COMMUNICATIONS HILL SPECIFIC PLAN

CITY OF SAN JOSE

A SPECIFIC PLAN FOR COMMUNICATIONS HILL

Prepared for the City Of San Jose

Prepared By
SOLOMON, INC.

Adopted by City Council
April 7, 1992

The following persons contributed to the Specific Plan

SOLOMON, INC.
Kathryn Clarke, co-principal
Daniel Solomon, co-principal
Elisabeth Hartman
David Horsley

PLANNING DEPARTMENT
Kent Edens, Deputy Director
Pat Colombe
Julie Caporgno
Mike Enderby
Lee Quintana

COMMUNICATIONS HILL TASK FORCE
Councilman George Shirakawa, Chair
Councilman James Beall, Vice-Chair
Bertram Berns
Dave Fadness
Phil Guillot
Dr. Willaim Glynn
Joe Guerra, III
Larry Klamecki
Long Kwei
Marvin Marshall
John McElroy
Lena Simmons
Jerry Strangis
Dan Vezinaw
Bob Young

pbr
N. Teresa Rea
Don Smith
Michael Horst
Bill Masterson
Chris Beck

NOLTE & ASSOCIATES
Maury Abraham
Deborah Amshoff
Sam Nash
Bert Verrips

DEAKIN, HARVEY, SKABONDONIS
Elizabeth Deakin

THE SWA GROUP
Walt Bemis

EIR CONSULTANTS
Environmental Science Associates, Inc.
H.T. Harvey & Associates
Illingworth & Rodkin, Inc.
San Jose Water Company
Dr. Dennis Murphy
Terratech, Inc.
TJKM

Special thanks to Florence Lipsky for her graphic analysis
San Francisco: La Grille Sur Les Collines

T A B L E O F C O N T E N T S

1 INTRODUCTION

The Specific Plan for Communications Hill identifies the elements and defines the criteria for the development of a large expanse of hilly terrain near downtown San Jose. The Plan supports the objectives outlined in the Horizon 2000 General Plan and establishes the framework to build a neighborhood on a hill. Chapter One, Introduction, discusses the intent of the Plan and the premise for making an urban neighborhood. Chapter Two, Site Description, reviews existing conditions on Communications Hill and the surrounding area. Chapter Three, The Plan, outlines the general strategies and details of the Plan. Each section of each chapter begins with a brief statement of intent followed by design standards applicable to that section. Chapter Four, Implementation, recommends strategies to accomplish the Plan but does not establish a definitive financing plan. Chapter Five, Appendices, includes examples of block and street types which helped to derive the street grid and its dimensions.

1.1 Intent: Beyond the Horizon 2000 General Plan

The Specific Plan for Communications Hill is the making of an urban hillside neighborhood somewhat like those in Seattle, San Francisco, Sausalito and Berkeley, but unlike anything built in California during the last thirty years of explosive growth. The closest analogue to the Communications Hill Plan is Telegraph Hill, one of San Francisco's most liveable and best loved residential neighborhoods. The analogy is not a direct one, but many principles of organization, juxtaposition of use and relationships of buildings, streets, garages, parks and topography that give Telegraph Hill its special flavor have been reinterpreted in the Specific Plan for Communications Hill.

In 1984 the Horizon 2000 General Plan for San Jose identified a new vision for Communications Hill - that it would become a dense, highly urbanized residential neighborhood. The General Plan allowed a maximum of 5000 dwellings as the development potential of the vacant 500 + acres designated for residential development within the Plan's boundaries. There are strong reasons that the General Plan regards Communications Hill as a valuable and unique opportunity to create a sizeable new urban neighborhood. It is by far the largest tract of unbuilt land near downtown. Due to its topography, it has commanding views and is an extremely pleasant place to be. It is close to the freeway network, to Light Rail Transit and CalTrain. It is well served by nearby retail areas and services. If downtown San Jose is to continue to flourish it needs the support of large areas of housing close-in. Finally, it is a reasonable assumption that people who are attracted to the emerging urbanity of downtown San Jose as a work environment will also be attracted to a convivial urban place to live.

The basic land use and policy components of the Specific Plan for Communications Hill have been incorporated into the General Plan as a Planned Residential Community (PRC). The PRC establishes the fundamental intent of the City for development of the Specific Plan area. The Specific Plan document provides the conceptive and procedural background for the PRC and the detailed policy framework for implementing the PRC.

1.2 Making An Urban Neighborhood

An urban neighborhood is one that fosters community and combats the isolation and privatization so typical of recent suburban growth. Two essential components of an urban neighborhood are walkable streets and reasons to walk. The latter requires tight juxtapositions of land use: parks, stores, schools and civic buildings directly integrated into the residential fabric. Streets are walkable if their widths, traffic volumes, landscaping, parking arrangements, lighting and sidewalk design serve walkers and if the buildings that enfront streets give them life and vitality.

As in San Francisco, Seattle and many smaller towns of the west, it is the interaction of gridiron planning and hilly topography that will give Communications Hill its character. On Communications Hill the street grid combined with a grading plan maintains the character of the existing profiles of the hills. There are compelling reasons for this approach. First gridiron planning tends to connect the parts of a neighborhood into an integrated fabric in contrast to arterial and cul-de-sac planning which tends to separate and isolate. Gridiron planning tends to support interaction and public life, while cul-de-sac planning privatizes. Gridiron planning provides long vistas; curvilinear streets close vistas. The grid is efficient with respect to dense development. Density on Communications Hill is limited by the amount of parking that can be provided. Parking efficiency drops dramatically on irregular sites which are typical of a curvilinear street system. When a gridiron of streets is overlaid on hilly terrain, buildings step with the slope of the street or the grid is interrupted and discontinuous. As in Berkeley, San Francisco and Sausalito, it is the special incidents, - stairs, retaining walls, overlooks, - deformations of the grid, that make opportunities to create memorable places.

In addition to creating walkable streets, a diversity of housing types provides the opportunity to build housing for households of differing income, age or ethnic group. The grid of streets on Communications Hill creates blocks of differing sizes which accommodate a variety of building and unit types. The mix of higher density housing types enables both ownership and rental housing to be developed on the Hill. The mix of size and type of housing make special places within the neighborhood.

Finally and most importantly, the creation of real urban space is based upon the close interaction of streets, lots and buildings. The grid permits high-density housing with ample parking to follow the shape of streets. It is when the shapes of streets and shapes of buildings do not correspond to one another that spatial fragmentation occurs. Fragmented, remnant spaces are not congenial for walking or sustenance of neighborhood life. The Specific Plan for Communications Hill provides the framework for the making of an urban neighborhood.

1.3 Public Planning Process

The planning process for the Communications Hill Specific Plan has included the active participation of a citizens' task force, City staff and a consultant planning team. The 15 person task force represents diverse interests of the public concerned with and potentially affected by the development of the Plan. Monthly meetings were held in which the group focused its efforts on the following: 1) understanding the planning context; 2) formulating Goals & Policies and; 3) reviewing and evaluating of the Plan alternatives. The Plan responds to issues and concerns of the task force. It has been refined and improved by task force input and offers substantial public benefit for the City of San Jose and its residents. The property owners within the study area have also been involved in the formulation of the plan and their concerns have been addressed in the planning process.

Goals and Policies listed below summarize the aspirations of the citizens' task force and City staff. Many of the Goals and Policies originate from the City's Horizon 2000 General Plan which serves to establish the overall policy context and citywide objectives for planning in San Jose and establishes a framework for Communications Hill. The following Goals and Policies were authored by the task force and City staff.

GOALS & POLICIES

Overall

- *Distribute housing types and densities, workplaces and facilities to create a mixed but compatible arrangement of land uses within the Communications Hill Specific Plan area.*
- *Integrate existing land uses, particularly mobile-home parks and single-family homes, with new land uses, ensuring the viability and compatibility of both.*
- *Adopt site planning and architectural guidelines and noise attenuation techniques to protect Communications Hill residents and workers from excessive noise from arterials, freeways, the fairground activities, adjacent industrial activities and trains and planes traveling nearby.*
- *Minimize grading or re-contouring of Communications Hill to preserve the topography of the land wherever possible, and to avoid the creation of visible cut and fill slopes or obviously engineered or flat-surfaced slopes.*
- *Minimize the potential adverse impacts of the Communications Hill area development on the immediate surrounding neighborhood.*

Urban Design

- *Require a very high level of quality in site planning, architectural design and landscape design for all new projects.*
- *Ensure the proper transition between areas with different land uses through site development guidelines.*
- *Take advantage of the hillside setting to maximize views and vistas, both private and public, to ensure privacy, and to provide optimal ventilation.*
- *Provide pedestrian connections between all portions of the developed hill whenever possible.*
- *Encourage development on Communications Hill that displays a strong urban form that is compact and cohesive with some emphasis on vertical elements and sharp distinctions between most developed areas and major open spaces.*
- *Place facilities such as utility distribution lines and associated equipment underground to promote neighborhood visual quality.*
- *Utilize various housing and building construction types that are adaptable to the variable terrain on Communications Hill in order to take advantage of the opportunity for higher density infill housing.*

Neighborhood Character

- *Create new development in the Communications Hill Specific Plan area which encourages neighborhood stability, enhancing and taking advantage of the existing desirable qualities of the area, particularly the Hill.*
- *Design residential areas to share important "Communications Hill" characteristics, for example, street patterns, compact development, urban rather than suburban character, etc. Each area should also display some distinctive elements, either public or private, designed to give it a unique identity.*
- *Create places for social interaction internal to the Communications Hill neighborhood, such as parks, plazas, a community center, a school, a shopping area and/or a library and facilities for associated programs.*
- *Design projects, particularly large ones, to reflect a scale suitable to the size of the individual blocks.*
- *Orient buildings directly to streets; streets should function as centers of neighborhood activity for walking, biking, visiting, etc.*
- *Concentrate large areas of open space and landscaping in parks, plazas, trail areas and at schools and other public buildings.*

Housing

- *Provide a wide variety and mix of housing types, prices and tenure to accommodate households of all income levels and types in the Communications Hill neighborhood.*
- *Design residential areas with adequate adjacent public and private usable open space and access to public transit to meet residents' needs.*
- *Arrange housing to minimize any adverse effects from land uses and transportation facilities.*
- *Provide adequate parking facilities.*

Commercial and Industrial Land Uses

- *Provide for as great a variety of retail opportunities as the market can support in keeping with the neighborhood character.*
- *Locate retail commercial activities within the Communications Hill Specific Plan area so as to maximize convenience and accessibility.*
- *Preserve existing industrial land primarily for current and future industrial uses with supporting commercial and office uses.*
- *Plan and regulate ongoing and future industrial activities to minimize adverse impact on nearby land uses.*

Economic Development

- *Encourage job opportunities near housing to facilitate ease of access between uses.*
- *Design development to attract and encourage the location of residents and businesses within the Specific Plan area.*
- *Maintain existing jobs within the Communications Hill Specific Plan area in order to contribute to sustaining the City's economic base as well as the City-wide jobs-housing balance.*
- *Maintain the existing industrial uses and encourage their revitalization in order to retain the economic viability of these land uses.*

Transportation

- *Provide access to and connections with multiple forms of public transportation.*
- *Provide for vehicular, bicycle, bus and pedestrian circulation that can be safely combined in the design of the streets.*
- *Discourage unsafe speeds on residential-serving streets.*
- *Link vehicular, bicycle and pedestrian circulation with each public transit system serving this area.*
- *Plan a system of non-vehicular pedestrian routes throughout Communications Hill that connects a mix of land uses and encourages walking.*
- *Encourage mass transit use by residents through easy access to Light Rail Transit and CalTrain stations.*

Aesthetic, Cultural and Recreational Resources

- *Provide neighborhood parks within reasonable walking distance of all Communications Hill households and concentrate community-wide open space areas on the perimeter of the new neighborhood.*
- *Distribute and design public and private open space and parks for direct access and visibility for nearby residents.*
- *Consider maintenance implications in design for public open space and parks, rights-of-way and other facilities.*
- *Plan parks and open space resources in a manner which will enhance the quality of residential and community uses.*
- *Utilize existing features, or plan facilities and services that create destination points within Communications Hill, whenever possible.*

Services and Facilities

- *Plan Communications Hill roads and utilities to provide economical service and desired General Plan service levels.*
- *Distribute the capital and public facility costs and benefits for new development of Communications Hill in an equitable manner.*
- *Ensure that services of surrounding neighborhoods are not adversely impacted by development within the Specific Plan area.*
- *Meet the needs of Communications Hill residents and workers for public services by providing facilities on or near the Hill.*

2 SITE DESCRIPTION

Throughout this document the area defined by Communications Hill Specific Plan is referred to as the 'study area'. This chapter discusses the existing study area and addresses aspects significant to the planning process and development of the Specific Plan.

2.1 Existing Conditions

This section discusses the existing conditions of the study area which include land use, transit & transportation network, utilities, easements & encumbrances, analysis of slopes, views & vistas.

2.1.a Existing Land Use

There are a wide range of uses within the study area . These include single family houses along Carol Drive and mobile home parks - Millpond, Chateau-Le-Salle and Mountain Springs, multi-family townhouses along Canoas Creek, drive-in theaters at the intersection of Capitol Expressway and Monterey Road, industrial-related commercial uses along Monterey Road, light industrial warehouses at Hillsdale Avenue, heavy industrial uses of an asphalt recycling facility and quarry operations near the rail line and, communication facilities for AT&T and County Communications on the ridge. Oak Hill Cemetery is not part of the study area, but its use was considered in overall planning.

The aerial photograph below shows the undeveloped portion of Communications Hill surrounded by greater San Jose. Generally, the surrounding uses are segregated from one another and from public transit for which accessibility requires the use of the automobile.

Figure 1 *Aerial Photo (by Air Flight Service, Santa Clara, Ca.)*

2.1.b Existing Transportation & Transit Network

There is no public road network across Communications Hill. Private roads serve individual developments only and there are few public streets. Southern Pacific Railroad traverses the study area from Curtner Avenue to Capitol Expressway east of the ridge. Guadalupe Freeway borders Communications Hill to the west and serves as a major north-south link for the car and public transit. Light Rail Transit Stations are located near freeway intersections with Curtner Avenue and Capitol Expressway . Access from Highway 101 is possible from two east-west roads-Tully Road and Capitol Expressway. Monterey Road connects Communications Hill directly to downtown.

2.1.c Views & Vistas

Communications Hill commands views of the undeveloped mountains and developed valley floor which are unique compared to most areas within San Jose. Downtown is viewed to the north, the Diablo Range to the east, the valley floor of residential development to the southeast, the Santa Teresa Ridge to the southwest, and the Santa Cruz Mountains to the west. The ridgetop of Communications Hill is highly visible within a 3/4 mile radius. From the Curtner Light Rail Transit Station and along Monterey Road the AT&T communications tower is a dominant feature.

2.1.d Analysis of Existing Slope

Communications Hill rises abruptly from the San Jose valley and has slopes ranging from 10% to over 35%. There is a significant area along the ridge of less than 15% slope where development could most easily occur. The grassy slopes surrounding the ridge are the steepest and most costly to develop. The drawing below shows the boundaries of the Specific Plan study area.

