



Stevens Creek Urban Village Plan

Planning Commission Study Session

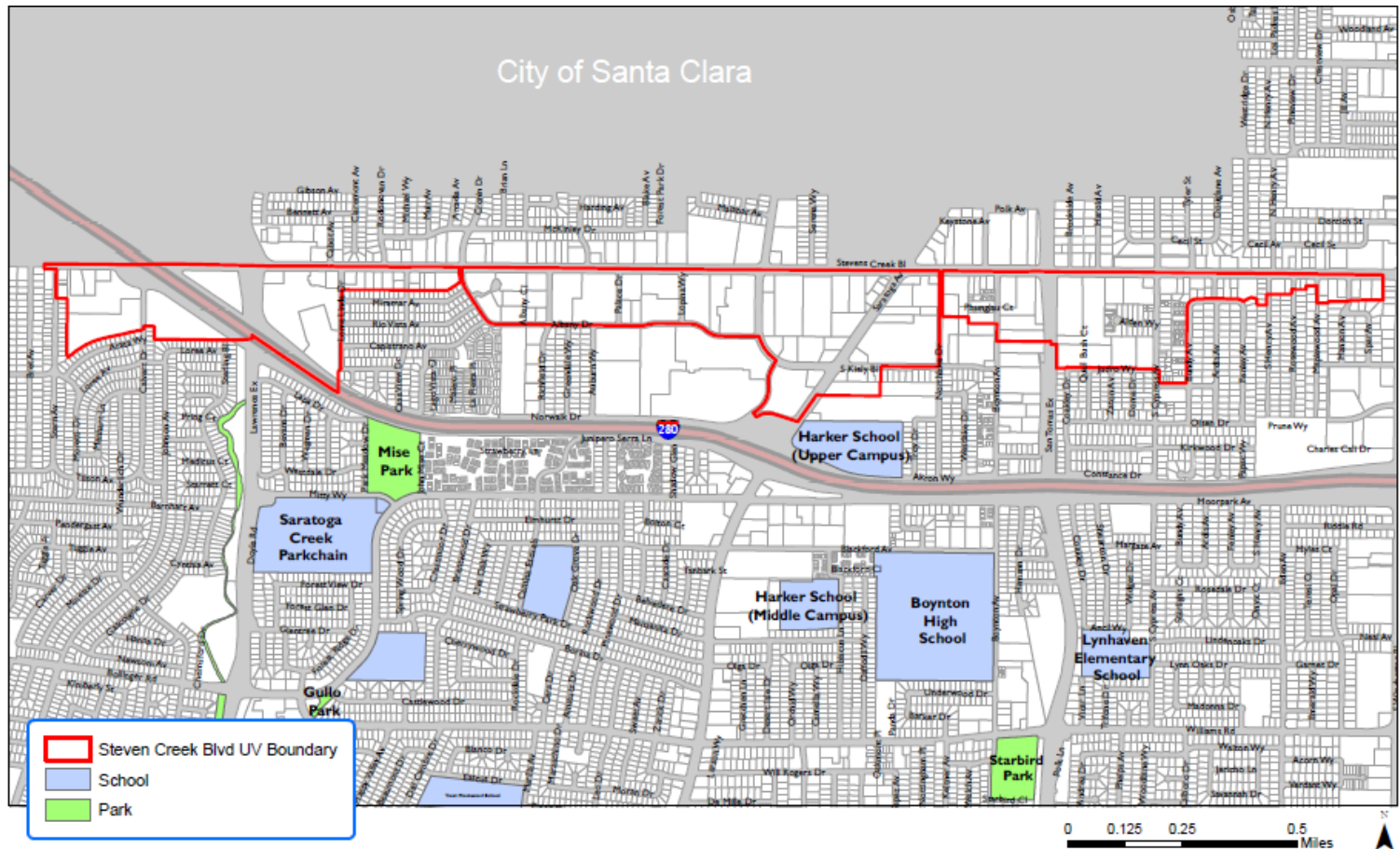
June 14, 2017



Stevens Creek Urban Village

Planned Growth:

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



Envision
San José 2040



GENERAL PLAN



Community Input

Community Engagement

- 3 Community Workshops
- 2 Online Surveys
- 1 Intercept Survey
- 12 Advisory Group Meetings



STEVENS CREEK URBAN VILLAGE

The City of San Jose is planning Urban Villages throughout the City. These are walkable, bicycle-friendly, transit-oriented, mixed-use areas that provide both housing and jobs.

The Stevens Creek Urban Village is a long commercial corridor with car dealerships, commercial buildings and smaller retail and service shops. VTA rapid bus service is planned for Stevens Creek Boulevard with three stops in the Urban Village.

The City of San Jose is seeking public input for the Urban Village Plan and your ideas will help shape the future of this area!

