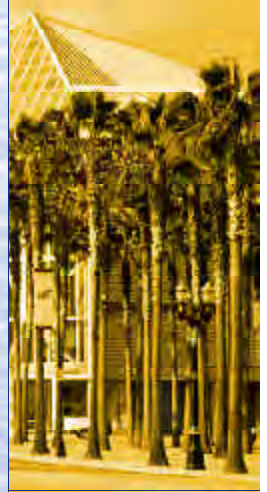


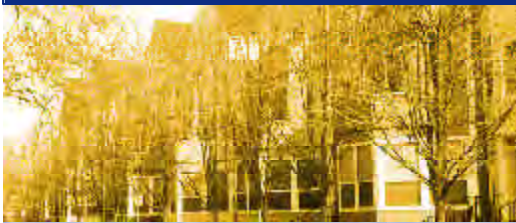
APRIL 2002

neighborhood improvement plan

Delmas Park



STRONG NEIGHBORHOODS INITIATIVE



Delmas Park *Neighborhood Improvement Plan*
Strong Neighborhoods Initiative

Approved by City Council
City of San Jose
April 16, 2002

City of San Jose
Department of Planning, Building and Code Enforcement

Vision Statement

The Delmas Park neighborhood is a mix of residential, commercial and light industrial land uses. Most of the housing consists of single-family dwellings built prior to the 1920's. However, in the 1930's the City zoned the majority of the area for light industrial. As a result, established residential neighborhoods have been impacted by small-scale industrial and service uses, auto sales, and auto repair centers. Current General Plan designations include "Residential Support for the Core" and commercial along West San Carlos Street. The incompatible mix of existing land uses contributes to low property values, especially considering the neighborhood's proximity to Downtown, transit and other urban amenities. The West San Carlos Street commercial corridor has an overabundance of auto repair and auto body shops, with little in the way of neighborhood-oriented businesses.

Over time, Delmas Park will become more pedestrian- and transit-oriented, with community-focused commercial corridors, and well-lit, tree-lined streets. Existing residential areas will be protected and enhanced. Light industrial and auto service land uses will be phased out and replaced with development that complements adjacent homes. On-street parking will be preserved for residents, and regular street sweeping will keep streets clean and attractive. Sensitive infill development will increase the diversity of the resident population, offering housing opportunities for seniors and residents with a variety of income levels. Residential support services, such as a day-care facility, teen center and/or senior center, will be incorporated as feasible with new development. Neighborhood mini-parks will complement nearby open spaces at Discovery Meadow and Guadalupe River Park.

Successful revitalization of the West San Carlos Street commercial corridor is a key to neighborhood improvement. A neighborhood business district similar to Lincoln Avenue or The Alameda is envisioned, with an attractive streetscape and higher value, locally oriented businesses. A combination of local restaurants and cafes, service-oriented businesses, and infill housing will create a comfortable and vibrant neighborhood center.

Executive Summary

Launched in July 2000, the Strong Neighborhoods Initiative (SNI) is a partnership between the San Jose City Council, Mayor, residents and business owners. The goal of SNI is to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI is funded through resources from the City of San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. Delmas Park is one of twenty neighborhoods in San Jose that have been designated as Strong Neighborhoods Initiative districts.

Vision

The *Neighborhood Improvement Plan* promotes a vision of a vital urban neighborhood with a mix of residential areas, local parks, and a community-oriented commercial corridor along West San Carlos Street. Neighborhood improvements aim at creating a vibrant district in which residents take full advantage of the proximity to transit, regional open spaces, and Downtown facilities and amenities.

Goals and Objectives

Goals and objectives relate to specific problems, concerns, or desires identified by the community and the Neighborhood Advisory Committee during the development phase of the *Neighborhood Plan*. The goals listed below generally identify what should be achieved and are intended to guide the efforts by the Delmas Park community and City Departments over the long-term. The objectives are contained within the Goals and Objectives chapter of the *Plan*, and describe specific ways of achieving the related goal.

Plan Goals:

- Promote the involvement of community members in improving their neighborhood by encouraging neighborhood organizations, homeowner associations and other groups to support the implementation of the *Neighborhood Plan*.
- Redirect through-traffic from residential streets to arterials and collectors.
- Mitigate the overflow parking from Downtown employees, the Compaq Center, and neighborhood auto services.
- Improve pedestrian connections to adjacent areas and facilities.
- Improve the appearance and physical condition of neighborhood streets.
- Improve trash and yard waste collection.
- Improve conditions beneath and adjacent to freeways.
- Reduce the noise level produced by the adjacent freeway, airport traffic, Caltrain, and VTA line.
- Adjust land use policies to encourage neighborhood-oriented residential and commercial development.
- Create detailed policies for sensitive infill housing and residential rehabilitation/relocation.
- Promote commercial and residential redevelopment along West San Carlos Street.
- Establish a neighborhood open space program.

- Encourage community gardens and open space beautification.
- Provide clear and attractive linkages to the Los Gatos Creek Trail.

Improvement Plan Concepts

The improvement recommendations for the Delmas Park neighborhood are organized under five main categories which represent the plan concepts. Recommended improvements address the neighborhood’s physical condition, circulation, land use, and open space. The concept categories are as follows:

- *Neighborhood Organization*
- *Neighborhood Circulation and Parking*
- *Neighborhood Conditions and Maintenance*
- *Neighborhood Revitalization*
- *Neighborhood Open Space*

Neighborhood Organization

Throughout the planning process, members of the Neighborhood Advisory Committee and the community at large worked together to develop a vision and specific goals and objectives for the neighborhood. As the Strong Neighborhoods Initiative process proceeded, neighborhood residents and business and property owners formed the *Delmas Park Neighborhood Association*. In a short period of time, the Association has successfully organized community projects and promoted involvement in the SNI process. Maintaining and expanding the Association will greatly benefit residents by encouraging and focusing volunteer neighborhood improvement efforts, and help to ensure that the improvements proposed in this *Neighborhood Plan* are implemented.

Neighborhood Circulation and Parking

Delmas Park’s proximity to SR87, I-280, Downtown San Jose, the Children’s Discovery Museum, and the Compaq Center results in significant traffic and visitor parking on residential streets during work hours and for special events. Circulation and parking improvements focus on improving neighborhood-oriented vehicular, pedestrian and bicycle circulation, and conserving on-street parking for residents.

Neighborhood Conditions and Maintenance

The appearance of streets and private properties influences how residents and non-residents perceive and treat the neighborhood. Recommended improvements focus on increasing the overall aesthetic quality of the area while supporting the neighborhood’s traditional residential character.

Neighborhood Revitalization

The City of San Jose has been actively working to transform Downtown and Midtown San Jose into vital urban districts. The character of this part of the City has dramatically changed in the recent past. Delmas Park is part of the western gateway to Downtown and is becoming an increasingly important link between Downtown and Midtown. The neighborhood’s vision for its revitalization and improvement dovetails with the City’s vision for the greater Downtown area.

Neighborhood Open Space

Open space includes natural open spaces, such as the Guadalupe River Park and Los Gatos Creek Trail, as well as formal city parks containing neighborhood oriented-recreation facilities. Access to both types of open spaces contributes to a truly unique neighborhood. Delmas Park is located adjacent to two of the city's most important riparian corridors, yet has no recreation-oriented parks spaces.

Action Items “Top Ten”

The “Top 10” Action Items are the most important neighborhood priorities. They reflect the NAC's weighing of current neighborhood issues, long-term neighborhood vision, and likely cost. Some of the Action Items are capital improvements, such as improved pedestrian crossings. Others are policy or program-oriented, such as modification of the current land-use policy and improving waste collection procedures. The “Top 10” Action Items for Delmas Park are as follows:

1. Improve Residential Parking Conditions
2. Create a Neighborhood Traffic Plan
3. Modify Current Land Use Policy
4. Improve West San Carlos Street Streetscape
5. Improve Gifford Avenue Streetscape
6. Improve Auzerais Avenue Streetscape
7. Improve General Condition of Streets and Sidewalks
8. Improve the Pedestrian Route to Gardner Academy
9. Mitigate Neighborhood Noise Levels
10. Develop Neighborhood Open Space

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I. Introduction

The Strong Neighborhoods Initiative

Launched in July 2000, the Strong Neighborhoods Initiative (SNI) is a partnership between the San Jose City Council, Mayor, residents and business owners. The goal of SNI is to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The SNI is funded through resources from the City of San Jose, San Jose Redevelopment Agency, grants, private investments, and public-private partnerships. The Delmas Park Area is one of twenty neighborhoods in San Jose that have been designated as Strong Neighborhoods Initiative districts.

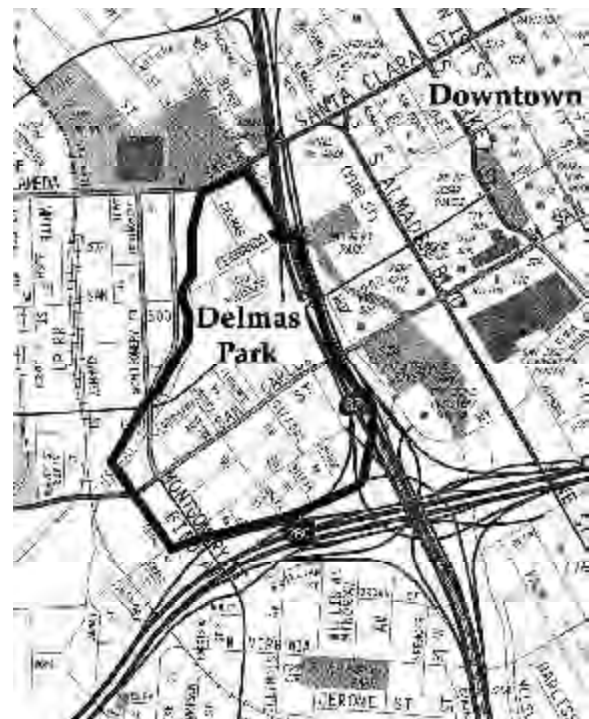
The SNI has two phases, planning and implementation. In Phase One, residents of each SNI area develop a Neighborhood Improvement Plan that recommends and prioritizes needed neighborhood improvements. Phase Two involves implementation of the Neighborhood Improvement Plan recommendations in the form of improved community services, capital improvement projects, and/or new development. To support the effort, the City of San Jose will form a redevelopment project area that leverages funds into the SNI area.

Each SNI area has a Neighborhood Advisory Committee (NAC) of representative community members that guides development of the Neighborhood Plan and its implementation. The NAC meets regularly to provide direction to City staff and consultants and to gather input from the community.

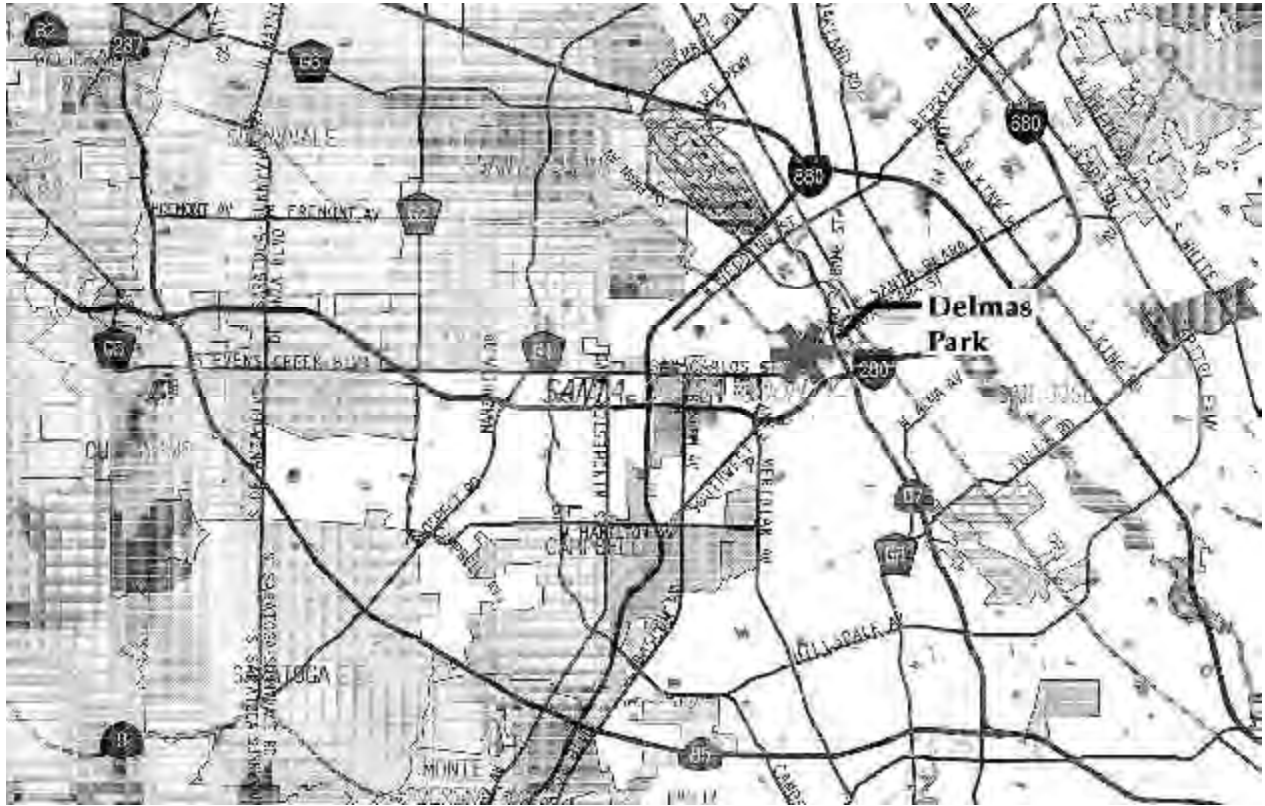
The Delmas Park Planning Process

The SNI Neighborhood Plan process began with an initial NAC meeting in February, 2001. A SNI-related community-planning workshop held in April, 2001 produced a summary list of neighborhood issues. Over the course of the next nine months, NAC members refined this issues list and created a vision for the Delmas Park area that has a clear focus on neighborhood revitalization. A total of twelve NAC meetings were held to evaluate issues and recommendations in detail, and to review and edit the Neighborhood Plan document.

During the planning process, the *Delmas Park Neighborhood Association* was formed, providing residents with a forum in which to organize and effect change on a local level. The *Association* has been proactive in addressing several of the issues raised in the SNI process, such as residential parking permits, code enforcement related to nuisance businesses, and increased neighborhood lighting. *Association* members have actively encouraged resident participation in the Neighborhood Plan process by conducting their monthly meetings on the same day as



NAC meetings. This has helped to maintain continuity between the two groups and facilitate communication within the community. The *Association* will greatly benefit the neighborhood by focusing attention on the needs and desires of existing residents during the implementation phase of the Neighborhood Plan.



Neighborhood Location

II. Existing Conditions

Neighborhood Context

The Delmas Park Neighborhood is located adjacent to downtown San Jose on the west. It is bordered by West Santa Clara Street on the north, Interstate 280 on the south, State Route 87 on the east, and Bird Avenue on the west. The Compaq Center to the north, the Greater Gardner neighborhood across I-280 to the south. The closest public facilities are just south of the neighborhood within Greater Gardner, including Gardner Academy, Biebrach Park, and the Gardner Community Center, however Delmas Park residents find I-280 a significant barrier and rarely make use of these facilities. Midtown and the Diridon Station are located just west of the neighborhood, with Downtown and Discovery Meadow directly to the east. Bird Avenue is the main north/south connector through the neighborhood; West San Carlos Street is the main east/west connector. Los Gatos Creek runs along the western edge of the neighborhood providing the only natural amenity and open space within the neighborhood.

Delmas Park's current population is quite small, approximately 1000 residents. However, the population could grow significantly as the city's policy to promote infill housing is pursued. A 3.4 acre mixed-use project is currently under construction along West San Carlos Street between Josefa Street and Gifford Avenue that includes housing and first floor commercial. More infill projects such as this are anticipated as the neighborhood begins to reflect the City's efforts to transform the Downtown and Midtown areas into vital urban districts.

Housing

There are two distinct residential areas within the Delmas Park neighborhood, located north and south of West San Carlos Street. The north residential area is comprised of single-family homes, single-family to multi-family conversions, and the Parkside condominium development. Most of the structures have distinctive characteristics that are typical of architecture in the early 1900's; a number have been identified by the City as historically significant. The south residential area is comprised mainly of modest one-story, single-family homes built in the same period.



Traditional architectural styles characterize single-family homes throughout Delmas Park's residential areas.

Commercial and Industrial Development

The Delmas Park neighborhood has been zoned for light industrial uses since the 1930's, resulting in a predominance of auto-related services and industrial uses. Most of these uses are located along West San Carlos, however it is not uncommon to find auto body shops surrounded by single-family homes, particularly in the southern portion of the neighborhood. Although several of the auto shops have attempted to maintain their frontage appearance, most are comprised of utilitarian buildings and overcrowded,

poorly maintained asphalt lots. The infiltration of these uses has disrupted the residential character of the entire neighborhood.

Public and Cultural Facilities



The Compaq Center is located on West Santa Clara Street, just north of the neighborhood.

Although there are no public facilities within the Delmas Park neighborhood, several key facilities are within walking or biking distance. The Compaq Center is located less than half a mile to the north. The Center serves as the home arena for the San Jose Sharks and provides a venue for large-scale events such as concerts and performance shows. The Children's Discovery Museum and Discovery Meadow are located just east of Delmas Park across State Route 87. Discovery Meadow is used for several special events and festivals during the year and will soon be home to a life-size monopoly board and garden. Other facilities such as the Tech Museum of Innovation, San Jose Convention Center, Main Public Library, and the San Jose Museum of Art are located in nearby Downtown.

Streets and Traffic

Freeways - Interstate 280 connects Delmas Park to the Peninsula, south to Gilroy and the southern Santa Clara County, and provides easy access to I-680, I-80 and the east bay. Traffic conditions during peak hours on freeway onramps and offramps to I-280 are often heavy, with long waiting periods at intersections for vehicles trying to exit the neighborhood. Onramps and offramps to Highway 87 cause heavy traffic on Delmas Avenue, Park Avenue, and Auzerais Avenue backing up residential streets.



The city's growing LRT network will enhance neighborhood transit access.

Public Transportation - The neighborhood is well-served by public transportation, including buses, light rail and Caltrain. Eleven local bus routes connect the neighborhood to Downtown and the Diridon multimodal transit center, extending as far as Mountain View and Palo Alto. The VTA Flash bus also provides free transportation from Delmas Park to the Diridon Station and Downtown.

The new San Fernando light rail station will be located within the neighborhood along the Vasona line. This line will provide another connection to Downtown and Santa Clara county as well as providing a link to Caltrain via the Diridon Station. Caltrain provides regional rail service to greater San Jose, the Peninsula, San Francisco, Morgan Hill, Gilroy, and SFO.

Bike Routes - Bird/Montgomery Avenue is designated as a bike route but currently has no striping and little signage from I-280 to West Santa Clara Street. The 2000 San Jose Transportation Bicycle Network lists Park Avenue and West San Carlos Street as future bike routes. These routes will provide a link to the Diridon station and Downtown.

Neighborhood Assets and Issues

Assets and Strengths

Location and Access – Delmas has excellent access to freeways, public transit, and Downtown and Silicon Valley employment concentrations. The new San Fernando light rail station, Diridon Station, and downtown’s commercial and cultural facilities are all within one mile of the neighborhood.

Community Association – Residents have become increasingly active in the community over the past year. The formation of the *Delmas Park Neighborhood Association* has provided a forum for discussion of neighborhood issues that was previously lacking. The *Association* has been successful in organizing a neighborhood clean up, an open space beautification project, and has also addressed nuisance businesses, which detract from livability of the neighborhood.

Issues and Challenges

Land Use Mix – The residential areas within Delmas Park tend to be overshadowed by the auto service and light industrial businesses. The unsightly appearance, noise, and refuse associated with these types of uses are not conducive to a livable residential community. In addition, there is a distinct lack of neighborhood-oriented businesses, forcing residents to travel outside the area for convenience goods and services.