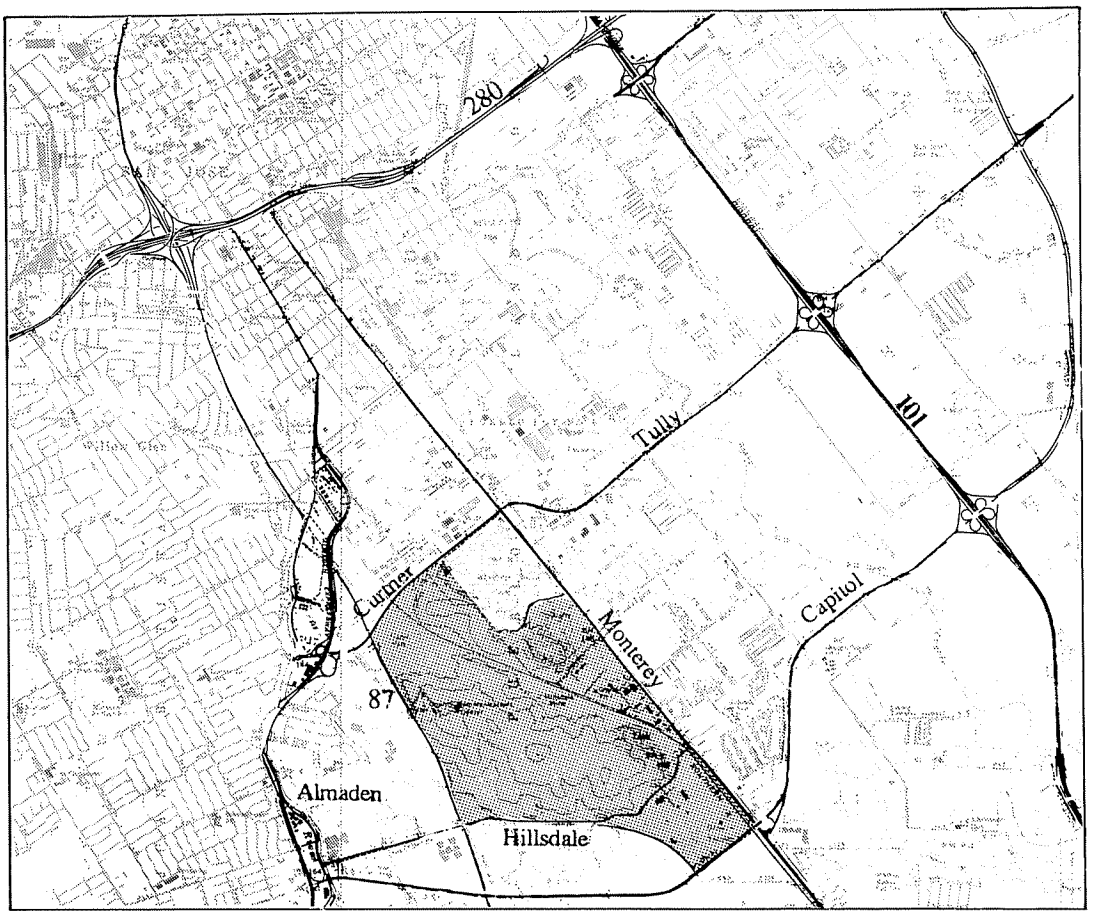


Figure 2 *Location Map*

2.1.e Existing Utilities, Easements & Encumbrances

Two communication facilities give the hill and the Plan its name. The microwave structures for AT&T and County Communication facilities are located on the two highest points of the ridge. The AT&T tower is a 115 foot high concrete sculpture on which numerous microwave dishes are mounted. County Communications has several antennae structures. Easements for electrical service to these facilities follow Carol Drive and continue south diagonally to AT&T.

2.2 Surrounding Land Use

Directly surrounding the study area are a variety of uses which support the primary use designated for the area by the Horizon 2000 General Plan - high density multi-family residential. To the northwest is Willow Glen, a well established older neighborhood of narrow residential streets lined with single family houses, schools and small parks. The area directly north of Curtner Avenue has been built out with multi-family housing and industrial uses including General Electric. The County Fairgrounds located on Monterey Road is surrounded by single family homes, multi-family residential, a combination of industrial - commercial uses and several schools. Much of the development along Almaden Expressway to the west and along Capitol Expressway to the southwest is regionally-serving retail and commercial uses backed up to single family neighborhoods. Just west of the Guadalupe Freeway above Canoas School are several churches and two water tanks. With the exception of the Willow Glen neighborhood, the surrounding areas are typically single use segregated developments which require the use of the car for almost all needs and activities. Heavily travelled arterials and parking lots dominate much of the surrounding landscape.

2.3 Site History

Communications Hill is located approximately 2 1/2 miles south of downtown and is the last sizeable piece of undeveloped land near downtown San Jose. Originally known as San Juan Bautista Hills, the lands were a part of Rancho San Juan Bautista granted to Jose Augustin Narvaez in 1844. The area acquired its current name in 1972 upon the completion of a microwave communications tower by Pacific Telephone Company. The 115 foot landmark tower is located at the highest point of the hills and is now operated by AT&T. Santa Clara County constructed its own communications facility nearby in 1958.

Communications Hill has been centrally located in relation to main transportation routes since early settlement of the area. Monterey Road, once called El Camino Real, was the main stagecoach route from San Francisco to Los Angeles. In 1868 a rail line, the Santa Clara/Pajaro Valley Railroad, was built parallel to Monterey Road to provide service between San Jose and Gilroy. Acquired by Southern Pacific in 1870, existing lines were consolidated and new extensions built connecting the surrounding area to the now abandoned tracks called Lick Station.

The San Juan Bautista Mine was founded in 1847 on its eastern slopes and produced quicksilver until 1874. In 1950, quarrying activities for sand and gravel were begun in the former mine areas. The quarrying operations, which still continue today, have eradicated most of the mine tunnels. The west-facing grassy slopes have been utilized for agricultural uses since the mid-1850's. In 1906, the American Dairy was started by the Bettencourt family. The dairy, located near Curtner Avenue, remained in operation until 1972.

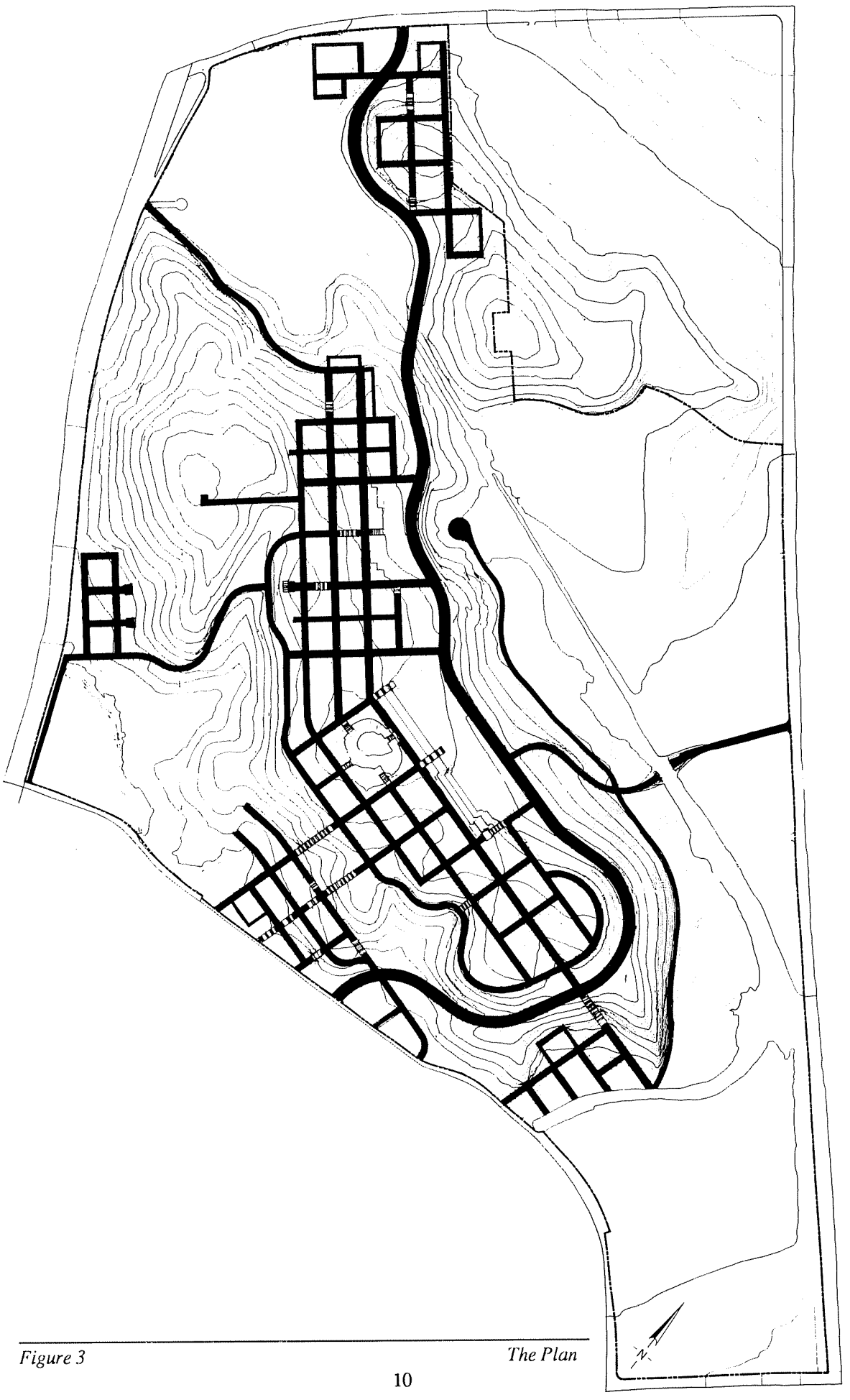
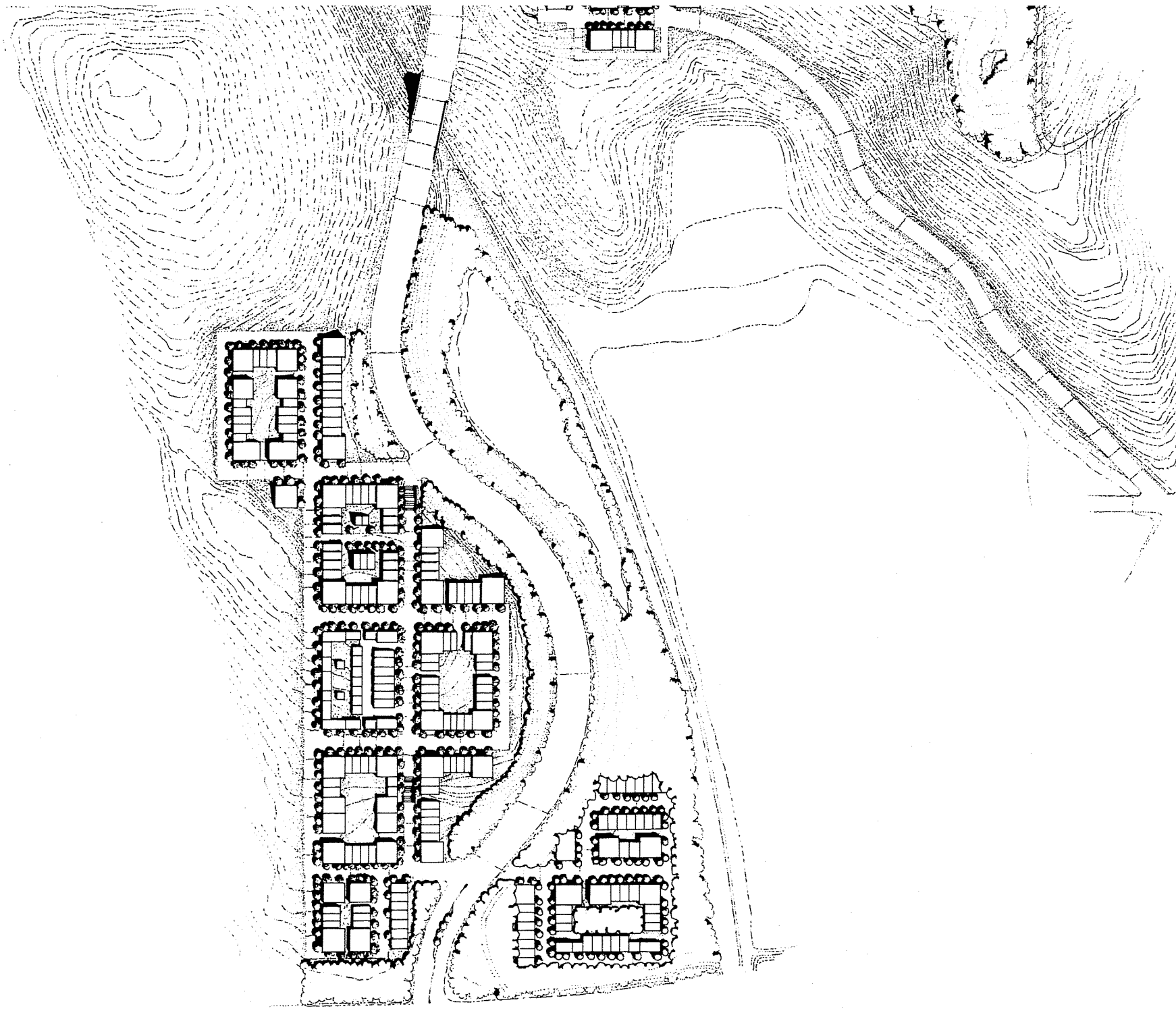


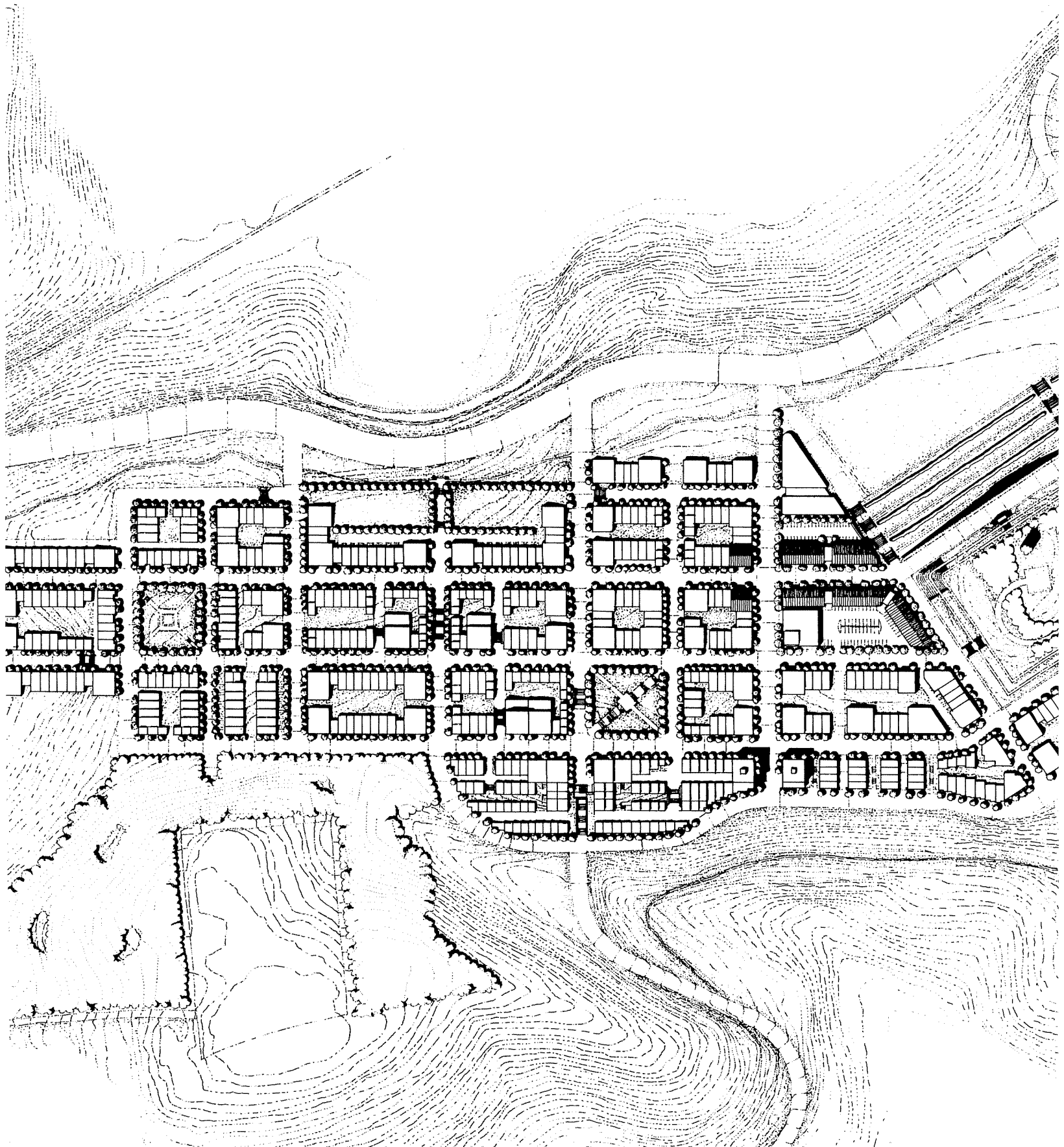
Figure 3 *The Plan*

3 THE PLAN

The purpose of the Plan is to create not merely a place of dwelling, but a neighborhood, a place of social interaction on Communications Hill. To accomplish this, the Plan provides two essential features which are found in successful older neighborhoods. They are 1) an integrated mix of uses and, 2) a well defined urban structure. Both are vital components of urban places. The Specific Plan directs growth within the study area by integrating uses and establishing a specific urban structure.