City of San Jose Stevens Creek Urban Village Project Area (DRAFT)

Do you live in this area? Place a red dot on the map where you live.

Do you work in this area? Place a yellow dot on the map where you work.

What is your top destination in the area? Place a green dot where your favorite place or where you visit most often.





Outside Agency Coordination

City Departments & Outside Agency Coordination

Participating City Departments:

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

Outside Agency Coordination:

- Santa Clara Valley Transportation Authority (VTA)
- Planning and Public Works staff from the City of Santa Clara and Cupertino
- Planning and Public Works staff from the City of Cupertino.

Vision - Guiding Principles

1. New Parks and Gathering Spaces

Spur new parks and public gathering spaces that are designed for a variety of uses and ages.

2. Foster Connection

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

3. A Great Street

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

4. Economic and Residential Vibrancy

Create a vibrant mixed-use corridor with a variety of businesses and housing types that meets the needs of future generations.



Urban Village Plan Content

Identifies:

- Areas for commercial and residential land uses;
- Adjustments to the Urban Village boundary;
- Building heights and densities;
- Streetscape and building design guidelines.

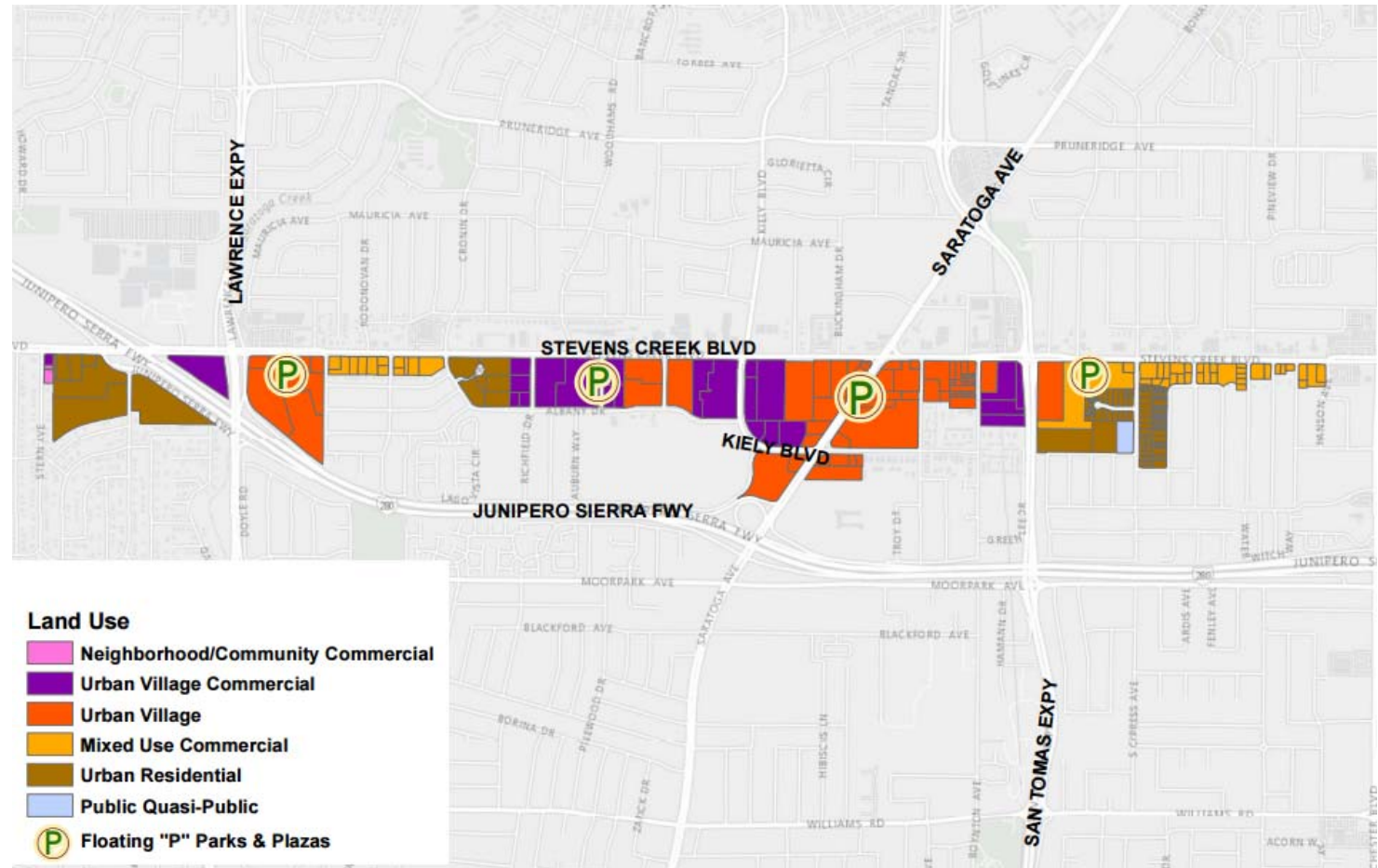


A photograph of a city street scene, overlaid with a semi-transparent grid pattern. The scene includes a sidewalk on the left, a grassy area with several trees in the middle ground, and a parking lot with several cars on the right. In the background, there are buildings and a clear sky. The text "Land Use and Height" is centered over the image in a large, bold, dark blue font.

