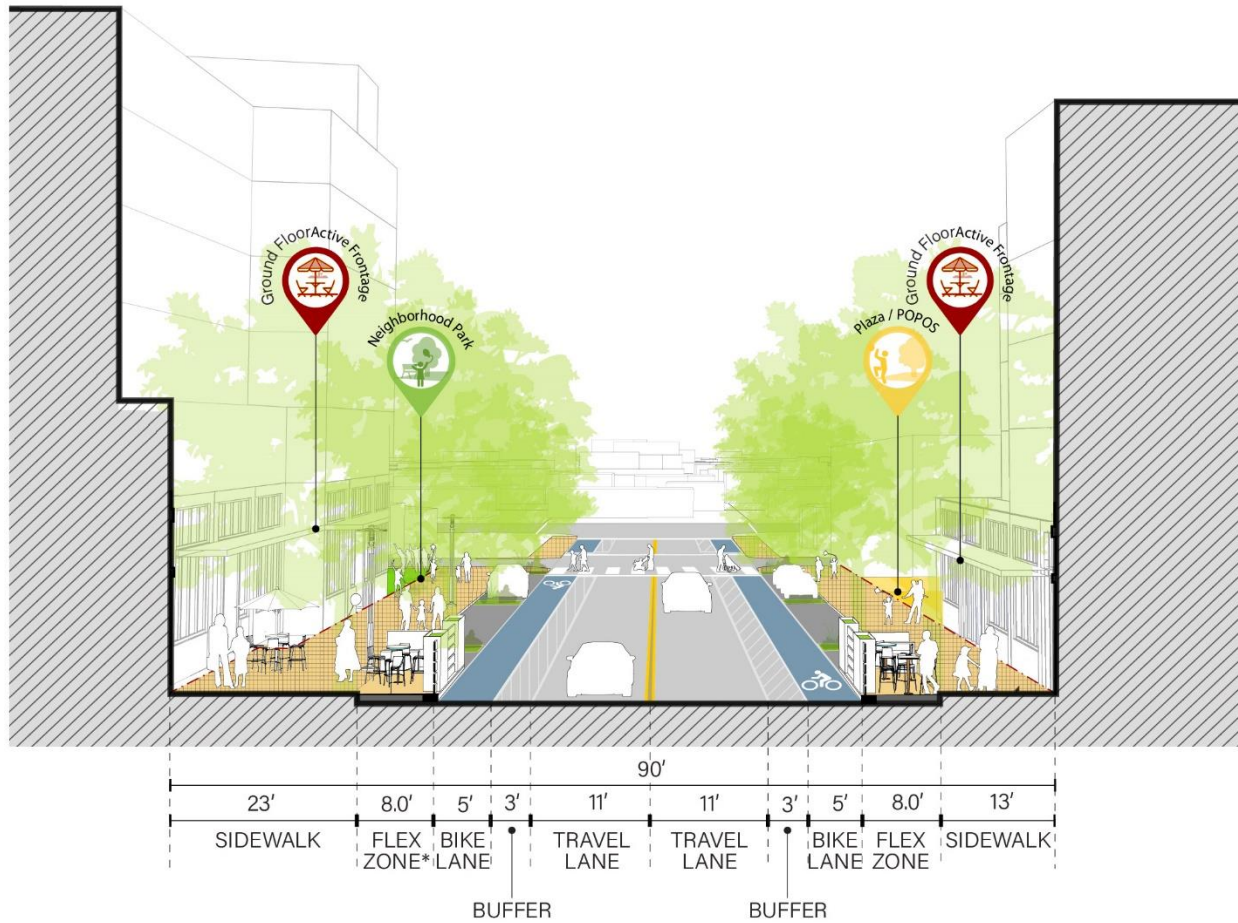
A new flashing beacon and raised pedestrian crossing across Fehren Drive between Monterey Road and Pfieffe Avenue to connect the North Block and Mid Block access drives at the paseo are proposed. These pedestrian safety improvements could reduce potential hazards and conflict between vehicles and pedestrians crossing Fehren drive using the central paseo system. Additional research from the City is needed to determine if traffic generated by new development within the vicinity would require a flashing beacon at this location to ensure safe passage for pedestrians using the central paseo system crossing Fehren Drive between the North Block and the Mid Block. This research will be partially informed by future Local Transportation Analyses (LTA) required by new development.