Circulation and Parking – Proximity to Downtown and midtown, easy freeway access, and surrounding facilities lead to a significant amount of traffic through Delmas Park. The traffic impacts are greatest on residential streets such as Auzeais, which connect to an on-ramp for SR 87. Delmas Park is within walking distance of several key amenities; however heavy vehicular traffic and a lack of clearly defined crosswalks discourage pedestrian activity. Overflow parking from local auto service shops, Downtown employees, and special events impact the neighborhood, reducing the amount of on-street parking for residents and making street sweeping and garbage collection difficult.

Neighborhood Open Space – There are no recreational open spaces within the Delmas Park neighborhood. The closest available open space is Discovery Meadow east of SR 87, however, this space is designed for larger citywide events rather than small community activities or neighborhood-oriented recreation, such as a tot lot or basketball court.



Industrial uses are scattered within and adjacent to residential areas.

The closest active recreation area is Biebrach Park located on Virginia Street within the Greater Gardner neighborhood south of Interstate 280. In addition, there is a tot lot just outside the neighborhood at the Arena Green on Santa Clara Street.

Noise– Interstate 280, State Route 87, Caltrain and air traffic from San Jose International Airport all have noise impacts on the neighborhood. The addition of the new Vasona Light Rail line through the neighborhood is likely to increase noise levels within the area.



This structure at Auzerais/Bird has been a neighborhood eyesore for years. It will soon be demolished for new development.



Street trees and sidewalk repairs would encourage pedestrian circulation and add value to residential properties. Undergrounding of utilities would greatly improve neighborhood aesthetics.

Building Repair and Maintenance – Throughout the neighborhood there are a significant number of vacant properties that have been boarded up awaiting redevelopment or legal action. Without direct supervision, the condition of these structures and their surrounding sites deteriorate quickly, falling prey to graffiti and vandalism. In addition, a number of single-family homes, primarily south of West San Carlos Street, exhibit problems in terms of paint, roofing, landscaping, and other outwardly visible conditions, which contribute to neighborhood blight.

Streetscape Appearance and Maintenance – Un-sightly streetscapes and the generally poor condition of streets and sidewalks detract from the overall appearance of the neighborhood. The lack of street lighting tends to encourage anti-social behavior and loitering in empty lots and on street corners. In addition, streets that dead-end at I-280 have no secure fencing allowing easy access to unsupervised areas under the freeway. Street frontages are bleak and uninviting with few street trees to enhance the pedestrian environment. Many sidewalks are in need of replacement or are non-existent, especially those that front businesses and vacant lots. Several residential streets are in need of maintenance and increased street sweeping efforts.

III. Goals and Objectives

Through the Strong Neighborhoods Initiative program residents of the Delmas Park neighborhood have developed a vision for their community. This vision is the basis for a comprehensive strategy to improve the living environment for present and future residents. Goals and objectives listed below were developed in order to provide specific direction for the Neighborhood Plan in achieving the vision.

Goals and objectives are related to specific problems, concerns, or desires identified by the community and the Neighborhood Advisory Committee during the development phase of the Neighborhood Plan. Goals will guide the efforts of the community and City Departments over the long-term, and act as a baseline with which to gauge progress. The goals and objectives are organized under five main headings: neighborhood organization, neighborhood circulation and parking; neighborhood conditions and maintenance; neighborhood revitalization; and neighborhood open space. Goals are numbered and generally identify what should be achieved. Objectives are lettered and describe specific ways of achieving the goal.

Neighborhood Organization

1. **Neighborhood Organization Building:** Promote the involvement of community members in improving their neighborhood by encouraging neighborhood organizations, homeowner associations and other groups to support the implementation of the Neighborhood Plan.
 - a. Form an active coalition that brings various community interests together, similar to the Neighborhood Advisory Committee, which will be devoted to pursuing the goals and objectives of the Neighborhood Plan.
 - b. Facilitate the organizations of resident support groups.

Neighborhood Circulation and Parking

1. **Circulation:** Redirect through-traffic from residential streets to arterials and collectors.
 - a. Evaluate neighborhood traffic patterns and prepare a traffic calming study.
 - b. Evaluate the possible redesignation of Auzerais Avenue from four lanes to two.
 - c. Install traffic calming measures on residential streets in compliance with the traffic calming study focusing on Gifford Avenue and Auzerais Avenue.
2. **Neighborhood Parking:** Mitigate the overflow parking from Downtown employees, the Compaq Center, and neighborhood auto services.

- a. Assess non-residential parking volume and traffic patterns.
 - b. Evaluate and determine potential boundaries for a residential parking permit area(s). If appropriate, implement the Residential Parking Permit Program.
- 3. Pedestrian and Bicycle Circulation:** Improve pedestrian connections to adjacent areas and facilities.
- a. Establish a neighborhood pedestrian network.
 - b. Improve pedestrian and bicycle routes to major public facilities and transit centers including Gardner Academy, Biebrach Park and the West San Fernando LRT station.
 - c. Install enhanced pedestrian crosswalks where appropriate.
 - d. Encourage bicycle circulation within this neighborhood and to Downtown with sidewalk and streetscape improvements and bicycle lanes as appropriate.

Neighborhood Conditions and Maintenance

- 1. Street Improvements:** Improve the appearance and physical condition of neighborhood streets.
- a. Complete/reconstruct curbs, gutters, sidewalks and pedestrian crossings as needed.
 - b. Establish a regular street sweeping schedule and increase its effectiveness, this may include temporary or permanent signage.
 - c. Improve street lighting to increase pedestrian safety.
 - d. Add street trees where appropriate to improve streetscape appearance and add value to residential properties, once parking and street sweeping issues are addressed.
 - e. Underground utility lines throughout the neighborhood.
- 2. Waste Removal:** Improve trash and yard waste collection.
- a. Modify curbside trash collection program as needed to improve resident convenience.
 - b. Provide better methods for collecting and removing yard waste.
 - c. Focus code enforcement efforts on timely clean up of commercial dumpsters and proper removal of toxic products.

- d. Provide trash and recycling receptacles along major corridors as appropriate.
- 3. Freeway Crossings:** Improve conditions beneath and adjacent to freeways.
- a. Add better lighting to freeway underpasses to improve pedestrian safety and discourage anti-social behavior.
 - b. Reduce homeless encampments in open spaces along, between, and under freeways.
 - c. Enhance pedestrian safety at freeway on-and off-ramps.
- 4. Noise:** Reduce the noise level produced by the adjacent freeway, airport traffic, Caltrain, and VTA line.
- a. Evaluate the outdoor and indoor decibel levels in areas adjacent to transportation corridors and explore ways to mitigate.
 - b. Evaluate the feasibility and desirability of soundwalls along freeway frontages.
 - c. Promote FAA program for noise mitigation residential improvements where applicable.
 - d. Mitigate noise produced by LRT trains along the Vasona light rail line.

Neighborhood Revitalization

- 1. Land Use Policy:** Adjust land use policies to encourage neighborhood-oriented residential and commercial development.
- a. Encourage relocation of auto-related service and non-local commercial businesses to other areas within the City.
 - b. Promote neighborhood-supporting commercial use along West San Carlos Street.
 - c. Adjust density requirements to promote sensitive higher density infill development.
 - d. Establish neighborhood conservation areas to preserve stable existing residential areas and explore building relocation to maintain neighborhood character.
- 2. Infill Housing:** Create detailed policies for sensitive infill housing and residential rehabilitation/relocation.
- a. Develop criteria for sensitive higher density infill including building heights, density, first floor use mix, setbacks, and/or neighborhood facilities.

- b. Encourage population diversity with housing opportunities for residents with a range of income levels.
 - c. Prepare and apply architectural guidelines to preserve and enhance existing residential character.
- 3. West San Carlos Street Corridor:** Promote commercial and residential redevelopment along West San Carlos Street.
- a. Apply Redevelopment Agency programs to encourage neighborhood-oriented commercial uses along the West San Carlos frontage.
 - b. Design and install streetscape improvements to enhance the environment for neighborhood commercial businesses, pedestrian safety, and general aesthetics.

Neighborhood Open Space

- 1. Neighborhood Parks:** Establish a neighborhood open space program.
- a. Assess potential sites and develop a neighborhood park to serve existing and future residents.
 - b. Provide passive and active recreation opportunities with focus on spaces for young children and teens as space allows.
- 2. Community Garden Sites:** Encourage community gardens and open space beautification.
- a. Add landscaping to undeveloped spaces adjacent to the freeways and/or improve as community garden spaces.
 - b. Develop a program for trash collection and weed abatement in remnant open spaces.
- 3. Creek Trail Access:** Provide clear and attractive linkages to the Los Gatos Creek Trail.
- a. Coordinate Trail plans with capital improvement and/or development plans to provide local pedestrian and bicycle access.
 - b. Consider additional amenities such as lighting, landscaping, seating, and trash receptacles adjacent to creek access points.

IV. Improvement Plan Concepts

This chapter describes improvements recommended to achieve the community's vision of a more livable neighborhood, consistent with the Goals and Objectives in the previous chapter. The improvement recommendations are the result of community meetings and workshops with the Neighborhood Advisory Committee (NAC) and neighborhood residents between February, 2001 and November, 2001.

Recommended improvements address the neighborhood's physical condition, security, land use and circulation. Specific steps for implementing the concepts are detailed in the Action Plan chapter. Improvement recommendations follow the organization of the Goals and Objectives, with five main categories:

- **Neighborhood Organization**
- **Neighborhood Circulation and Parking**
- **Neighborhood Conditions and Maintenance**
- **Neighborhood Revitalization**
- **Neighborhood Open Space**

Neighborhood Organization

Throughout the planning process, members of the NAC and the community at large worked together to develop a vision and specific goals and objectives for the neighborhood. Implementation of the Neighborhood Plan will require continued community support to guide completion of recommended improvements. \$100 million has been designated for use within the 20 SNI areas, and there are other funding sources as well, such as CAP grants, which are available to neighborhood organizations. CAP grants can be used to fund a variety of projects, allowing the community to take control of specific neighborhood improvements.

As the SNI planning process proceeded, neighborhood residents and business and property owners formed the Delmas Park Neighborhood Association. In a short period of time, the Association has successfully organized neighborhood clean-up day, daffodil/garden planting, and promoted community involvement in the SNI process. Community members have also been working with the SJP, Code Enforcement and Neighborhood Services in an effort to curb illegal activity and close nuisance businesses throughout the neighborhood. Coordination with programs such as Neighborhood Watch would support this effort by providing regular, local supervision. This "eyes on the street" approach can help police identify problem areas and address situations on a timely basis.

Maintaining and expanding the *Delmas Park Neighborhood Association* will greatly benefit residents by encouraging and focusing volunteer neighborhood improvement efforts, and help to ensure that the improvements proposed in this Neighborhood Plan

are implemented. The City should continue to support and assist the Association through the CAP grant and other programs.

Neighborhood Circulation and Parking

A central theme of the Neighborhood Plan is addressing non-local through traffic and on-street parking. Delmas Park's proximity to SR87, I-280, Downtown San Jose, the Children's Discovery Museum, and the Compaq Center results in significant traffic and visitor parking on residential streets during regular work hours and for special events. Circulation and parking improvements focus on improving neighborhood-oriented vehicular, pedestrian and bicycle circulation, and conserving on-street parking for local residents.

Circulation

Traffic Patterns

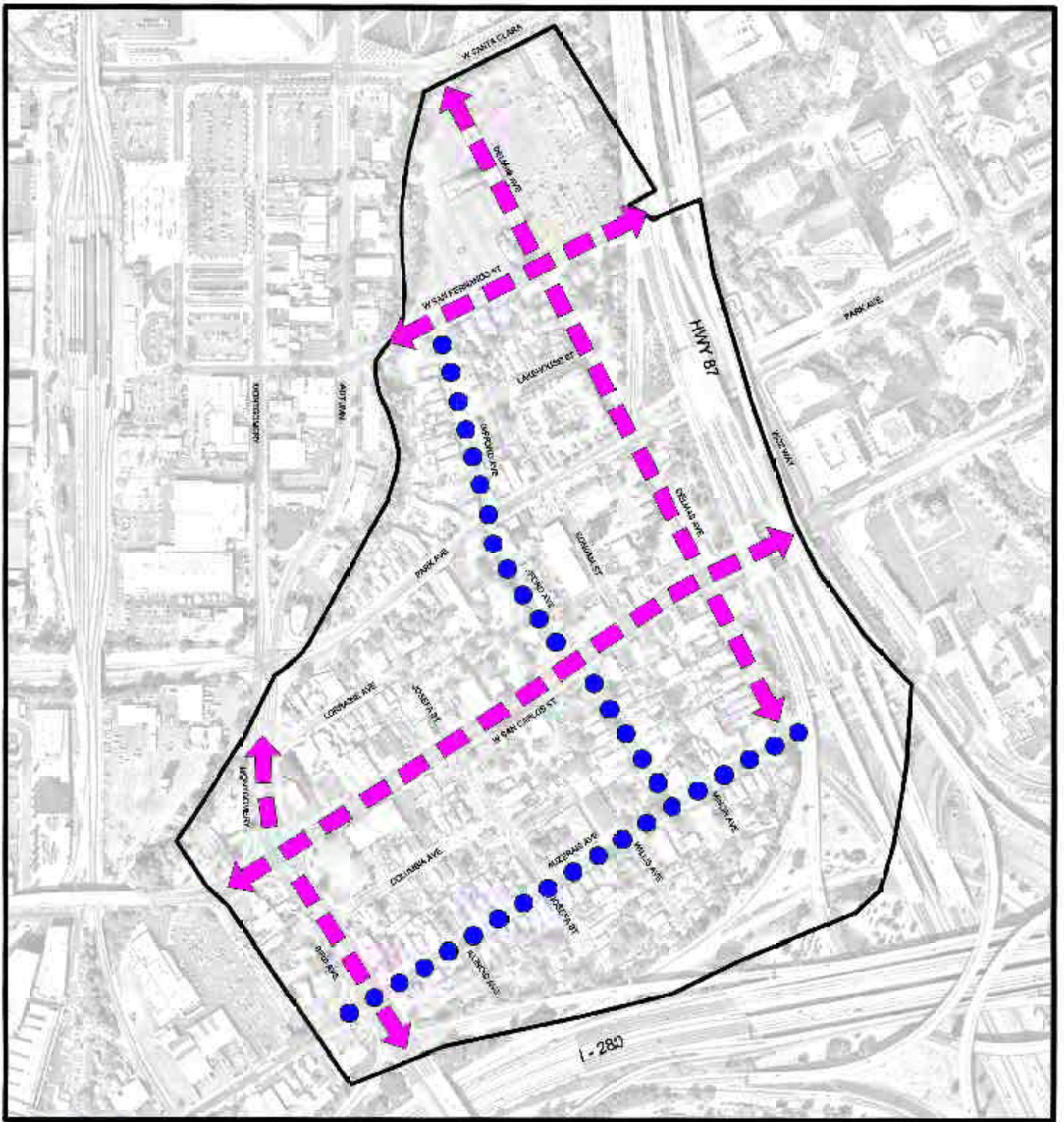
High traffic volumes and speeding on residential streets creates an unsafe environment for pedestrians, bicyclists, and resident motorists attempting to safely access their driveways. Residents would like to shift non-local traffic from streets that are or will be primarily residential, such as Auzerais and Gifford, to major streets that are less residential, such as Bird, West San Carlos, West San Fernando, and Delmas. The graphic on the following page illustrates recommended neighborhood traffic patterns.

A combination of policy changes and traffic calming measures are recommended to change current traffic patterns. Auzerais, for example, is a predominantly residential street currently designated as a "major collector" in the City's *General Plan*; Auzerais is regularly used as a short-cut to avoid signals on West San Carlos, and/or to access SR 87. The major collector designation does not allow for traffic calming measures that would enhance it as a residential street. Gifford Avenue is also used as a cut through for motorists between West San Fernando and Park to avoid the one-way restrictions on Montgomery and Delmas. Efforts should be made to discourage non-residential traffic on these streets.

The Planning Department and Department of Transportation should evaluate the status of neighborhood streets given City traffic planning criteria, and if appropriate *General Plan* designations



Park Avenue (above) and West San Carlos (below) are important east-west through streets. Traffic speeds on both are too high, according to neighborhood residents.



- Preferred Routes for Through Traffic
- Neighborhood Streets with Traffic Calming Measures

Proposed Traffic Patterns



A pedestrian crosswalk and signal should be considered at Gifford and West San Carlos.

should be changed to reflect the context of these streets within the Delmas Park neighborhood. Auzerais and Gifford should be improved as important neighborhood-oriented streets, as indicated by subsequent recommendations in this chapter.

Crossing West San Carlos is difficult for residents, given traffic speeds and the lack of a signal between Bird and Delmas. Consideration should be given to installation of a signal at Gifford to facilitate north/south pedestrian movement, to slow traffic, and to facilitate evolution of West San Carlos as a neighborhood commercial district.

Traffic Calming Study

A neighborhood traffic calming study should be conducted to evaluate current and anticipated traffic patterns. Traffic calming involves a combination of physical design measures aimed at reducing the negative impacts of vehicular traffic, thereby improving street conditions for all users. These measures could include stop signs, medians, lane restrictors and corner bulb-outs, among others. Residents have expressed the need for traffic calming on residential streets specifically to reduce speeding, which creates dangerous situations for pedestrians and bicyclists. The intersection at Josefa and Auzerais is particularly problematic due to poor visibility and the lack of a stop sign on Auzerais. There have been several near accidents involving both vehicles and pedestrians at this location. Traffic calming studies should be focused on residentially-oriented through streets such as Auzerais and Gifford, as well as for West San Carlos.

The traffic calming study should take into account possible future closure of Sonoma Street between West San Carlos and Park, to reflect current redevelopment plans for adjacent blocks, as well as other changes that could contribute to traffic calming, such as LRT along West San Fernando and Delmas. Wherever possible, existing core residential streets should be protected from increases in traffic levels; e.g., vehicular ingress/egress from major new development projects should be oriented to Bird, West San Carlos, and Delmas when possible.

Neighborhood Parking

Parking Conditions

Overflow parking related to non-neighborhood destinations and/or land uses occurs throughout the neighborhood. The older homes that typify Delmas Park generally have detached single-car garages and short, narrow driveways, making additional on-street parking essential for residents and visitors. The current situation makes it difficult for residents to find parking near their homes during weekdays as well as weekends, and adds traffic to neighborhood streets.

Residents have identified four major sources of non-resident parked cars:

- Downtown offices/employment
- Compaq Center events
- Special events in Discovery Meadow and Downtown cultural facilities
- Local auto repair shops

Although there is generally sufficient parking in garages and lots for Downtown employees and special events, many people park in the neighborhood to avoid parking fees. As a result, residential streets fill to capacity during the workweek as well as on selected weekends. Residents would like to implement a program that limits non-resident parking within the solidly residential areas of the neighborhood.

The large number of auto repair shops within the neighborhood also contributes to parking problems. In addition to employee parking, shops use on-street parking to store vehicles, often for several days. Residents have observed that several of the auto shops south of West San Carlos move cars into the streets after neighbors have left for work in the morning, using all available spaces. This not only adds to the parking shortage but contributes to neighborhood blight, as many of the cars are in disrepair. Increased code enforcement efforts, parking restrictions, and other preventive measures should be placed on auto-service businesses to prevent on-street vehicle storage.



Nearby cultural facilities such as the Children's Discovery Museum, create parking spillover into adjacent neighborhood streets.