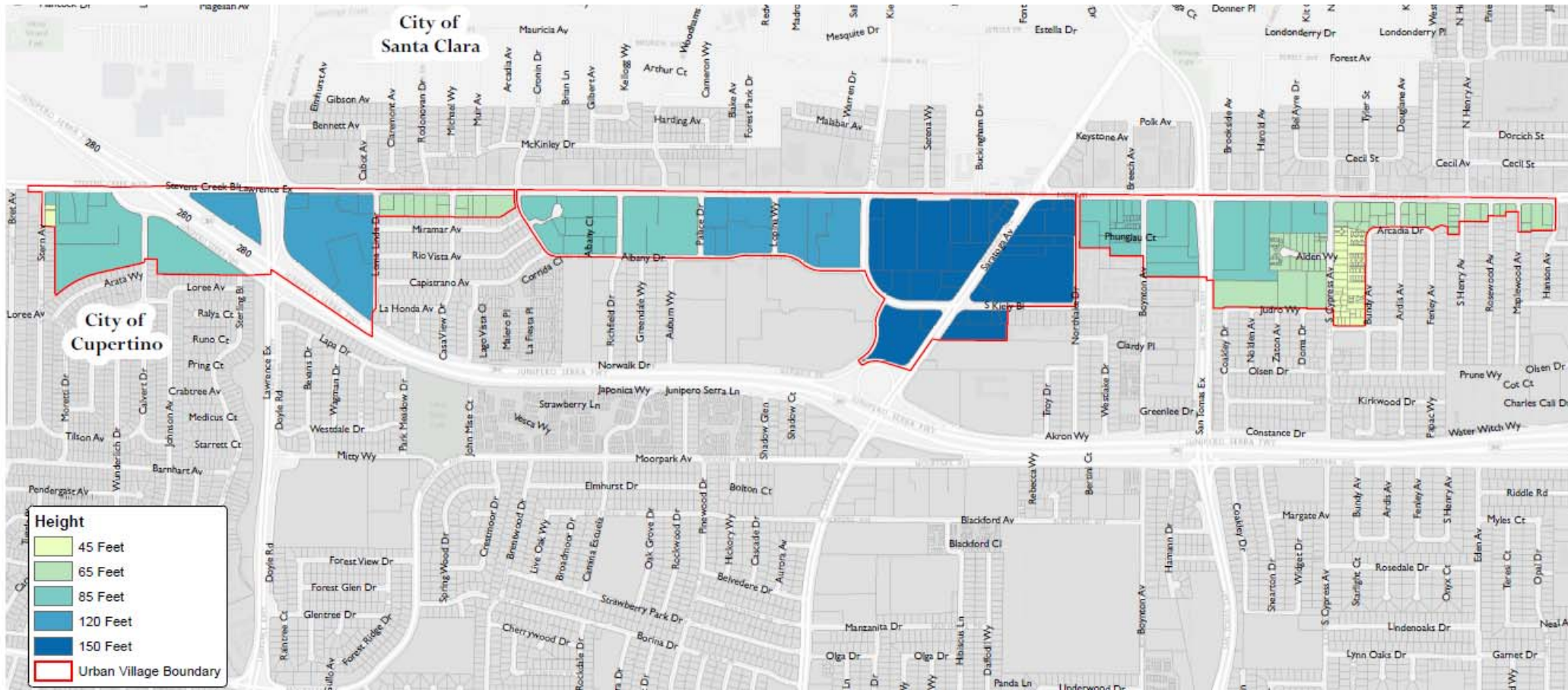
Land Use and Height

Land Use Plan & Height Diagram

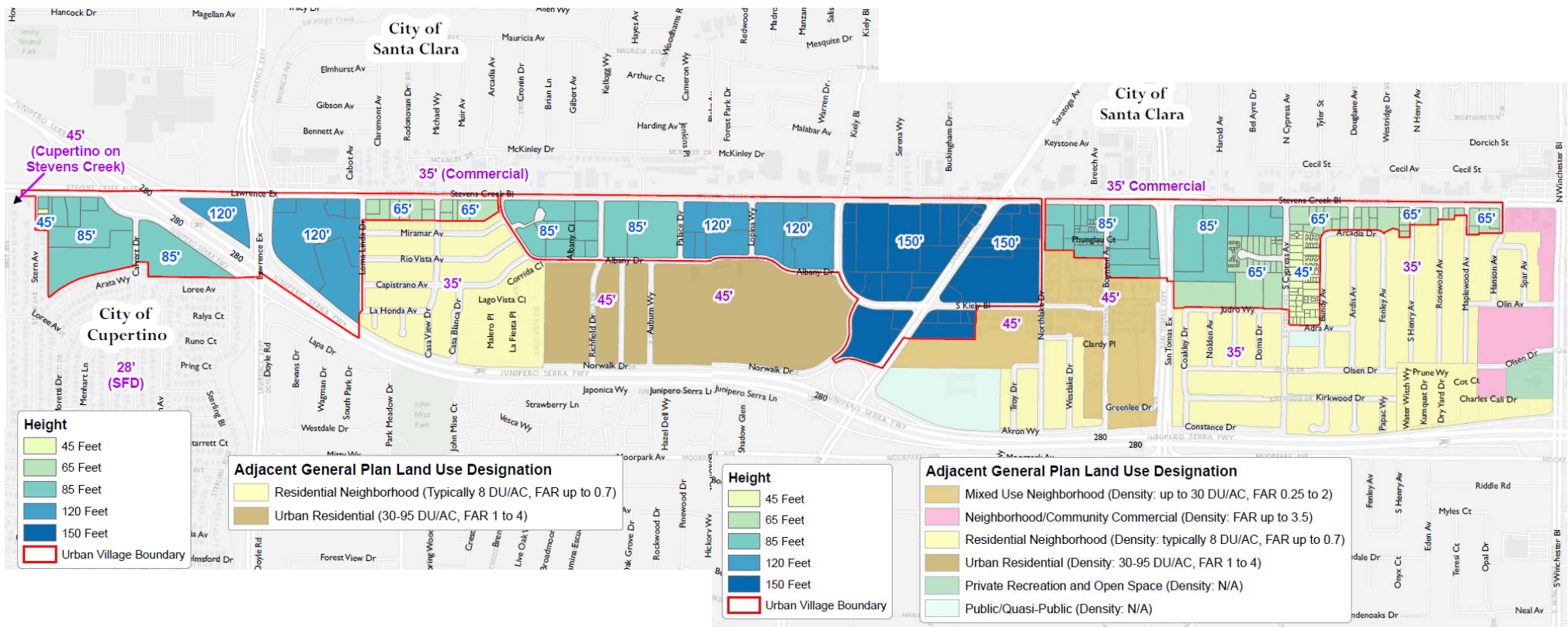
The Land Use Plan identifies locations and intensities of new development, which will accommodate the planned jobs and housing growth.