### **Fehren Drive Improvements**

Prior to full plan buildout, this Urban Village reimagines Fehren Drive to host diverse traffic relative to existing conditions. As shown below in Figure 6-5: Fehren Drive Cross Section Concept, Auto traffic would be limited to two 11-foot wide lanes, Two five-foot bicycle lanes with a three-foot buffer from auto traffic in each direction, and 13-23 foot wide sidewalks would frame the roadway. Flex zones are proposed between buffered bicycle lanes and sidewalks to provide space for regulated parking for commercial uses, parklets, or other group floor active frontage uses. Additionally, Policy CIR-3.6 requires minimum sidewalk widths for both sides of Fehren Drive.



Traffic calming measures, including limited horizontal visibility due to street trees and mid-rise buildings, and a raised pedestrian crossing and flashing beacon for safe pedestrian movements, would slow vehicular traffic and render the roadway safe for pedestrians passing through and across Fehren Drive. The goal of these modifications is to increase pedestrian priority for the street. Action Item CIR-A1 outlined below furthers this goal by directing the City to redesignate Fehren Drive from the existing “Residential Street” to “Main Street” in the Transportation Network Diagram provided in the General Plan. This action would emphasize that the improved street prioritizes high volumes of pedestrian movements and active storefronts.



\* Flex Zone includes Parking, Parklets and PUDO

### FEHREN DRIVE CROSS SECTION

**Figure 6-5: Fehren Drive Cross Section Concept**

Additional vehicular access is envisioned from Fehren Drive at the eastern boundary of the Village where access drives to the North Block and Mid Block are proposed. These access points would allow vehicular entry and parking for VTA park and ride users as well as residents and retail patrons north and south of Fehren Drive along an access drive that runs along the eastern boundary of the Urban Village towards surface and podium parking areas. Rancho Drive is proposed to continue providing access to existing commercial retail in the southern portion of the Village without internal vehicular access to other areas within the Village to the north. Bicycle access would match vehicular access throughout the Urban Village using the same roadways via Class II and Class I bicycle routes.

### Parking

Across the Capitol Caltrain Urban Village, an approximate ratio of one parking space for each housing unit is envisioned for the conceptual developments. Additionally, parking for the Capitol Caltrain Station is envisioned to match Caltrain parking demands as provided in Policy CIR-1.11. This conceptual parking plan

takes into consideration that the City does not have a minimum parking requirement. As such, the envisioned parking spaces are projected to guide future development projects towards the vision of this Urban Village Plan. Note that all parking calculations provided in this Plan are conceptual and not prescriptive. The conceptual parking plan presented in this Chapter is informed by market research to ensure feasibility of proposed parking and associated costs, reduce impacts of parking related parking spillover into residential streets outside of the Urban Village, and avoid allocating too much area for vehicular parking. Parking spaces provided in new development may vary from the parking calculations provided in this conceptual parking plan.

By optimizing parking, usable area for other active uses such as the envisioned central paseo system, one-half acre park, pedestrian commercial uses, and transit hub, will increase. In addition, this Urban Village Plan parking concept maximizes developable area by primarily locating parking areas within new development at the ground level, referred to as podium parking.

	<b>North Block: Shared</b>	<b>North Block: Non-Shared</b>	<b>Mid Block</b>	<b>Total</b>
<b>Residential Units</b>	220	286	215	721
<b>Residential Parking Spaces</b>	192	359	214	765
<b>Shared Spaces</b>	46	0	0	46
<b>Residential Parking Ratio</b>	1.08	1.26	1.00	1.12
<b>VTA Park and Ride Spaces</b>	114	0	0	114
<b>Total Parking Spaces</b>	<b>352</b>	<b>359</b>	<b>214</b>	<b>925</b>

**Table 6-1: Conceptual Parking Plan**

### **North Block Shared Parking Concept**

The conceptual parking plan uses a shared parking approach for VTA-owned lands north of Fehren Drive. In this approach, parking is shared between VTA park and ride commuters, residents of future development, and employees and patrons of future commercial uses.

In the most recently analyzed conditions, the VTA park and ride lot serving Caltrain is underutilized. At peak use in 2019, 164 parking spaces of 360 provided spaces were used, resulting in 46 percent peak utilization.<sup>10</sup> Assuming that demand for parking at the VTA park and ride remains constant, this Urban Village proposes maintaining minimum parking spaces in new development with 160 park and ride parking spaces. As described in Policy CIR-1.11 below, refinements to the number of parking spaces at the VTA park and ride at the Caltrain park shall be informed by a parking demand study and upcoming Caltrain policies at the time that development is proposed to ensure an appropriate amount of parking spaces.