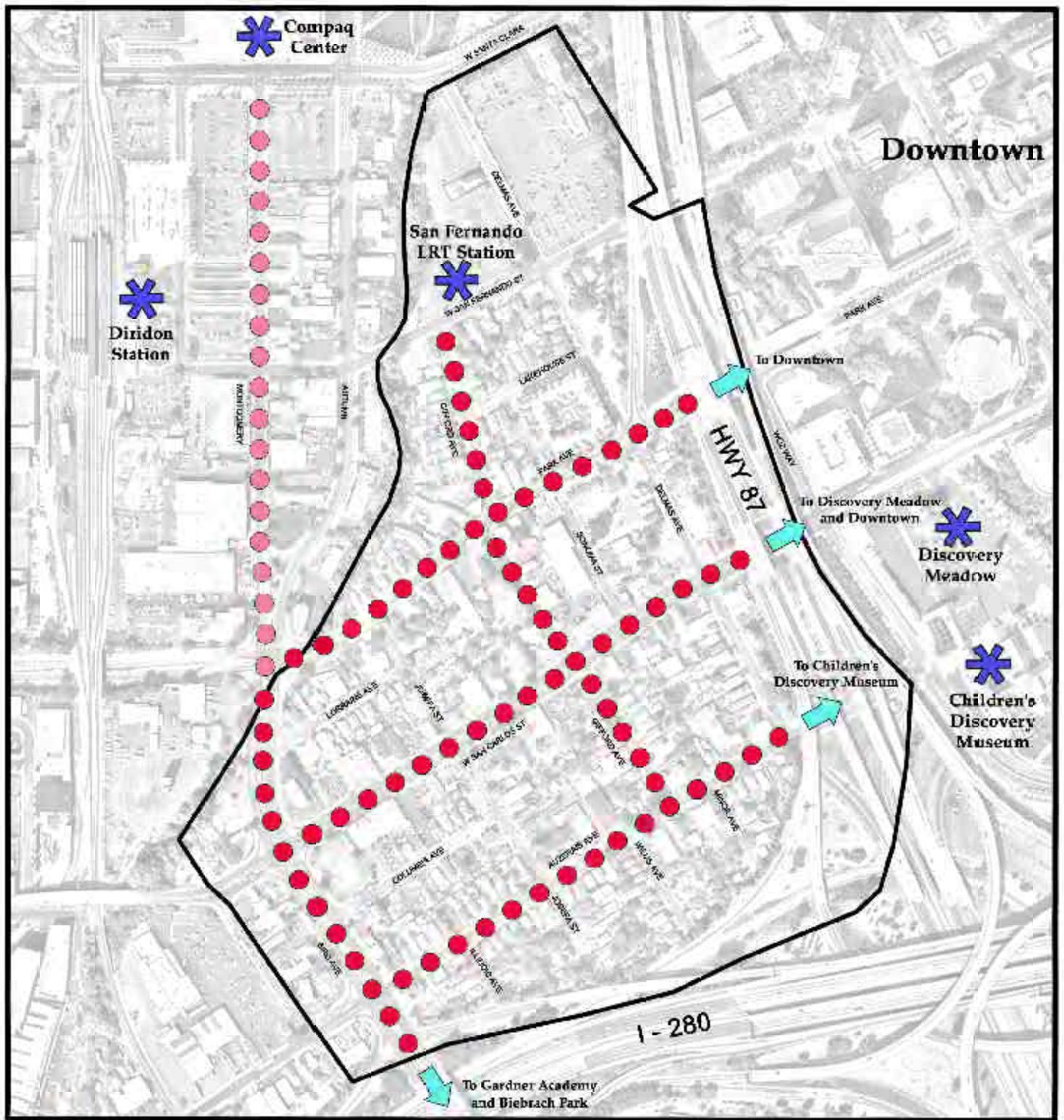
Permit Parking

Residents feel that residential parking permits would alleviate most of the neighborhood parking problems. In order to qualify for the City's current residential permit parking program, areas must first be evaluated to determine if they meet specific criteria. The *Delmas Park Neighborhood Association* has begun the process required to designate portions of Delmas Park as permit parking areas. However, this process is quite lengthy, taking up to three years to complete in some cases. Residents are concerned that new infill development will exacerbate the parking problem and would like to see a timelier implementation of the program. The City should consider Delmas Park a high priority area, given its current role as a parking reservoir for adjacent non-neighborhood destinations, and if the area qualifies, implement permit parking as quickly as possible.

Pedestrian and Bicycle Circulation

Pedestrian Network

Encouraging pedestrian activity throughout Delmas Park is a key component of neighborhood revitalization. Establishing a safe and aesthetically pleasing pedestrian network within the area will promote activity and enhance the livability of the neighbor-



-  **Key Destinations**
-  **Proposed Pedestrian Network**
-  **Out of Area Pedestrian Network**



Pedestrian Network Map

hood. The graphic on the previous page illustrates the recommended pedestrian network and related capital improvements.

Recommended pedestrian and bicycle streets are:

- West San Carlos Street - Future neighborhood business district, major east-west bus/LRT route.
- Park Avenue - East/west link to downtown, residential density transition street.
- Gifford Avenue - North/south link to LRT
- Bird/Montgomery Avenue - North/south link to Diridon Station
- Auzerais Avenue - East/west neighborhood collector street



Residents would like to see West San Carlos Street evolve to become an attractive neighborhood business district, similar to The Alameda. Attractive pedestrian-oriented sidewalks with street trees and traditional lighting is recommended.

These streets connect residential areas to commercial centers, public facilities, transit stations/stops and Downtown. Streetscape improvements such as enhanced crosswalks, pedestrian-scale lighting, shade trees, trash receptacles, and other elements should be installed to enhance the safety and comfort of pedestrians.

Pedestrian Destinations

One of the neighborhood's most important assets is its proximity to public transportation facilities. The new West San Fernando LRT station, bus lines along West Santa Clara, West San Carlos and Bird Avenue, and the Diridon Station are all within comfortable walking distance. However, pedestrian access to these facilities today is not pleasant and in some cases appears unsafe. Improved crosswalks, street trees, and pedestrian-scale street lights are recommended along Bird Avenue, West San Fernando Street, and Gifford Avenue to encourage pedestrian access to transit; neighborhood transit connections will become especially important as residential and commercial infill occurs along West San Carlos Street, helping to reduce the traffic and parking burdens on neighborhood streets.

Several key neighborhood destinations are located just outside of Delmas Park. Gardner Academy is the local elementary school, and the Academy, Gardner Community Center, and Biebrach Park are located south of I-280 in the Greater Gardner neighborhood. Although these facilities are theoretically within walking distance, the only connection is along Bird Avenue. Children and adults must cross busy I-280 on- and off-ramps, often during peak traffic hours, on their way to the school, park, and community center. Traffic movements, signal timing, and other aspects of the freeway ramp connections should be evaluated and modified as needed to improve pedestrian safety.



Safety and visibility of pedestrian crossings at freeway ramps needs to be enhanced.

Safety-oriented measures, such as a low wall, railing, or bollards, should be installed along Bird Avenue overpass sidewalks to provide a buffer between traffic and pedestrians. Crossing guards should be available to assist children walking to school alone. Improved walks, street trees, and lighting should be added to Bird Avenue to establish it as a major north/south pedestrian and bicycle route; similar recommendations are incorporated in the *Greater Gardner Neighborhoods Plan* to improve Bird south of I-280. In addition to these improvements, residents would like a realignment of school district boundaries which would allow neighborhood children to attend Hestor School rather than Gardner Academy. Residents feel that this would eliminate the current safety concerns for small children and provide a better long term-solution to the problem of pedestrian circulation across I-280.

Enhanced Pedestrian Crossings

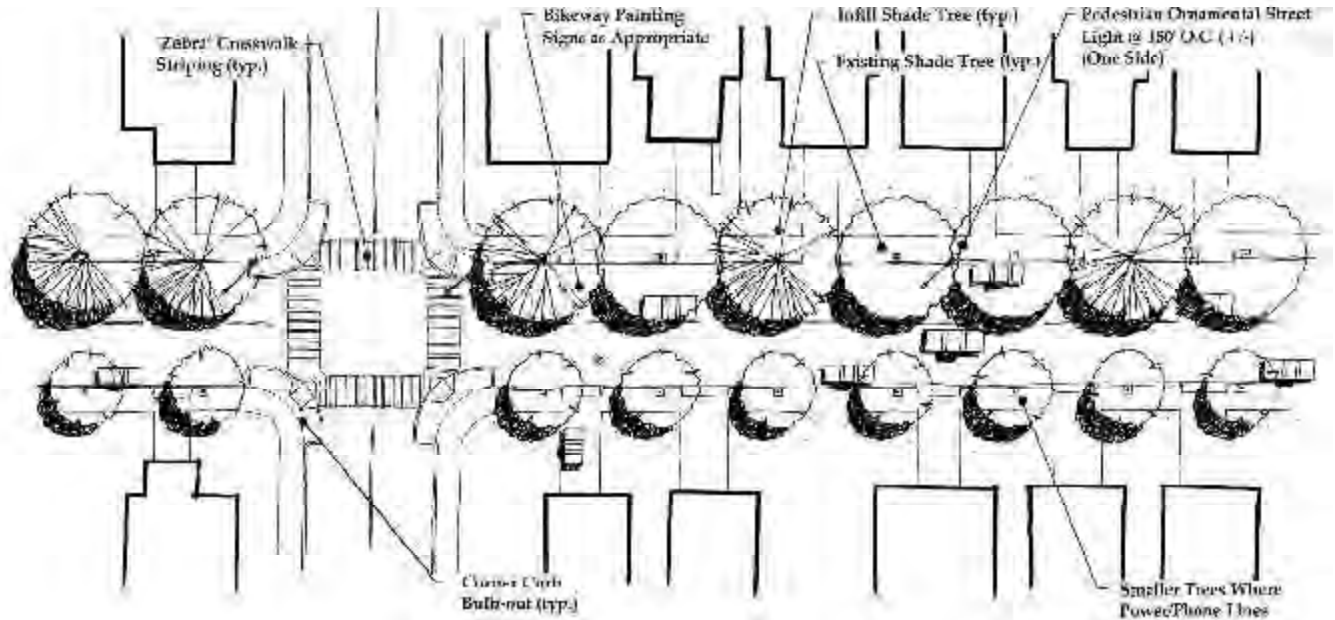
Street crossings should be improved along the main corridors to increase safety and encourage pedestrian activity; depending on location, improved crossings could include corner sidewalk bulb-outs, enhanced striping, and signage. West San Carlos Street and Park Avenue carry the majority of east/west vehicular traffic through the neighborhood while, in the process separating residential areas to the north and south. Ten intersections are recommended for evaluation to improve safety along the pedestrian network:

- Bird/Auzerais
- Bird/W. San Carlos
- W. San Carlos/Gifford
- W. San Carlos/Delmas
- Delmas/Auzerais
- Park/Gifford
- Park/Delmas
- W. San Fernando/Gifford
- W. San Fernando/Delmas

Each of these intersections should be evaluated by the City to determine the appropriate and effective method for enhancing the pedestrian crossing. Consideration should be given to both current and future neighborhood destinations to ensure intersections are designed to effectively manage traffic patterns.

Bicycle Routes

Bike routes should be established and/or enhanced along Park Avenue, West San Carlos Street, and Bird/Montgomery Avenue. Current City plans show future bike lanes on West San Carlos Street and Park Avenue. Installation of these lanes should be coordinated with proposed streetscape improvements and tie into the existing City bicycle network. Proposed expansion of Park Avenue should include the establishment of bike lanes from Bird Avenue to Delmas Avenue and connect to the existing bicycle network within Downtown. As previously noted, Bird Avenue is the route to Gardner Academy and Biebrach Park, as well as to the Diridon Station and Compaq Center.



Typical Corner and Street Tree Plan

Neighborhood Conditions and Maintenance

A basic neighborhood concern is the physical condition and maintenance level of the area. The appearance of streets and private properties influences how residents and non-residents perceive and treat the neighborhood. Recommended improvements focus on increasing the overall aesthetic quality of the area while supporting the neighborhood's traditional residential character.

Street Improvements

Streets and Sidewalks

Improvement is needed in the condition of neighborhood sidewalks, curbs and gutters. Several street frontages are missing portions of sidewalks. Other areas have broken curbs and gutters, which interrupt the drainage system and results in ponding in streets and overflow onto residential properties. The City's existing sidewalk program reimburses homeowners for the complete cost of sidewalk replacement, and can be an immediate solution to repairing damaged sidewalk sections in front of residential properties. The City should coordinate with the *Delmas Park Neighborhood Association* to conduct a street by street sidewalk inspection of residential properties, commercial and light industrial businesses and follow up with property owners to ensure the timely replacement of broken pavement.

Street Sweeping

At the inception of the Neighborhood Plan process, street sweeping was scheduled to take place every month, with no neighborhood notification except for annual mailings to property owners. Residents feel that this method of street sweeping is not effective

because of the excessive number of parked cars on the street. Debris in gutters cannot be reached, leaving streets cluttered and messy. Street sweeping program changes are to be implemented in July 2002, and may include increased frequency of cleaning, and installation of permanent “no parking” signs indicating days and times for street sweeping. Vehicles parked in violation of stated times would be cited. This new program will greatly improve the overall appearance of residential streets.

Street Lighting

A well-lit neighborhood increases visibility, improves pedestrian safety, and encourages evening activity. Residents feel strongly that increased lighting throughout the neighborhood would greatly increase safety and reduce the amount of anti-social behavior in the area. Residential streets should also be well-lit, especially dead-ends at I-280. Residents have been working with the Neighborhood Services division of the Parks and Recreation Department to identify specific blocks in need of increased lighting. Recommendations include:

- Illinois Avenue from Auzerais Avenue to end
- Auzerais Avenue between Illinois and Josefa Street
- Lorraine Avenue between Montgomery Avenue and Josefa Street
- Gifford Ave between West San Fernando Street and Park Avenue



Lighting levels should also be increased in and around commercial properties. The existing industrial and commercial businesses within the residential areas are generally poorly lit, leaving dark pockets within the neighborhood that encourage loitering and illegal activity. Property owners should be encouraged to install safety lighting on buildings and in parking lots to accompany improvements in street lighting levels.



Street trees should be installed throughout the neighborhood. Code Enforcement efforts related to maintenance of curbside planting strips and waste clean-up should be strengthened.

Street Trees

Once street sweeping is improved and a neighborhood parking program has been implemented, a neighborhood street tree program should be established that provides for planting and maintenance of shade trees throughout the area. Consistent tree planting will unify the neighborhood visually and add value to residential properties. Any existing trees that are dead, diseased or inappropriate should be removed and replaced as part of this program. Tree species, to be selected from a palette approved by the City Arborist, should be deciduous to provide shade in summer and sun in winter, with deep, non-invasive roots. Trees should be located to provide sufficient clearance from streetlights and power lines to avoid unsightly “topping” and pruning. Overhead utility lines can be avoided by planting smaller tree species; this problem would not be an issue if utilities were underground. Regular maintenance such as trimming and removal of dead trees and branches that fall and block storm drains will ensure the long-term success of the program.

West San Carlos and Bird are major arterial streets. They should be planted with larger and/or different tree species to distinguish them from residential areas. These streets link the area to major destinations such as Downtown, transit stations, and public facilities and should establish the image for the rest of the neighborhood. Street trees along these corridors will give the area a unique character, which will distinguish it from its surroundings while enhancing the visual aesthetics of the neighborhood.

Utility Undergrounding

Residents have expressed their desire to have all utility lines throughout the neighborhood undergrounded to improve the visual appearance of the neighborhood. The high-density residential infill proposed for this area will add to the already unsightly overhead view and possibly require the addition of more utility poles which detract from the pedestrian environment. Undergrounding lines and eliminating existing utility poles would help to ensure the success of the street tree program and provide a more aesthetically pleasing residential and commercial environment. The undergrounding of utilities should be coordinated with new development projects and streetscape improvements wherever possible to avoid multiple construction projects.

Waste Removal

Curbside Trash and Yard Waste Collection

Residents have become increasingly frustrated with the collection and removal of trash and yard waste. Under the current system, residents must place trash receptacles in the street directly in front of their house on Sunday evening for Monday morning collection; containers left on sidewalks or in driveways are not emptied. On-street parking makes it difficult to place the containers in the street without blocking driveways. Residents experience problems with non-residents moving full receptacles out of the street in order to park their cars, resulting in missed trash collection. Residents would like to be able to place trash receptacles on the sidewalk rather than in the street right-of-way.

In addition to regular trash collection, residents experience difficulty with the yard waste collection. Currently, yard waste trimmings are to be left loose in the gutter the day before scheduled collections. The limited amount of curb space makes this difficult in most cases, impossible in others. In addition, cars parked close to yard trimmings reduces the ability of the mechanical scoop on the collection truck to remove all the debris leaving waste in the streets. Debris builds up in the gutters, clogging storm drains and adding to neighborhood blight. Residents would like to have burlap bags or "green bins" to contain the yard waste.

The current waste management company has been reluctant to change collection methods, as the City will be changing carriers in July, 2002. The City should work with residents and the new carrier to establish a more effective method for the collection and removal of both trash and yard waste.



Commercial Waste

Auto service and light-industrial manufacturers are scattered throughout residential areas. These businesses generate mechanical and toxic waste that requires special methods of disposal. Residents have witnessed auto services dumping liquid toxins such as oil, paint and engine fluids into neighborhood gutters and storm drains. In addition, commercial dumpsters are not emptied on a regular basis, resulting in unsightly overflow into service areas and streets.

The City does not provide commercial waste removal; business owners arrange waste pick-up on an individual basis. Code Enforcement should work with business and property owners to ensure regular dumpster collections as well as the timely and proper disposal of toxic materials.



Excessive waste from auto service related businesses add to neighborhood blight.

Litter

Residents have a strong desire to keep the neighborhood clean and to eliminate unsightly litter. Installation of permanent trash and recycling receptacles in areas with heavy pedestrian traffic is recommended.

Locations include bus stops and the frontages of West San Carlos Street, Park Avenue, West San Fernando Street and Bird Avenue. Receptacles should be emptied regularly to prevent overflow onto sidewalks and streets. Additionally, the City should monitor vacant and/or undeveloped properties to discourage illegal dumping.



Lighting freeway undercrossings would encourage pedestrian movement between the neighborhood and Downtown.

Freeway Crossings

Lighting

State Route 87 runs along the eastern edge of the neighborhood, separating Delmas Park from Downtown and Discovery Meadow. Undercrossings at Park Avenue, West San Carlos Street and Auzeais Avenue are long and poorly lit, creating dark enclosed spaces, especially at night. The current undermounted lights should be evaluated to ensure they are in good working order and provide enough light to create safe passage for pedestrians. In addition, pedestrian scale streetlights, consistent with recommended streetscape improvements, should be installed

where feasible to further improve visibility, safety, and to enhance pedestrian circulation between Delmas Park and Downtown facilities.

Homeless

There are major concerns regarding homeless encampments under and along Interstate 280, Route 87, and in the Los Gatos Creek and Guadalupe River open space corridors. Residents have identified the southern portion of the neighborhood as especially vulnerable, with dead-end streets and heavy landscaping providing cover and refuge. Residents have requested increased police presence, homeless sweeps, and strict enforcement of “no trespassing” laws to minimize permanent encampments and ensure these areas remain safe for residents.



Homeless encampments adjacent and between freeways are a neighborhood concern.

Caltrans has extensive right-of-way adjacent to the neighborhood that provides opportunities for long-term encampments. The San Jose Police Department does not always have easy access to these areas, which limits the effectiveness of their homeless sweeps. The City should work with Caltrans to coordinate and install fencing or other measures that would restrict access under and around freeways, while maintaining access for needed police patrols.

Pedestrian Safety

Freeway on and off-ramps from SR 87 and I-280 hinder the pedestrian network creating dangerous crossing situations. As previously discussed, the Bird Avenue overcrossing is the main route for children walking to school and should be given special attention to ensure safe crossings. Additionally, the freeway ramps adjacent to intersections at Delmas/Auzerais and Delmas/Park are a part of the proposed pedestrian circulation network. Consideration of enhanced crosswalks is particularly important at these locations, alerting drivers to pedestrian activity. Signals should be installed where appropriate to provide pedestrians a designated crossing period. Residents have expressed an interest in the installation of “chirping” crosswalk signals at key intersections to assist the visually impaired.