Land Use Plan & Height Diagram



Height Diagram w/ Adjacent Heights & Land Uses





Urban Design

Urban Design Concept Framework



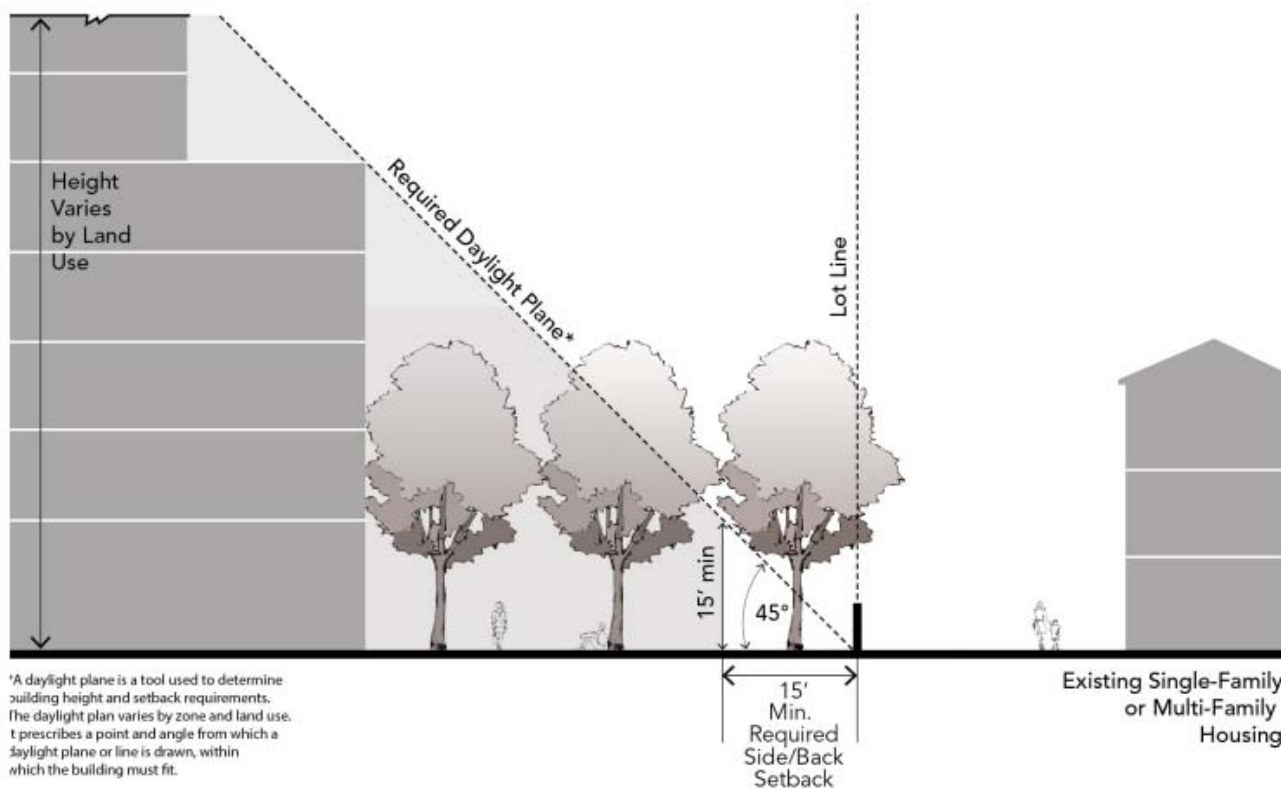
Urban Design

Goals, policies, standards and guidelines that promote:

- High-quality building design
- Active ground floors
- Transitions to established neighborhoods
- Wide sidewalks and green buffers
- Walkable blocks and improved connections
- Reduce and screen parking
- Sustainability and innovation
- Community amenities



Setback & Building Height Transition - Residential



SETBACK AND STEPBACKS

Standards

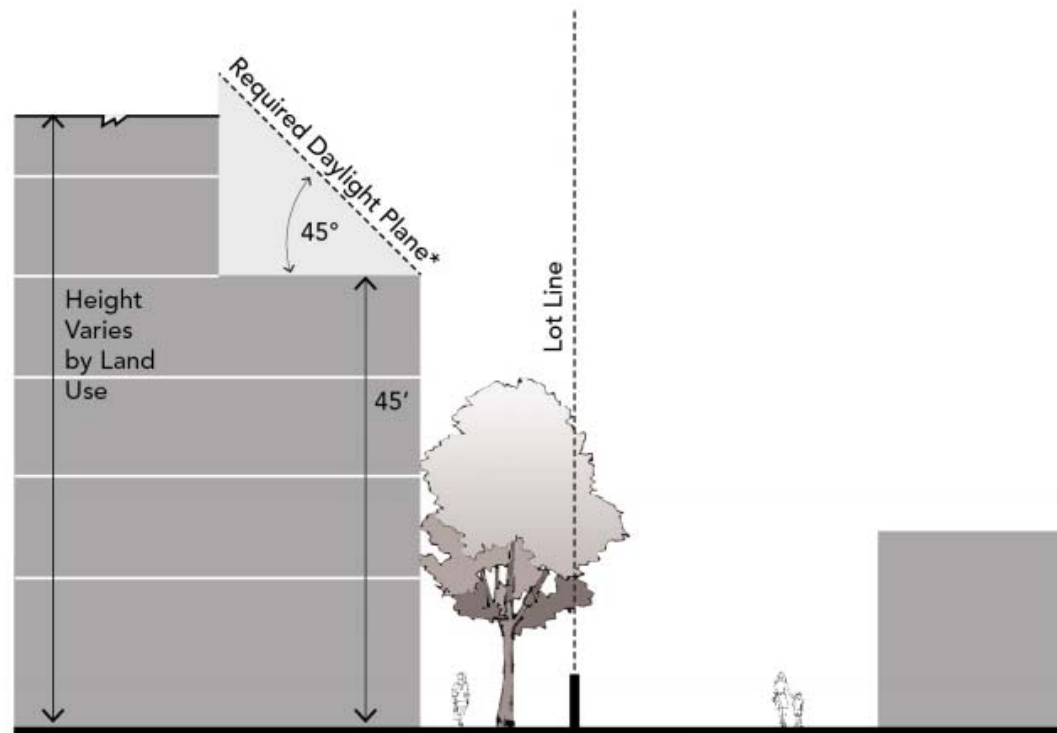
1. Provide a minimum 15-foot setback from a common property for buildings next to existing single-family residences.
2. For buildings new development next to existing residential structures that are 3 stories or less, new buildings and structures shall not intercept a 45-degree daylight plane inclined inward at an adjacent single-family residential property line.

