

## 5 IMPROVEMENT PLAN

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This chapter contains a summation of recommended actions to improve the livability of the East Valley/680 Communities area. The actions address the issues raised by the residents of East Valley/680 Communities, documented in Chapter 4, and achieve the goals and objectives set forth in Chapter 3. The actions listed in this Chapter will guide the community as they work with the City and County to address community concerns through: 1) strengthening existing community-based programs; (2) making physical improvements in the area; (3) improving or expanding City services; and (4) building partnerships between public agencies, the community, and other stakeholders to create positive changes. These focused efforts will be funded by a variety of sources. Some examples are: 1) City budget funds; (2) grants from outside sources; and (3) local fundraising efforts.

In addition, the list of actions will also be used by the Redevelopment Agency to guide redevelopment efforts that the community supports, if and when the East Valley/680 Communities area is designated as a Redevelopment Area. Redevelopment funds can be spent in any area where a redevelopment project area exists, including unincorporated areas. However, any redevelopment spending proposed for unincorporated areas is subject to approval by the County Board of Supervisors. Regardless of the type of action or the source of funds, the success of the Plan depends upon a strong commitment from the community members to work with

the City of San Jose to implement the improvement items for the short- and long-term.

Some improvements discussed by the residents of East Valley/680 Communities have been addressed in the East Dobern/Capitol-Goss Neighborhood Revitalization Plan, and thus are not included as part of the recommendations in this Plan. These improvements include a pedestrian bridge across Lower Silver Creek, the purchase of property along the transmission line alignment between Dobern Avenue and Capitol Expressway, a traffic signal at Dobern and Jackson Avenue, street tree trimming in East Dobern and Capitol Goss, and paint for Goss Elementary School.

The East Dobern/Capitol-Goss Neighborhood Revitalization Plan was completed as the last of the City's Neighborhood Revitalization Plans under its Neighborhood Revitalization Strategy (NRS). The NRS has since been folded into the City's new Strong Neighborhoods Initiative (SNI). The full plan is included as Appendix H of this document.

East Valley/680 Communities is one of over twenty neighborhoods that have been selected to be a part of the Strong Neighborhoods Initiative process. The San Jose City Council will study the recommendations made in all of the Strong Neighborhoods Improvement Plans, and make budgetary decisions based on each community's needs and suggestions. Funding for items in the Neighborhood Improvement

Plan will come from many different sources. Both the City and Redevelopment Agency have committed funds to Strong Neighborhoods Initiative. Other resources from public agencies and private sector investments will also be sought out and attracted to help complete projects.

To facilitate the decision-making process of allocating funding and the timing of desired improvements, each Strong Neighborhoods Initiative planning area conducts a prioritization process where community members identify ten of the highest priorities among all of their desired improvements or programs. At a community-wide meeting in the East Valley/680 SNI area on June 21, 2001, residents prioritized improvements that were identified during the planning process. (See Appendix A for the complete list and descriptions of each item and Appendix B for the results of the prioritization exercise). The ten highest priority improvements identified by the community are discussed in detail below. Cost and funding information is provided where applicable. The remaining improvement ideas are organized topically, in accordance with the order in which the community considered them as part of the prioritization exercise, and described below. All of the improvement ideas are presented in summary format in the Action Matrix at the end of this Chapter.

The following action items identify the City, County or other partner agencies that will have some role in implementing the action items. Particular focus and attention will be given to

the High Priority items. However, in order for this plan to stay alive and not become a dusty document on a shelf, the community will need to remain involved as active partners working with the City and other entities to foster action on each of the priorities and other action items.

The implementation of this Plan will require time. Although some of the actions proposed in this Plan can take place fairly quickly (Immediate: within 18 months; Short-term: 0-3 years), some actions will take a few years to occur (Medium-term: 4 to 6 years), and few actions may ultimately take seven years or longer (Long-term). Other actions will require on-going attention by community members, the City, and the County and thus will occur indefinitely. Since this Plan may take some years to fully implement, PRNS staff will provide progress reports to the City Council and Redevelopment Agency on a regular basis. In this way, the City Council and Redevelopment Agency can evaluate how well general City and Strong Neighborhoods Initiative resources are being used to achieve the goals of this Plan and determine if the allocation of resources should change to ensure that action items are achieved.

## SECTION A

### A. High Priority Improvement Items

#### HP1. Preserve and Improve the Tropicana Shopping Center (Item #75)

The Story and King intersection is surrounded on three corners with commercial properties that are the subject of the Story and King Revitalization Strategy, a plan created by the San Jose Redevelopment Agency with input and participation by the community. The corners on the southeast and southwest are currently being con-

sidered for a master plan for new retail development. The master plan is a requirement of the Exclusive Negotiation Agreement between Blake Hunt Ventures and the Redevelopment Agency. The southeast corner is included in the East Valley/680 Communities SNI Area. The southwest corner is an “overlap” area included in both the East Valley/680 Communities and the upcoming Tropicana SNI Areas. Planning staff will work to ensure that the desires of both communities in relation to the future of the Tropicana Center are coordinated and incorporated into the plans for each area.



*Existing uses at the Tropicana Shopping Center Site*

The masterplan for the southeast and southwest corners is being developed through community outreach by the District 5 and 7 Council Offices, Blake Hunt Ventures, and the Redevelopment Agency. The sites together include approximately 27 acres. The masterplan is expected to provide a conceptual plan for the center that identifies a possible site plan, a conceptual elevation, a rendering showing the suggested architectural concept, and a written list of recommendations that are developed in the community process.

As of this writing, comment from the community has resulted in several key provisions for the masterplan.

These include:

- \* The proposed project will include a “mercado” building for the existing small merchants which will be at least as large as the existing mercado space. A mercado is a public market and gathering place that enables merchants to display their products in a festive ambiance. Blake Hunt Ventures intends to work with the merchants on the final design for the mercado.
- \* Existing business owners will be given the opportunity to be a part of the proposed development. The project, including shopping areas on both sides of the street, gives the tenants increased options for location.

- \* Business owners who decide to remain will be guaranteed continuous operation while the project is under construction, interrupted only by the time required for moving into replacement store space. Businesses will be compensated for disruption to business operations.

- \* The Tropicana Market, an existing supermarket on site, will remain at its current location.

The master plan is expected to be completed during the fall months, 2001. The Agency budget for the project will be developed once the masterplan is complete and the subsequent real estate transaction is negotiated.

**Timeframe: Short-term**

**Primary Responsibility: Redevelopment Agency**

**Secondary Responsibility: Planning, Neighborhood Services**

**Costs: No additional costs over and above already funded efforts. Funding is covered under current Redevelopment Agency budget.**

**Action:** The Redevelopment Agency will continue to work with the City Council, property owners, and the Story Road Business Association during this process to ensure that the new developments reflect the character and meet the needs of the surrounding communities.

**HP2. Traffic Calming Program (Item #1)**

The 56 traffic issues identified by the community during the East Valley/680 Communities planning process have been referred to the City’s Department of Transportation (DOT) and the County’s Department of Roads and Airport for review. Most of these issues will be addressed by the City’s Department of Transportation through a series of studies and meetings with neighborhood associations. The measures proposed by the DOT to address each issue are presented in Appendix C of this Plan.

**Timeframe:** Short- to Medium-Term

**Primary Responsibility:** DOT and Neighborhood Associations

**Cost:** Costs to be determined, however, it is likely that the cost of all of these action items cannot be accommodated by the City Budget as it now stands. Additional funds may be needed to meet the expectations of the neighborhoods.

**Action(s):** See Appendix C for specific proposals to traffic calming issues.



*Examples of traffic calming measures. Clockwise from the left: special paving and raised crosswalks, diagonal diverter, bollards*

**HP 2a.** The DOT will work on a neighborhood-by-neighborhood basis to review the proposed traffic calming measures, as listed in Appendix C. This is to ensure that those who will be most affected by a change have a chance to share their ideas and concerns. However, DOT will also consider the total effect of traffic calming in any one neighborhood to ensure that the actions being proposed will not simply push a problem to an adjacent street or neighborhood.

**HP 2b.** After the agreed upon traffic calming solutions have been implemented, monitoring will occur in order to assess their effectiveness. In the past, the monitoring has worked best with assistance from the community. A process that was successful for the Buena Vista neighborhood involved appointing residents as “Street Captains”, who serve as the liaison between DOT and the neighborhood.

### **HP3. Develop Affordable Housing (Item #66)**

Increasing the availability of housing in East Valley/680 Communities, especially affordable housing, is an important issue to the community. Moreover, approximately 33% of population in East Valley/680 Communities is under 18 years of age according to the 2000 U.S. Census figures, which suggests that family housing is needed in this area.

The City does not directly build housing; therefore, its primary responsibility is to create a climate that fosters the development of housing, including affordable housing, in the community. The City’s Department of Housing administers a number of programs that seek to improve, preserve and increase the supply of affordable housing in the City. Programs include:

- \* predevelopment financing,
- \* new construction financing (acquisition, construction, permanent),
- \* acquisition/rehabilitation financing for large apartment complexes,
- \* homebuyer assistance,
- \* rehabilitation grants and loans for small owner-occupied and rental properties, and
- \* assistance to homeless shelter/service providers.

There are two housing projects in the East Valley/680 Communities area that the Housing Department helped to complete over the last decade, each of which include an affordable housing component, the Poco Way Apartments located in the Arbuckle neighborhood, and the Milagro apartments, located in the Nancy neighborhood.

Poco Way includes 129 very low-income family rental units. The City acquired the many dilapidated structures lining Poco Way, and, after an

extensive community process, worked with the Santa Clara Housing Authority to rehabilitate half of the block and completely rebuild the other half. A play area for children replaced a former “drive-by” drug route. The development also provides a community center that offers residents computer access and a place to gather. At the Milagro, Federal funds were obtained to help finance the project, a craftsman-style bungalow development in the Nancy Lane neighborhood, which provides a permanent home to 15 Single-Room Occupancy (SRO) units to developmentally disabled residents.

There are also four projects that are currently either under construction or in the planning stages in East Valley/680 Communities:

- \* **Rose Avenue Senior Housing**, located on 3071 Rose Avenue between Capitol Avenue and South White Road, with 66 senior rental units, 65 of which are Very-Low Income;



*Poco Way Apartments*

- \* **Monte Vista Gardens Family Housing**, located on 333 South Capitol Avenue, with 144 family rental units, 114 of which are Very-Low Income units;
- \* **Monte Vista Gardens Seniors I**, located on the west side of South Capitol Avenue, north of Lombard Avenue, with 69 senior rental units, of which 7 units are Extremely-Low Income and 61 units are Very-Low Income;
- \* **Monte Vista Gardens Seniors II**, located on the west side of South Capitol Avenue, north of Lombard Avenue, with 49 senior rental units, of which 34 units are Very-Low Income.

