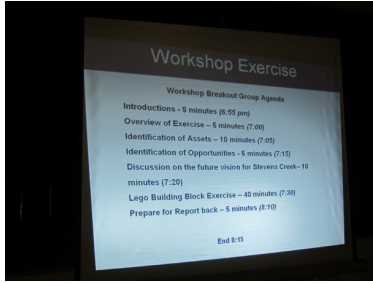


Stevens Creek Urban Village



Overall Workshop Summary:

The Stevens Creek Urban Village workshop was held on the 27th of February at the Cypress Senior and Community Center at 6:30pm. Over 72 community members attended with a mix of community residents, home owners, property owners and local businesses owners. Due to the size of the Stevens Creek Urban Village, interested parties came from a very large area, from the San Jose and Cupertino boundary to Winchester Boulevard near Valley Fair and Santana Row. Also present were interested residents who lived outside the boundaries and expressed general interest in the Urban Village planning process. The workshop was kicked-off by District 1 Councilor Pete Constant who also stayed during the workshop and conversed with participants.

Workshop participants were very interested in the planning process and the potential for new development at key nodes within the Stevens Creek Urban Village. Many were positive and felt that there were many properties that were underutilized and would benefit from new development. Other participants felt that the entire corridor was overwhelmed with traffic and expressed concern that the existing neighborhoods would be impacted by the additional traffic generated by new development. Many community residents expressed a desire to see consistency between the design of improvements on both sides of Stevens Creek Boulevard and called for collaboration between the City of San Jose and the City of Santa Clara. Workshop participants felt that the existing car dealerships were a barrier to new development and favored the reduction in land devoted to car dealerships. Overall, workshop participants expressed interest in and support for the planned Bus Rapid Transit line and were keen to provide input on suggestions for bus stops and nodes that would benefit from this project.

There was no general consensus as to the appropriate heights for new development on the Stevens Creek Corridor. A portion of the workshop participants felt that certain nodes (such as Saratoga Avenue and Stevens Creek) were more suitable for taller buildings exceeding ten stories. Generally most workshop participants created new development averaging 5 stories in height with some proposed development as low as 2 stories, particularly in locations adjacent to single family homes. Workshop participants were quick to embrace the idea of ground floor retail and focused on the development of whole blocks rather than single properties. Workshop participants generally favored smaller park spaces and non-traditional parks such as plazas and open public space. Some participants were felt that Stevens Creek would benefit from higher density residential and office towers located at major intersections along the Stevens Creek corridor.

While community members expressed concern with the interface between new development and the existing single family neighborhoods, participants generally were willing to plan for new growth, but wanted to ensure that growth occurred in the right locations and in a measured and orderly fashion.

Table 1

1. Identified Assets
 - ❖ Small businesses within walking distance.
 - ❖ Mix of big retail stores and little shops located in close proximity).
 - Like the Safeway shopping center and the Cost Plus.
 - ❖ Single family dwellings with private backyards.
 - ❖ Historic homes.
 - ❖ The ethnic diversity of the existing neighborhoods.

2. Identified Opportunities
 - ❖ Car lots (Some of them)
 - ❖ Garden City site
 - ❖ Former Circuit City next to Cost Plus

3. Other Comments and Inputs
 - New Commercial:
 - ❖ No Wal-Mart's or big box.
 - ❖ Small mom and pop businesses.
 - ❖ More hotels.
 - ❖ Reduce auto dealership foot prints.
 - Parks & Community Space:
 - ❖ Get rid of Circuit City and install a park.
 - ❖ Need tot lots and at least one large park with sports fields.
 - ❖ Block off street sections (e.g. Albany) & create park space & pedestrian access only. Existing apartments are under served by park facilities.
 - ❖ Locate a community center or "parklet" within underutilized portions of existing shopping centers.
 - ❖ Locate Small rest areas adjacent to the Sidewalk and plazas within new development, particularly in locations adjacent to residential development.
 - Improvements to Stevens Creek:
 - ❖ More crosswalks with safely lights
 - ❖ Dedicated bike lane.
 - ❖ On street parking at key locations (Such as major nodes)
 - ❖ Reduce the footprints of the dealerships.
 - ❖ Traffic Calming (such as traffic circles) in existing neighborhoods.
 - ❖ Provide pedestrian connections between the Safeway with the residential neighborhood to the south.
 - New Development:
 - ❖ New development should step down if located close to residential.
 - ❖ New businesses/residential should have their access off Stevens Creek and not the side streets. (Major Arterials)