Based on a test-fit analysis of development potential, VTA-owned lands north of Fehren Drive have been envisioned to provide 352 overall parking spaces within up to 2 levels of podium parking. Of these 352 parking spaces, 46 would be shared between the VTA park and ride and residential and commercial uses,

---

<sup>10</sup> CalTrain Business Plan: Developing a Long-Range Vision for Caltrain, May 2019, prepared by Caltrain

192 would be dedicated to residential and commercial users, and 114 would be dedicated park and ride spaces. With 192 dedicated residential spaces and 46 shared spaces envisioned, a total of 238 spaces would serve the 220 residential units and 5,800 square feet of commercial area conceptualized on VTA-owned lands. A parking ratio of 1.08 parking spaces per residential unit would result from the 238 parking spaces serving 220 residential units. With 114 dedicated park and ride spaces and 46 shared spaces envisioned, 160 parking spaces would serve the VTA park and ride.

In this shared parking approach, parking for commercial uses conceptualized on the North Block would be served by on-street parking on Fehren Drive and all unbundled parking in the vicinity.

### Shared Parking Calculations

The shared, dedicated, and total parking space counts used in the North Block Shared Parking Concept were derived from a test-fit analysis of maximum residential and commercial intensity under proposed land use regulations while providing parking spaces at market rates. Of the 220 conceptual residential units located on VTA-owned lands, all are included in this shared parking approach to share parking with the VTA park and ride. The analysis makes the following assumptions:

- The most recently analyzed maximum peak utilization of 160 park and ride parking spaces will remain unchanged at the time development is proposed.
- 75% of residential units on VTA-owned lands, or 165 units, will be market rate units.
- 25% of residential units on VTA-owned lands, or 55 units, will be affordable units.
- Market demands will require 1 dedicated parking space per market rate unit.
- Market demands will require 0.5 dedicated parking spaces per affordable unit.
- Shared parking will be feasible for up to 20% of market rate units.
- Shared parking will be feasible for up to 50% of affordable units.

By calculating dedicated and shared parking for VTA park and ride users and residential units using these assumptions, the following parking allocations were concluded, as used in the North Block Shared Parking Concept discussion above:

- Market rate units receive 165 dedicated spaces and 33 shared spaces, for a total of **198 dedicated market rate spaces**.
- Affordable units receive 27 dedicated spaces and 13 shared spaces for a total of **40 dedicated affordable unit spaces**.

Summarizing these calculations by dedicated spaces and shared spaces, the following parking allocations were concluded:

- 165 market rate-dedicated spaces and 27 affordable unit-dedicated spaces amount to **192 dedicated residential spaces**.
- 33 market rate-shared spaces and 13 affordable unit-shared spaces amount to **46 shared residential spaces**.

Finally, including these shared parking allocations with the 160 park and ride spaces proposed to remain, the following shared and dedicated parking summary was concluded:

- Dedicated VTA park and ride spaces: 114

- Shared VTA park and ride and residential spaces: 46
- Dedicated residential spaces: 192
- Total spaces achieved: 352