The primary City policy regarding affordable housing is that available funding be directed primarily to lower-income households. This policy applies across the board to all affordable housing programs. In detail, the policy states:

- \* At least 60% of affordable housing funds should benefit very low-income households, which are those at or below 50% of area median income, by household size (in 2000\*, the upper end of this income range for a family of four persons is \$43,650)
- \* At least 25% of affordable housing funds should benefit low-income households, which are those between 51% and 79% of area median income, by household size (in 2000\*, the upper end of this income range for a family of four persons is \$69,050)

- \* Up to 15% of affordable housing funds may benefit moderate-income households, which are those between 80% and 120% of area median income, by household size (in 2000\*, the upper end of this income range for a family of four persons is \$104,750)
- \* Income limits are established by HUD and the State Department of Housing and Community Development, and are updated annually.

Community members stressed that they would like new housing to be marketed to existing area residents first, perhaps even giving them priority for the new units. Establishing a program that explicitly gives priority to existing residents is not possible because it would create a “special class” of individuals, which would be discriminatory under housing laws. However, any new housing projects in the area could be “affirmatively marketed” to East Valley/680 Communities residents (with the assistance of neighborhood associations) to ensure that they would hear about housing opportunities as soon as they were available. This will help those who are having trouble keeping their existing housing as well as alleviate some of the existing overcrowded conditions described elsewhere in this document. At a community meeting, residents identified vacant and underutilized parcels that could potentially be developed with residential and mixed-use projects. These sites are shown in Figure 15 in Chapter 4.

Typically, rental projects with an affordable housing component that are economically feasible to build consist of 60 to 65 units on 1.5- to 2-acre sites. This minimum number of units is needed to make residences and on-site managers financially feasible. However, projects have successfully been built on smaller than average sites. A “for-sale” or ownership housing project that is “affordable” typically may need to be around



*Examples of family rental and senior affordable housing projects in San Jose*

20 units or greater on a 1.5 to 2-acre site in order to be attractive to a developer to build.

In general, there are three ways in which the Housing Department can get involved in a housing project. Usually, a developer and a real estate firm will get an option on a property and apply to the Housing Department for a loan. A recommendation that the City Council approve



such a loan would be made only after the proposed project has received planning approval.

The Housing Department also can purchase a property. If the property is privately owned, the Housing Department needs to have a willing seller. However, if East Valley/680 Communities area does become a Redevelopment Area, the City's Redevelopment Agency will have the power of eminent domain to acquire properties if it is determined that is the appropriate solution. Of course, exercising the power of eminent domain is typically the solution of last resort since it potentially entails moving existing tenants out of the building and paying for relocation costs.

If a property is owned by a public agency and is surplus to its needs, the City's Housing Department would contact the relevant agency and determine whether it would be amenable to selling the property. If the agency is willing, the property would then undergo a joint-appraisal, after which the Housing Department would then purchase the property and develop a Request for Proposals (RFP) from interested housing developers.

The Housing Department administers a Predevelopment Loan Program, which provides funding to nonprofit developers of affordable housing. Loan proceeds are intended for "soft costs" incurred prior to the purchase of the development site. Examples of soft costs include professional services necessary to have property rezoned (architects, planners, engineers), Phase I

and Phase II environment reports and appraisals. Predevelopment loans are secured by an assignment of the purchase and sale agreement for the property in question.

**Timeframe: Immediate to Medium-Term**  
**Primary Responsibility: Housing, RDA**  
**Secondary Responsibility: Neighborhood Services (PRNS) and Planning**  
**Costs: No additional costs over and above already funded efforts. The costs of the action items below are either covered by funding from the City Budget as available, or as specified below.**

**Action(s):**

**HP 3a.** Concern about overcrowding and its resultant congestion (i.e. parking) has led the community to strongly advocate that more high-quality affordable housing needs to be built in this area.

**HP 3b.** Currently, 20% of new housing projects in Redevelopment Areas are required to be affordable units. In an effort to increase the supply of affordable housing throughout San Jose, the City will investigate adopting an inclusionary housing ordinance that requires 10% of all new housing projects Citywide to be affordable housing units.

**HP 3c.** In making decisions about sites and types of new affordable housing projects, a policy of preserving existing neighborhoods will be the City's highest priority.

**HP 3d.** The City will pursue the development of housing in East Valley/680 Communities, with high priority given to affordable housing. The Housing Department should support this development by providing developers of affordable rental or for-sale housing, as is appropriate, with information on suitable sites. Should the owners of high priority sites not be willing to sell, the Redevelopment Agency should consult with the community to consider whether to use the power of eminent domain to acquire the properties and make them available to affordable housing developers.

**HP 3e.** PRNS, Planning and the Housing Department will work with residents to identify candidates for residential and mixed-use projects and to establish priorities regarding what type of housing (i.e. ownership or rental) and for whom the housing is intended (i.e., singles or family). The Housing Department should make presentations to residents to help them make informed decisions about these choices.

**HP3f.** The City will ensure that there is adequate on-site parking provided for new affordable housing projects in order to minimize congestion impacts to the area in which the project is located.

**HP3g.** City will continue to only work with affordable housing developers that have demonstrated a strong record of high quality property management.

**HP3h.** All affordable housing projects that include senior housing should have good lighting, be centrally located, accessible and have community uses integrated into the project.

**HP 3i.** A follow-up study to evaluate the development feasibility of opportunity sites for residential and mixed-use development, with a priority to avoid displacing current residents, will be conducted by Strategic Economics as part of the Strong Neighborhoods Initiative planning process. The cost of conducting this study is covered under current contract between Strategic Economics and the Redevelopment Agency.

**HP 3j.** The Housing Department in conjunction with PRNS will work with the property owner and/or the Redevelopment Agency to determine how or whether the target properties can be acquired.

**HP 3k.** The Housing Department and PRNS will work with the NAC to disseminate information to existing East Valley/680 Communities residents about the availability of new housing units as new projects are approved and constructed.

#### **HP4. Develop New Community Uses and Facilities & Reuse Hank Lopez and Hillview Library Site for Community Uses (Items #45 and #68)**

At community meetings, residents have repeatedly reported that additional community uses and/or facilities are needed in the East Valley/680 Communities area. Currently, there is one community center, (the Hank Lopez Teen and Senior Center), and one library, (the Hillview Library), in East Valley/680 Communities. There are also two portable community centers in the Dorsa and Ryan neighborhoods, located at the Dorsa and Ryan Elementary school sites, and one planned portable community center for the Capitol-Goss neighborhood at the Goss Elementary School site.

There are plans to renovate and expand the Hank Lopez Center and the Hillview Library in order to meet projected needs for the area's popu-



*Storytime at the Hillview Library*

lation. As stated in the City of San Jose Public Library Branch Facilities Master Plan, a new 24,000 square-foot facility is proposed for the Hillview Library. According to the Greenprint, a twenty-year strategic plan for parks, community facilities and programs for the City of San Jose, the Hank Lopez Center will be expanded so it can serve as the multi-service community center for Council District 5. As a multi-service community center, Hank Lopez would be the focal point for program delivery in the District, offering a comprehensive recreation program as well as a wide array of human and social services.

Expansion of either of these facilities on their current site was seriously considered. However, as long as the Reid-Hillview County Airport continues its current operations, expansion of the Hank Lopez and Hillview Library facilities at their current location is not feasible because it would be inconsistent with the current Airport Land Use Commission regulations, the basic concern being that the Hillview Park is in the flight path of the airport. The Hillview Library has funding and is currently in the process of identifying a new site in the area to relocate. It has tentatively identified a site on the Clyde Fischer Middle School property. Refer to Chapter 4, Figure 10 for a map showing locations of these facilities.

Some site on the Clyde Fischer Middle School property, located just to the northwest of where Hank Lopez is now, has also been discussed as a

potential site for the relocation of Hank Lopez. Current plans are to continue programming at the existing Hank Lopez facility even after a new location is built. The City's Department of Parks, Recreation and Neighborhood Services (PRNS) currently has no plans nor has it identified funding to demolish the existing facilities of the Hank Lopez Center. If the 13,000 square foot facility of Hank Lopez were to be replaced at another location, it would cost approximately \$6 million to construct, using an estimate of \$450/square foot.<sup>1</sup> There would also be an additional yearly maintenance cost ranging from \$30,000 to \$40,000 per year, using an estimate of \$2.50 to \$3.00/square foot for maintenance costs.<sup>2</sup>

During community meetings, residents strongly expressed the desire that the City consider options to preserve some community use at the Hillview Park site in the event that either of the existing uses is relocated. Residents also expressed a desire that the City investigate the possibility of eventually closing the Reid-Hillview County Airport and that this land revert to community open space use. Since the Reid-Hillview County Airport is a facility owned and operated by Santa Clara County, this issue would have to be explored as part of a larger discussion with the County.

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<sup>1</sup> The estimate of \$450/square foot is what it would cost in year 2001 dollars if PRNS were to construct the facility. This figure would need to be adjusted upwards by 5% due to inflation each year. Maintenance costs include utility and custodial costs.

<sup>2</sup> Maintenance costs include utility and custodial costs.

The planned expansion of the Hank Lopez Center and the Hillview Library partly addresses the community's desires for additional facilities and community uses. Planning for additional community uses and facilities must be explored carefully, especially in areas like East Valley/680 Communities where there is a limited amount of undeveloped land as well as limited funding for acquisition of land, in order to provide services effectively and efficiently. As discussed in the Greenprint, there are several strategies that the City should pursue, including exploring ways to optimize the use of existing land and facilities through innovative public and private partnerships. There may be opportunities to partner with the Alum Rock School District and the National Hispanic University (NHU) to provide additional community uses and facilities for the East Valley/680 Communities SNI area.

The Greenprint also recommends "transit partnerships" as a way to enhance parks, community facilities and programs. As stated in the Greenprint, "plaza, pocket parks, and recreation amenities can be incorporated into station design. Community centers and childcare centers also can be located at stations for convenient access." PRNS should work with VTA and the community to explore the possibility of incorporating community uses and facilities into station design as part of the VTA's Downtown/East Valley Transit Improvement Plan which will extend Light Rail down Capitol Expressway through the middle of this area.

Residents expressed interest in integrating community-oriented uses into mixed-use developments where possible. The City should also investigate the potential of partnering with private entities to incorporate community uses into commercial, industrial and residential development. Residents would like current development projects of the City's Redevelopment Agency, such as at the Tropicana and Homebase sites, (located at the intersection of Story and King Roads), to consider incorporating an element of community uses.

At a community meeting, residents identified vacant and underutilized parcels that could potentially be developed with residential and mixed-use projects which incorporate some community-oriented uses. These sites are shown in Figure 15 in Chapter 4. As discussed in item 3 above, the feasibility of other underutilized or vacant sites for mixed-use developments with some community use will be analyzed as part of a separate development feasibility study by the firm Strategic Economics.