Noise

Several factors contribute to the ambient noise level within DelmasPark including Interstate 280, SR 87, Caltrain, and San Jose International airport. The addition of the Vasona Light Rail through the neighborhood will contribute to the level of noise pollution, increasing the impact on residents. The City should establish a method for addressing the cumulative effect of these noise producers to coordinate sound mitigation efforts.

Freeway Noise

Noise from freeways is a significant concern especially along the southern and eastern edges of the neighborhood. Residents on Illinois, Josefa, Willis and Minor are effected by both on and off-ramps to I-280 at Bird Avenue, which generate a great deal of traffic. Indoor and outdoor decibel levels should be evaluated in these areas to determine if noise levels exceed the City's acceptable limits. Noise levels should also be evaluated along Delmas Avenue near State Route 87 and at any other locations that residents identify as exceptionally vulnerable.

Soundwalls

The most common mitigation for freeway noise is a standard Caltrans soundwall. These types of soundwalls range from 6-16 feet in height depending on the specific location. Although soundwalls can be an effective tool in reducing some noise pollution, there can be ramifications to their use that need to be considered. Soundwalls do not eliminate noise; they redirect or bounce it towards other areas. Once the noise levels in the key areas have been monitored, residents should be informed of the potential positive and negative impacts of the construction of soundwalls. The City and local residents who will be directly affected should determine the feasibility and desirability of soundwalls.

The evaluation, planning, and construction of soundwalls can be a lengthy process. Although soundwalls may be the preferred alternative for the I-280 frontages, the community has immediate concerns regarding access to the undeveloped area under the freeway. Residents would like to explore the possibility of installing safety fencing at streets that dead-end on I-280 as described in the previous section regarding the local homeless population. This would address current safety concerns during the soundwall evaluation process.



Air traffic is a significant source of neighborhood noise.

Airport Noise

Delmas Park is located adjacent to the flight path into San Jose International Airport, resulting in a significant amount of airline traffic over the neighborhood. Current expansion of the airport will increase the amount of air traffic and add new flight patterns to the facility over the next several years. The FAA currently has a program which assists homeowners make sound insulation upgrades to their homes to reduce the impact of noise generated by airport traffic. In order to qualify for the program, residential properties must be located within an airport boundary area that is determined by the FAA. A portion of Delmas Park lies within the current boundary, however the FAA is evaluating this zone to determine whether

it should be expanded. The City should work with the neighborhood to organize a method for distribution of information regarding the existing FAA program and boundaries and assist homeowners in applying for available home improvement grants.

Light Rail

The new Vasona Light Rail line is scheduled to begin construction in 2002, which will create a connection from the existing line east of SR 87 to the Diridon Station. In addition, a new station will be added near West San Fernando and Delmas, which will affect the neighborhood. Residents have expressed a concern over the increased noise pollution created by light rail trains. Of particular concern are the turns at West San Carlos and West San Fernando, as trains typically emit a squealing noise while rounding corners which can be quite loud. Several existing residential properties will be within 50 feet of the turn at West San Fernando, and will be directly affected by the new track and station. VTA should work to minimize the impacts of the rail line on the neighborhood by performing regular maintenance on trains and tracks and by keeping train speeds to a minimum throughout the neighborhood.

Neighborhood Revitalization

The City of San Jose has been actively working to transform Downtown and Midtown San Jose into vital urban districts. The Compaq Center, Discovery Meadow, Guadalupe River Park, LRT system, and proposed infill development related to the Diridon Station have changed and will continue to change the character of this portion of the city. Delmas Park is part of the western gateway to Downtown. The neighborhood's vision for its revitalization and improvement dovetails with the City's vision for the greater Downtown area.

The auto services and light industrial uses that predominate in the Delmas Park neighborhood today are not consistent with either vision. They detract from neighborhood quality of life, and do not reflect the value that proximity to downtown facilities, employment, and transit creates. Successful revitalization of the area depends on restructuring land use in the neighborhood to better suit the needs of current and future residents.

Land Use

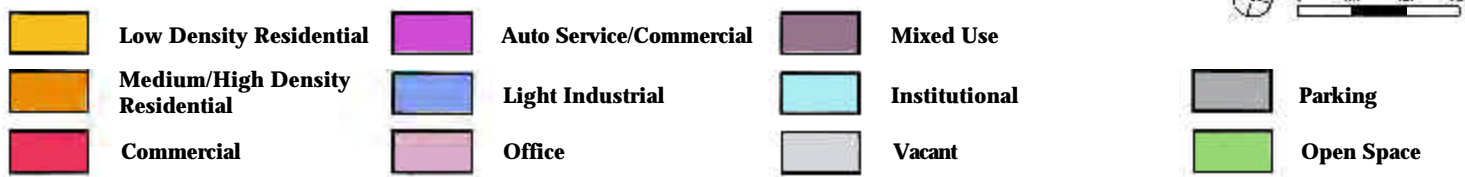
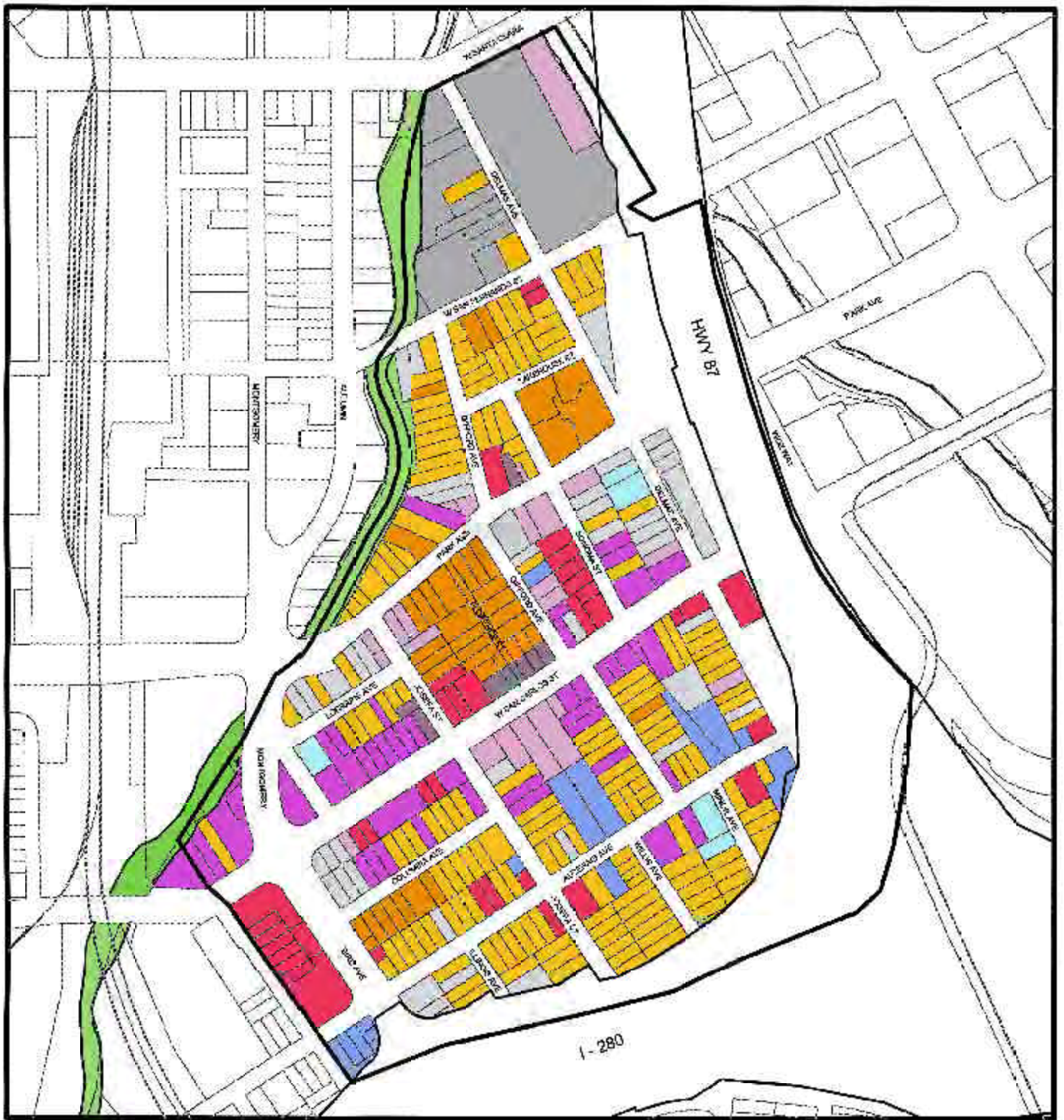
Auto-Related Commercial and Light Industrial Uses
The abundance of auto-related uses throughout Delmas Park detracts from the character and stability of residential areas. Although most of these uses are located along West San Carlos Street, several are located within residential neighborhoods. It is not unusual to find an auto body shop abutting single-family homes. Additionally, small-scale light industrial businesses are interspersed with



Frontage used car sales and services seem out of place given proximity to Downtown and neighborhood residential areas.



Auto related uses disrupt the residential character.



Land Use Map

homes as well. Residents have found such businesses to be poor neighbors. They are generally unsightly, and generate noise, odor, traffic and parking issues that negatively affect residential property values.

As noted previously, these uses are the legacy of general commercial and light industrial zoning that was established for the area in the 1930's, rather than current *General Plan* designations. However, the City should work energetically to phase out auto-related services and light industrial businesses within the neighborhood, preferably through relocation to non-neighborhood areas outside the greater Downtown area.



A consistent frontage of neighborhood-oriented commercial businesses is recommended for West San Carlos Street.

Neighborhood-Supporting Commercial

Residents have expressed a strong desire to have a neighborhood-oriented commercial district along West San Carlos Street. Currently there are few businesses that serve the surrounding community, forcing residents to leave the neighborhood for basic shopping needs as well as day-to-day commercial services. The addition of cafes, restaurants, dry cleaners and small markets would help to enliven the community, create a distinct neighborhood identity, reduce the need for auto trips outside the neighborhood, and add to neighborhood property values. City efforts should be focused on incorporating and/or attracting business that serve local neighborhood needs and create pedestrian activity in evenings and on weekends. Existing local businesses that serve the neighborhood should be encouraged to remain, either in their present location or relocated within new development along the West San Carlos corridor. Existing businesses that are detrimental to the neighborhood, such as poorly managed bars and liquor stores, should be encouraged to close or relocate on their own.

The City should designate the West San Carlos corridor as a Redevelopment Agency “Neighborhood Business District (NBD),” eligible for the facade improvement program, business technical assistance, and focused redevelopment efforts such as streetscape improvements and mixed use development. Model districts within San Jose that residents aspire to include The Alameda and Lincoln Avenue.

Residential Development Densities

Current *General Plan* policy for “Residential Support for the (Downtown) Core” areas requires all new housing in the Delmas Park area to be a minimum of 25 dwelling units per acre. This policy should be fine-tuned to better reflect the existing residential development pattern within the neighborhood. Infill development recommended



Infill housing averaging 4-5 stories in height should be considered along West San Carlos Street.

along the West San Carlos Street corridor should be increased to displace auto-services and light industrial uses; a 50 du/ac minimum should be considered. Density within existing solidly residential areas should be lowered accordingly to maintain a minimum *average* of 25 du/ac throughout the entire neighborhood; maximum densities of 10 units per acre should be considered. This would allow for single-family infill that complements the existing housing pattern in lower density “conservation areas;” see next section.

Residential Conservation Areas

A key neighborhood concern is preservation of existing single-family residential areas. Residents have identified two main areas to the north and south of West San Carlos Street that should be the focus of conservation and improvement efforts, and where infill densities should remain lower than 25 du/ac. The north area is bordered by West San Fernando Street on the north, Park Avenue on the south, Delmas Avenue on the east and Los Gatos Creek on the west. The area is comprised of single-family homes, converted multi-family homes, and the Parkside condominium development. Most of the properties are well maintained and have distinctive architectural characteristics typical of homes built in the early 1900's. Completion of the West San Fernando LRT station, and in the long term extension of BART to the Diridon Station, is likely to increase the desirability of this area.

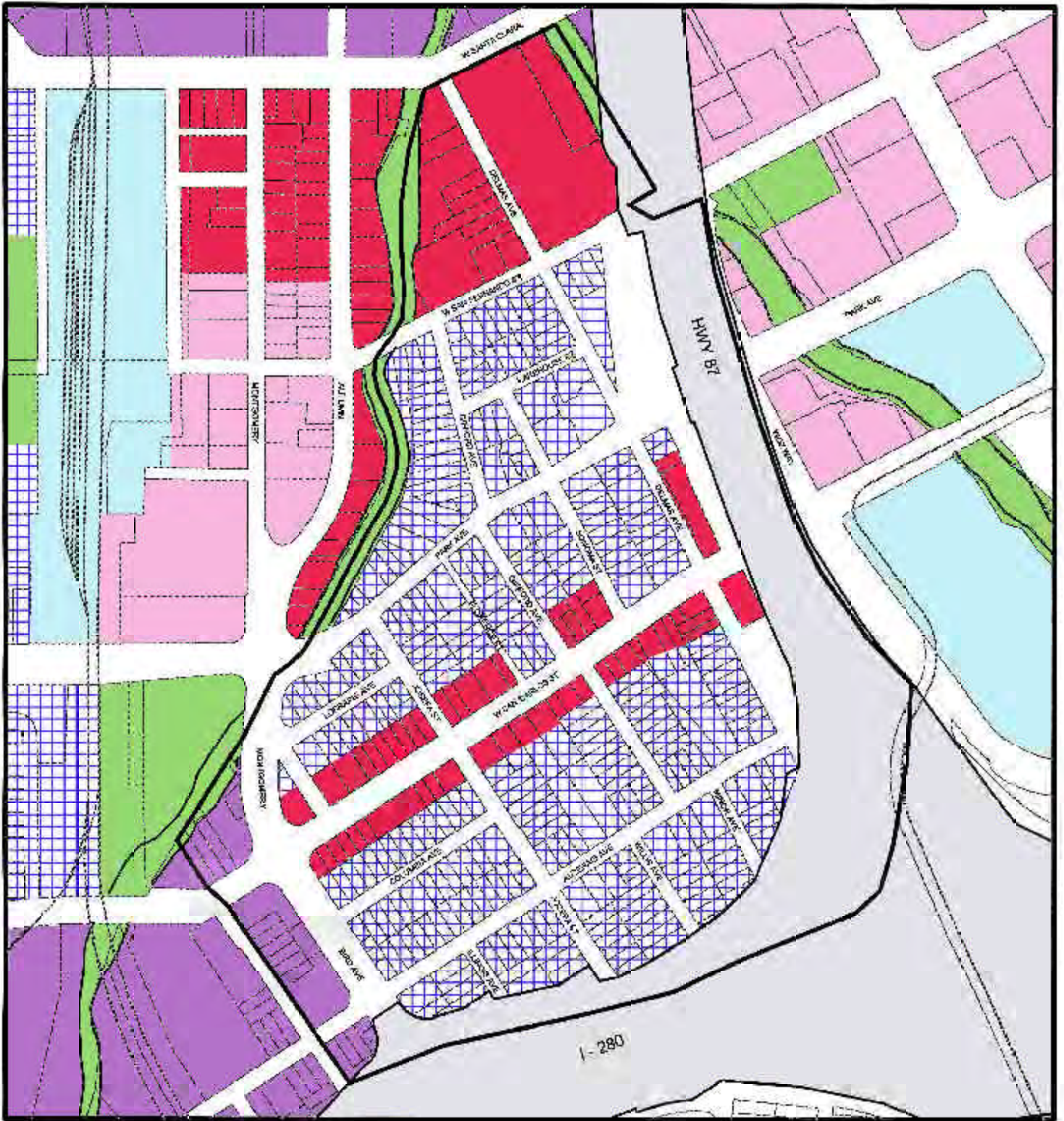
The south area is bounded by Columbia Avenue on the north, I-280 on the south, SR 87 on the east, and Bird Avenue on the west. The housing stock in this area is comprised mainly of single-family homes, with auto and light industrial uses flanking numerous residential properties. Focus in this area should be placed on the relocation or removal of non-residential land uses to strengthen the residential character. Although most properties in this area are well maintained, many would benefit from renovation. The City of San Jose has several programs available for existing homeowners, including a Homeowner Grant Program, and City Paint Program, which assist with health, safety and aesthetic improvements.



Preservation and relocation of attractive older homes is recommended as part of redevelopment efforts.

Residential Building Relocation

Residents have expressed an interest in maintaining and enhancing the architectural character of the neighborhood by preserving attractive older homes wherever possible. Single-family homes have been identified along Delmas Avenue and other places within the West San Carlos infill zone that make a significant contribution to neighborhood character. As such sites redevelop, the City should consider relocating these structures to vacant properties (or properties with auto/light industrial uses to be phased out) on single-family residential streets within conservation areas to solidify neighborhood character and enhance architectural integrity.



General Commercial

Residential Support for the Core

Public/Quasi Public



Core Area Commercial

Combined Industrial Commercial

Public Park/Open Space

San Jose General Plan

Infill Development Criteria

During the planning process community members made specific recommendations for infill development within the West San Carlos corridor, including height, density, tenant mix, and architectural character.

Height/Density

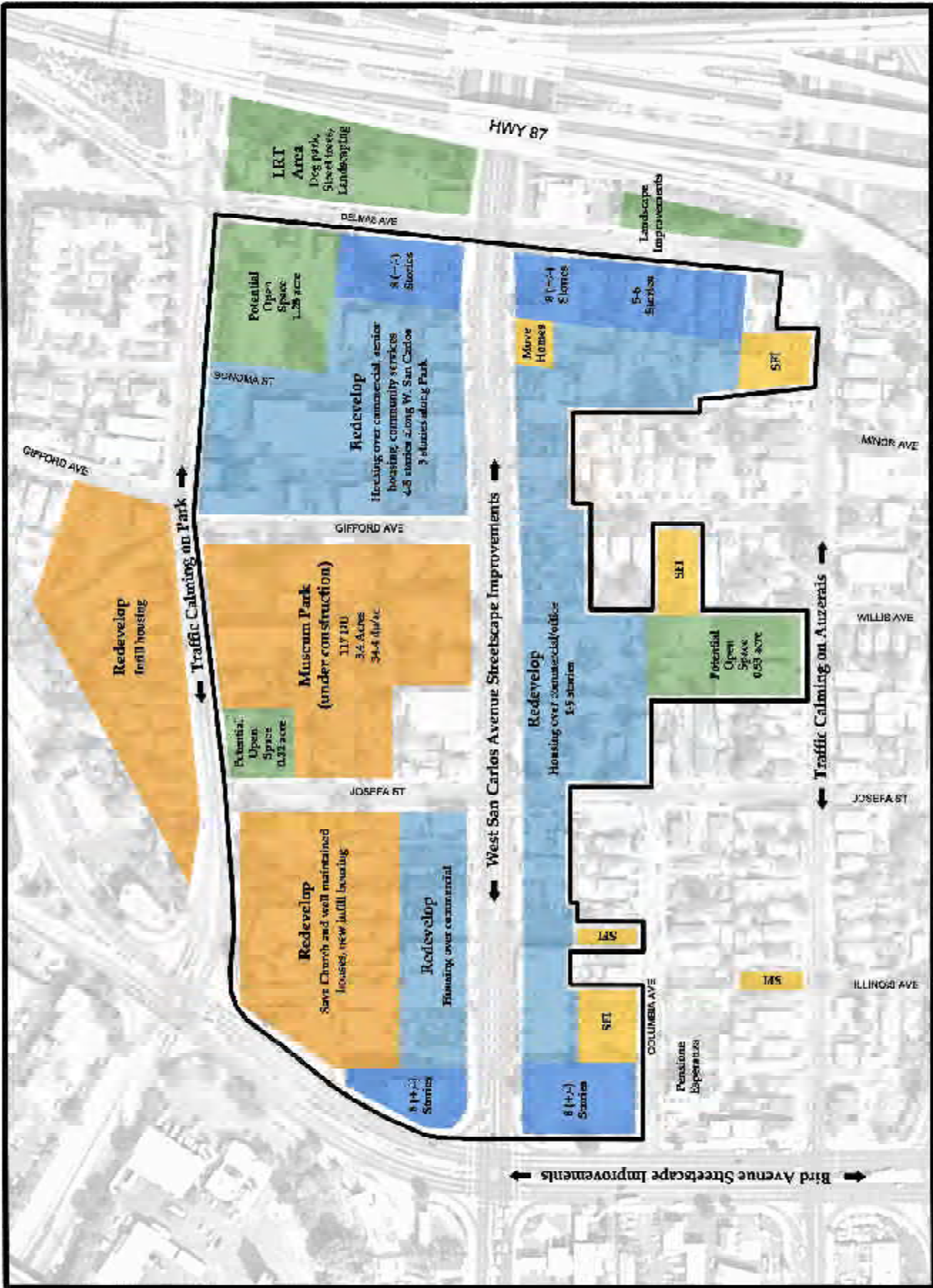
Community members support significant density and height for new development, provided it is sensitive to adjacent neighborhood conditions. The “Infill Location and Heights” graphic on the following page illustrates height/density criteria. Infill recommendations for specific locations are:

- West San Carlos Street Frontage - Replace existing auto and light industrial uses with housing over commercial; 4-5 stories average height along the frontage, stepping down to 3 stories adjacent to single-family areas on the north and south.
- Park Avenue - Replace existing commercial buildings and homes converted to commercial uses with 3-story housing that complements adjacent Park Place condominiums.
- Delmas Avenue - Taller development is encouraged along the SR 87 highway; existing houses and light industrial uses should be replaced with 5-6 story mid-rise housing, stepping down to 3 stories adjacent to single-family areas on the west. Relocate any historic/attractive residential structures to enhance residential streets in other portions of the neighborhood.
- West San Carlos Gateways - Consider high-rise (8+ stories) housing and/or office over first floor commercial adjacent to the Bird/Montgomery and Delmas intersections.