New residential development is located along the ridge and at the foot of the steep slopes. These well defined neighborhoods edged by grassy slopes are interconnected by streets, stairs and pathways. At the highest point of the ridge there is a *village center* consisting of small shops, restaurants and services adjacent to a large public park and a parcel designated for a civic building. Downhill from a park circumscribing the At&T facility there is a large parcel for playfields and a school. Several smaller neighborhood parks are integrated into the residential fabric throughout the neighborhood. In the flatland of the existing quarry and along Monterey Road, areas have been designated for heavy industrial and combined industrial/commercial uses.





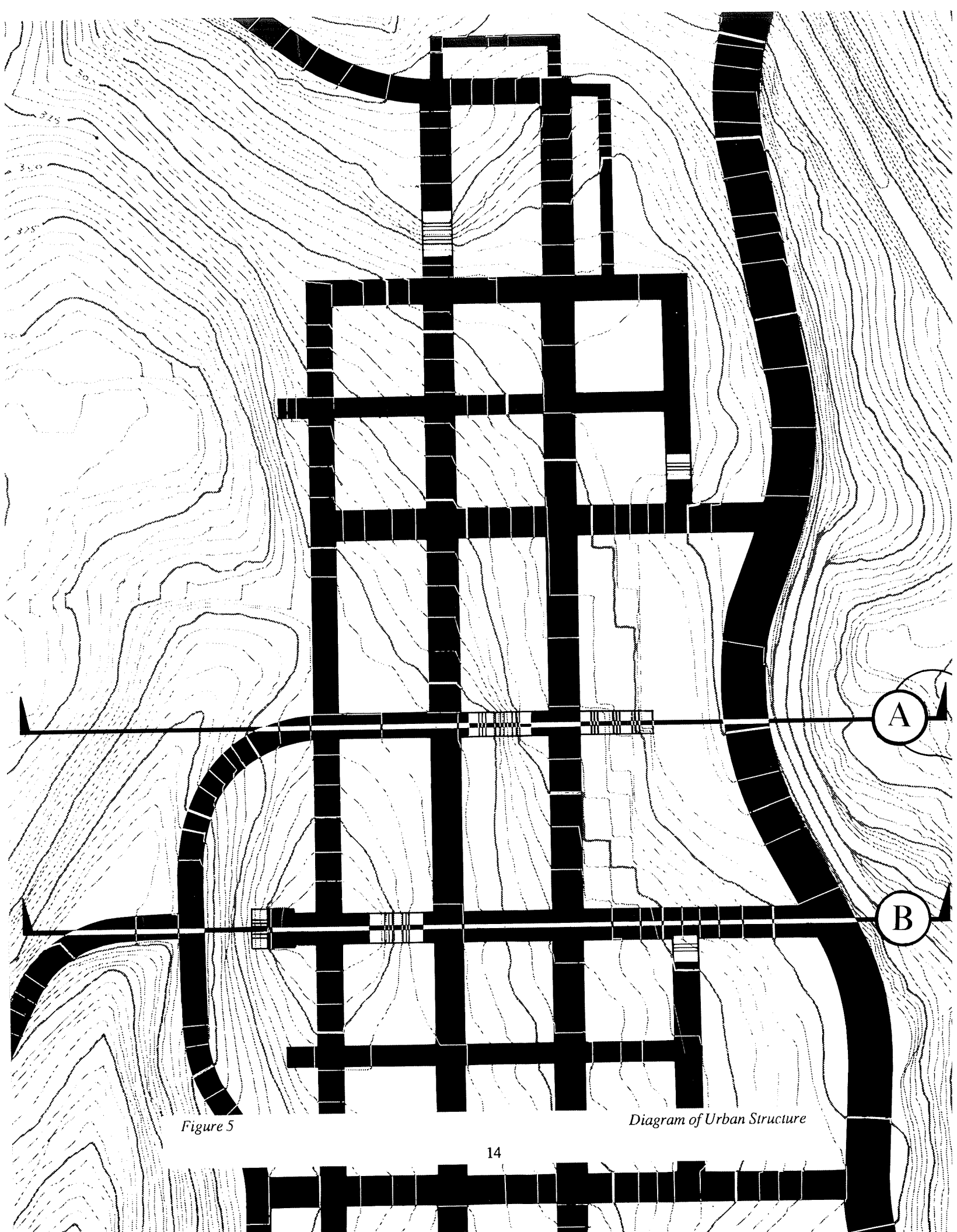


Figure 5 *Diagram of Urban Structure*

3.1 Framework: Urban Structure

The term "urban structure" as it is used in this document means the physical armature upon which the life of a neighborhood grows. The drawing to the left shows a portion of the proposed urban structure - a grid of streets, stairs and pathways overlaid on the topography. The sections below indicate how buildings step with the topography and how streets continue as stairs where topography is too steep. The sections are keyed with the adjacent illustration. As in many successful cities, it is the armature of urban structure and not artificially imposed architectural homogenity that provides unity and coherence over time. The urban structure of Communications Hill is comprised of the following elements discussed in this chapter.

Topography & Grading

Streets

Stairs & Pathways

Relationship of Buildings to Blocks & Streets

Parks, Terraces & Slopes

Public Transit Routes & Connections

Utilities

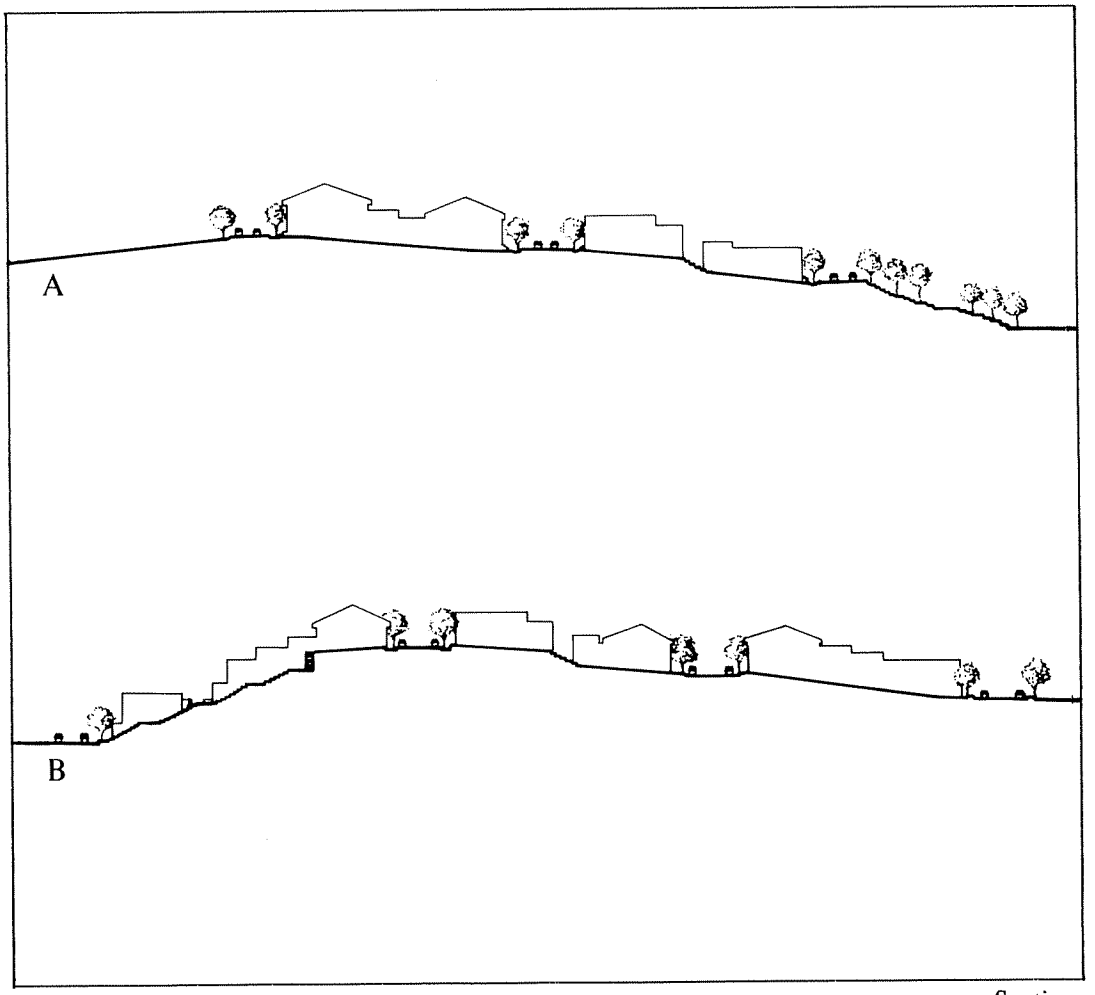


Figure 7 *Sections*

Figure 7 *Conceptual Grading Plan*

The bulldozing of an irregular topography into a flat site is clearly a technological gesture which aspires to a condition of absolute placelessness.
Kenneth Frampton

INTENT
The overall grading concept and layout of streets accommodates development of the ridge and lower hillside in a way that retains the topographic record of Communications Hill as a distinct terrain.

DESIGN STANDARDS
Topography
In some places quarrying has extensively altered natural topography. Terracing of these areas will create a distinctive feature in the landscape and is outlined in Section 3.1.e. Recontouring of the southernmost hill must maintain its soft profile; a simple flattening will not be permitted.

Grading
The Conceptual Grading Plan on the left is a requirement of the Plan. To retain the existing profile of the hills, special consideration was given to the grading and, in general, has been kept to a minimum. To facilitate building, however, there are locations within the Plan where significant grading will occur. The placement and orientation of the streets to one another involves a sensitive relationship among cut and fill quantities, intersection design, maximum slope of streets and efficiency of block size. Streets have been designed as steep as traffic safety and public works standards permit. Even slight modifications to the grading plan need to consider the overall plan and possible ramifications beyond a particular area. Streets have been designated as fixed or flexible in terms of their right-of-way width and alignment/location to allow for unknown conditions of the topography and provide a small degree of flexibility within the Plan.

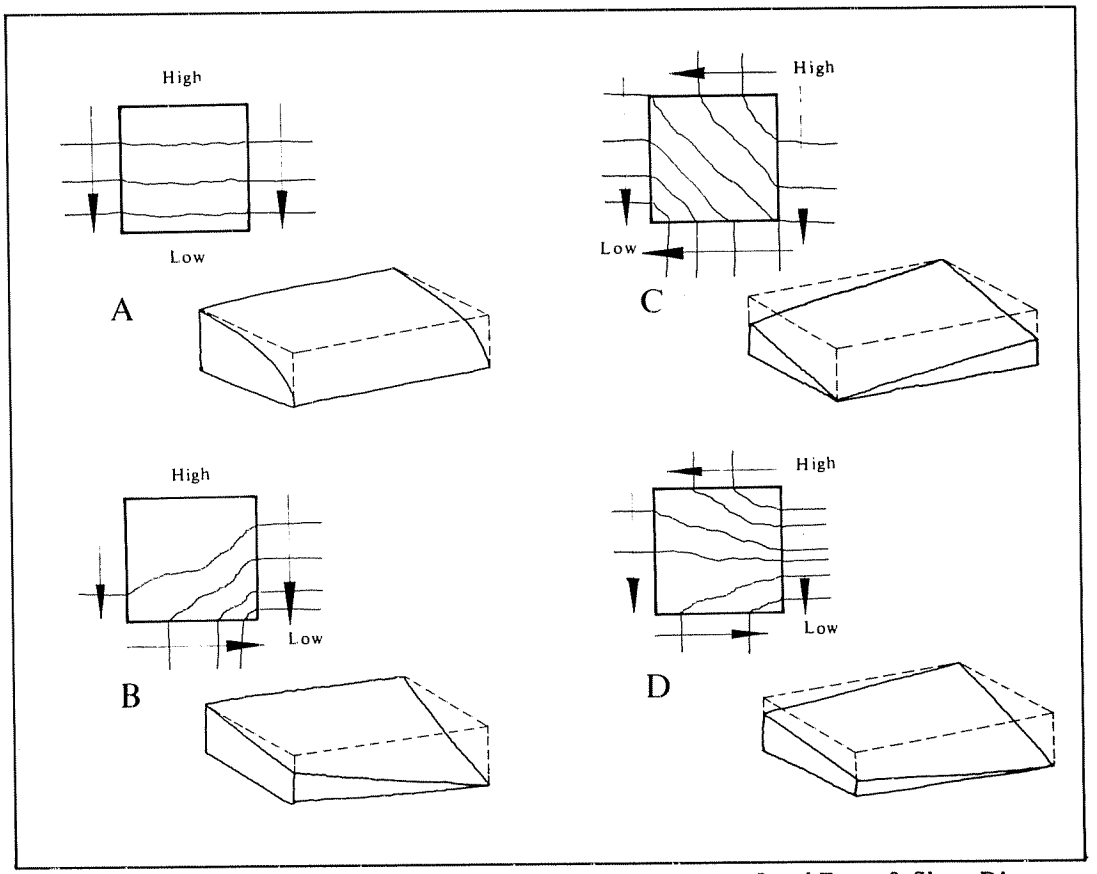


Figure 8 *Land Form & Slope Diagrams*

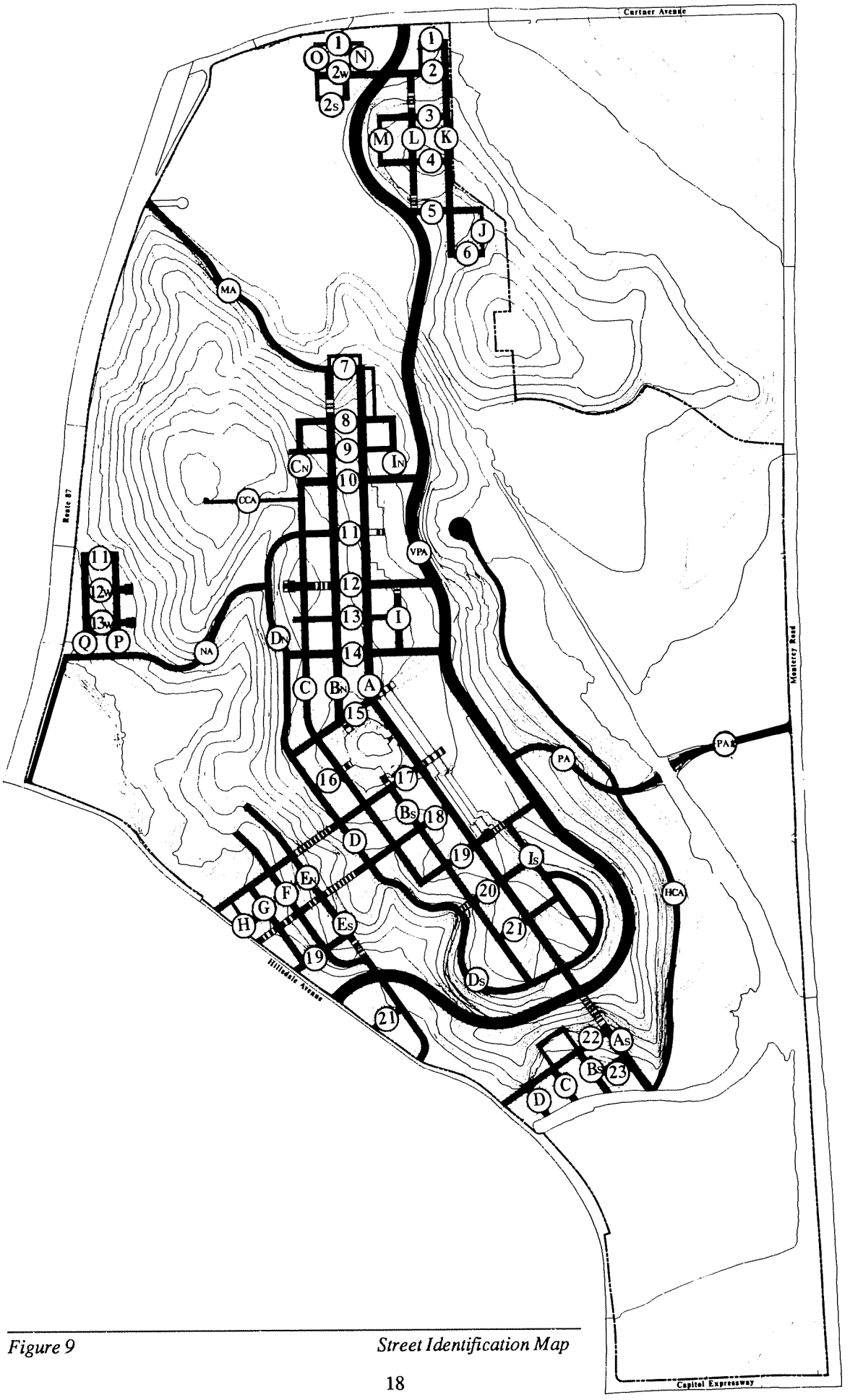


Figure 9 *Street Identification Map*

INTENT
•Organize the public space of the neighborhood to make a memorable and beautiful urban place.
•Provide identity and a sense of place for dwellings.
•Link and integrate uses and provide a walking environment.
•Provide many routes for cars in order to avoid concentrations of traffic.
•Provide view corridors from the interior of the neighborhood to the surrounding landscape.
•Separate regional traffic from the neighborhood and discourage unsafe speeds on residential streets.