PRNS will work with the community to gather more information about the programmatic needs to be fulfilled and then determine the most appropriate solution.

There are community-based organizations that serve East Valley/680 Communities which have expressed a need for additional facilities. For example, Escuela Popular, a non-profit organization that has served the community for the past 17 years, currently serves over 450 students

in five different locations. Escuela Popular has expressed a need for additional space to accommodate their programs. PRNS should work with community-based organizations, like Escuela Popular, to identify programs and organizations that would be good candidates for inclusion into mixed-use affordable housing projects and/or stand-alone community facilities.

**Timeframe: Immediate to Medium Term**  
**Primary Responsibility: Parks and Recreation (PRNS)**

**Secondary Responsibility: Neighborhood Services (PRNS)**

**Costs: \$6,000,000 to replace the Hank Lopez Teen and Senior Center. The costs of the other action items below are covered by the City Budget as available; additional funds from Strong Neighborhoods Initiative monies could be used, depending on the result of discussions between PRNS and the community to determine the type of new facilities and programming that are feasible to deliver and which are a high priority for the community.**

**Action(s):**

**HP 4a.** PRNS will work with community members to evaluate requests for additional community uses and facilities in a multi-service delivery approach.

**HP 4b.** PRNS will work with the Alum Rock School District to explore ways to provide additional community uses and facilities on existing school sites in East Valley/680 Communities.

**HP 4c.** Greenprint suggests that the City pursue a District Soccer Complex as a joint project with the National Hispanic University (NHU). Preliminary explorations with NHU indicate this could be a possibility. This plan suggests that PRNS continue to explore the possibility of creating a joint community resource with NHU.

**HP 4d.** PRNS will work with the Redevelopment Agency to explore ways to integrate community uses in the Tropicana and Homebase sites, as well as other sites identified as opportunity sites by the development feasibility study conducted by Strategic Economics, as described in action item HP3c above.

**HP4e.** PRNS will work with the community to gather more information about the programmatic needs to be fulfilled and then determine the most appropriate solution. PRNS will also work with community-based organizations to identify ones that would be good candidates for integration into mixed-use affordable housing projects and/or stand-alone community facilities.

**HP 4f.** PRNS will take the lead in working with the VTA to explore the possibility of potential transit partnerships as part of the VTA's planned rail and bus rapid transit improvements as part

of the Downtown/ East Valley Transit Improvement Plan.

**HP5. Soundwalls (Items #51 through #55)**

There are a number of areas in East Valley/680 Communities where residents have expressed that soundwalls should be constructed to shield homes adjacent to freeways, expressways and major arterials from the noise impacts of high

volumes of traffic traveling on them, as well as to keep people from loitering in certain areas. Residents stated that it was important that any new soundwalls should be aesthetically attractive, so as not to visually detract from the surrounding areas. A good example of an aesthetically attractive soundwall is the existing soundwall along Highway 101 near the Five Wounds Church. Specifically, residents reported a need for soundwalls at the locations listed below, as shown in Figure 27 on the following page.



*Examples of soundwalls*

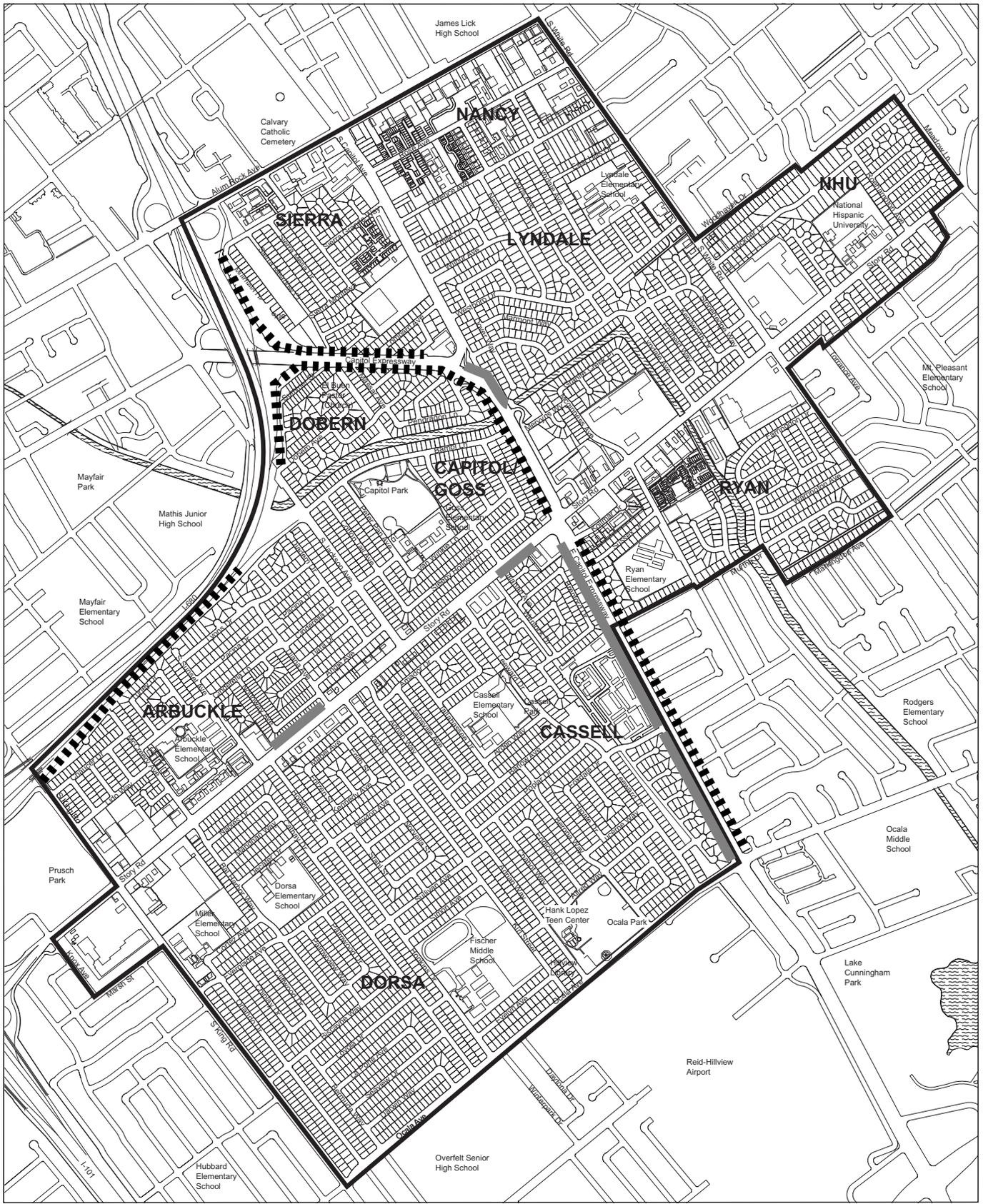


FIGURE 27

**SOUNDWALLS**

-  Study Area Boundary
-  Existing Soundwalls
-  Proposed Soundwalls

**a. Soundwalls on Capitol.** High volumes of traffic travel on Capitol Avenue and Capitol Expressway. Residents would like soundwalls on Capitol to shield the homes along Capitol from the traffic.

**b. Soundwall on Summer Street.** Soundwalls are needed along Summer Street which borders both I-680 and Capitol Expressway to protect the neighborhood from noise impacts from those major transportation facilities.

**c. Wall to the South of I-680 Off-Ramp.** Currently there is only a chain-link fence and a narrow grass-covered buffer strip separating the homes around Diana Lane and Diadem Drive from the I-680 off-ramp. Residents have reported past incidents of cars veering off of the I-680 roadway and crashing into the boundary of their neighborhood. To prevent cars from running into the neighborhood, residents would like a wall to be built along Bambi Lane in this area. In addition, they specifically requested that some element of landscaping and trees be retained on the neighborhood side when the wall is built.

**d. Repair or Rebuild Wall on McCreery.** Residents of this area have stated that the existing wall along McCreery Avenue is in need of repair. This wall was originally built as part of the adjacent residential development. Most soundwalls are the responsibility of the private property owner. If a wall is in disrepair then Code enforcement can address the issue. If the soundwall is the responsibility of the City of San Jose there is no funding for maintenance and

funding to repair City owned soundwall is requested as needed. Soundwall repairs cost approximately \$5,000 per panel damaged.

Residents have also stated that if the wall were to be rebuilt, if possible, the wall should be moved back towards the freeway and a row of trees or other landscaping installed along the wall facing the homes and the street.

**e. Westward Extension of the Wall on McCreery.** Residents would like the existing wall along McCreery Avenue to be extended westward along I-680 to keep people from loitering and littering in the area between I-680 and Chaucer Drive.

As discussed in Chapter 4, the City of San Jose does have a soundwall policy, however, the policy explicitly states that no formal allocation will be budgeted for soundwall installation. As part of its Soundwall Policy, the City maintains a soundwall list. A request must be made to the City's Department of Transportation/ Transportation Planning Division in order for a potential location be included on the list. A request can be a letter from the community or a memo from any City staff addressed to the Transportation Planning Department of the DOT. Santa Clara Valley Transportation Authority (VTA) is responsible for programming freeway sound mitigation projects such as soundwalls in Santa Clara County. The VTP 2020 Expenditure Plan identifies up to \$30 million for a Sound Mitigation Program for the period from 2006 to 2036. These funds can be

used for new sound mitigation projects that meet state and/or federal eligibility requirements on existing freeways and expressways. Repair and maintenance is not eligible for VTA funding.

According to the VTA’s Draft Sound Mitigation Program, the first three locations described above (5a. through 5c.) could be eligible for VTA sound mitigation grants. VTA’s proposed basic noise mitigation standard shown on the following page.

Before a grant application for a noise mitigation project may be submitted to the VTA, there are two steps that must be completed. An initial request and preliminary technical studies that demonstrate that there is a need for sound mitigation. This involves completing a Noise Barrier Summary Scope Report (NBSSR), or its equivalent, and submitting it to the VTA. All initial requests for noise mitigation projects must be submitted to the VTA from member agencies, which in this case would be the City’s De-

partment of Transportation (DOT) or the County’s Roads and Airport Department. Noise studies must conform to approved Caltrans/ Federal Highway Administration (FHWA) methodology. No grant money is available to conduct the technical studies. For soundwalls along the State Highway System, such as those adjacent to I-680 (5b. and 5c. described above), the sponsoring agency may request that Caltrans prepare the NBSSR.

Sponsoring agencies may submit grant applications for projects with completed NBSSRs to the VTA. The VTA will solicit sound mitigation projects for programming every two years, during the State Transportation Improvement Project (STIP) cycle. Projects will be evaluated based on a weighted scoring of adopted criteria, which may include severity of need, intensity of need, previously identified need, project readiness and local match. Projects will be programmed in the countywide Regional Improvement Program (RIP).