Tenant Mix

Residents feel strongly that an effort should be made to retain current residents as infill development occurs. Only 43% of the residential properties within the neighborhood are owner occupied, which indicates a large number of rental properties. The City should consider introducing a homeowner assistance program that enables renters to purchase property, build equity, and remain in the neighborhood. Residents would like to preserve the diversity of the neighborhood, and support providing subsidized housing for seniors and low-income families consistent with the City’s goals and Redevelopment Agency requirements.

Additionally, residents feel strongly there should be a mix of infill housing types - apartments, condominiums, townhouses - to encourage population diversity and opportunities for residents with a range of income levels. New development should incorporate neighborhood supporting facilities as feasible, particularly seniors, teen, and/or day care centers.



Infill Locations and Heights

Design and Development Guidelines

Residents feel strongly that renovations and new infill housing development should complement existing housing styles and blend in with surrounding properties. The City of San Jose has established residential design guidelines that address issues such as appropriate building materials, architectural style, building height, bulk and form. Although these guidelines will help guide residential infill, they do not address the mixed-use commercial and/or office development envisioned specifically for Delmas Park.

The City should apply a set of guidelines to cover West San Carlos Street development envisioned by the *Neighborhood Plan* to ensure a consistent neighborhood character. These guidelines should establish criteria for building form and massing, architectural character, materials, building setbacks, and first floor uses, among elements. The City should consider establishing an overlay district or other implementing policy approach within Delmas Park to ensure the preservation and enhancement of the neighborhood character as new development and renovations occur.

West San Carlos Street Corridor Revitalization Strategy

The key to neighborhood revitalization lies with the redevelopment of the West San Carlos Street corridor. Specific issues related to this area are discussed in the West San Carlos Street Corridor Revitalization Strategy chapter of this plan. This section addresses streetscape improvements, frontage redevelopment, desired land uses, and other issues related to the Neighborhood Business District program.

Neighborhood Open Space

Open space includes natural open spaces, such as the Guadalupe River Park and Los Gatos Creek Trail, as well as formal city parks containing neighborhood oriented-recreation facilities. Access to both types of open spaces contributes to a truly unique neighborhood. Delmas Park is located adjacent to two of the city's most important riparian corridors, yet has no recreation-oriented parks spaces.



There are no tot lots, such as this one in Greater Gardner, within the Delmas Park neighborhood.

Neighborhood Parks

There are no formalized City parks or open spaces within the Delmas Park neighborhood. Discovery Meadow is located to the east of the neighborhood across SR87, but offers no opportunities for formal recreation. Neither does Guadalupe River Park to the north. Biebrach Park, south across I-280, is the only facility in the local vicinity that contains sports fields, a tot lot, pool, community center, etc. Throughout the planning process, a major objective has been to designate and develop sites suitable for neighborhood open space uses.

Residents would like to develop neighborhood “pocket parks” which would offer opportunities for both active and passive recreation.

Potential Park Sites

Residents and City staff have identified several sites within the neighborhood that could be suitable for development as small-scale “pocket parks.” These sites are:

- Josefa Street at Park Avenue - This 0.3 acre site is currently developed with an office and parking, and the property owner has been seeking a buyer. A park at this location would complement the new development at Museum Park and serve the needs of the residents in the northern portion of the neighborhood.
- Sonoma Street/Park Avenue - A 0.7 acre site could be incorporated in planned Redevelopment Agency development of the blocks bounded by Delmas Avenue, Gifford Avenue, Park Avenue and West San Carlos Street. The parks at this location could ensure the preservation of a landmark Oak tree located near the existing structure off Sonoma.
- Auzerais Avenue between Josefa Street and Willis Avenue - This 1 acre site is comprised of two parcels along the northern frontage of Auzerais, currently occupied by light industrial/ manufacturing businesses. Residents have expressed an interest in replacing all commercial businesses on Auzerais with single-family housing to establish a completed residential street. However, these particular parcels are quite deep and are well suited for neighborhood open space as well.

Open Space Programming

The City should evaluate the sites noted above and assess the feasibility of acquiring them for public open space. Neighborhood parks should be pedestrian-friendly, and offer opportunities for community-centered activities and interactions. Community members would like to see the development of both passive and active recreation within the Delmas Park neighborhood. At a minimum, proposed open spaces should include a tot lot and garden areas with benches and landscaping for parents and young children. Parks such as these often become a center for community activity, which will become increasingly important with the development of infill housing. Larger sites should be considered for 2 court basketball courts and/or more active recreational activities.

Community Garden Sites

In addition to development of neighborhood pocket parks, residents would like to see a program that supports the maintenance and landscaping of undeveloped parcels along freeway and rail line rights-of-way. VTA will be installing a community dog park along SR87 at West San Carlos Street, and adding street trees along the Delmas Avenue frontage as part of the Vasona light rail project. Additional landscape improvements should be installed along Delmas between Auzerais Avenue and West San Carlos, and between Park and West San Fernando. The City should work with residents to develop a program for ornamental garden planting, regular trash collection, and weed abatement in these and other remnant landscaped areas.



Los Gatos Creek is an under-appreciated neighborhood amenity.

Creek Trails and Access

The City is currently extending the Los Gatos Creek Trail, which will allow for access to the Creek along the western edge of the neighborhood. Access to the creek trail will expand local recreational opportunities and provide an additional route to major parks and destinations outside the neighborhood. Neighborhood connections should be provided to link the Delmas Park pedestrian and bicycle ways to the Creek trail system. Additional amenities such as lighting, landscaping, seating and trash receptacles should be considered adjacent to creek access points.

V. West San Carlos Street Redevelopment Concept

Delmas Park residents support significant infill development within the West San Carlos Street corridor, provided existing residential areas are conserved. As noted in Chapter II, the long-term goal for the corridor is a neighborhood-oriented commercial district, stimulated and supported by new residential and/or office development. Ideally, this new development would be in the form of multi-story buildings concentrated along West San Carlos Street, with ground floor commercial and residential or office above.

This redevelopment concept has two complementary elements: a) new development in the areas along West San Carlos Street and Park Avenue, and, b) streetscape improvements for West San Carlos Street itself. New development provides revenues that can be used toward the cost of streetscape-related capital improvements. Streetscape improvements in turn improve the environment to support investment in the higher-value development and neighborhood-oriented commercial businesses that local residents desire.

This chapter describes streetscape improvements that are consistent with the San Jose Redevelopment Agency's Neighborhood Business District program, and in fact would be consistent with eventually extending the existing West San Carlos NBD east to SR 87 and linking it with the Downtown. In addition to streetscape, NBD's are typically focus areas for SJRA's Facade Improvement Program.

This chapter also contains development guidelines that reflect the land use recommendations and infill criteria contained in Chapter II. They provide additional specificity to assist the neighborhood and the City in evaluation of development proposals. This chapter also describes a preferred streetscape design concept for West San Carlos Street.

Streetscape Design Concept

The *Neighborhood Plan* envisions West San Carlos Street as an attractive, neighborhood-oriented business district. First floor commercial space would line the street, with residential units and/or office space above. The street would complement new development with street trees, ornamental lighting, and a landscaped median. Ideally, streetscape improvements would create a significantly more pedestrian-oriented environment than exists today, with improvements that calm traffic as well as beautify.

Background

West San Carlos Street is five lanes in width today – two lanes in each direction and a center left turn lane – with parallel parking along both frontages. The curb-to-curb dimension is approximately 70 feet. The street has no streetscape-related amenities of note. “Cobra head” highway-scale lights line the street, and there are no street trees, benches, or bus shelters. Pedestrian crossing distances are long and there are only two signalized intersections - at Delmas and at Bird - at the east and west ends, respectively, of the *Plan* area; through traffic speeds are a neighborhood concern. These conditions

create an environment that deters pedestrian activity and is not conducive to the street-fronting commercial and residential development desired.

To the east and west of the Delmas Park neighborhood, West San Carlos Street is improved with streetscape elements that enhance the street's appearance and overall attractiveness for investment. To the east, frontage street trees and ornamental streetlights, furnishings, paving surfaces, and other elements relate to downtown's civic and cultural destinations. Starting several blocks to the west, a landscaped median containing palm trees and ornamental paving extends throughout the existing West San Carlos NBD area to I-880.

General Street Design Approaches

There are two general approaches to significantly enhancing the appearance of a street and improving its appeal to pedestrians: widening sidewalks or installing a median. Sometimes both approaches may be pursued, provided street width and budget are adequate. Widened sidewalks and reduced curb to curb street widths can create a gracious pedestrian environment, with more space for amenities such as street trees, benches, etc. Street crossing distances can be reduced significantly for pedestrians, by up to 20 feet if two lanes of traffic can be removed. The main disadvantage is cost; moving curbs requires major engineering modifications to the curbside storm drainage system as well as reconstruction of curbs, gutters, driveways, and relocation of existing curbside lighting and conduit. The loss of traffic capacity is an important consideration as well. Studies would be needed to determine if removal of a lane or lanes were possible given existing and projected traffic levels.

A landscaped median can be a dramatic streetscape feature that significantly improves the appearance of a street and helps to create a distinct district identity. Medians typically reduce the scale of a wide street and diminish the effect of passing traffic on pedestrians. No major changes to the storm drainage system are required, as curb and gutter construction is confined to the center of the street. Median construction typically requires much less construction coordination with utilities and frontage properties than sidewalk widening. Resulting construction costs for medians are typically half the cost of widening sidewalks, or less. However, medians do not create the expanded sidewalk area that is most conducive to a lively, storefront commercial district. High levels of pedestrian activity and the streetscape amenities that support them - shade trees, benches, bike racks, etc. - typically require wider sidewalks.

Recommended Design Concept

The basic design goals for West San Carlos Street are:

- a) improve the street's overall image and identity to encourage new investment in the corridor generally;
- b) enhance the sidewalk environment to support neighborhood-oriented commercial development along the frontage, and;
- c) calm through traffic and encourage pedestrian activity. Consistent with these goals, a landscaped median and widened sidewalk areas are both recommended. Given cost and construction requirements, however, widened sidewalks may be

created by requiring building setbacks as new development takes place, rather than through curb, gutter and walk reconstruction.

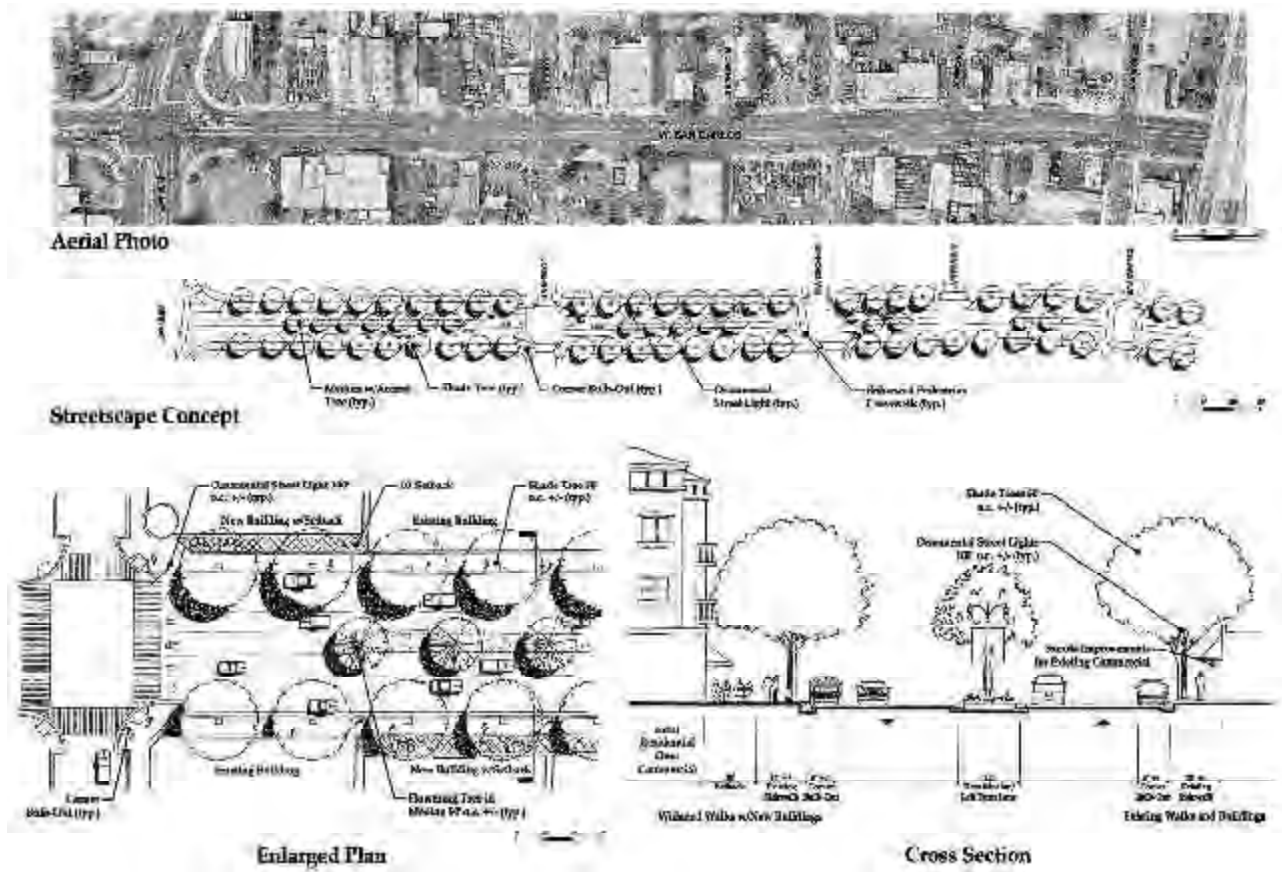
Landscaped Median

A landscaped median should be constructed between Bird Avenue and Delmas Avenue, configured within existing lane striping and left turn pockets. The median should feature a landmark tree – e.g., deciduous flowering tree, palm tree, or other that helps to create a unique identity for the district. These trees should be somewhat high-branching to allow for visibility of frontage businesses, and planted close enough together to create a strong composition. Low-growing shrubs and/or groundcover are recommended as a surface material to maintain motorist and pedestrian visibility and a generally open streetscape character. Ornamental lights should be installed at median ends to highlight intersection locations.

Broad-headed deciduous shade trees should be installed along street frontages at approximately 40' on center, 36" box size preferred; recommended tree species include plane tree/sycamore, hackberry, and zelkova. Tree wells should be minimum dimension of 4' x 4', with Title 24-compliant tree grates or a smooth decomposed granite surface. Double-head streetlights should be installed at a spacing of approximately 90' on center. Lights should have a traditional, though not necessarily Victorian, architectural character. Trash receptacles should be provided adjacent to pedestrian crossings. Corner curb bulb outs should be installed at all intersections where a free right turn is not required.



West San Carlos Street - Concept Illustration



West San Carlos Street - Renovation Concept

Widened Sidewalks

As noted above, new development should be set back to create wide and attractive sidewalks. A setback of approximately 10 feet from the existing sidewalk is proposed as necessary to create an overall sidewalk width of 20 feet, similar to conditions along the frontage of the Avalon Park project on The Alameda. The new wide sidewalks would be constructed with new development projects and/or as opportunities occur. Widened sidewalk areas should accommodate outdoor seating, planters, bike racks, and additional streetscape elements that are associated with and would be provided by new development, as well as more typical public sidewalk features

Though not a streetscape improvement per se, consideration should be given to signaling the Gifford Avenue intersection. As noted elsewhere in the *Neighborhood Plan*, there are no controlled pedestrian crossings between Bird and Delmas, a stretch of approximately 1,650 linear feet (1/3 mile).

Construction Sequence Considerations

If the streetscape improvements need to be constructed in phases, landscaped medians are recommended for the first phase. They generally provide the most dramatic initial visual and traffic calming impact. Any new development along San Carlos can be required to provide street trees and perhaps funding toward street lighting.

Infill Development Guidelines

Chapter IV contains general land use recommendations and infill development criteria for density, building height, and residential tenant mix within the West San Carlos Street corridor. The guidelines recommended in this chapter provide the additional specificity needed to promote the *Neighborhood Plan's* vision for the area. Guidelines address the two basic types of development envisioned: a) first floor commercial with residential or office above along the West San Carlos Street frontage, and, b) multi-unit residential on adjacent streets and Park Avenue. The guidelines are intended to supplement the City of San Jose's existing commercial and multi-family development guidelines, providing private- and public-sector sponsors with clear direction for new development that reflects the goals of the Delmas Park community.

Multi-unit residential development should reflect the characteristics of Delmas Park's attractive older residential areas. Traditional architectural features, such as peaked roofs, built-in decks and balconies, and porch/stoops are strongly encouraged to enhance residential character along neighborhood side streets. Less traditional, more modern architectural forms are more appropriate along West San Carlos Street.

The guidelines:

- support the redevelopment of West San Carlos Street as a neighborhood and pedestrian-oriented commercial spine;
- promote architectural forms that are complementary to the attractive older single-family cottages in adjacent neighborhood areas;
- maintain a neighborhood-scale frontage with regularly spaced building entrances and stoops that encourage residents to walk to destinations within the downtown area;
- promote a landscaped and highly walkable public sidewalk environment with street trees, lighting, bulb-outs, etc.; and
- maintain a residential character for Park Avenue and the side streets.

I. LAND USE GUIDELINES

A. WEST SAN CARLOS STREET

Ground Floor Uses

1. **Retail** - all uses except those that provide drive-up services. Small-scale neighborhood-oriented businesses are preferred; these include specialty foods, bookstores,

video rental and sales, drug stores, photography, hardware, and personal products.