4. Summary of Lego Exercise

- ❖ Table 1 participants were consistent in their placement of Lego and focused much of the residential and office development at key nodes and on major blocks, such as Saratoga Avenue and Stevens Creek Boulevard and San Thomas Expressway and Stevens Creek Boulevard.
- ❖ Participants were generally in favor of higher density and placed higher residential and commercial legos in clusters.
- ❖ Parks were organized in more creative ways with emphasis on public spaces, and smaller format parks interspersed between new developments along Stevens Creek Boulevard.
- ❖ Many participants proposed parking structures that would be integrated into the new developments.
- ❖ Retail and new commercial was located at major intersections.
- ❖ Concentrating new development was seen as a way to create more pedestrian oriented or friendly areas. Participants were eager to have more pedestrian walkways, routes and infrastructures throughout the urban villages and surrounding areas.
- ❖ Underground parking on larger developments was considered preferable to at grade parking.



Growth Strategy

Table 1 participants generally clustered new development on locations that they felt were immediate development opportunities. Particular attention was paid to Stevens Creek Boulevard and Saratoga Avenue, which was identified as a major node. At this node participants clustered residential growth around parks and public open spaces and provided pedestrian connections between these residential areas and the surrounding areas. Parks were also located such that also interfaced with the existing residential neighborhoods. Participants also located a fair amount of commercial along Stevens Creek near the intersection of Saratoga. Generally participants focused the much denser developments in the center of the Village development slimming down as it moved towards the border of Cupertino. Participants took advantage of the very large parcels on Stevens Creek to create mixed use blocks. Table 1 participants stressed the need for pedestrian oriented development and improved pedestrian connections. Many said the car orientation of Stevens Creek did not foster a sense of community or neighbor interaction. There was a general consensus among the group that the Stevens Creek corridor is a prominent part of San Jose and that development should improve the connection should be aware of the connection to the rest of San Jose as well as Cupertino.

Table 2

1. Identified Assets
 - ❖ Existing single family homes.
 - ❖ Ties unlimited (local business).
 - ❖ Village Shopping Center.
2. Identified Opportunities
 - ❖ Redevelop Kiely and Saratoga (Harry's Hofbrau/Old Circuit City)
 - ❖ Opportunities to work with Santa Clara and make a more homogenous look on both sides of Stevens Creek.
 - Santa Clara has white street lights and San Jose has yellow street lights.
3. Other Comments and Input.
 - Parking:
 - ❖ No parking on the street.
 - ❖ Ensure that incoming development has enough parking so that there is no spillover into the existing residential neighborhoods.
 - Improvements to Stevens Creek:
 - ❖ Add street trees along Stevens Creek.
 - ❖ Pedestrian bridges over Stevens Creek at key nodes
 - ❖ Additional street lighting on Stevens Creek.
 - ❖ Bike lanes.
 - ❖ Introduction of electric car charging stations.
 - ❖ BRT with ten minute intervals between buses.
 - Public Space:
 - ❖ New public space (River Walk) like in San Antonio
4. Summary of Lego Exercise
 - ❖ Table 2 participants focused on the development of office and retail space on the major identified node of Stevens Creek Boulevard and Saratoga Avenue. At this node participants created buildings of up to 10 floors in height with mixed uses.
 - ❖ Many of the mixed use developments featured ground floor retail with more intensified office uses on the higher floors.
 - ❖ Table 2 participants put smaller mixed use buildings on many of the larger parcels along Stevens Creek. Many were stand alone and were not part of a larger block or development pattern.
 - ❖ There was a concentration of office and retail that fronted Stevens Creek and Saratoga.
 - ❖ A number of parks or public space was placed at the Stevens Creek and Saratoga node to serve existing and new residential development in and around this node. Parks and public space were also placed further west on Stevens Creek.