**TABLE I: VTA PROPOSED NOISE MITIGATION STANDARD**

Cost Per Benefited Unit	Minimum Noise Reduction	Existing Noise Level	Barrier Height	Landscaping/Aesthetic Enhancements
\$45,000 in Year 2000 \$ (Updated with CPI)	5 dBA	Approaching or greater than 67 dBA; 52 dBA for school sites – 65 dBA = “approaching” 67 dBA	Minimum: 6 ft. Maximum: 16 ft.	Standard on the highway side to be covered by grant. Design and construction cost of any modifications to a standard wall (i.e., special design features or aesthetic enhancements) requested by a local agency shall be paid for by local agency.

After a grant is awarded, building the soundwalls is the responsibility of the sponsoring agency. However, if the project is on the State Highway System, the project sponsor may request that Caltrans complete the project. The sponsoring agency would then enter into a cooperative agreement with Caltrans to provide the local match component, coordinate public outreach and provide for on-going maintenance.

The cost of conducting a noise study would cost approximately \$10,000 to \$20,000 per mile depending on the density of noise receptors and the complexity of highway receptor geometry. An average cost of soundwall construction is approximately \$225 per square meter, however, costs can vary considerably depending on site conditions. Soundwalls must be a minimum of 6 feet-high and can be no higher than 14-feet in height. For example, shorter walls outside the right of way could be built for lower cost because there can be a greater variation in materials; walls built in the right of way need to be constructed of block masonry and on a crash safety barrier. There are also costs in addition to the actual wall including traffic control, ground clearing and drainage considerations during construction. In some cases, costs have been as high as \$600 per square meter.

**Timeframe: Short- to Medium-Term**

**Primary Responsibility: DOT-  
Transportation Planning**

**Costs: The community has requested that  
approximately 1.6 miles of new**

**soundwalls be built in the locations listed above.<sup>3</sup> Depending on factors described above, such as where the wall was built (inside the right-of-way), geological conditions, and the extent to which traffic control, utility relocation, drainage revision is necessary, costs may be on the order of \$3,000,000 to \$5,000,000.<sup>4</sup> Repairing the damaged panel of the existing soundwall would cost approximately \$5,000.**

**Some of the soundwalls requested by the community are eligible for VTA and/or Caltrans funding. Soundwalls not eligible for this funding would need funding from the City Budget, as available, or from Strong Neighborhood Initiative monies.**

<sup>3</sup>This figure includes 0.875 miles of soundwall along the eastside of Capitol Avenue from Murtha Drive to Ocala Avenue, which is technically outside the boundary of the East Valley/680 Communities SNI area. However, this was included in the calculation to estimate the cost of soundwalls desired by the community because if a soundwall were actually built in this area, it is unlikely that it would end at the SNI area boundary. Rather, it would extend as far as necessary to mitigate noise exceeding acceptable noise level standards.

<sup>4</sup>Cost estimates are based on average costs for a soundwall built to Caltrans standards, required for soundwalls built within the state right-of-way. Costs for soundwalls built outside of state right-of-way could be lower. Although the height of the soundwalls built will depend on site conditions, a 14-foot high soundwall was used for the purposes of estimating costs.

**Action(s):**

**5a through 5c:** DOT will evaluate the areas described above and then either begin necessary technical studies or submit a request for Caltrans to prepare such studies as necessary.

**5d and 5e:** DOT will consider formally accepting responsibility for the repair or reconstruction of existing walls not belonging to Caltrans, such as the wall along McCreery.

**5f.** For any new soundwalls projects in the area, DOT will consider aesthetic quality as a high priority among the criteria evaluated in the development of the design and selection of materials of the soundwall.

**HP6. Sidewalk Repair and Installation  
(Item #22)**

The property owner is responsible for keeping the sidewalks and park strip, including the curb and gutter, in front of his/her property in a safe and usable condition. The City of San Jose has a grant program to reimburse eligible property owners for the cost of sidewalk repairs. The grant program is only available to properties that are owner-occupied, single-family residential units. Grant amounts are based upon an inspection and estimated repair costs. Rental and commercial properties are not eligible for the City's Sidewalk Repair grant. The County does not have an official reimbursement program, how-

ever, it has applied for and been awarded State and Federal grants for this kind of improvement in the past for other areas.

A property owner must pay costs up-front and get reimbursed by the city. The property owner may do the work or hire a contractor to do the work. A no-fee permit is required for concrete repair, and may be obtained from the Department of Transportation. Permits are valid for ninety (90) days. Paying for the sidewalk repair up-front could be a problem for some property owners. To address this, neighborhoods in East Valley/680 Communities may want to consider establishing a revolving loan program to assist low-income families to pay for repairs, as is being done in the Mayfair and Washington SNI areas, with the assistance of Neighborhood Services (PRNS) staff.

An average cost of repairing a sidewalk is \$500 per property. As shown in Figures 17 through 26 in Chapter 4, the residents of East Valley/680 Communities have preliminarily identified areas in need of sidewalk repair. Based on the areas already identified by the community, the total cost of repairing sidewalks in East Valley/680 Communities could be on the order of the \$1 million. City funding already budgeted for sidewalk reimbursement grants is intended to be available for sidewalk repair needs for the entire City of San Jose. Strong Neighborhoods Initiative areas are given a priority within the City for inspection but existing funding is inadequate to address all Strong Neighborhoods Initiative

areas and the remaining part of the City. It should also be noted that the estimate of \$1 million for sidewalk repair in East Valley/680 Communities may include properties that would not be eligible for the City's sidewalk grant reimbursement program: rental and commercial properties; and properties in unincorporated areas.

**Timeframe: Short-Term**

**Primary Responsibility: DOT**

**Secondary Responsibility: Neighborhood Services (PRNS)**

**Costs: The total of cost of repairing sidewalks in East Valley/680 Communities could be on the order of the \$1 million in City funding already budgeted for sidewalk reimbursement grants. However this \$1 million is intended to be available for sidewalk repair needs for the entire City. Thus, the cost of these action items cannot be accommodated by the City Budget as it now stands. Additional funds may be needed to meet the expectations of the neighborhoods, depending upon the extent of requests made by other Strong Neighborhoods Initiative areas.**

**Action(s):**

**6a.** The DOT will inspect the areas that are in need of sidewalk repairs, as funding becomes available. Contact will be made with the property owners and information will be provided regarding the City's reimbursement program.

**6b.** PRNS will work with the NAC to determine whether it wants to establish a revolving loan fund for low-income families to help them pay for sidewalk repairs. If the NAC decides it wants to create such a fund, PRNS staff should help the NAC to identify funding sources and to set up such a fund.

**6c.** For areas that are not eligible for City sidewalk grants, the City may want to consider establishing a special grant program that would cover these properties (i.e., rental and commercial properties, and properties in unincorporated areas). PRNS should coordinate with the NAC to determine whether there is community interest in establishing such a program.

**6d.** City will consider extending funds for the existing sidewalk grants to include reimbursement for the costs of repairing the curbs and gutters.

**HP7. Increased Police Presence (Items #57 through #61 and #64)**

The residents of East Valley/680 Communities SNI area report a need for a stronger police presence throughout the area. Issues of particular concern include the enforcement of regulations pertaining to drugs, abandoned vehicles, the sale of alcohol to minors, the sale of fake documents especially around the intersection of Story and King Roads, loitering and unacceptable noise levels in residential areas. In the last five years there

has been a downward trend in the number of reported incidents of crime in the East Valley/680 Communities area, as well as the City as a whole. Overall, the number of criminal incidents reported in East Valley/680 Communities has dropped from 1,737 annual incidents in 1995 to 1,080 in 2000, a decrease of 38%.

Despite the downward trends in reported crimes, continuing to improve communication between the Police Department and the residents is fundamental to ensuring that trends in crime are even further reduced and do not increase in the future. This can only happen through strong police presence, community policing efforts, and increased community awareness. Thus, the recommendations in this section are geared towards finding ways to use and augment existing resources to build a strong social infrastructure that stems from fostering a strong relationship between the community and the Police Department.

Compared to other areas in the City, the East Valley/680 Communities area already has a strong basis for fostering a strong relationship between residents and the beat officers of the Police Department's Bureau of Field Operations. For example, the Foothill Community Policing Center in the Tropicana Center, located at Story and King Roads, recently opened in 2000. In addition to this important focal point for delivery of police services, beat officers regularly attend neighborhood association meetings of the Lyndale, Arbuckle, Dobern and Capitol-Goss

neighborhoods and the Story Road Business Association.

The Bureau of Field Operations assists in maintaining police service to the community by providing continuous availability of field units. There are a total of 83 beats in the City of San Jose, nine of which are fall within East Valley/680 Communities. Teams of patrol officers, usually consisting of 5 to 6 beat officers, patrol an area in three shifts each day. There is a day shift from 6:30am to 4:30pm, a swing shift from 3:00pm to 1:00pm and a night shift from 9:00pm to 7:00am. Typically, beat officers serve in a particular area in 6-month rotations.

There are also two other police units that address more focused problems related to narcotics, graffiti, gang-related crime and blight issues, the Violent Crimes Enforcement Team (VCET) and the Metro Unit. The VCET addresses the issues and problems presented to schools and neighborhoods involving violent criminal and gang related activities. The VCET unit works in conjunction with other police resources, the staff from Project Crackdown, Neighborhood Services (PRNS), Right Connection and Project Pride. VCET officers routinely conduct foot patrols in many areas in an attempt to reduce crime, fear of crime and to interact with the people of the communities. VCET is currently staffed with one lieutenant, three sergeants and eighteen officers for the entire city. The VCET unit has one day shift team and two evening teams that cover seven days a week. The Metro

Unit, formerly the narcotics and street crime unit, addresses issues impinging on quality of life and blight issues, such as public drinking, loitering and the homeless. The Metro Unit is currently staffed with 40 people to serve the entire city.

One of the most effective means of deterring criminal activities is constant, informal surveillance by local residents and merchants. This provides for a level of attention that the Police would never be able to replicate. In order to help promote and support neighborhood efforts, the Office of Crime Prevention offers a number of programs in partnership with other City departments and School Districts that seek to foster stronger ties between the community and the Police Department in order to prevent crime. Crime Prevention officers are available to come to neighborhood organization meetings to make presentations on a variety of safety and crime prevention topics.

“National Night Out” is a crime/drug prevention event sponsored by the National Association of Town Watch (NATW), a division of the Bureau of Justice Assistance of the U.S. Department of Justice. National Night Out is designed to increase awareness of drug and crime prevention programs and strengthen neighborhood spirit by creating positive police-community partnerships. From 7 p.m. to 10 p.m. on August 7th, residents in neighborhoods throughout San Jose and across the nation, are asked to lock their doors, turn on their porch lights, and

spend the evening outside with neighbors and police to promote neighborhood unity against crime.