2. **Eating and Drinking Establishments** - including those serving alcoholic beverages, provided this is clearly ancillary to food service. New drive-up or drive-in restaurants are not appropriate.
3. **Personal Services** - hair and nail salons, shoe repair, laundromats, dry cleaners and similar businesses.
4. **Business Services** - small scale photocopy shops, small appliance repair shops, insurance, travel, and real estate agencies.
5. **Business and Professional Offices** - including banks and credit agencies.
6. **Medical and Dental Offices**
7. **Community/Public Uses** - including youth and senior centers, provided such uses fit the neighborhood-oriented character of development envisioned for Delmas Park.
8. **Residential**

Upper Floor Uses

1. **Residential** - at a minimum density of 30 units per acre.
2. **Ground Floor Uses** - 4 through 7, above.

B. SIDE STREETS AND PARK AVENUE

1. **Residential** - at a minimum density of 40 units per acre.

II. HEIGHT AND SETBACKS

A. WEST SAN CARLOS STREET

1. **Minimum Building Height** - 20 feet is recommended to provide visual enclosure for the street and sidewalk space.
2. **Maximum Building Height** - 4 to 8 stories, stepping down 1 foot of height for each foot of setback from single-family residential properties to the south.
3. **Maximum Height Exceptions** - subject to City review:
 - a. *Special Architectural Features* - Such as towers or cupolas.

- b. *Rooftop Structures* - Such enclosures to screen rooftop elevator or HVAC equipment, or open deck-related trellises and other shade or view screen structures.
 - c. *Adjacent to the Bird and Delmas Avenue Intersections* - Building heights up to 8 stories and/or 96 feet should be considered at these gateway locations. Heights up to 6 stories should be considered along Delmas south of West San Carlos, stepping down one foot of height for each foot of setback from single-family properties to the west.
4. **Minimum/Maximum Setback** - Minimum of 20 feet from curb line, to be improved as sidewalk; maximum of 25 feet.
 5. **Corner Property Setbacks** - Front setbacks and expanded sidewalk paving should wrap around to side streets for a minimum distance of 25 feet and a maximum distance of 50 feet. Corner buildings may be cut back at a diagonal at the ground and/or upper levels for design purposes (e.g., recessed corner entrance, corner turret) and to enhance visibility at intersections.
 6. **Unavoidable Surface Parking Lots** - 30 feet from curb line.

B. SIDE STREETS AND PARK AVENUE

1. **Maximum Building Height** - 3 stories, stepping down one foot of height for each foot of setback from single-family properties.
2. **Maximum Height Exceptions** - subject to City review:
 - a. *Above Subsurface Parking* - Buildings may exceed the maximum height by 3.5 feet. Developments with a frontage over 200 feet may exceed the height limit by an average of 3.5 feet, but not exceed a maximum height of 5 feet.
 - b. *Special Architectural Features* - Such as towers or cupolas.
 - c. *Rooftop Structures* - Such enclosures to screen rooftop elevator or HVAC equipment, or open deck-related trellises and other shade or view screen structures.
3. **Minimum/Maximum Setback** - 5 feet minimum, 15 feet maximum along Park Avenue. 10 foot minimum, 15 foot maximum along side streets. Open porches and related steps and stoops may extend up to 5 feet into the setback area.
4. **Minimum Side and Rear Setbacks**- One foot of setback for each foot of height from single-family properties planned for preservation.
5. **Unavoidable Surface Parking Setback** - Minimum 5 feet or adjacent building setback, whichever is greater.

III. STREET FRONTAGE IMPROVEMENTS

A. WEST SAN CARLOS STREET

1. **Street Trees** - Shade trees should be provided along the frontage at a maximum spacing of 45 feet on center. Tree wells should incorporate Title 24 compliant grates or smooth decomposed granite surfacing.
2. **Street Lights** - Double-head ornamental streetlights should be installed along the frontage. Lights should be approximately 90 feet on center and traditional in design, as directed by City.
3. **Sidewalk and Amenities** - Sidewalks should be widened to approximately 20 feet, and should include planters, bike racks, additional trash receptacles and other streetscape elements that add to the quality of the pedestrian environment, and may be used for outdoor seating and dining.

B. SIDE STREETS AND PARK AVENUE

1. **Street Trees** - Shade trees should be provided along the frontage at a maximum spacing of 30 feet on center depending on species. Tree wells should incorporate Title 24 compliant grates or smooth decomposed granite surfacing.
2. **Street Lights** - Single-head ornamental streetlights should be installed along the frontage. Lights should be approximately 90 feet on center and traditional in design, as directed by City.
3. **Landscape Edge** - Back-of-walk setback areas should be landscaped with shrubs and small trees to screen building foundations and/or subsurface parking grilles. Landscaping should generally be orderly and “urban” in character.

IV. PARKING

A. SURFACE LOTS - Surface lots should be located behind buildings, not along street frontages, and particularly not at street corners.

1. **Parking Areas Should be Planted** - Shade trees should be distributed evenly throughout parking lots at a rate of one tree for every four parking spaces.
2. **Non-Typical Planting Approaches** - Trellises, arbors with vines, and/or other elements that reduce the scale and visual impact of parking areas are encouraged. These elements should be consistent in design and materials with principal building(s) and other site features, and complementary with parking area lighting.
3. **The Perimeter of Parking Lots and Driveways** - If unavoidable given site constraints, parking lots and driveways adjacent to streets and sidewalks should be screened at the setback line with attractive low ornamental walls or fences with landscaping in front.

B. SUBSURFACE PARKING - Subsurface rather than surface parking is recommended for residential development wherever feasible.

1. **Buildings with Subsurface Parking** - Should have finished floor elevations no more than 3.5 feet above sidewalk grade.
2. **Exposed Subsurface Parking Walls/Openings** - Should be designed as an attractive building base and screened with foundation plantings.

V. BUILDING DESIGN

A. GENERAL RESIDENTIAL BUILDING DESIGN - Buildings should be compatible in form and detail with single-family houses in the Delmas Park neighborhood, and project a high-quality, higher-density residential character.

1. **Residential Character** - Architectural elements that add residential scale, such as porches, balconies, trellises and bay windows, are recommended. Features that relieve flatness of facades, such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, window boxes, dormers, entry porches, etc., are also recommended.
2. **Expressed Units** - Building facades should be designed to express the units within. Long facades should be articulated into shorter segments that reflect the 50-foot parcel widths common in Delmas Park. In projects with frontages over 100 feet, stacked units should be defined by features such as a deep notch, variation of architectural elements (e.g., roof shape, window shape, stoop detail), and surface material and/or color.
3. **Special Architectural Features** - Such as gables, turrets, towers, and loggias should be used to accent buildings at major street corners, at the terminus of a street corridor, lane, or pedestrian way, at driveway entrances, and/or at other highly-visible building locations.

B. FACADE COMPOSITION - Buildings should have a defined base, an organized pattern of windows and doors, a recognizable and distinctive main entrance, and an attractive and distinctive roofline that reflects the facade elements below.

C. WEST SAN CARLOS STREET: UPPER LEVEL BUILDING ENTRANCES - Attractive lobby entrances to upper level units and/or office spaces should be provided. These entrances should be clearly distinguishable from adjacent storefronts, with distinctive canopies, recesses, doors, and/or other architectural elements.

D. SIDE STREET AND PARK AVENUE BUILDING ENTRANCES - Should have a clear entry sequence, similar to Delmas Park's single-family homes.

1. **Stoops and/or Open Porches** - Should be provided at regular intervals. Stoops should be wide enough to make entries inviting. Open porches should have

attractive bulkheads or balustrade railings, and roofs that complement the pitch and materials of the main roof.

2. **Stairs** - Should be boxed and framed by attractive stepped bulkhead walls or balustrade railings. Bullnose treads are recommended. Open or “floating” exterior stairs should not be used.
3. **Low Hedges, Fences and/or Entry Gates** - Should be used to define the edge between the public street and private property.
4. **Ornamental Lighting** - Of porches and walkways is recommended to highlight entrances and enhance security.
5. **Freestanding Landscape Elements** - Such as trellises, arbors, and special landscape materials that add character to front yard spaces and/or accent the entry sequence should be considered.

E. BUILDING SURFACE MATERIALS - Building materials should be high-quality, long lasting, and durable. Examples include low-relief stucco or clapboard or shingle siding, and masonry, stone, or concrete panels for the building base. Clapboard or shingle siding is most consistent with homes along side streets and Park Avenue. Stucco, masonry and/or stone veneers would be more appropriate along West San Carlos Street.

E. WINDOWS - Are an important element of facade composition and an indicator of overall building quality.

1. **Composition** - All windows within a building, large or small, should be related in operating type, proportions, and trim. Unifying architectural elements should be used, such as common sill or header lines.
2. **Framing and Window Inset** - Built-up sills and trim should be used to frame window openings. Glass should be inset a minimum of 3 inches from the exterior wall and/or frame surface to add relief to the wall surface; this is especially important for stucco buildings.
3. **Special Windows** - Such as bays and dormers should be used to add interest and a domestic character to building facades.

G. ARCHITECTURAL STYLES - Historic styles characteristic of Delmas Park’s attractive older homes are encouraged along side streets and Park Avenue. These are summarized below. Different and/or more modernist styles are appropriate along West San Carlos Street.

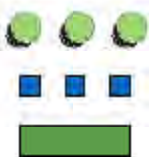
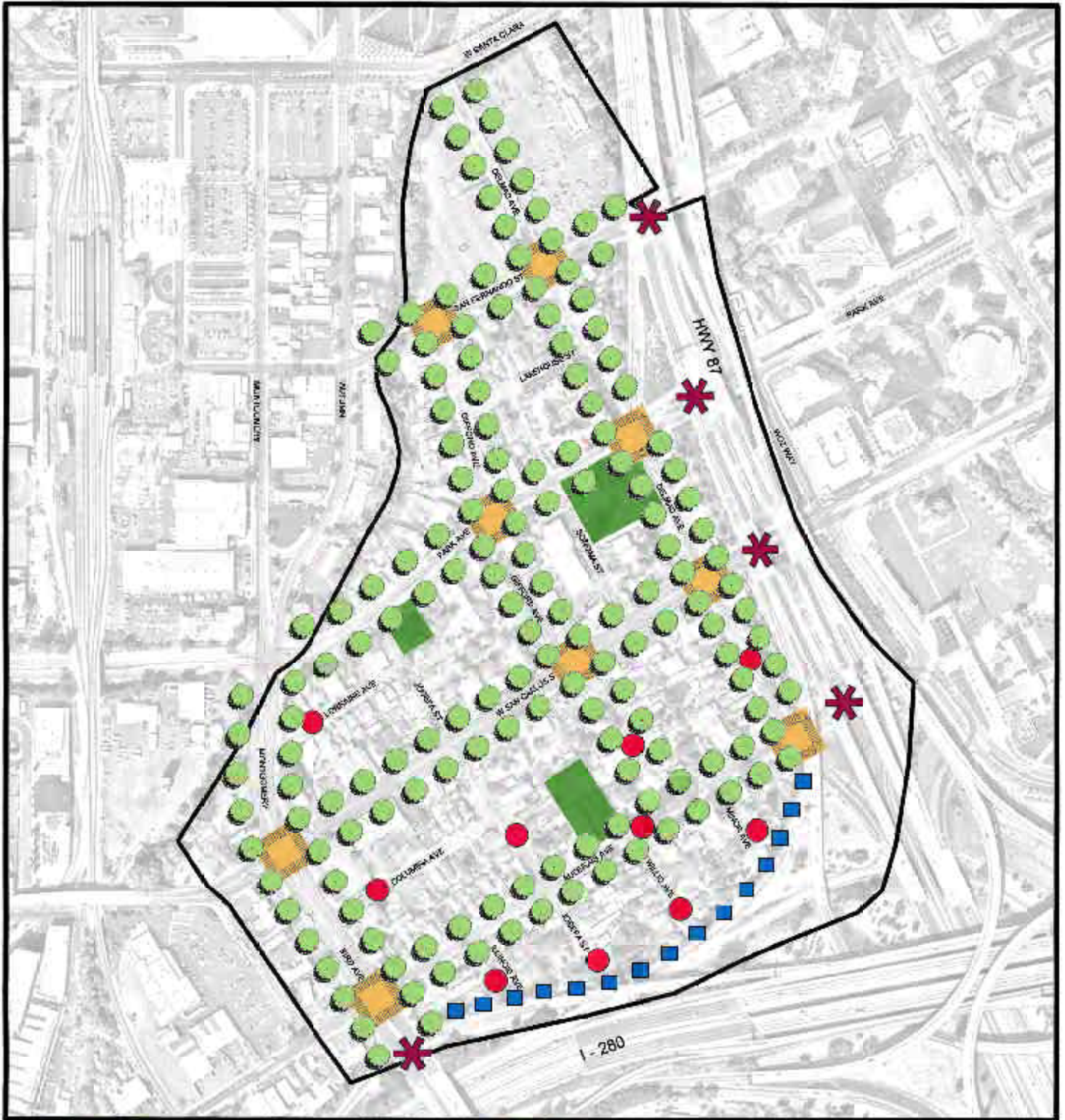
1. **Victorian** - Tall, box-like building shape; window bays form room volumes; prominent gable, hip, or flat roofs; vertical window proportions; ornamental porches, balustrades, trim moldings, cornices.
2. **Craftsman/Bungalow** - Wide-gable roofline, deep eaves, prominent roof rafters/

knee braces; large front porch, tapering porch columns; multi-pane windows, dormer windows; shingle, clapboard or stucco siding; porch arbors/trellises.

3. **Mission/Spanish Revival** - Tile roof with low pitch; divided arched windows; stucco walls with surface relief; small to large front porch, wrought iron railings, arched vents.

H. WEST SAN CARLOS STREET STORE-FRONTS - Storefronts should be like small buildings with their own base, “roofline,” and pattern of window and door openings.

1. **Storefront Bays** - Building bays and/or storefronts should be approximately 25 feet in width. Buildings with a longer frontage should have a vertical architectural feature - column, pier, etc.- approximately every 25 to 30 feet to reflect the structural bay spacing.
2. **Base** - A panel of tile or other special material is recommended below display windows.
3. **Display Windows** - Large pane windows should comprise a minimum of 66% of the storefront surface area. Glass should be clear, not tinted.
4. **Transom Windows** - Are horizontal panels of glass above the storefront and/or between the first and second floors. They are a traditional element of “main street” commercial buildings, and are recommended for new and renovated storefronts. Transom windows can be good locations for neon, painted-window, and other non-obtrusive sign types.
5. **Recessed Entries** - Are recommended. Entry design enhancements include special paving materials, such as ceramic tile, and decorative light fixtures.
6. **Ornamental/Architectural Lighting** - in the form of sconces, uplights, and canopy lighting is recommended to enhance storefronts.
7. **Canopies and Awnings** - Should be used, provided they are attractively designed, not continuous, and reflect storefront building bays.



Streetscape Improvements

Possible Soundwalls

Potential Open Space



**Enhanced Pedestrian Crosswalks
(Locations for Evaluation)**



Residential Parking Issues



Proposed Pedestrian Improvements



Selected Neighborhood Improvements Key Map

VI. Action Plan

Overview

This chapter describes the actions needed to implement the Plan's neighborhood improvement recommendations. Time frames, responsible City departments, costs and likely funding sources are identified. Individual "Action Items" are listed according to their priority, as determined by the community and the Neighborhood Advisory Committee. Each Action Item includes a series of specific "Action Steps" that are intended to guide City efforts and serve as a yardstick for assessing progress. An "Action Plan Matrix" summarizes time frames, departmental responsibilities, costs and funding.

Action Items "Top Ten"

The "Top 10" Action Items, numbers 1 through 10 on the following pages, are the most important neighborhood priorities. They reflect the NAC's weighing of current neighborhood issues, long-term neighborhood vision, and likely cost. Some of the Action Items are capital improvements, such as improved pedestrian crossings at key intersections. Others are policy or program-oriented, such as modification of current land-use policies and improving waste collection procedures.

The "Top 10" balance need, feasibility, and impact. However, there are a total of 21 Action Items in all, and the community and the NAC consider all to be important. It may happen that Action Items outside the "Top 10" become more feasible than anticipated at the time the Neighborhood Plan was prepared; e.g., new funding sources or programs might arise. Or, as implementation efforts proceed, one or more items in the "Top 10" could take significantly longer to implement than anticipated, or could be pursued in a different way than envisioned by the Neighborhood Plan. In such cases, Action Items outside the "Top 10" should be reevaluated for implementation and either reprioritized or pursued by the community. As an example, Action Item 16 - "Improve West San Fernando Streetscape," may be able to be pursued as part of development and construction of the San Fernando LRT station, if the community elects to promote it. The City of San Jose, however, will focus its implementation efforts only on the Top 10 at any point in time. The Top 10 Action Items for Delmas Park are as follows:

1. Improve Residential Parking Conditions
2. Create a Neighborhood Traffic Plan
3. Modify Current Land Use Policy
4. Improve West San Carlos Street Streetscape
5. Improve Gifford Avenue Streetscape
6. Improve Auzerais Avenue Streetscape
7. Improve General Condition of Streets and Sidewalks
8. Improve the Pedestrian Route to Gardner Academy
9. Mitigate Neighborhood Noise Levels
10. Develop Neighborhood Open Space

Each of the items has been assigned a time frame(s), which is an estimation of the period required for the City to implement the action as described in the plan. These may need modification once budgets and funding sources have been reviewed. A description of each time frame is provided below.

0-18 months: Immediate; issue can be addressed quickly or is in process

0-3 years: Short Term; issue can be addressed and completed within the next three years

4-6 years: Medium Term; issue can be addressed and completed in 4-6 years

7-10 years: Long Term; issue can be addressed and completed in 7-10 years

On-going: Issue requires ongoing support

Implementation and Oversight

A key element of implementing the Neighborhood Plan is formation of a *Delmas Park Neighborhood Coalition*, consisting of representatives of the *Delmas Park Neighborhood Association* as well as interested residents and business owners. The *Coalition* will be the main contact point between various City departments pursuing various Action Steps and the neighborhoods. Unlike the NAC, the *Coalition* will be an independent body with responsibility for its own administration. It will make implementation-related decisions and monitor progress on a regular basis, and serve as a forum for neighborhood input and outreach.

The *Coalition* will determine the makeup of the various subcommittees that may be needed, such as a Neighborhood Traffic Subcommittee to work with the Department of Transportation on traffic calming recommendations. The *Coalition* will also periodically reevaluate the Neighborhood Plan's priorities, given changes in community concerns, funding circumstances, or other factors that could support reordering of Action Items. Finally, the *Coalition* will gauge the effectiveness of implementation efforts by City staff and others, and communicate concerns and/or support to departmental and/or City Council staff.

1. Improve Residential Parking Conditions

Issue:

Overflow parking related to non-neighborhood destinations and/or land uses occurs throughout the neighborhood. The older homes that typify Delmas Park generally have detached single-car garages and short, narrow driveways, making additional on-street parking essential for residents and visitors. The current situation makes it difficult for residents to find parking near their homes during weekdays as well as weekends, and adds traffic to neighborhood streets.

Action Steps:

- a. *Prepare Neighborhood Parking Study* – The Department of Transportation should work with the community to evaluate the origin of on-street vehicular parking, including Downtown employees, and Compaq Center and Discovery Meadow events. DOT should perform a parking study consistent with the Residential Parking Permit Program.
- b. *Evaluate Parking Control Measures* – Following Action Step a, DOT should coordinate with the Department of Planning, Building and Code Enforcement (PBCE) to evaluate the best methods for reducing non-residential parking within Delmas Park. These methods may include the establishment of permit parking areas, citing local businesses with illegally parked cars, and increased Code Enforcement presence in the neighborhood.
- c. *Implement and Maintain Residential Parking Controls as Appropriate* – As per Action Steps a and b, DOT and PBCE should implement and maintain appropriate parking control measures to ensure adequate on-street parking for current and future residents. PBCE should sustain current code enforcement efforts in the area of vehicle abatement including ticketing illegally parked cars, notifying local businesses of violations, and fines for non-compliance. Any control measures should accommodate parking for existing and anticipated neighborhood-oriented commercial development along West San Carlos Street.