Growth Strategy

Table 2 participants developed a growth strategy that was focused on creating a major node and concentration of development at the intersection of Stevens Creek Boulevard and Saratoga Avenue. The proposed new developments included a large amount of both traditional and non traditional public space, office towers with ground floor retail and mid-rise mixed use residential with most buildings fronting on major streets. Table 2 participants identified specific properties that they felt were underutilized along Stevens Creek between Lopina Way and Richfield Drive and placed much smaller scale (3 to 4 story) retail and office mixed use development onto them. One of the structures included a park on the roof. In addition, a three story office, retail and residential structure was located at the intersection of Stevens Creek and Loma Linda Drive. Transportation issues were not discussed and table 2 participants showed more interest in creating a strategy that created smaller scale pedestrian oriented developments on nodes rather than transforming the whole corridor of Stevens Creek.

Table 3

1. Identified Assets

- ❖ Local schools are good.
- ❖ The area is low rise and spacious.
- ❖ There is access to retail in the community.
- ❖ It is possible to walk to the existing stores.
- ❖ The traffic in the area is manageable.
- ❖ It is very easy to park and find parking.
- ❖ The area is always exposed to the sun.

2. Identified Opportunities

- ❖ The area is ripe for revitalization and the creation of vibrancy.
- ❖ There are many old buildings; the area was not well planned. Opportunity for positive change.
- ❖ Opportunity to create neighborhood downtowns like Willow Glen around the Cost plus/World Market.
- ❖ There is an opportunity for traffic calming.
- ❖ The area has room for more parks.
- ❖ Opportunity to reduce air pollution.
- ❖ Opportunity to develop bike lanes and walking paths.
- ❖ More opportunities for senior centers and community spaces.

3. Other Comments and Input:

Identified Challenges:

- ❖ Bottlenecks – not enough connecting/through streets.
- ❖ School capacity may not be able to handle new development.
- ❖ New development could create Traffic issues.
- ❖ Many areas have multiple owners:
- ❖ Preserving privacy will be a challenge
- ❖ As new development occurs, maintain the character and scale of the existing one story residential neighborhood.

Urban Design:

- ❖ Build taller next to Stevens Creek and step down buildings as they approach existing residences.
- ❖ New mixed use buildings could include connecting pedestrian bridges over major arterials
- ❖ Create a Willow Glen style downtown.

Parking:

- ❖ Put alleys and walkways where there are no existing homes.
- ❖ For high rise projects provide adequate parking on site
- ❖ Make sure there is no spillover parking.
- ❖ No unbundled parking.

4. Summary of Lego Exercise

- ❖ Table 3 participants took a wider and broader look at the Urban Village boundaries as a whole. Developments were placed along a large portion of parcels and properties that front onto Stevens Creek.
- ❖ There was a general desire to create a sense of density with a number of developments observed as being 7 floors and higher.
- ❖ Most buildings were mixed use with ground floor retail and multiple floors of either office or residential above. Many of the shallower properties were changed to small scale residential to account for the small property sizes.
- ❖ Parks were interspersed throughout with a focus on smaller formats over traditional multi-acre parks.
- ❖ There was a major concentration of mid-rise mixed use development at the identified node of Stevens Creek Boulevard and Saratoga Avenue. Residential/retail and office/retail mixed-use buildings were placed side by side in an alternating fashion with a uniform height of four floors.
- ❖ Further along Stevens Creek, table three participants increased the heights on properties closer to the border of Cupertino. A six and seven story office building with and an additional ground floor parking were located on the west side of Laurence Expressway. On the eastside of Laurence, participants located 5 to 9 story residential buildings and a 6 story office building with an additional ground floor of parking.
- ❖ There was an even distribution of retail all along the main thorough fare of the Stevens Creek Urban Villages.