The Neighborhood Watch program, coordinated by the San Jose Police Department’s Crime Prevention Unit, provides an opportunity for community residents to learn how to discourage, deter, and prevent crimes that are prevalent in residential areas, such as burglary, auto theft, and graffiti. Issues such as drug dealing and gang activity are also addressed. This program brings the community together with the police to achieve the common goal of preventing crime.

The Crimestoppers program provides opportunities for residents to make anonymous phone calls to the Police Department to report crime.

The Police Department depends upon community members to inform them about where crime is occurring. Familiarity and comfort level with beat officers and the procedures for reporting crime and contacting the Police are important factors in ensuring that crimes are reported. The Office of Crime Prevention uses media outreach to help increase community awareness and strengthen the community’s comfort level with the Police Department. In addition, the Police recognize that language and culture can play a role in influencing people’s comfort level with contacting the Police. To help bridge those gaps, the Police Department has taken a number of steps to help people become more comfortable, including outreach by officers from a variety of

cultural backgrounds. There is the Silicon Valley Crimestoppers on Channel 11 with David Alvarez; El Guardian with Officer Juan Tovar, who does personal outreach, in addition to TV and radio for the Hispanic community; and Citizen Protector, which includes monthly radio shows w/Tony Tran and Officer Khanh Nguyen as part of outreach efforts to the Vietnamese community.

In addition to all of these efforts spearheaded by the Police Department, the Neighborhood Services division of PRNS has staff located in each Strong Neighborhoods Initiative area who are in constant contact with community members and, among other things, support them in working with the Police through the programs described above.

**Timeframe: Short- to Medium-Term**  
**Primary Responsibility: Police Department, Neighborhood Services (PRNS), City Council**  
**Costs/Funding: The City Budget could cover these action items. Additional funds from Strong Neighborhoods Initiative monies could be used for targeted outreach efforts.**

**Action(s):**

**7a.** The City will investigate changing the policy of rotating beat officers every 6 months and extending it to 1-year rotations. Thus, beat officers will have a more substantial and effec-



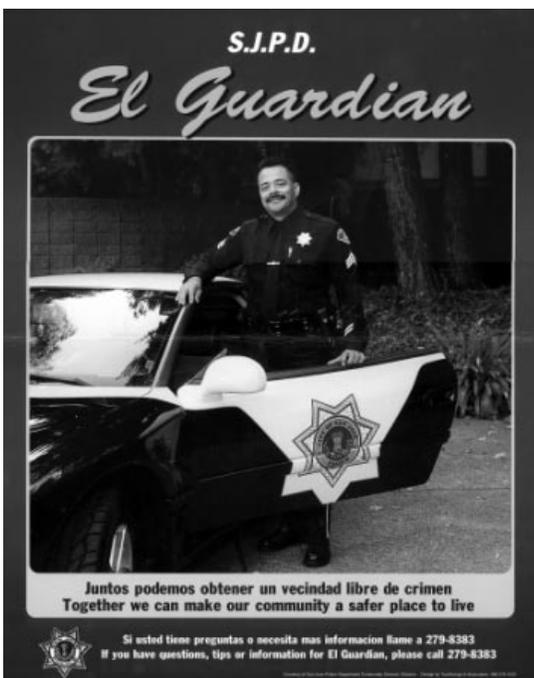
*Examples of programs offered by the Office of Crime Prevention*

tive length of time to develop a relationship and level of trust with an area's residents and business owners.

**7b.** Beat officers will continue to attend regularly scheduled neighborhood association meetings. It is the community's responsibility to invite their area's beat officers to these meetings. PRNS will work with individual neighborhoods to coordinate these meetings. For neighborhoods such as Cassell, Sierra, Ryan and NHU that currently do not have, or have newly formed neighborhood associations, Neighborhood Services (PRNS) will work these neighborhoods to initiate this process.

**7c.** Neighborhood Services (PRNS) will work with the neighborhoods and the beat officers and the Office of Crime Prevention to increase and improve outreach to the public with

the purpose of informing them how to contact the Police. This Plan recommends that in addition to widening the spectrum of people to attend neighborhood association meetings, there should be focused outreach efforts through other channels to disseminate information, such as through schools and church groups. Owners of apartment buildings need to be involved because their rental tenants may only be in the neighborhood for a relatively short period of time but would benefit from readily available information about community policing issues. Beat officers and Crime Prevention officers will make presentations at meetings scheduled through these groups.



Poster for *El Guardian* featuring Officer Tovar

7d. PRNS will work with the community and the Police to help identify whether their concerns can be addressed by beat officers or would need the efforts of the VCET or Metro Unit (for more focused problems of drugs and gang-related crime).

7e. PRNS will help coordinate efforts to increase interest and facilitate residents' participation. At any of these regularly scheduled meetings or special events, translation will be provided when necessary. Scheduling meetings that accommodate differing work schedules, providing free food and childcare are some examples of ways to increase interest and ability to attend such meetings. Existing media outreach, such as the Silicon Valley Crimestoppers and El Guardian, will be used to publicize these meetings.

#### **HP8. Improve Existing and add additional Homework Centers (Item #42)**

There are currently seven Homework Center programs in East Valley/680 Communities. The residents have reported that there is a need for improving existing centers and establishing new centers in the area.

Ongoing management of the Homework Centers Program is the responsibility of the Youth Services Division of the Department of Parks, Recreation and Neighborhood Services. The Mayor and the City Council have made a commitment to expand the program to include cen-

ters at every public school in the City by 2002. Individual schools must request and agree to run the program.

The City of San Jose provides funding for Homework Centers through a grant contract covering single or multiple sites. These contracts, which provide one fiscal year of funding, are developed with the following types of agencies:

1. Public School Districts within the City of San Jose
2. Public School Districts with sites serving a student population of at least 50% San Jose residents
3. Community Based Organizations serving San Jose's youth
4. Other Public Agencies such as libraries, teen centers, etc.

Agencies awarded a grant under this two-year cycle will receive the annual grant award for the first year, with second year funding contingent upon availability of funds and satisfactory contract performance in year one of the cycle. This is the first year that PRNS staff will begin a monitoring and evaluation program for the Homework Centers Program.

**Timeframe: Short- to Medium-Term**

**Primary Responsibility: PRNS**

**Secondary Responsibility: Alum Rock School District**

**Costs: No additional costs over and above already funded efforts. Since the City Council and the Mayor have made a commitment to expand the program, these action items will be covered by the City Budget.**



*Tutors working with children at homework center programs*

**Action(s):**

**8a.** PRNS will work with individual neighborhoods that are not served by a homework center and coordinate residents to actively encourage their local school principal to initiate procedures to establish one.

**8b.** Community members will assist PRNS staff with the monitoring process by communicating any concerns about existing homework centers to the Homework Center Program office.

**HP9. Remove Abandoned or Inoperable Vehicles (Items #17 and 27)**

Currently the Vehicle Abatement Unit in the Code Enforcement Division is staffed with nine inspectors and one supervisor city-wide. They are responsible for responding to calls about inoperable or unregistered vehicles parked on the street or on front lawns or unpaved surfaces for the entire city. Recently, a pilot program, “Blight Sweeps”, was started where Code Enforcement inspectors would conduct comprehensive inspections of an entire neighborhood for signs of “quality of life” code violations. Initially, this program is being tested in the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) area. Each SNI area will have this pilot program at least once.

The issue of removing inoperable and unregistered vehicles from city streets and private prop-

erty is widespread throughout the city. Increasing the number of inspectors available to respond to calls would help to address this issue. The cost of an additional Vehicle Abatement Unit staff member would be approximately \$50,000 per year (including salary and benefits) in year 2000 dollars.

**Timeframe: Short- to Medium-Term****Primary Responsibility: Vehicle Abatement (Code Enforcement)**

**Costs:** The cost of adding staff to the Vehicle Abatement Unit would be \$50,000/year per inspector. This cost could be covered in the existing City Budget. Additional funds from Strong Neighborhoods Initiative monies could also be applied on a limited term basis.

**Action(s):**

**9a.** The City will explore increasing funding for additional staffing for Code Enforcement, particularly the Vehicle Abatement Unit.

**9b.** The Vehicle Abatement section of Code Enforcement will increase the enforcement of regulations pertaining to abandoned and inoperable vehicles.

**9c.** Code Enforcement will consider assisting the community to organize a voluntary program, or consider providing a stipend to people to leave informational notices on abandoned or

inoperable vehicles with follow-up by Code Enforcement.

**HP10. No Parking During Street Sweeping  
(Item #16)**

**Timeframe: Short- to Medium-Term**

**Primary Responsibility: DOT, County Road and Airport Department**

**Costs: The cost of these action items would be covered in the existing City and County budget. However, existing funding for this program is limited and may need to be increased to meet the demand for this service.**



*Example of No Parking During Street Sweeping signage*

**Action(s):**

**10a.** The City and County will work with community members to study ways to improve street sweeping in the area, which could be addressed by installing “No Parking” during street sweeping hours and/or increasing the frequency with which street sweeping occurs.

**10b.** The City and County will consider increased follow-up enforcement of “No Parking” during street sweeping signs. The City will consider additional ticketing enforcement. For example, the street sweeper vehicle could be equipped with a camera or video to take a photo of the license plate of the offending vehicle (preventing it from properly sweeping the street). Citations would subsequently be sent to the vehicle owners.

**10c.** If enforcement of the “no parking” provisions through ticketing does not appear to be effective, this Plan recommends that consideration be given to the installation and enforcement of “Tow Away” signs to ensure that streets are kept clear of parked cars during scheduled street sweeping.

## SECTION B

### B. Summary of All Improvement Items

This includes all improvement items discussed by the community. A list of these items with a brief description of each is shown in Appendix A. Appendix B shows rankings given by the community for each of the items that had been identified at a series of community meetings associated with this Strong Neighborhoods Initiative planning process (see list of meetings held in Appendix F). Detailed discussion of the ten highest priority improvement items are shown above in Section A.

#### *Traffic, Parking and Pedestrian Safety*

##### 1. Traffic Calming Program

This item was given “High Priority” status by the community. This item is discussed as High Priority #2 in Section A above.

##### 2. Increased Enforcement of Traffic Regulations

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit)

**Action:** The Traffic Enforcement Unit of the Police Department will consider increasing patrols in areas prone to traffic violations such as speeding, incomplete stops, and passing school buses with flashing red lights. Information about

where this occurs has been referred to the DOT, which will consider deploying NASCOP at certain locations, as described in Item HP2 in Section A.

##### 3. Crosswalk Painting/Repainting

**Timeframe:** Short-term

**Primary responsibility:** DOT

**Action:** The DOT will conduct a warrant study for crosswalks at the locations already identified by the community, as shown in Figures 17 through 26. If crosswalks are warranted at any of these locations, they will be installed at the earliest opportunity.