The existing network of arterials and freeways has left Communications Hill severed from surrounding areas. Fortunately, the 175+ developable acres on the undeveloped portion of the hill is large enough to create a mixed-use urban neighborhood. The introduction to this document, "Making An Urban Neighborhood", discusses the principal reasons the streets have been organized as a traditional American gridiron and how gridiron planning serves the intent outlined above. The street network of Communications Hill grows from the interaction of hilly topography and the grid. The general orientation of the grid is north-south along the ridgetop. There are transitions at intersections to ensure the workability and safety of the street network. Where steep topography restricts a thoroughfare, the street continues spatially but is transformed into stairs and overlooks or is intersected by a perimeter street. This curvilinear perimeter street follows the contours and gives a distinct boundary to the neighborhoods.

The Plan separates the grid of residential streets from Vistapark Drive, the regional arterial that traverses north/south, to ensure that no housing, retail shops or commercial property will be negatively affected by the arterial or contribute to traffic conflicts on it. To prevent excessive concentration of traffic within the neighborhood, the grid of residential streets connects to Vistapark Drive at eight places.

The residential streets are designed to provide places for people to walk, ride their bicycles, catch a shuttle bus as well as to drive their cars. The most frequently used type of residential street is the common residential street, R2/2. However, to help give identity to places within the Plan and minimize grading, the streets are not all the same. Some are wider; some narrower; some are very small lanes only a block long. A planting strip for street trees adjacent to on-street parking is a standard feature. Parking along streets tends to slow traffic, helps buffer pedestrians from traffic and reduces the need for large concentrations of off-street parking which disrupt the fabric of a neighborhood. Streets with no parking or parking on one side only and one way streets occur only where a narrower right-of way significantly reduces the impact of grading or where buildings line only one side of the street. In addition, streets which border major open space areas often have no parking adjacent to the open space in order to preserve views from the street and to avoid a row of parked cars becoming a very visible hillside feature when viewed from a distance. Front setbacks have been kept small and buildings serve to define the character of the street. To ensure residential scale and building articulation a five foot setback zone allows plantings and encroachments of stairs, stoops, porches, and other architectural elements.

The map on the opposite page identifies each street with a number or letter and is keyed to Figure 10, Table of Street Classifications which designates each street as a specific type of public right-of-way. The right-of-way width and alignment/location for each street is listed as fixed or flexible. In Figure 11, Table of Street Types, the right-of-way width is characterized in terms of the dimensions required for paved area, sidewalks, planting strips, on-street parking, etc. and corresponds to the sections in Chapter 5, Section 2.

DESIGN STANDARDS

Flexibility - Fixed or Flexible Right-Of-Way Width and Alignment/Location

Streets and avenues on Communications Hill have been located to minimize grading and meet the standards for street design established by the City of San Jose Public Works, Fire and Planning Departments. In most cases the location of streets and avenues is fixed and alteration of their alignment/location would require major reworking of large portions of the Plan. For all streets or avenues, a five to ten foot shift of the centerline is acceptable provided that avenues remain parallel to each other and streets perpendicular to avenues. There are, however, some places where the alignment/location of streets or avenues could be altered an additional amount without significantly changing the Plan as a whole. Figure 10, Table of Street Classifications, identifies as flexible the streets or avenues which may shift in alignment/location up to 25 feet and which may be altered slightly in right-of-way width or function. Proposed changes for streets or avenues designated as flexible must be reviewed in relation to adjacent fixed streets or avenues and the overall plan. Changes will be permitted only if they do not adversely alter the Conceptual Grading Plan or other aspects of the Plan. All residential-serving streets or avenues (which include the stairs shown in Figure 19) provide general circulation to the neighborhood and are necessary, mandatory public right-of-ways. For streets with flexible rights-of-way, as shown in Figure 11, individual components of the right-of-way may be added or eliminated, and will be reviewed on a case-by-case basis.

Street Classification

The following table classifies each street as keyed in the Street Identification Map with the type of street listed in the Table Of Street Types and indicates whether the right-of-way width and/or its alignment/location is fixed or flexible. Right-of-way width is another term for cross section of a public street.

NAME	TYPE	RIGHT-OF-WAY	ALIGNMENT/LOCATION
Avenue A, Streets 2, 2-west, 5, 10, 12, 14	R2/2w	fixed	fixed
Avenues C-north, I-north, K	R2/1o	fixed	fixed
Avenues B north	R2/2b	fixed	fixed
Avenues B-south, C, D, I, I-south,	R2/2	fixed	fixed
Avenues D-south, D-north	P, Ps or R2/1o	flexible	flexible
Avenues E-south, HCA, Street 6	R2/1o	flexible	flexible
Avenues E-north,F, G	R2/2	flexible	flexible
Avenue H	R2/1	flexible	flexible
Streets 9, 13	R2/0 or R1/1	flexible	flexible
Avenues A-south, J, M, O, Q, Street 1	R2/1o	flexible	fixed
Avenue L, N, P	R2/2	fixed	fixed
Streets 2-south, 3, 4, 7, 12w,13w,16,21,23	R2/2	fixed	flexible
Street 8	R2/1 or R2/2	flexible	fixed
Streets 11, 15, 17, 18, 19, 20, 22	R2/2	fixed	fixed
MA, NA, PA	C or Cs	flexible	flexible
PA-east	R2/2w	flexible	fixed
CCA	C	flexible	flexible

Figure 10 *Table of Street Classifications*

Street Types

The required dimensions for each portion of a given street right-of-way, ROW, are listed below in the Table of Street Types. The symbol designations correspond to the street layout shown in Figure 9, Street Identification Map. The streets are classified as one of four types; 1) arterial, 2) residential, 3) perimeter, and 4) access roads. The street layout in combination with the Conceptual Grading Plan and a maximum slope for streets ensures that the relationship of streets to one another at intersections is safe and workable. Intersections and profile design standards follow selected cross section drawings of the four street types. Additional drawings of cross sections for each variation of street type defined below are shown in Chapter 5, Section 2. Concrete curbs are not dimensioned in the sections and will be the City standard of 6 inches in height and width. All-weather access roads may be required from public streets for maintenance of utilities and other infrastructure which are not located within the public right-of-way. The right-of-way dimensions include the dimensions required for the cross section of public streets. Alleys and/or mid-block lanes are small streets which provide access to a small number of housing units often located within the inner block. There are three alleys shown in the Plan on Figure 9 which are not classified and are not mandatory but recommended. They are located on the northern edge of the ridgetop neighborhood and southernmost tip near Hillcap.

* See description of alternatives, page 22.
**See description of alternatives, page 24.

STREET	TYPE	ROW	PAVING	DIRECTIONS	PKG	SIDEWALK	PL-STRIP	SETBACK
ARTERIAL								
A4	4-lane w/median	varies	2 @34'	Two	none	one*	NA	NA
A4S	4-lane split	varies	2 @34'	Two	none	one*	NA	NA
A4RT	4-lane w/retaining	varies	2 @34'	Two	none	one*	NA	NA
A4LT	4-lane w/turn	varies	34' + 46'	Two	none	one*	NA	NA
A2	2-lane	43'	40'	Two	none	one*	NA	NA
A2LT	2-lane w/ turn	55'	52'	Two	none	one*	NA	NA
RESIDENTIAL								
R2/2	common	52'	34'	Two	both sides	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/2w	wider	54'-58'	36'-40'	Two	both sides	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/2b	w/bikelane	58'	40'	Two	both sides	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/1	pkg one side	48'	30'	Two	one side	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/1o	bldgs one side	40'	30.5'	Two	one side	1 @ 5'	1 @ 3.5'	1 @ 5'
R1/1	one way	44'	26'	One	one side	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/0	alley	42'	26'	Two	none	2 @ 4'	2 @ 3.5'	none'
PERIMETER								
P	narrow	40'-44'	26'-30'	Two	one side**	1 @ 5'	1 @ 3.5'	1 @ 5'
Ps	split	45'-49'	2 @14'+6'**	Two	one side**	1 @ 5'	1 @ 3.5'	1 @ 5'
ACCESS								
Ca	all-weather	16'	16'	Two	none	none	NA	NA
C	transit	40'	26'-28'	Two	none	1 @ 4'	NA	NA
Cs	transit split	40'	2 @15'	Two	none	1 @ 4'	NA	NA

Figure 11 *Table Of Street Types*

ARTERIAL-VISTAPARK DRIVE

DESCRIPTION

Vistapark Drive was designated as an arterial traversing Communications Hill in the Horizon 2000 General Plan. In this Specific Plan, it is separated from the main neighborhood and traverses the study area from Curtner Avenue on the north to Hillsdale Avenue on the south. Vistapark Drive adapts to particular conditions of grading where it meets the neighborhood street grid and steep topography. To reduce the grading impact, a split right-of-way is recommended where extreme existing slopes occur or extensive grading is infeasible. A public right-of-way accommodating 4-lanes is designated for Vistapark Drive, however, preliminary studies of anticipated traffic volumes indicate that a 2-lane road is adequate for circulation on most of its length. There are two segments of Vistapark Drive which require 4-lanes: 1) from Curtner Avenue to 10th Street and; 2) from Hillsdale Avenue to Avenue E. There are six variations of the cross section for Vistapark Drive shown in Chapter 5, Appendices. A park pathway will circle the Hill generally parallel to Vistapark drive. Where the park pathway is not close enough to double as a sidewalk for Vistapark Drive, the Vistapark right-of-way must include a sidewalk on one side, except north of Street 2 and west of Avenue E, where two sidewalks should be provided. The drawings below show typical variations.

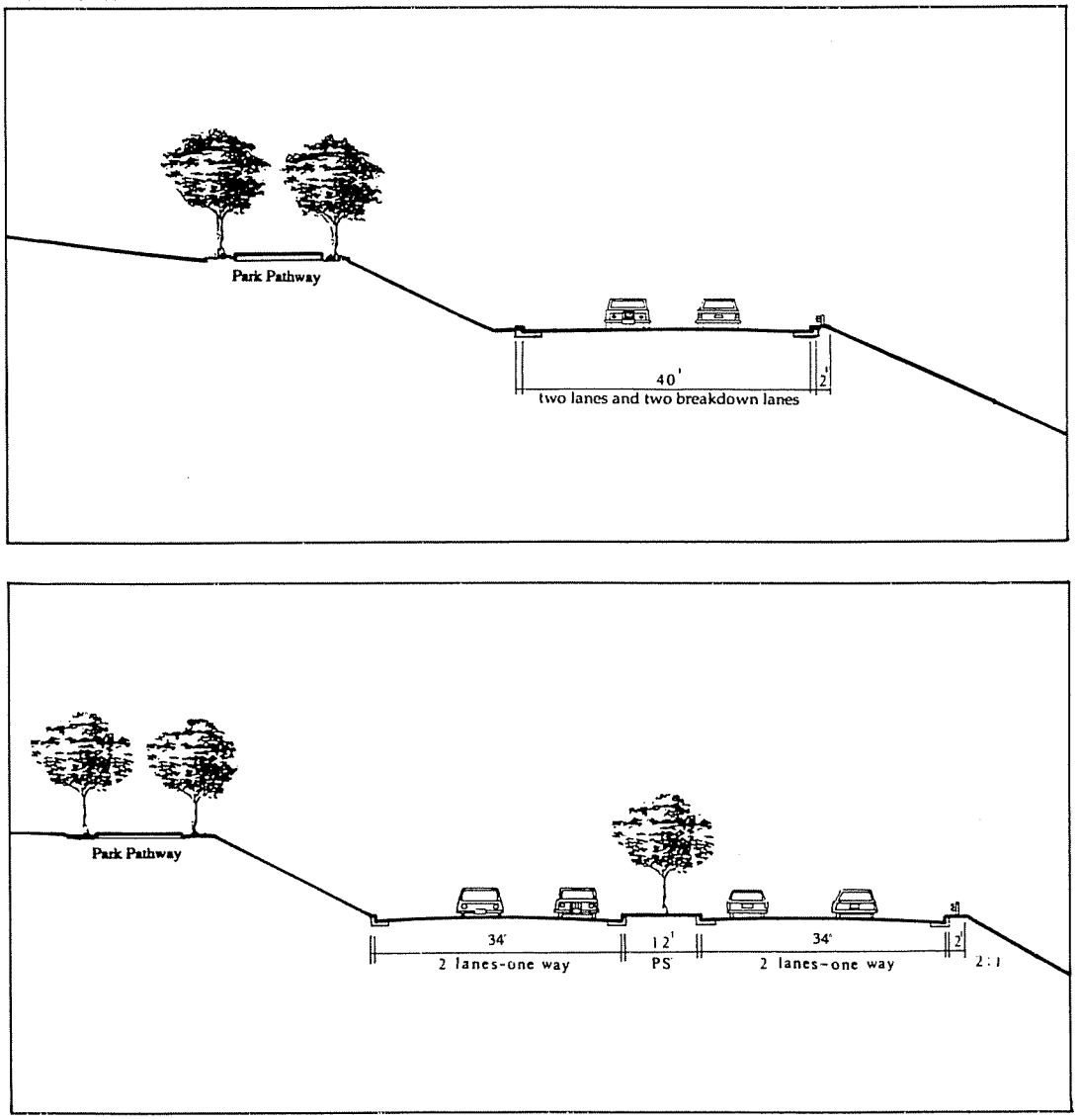


Figure 12 *Sections of 2-lane and 4-lane Arterial*

RESIDENTIAL

DESCRIPTION

A major portion of the circulation network consists of residential streets. In general, these streets follow the existing slope of the land with the narrowest right-of-way that safety permits. On-street parking serves as a buffer between moving cars and the pedestrian, and reduces the amount of parking that individual developments must provide. A planting strip which flanks both sides of streets will accommodate trees having overlapping-canopies. Along street frontages a front setback will allow plantings and encroachments of stairs, stoops, porches and other architectural features. These permitted encroachments animate street frontages and help make sidewalks attractive places to walk. There are seven kinds of residential streets. The section below illustrates the most frequent - a common residential street.