Building Height Transition – Non-Residential

Standard

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

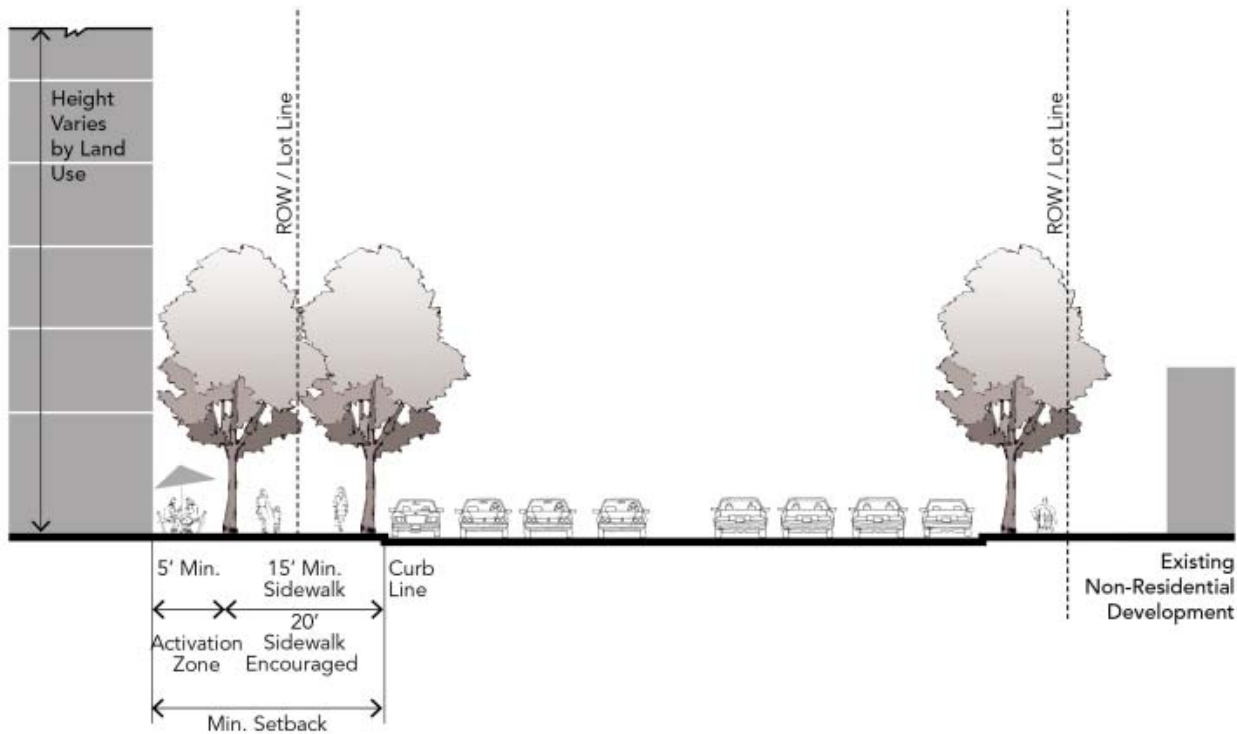
Change this Standard to a Guideline



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

Existing
Non-Residential
Development

Front Setback – Non-Residential



Front non-residential setback of new development across from existing non-residential development (Stevens Creek Blvd, Saratoga Ave, Kiely Blvd)