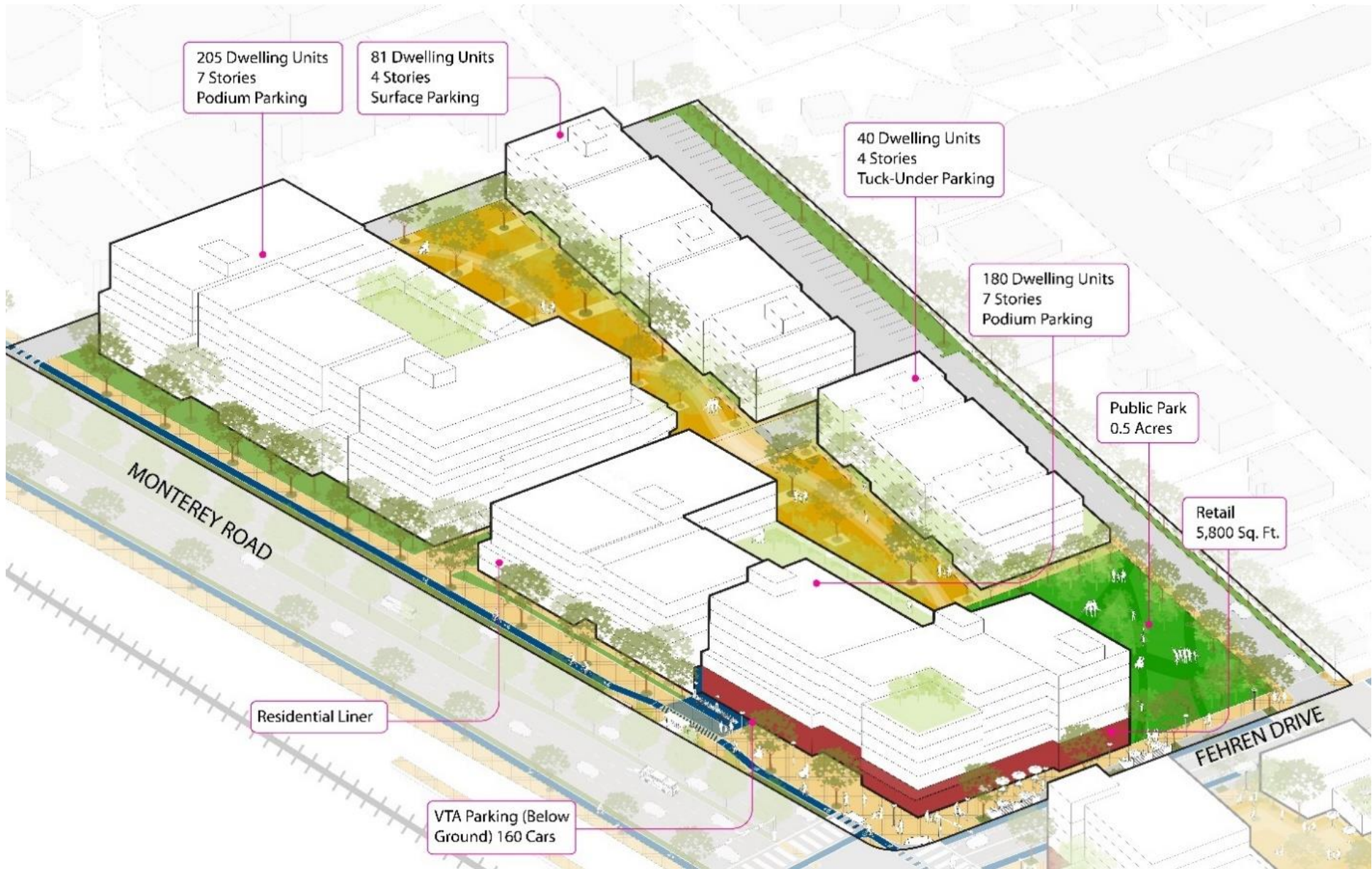


Figure 6-6: North Block Parking Concept

### **North Block Non-Shared Parking Concept**

North of lands owned by VTA on the North Block, this conceptual parking plan calculates parking for new development at greater than a one-to-one ratio for residential units and nearby commercial use. For these lands, 359 parking spaces are conceptualized to serve 286 residential units and adjacent commercial uses, resulting in a parking ratio of 1.26 parking spaces per dwelling unit. 359 parking spaces are envisioned to be provided by 76 surface parking spaces and 283 parking spaces within 3 tiers of stacked mechanical parking in a 24-foot high podium.

### **Mid Block Parking Concept**

With the conceptual development plan on the Mid Block providing 175 residential units and 175 parking spaces within one level of podium parking,(Figure 6-7) the parking ratio is one space per unit. One exception to this is the parcel located at the northwest corner of the Mid Block, where the conceptual development provides 39 parking spaces for 40 residential units, resulting in a parking ratio of 0.98. Inclusive of all units and parking spaces, a total of 215 residential units and 214 parking spaces at the Mid Block results in a parking ratio of 1.00. Parking spaces in the northwest parcel of the Mid Block are envisioned in this concept to be accommodated by 2 tiers of stacked mechanical parking in a 17-foot high podium.