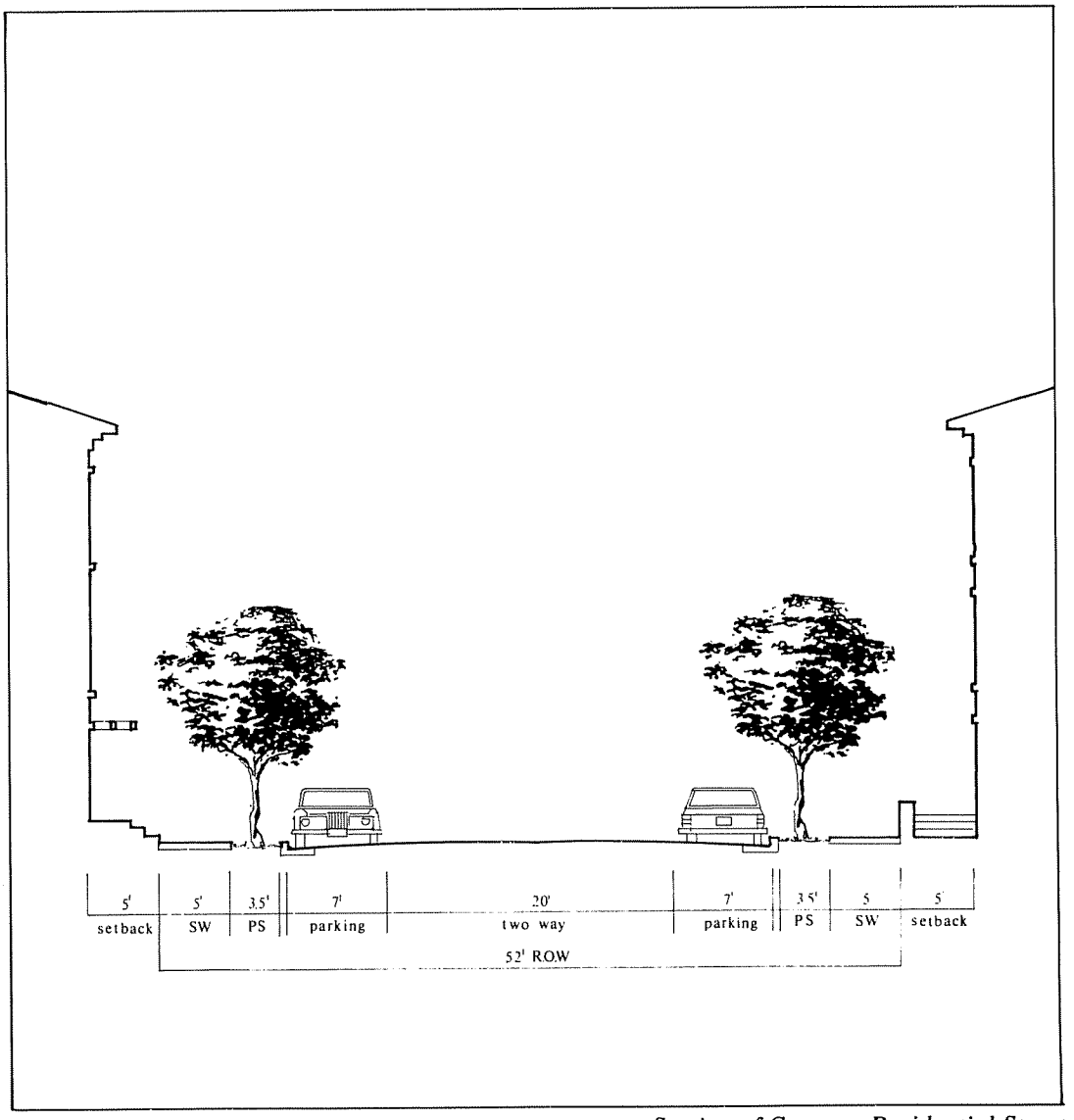


Figure 13 *Section of Common Residential Street*

PERIMETER

DESCRIPTION

The streets which delineate the edge of the neighborhood play an important role in the making of the overall form of Communications Hill. These are contour-following, curvilinear streets with development permitted only on the uphill side except when they engage the grid and become part of the residential street grid. These streets give a distinct edge to the neighborhood and minimize the grading impact. On the downhill side a small retaining wall provides a contrast to the undeveloped grassy slopes below. There are two variations of the perimeter street, the narrow perimeter street, shown below, and the split perimeter street. Both variations should have parking on one side of the street except where the inclusion of a parking lane would result in severe grading impacts. In these cases, the parking lane may be omitted and parking may be provided nearby, in parking bays, turnouts, small lots, on-site, or by converting the affected street lengths to one way.

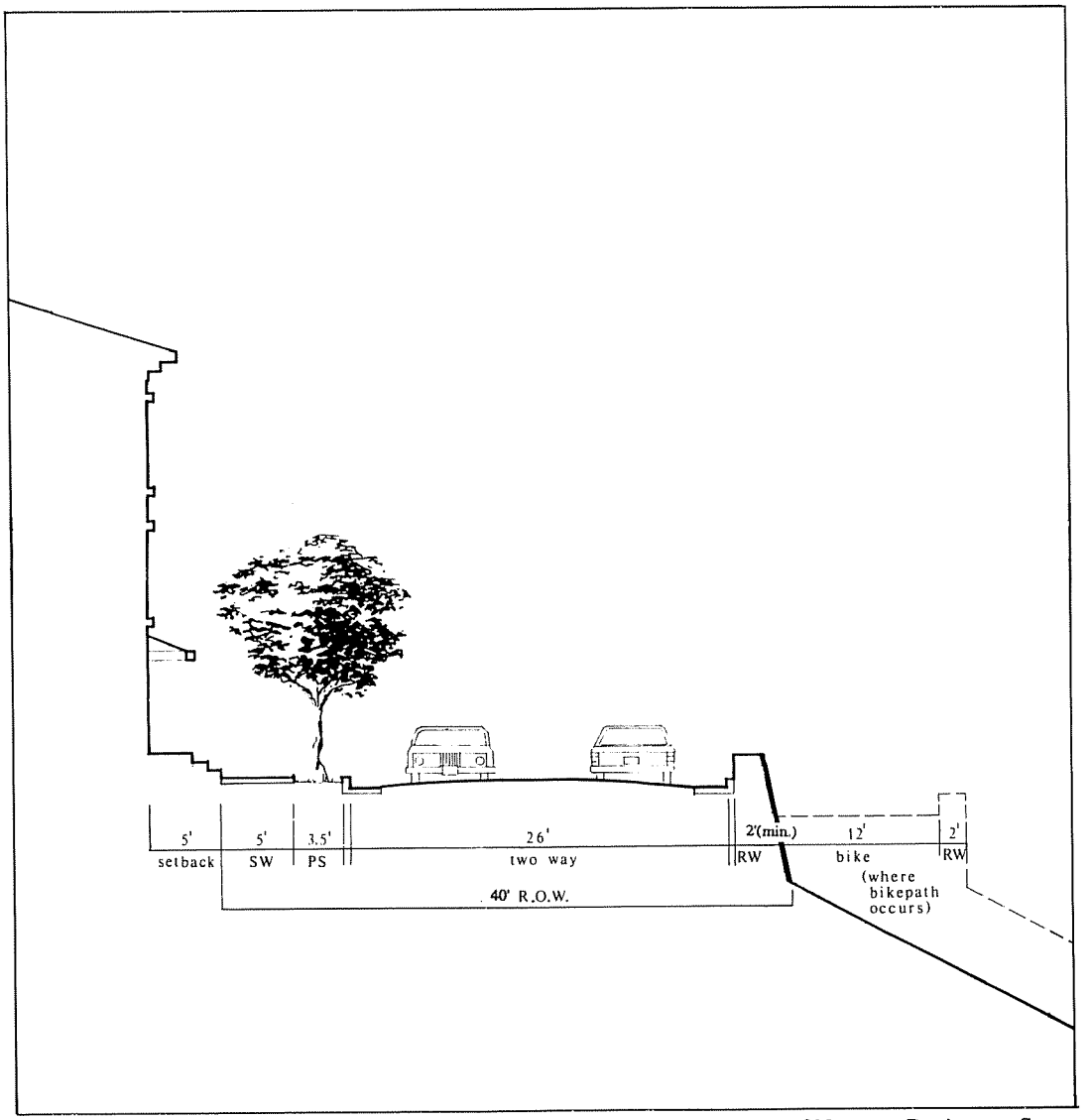
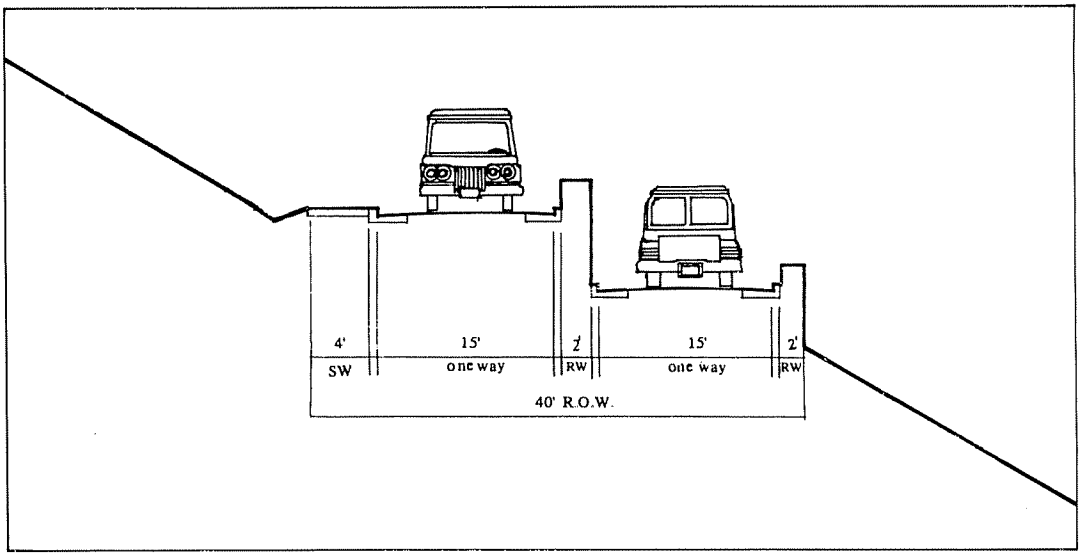


Figure 14 *Section of Narrow Perimeter Street*

PULLMAN & HILLCAP EXTENSION + TRANSIT ACCESS VIA MILLPOND & NARVAEZ

DESCRIPTION

Four roads outside the street grid provide connections and additional routes to-and-from the Communications Hill neighborhood. They are identified as access roads in the Table of Street Types, Figure 11. The Millpond Road provides important shuttle bus access to transit. It links the hillside neighborhood just east of Carol Drive with the Light Rail Transit Station at Curtner Avenue. Two alternatives of this narrow road are shown below. It ascends from the station through grassy slopes to the residential street network. Depending on topography the road may split to follow the slope. On the western slope there is a road which links the hillside neighborhood to public transit at the Capitol Station via Narvaez Avenue. An important link and necessary road is the extension of Pullman Way to Vistapark Drive. This connects the neighborhood to Monterey Road at the location of the playfields and school. The extension of Hillcap from the south provides access to the proposed industrial areas in the flatlands. The extension of Hillcap north of Pullman may be eliminated if the heavy industrial land adjacent to it is developed for a single user thus eliminating the need for public street access to multiple parcels. Separate bikepaths may be associated with any of these streets if bikepath grades can be lessened without additional adverse grading impacts.



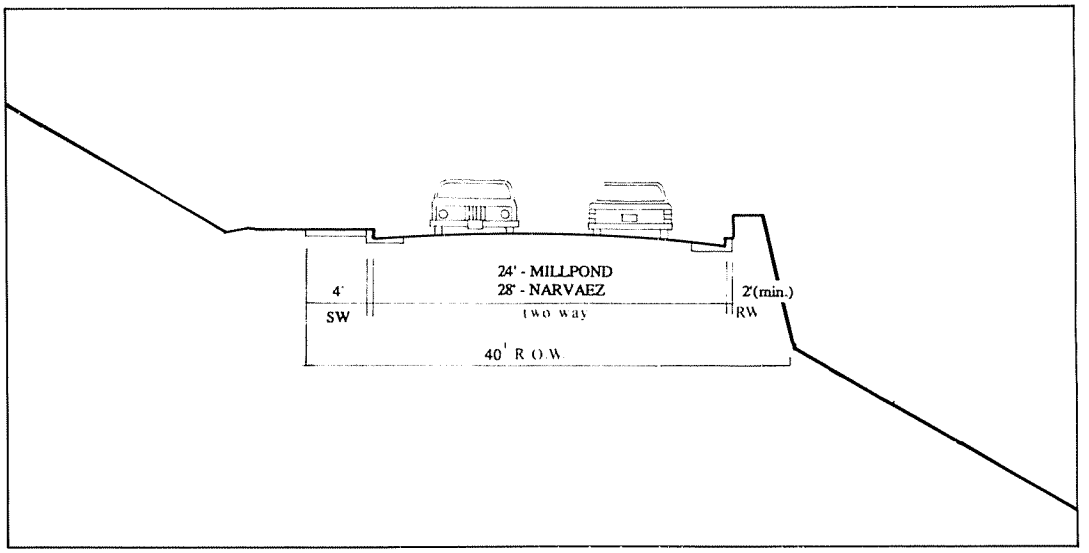


Figure 15 *Two Alternative Sections for Millpond and Narvaez LRT Road*

Intersection Design

The drawing below depicts an intersection of two residential streets - a 52 foot right-of-way (R2/2) and a 58 foot right-of-way (R2/2w). At the intersection of two common residential streets (R2/2), on-street parking must be located at least 50 feet from curb at corners to provide adequate turning clearance for fire vehicles. Cross slope at the intersection of two public residential streets must not exceed 3% and intersections of residential streets with mid-block lanes must not exceed 6%.

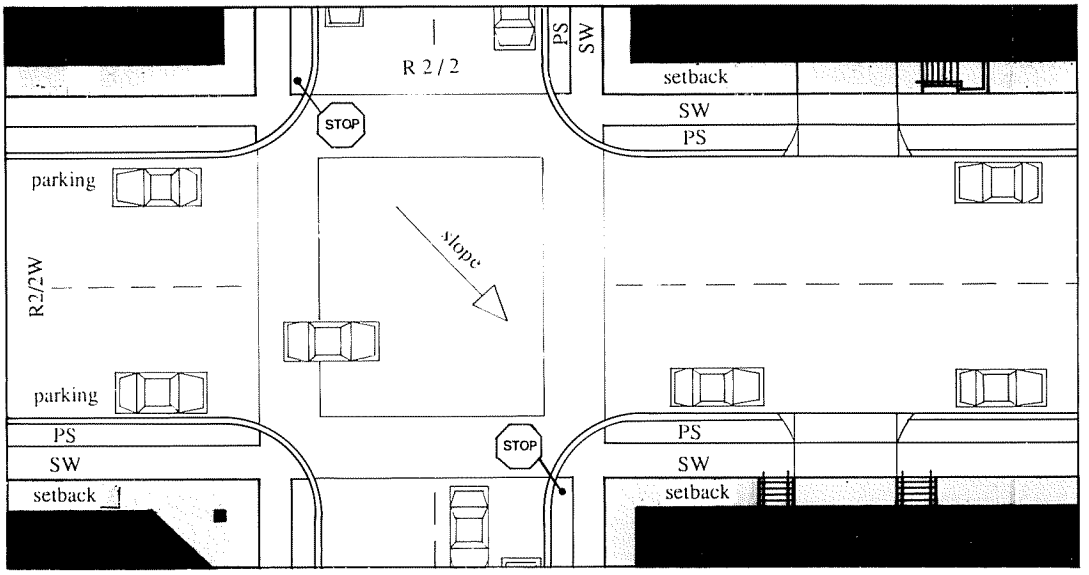


Figure 16 *Typical Street Intersection*

Profile (Steepness of Slope)

Residential streets must not exceed 15% slope and must have vertical-curve transitions as shown below. Vertical-curve transition is defined to be the length of road required to blend from one slope to another. On the uphill portion of the grade, a transition with a vertical-curve 100 feet long and on the downhill portion of the grade, a transition with a vertical-curve 50 feet long must be provided. The drawing below shows a typical profile combining these requirements. Residential streets which intersect Vistapark Drive must have vertical-curve transitions of 150 feet long on the downhill portion of the grade.