##### 4. Special Paving at Certain Intersections along the Transmission Line Alignment

**Timeframe:** Short-term

**Primary responsibility:** DOT

**Action:** The DOT will study the feasibility of introducing special paving at certain intersections along the transmission line alignment at Story Road, Dobern Avenue, Bambi Lane and Sunnyglen Drive, to slow down vehicular traffic. Textured Pavements, such as brick or stone surfaces, cause drivers to have a slightly bumpy ride over an extended distance, while improving the aesthetic quality of the street environment.

**5. Installation of Barrier or Special Paving so that Vehicles do not Drive Across Transmission Line Alignment at Chant Drive**

**Timeframe:** Short-term

**Primary responsibility:** DOT

**Action:** The DOT will study the feasibility of introducing special paving or a barrier, such as bollards, at Chant Drive so that vehicles do not cross the transmission line alignment.

**6. School Traffic Safety Program**

This item was given “High Priority” status by the community. This item is discussed as High Priority #2 in Section A.

**7. Crossing Guard Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (School Safety and Education Unit)

**Action(s):**

**7a.** The City has a Crossing Guard Program that is run through the School Safety and Education Unit of the Police Department. The City of San Jose has also recently established a “School Access Enhancement” program. The DOT and the Police Department are currently working with the School Districts to provide enhance-

ments such as signage, crossing guard programs and other measures to improve safety and access to schools. Through the School Access Enhancement Program, the City will create or augment crossing guard programs at all schools in the area, in order to make crossing streets around schools in the East Valley/680 Communities SNI area safer for children and parents.

**7b.** Community members will work with their local schools and School District to ensure that their concerns are addressed.

**8. “School Zone” Signage Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT (School Safety Unit), Police Department (School Safety and Education Unit)

**Action(s):**

**8a.** The City of San Jose has recently established a “School Access Enhancement” program. The DOT is currently working with the School Districts to provide enhancements such as signage, crossing guard programs and other measures to improve safety and access to schools. Through this program, the DOT will review the vicinity of schools in the area to determine if additional or replacement signs to alert drivers to watch for pedestrians and especially children are needed.

**8b.** The DOT will install signs as necessary.

### 9. Pedestrian Over-Crossing at Capitol Expressway

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT

**Action(s):**

**9a.** The DOT and Parks Division within the City will explore the feasibility of a pedestrian over-crossing to connect the Sierra neighborhoods with points south in the Dobern and Capitol-Goss neighborhoods.

**9b.** If deemed feasible, these agencies will work with the community to design the over-crossing and proceed to make the necessary land acquisitions and identify possible funding sources.

### 10. Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods)

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT

**Action(s):**

**10a.** The DOT will work with the VTA to study the feasibility of pedestrian over-crossings on South Capitol in conjunction with planned transit improvements along Capitol Avenue.

**10b.** If deemed feasible, these agencies will work with the community to design the over-crossing and proceed to make the necessary land

acquisitions and identify possible funding sources.

### 11. Pedestrian Crossing at Story Road and Galahad

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT

**Action:** The DOT will study the feasibility of facilitating pedestrian and other non-vehicular traffic across Story Road at Galahad Avenue by installing a prominent crosswalk or pedestrian over-crossing. Subsequently, the DOT will implement the appropriate solution.

### 12. Enhance Safety of Sunset Avenue Pedestrian Bridge

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department, DOT in conjunction with Caltrans

**Action(s):**

**12a.** PRNS will encourage local community members to report incidences of loitering to the Police.

**12b.** DOT will study whether red curbs are warranted in the area in front of the entrance of the Sunset pedestrian bridge. If the curbs at this location conform to traffic guidelines for red

curbs, the DOT will paint them at the earliest opportunity.

**12c.** DOT will explore whether a physical design solution, such as bollards, to prevent motorcyclists from using the pedestrian bridge is warranted.

**13. Clean-up of Sunset Avenue Pedestrian Bridge area**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit)

**Action(s):**

**13a.** To help clean up and to discourage loitering in the area around the Sunset Avenue pedestrian bridge, Code Enforcement and the Police Department will increase enforcement of codes and laws pertaining to dumping and issue citations when dumping or littering is observed.

**13b.** Experience has shown that a commitment from the local community helps to keep areas clean and safe. Local community members can help to maintain the area by removing trash and trimming weeds. PRNS, with the help of the Conservation Corps, will organize community members to maintain the area.

**13c.** PRNS will encourage local community members to report incidences of dumping or

loitering to Code Enforcement and/or the Police.

**14. Red Curbs on Street Corners**

**Timeframe:** Immediate and on-going

**Primary responsibility:** DOT

**Action(s):**

**14a.** PRNS will assist the community to make requests to DOT or County's Land and Development Services Division of the Road and Airports Department (as appropriate).

**14b.** The City's DOT and the County's Land and Development Services Division of the Road and Airports Department will study whether areas where red curbs are requested conform to traffic operations guidelines. Examples of areas where the community believe that prohibiting parking at corners would improve visibility and safety include the corners of Greenstone, Whitestone, Brownstone, Pinkstone Courts, and Summer Street (the curve north of Summer Court). If the locations where red curbs have been requested conform to traffic operations guidelines, these departments will paint them at the earliest opportunity.

**14c.** PRNS will encourage community members to participate in the City's Adopt-a-Curb program where community members can assist with the on-going maintenance of the curbs.

Volunteers in the program are provided with the supplies and training required to repaint faded red curbs as needed.

### 15. Residential Parking Permit Program

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT and County's Land and Development Services Division of the Road and Airports Department, Deputy City Attorney's Office

**Action(s):**

**15a.** DOT will work with the community to assess where a residential parking permit program is desired by the community.

**15b.** If there is sufficient resident and property-owner support, DOT or the County Road and Airports will conduct an analysis to determine if City/County policy thresholds related to residential parking permits have been met. If a permit parking program is deemed appropriate, DOT or County Road and Airports will work with area residents to establish this program in their area.

### 16. No Parking During Street Sweeping

This item was given "High Priority" status by the community. This item is discussed as High Priority #10 above.

### 17. Reduce and Eliminate Front Yard Parking

This item was given "high priority" status by the community. This item is discussed as High Priority Item #9 in Section A.

#### *Streets and Streetscape*

### 18. "Welcome to EV/680 Communities" Signage at Neighborhood Entryways

**Timeframe:** Short-term

**Primary responsibility:** Planning DOT, and PRNS

**Action:** PRNS and Planning will work with the NAC to make a design for the signage and decide appropriate locations.

Once funding is identified, the signs will be made and DOT will install them.

### 19. Improvements to Public Realm Landscape Maintenance

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, DOT, Caltrans, PBCE

**Action(s):**

**19a.** Parks: PRNS will assist community members to get involved in Adopt-A-Park, a citywide volunteer program that recruits and

trains residents to assist in the general care and maintenance of neighborhood parks and other open spaces in San José.

**19b.** Freeway on- and off-ramps: The areas around freeway on- and off-ramps, which also function as neighborhood entryways, are within the State Department of Transportation rights-of-way. DOT, PRNS and community will work with the State (Caltrans) to improve the appearance of these entries.

**19c.** Sidewalks: Neighborhood Services (PRNS) and Code Enforcement will work with property owners to keep sidewalks adjacent to their property clean and free of litter.

## **20. Street Tree Maintenance and Planting of New Street Trees**

**Timeframe:** Short-term

**Primary responsibility:** DOT (Arborist Section)

**Action(s):**

**20a.** Neighborhoods in the City will work with the Department of Transportation's Arborist Section to develop an appropriate tree planting strategy for residential areas. PRNS and the DOT will work with the NAC to further refine the information, for their respective neighborhoods, of locations where street trees are dead or dying and need to be replaced. PRNS will request tree-planting permits from DOT-

Arborist where property owners are not opposed to tree plantings. The DOT will not issue permits for new street trees in locations where adjacent property owners are opposed. Additionally, PRNS will coordinate tree planting utilizing Our City Forest, San Jose Conservation Corp or private contractors. PRNS will identify, as necessary, sufficient funding to accomplish this task.

**20b.** Once the tree planting strategy has been approved, the community could apply for funding for street trees from Our City Forest, a non-profit organization.

**20c.** The DOT (Arborist Section) will work with community to identify areas where street tree trimming is needed.

**20d.** The DOT-Arborist will continue to work with the community and the Valley Transportation Authority (VTA) regarding street trees along Capitol Avenue. The addition of trees along the Transmission Line Alignment will be planned in conjunction with any potential open space planning projects and take into consideration any issues with respect to the transmission towers and lines.

## **21. Improved lighting (streets and around existing parks)**

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT, Public Works, CSLA

**Action(s):**

**21a.** In the City, the Department of Public Works is responsible for installing new street lights, while the Department of Transportation is responsible for issues relating to improving existing lighting. PRNS will continue to work with the NAC to encourage the community to report needed street light repairs, wattage upgrades and the need for new street lighting to the appropriate department.

**21b.** The DOT will repair or increase the wattage at the locations requested by the community as necessary.

**21c.** The Department of Public Works will install new street lights in areas identified by the community where possible.

**21d.** PRNS will install new lighting in the Parks identified by the community where possible.

**21e.** Residents of the unincorporated area need to work with the County Lighting Service Area (CLSA) to install and/or improve lighting. Requests for additional street lighting could result in higher assessment fees.

**22. Sidewalk Repair and Installation**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #6 in Section A.

**23. New Street Paving**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit)

**Action(s):**

**23a.** The DOT will accelerate street maintenance in applicable Strong Neighborhoods areas. All streets within the East Valley/680 Communities SNI area that are programmed to receive preventive maintenance over the next five years (2002 through 2006) will have their maintenance scheduled in 2002. Major street repairs will be scheduled as preventive maintenance becomes due and available funding is identified.

**23b.** PRNS will work with community to encourage them to report potholes to DOT. DOT can typically repair potholes in 48 hours.

**24. Curb Cut Installation**

**Timeframe:** Short-term

**Primary responsibility:** DOT and County’s Land and Development Services Division of the Road and Airports Department

**Action:** Curb cuts which make the use of sidewalks accessible to people who need to use mobility devices (such as wheelchairs) will be installed at locations identified by the community (as shown in Figures 17 through 26 in Chapter 4).

Residents who feel that additional curb cuts are needed in their neighborhood to provide access for disabled or elderly residents should contact the City's Department of Transportation (DOT) or the County's Land and Development Services Division of the Road and Airports Department, as appropriate.

*Blight/Problem Uses*

**25. Facade Improvement Program**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Redevelopment Agency, PRNS

**Action:**

**25a.** The City of San Jose Redevelopment Agency (SJRA) has a facade improvement grant program that provides assistance to business and property owners within the Neighborhood Business Districts and Downtown San Jose. SJRA with the help of PRNS will increase its outreach efforts to make business owners in the area aware that this grant program is available to them.