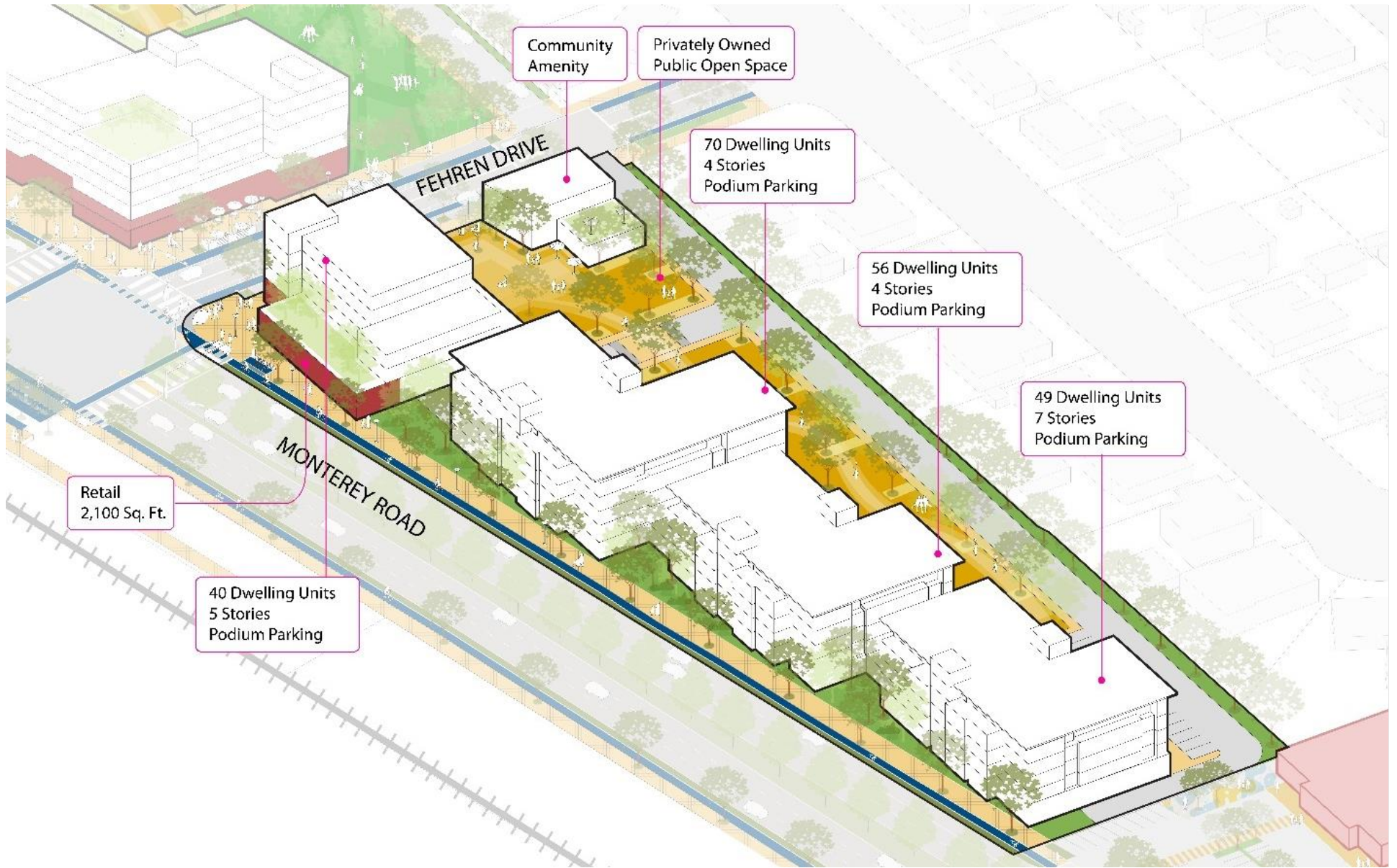


Figure 6-7: Mid Block Parking Concept

## Curbside Management

The Urban Village is envisioned as a mobility and activity hub that needs to balance the needs of many street users. Establishing strategies to manage the various street curb users is critical due to the growth of transportation network companies (TNC) such as Uber and Lyft and the growing demand for curbside pickups, drop-offs, and deliveries. Curbside management aims to inventory, optimize, allocate, and manage curb spaces to maximize mobility and access for various curb users. These users include TNC services, parked vehicles and electric vehicle charging, car-share and bike-share services, pedestrian and crossing infrastructure, couriers and delivery vehicles, emergency services, ADA access, and parklets.

## Circulation and Streetscape Goals and Policies

Goal CIR-1: Optimize parking to reorient the urban environment toward pedestrians.

- Policy CIR-1.1: New development projects shall **provide high quality, desirable bicycle parking and/or storage facilities** along sidewalks, in parking garages, and building entrances and public sites as defined in San José Municipal Code and the Citywide Design Standards and Guidelines.
- Policy CIR-1.2: Implement **short term parking, accessible parking, and passenger loading** on Fehren Drive and **accessible parking and passenger loading** on the eastern access drive at the North Block and Mid Block.
- Policy CIR-1.3: **Allow uses that activate sidewalks** with a variety of activities, including mobile street vending, sidewalk flower sales, fruit and vegetable sales, outdoor dining, and periodic sidewalk display of retail merchandise, especially along Fehren Drive within the designated flex zone.
- Policy CIR-1.4: **Advance pedestrian connectivity** within the Urban Village and between existing commercial development at the South Block and existing residential development to the east of the site through sidewalk improvements. Sidewalk improvements shall be provided by new development projects at their frontages where projects abut existing or future sidewalks as proposed in Figure 6-4 of this Plan.
- Policy CIR-1.5: Residential development projects in the Urban Village shall **unbundle all off-street parking from the lease or sale of each residential unit** in the project.
- Policy CIR-1.6: Employ **curbside management strategies** at the intersection of Monterey and Fehren Drive through the designation of pick-up and drop-off locations to manage circulation and minimize vehicle-bicyclist conflicts. Use the eastern access drives at the North Block and Mid Block for loading and rideshare pickup and drop-off zones; permit short term parking, parklets, and freight loading on Fehren Drive; and prohibit rideshare pickup and drop-off zones on Monterey Road.
- Policy CIR-1.7: At the time of development, the number of proposed parking spaces at the **VTA park and ride shall be informed by a parking demand study** and by upcoming Caltrain policies.