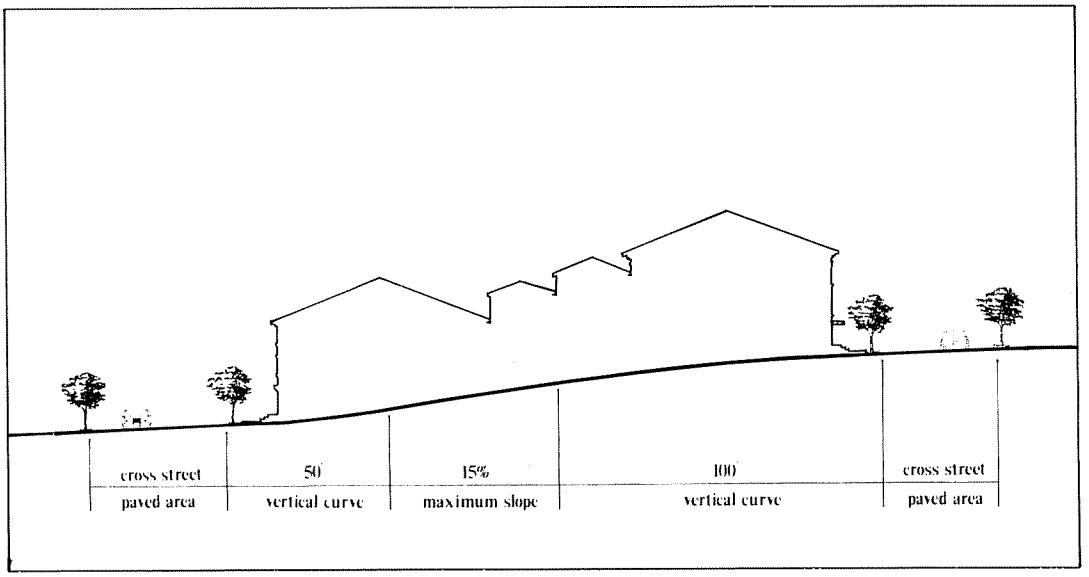


Figure 17 *Typical Street Profile*

Street Trees

The tree species listed below are known to adapt to soils derived from serpentine rock and to be resistant to drought conditions. The same tree species must be used on an entire block. Avenue A must have same tree species for its entire length. To assist in establishing the trees and to facilitate uniformity in growth, trees must be provided with 1) a drip irrigation system for the first three years and 2) a pocket of soil no less than 400 cubic feet and at least 4 feet deep.

SPECIES	CHARACTERISTICS
1) Pepper *Schinus Molle*	evergreen, large canopy, medium size, rapid growth, drought tolerant
2) Olive *Olea europea*	evergreen, spreading canopy, medium size, medium growth, drought tolerant, frost hardy
3) Chinese Pistache *Pistachio chenensis*	deciduous, broad canopy, medium size, excellent color in Fall
4) Black Locust *Robina ambigua (Idahoensis)*	deciduous, medium canopy, large tree, rapid growth, drought tolerant, flowers in Spring
5) California Live Oak *Quercus agrifolia*	evergreen, rounded canopy, large size, medium growth, drought tolerant, frost hardy
6) Red Iron Bark Eucalyptus *Eucalptus sideroxylon Rosea*	evergreen, slender canopy, medium to large size, rapid growth, drought tolerant

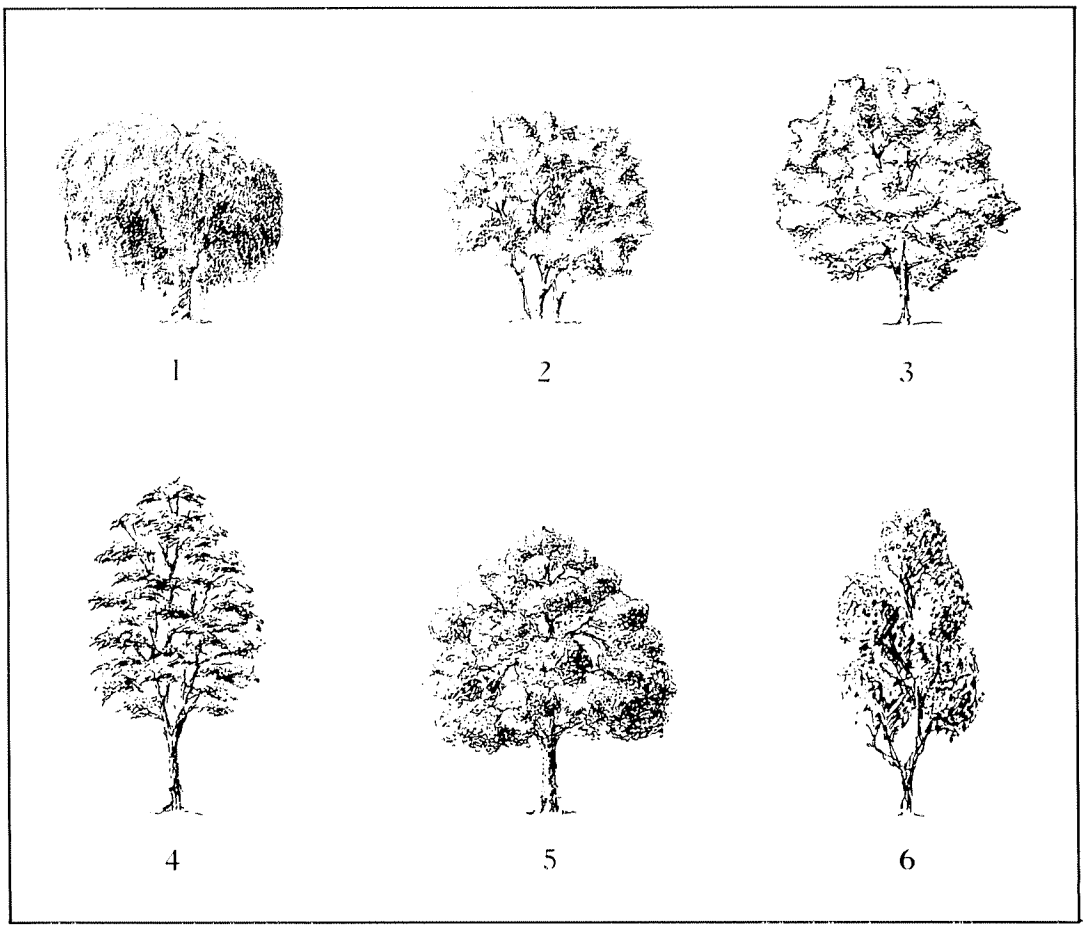


Figure 18 *Drawings of Permitted Species of Street Trees*

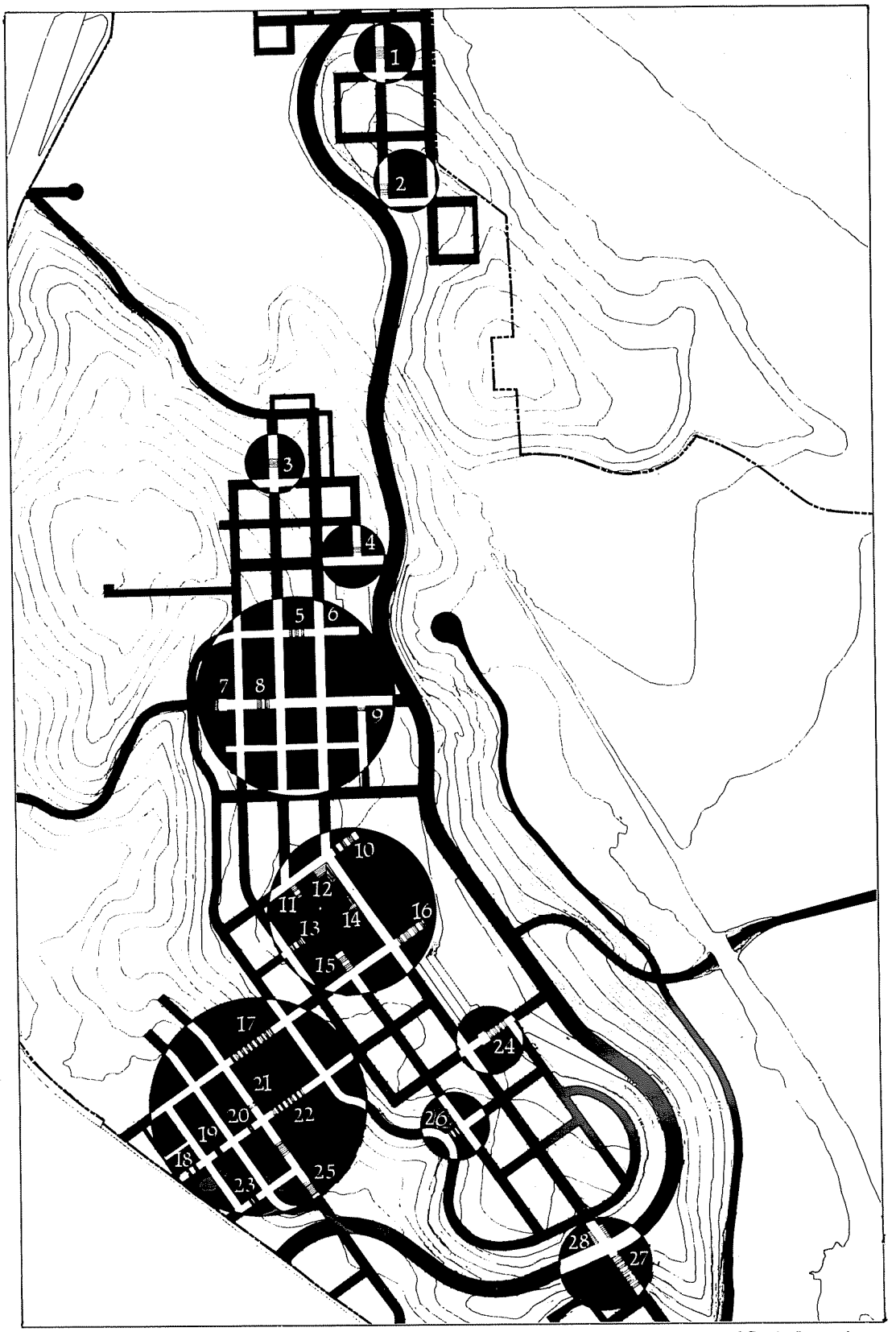


Figure 19 *Map of Stair Locations*

INTENT

- Encourage use of bicycles, particularly as means of access to Light Rail Transit Stations.
- Provide recreational paths for running, walking and mountain bikes.
- Ensure that dwellings, open space, community facilities and recreation areas are linked by appealing pedestrian routes.

Residential streets are designed to encourage walking. The grid of streets provides multiple routes to disperse local traffic. Parks are located throughout the neighborhood within walking distance. Bicycle lanes are integrated within the street and parks layout to permit safe cycling and access to public transit. Where steep topography makes the streets discontinuous, stairs extend pedestrian access and provide overlooks. They accentuate the hilly topography and help make Communications Hill a distinctive place. These interruptions are unique, special places that will give the neighborhood vitality and charm. Living next to a public stair in a garden at the end of a street is the kind of urban experience that memorable cities provide.

Circumnavigating the hill and separate from the street system is an additional pathway for running, walking and mountain biking. This naturalistic path provides an unusual 360 degree view of the Santa Clara Valley. It passes through the grassy hillsides which surround the residential neighborhood and along the edge of two parks - Crescent Green and Playfields. It also intersects several access roads, thereby connecting to the Guadalupe River Trail and the Route 87 bikepath.

DESIGN STANDARDS

Twenty-eight locations for five types of public stairs which occur throughout the neighborhood are shown in the Stair Locations Map on the adjacent page. On the following pages, Figures 20 - 23 show vignettes of the individual types.and portions of the street grid where stairs occur.

Stair Types & Classification

The stair types are as follows: A) mid-block; B) transverse; C) bifurcated; D) end-of-street and; E) cascading. Cascading stairs are similar to the mid-block type but generally are wider and located in parks. The list below designates the possible type(s) of stairs recommended at each location and corresponds to numbers on the Stair Locations Map. In a few places more than one type of stair will work with the topography. Where possible sloping pathways or ramps should be incorporated into stair design. Stair # 12 is a monumental corner stair that serves as a landmark and gathering place for the park encompassing AT&T.

Mid-block stair locations: 1, 2, 3, 4, 5, 8, 9, 18, 19, 20, 21, 23, and 25.
Transverse stair locations: 2, 4, 7, 9, 24, 26, and 28. Bifurcated stair locations: 14 and 26.
End-of-street stairs: 11, 13, 15 and 24. Cascading stairs: 6, 10, 16, 17, 22, and 27.

Dimensions

Mid-block stairs must be at least 10 feet wide with intermittent landings for access to adjacent housing. Transverse stairs and/or ramps must be at least five feet wide. Bifurcated stairs must be at least 5 feet wide. End-of-street stairs must be at least 30 feet wide and flanked by low walls. Cascading stairs must be at least 15 feet wide with landings for access to pathways and terraces

Building Projections within Required Front Setback

Building projections into the required front setback where a mid-block stair occurs will be limited to those permitted within front setbacks of the housing, see Section 3.2.b. Exceptions to this may occur when a public stair right-of-way is bridged by an individual building. Buildings encroaching into and spanning the public stair right-of-way may be considered on a case-by-case basis. The opening beneath these bridging buildings must not exceed 45 feet in length and must be a minimum of 15 feet wide.

Plantings

At mid-block stairs, trees of the same species and in alignment with those planted along the street must be planted to continue the street tree canopy. Accent trees may be placed between the street trees and the stairs. Permitted trees are listed in Section 3.1.b, Streets. Substitutions in tree species must have characteristics similar to those listed. Other plantings are listed in Section 3.1.e, Parks, Terraces & Slopes.