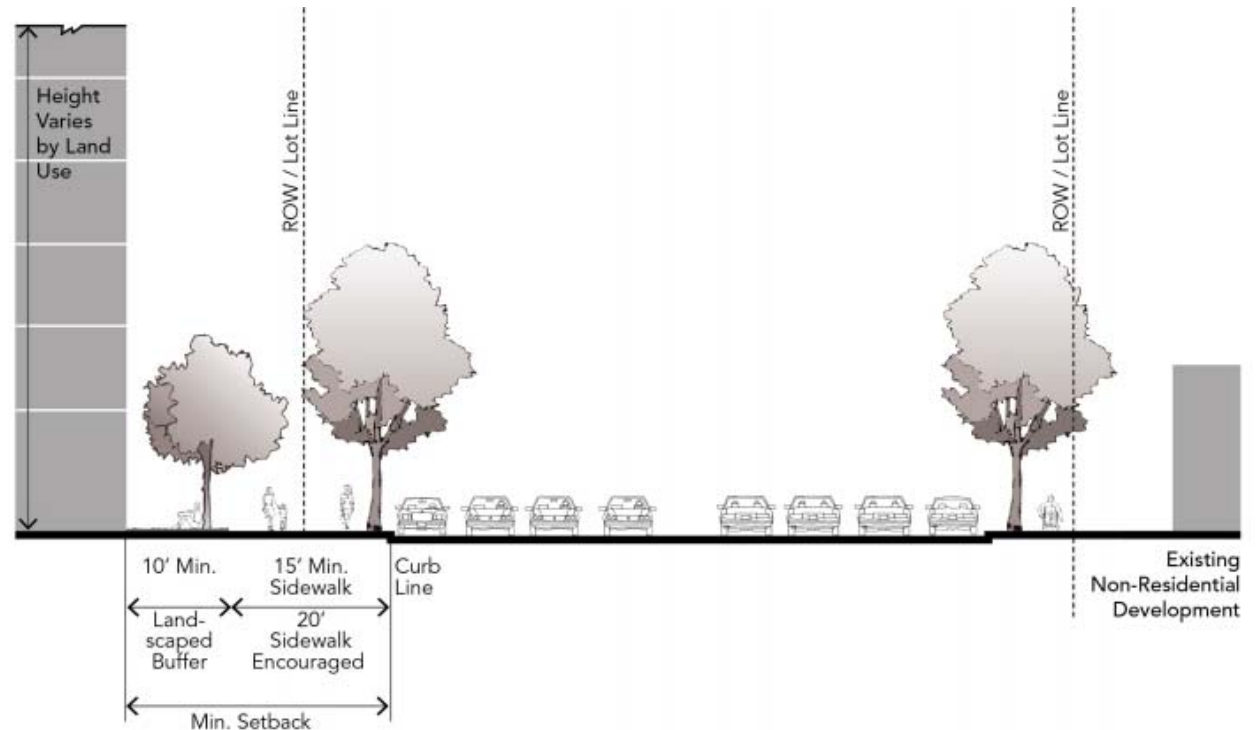
Standard

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

Front Setback - Residential

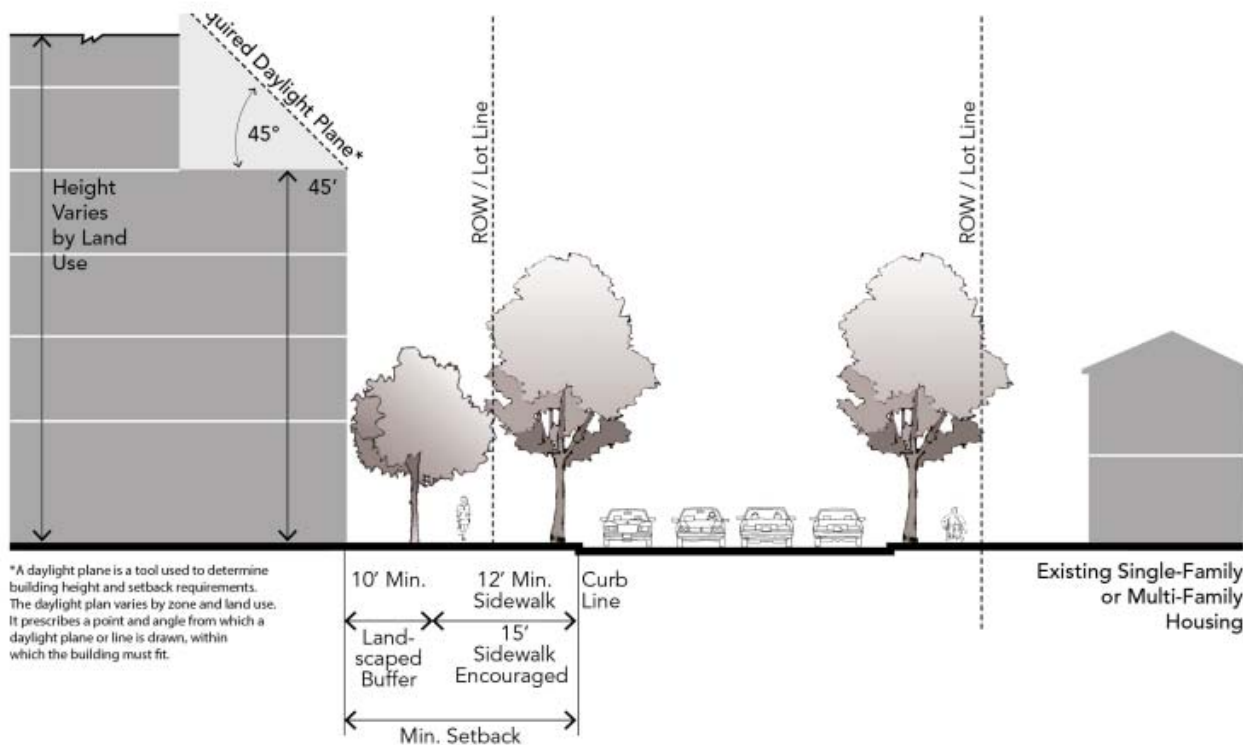
Standard

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



Front residential setback of new development across from existing non-residential development (Stevens Creek Blvd, Saratoga Ave, Kiely Blvd)

Front Setback & Building Height Transition – Across Albany Dr. from Residential



Front setback and upper floor stepbacks of new mixed-use and commercial development across from existing residential development (single-family or multi-family housing)

Standards

6. Provide a 22-foot setback, including a 12-foot sidewalk and 10-foot landscaped buffer, for development facing existing residential uses across Albany Drive.
7. For buildings across from residential uses on Albany Drive, stories above four stories or 45 feet must stepback so as not to intercept a 45-degree daylight plane inclined inward from the building edge.