Lead Departments/Organizations:

Department of Transportation (a-c)

Department of Planning, Building and Code Enforcement (b,c)

Timeframe:

Immediate: 0-18 months

Cost Estimates:

Staffing and outreach costs to be determined

2. Create a Neighborhood Traffic Plan

Issue:

High traffic volumes and speeding on residential streets creates an unsafe environment for pedestrians, bicyclists, and resident motorists attempting to safely access their homes. Residents would like to shift non-local traffic from streets that are primarily residential such as Auzerais and Gifford, to major streets that are less residential such as Bird, West San Carlos and West San Fernando. (see graphic, page 13)

Action Steps:

- a. *Evaluate Neighborhood Traffic Patterns* – The Department of Transportation should evaluate current neighborhood traffic patterns with regard to volume, speed and circulation. Of particular concern to residents is the use of residential streets for through traffic and the increase in neighborhood traffic anticipated with new development. Transportation Planning and the Department of Planning, Building, and Code Enforcement should evaluate the *General Plan* status of residential streets such as Auzerais and, if appropriate, designations should be changed to reflect the context of these streets within the neighborhood.
- b. *Prepare a Neighborhood Traffic Calming Study* – Following Action Step a, DOT should work with the community to evaluate the feasibility of installing traffic calming measures within the Delmas Park neighborhood. Traffic calming measures should address residentially-oriented streets such as Auzerais and Gifford, as well as future pedestrian-oriented streets such as West San Carlos and Park. DOT should review development projects as they are presented to make recommendations for appropriate ingress/egress locations. Measures and issues related to development within the Diridon Area should be incorporated in the plan as well.
- c. *Install Traffic Calming Measures* – Traffic calming mitigations should be installed where appropriate as determined by the traffic calming study. These measures should discourage cut-through traffic on primarily residential streets.

Lead Departments/Organizations:

Department of Transportation (a-c)

Department of Planning, Building and Code Enforcement (a)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Approximately \$50,000 for items a and b

\$200,000 - \$500,000 for installation of traffic mitigation measures

3. Modify Current Land Use Policy

Issue:

In the Delmas Park area, there are substantial inconsistencies among existing uses, *General Plan* designations, zoning districts and community objectives for land uses. Existing uses include residential at various densities, commercial, industrial, auto repair and other businesses. Most of the Delmas Park area has a *General Plan* designation of Residential Support for the Core, a high density designation which requires a minimum density of 25 units per acre and has no upper limit. *General Plan* designations for properties north and south of West San Carlos Street and north of San Fernando Street are primarily General Commercial. The great majority of the area is zoned Light Industrial.

Delmas Park community objectives include long term protection of the existing residential neighborhood pockets and conversion of most of the industrial and auto repair properties to new high density housing, neighborhood commercial and mixed uses. Every effort should be made to help transition West San Carlos Street into a pedestrian oriented/neighborhood serving commercial and mixed use corridor. To achieve the combination of preservation and redevelopment needed to produce a vibrant new mixed-use community, the following actions are required:

Action Steps:

- a. *General Plan Amendments* – The *General Plan* should be amended to represent the community’s preferred land uses as shown in the graphic on page 31 in the *Improvement Plan Concepts* section of this *Plan*. New *General Plan* residential densities should reflect the existing low density blocks that are intended for preservation as well as higher densities intended for infill sites. The density objectives for higher density housing, as identified by the community, could be incorporated into the *General Plan* as textual qualifications.
- b. *Rezone Selected Properties Consistent with Community Objectives* –The City should rezone any properties that would be more attractive for community preferred uses. Rezoning selected properties could help to prevent new or expanded uses that are inconsistent with community objectives.
- c. *City Actions and Programs Consistent with Plan Objectives* - Care should be taken that City actions and programs in this area be consistent with the community’s objectives. To enhance that outcome, the community should be fully included in the public review of any proposed changes, including those noted in Action Steps a and b.
- d. *West San Carlos Street Neighborhood Business District* – The Redevelopment Agency should consider establishing a West San Carlos Street Neighborhood Business District at a time when the City and Agency conclude that a neighborhood and pedestrian-oriented commercial corridor could be successfully established along West San Carlos Street.

Lead Departments/Organizations:

Department of Planning, Building and Code Enforcement (a-c)
San Jose Redevelopment Agency (c,d)

Timeframe:

Immediate: 0-18 months (a)
Short Term: 0-3 years (b)
Short to Medium Term: 0-7 years (d)
Ongoing (c)

Cost Estimates:

Staffing costs to be determined

4. Improve West San Carlos Street Streetscape

Issue:

The key to neighborhood revitalization lies with the redevelopment of the West San Carlos Street corridor. Long-term goals for the community include the establishment West San Carlos Street as a pedestrian-oriented, neighborhood destination. Proposed streetscape improvements focus on creating an attractive, vibrant business district that serves local residents while enhancing the connection between Midtown and Downtown San Jose.

Action Steps:

- a. *Prepare a Streetscape Improvement Plan* - The Redevelopment Agency and the Department of Public Works (DPW) should prepare design and construction plans for medians, street trees, and pedestrian-oriented lighting. Streetscape improvements should enhance the pedestrian environment and overall image and encourage neighborhood-oriented commercial development along the frontage.
- b. *Evaluate Pedestrian Crossings* - The Department of Transportation should consider enhanced pedestrian crossings to encourage activity and improve safety at West San Carlos/Gifford, West San Carlos/Delmas, and West San Carlos/Bird.
- c. *Install Enhanced Crossings* - Per Action Step b, DOT and DPW should design and install enhanced crosswalks for all appropriate intersections. Construction should be coordinated with other streetscape improvements where possible.
- d. *Study the Feasibility of a Center Median* - Per Action Step a, DOT and DPW should study the feasibility of the installation of a center median along West San Carlos from Bird to Delmas. The median should be able to accommodate plantings such as ornamental trees and low growing shrubs and/or groundcover. Median width should maintain four lanes of traffic and curbside parking.
- e. *Construct a Center Median* - If deemed feasible, DOT and DPW should design and install a center median.
- f. *Install Frontage Street Trees* - Per Action Step a, DOT and DPW should coordinate installation of approved shade trees along West San Carlos Street. The Department of Planning, Building and Code Enforcement should require the installation of street trees as part of new development projects.
- g. *Install Frontage Lighting* - Per Action Step a, the Department of Public Works should coordinate installation of pedestrian-scale street lights along West San Carlos Street. Street lights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed.

- h. Facade Improvements* - The RDA should provide assistance with facade improvements for existing local businesses along West San Carlos Street that serve the needs of the neighborhood. Improvements should be consistent with design guidelines for the Delmas Park neighborhood.

Lead Departments/Organizations:

San Jose Redevelopment Agency (a,f)
Department of Transportation (b,c,d)
Department of Public Works (a,c-e)

Timeframe:

Short Term: 0-3 years (a,b,d,e,h)
Medium Term: 4-6 years (c,f,g)

Cost Estimates:

Approximately \$987,000 for proposed streetscape improvements

5. Improve Gifford Avenue Streetscape

Issues:

Encouraging pedestrian activity is a key component of the Delmas Park *Plan*. Establishing a safe and aesthetically pleasing pedestrian network within the area will promote activity and enhance the livability of the neighborhood. Gifford Avenue has been identified as an important connector within the proposed pedestrian network (see graphic, page 16). Gifford is the central north/south street within the area and will connect the primarily residential portion of the neighborhood to the south with the new San Fernando LRT station. Streetscape improvements are intended to enhance the safety and comfort of pedestrians.

Action Steps:

- a. *Prepare Street Tree and Lighting Improvement Plans* - The Department of Public Works should prepare construction plans for infill street trees and pedestrian-oriented lighting. Streetlights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed.
- b. *Improve Pedestrian Crossings* – The Department of Transportation should consider enhanced pedestrian crossings to create a more pedestrian friendly environment at Gifford/West San Carlos, Gifford/Park, and Gifford/West San Fernando.
- c. *Install Street Trees Where Appropriate* – Per Action Step a, DOT and DPW should coordinate installation of approved street trees along Gifford Avenue. Large shade trees should be installed wherever possible, with smaller trees installed where overhead utility lines are present. The *Delmas Park Neighborhood Association* should work with the city arborist to plant trees in existing planting strips where appropriate.
- d. *Install Lighting Where Appropriate* – Per Action Step a, the Department of Public Works should coordinate installation of pedestrian scale street lights along Gifford Avenue. As per Action Item 12, “cobra head” lights should be added to utility poles to immediately address neighborhood lighting issues prior to the installation of pedestrian scale lights.

Lead Departments/Organizations:

Department of Transportation (b,c)
Department of Public Works (a,c,d)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Approximately \$286,000 for proposed streetscape improvements

6. Improve Auzerais Avenue Streetscape

Issues:

Encouraging pedestrian activity is a key component of the Delmas Park *Plan*. Establishing a safe and aesthetically pleasing pedestrian network within the area will promote activity and enhance the livability of the neighborhood. Auzerais Avenue has been identified as an important connector within the proposed pedestrian network (see graphic, page 16). Auzerais is primarily residential and runs east/west through the neighborhood connecting Bird Avenue with the Children's Discovery Museum. Streetscape improvements are intended to enhance the safety and comfort of pedestrians.

Action Steps:

- a. *Prepare Street Tree and Lighting Improvement Plans* - The Department of Public Works should prepare construction plans for infill street trees and pedestrian-oriented lighting. Streetlights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed.
- b. *Improve Pedestrian Crossings* - The Department of Transportation should consider traffic calming measures and enhanced pedestrian crossings to slow traffic and create a more pedestrian friendly environment at Auzerais/Bird and Auzerais/Delmas.
- c. *Install Street Trees Where Appropriate* - Per Action Step a, DOT and DPW should coordinate installation of approved street trees along Auzerais Avenue. Large shade trees should be installed wherever possible, with smaller trees installed beneath overhead utility lines as appropriate. The *Delmas Park Neighborhood Association* should work with the city arborist to plant trees in existing planting strips where appropriate.
- d. *Install Lighting Where Appropriate* - Per Action Step a, the Department of Public Works should coordinate installation of pedestrian scale street lights along Auzerais Avenue. As per Action Item 12, "cobra head" lights should be added to utility poles to immediately address neighborhood lighting issues prior to the installation of pedestrian scale lights.

Lead Departments/Organizations:

Department of Transportation (b,c)
Department of Public Works (a,c,d)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Approximately \$280,000 for proposed streetscape improvements

7. Improve General Condition of Streets and Sidewalks

Issue:

Improvement is needed in the condition of neighborhood sidewalks, curbs and gutters. Several street frontages are missing portions of sidewalks, other areas have broken curbs and gutters, which interrupt the drainage system. Basic maintenance of streets to repair cracks, potholes and improved lane striping is needed in many portions of the neighborhood. Consistent street tree planting is proposed to unify the neighborhood, improve aesthetics and increase property values.

Action Steps:

- a. *Evaluate Condition of Neighborhood Streets and Sidewalks* – The Department of Transportation should work with the *Delmas Park Neighborhood Association* to evaluate the condition of the streets and sidewalks within the area to determine where repairs and resurfacing are needed.
- b. *Repair Streets as Necessary* – As per Action Step a, the Department of Transportation and the Department of Public Works should coordinate the repair and resurfacing of streets as necessary.
- c. *Repair Sidewalks as Necessary* – As per Action Step a, DOT and DPW should coordinate the repair and/or replacement of sidewalks as necessary. New sidewalks should be installed along the frontage of vacant lots and buildings to create continuous sidewalks throughout the neighborhood. The Department of Planning, Building and Code Enforcement should require replacement of sidewalks as part of new development projects.
- d. *Install Street Trees Where Appropriate* - The *Delmas Park Neighborhood Association* should work with the city arborist to install infill street trees in existing planting strips consistent with the City's tree program. Efforts should be focused on neighborhood streets that are not identified in the Action Plan for full streetscape improvements.

Lead Departments/Organizations:

Department of Transportation (a-d)

Department of Public Works (b-c)

Department of Planning, Building and Code Enforcement (c)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Engineering/Design costs to be determined

Capital improvement costs to be determined

8. Improve the Pedestrian Route to Gardner Academy & Biebrach Park

Issue:

Several key pedestrian destinations are located outside of Delmas Park including the Gardner Academy, the local elementary school, and Biebrach Park. Although these facilities are theoretically within walking distance, the only connection is along Bird Avenue. Pedestrians, particularly children, must cross busy I-280 on- and off-ramps on their way to the school and park. Proposed improvements are intended to enhance safety and reduce the conflict between vehicles and pedestrians.

Action Steps:

- a. *Prepare a Pedestrian Improvement Plan for Bird Avenue* – The Department of Transportation should work with the community to develop a plan for pedestrian improvements on Bird Avenue, focusing on the area from Auzerais Avenue to West Virginia Street. DOT should evaluate traffic movements, signal timing, and other aspects of the freeway ramp connections for I-280 with regards to pedestrian activity during peak school hours. DOT should assess possible safety enhancements that could be made at the ramps and along the Bird Avenue bridge overpass.
- b. *Improve Pedestrian Crosswalk at I-280* – As per Action Step a, the Department of Transportation should make any necessary improvements to the pedestrian crossing at I-280 and Bird Avenue as determined by the plan. DOT should coordinate improvement efforts with Caltrans to ensure consistency between city streets and state property.
- c. *Install Safety Measures* – The Department of Transportation should review pedestrian safety along the Bird Avenue overpass sidewalk and provide a safety buffer between traffic and pedestrians as appropriate.
- d. *Explore Realignment of School District Boundaries* - The *Delmas Park Neighborhood Association* should work with the San Jose United School District to explore the feasibility of adjusting school boundaries to allow children from Delmas Park to attend Hester School.

Lead Departments/Organizations:

Department of Transportation (a-c)
Delmas Park Neighborhood Association (d)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Approxiamtely \$350,000 for evaluation, design and construction

9. Mitigate Neighborhood Noise Levels

Issue:

The Delmas Park neighborhood experiences elevated noise levels due to its proximity to State Highway 87, I-280, and San Jose International Airport. These factors along with the new Vasona LRT line have a cumulative effect on the ambient level of noise throughout the neighborhood. Noise mitigation measures would improve the quality of life for current and future residents.

Action Steps:

- a. *Complete Comprehensive Noise Abatement Study* – The City should contract a noise consultant to evaluate noise levels within the Delmas Park SNI addressing the cumulative effect of freeway, airport, and LRT traffic. This evaluation should clarify noise, vibration, engineering and siting considerations as they affect the neighborhood. Potential costs and funding sources for noise mitigation efforts should be identified in coordination with Caltrans, the FAA, and the VTA.
- b. *Mitigate Noise from New LRT Line* – The City should coordinate with VTA to mitigate noise produced along the new Vasona light rail line. Regular maintenance of tracks should be performed to minimize the impact of train traffic on the neighborhood. Special attention should be given to the corners at West San Carlos Street and West San Fernando Street to prevent squealing typically associated with train turning movements.
- c. *Map Potential Soundwall Locations* – A map compiling soundwall criteria to indicate areas eligible for sound wall construction should be prepared. Planning staff should present this map and the underlying criteria to the neighborhood association and other affected entities for review and evaluation. The desirability of constructing soundwalls in eligible locations should be assessed. Property owners affected should be identified and consulted by City staff and the Neighborhood Association.
- d. *Evaluate Airport Noise* – The City and FAA should evaluate the impact of air traffic on the Delmas Park neighborhood on an on-going basis, particularly once expansion of the San Jose airport has been completed. If appropriate, the City should encourage the FAA to increase the area eligible for their sound mitigation program to offset anticipated increases in air traffic.
- e. *Construct Soundwalls as Appropriate* – Per Action Steps a and c, the Department of Public Works should coordinate the installation of soundwalls where appropriate.

Lead Departments/Organizations:

Department of Planning, Building & Code Enforcement (a-d)

Department of Public Works (e)

Timeframe:

Short Term: 0-3 years (a,b,c)

Medium Term: 4-6 years (d,e)

Cost Estimates:

Noise Abatement Study - \$50,000

Engineering/Design costs to be determined

10. Develop Neighborhood Parks

Issue:

There are no formalized City Parks or open spaces within the Delmas Park neighborhood. Throughout the planning process, a major objective has been to designate and develop sites suitable for neighborhood open space uses. Residents would like to develop neighborhood “pocket parks” which would offer opportunities for both active and passive recreation.

Action Steps:

- a. *Establish a Program for Open Space Development* – The Redevelopment Agency (RDA) should work with the Department of Planning, Building and Code Enforcement (PBCE) and the Department of Parks, Recreation and Neighborhood Services (PRNS) to establish a plan for development of parks within the Delmas Park neighborhood. The program should address the amount of public open space to be required within and/or associated with new development as well as funding mechanisms for park development.
- b. *Acquire Parcels for Open Space Development* –PRNS and the RDA should acquire parcel(s) for the development of a neighborhood “pocket park(s)” within the existing residential areas.
- c. *Develop Neighborhood Park* – As per Action Step b, PRNS should coordinate the development of neighborhood park(s) master plans and construction drawings that incorporate neighborhood-oriented activities such as a tot lot or community garden.
- d. *Develop Pedestrian Connections to Adjacent Open Space* - PRNS should coordinate the development of pedestrian connections to open spaces outside Delmas Park. Neighborhood access to the Los Gatos Creek trail should be coordinated with trail construction as a regional open space connection.

Lead Departments/Organizations:

San Jose Redevelopment Agency (a,b)
 Department of Planning, Building and Code Enforcement (a)
 Department of Parks, Recreation and Neighborhood Services (a-d)

Timeframe:

Short Term: 0-3 years (a)
 Medium Term: 4-6 years (b,c,d)

Cost Estimates:

Engineering/Design costs to be determined
 Capital improvement costs to be determined

11. Establish Neighborhood Design and Development Guidelines

Action Steps:

- a. *Establish Guidelines for New Development* – The Department of Planning, Building and Code Enforcement should develop a set of design guidelines for new development along the West San Carlos Street corridor. These guidelines should address building height, density, architectural character, and tenant mix. In addition, the guidelines should make recommendations for public open space and the incorporation of neighborhood supporting facilities within development projects. These guidelines would be added to the City’s existing residential and commercial development guidelines.
- b. *Enforce Residential Design Guidelines and Building Code* -The Department of Planning, Building and Code Enforcement should continue to enforce the current design guidelines adopted in December 1999. Planning should consider development of guidelines that deal specifically with residential additions and new development in older neighborhoods such as Delmas Park. These guidelines should stress the importance of replicating the existing architectural style in order to maintain the established neighborhood character.

Lead Departments/Organizations:

Department of Planning, Building and Code Enforcement

Timeframe:

Short Term: 0-3 years (a,b)

Ongoing (b)

Cost Estimates:

Staffing and outreach costs to be determined

12. Improve Neighborhood Lighting

Issue:

Residents feel strongly that increased lighting throughout the neighborhood would greatly increase safety and reduce the amount of anti-social behavior in the area. The objective is to have well-lit residential streets, especially in areas where undesirable behavior is an issue such as the dead-end streets at I-280.

Action Steps:

- a. *Evaluate Neighborhood Lighting Levels* –The Department of Public Works should coordinate with residents to prioritize areas in need of increased lighting levels for safety and visibility. Residents have identified four streets in need of increased lighting: Illinois Avenue from Auzerais Avenue to end; Auzerais Avenue between Illinois and Josefa Street; Lorraine Avenue between Montgomery Avenue and Josefa Street; and Gifford Avenue between W. San Fernando Street and Park Avenue.
- b. *Install Additional Lighting* – Per Action Step a, lighting should be installed where appropriate. Light fixtures should be mounted to provide illumination below tree canopies.

Lead Departments/Organizations:

Department of Public Works

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Approximately \$2000 per fixture installed on power pole; number of fixtures to be determined

13. Improve Litter Abatement

Issue:

Residents have a strong desire to keep the neighborhood clean and to eliminate unsightly litter. Installation of permanent trash and recycling receptacles in areas with heavy pedestrian traffic is recommended. In addition, residents would like local business owners to provide the timely emptying of commercial dumpsters to reduce neighborhood blight.