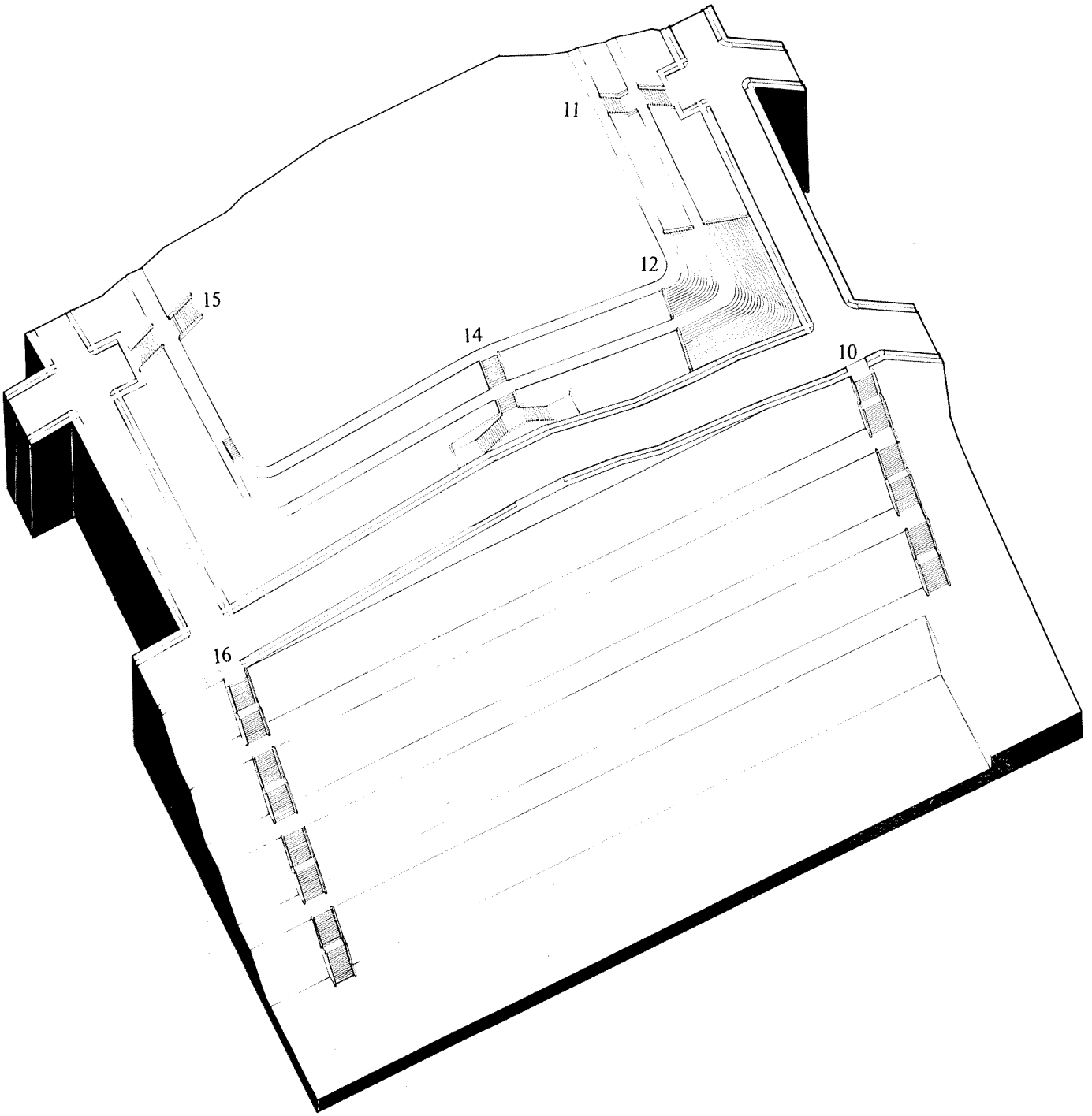
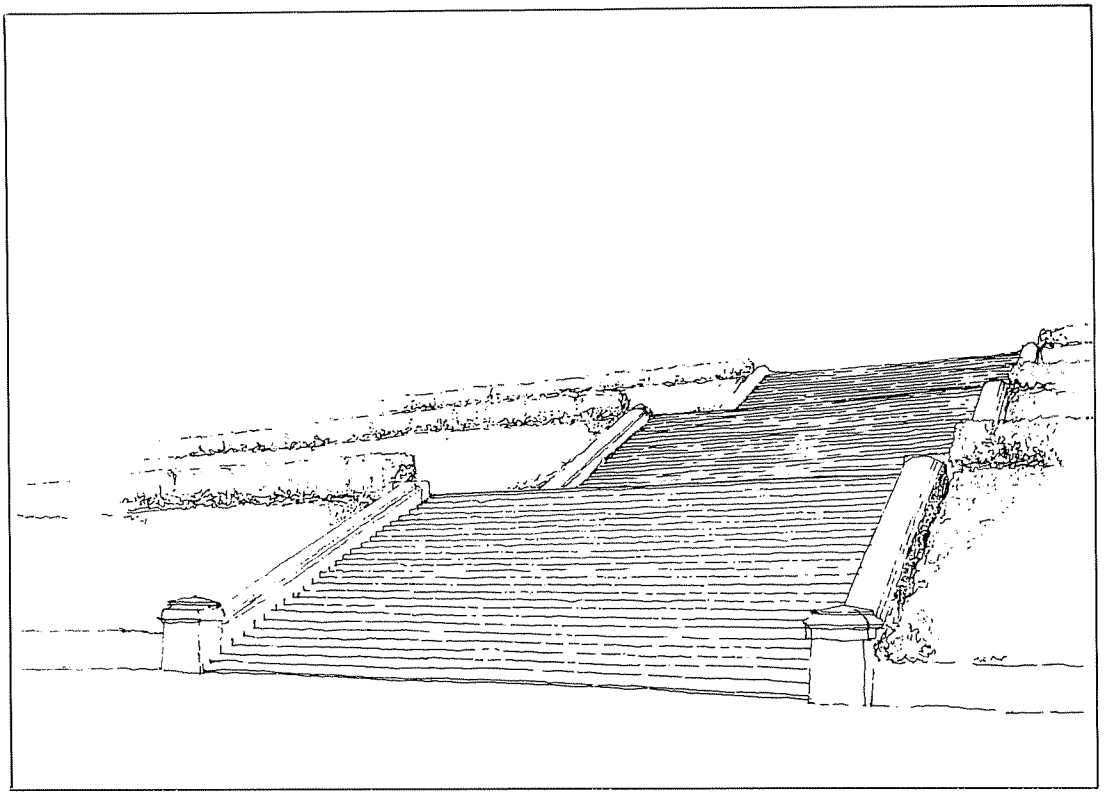


Figure 20 *Axonometric Drawing of Stair #10, 11, 12, 14, 15 and 16*



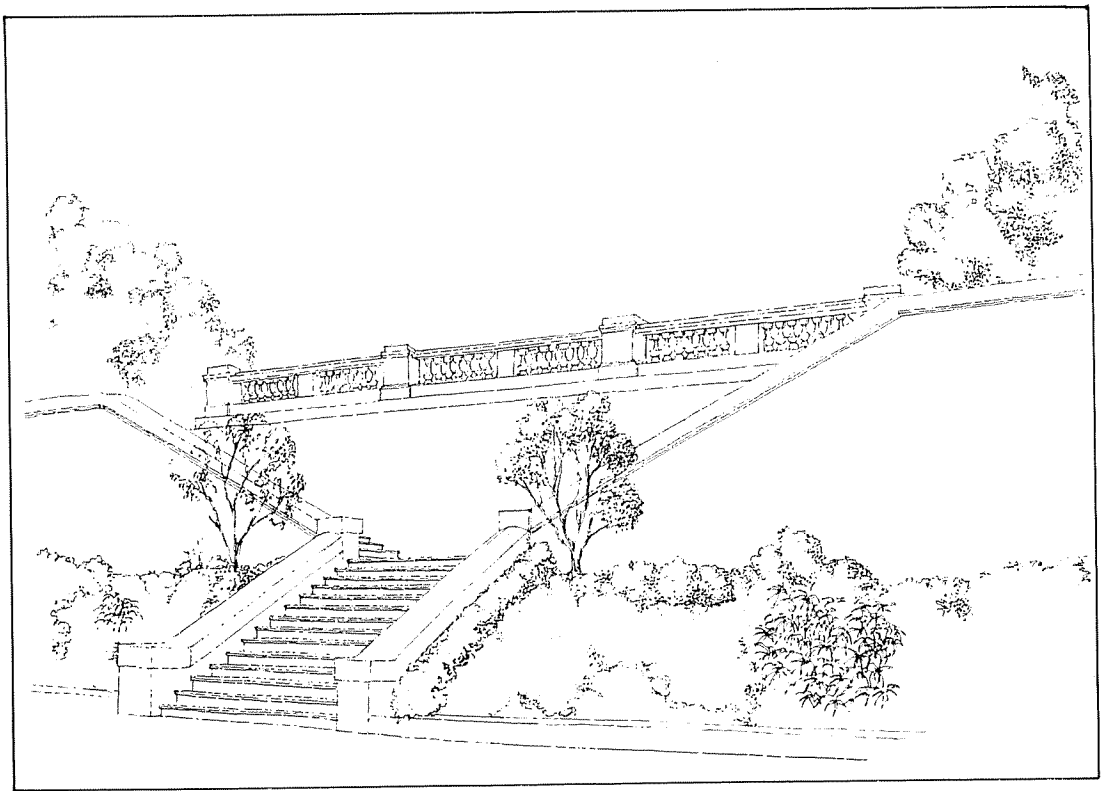


Figure 21 *Drawing of End-of-street- Stair, top, and Bifurcated Stair*

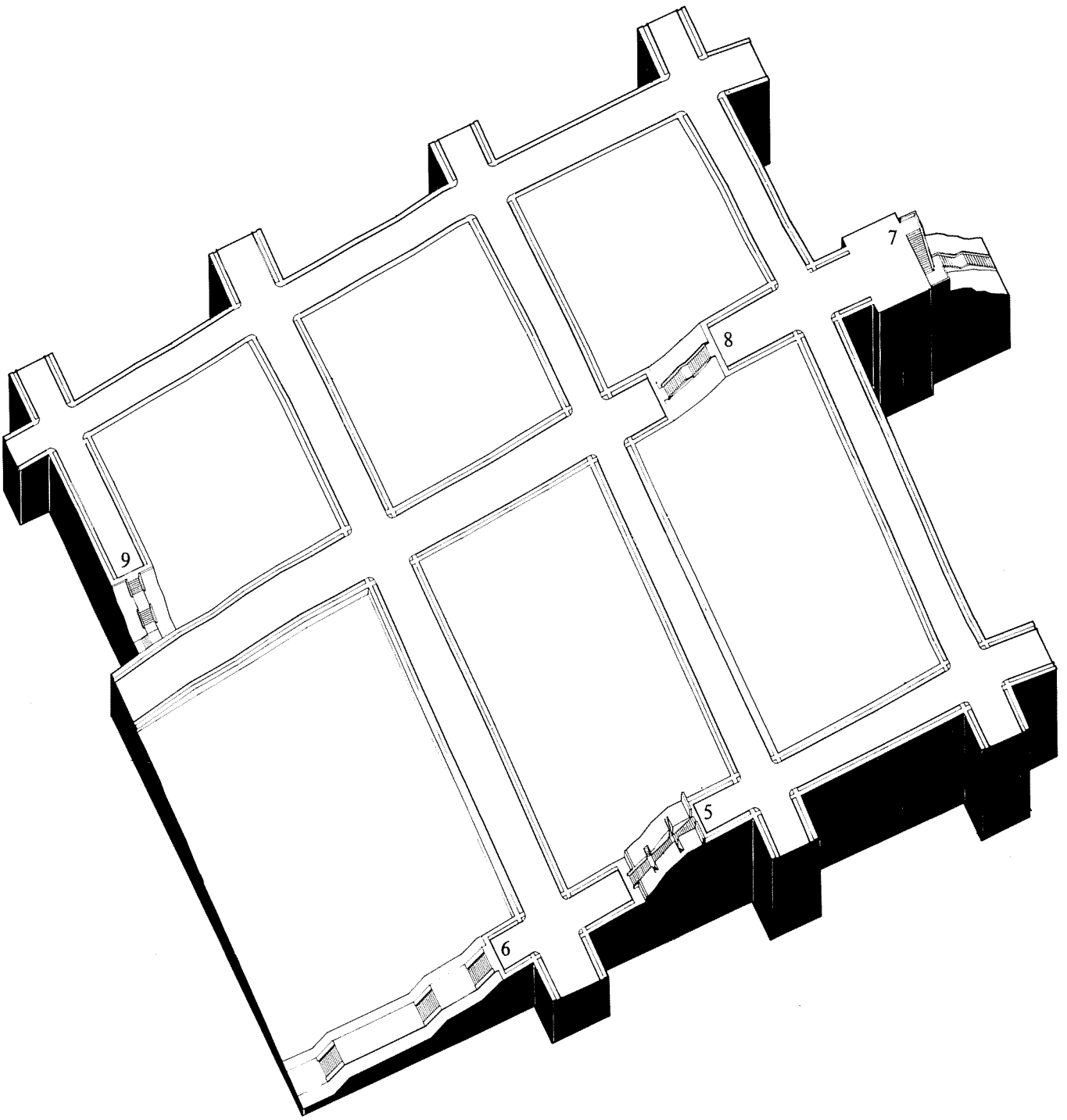
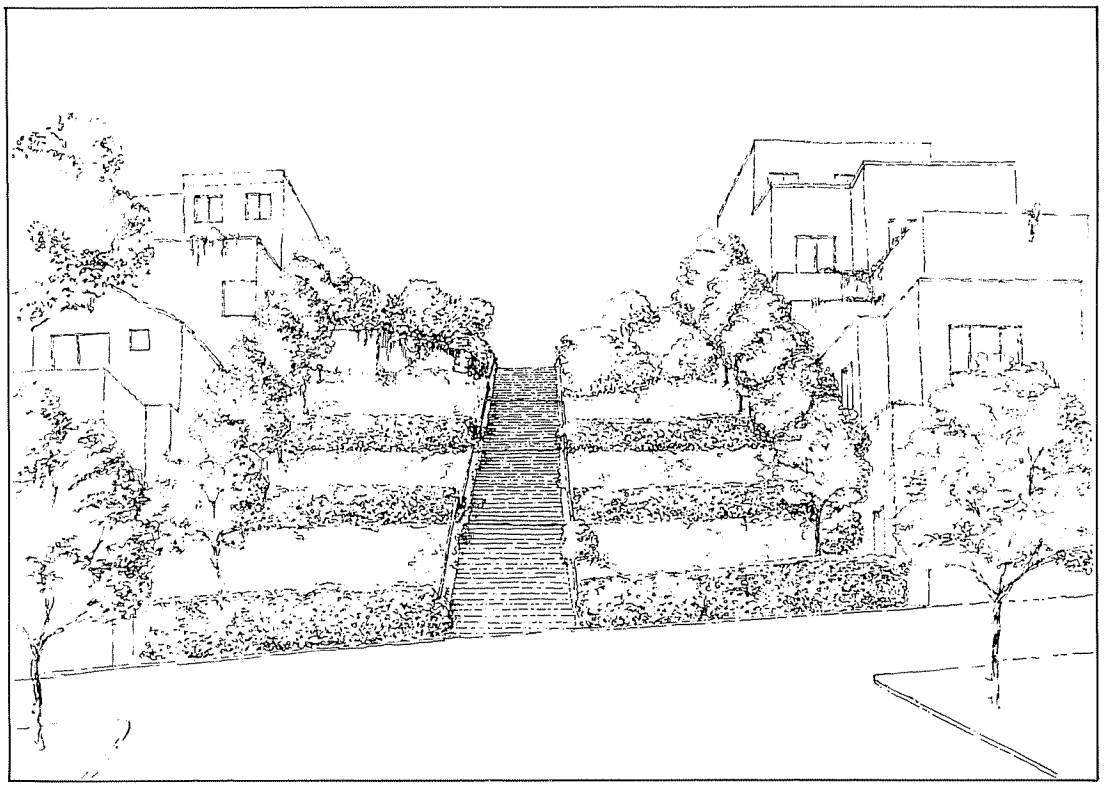