Goal CIR-2: Ensure that all improvements to the street system **enhance mobility for all modes of travel and prioritize safety** and provide safe access to the Caltrain Station in the order of the following priority: pedestrians, followed by bicycles and micromobility, followed by the VTA bus stations, followed by pick-up and drop-off, followed by auto parking.

- Policy CIR-2.1: All residential buildings shall have a minimum of a 6-foot wide unobstructed walkway from the building entrance to the public right of way.
- Policy CIR-2.2: Construct a **pedestrian island fronting the bus transit stop** to allow transit passengers to safely cross into the bicycle lane before bus arrival.
- Policy CIR-2.3: Require new developments to provide the roadway and streetscape improvements identified in this plan to address any transportation impacts.
- Policy CIR-2.4: Require new developments to **provide Transportation Demand Management (TDM) programmatic measures**, such as subsidized transit passes, to address any transportation impacts and to comply with the City’s TDM ordinance requirements.
- Policy CIR-2.5 Ensure that all planned roadway and streetscape improvements identified in this Plan, publicly or privately owned, are designed in compliance with the **San José Complete Streets Design Standards and Guidelines**.
- Policy CIR-2.6: All sidewalks and pedestrian crossings shall be designed in compliance with the **Americans with Disabilities Act (ADA)** and implement traffic calming measures as appropriate to ensure pedestrian safety.
- Policy CIR-2.7: Ensure the utilization of **high-quality materials in the construction of public streets**, as indicated and applicable per the San José Complete Streets Design Standards and Guidelines.
- Policy CIR-2.8: New development shall provide a publicly accessible drive aisle and curb cut at the northern boundary of the Urban Village on Monterey Road at the time of development to access adjoining development, including the VTA Park and Ride and through traffic to Fehren Drive. To ensure that traffic entering the North Block via the proposed entry driveway does not create hazardous conditions for pedestrians and vehicular traffic, and safely provides right turning movements into and out of the private access drive, the curb cut shall be designed in compliance with the San José Complete Streets Design Standards and Guidelines.
- Policy CIR-2.9: The bus transit stop shall be located within transfer distance from the Capitol Caltrain Station in accordance with Valley Transit Authority requirements.
- Action Item CIR-A1: Update the Transportation Network Diagram in the General Plan **to change the street typology for Fehren Drive from “Residential Street” to “Main Street,”** allowing the street to be designed to prioritize high volumes of pedestrian movements and active storefronts.

Goal CIR-3: Encourage use of public transit, bicycling, and pedestrian pathways to enhance connectivity between the Urban Village and surrounding destinations.

- Policy CIR-3.1: A rectangular rapid flashing beacon and a raised pedestrian crossing shall be installed at the intersection of the Fehren Drive and the central paseo system, as determined necessary for pedestrian safety, informed by future Local Transportation Analyses (LTA) at the time of future development
  - Consider a signal warrant study to determine if a traffic signal at the intersection of Fehren Drive and the access drive along the eastern boundary of the Urban Village is necessary.
- Policy CIR-3.2: Develop a **crosswalk across Rancho Drive** at the east leg of the intersection of Monterey Road and Rancho Drive to increase pedestrian access between the Capitol Caltrain Station and the Urban Village.