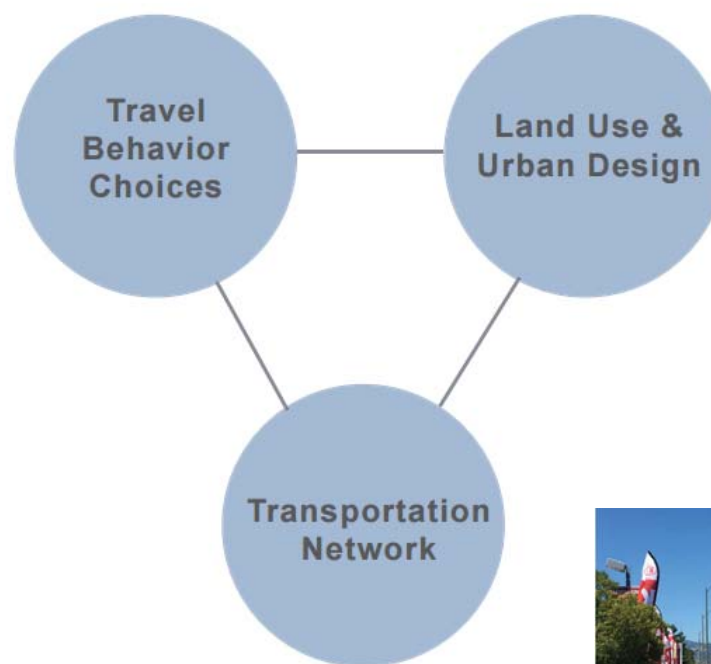


Circulation and Streetscape

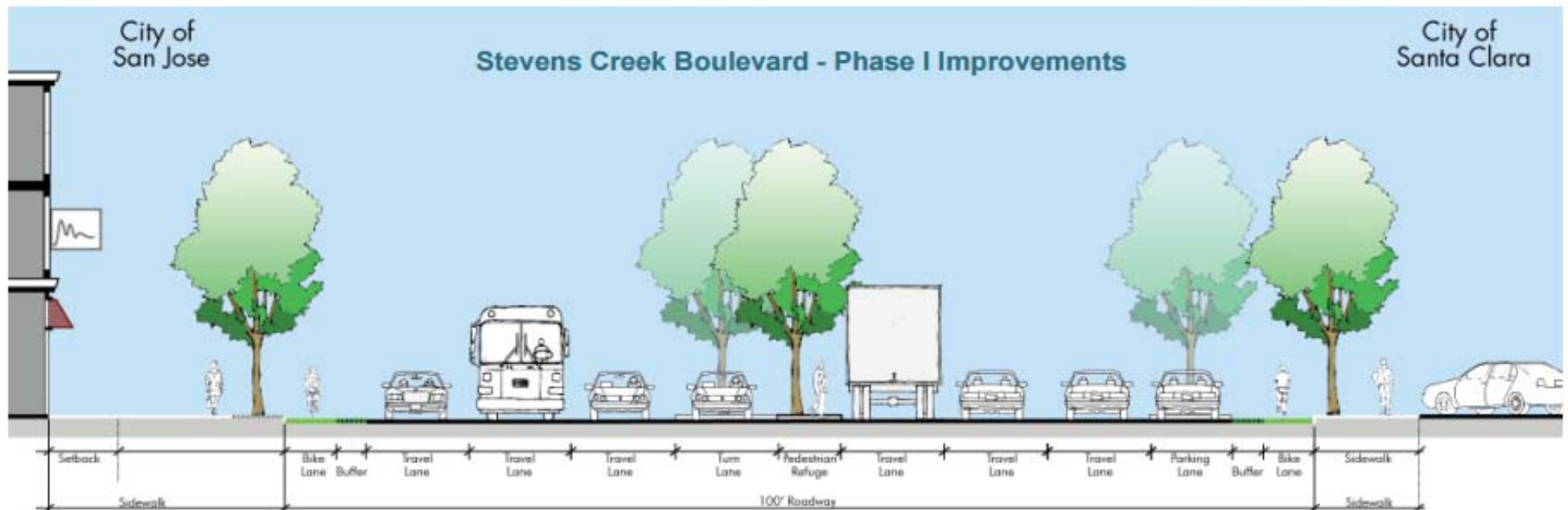
Circulation & Streetscape

Key Ideas:

- Improve traffic flow and enhance multimodal connectivity.
- Improve quality-of-life and strengthen quality-of-place.
- Work with partners and neighbors to create cohesive area-wide and local transportation networks.



Circulation & Streetscape









Stevens Creek Urban Village Plan

Planning Commission Study Session

June 14, 2017