**25b.** If necessary, SJRA will increase the resources available for its facade improvement program for the commercial properties in the area.

**26. Remove, or Bring into Compliance Illegal Uses**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement (Code Enforcement Division)

**Action(s):**

**26a.** The Code Enforcement Division will continue to proactively enforce codes to eliminate businesses operating without appropriate permits and licenses or conducting activities inconsistent with their permits and/or licenses.

**26b.** The Code Enforcement Division will continue to enforce codes intended to protect the health and safety of the community through the elimination of illegal housing units on a complaint basis.

**27. Removal of Abandoned or Inoperable Vehicles**

This item was given "high priority" ranking by the community. This item is discussed as High Priority #9 in Section A.

**28. Improvements to Private Property**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, PRNS, Housing

**Action(s):**

**28a.** PRNS and the Housing Department will encourage property owners to enhance the appearance and function of properties through improvements by publicizing the City's home rehabilitation loan and paint grant programs, and the County's Housing and Community Development Department's low-interest loans for housing rehabilitation to low-income residents in the unincorporated area among existing residents.

**28b.** The Redevelopment Agency could also consider establishing a property improvement grant or loan program to help facilitate property improvements and/or supplement existing programs offered by the Housing Department.

**28c.** Individual property owners will enhance existing housing by improving the appearance and function of their properties.

The City's Code Enforcement Division could work with the NAC to identify who will be contacted and subsequently, schedule the training workshops that Code Enforcement has already developed, such as:

- \* Property Management Seminar. This workshop is designed to provide property managers and owners with basic management techniques for screening tenants, writing rental contracts, and enforcing house rules. Training also includes routine maintenance techniques.

- \* Tenant Seminar. This workshop is designed to educate renters about their responsibilities and how they can help in the routine upkeep of their units.

- \* Housing Rehabilitation Applications Seminar. This workshop is designed to help property owners to complete and submit applications for Housing Rehabilitation Loans and Grants.

## **29. Improve Properties that have Absentee Landowners**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement (Code Enforcement Division), PRNS

**Action(s):**

**29a.** The Code Enforcement Division and PRNS will encourage property owners in the area to attend Property Management classes.

**29b.** PRNS will work with the community to assist the Code Enforcement Division in identifying properties whose owners will be contacted.

**29c.** The Department of Public Works (Real Estate Division) and the Redevelopment Agency will investigate purchasing properties that continue to have code violation issues.

*Litter/Clean Up*

**30. Graffiti Clean-up**

**Timeframe:** Immediate and on-going

**Primary responsibility:** PRNS and the County

**Action:** PRNS will increase the community's awareness of and participation in the City and County's anti-graffiti programs. PRNS will encourage participation in the City's "adopt-a-block" program which provides paint, solvents, rollers and other related materials to volunteers to help eradicate graffiti when it occurs.

**31. Improved Street Sweeping and Additional Garbage Cans**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Environmental Services, Planning, Building and Code Enforcement and County

**Action:** The City and County provide additional trash receptacles in areas with heavy pedestrian traffic, such as in front of businesses in the area. New trash receptacles will be installed along streets where 1) significant litter is visible in the public right-of-way and/or on adjacent private property; and, 2) a paved location is available for the receptacle that does not block the sidewalk.

**32. Dumping and Litter Control (Institute or Augment Regular Trash Pick Up)**

**Timeframe:** Short-term and on-going

**Primary responsibility:** DOT, Neighborhood Services, Environmental Services, and community

**Action(s):**

**32a.** The Code Enforcement Division will increase enforcement of codes pertaining to dumping and issue citations when dumping is observed. The DOT will remove dumped items from the public rights-of-way.

**32b.** Environmental Services, Planning Building and Code Enforcement, and PRNS will work with the community to explore options for residents to discard unwanted items, such as organizing regularly scheduled days when the pick-up of large items can occur. If a regularly scheduled pick-up is not feasible, they will explore organizing bin clean-up events on an ad hoc basis, perhaps in conjunction with other events that bring the community together.

**32c.** The community, with support from Environmental Services, Code Enforcement, and Neighborhood Services will increase community awareness about alternatives to dumping and reducing litter.

*Open Space, Recreation and Community Services*

**33. Planting of Shade Trees at Existing Parks**

**Timeframe:** Short-term

**Primary responsibility:** PRNS

**Action(s):**

**33a.** PRNS will plant new shade trees at the existing parks identified by the community (as shown in Figures 17 through 26 in Chapter 4).

**33b.** PRNS will also work with the community to ascertain whether there are additional locations where residents feel that shade trees are needed.

**34. Improved Facilities and Maintenance at Existing Parks**

**Timeframe:** Short-term to Medium-term

**Primary responsibility:** PRNS

**Action(s):** According to the Greenprint, a 20-year strategic plan for parks, community facilities and programs, five parks in East Valley/680 Communities have plans to be renovated during the planning period from 2000 to 2020. The table below shows estimated costs and a timeline for planned renovations.

**34a.** PRNS will work with the community to review the planned neighborhood renovations in the Greenprint and determine whether there are additional improvements to other neighbor-

**TABLE 2: PLANNED RENOVATIONS OF EXISTING PARKS<sup>5</sup>**

	2001-2002	2002-2003	2003-2004	2004-2005	2005-2010	2010-2020
Capitol Park*	\$499,000	-	-	-	\$522,000	-
Cassell Park*	-	\$249,000	-	-	-	\$210,000
Hillview Park**	-	\$458,000	-	-	\$1,665,000	-
Lo Bue Park	-	-	-	-	-	\$450,000
Our Park	-	-	-	-	-	\$37,500

\* = playground

\*\* = playgournd and restroom

<sup>5</sup>City of San Jose *Greeprint for Parks and Community Facilities and Programs: A Twenty-Year Strategic Plan*, September 2000, Appendix B.

hood parks that are not included in the Capital Action Plan.

**34b.** PRNS may also want to work with the Redevelopment Agency to consider whether Redevelopment funding from the Strong Neighborhoods Initiative could be used to supplement funding for physical and maintenance improvements for existing parks in the area.

**35. Landscaping Jackson Avenue Open Space**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Caltrans

**Action:** PRNS will obtain permission from Caltrans, the owner of the seven-acre triangular piece of vacant land, to implement a landscaping and/or open space project. If permission is obtained, PRNS will work with the community to adopt a design for the area.

**36. Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Caltrans

**Action:** PRNS will obtain permission from Caltrans, to implement a landscaping and/or small pocket park project in this area. If permission is obtained, PRNS will work with the community to adopt a design for the area.

**37. Creekside Maintenance of Lower Silver Creek**

**Timeframe:** Immediate and on-going

**Primary responsibility:** PRNS, SCVWD, Community

**Action(s):**

**37a.** In order to keep areas along Lower Silver Creek safe and clean, PRNS and SCVWD will work with the community to organize a community-based effort to maintain the creek through an Adopt-A-Creek program. In such a program, local community members would commit to help removing trash and planting vegetation along the creek.

**37b.** PRNS will work with SCVWD to develop a long-term solution.

**38. Lower Silver Creek Trail**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, SCVWD

**Action(s):**

**38a.** As it is already doing in other sections of Lower Silver Creek, PRNS will pursue working with SCVWD to explore the potential of having the maintenance road along the section of the creek in East Valley/680 Communities to serve as a publicly-accessible recreational trail, as shown in Figure 11 in Chapter 4.

**38b.** PRNS and SCVWD will also work with the community to ensure that features desired by the community are incorporated into the trail where possible. Some community members would like to incorporate opportunities for wheelchair access and vantage points into the trail design where feasible.

**39. Lower Silver Creek Education Programs**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, local schools

**Action:** PRNS and will work with the community and local schools to request SCVWD assistance in organizing educational activities focused on Lower Silver Creek where children can learn about the environment.

**40. Expansion and Development of Lo Bue Park with Active Recreation Uses**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS

**Action:** The Department of Parks, Recreation and Neighborhood Services (PRNS) will work with neighborhood residents and associations to determine the type of equipment that will best meet the needs of neighborhood children and ultimately install equipment.

**41. Development of Pedestrian and Bicycle Trail Along the Length of the Transmission Line Alignment from Capitol Expressway to Ocala Avenue**

**Timeframe:** Short-term to Medium-term

**Primary responsibility:** PRNS, property owners

**Action:** PRNS will pursue talking to PG&E and other landowners in the area along the transmission line alignment about obtaining the necessary permissions and/or acquiring land in order to be able to develop a trail and other open space and recreational opportunities in this area.

The Capital Action Plan in the Greenprint includes “developing trails on PG&E land in the Goss area”, and identifies a cost of \$200,000 to implement this action in the period from 2005-2010. PRNS will work with the community. If developing a trail and other open space and recreation opportunities along the transmission line alignment is a high priority for the community, the Redevelopment Agency could consider supplementing other sources of funding with Redevelopment funding. Examples of costs of park and recreation facility improvements are shown on the following page.

**42. Improve Existing and Add New Homework Centers**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #8 in Section A.

**Primary responsibility:** PRNS

**Action(s):**

**43a.** The Department of Parks, Recreation and Neighborhood Services (PRNS) will take the lead in working with residents and schools to identify and pursue appropriate child care programs and providers for East Valley/680 Communities. PRNS will work with the Redevelopment Agency to explore the possibility of in-

**43. Additional Day-Care Centers Throughout the Area**

**Timeframe:** Short-term

**TABLE 3: COST ESTIMATES FOR PARK AND RECREATION FACILITIES<sup>6</sup>**

Park Acquisitions	\$667,000/acre to \$2,000,000/acre
Park Development	\$150,000/acre to \$250,000/acre
Playgrounds	\$250,000 each
School Improvements	\$150,000/acre
District Sports Development	\$150,000/acre
Citywide Sports Development	\$225,000/acre
Community Gardens	\$150,000 each
Trail Acquisition	\$7,270,000/linear mile (\$1,000,000/acre)
Trail Development	\$560,000/linear mile
Group Picnic Areas	\$50,000 each
Dog Park	\$150,000 each
Skateboard Park	\$250,000 each
Pools	\$3,000,000 each
Community Center -- Development or renovations	\$450/square foot

<sup>6</sup> Ibid.

corporating childcare for infants, toddlers, and pre-school-age children into the redevelopment of the Tropicana or Homebase sites.

**43b.** Residents will be encouraged to establish daycare programs within their homes. The Family Care Small Business Assistance Program offered by PRNS can provide training on how to run a high quality home child care business and can assist individuals with obtaining the necessary licensing.

#### **44. Increased Opportunities for Open Space, Recreational Programs**

**Timeframe:** Short-term

**Primary responsibility:** PRNS

**Action:** The Department of Parks, Recreation and Neighborhood Services (PRNS) will take the lead in working with residents and schools to identify the recreational uses desired by the community.