Growth Strategy

Table 3 participants focused on a growth strategy that created a fairly even distribution of the planned jobs and housing all along the Stevens Creek corridor. A variety of heights and buildings intensities were used with a major focus of mid-rise growth placed on the node of Stevens Creek and Saratoga. The higher density new developments were placed on properties closer to the Cupertino border adjacent to Lawrence Expressway with a number of lower rise developments placed closer towards the eastern edge of the Urban Village boundaries. Table 3 participants favored mixed use development, often with ground floor retail, and also were consistent in their placement of buildings on properties that fronted on major streets and intersections. Participants were eager to see new development located along most of the length of Stevens Creek Corridor.

Table 4

1. Identified Assets
 - ❖ Access to highways.
 - ❖ Stevens Creek is a very wide road.
 - ❖ Shopping, restaurants and grocery stores in the area.
 - ❖ The area is safe (relatively).
 - ❖ The many larger sized lots in the area.
 - ❖ The single family homes.
 - ❖ The mature and existing urban forest.
2. Identified Opportunities
 - ❖ Opportunity to improving the sidewalk on Henry and Stevens Creek.
 - ❖ The greening of lots with businesses e.g. having more landscaping and shrubs.
3. Other Comments and Input
 - Traffic:
 - ❖ Concerns with left turn access into Barnes and Noble area.
 - ❖ Do not want a new right turn off of San Thomas Expressway.
 - ❖ The intersections of I280/Saratoga and Stevens Creek/Winchester have lots of traffic.
 - ❖ Traffic issues: Especially during November/December.
 - ❖ Stevens Creek between San Thomas and Cypress has too much speeding.
 - ❖ Speeding cars on neighborhood streets.
 - Parking:
 - ❖ Lack of parking. Employees of various businesses park in neighborhoods.
 - ❖ Lights from parking lots bleeding into residential properties is a major problem.
 - Preservation:
 - ❖ Preservation of the existing local family owned businesses.
 - Public Transit:
 - ❖ VTA needs routes that go north/south.
 - ❖ Public transit has to be accessible to those who need it.
 - ❖ Provided improved access to public transit.
 - Parks:
 - ❖ Need more parks.
 - ❖ Need more greening of the area.

Building Use:

- ❖ There are zoning problems.

4. Summary of Lego Exercise

- ❖ Generally table 4 participants were not supportive of significant new development along Stevens Creek Boulevard.
- ❖ The major issues that continued to come up was that traffic was a huge problem and that many of the table 4 participants felt that the entire neighborhood was at capacity for both new population and traffic.
- ❖ Many participants also focused on issues such as dangerous turning lanes and concerns with perceived change.
- ❖ Table 4 participants did not focus on development or the placement of additional legos on the maps provided.
- ❖ Participants focused on the placement of parks and public spaces within the existing single family home neighborhoods.



Growth Strategy

Table 4 participants were unable to come to a consensus on a general growth strategy. A majority of the table participants felt that the Stevens Creek Urban Village was at capacity and would be unable to absorb any form of new growth. They did discuss allowing the inclusion of new single family homes and felt that new development, if it did occur should take on a form similar to that of the existing neighborhood. A major strategy of the group was to place parks and public spaces in areas to create traffic calming effects.