Action Steps:

- a. *Install Trash/Recycling Receptacles in Public Areas* – The Environmental Services Department should install attractive trash and recycling receptacles on sidewalks with heavy pedestrian traffic. Locations include bus stops, LRT stations and major pedestrian corridors such as Park Avenue and West San Carlos Street.
- b. *Enforce the Removal of Waste from Commercial Dumpsters* – Code Enforcement should work with business owners to ensure that commercial dumpsters are emptied on a regular basis to prevent unsightly overflow in alleys and service areas.

Lead Departments/Organizations:

Department of Environmental Services (a,b)

Department of Planning, Building, and Code Enforcement (c)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Approximately \$1,500 per trash/recycling receptacle installed

14. Improve Park Avenue Streetscape

Issue:

Several changes have been proposed by the City for Park Avenue including increasing the width from two lanes to four. The frontage properties on the south side of Park will likely see major redevelopment in the future which will create an opportunity for major streetscape improvements. Residents would like to tie Park Avenue into the proposed neighborhood pedestrian network (see graphic page 16) with trees and lighting similar to Auzerais and Gifford.

Action Steps:

- a. *Prepare Street Tree and Lighting Improvement Plans* - The Department of Public Works should prepare construction plans for infill street trees, pedestrian-oriented lighting, and enhanced pedestrian crossings. Streetlights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed. Large shade trees should be installed wherever possible, with smaller trees installed where overhead utility lines are present. This plan should be coordinated with the Diridon area plan and new development projects.
- b. *Improve Pedestrian Crossings* - The Department of Transportation should consider traffic calming measures and enhanced pedestrian crossings to slow traffic and create a more pedestrian friendly environment at Park/Delmas and Park/Gifford.
- c. *Install Street Trees Where Appropriate* - Per Action Step a, DOT and DPW should coordinate installation of approved street trees along Park Avenue.
- d. *Install Lighting Where Appropriate* - Per Action Step a, the Department of Public Works should coordinate the installation of pedestrian scale street lights along Park Avenue.

Lead Departments/Organizations:

Department of Transportation (b,c)

Department of Public Works (a,c,d)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Engineering/Design costs to be determined

15. Improve Bird/Montgomery Streetscape

Issue:

Encouraging pedestrian activity is a key component of the Delmas Park *Plan*. Establishing a safe and aesthetically pleasing pedestrian network within the area will promote activity and enhance the livability of the neighborhood. Bird Avenue has been identified as an important street within the proposed pedestrian network (see graphic page 16). Bird connects residential areas to public facilities, transit stations and adjoining neighborhoods. Streetscape improvements are intended to enhance the safety and comfort of pedestrians.

Action Steps:

- a. *Prepare Street Tree and Lighting Improvement Plans* - The Department of Public Works should prepare construction plans for street trees and pedestrian-oriented lighting. The plan should consider recommendations made in the *Greater Gardner Neighborhoods Improvement Plan* for the section of Bird Avenue from Coe to West Virginia Street to create a consistent streetscape.
- b. *Improve Pedestrian Crossings* –The Department of Transportation should coordinate with the community to develop a plan for traffic calming and enhanced pedestrian crossings. Crosswalk improvements should be considered to create a more pedestrian friendly environment at Bird/Auzerais, and Bird/West San Carlos.
- c. *Install Street Trees Where Appropriate* –Per Action Step a, DOT and DPW should coordinate installation of approved street trees along Bird/Montgomery Avenue.
- d. *Install Lighting Where Appropriate* – Per Action Step a, the Department of Public Works should coordinate installation of pedestrian scale street lights along Bird/Montgomery Avenue.

Lead Departments/Organizations:

Department of Transportation (b,c)
Department of Public Works (a,c,d)

Timeframe:

Short Term: 0-3 years (a,b)
Medium Term: 4-6 years (c,d)

Cost Estimates:

Engineering/Design costs to be determined

16. Improve West San Fernando Street Streetscape

Issue:

West San Fernando Street will undergo major changes as the new LRT station is constructed and the Diridon Plan is implemented. Streetscape improvements proposed along West San Fernando are intended to tie into the Delmas Park pedestrian network and unify the neighborhood. The main goal is to enhance aesthetics and improve safety for pedestrians en route to the LRT station.

Action Steps:

- a. *Prepare Street Tree and Lighting Improvement Plans* - The Department of Public Works should prepare construction plans for infill street trees and pedestrian-oriented lighting. Preparation of this plan should be coordinated with the design and construction of the San Fernando LRT station. Streetlights should be fully shielded so that light sources other than low-pressure sodium (LPS) may be installed. Large shade trees should be installed wherever possible, with smaller trees installed where overhead utility lines are present.
- b. *Improve Pedestrian Crossings* - The Department of Transportation should consider enhanced pedestrian crossings to create a more pedestrian friendly environment and increase safety at the new San Fernando LRT station. Enhanced crosswalks should be considered at West San Fernando/Gifford and West San Fernando/Delmas.
- c. *Install Street Trees Where Appropriate* - Per Action Step a, DOT and DPW should coordinate installation of approved street trees along West San Fernando Street.
- d. *Install Lighting Where Appropriate* - Per Action Step a, the Department of Public Works should coordinate the installation of pedestrian scale street lights along West San Fernando Street.

Lead Departments/Organizations:

Department of Transportation (b,c)
Department of Public Works (a,c,d)

Timeframe:

Short Term: 0-3 years (a,b)
Medium Term: 4-6 years (c,d)

Cost Estimates:

Engineering/Design costs to be determined
Capital Improvements costs to be determined

17. Increase Safety at Freeways

Issue:

State Route 87 runs along the eastern edge of the neighborhood, separating Delmas Park from Downtown and Discovery Meadow. Freeway undercrossings are long and poorly lit and on- and off-ramp crossings are difficult, discouraging pedestrian circulation outside the neighborhood. In addition, easy access to Caltrans rights-of-way encourages anti-social behavior creating potential safety issues. Proposed improvements are intended to establish a safe and pleasing pedestrian network from Delmas Park to greater San Jose.

Action Steps:

- a. *Improve Lighting at Freeway Undercrossings* – The Department of Public Works should evaluate the lighting levels at the freeway undercrossings at West San Fernando Street, Park Avenue, West San Carlos Street and Auzerais Avenue. Additional pedestrian-oriented lighting should be installed where appropriate to enhance the safety of the pedestrian routes from Delmas Park to Downtown, Discovery Meadow and the Children’s Discovery Museum.
- b. *Enhance Pedestrian Crossings at Freeway On and Off-Ramps* – The Department of Transportation should consider enhanced pedestrian crosswalks and/or other measures to enhance safety and create a more pedestrian friendly environment at Park/Hwy 87, Auzerais/Hwy 87, and Bird/I-280.
- c. *Restrict Access to Caltrans Right-of-Way* –The Department of Planning, Building and Code Enforcement should coordinate with Caltrans to install and maintain fences and barriers as appropriate to limit access to areas around and under freeways. Barriers at street ends should be attractive and allow controlled access for police patrols and sweeps. This action should be coordinated with the evaluation of soundwalls in Action Item 9 of this Plan.
- d. *Increase Homeless Sweeps* – The San Jose Police Department should increase the frequency of homeless sweeps and routine patrols of areas around and under freeways.

Lead Departments/Organizations:

Department of Transportation (b)
Department of Public Works (a)
Department of Planning, Building and Code Enforcement (c)
San Jose Police Department (d)

Timeframe:

Short Term: 0-3 years (a-c)
Ongoing (d)

Cost Estimates:

Capital improvement costs to be determined

18. Improve Neighborhood Street Sweeping

Issue:

Residents feel that the current street sweeping program is not effective within Delmas Park. Excessive amounts of on-street parking prevent the cleaning of gutters leaving the streets filled with debris. Street sweeping program changes are to be implemented in July 2002. The new program should strive to address concerns expressed by residents and improve cleaning standards.

Action Steps:

- a. *Increase Frequency and Effectiveness of Street Sweeping* – The Department of Transportation should evaluate the effectiveness of current street sweeping and consider any necessary changes to improve cleaning standards. This should include evaluation of temporary versus permanent posting of “No Parking” signs to ensure that cars are moved off streets during designated street sweeping times.
- b. *Improve Resident Notification of Street Sweeping Days* – The Department of Transportation along with neighborhood residents should develop a plan to notify residents and visitors of street sweeping days. Possible solutions include temporary postings or permanent signage.

Lead Departments/Organizations:

Department of Transportation

Timeframe:

Immediate: 0-18 months

Cost Estimates:

Per City program budget

19. Improve Garbage and Yard Waste Collection

Issue:

Residents have become increasingly frustrated with the collection and removal of trash and yard waste. Under the current system, trash receptacles and yard clippings must be placed in the street. On-street parking makes this extremely difficult or impossible without blocking driveways. Residents would like to be able to place trash and yard waste receptacles on the sidewalk rather than in the street right-of-way.

Action Steps:

- a. *Improve Method for Trash Removal* – The Environmental Services Department should evaluate the current method for the removal of residential trash receptacles and consider any necessary changes to improve the system for homeowners. This should include the evaluation of collection methods that would allow residents to place receptacles on sidewalks and out of the street right-of-way.
- b. *Improve Methods for Yard Waste Collection and Removal* – Environmental Services should evaluate the current yard waste collection and removal system and consider any necessary changes to improve the efficiency of both collection and removal. This should include the evaluation of residential “green bins” for yard waste collection and off-street removal of the bins.
- c. *Coordinate with New Waste Removal Company* – A new waste removal company is scheduled to start in 2002. Findings and recommendations related to a and b should be discussed with the new contractor to ensure an efficient collection system that suits the needs of residents.

Lead Departments/Organizations:

Department of Environmental Services

Timeframe:

Immediate: 0-18 months

Cost Estimates:

Per City budget

20. Establish Bike Routes Along Park, West San Carlos and Bird Avenue

Issue:

Bike routes should be established and/or enhanced along Park Avenue, West San Carlos Street, and Bird/Montgomery Avenue. These streets tie into the existing City bicycle transportation network and provide important connections between Delmas Park and the City's major public facilities, transportation stations, and business districts.

Action Steps:

- a. *Establish a Bike Route Along Park Avenue* – The Department of Transportation and the Department of Planning, Building and Code Enforcement should pursue the inclusion of Park Avenue in the Transportation Bicycle Network.
- b. *Establish a Bike Route Along West San Carlos Street* – DOT and PBCE should pursue the inclusion of West San Carlos Street in the Transportation Bicycle Network as a connector between Bird Avenue and Downtown.
- c. *Install Bike Lanes on Bird/Montgomery* – Bike lanes should be established along Bird Avenue from Auzerais to West San Carlos and along Montgomery from West San Carlos to West San Fernando.

Lead Departments/Organizations:

Department of Transportation (a-c)

Department of Planning, Building and Code Enforcement (a,b)

Timeframe:

Short Term: 0-3 years

Cost Estimates:

Engineering/Design costs to be determined

Capital Improvement costs to be determined

21. Underground Utility and Service Lines

Issue:

Residents have expressed their desire to have all utility lines throughout the neighborhood undergrounded to improve the visual appearance of the neighborhood. Undergrounding lines and eliminating existing utility poles would improve the visual appearance of the neighborhood providing a more aesthetically pleasing residential and commercial environment. The undergrounding of utilities should be coordinated with new development projects and streetscape improvements wherever possible to avoid multiple construction projects.

Action Steps:

- a. *Evaluate the Feasibility of Undergrounding Utilities* –The Department of Transportation and the Department of Public Works should evaluate the feasibility of undergrounding utility and service lines throughout the Delmas Park neighborhood.
- b. *Develop a Plan for Undergrounding of Utilities* –DOT and DPW should develop a plan and schedule for the undergrounding of utility lines where feasible. Undergrounding should be coordinated with major redevelopment projects and streetscape improvements where possible.

Lead Departments/Organizations:

Department of Transportation (a,b)

Department of Public Works (a,b)

Timeframe:

Long Term: 7-10 years

Cost Estimates:

Engineering/Design costs to be determined

Capital Improvement costs to be determined

Action Plan Matrix

	Neighborhood Improvement	Time Frame	Lead Departments	Potential Funding Source	City Service Areas
1	Improve Residential Parking Conditions	I	DOT, PBCE	City Budget	TS
1a	Prepare Neighborhood Parking Study	I	DOT		
1b	Evaluate Parking Control Measures	I	DOT, PBCE		
1c	Implement and Maintain Residential Parking Controls as Appropriate	I	DOT, PBCE		
2	Create a Neighborhood Traffic Plan	S	DOT, PBCE	City Budget	TS
2a	Evaluate Neighborhood Traffic Pattern	S	DOT, PBCE		
2b	Prepare Neighborhood Traffic Calming Study	S	DOT		
2c	Install Traffic Calming Measures	S	DOT		
3	Modify Current Land Use Policy	I/S/M/O	PBCE, RDA	City Budget	EAND
3a	General Plan Amendments	I	PBCE		
3b	Rezone Selected Properties Consistent with Community Objectives	S	PBCE		
3c	City Actions and Programs Consistent with Plan Objectives	O	PBCE, RDA		
3d	West San Carlos Street Neighborhood Business District	S/M	RDA		
4	Improve West San Carlos Street Streetscape	S/M	RDA, DOT, DPW	General Fund, Redevelopment Fund	TS
4a	Prepare Streetscape Improvement Plan	S	RDA, DOT, DPW		
4b	Evaluate Pedestrian Crossings	S	DOT		
4c	Install Enhanced Crossings	M	DOT, DPW		
4d	Study the Feasibility of a Center Median	S	DOT, DPW		

4g	Install Frontage Lighting	M	DPW		
4h	Façade Improvements	S	RDA		
5	Improve Gifford Avenue Streetscape	S	DOT, DPW	General Fund	TS
5a	Prepare Street Tree and Lighting Improvement Plans	S	DPW		
5b	Improve Pedestrian Crossings	S	DOT		
5c	Install Street Trees Where Appropriate	S	DOT, DPW		
5d	Install Lighting Where Appropriate	S	DPW		
6	Improve Auzerais Avenue Streetscape	S	DOT, DPW	General Fund	TS
6a	Prepare Street Tree and Lighting Improvement Plans	S	DPW		
6b	Improve Pedestrian Crossings	S	DOT		
6c	Install Street Trees Where Appropriate	S	DOT, DPW		
6d	Install Lighting Where Appropriate	S	DPW		
7	Improve Condition of Streets and Sidewalks	S	DOT, DPW, PBCE	City Budget	TS
7a	Evaluate Condition of Neighborhood Streets and Sidewalks	S	DOT		
7b	Repair Streets as Necessary	S	DOT, DPW		
7c	Repair Sidewalks as Necessary	S	DOT, DPW, PBCE		
7d	Install Street Trees Where Appropriate	S	DOT, DPNA		
8	Improve the Pedestrian Route to Gardner Academy & Biebrach Park	S	DOT	"Safe Routes to School"	PSS
8a	Prepare a Pedestrian Improvement Plan for Bird Avenue	S	DOT		

8c	Install Safety Measures	S	DOT		
8d	Explore Realignment of School District Boundaries	S	DPNA		
9	Mitigate Neighborhood Noise Levels	S/M	PBCE, DPW	General Fund	EAUS
9a	Complete Comprehensive Noise Abatement Study	S	TBD		
9b	Mitigate Noise from New LRT Line	S	PBCE		
9c	Map Potential Soundwall Locations	S	PBCE		
9d	Evaluate Airport Noise	M	PBCE		
9e	Construct Soundwalls as Appropriate	M	DPW		
10	Develop Neighborhood Parks	S/M	RDA, PBCE, PRNS	General Fund, Redevelopment Fund	RACS
10a	Establish a Program for Open Space Development	S	RDA, PBCE, PRNS		
10b	Acquire Parcels for Open Space Development	M	RDA, PRNS		
10c	Develop Neighborhood Park	M	PRNS		
10d	Develop Pedestrian Connections to Adjacent Open Spaces	M	PRNS		
11	Establish Neighborhood Design and Development Guidelines	S/O	PBCE	City Budget	EAND
11a	Establish Guidelines for New Development	S	PBCE		
11b	Enforce Residential Design Guidelines and Building Code	S/O	PBCE		
12	Improve Neighborhood Lighting	S	DPW	City Budget, General Fund	PSS
12a	Evaluate Neighborhood Lighting Levels	S	DPW		
12b	Install Additional Lighting	S	DPW		

13	Improve Litter Abatement	S	DES, PBCE	General Fund, CAP Grant	EAUS
13a	Install Trash/Recycling Receptacles in Public Areas	S	ESD		
13b	Enforce the Removal of Waste from Commercial Dumpsters	S	ESD, PBCE		
14	Improve Park Avenue Streetscape	S	DOT, DPW	General Fund	TS
14a	Prepare Street Tree and Lighting Improvement Plans	S	DPW		
14b	Improve Pedestrian Crossings	S	DOT		
14c	Install Street Trees Where Appropriate	S	DOT, DPW		
14d	Install Lighting Where Appropriate	S	DPW		
15	Improve Bird/Montgomery Streetscape	S/M	DOT, DPW	General Fund	TS
15a	Prepare Street Tree and Lighting Improvement Plans	S	DPW		
15b	Improve Pedestrian Crossings	S	DOT		
15c	Install Street Trees Where Appropriate	M	DOT, DPW		
15d	Install Lighting Where Appropriate	M	DPW		
16	Improve West San Fernando Street Streetscape	S/M	DOT/DPW	General Fund, Redevelopment Fund	TS
16a	Prepare Street Tree and Lighting Improvement Plans	S	DPW		
16b	Improve Pedestrian Crossings	S	DOT		
16c	Install Street Trees Where Appropriate	M	DOT, DPW		
16d	Install Lighting Where Appropriate	M	DPW		

17	Increase Safety at Freeways	S/O	DPW, DOT, SJP, PBCE	General Fund	PSS
17a	Improve Lighting at Freeway Undercrossings	S	DPW		
17b	Enhance Pedestrian Crossings at Freeway On and Off-Ramps	S	DOT		
17c	Restrict Access to Caltrans Right-of-Way	S	PBCE		
17d	Increase Homeless Sweeps	O	SJP		
18	Improve Neighborhood Street Sweeping	I	DOT	City Budget	EAUS
18a	Increase Frequency and Effectiveness of Street Sweeping	I	DOT		
18b	Improve Resident Notification of Street Sweeping Days	I	DOT		
19	Improve Garbage and Yard Waste Collection	I	ESD	City Budget	EAUS
19a	Improve Method for Trash Removal	I	ESD		
19b	Improve Methods for Yard Waste Collection and Removal	I	ESD		
19c	Coordinate with New Waste Removal Company	I	ESD		
20	Establish Bike Routes Along Park, West San Carlos and Bird Avenue	S	DOT, PBCE	City Budget	TS
20a	Establish a Bike Route Along Park Avenue	S	DOT, PBCE		
20b	Establish a Bike Route Along West San Carlos Street	S	DOT, PBCE		
20c	Install Bike Lanes on Bird/Montgomery	S	DOT		
21	Underground Utility and Service Lines	L	DOT, DPW	City Budget	EAUS
21a	Evaluate the Feasibility of Undergrounding Utilities	L	DOT, DPW		
21b	Develop a Plan for Undergrounding Utilities	L	DOT, DPW		

Action Plan Matrix - Acronyms

I- Immediate: 0-18 months
S - Short Term: 0-3 years
M - Medium Term: 4-6 years
L - Long Term: 7-10 years
O - Ongoing

DES: Department of Environmental Services
DOT: Department of Transportation
DPW: Department of Public Works
PBCE: Department of Planning, Building & Code Enforcement
PRNS: Department of Parks, Recreation & Neighborhood Services
RDA: San Jose Redevelopment Agency
SJPD: San Jose Police Department
DPNA: Delmas Park Neighborhood Association

EAND: Economic and Neighborhood Development
EAUS: Environment and Utility Services
PSS: Public Safety Services
RACS: Recreation and Cultural Services
TS: Transportation Services