#### **45. Running Track and Football/Soccer Field at Dorsa Elementary**

**Timeframe:** Short-term to Medium-term

**Primary responsibility:** Alum Rock School District, PRNS

**Action:** Consistent with strategies stated in Greenprint to provide more recreational facili-

ties efficiently and effectively through public/private partnerships, PRNS will explore the feasibility of entering into a partnership with the Alum Rock School District to build a running track and Football/Soccer Field at the Dorsa Elementary School site.

#### **46. Reuse of Hank Lopez Community Center and Hillview Library Site with Community Uses**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #4 in Section A.

#### **47. Mural Painting Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Community, PRNS

**Action(s):**

**47a.** PRNS will work with the community to identify areas in need of mural painting.

**47b.** PRNS will assist the community in attaining permission from the property owner; identifying funding; working with the community to identify an artist and drafting a design; and finally, obtaining permission for the mural from the City’s Public Arts Commission.

**47c.** Coordinate with neighborhood associations to organize mural painting event(s).

**48. Youth Sports and Education Programs**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Police Department

**Action(s):**

**48a.** Continue to promote existing after school programs to area youth and explore opportunities for additional programs.

**48b.** The Department of Parks, Recreation and Neighborhood Services (PRNS) will work with residents and schools to identify and provide additional recreational uses desired by the community.

**49. Adult Activities**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS

**Action:** The Department of Parks, Recreation and Neighborhood Services (PRNS) will take the lead in working with residents and schools to identify the recreational uses desired by the community.

**50. Installation of Public Restrooms**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Public Works

**Action(s):**

**50a.** PRNS will work with the community to identify locations where they would like to install public restrooms.

**50b.** The Department of Parks, Recreation and Neighborhood Services (PRNS) and the Department of Public Works will consider installing the public restrooms at these locations.

***Crime, Gang Activity, Nuisance and Noise Issues***

**Items 51 through 55 are discussed as part of High Priority #5 in Section A.**

**51. Soundwalls on Capitol**

**52. Soundwall on Summer Street**

**53. Soundwall to the South of the I-680 Off-Ramp**

**54. Repair or Rebuild Wall on McCreery Avenue**

**55. Westward Extension of the Wall on McCreery Avenue**

**56. Gang Prevention Program**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, Police Department, local schools

**Action(s):**

**56a.** When parents, school faculty, or residents become aware of gang activity in the area they will contact the Gang Prevention section of the Police Department's Violent Crime Unit.

**56b.** Youth Intervention Services will also be contacted. Youth Intervention Services offers programs such as the Right Connection, Project Pride, Clean Slate and Turn It Around, which provide gang mediation services, assist young people who want to disassociate themselves from a gang and can conduct school presentations designed to discourage young people from joining gangs or participating in gang activity.

**56c.** There are a large number of after school activities currently available to neighborhood youth through City and non-City agencies and organizations. These programs will continue to be promoted to parents and children through neighborhood schools. Neighborhood newsletters will also inform parents of available after school programs.

Items 57 through 61 and 64 are discussed as part of High Priority #7 in Section A.

**57. Increased Police Presence**

**58. Drug Law Enforcement**

**59. Enforcement of Regulations Barring the Sale of Liquor to Underage Minors**

**60. Enforcement of Regulations Regarding the Sale of Fake Documents**

**61. Loud Music Compliance**

**62. Enforcement of Regulations Limiting the Number of Persons Per Dwelling**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, Community

**Action:** If community members believe a residence is not complying with regulations limiting the number of persons per dwelling based on health and safety concerns, they will contact the Code Enforcement Division.

**63. Limitation on Number of Liquor Licenses**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, City Council, Community

**Action(s):**

Licenses permitting businesses to sell alcoholic beverages come from the State of California

Department of Alcoholic Beverage Control (ABC). The District City Council Office receives notices of all requests for alcohol licenses in the District. PRNS will work with the City Council and residents to form a neighborhood “Alcohol Issues Committee” to:

- \* Work with the City Council to track new applications to ABC and write letters of opposition to new licenses in the area;
- \* Work with the City to establish a cap on the number of licenses in the area;
- \* Put pressure to close alcohol sales within close proximity to schools;
- \* Hold restaurant/bar owners accountable for serving too many drinks to customers;
- \* Pressure liquor stores and others to stop selling certain products such as fortified wine and malt liquors;
- \* File Public Nuisance Abatements against troublesome businesses/restaurants.

#### **64. Reduce Loitering**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #7 in Section A.

#### *Schools*

#### **65. Improvements at Schools**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS, School Districts

**Action:** PRNS will work with local schools and the community to determine priorities and develop a strategy for implementing needed improvements.

#### *Land Use*

#### **66. Develop Affordable Housing**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #3 in Section A.

#### **67. Develop Additional Neighborhood-Serving Retail and Mixed-Use Projects Along Major Arterials**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Redevelopment Agency, Office of Economic Development, Housing, Planning, Building and Code Enforcement, PRNS

**Action(s):**

**67a.** A follow-up study to evaluate the development feasibility of opportunity sites for residential and mixed-use development, with a priority to not displace residents, will be conducted by Strategic Economics as part of the Strong Neighborhoods Initiative planning process.

**67b.** Where possible, the City (Redevelopment Agency, Planning Building and Code Enforcement and Office of Economic Development) will develop incentives for attracting neighborhood-serving retail uses identified by the community.

**68. Develop Additional Community Facilities**

This item was given “high priority” ranking by the community. This item is discussed as High Priority #4 in Section A.

**69. Discourage New Commercial Uses on Ocala and Bermuda Avenues**

**Timeframe:** Immediate and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, Community

**Action:** The areas along Ocala and Bermuda Avenues have residential general plan land use and zoning designations. Home occupations are allowed in these designations. If community

members question whether a community use qualifies as a home occupation, they will contact the Code Enforcement Division.

*Other Issues***70. Creation/Reinforcement of Neighborhood Associations**

**Timeframe:** Immediate and on-going

**Primary responsibility:** PRNS

**Action:** PRNS will conduct outreach to encourage the formation of new or reinforce existing neighborhood organizations in East Valley/680 Communities. PRNS will provide the resources and direction necessary to strengthen existing organizations. All new and existing organizations in the area will contribute to the implementation of the East Valley/680 Communities Neighborhood Improvement Plan through direct participation in many of the action items as well as through outreach to the larger community.

**71. Outreach to Employers and Day Workers**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Traffic Enforcement Unit), City Manager’s Office

**Action(s):**

**71a.** The Police Department has done extensive research into possible solutions concerning the issue of large numbers of day workers gathering around certain areas. According to the Police, since it is usually not the people looking for work that cause problems experienced by the community, the best solution seems to be establishing a dayworker center in close proximity to the area where dayworkers currently congregate. This research has been passed onto the City Manager's office. The City Manager's office will explore the feasibility of these recommendations.

**71b.** PRNS will increase outreach efforts to these workers, as well as their employers, to educate them about the existing day worker center, located on Alum Rock Avenue.

**72. Assistance to Area Small Businesses (formerly Rent Control for Small Businesses)**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Office of Economic Development, Redevelopment Agency

**Action:** The City's Office of Economic Development will increase outreach to businesses in the area to inform them of the business assistance services and financing and loan programs available from the City and its partner organiza-

tions. The Office of Economic Development offers loans to small businesses through its Development Enhancement Special Fund (DESF) and Revolving Loan Fund (RLF) programs. In partnership with the City, organizations such as the San Jose/Cisco/SBA Entrepreneur Center and Silicon Valley Community Ventures, offer, loans, conventional financing and other business and technical assistance.

**73. Job Training Programs**

**Timeframe:** Short-term and on-going

**Primary responsibility:** PRNS

**Action:** PRNS will explore ways in which to increase outreach efforts to inform the community of existing City and community-based organization job training programs. The Youth Employment Services (Y.E.S.) designs and oversees numerous services programs in response to identified needs of San José youth. Some of these services are delivered directly by City staff, while other services are provided through contracts with community services providers. Programs offered through Y.E.S. include the Summer Jobs for Youth, Work Experience, Career Resource Center, and the Vocational Training Employment Program.

In addition, there are plans to open a Workforce Investment center at the Mi Pueblo center on the northeast corner of Story and King. Currently under construction, this center will pro-

vide training and resources to community residents seeking employment.

#### 74. Outreach and Augmentation of Domestic Violence Support Programs

**Timeframe:** Short-term and on-going

**Primary responsibility:** Police Department (Family Violence Unit)

**Action:** PRNS and the Family Violence Unit will increase awareness in the community about the resources available to address domestic violence and child/elder abuse. The Family Violence unit focuses on three areas of behavior which most often victimize the family. The investigative units specifically address domestic violence, child/elder abuse and threat management (stalking). The center is staffed by representatives of the District Attorney's Office, Adult Probation, Child Protective Services, Police Department, and a victim advocate from Next Door, Solutions to Domestic Violence.

Services provided at the Family Violence Center:

- \* Advocacy services for victims of domestic violence and their children, including counseling
- \* Assist in obtaining Temporary Restraining Orders (TRO)

\* Personal contact with Police Investigators who specialize in the areas of domestic violence, Child and Elderly Abuse, and Stalking

\* Personal contact with attorneys from the District Attorney's Office

\* Personal contact with Social Workers from the Department of Family and Children's Services.

\* Personal contact with a Probation Officer from the Probation Department

\* Referrals to 24 hour emergency shelters

\* A waiting area for children to play during visits to the Center

\* Educational programs for community organizations, churches, schools and businesses to inform the public about family violence

\* Process applications for the AWARE alarm system, and the Mobile Cellular Phone Programs.

#### 75. Preserve and Improve the Tropicana Shopping Center

This item was given "high priority" ranking by the community. This item is discussed as High Priority #1 in Section A.

**76. Clean-Up the Tow Yard Near Emma Prusch Park**

**Timeframe:** Short-term and on-going

**Primary responsibility:** Planning, Building and Code Enforcement, property owner.

**Action:** Code Enforcement will work with the property owner to bring this property up to code.

**77. Improve Bicycle Access in the East Valley/680 Communities Area**

**Timeframe:** Short to Medium-term

**Primary responsibility:** Community and DOT

**Action(s):**

**77a.** Community members should identify routes through the area which would benefit from either striped bike lanes or designation as bike routes.

**77b.** Recommendations should be forwarded to the City's Bicycle and Pedestrian Advisory Committee (BPAC) who, upon consideration of the list, recommends additions to the City's Bicycle Transportation Network to DOT.

**77c.** Each year DOT takes action to include the BPAC's recommended list of new bicycle facilities in the City's General Plan. The facilities are then studied and built as funding and resources are identified on a city-wide basis. Therefore, if any particular bicycle facility is a high priority to the East Valley/680 Communities, community members should work closely with BPAC to ensure the request is prioritized by that group as well.