Table 5

1. Identified Assets

- ❖ Barnes & Noble.
- ❖ Some good local restaurants.
- ❖ The Goodyear tire store that is within walking distance.
- ❖ The #23 and #24 bus lines.
- ❖ The Safeway and Bevmo.
- ❖ The low height of existing buildings.
- ❖ Sports Authority complex.
- ❖ Easy parking.
- ❖ Pedestrian bridge over Interstate 280.
- ❖ World Market

2. Identified Opportunities
 - ❖ The old Garden City property.
 - ❖ Empty lot that was an old auto dealership next to Barnes & Noble.
 - ❖ Old Circuit City site.
 - ❖ Sports Authority Shopping Center for higher density retail and residential.
3. Other Comments and Input

Development Standards:

 - ❖ Larger setbacks to allow for more sidewalk activity. Opportunities for more cafes and restaurants.
4. Summary of Lego Exercise
 - ❖ Participants of table 5 were focused on creating a balance of development with no major areas having higher concentrations of development.
 - ❖ The area around the intersection of Stevens Creek and Saratoga was identified as a major opportunity site for new development.
 - ❖ A majority of the new development was mid rise with no buildings going above 5 floors in height.
 - ❖ Participants created a very orderly streetscape using an organized development style with a fairly even distribution of the planned growth all along Stevens Creek.



Growth Strategy

Table 5 participants developed a growth strategy where development was fairly evenly distributed along the entire corridor of Stevens Creek. There was a focus on having the development spread out rather than having intensified density and development on mayor nodes as done by other workshop participants. The most development was placed at the intersection of Stevens Creek and Saratoga. The buiddings were placed together in a very orderly manner with public space and non traditional parks providing a buffer between the large streets and the planned development. Participants favored having public spaces integrated into much of the planned growth. New development was generally mid-rise with heights no higher than 5 or 6 floors. All development was mixed use with ground floor retail. Table 5 participants were aware of the space needs of retail and created blocks with very deep retail floor plates with residential and offices above.

Table 6

1. Identified Assets

- ❖ Santana Row.
- ❖ Cafes Bolana and the former Barefoot Coffee.
- ❖ Bike corridors along Cypress Avenue and Tantau Avenue (City of Cupertino).
- ❖ Access to freeways.
- ❖ Barnes & Noble.
- ❖ Winchester Mystery House.

2. Identified Opportunities

- ❖ Parking areas at BRT stations can be redeveloped with higher and better use.
- ❖ Need grocery stores in the center of the Urban Village that are within walking distance.

3. Other Comments and Input

Parking

- ❖ There is spillover parking from the Auto dealers. In addition, auto dealer customers test drive cars within the neighborhood.
- ❖ Not enough parking at Santana Row.

Infrastructure

- ❖ More trees such as flowering or fruit trees to beautify the street.
- ❖ More bike lanes.
- ❖ More street trees along residential streets.

Urban Design

- ❖ Locate Mixed use, high density along transit ar.
- ❖ No high rise, 3 to 4 stores maximum.
- ❖ Develop around nodes.

4. Summary of Lego Exercise

- ❖ Table 6 participants spread development along Stevens Creek boulevard; however they also identified the areas around the intersections of Stevens Creek and Saratoga, and Stevens Creek and Lawrence Expressway as nodes.
- ❖ Much of the development placed onto the map was mid rise mixed use buildings with ground floor retail and office and residential above.
- ❖ Parks and other public spaces were moved away from the main streets and located in new and existing residential areas.
- ❖ Red or retail Legos were used as a ground floor all along Stevens Creek and Saratoga
- ❖ Parking garages were placed away from the main building frontages.
- ❖ Residential, office and/or retail Legos were used interchangeably representing mixed used buildings.





Growth Strategy

Table 6 participants focused on creating clusters of residential only and mixed use development areas. A majority of the growth was clustered around the intersection of Lawrence Expressway and Stevens Creek Boulevard. Table 6 participants felt that the proximity to the border of Cupertino as well as the planned Apple campus would play a significant role in the future development of the Stevens Creek Urban Village. Participants created a growth strategy that ensured that new developments would create a uniform development pattern all along the entire length of the Stevens Creek Boulevard. Along Saratoga Avenue near the intersection of Stevens Creek Boulevard, participants created unique mixed use developments that had ground floor retail, and offices and residential above. In between the nodes of Stevens Creek and Lawrence Expressway, and Stevens Creek and Saratoga Avenue, participants placed smaller mid rise mixed use buildings in a uniform pattern with similar layouts.