- Policy CIR-3.3: Implement more frequent timing at the intersection of Monterey Road and Fehren Drive to discourage jaywalking.
  - As informed by future Local Transportation Analyses at the time of development, where pedestrian traffic volumes require additional safety measures as determined by the Department of Public Works and the Department of Transportation, implement a **scramble crossing signal at the intersection of Monterey Road and Fehren Drive** to stop all traffic when pedestrians enter crosswalk.
- Policy CIR-3.4: Ensure easy and convenient access to the Capitol Caltrain Station for pedestrians and cyclists by **modifying the intersection of Monterey Road and Fehren Drive** to include a second crossing across the southern side of the intersection, bicycle paths at the north, south, and east crossings, include pedestrian islands at the north and south crossings of Monterey Road, shorten the walking distance across Monterey by extending the sidewalk into the right of way at the crossing from Monterey Road, and eliminate the existing slip lanes and triangular raised islands at the intersection at the western terminus of Fehren Drive. These improvements shall be designed in compliance with the San José Complete Streets Design Standards and Guidelines.
- Policy CIR-3.5: Use **green asphalt to indicate bicycle routes** and conflict areas to increase safety for cyclists accessing both Caltrain and bus transit.
- Policy CIR-3.6: **Sidewalk widths**, as measured from the back of curb to private property lines or new development, shall be a minimum of 15 feet wide on the east side of Monterey Highway, a minimum of 12 feet wide on the south side of Fehren Drive, a minimum of 15 feet on the north side of Fehren Drive, and a minimum of 10 feet along Rancho Drive. New development shall dedicate the necessary right of way or easement to ensure that these sidewalk widths are achieved.
  - A minimum of a 20-foot setback shall be provided from new development along Monterey Road from building face to back of curb.

Goal CIR-4: Support **emerging transportation modes and new technology** to expand transit access (first- and last-mile connections).

- Policy CIR-4.1: **Create a mobility hub that is at least 4,000 square feet.** The mobility hub shall provide parking corrals for micro-mobility vehicles, including e-scooters, e-bikes, and other emerging modes at the northeastern corner of Monterey Road and Fehren Drive to allow for expanded use of transit in the immediate vicinity of VTA bus and Caltrain service, as visualized in Figure 6-5. The mobility hub may be located outside of or within the public right-of-way in coordination with The Department of Public Works.
- Policy CIR-4.2: Manage and monitor on-street and Caltrain park and ride parking supply through technology applications.

## Chapter 7: Implementation

To ensure timely and organized execution of the Capitol Caltrain Urban Village Plan, thoughtful implementation of the Goals, Policies, and Action Items contained within this document must take place. This Chapter identifies strategies, responsible parties, and funding mechanisms for the construction of physical infrastructure, improvements, programs and amenities identified in this Plan. Together, these strategies and funding mechanisms will achieve the Plan’s vision and meet its many goals. This Chapter also identifies Implementation Actions that need to be taken to successfully implement this Plan.

With the anticipated increase in development potential in the Capitol Caltrain Urban Village, the private development community will play a key role in implementing many of the improvements identified in this Plan, either by constructing them as part of their project or by paying city fees, that in turn will construct identified improvements. The implementation of other improvements, programs or amenities will require a partnership between the City and private developers to establish new funding strategies or mechanisms.

### Financing of Improvements

The following table describes the Plan’s identified improvement with potential funding mechanisms. Excluded from this table are improvements that are existing requirements for private development including, but not limited to, public and private streets, sidewalks, and utility infrastructure (including on- or off-site) required to serve the private development, park dedication or in lieu fee payment, required inclusionary housing compliance, water and sanitary sewer connection and improvements, and the like.

PROPOSED IMPROVEMENT	PROPOSED ALLOCATION OF IMPROVEMENTS AND FUNDING MECHANISMS
<b>Open Space</b>	
Central Paseo System	Developer provides the land and improvements through incentives outlined in Policy OS-1.1 and agrees to maintain the improvements. A special financing district could fund additional improvements, programming, and maintenance of this central paseo system. Grants to explore include the Urban Greening Grant (State), the Clean California Grant (State), or the Transformative Climate Communities Grant (State – SGC).
Community Amenity and at the northeast corner of the Mid Block and POPOS	Private development provides land and basic improvements through incentives outlined in Policy OS-2.4, OS-2.5, and OS-2.6. Improvements could be eligible for credits provided in the City’s Parkland Dedication Ordinance (PDO)/Park Impact Ordinance (PIO). Grants to explore include the Urban Greening Grant (State), the Clean California Grant (State), or the Transformative Climate Communities Grant (State – SGC).

PROPOSED IMPROVEMENT	PROPOSED ALLOCATION OF IMPROVEMENTS AND FUNDING MECHANISMS
<p>“Floating Park” at the southeast corner of the North Block</p>	<p>Private development provides land through the City’s PDO/PIO process. Improvements could be provided by a Turnkey Park agreement between the City and the developer. Alternatively, private development provides the land and improvements through incentives outlined in Policy OS-2.4, OS-2.5, and OS-2.6 and agrees to maintain the improvements. Additional improvements could be funded by other funding strategies, such as grants. Grants to explore include the Urban Greening Grant (State), the Clean California Grant (State), and the Transformative Climate Communities Grant (State – SGC). PDO/PIO funding gathered from new development may be used for Seven Trees Community Center and/or Solari Park in addition to the designated park site.</p>
<p><b>Circulation and Streetscape</b></p>	
<p>Mobility Hub at Village Gateway</p>	<p>The Urban Village gateway will be a mobility hub that enhances access for the surrounding communities and where different modes of travel seamlessly converge. The mobility hub may include features such as wayfinding, bikeshare, carshare, scooter-share, on-demand rideshare, neighborhood electric vehicles, smart parking, curbside management, and micro mobility services, etc. Funding sources include (1) contributions from development projects via the City’s Transportation Analysis Policy and Transportation Demand Management Policy; (2) public funding and grants, such as the Transformative Climate Communities Grant (State – SGC) and the Mobility Hubs Grant (CMAQ).</p>
<p>On-Street Parking Management</p>	<p>On-street parking management strategies include curb management, short term parking, and enforcement, etc. in the Urban Village. Potential funding sources include parking revenue, developer contributions from adjacent development, and other funding mechanisms to be explored by the City. The parking management strategies must be implemented by the time the first development project is occupied.</p>



<b>PROPOSED IMPROVEMENT</b>	<b>PROPOSED ALLOCATION OF IMPROVEMENTS AND FUNDING MECHANISMS</b>
Monterey Road Complete Street with Transit Priority Improvements	Complete Street improvements on Monterey Road between Capitol Expressway and Kenbrook Circle will be funded by (1) contributions from development projects in the Urban Village via the City’s Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public funding and grants. The VTA’s Monterey Road Community Based Transportation Plan (CBTP) estimates \$6.8 million for pedestrian infrastructure improvements to Monterey Road between Southside Drive and Blossom Hill Road, \$12,000 for bus stop facility improvements at the intersections of Monterey Road and Fehren Drive and of Monterey Road and Rancho Drive, and additional undetermined costs for intersection improvements to the intersection of Monterey Road and Fehren Drive. HSIP, OTS, ATP, OBAG, TDA 3, TFCA, Lifeline, CARE, City TIF, General Fund, and Measure B funds are cited as potential funding sources for these improvements within the CTBP.
Fehren Drive Complete Street with Pedestrian Priority Improvements	Complete Street improvements on Fehren Drive, including widened sidewalks, buffered bicycle lanes, and pedestrian crossing infrastructure will be funded by (1) contributions from development projects in the Urban Village via the City’s Transportation Demand Management Policy; (2) public funding and grants. Grants to explore include the Transformative Climate Communities Grant (State – SGC) and the Mobility Hubs Grant (CMAQ).
Rectangular Rapid Flashing Beacon at Fehren Drive and Paseo	Pending Local Transportation Analysis submittals accompanying new development, a rectangular rapid flashing beacon shall be installed at Fehren Drive and the paseo to facilitate safe movements for pedestrians navigating the paseo across Fehren Drive between the North Block and the Mid Block. At the City’s discretion, a signal warrant and subsequent traffic study, may be implemented to control traffic movements between Fehren Drive and the access drive at the eastern boundary of the Urban Village for the North Block and Mid Block. This infrastructure will be funded by (1) contributions from development projects in the Urban Village via the City’s Transportation Demand Management Policy; (2) public funding and grants, such as the Transformative Climate Communities Grant (State – SGC).

PROPOSED IMPROVEMENT	PROPOSED ALLOCATION OF IMPROVEMENTS AND FUNDING MECHANISMS
Traffic Signal at Monterey Road and Rancho Drive	A new traffic signal is proposed at the intersection of Monterey Road and Rancho Drive to increase the safety of this intersection for all users of the two roadways. This infrastructure will be funded by (1) contributions from development projects in the Urban Village via the City's Transportation Demand Management Policy; (2) public funding and grants, such as the Transformative Climate Communities Grant (State – SGC).

**Implementation Actions**

- Implementation Action 1: All development in the Capitol Caltrain Urban Village shall plan, design, and build all projects per the vision, goals and policies of this Plan.
- Implementation Action 2: The Capitol Caltrain Urban Village shall be adopted with concurrent or applicable zoning that is consistent with the policies and development standards established in all the Chapters of the Plan.
- Implementation Action 3: The City shall actively work with developers to integrate placemaking amenities at the time of development during the entitlement process. Additional funding mechanisms may be necessary to implement many of the amenities, improvements and programs identified in the Plan, including public art, activation sites, wayfinding, streetscape improvements and the one half-acre park and related open space amenities.