Figure 22 *Axonometric Drawing of Stairs # 5, 6, 7, 8 and 9*



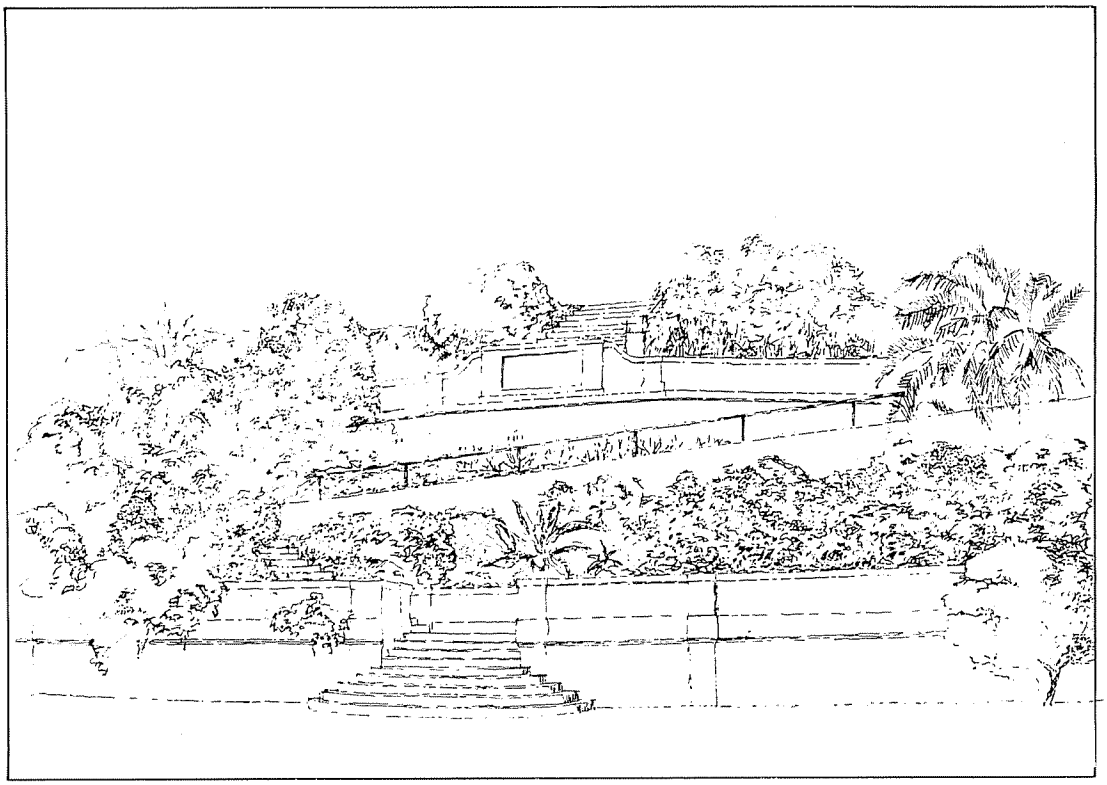


Figure 23 *Drawing of Mid-block Stair, top, and Transverse Stair*

Figure 24 *Drawing of Building Footprint showing Relationship to Block and Street*

3.1.d Relationship of Buildings to Blocks & Streets

INTENT

- Provide the close interaction of private space with public space and building form with streets that characterize successful urban places.
- Buildings should define and reinforce the public space of streets.
- Streets should not be dominated by garages, carports or parking lots.
- Streets should be enriched by glimpses of gardens, even if they are private.
- Buildings should step with the slope at frequent intervals to emphasize the forms of hills. Large buildings and large aggregations of parking are inappropriate on steep streets.

There is an important component of the Plan that originates from a pattern found in historic urban places. It is the relationship of streets, blocks, parcels and buildings to one another and how these work together to form the street. Elements of the different building types help to reinforce the definition of street. Entrances, porches, windows and balconies give life to the street.

The drawing on the left shows building footprints for several different size and shape of blocks. Blocks #1 and #2 have similar building massings on different sizes of blocks - large buildings mark the corners with narrow ones along the mid-block. Block #3 shows only townhouse footprints with a few small gaps in the street wall and units accessed from mid-block stairs. Block #4 and #5 are the most diverse. They are subdivided with mid-block alleys and stairs which provide access to small cottage-like units on the interior of the block. In most cases building walls are stepped either perpendicular or parallel to the front setback. Along a curvilinear street, buildings should follow the street as shown in Block #5.

DESIGN STANDARDS

Block Types & Sizes

Residential blocks range in size from 3/4 acre to 4 acres. The layout of the residential streets results in three widths of blocks which vary in length. The most common block dimensions are 190' x 290', 220' x 290' and 250' x 290'. There are a half dozen odd sized blocks configured by the intersection of the grid with the perimeter road. Street locations establish block dimensions but individual blocks may be subdivided into parcels or by project drives and mid-block lanes.

Subdivision of Blocks - Parcel Size & Orientation

Parcel lines, project drives and mid-block lanes must be perpendicular or parallel to the public right-of-way of the street grid.

Block/Lot Coverage

In general, the footprints of podium type buildings for housing are permitted to cover no more than 50% of the total developable acreage on any block. There are several blocks which are relatively flat, 10% or less in slope, and will accommodate a higher percentage of podium type buildings. These blocks have additional standards pertaining to street frontage in the design standards for Multi-family Housing, Section 3.2.b. Retail blocks are limited to a 60 foot depth of building from public right-of-way.

Building Orientation

Primary walls of buildings must be oriented perpendicular or parallel to the street grid. Building walls are permitted to follow the curve of the perimeter road right-of-way where the angle between building and street is greater than 20 degrees.

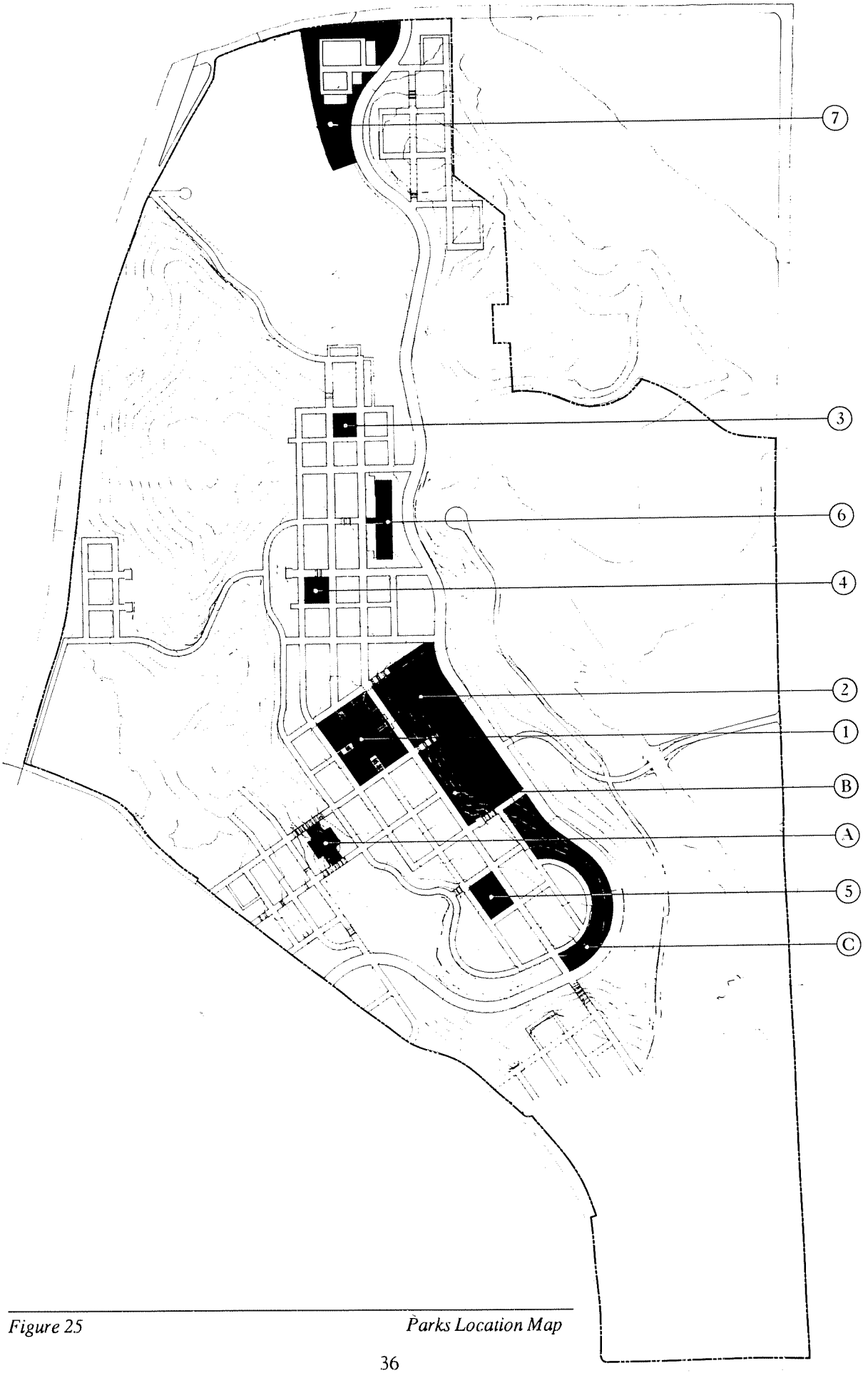


Figure 25 *Parks Location Map*

3.1.e Open Space - Parks, Terraces & Slopes

INTENT
- Provide urban parks that give identity to the neighborhoods.
- Preserve native grassland and make it accessible for recreation.
- Provide play space and semi-public gardens directly accessible to dwellings.
- Provide City goal for provision of parks.
- Provide playfields.

Public parks are located within the neighborhoods, each with its own distinctive character and contribution to the overall network of the Plan. The principal design features of these parks are grand public stairs, formal tree plantings, sloping banks, and terraced slopes edged with trees. The following descriptions and design standards of each park establish the conceptual basis for all public parks on Communications Hill. Development of specified features for each park including finished grading will meet criteria established by the Department of Recreation, Parks and Community Services. Final design for each park will be established through the City's parks masterplan process. A maintenance district funded by the residents of Communications Hill should be established for the care and maintenance of the terraces and slopes, regardless if private or publicly owned.

The Parks Location Map to the left shows each park in relation to the Plan. The individual rendered plan drawings on the following pages depict the desired character of each park. In the Plan, they are referred to as the following; 1) AT&T, 2) Playfields, 3) Northern Square #1, 4) Northern Square #2, 5) Southern Rectangle 6) Crescent Green, and 7) Curtner Grove. Names will be selected at the time of their realization. In addition to these designated parks, smaller landscaped parcels within the blocks are encouraged.

County Communications Grove, although not a public park, serves as a principal landscape feature. Densely planted trees will encompass the proposed single family house sites adjacent to Carol Drive and surround the County Communications facility.

There are some open space areas adjacent to the cultivated parks where the land is very steep and requires terracing. Planted with trees or hedges, the terraces are linked by stairs or pathways. They are referred to as the following; A) Southwest Terraces, B) Playfields Terraces, and C) Vistapark Terraces.

The sloping grasslands of Communications Hill are an established landmark and large portions should be conserved. These grassy slopes are a major open space component of the Plan which encompass the hill and surround the neighborhood. This large expanse of preserved or restored hillside gives definition and boundedness to the neighborhood. A simple rustic path runs through the hills connecting to parks and other key places in the neighborhood. The design standards control building massing, orientation and landscape to give a distinct sense of edge and entry to the neighborhood. The orientation of buildings which face outward need to address the condition of boundary and the design of spaces made by buildings should ensure that the edge conditions of the neighborhood are not leftover remnants or fragments of the landscape.

An estimated acreage for each type of open space is listed below. These figures are preliminary and require the actual size to be determined at the time of implementation.

AT&T Park	6.5 AC	Southwest Terraces	1.2 AC
Playfields Park	5.0 AC	Playfields Terraces	6.3 AC
Northern Square #1 Park	.83 AC	Vistapark Terraces	7.5 AC
Northern Square #2 Park	.92 AC		
Southern Rectangle Park	1.62 AC		
Crescent Green Park	2.0 AC	County Communications Grove	15 AC
Curtner Grove Park	6.0 AC	Undeveloped Slopes	185 AC

AT&T PARK

DESCRIPTION

A central feature of the Plan is a large terraced park which surrounds the landmark AT&T communications tower. The character of this park is very much like two urban parks in San Francisco. Alamo Square and Alta Plaza are beautiful, well-used places which serve as models for AT&T Park. Located at the highest point within the residential fabric of the neighborhood, the features of this park are its formal stairs, terraced slopes and a plaza at the base of the water tower. Pathways linking the stairs run parallel with the terraced slopes which give the park its distinctive form. The rendered plan drawing below shows the conceptual layout of AT&T Park.

DESIGN STANDARDS

Stairs

There are five stairs which organize the layout of AT&T Park. The Stair Location Map, Figure 20, locates each stair and the design standards for each type are outlined in Section 3.1.c, Stairs and Pathways. The grand corner stair at the intersection of Avenue A and 15th Street serves as a landmark and a terminus to the main shopping street from the north.

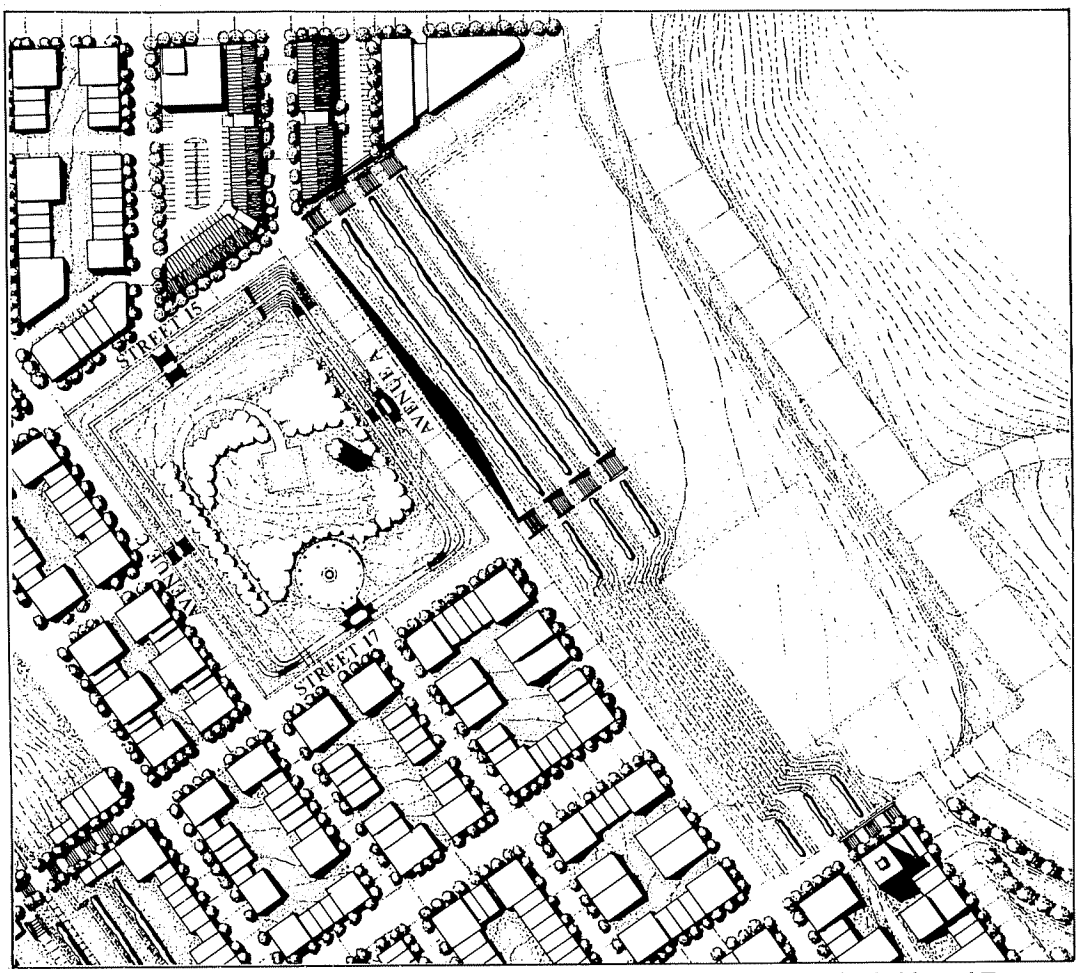


Figure 26 *Rendered Plan Of AT&T Park, Playfields and Terraces*

Water Tower

At the top of Stair #15 and terminating the vista of Avenue B from the south, a plaza has been located upon which a water tower will be built. For this large structure to be a positive feature in the landscape there are principals that must be observed for its placement and design Criteria for a custom designed water tower are established in Section 3.1.g, Utilities-Water Service. Design of the plaza and its stairs should integrate fencing, lighting, paving, and planting. Security of the water facility operations must integrate public access to the plaza.

Grading

The finished grading of the park must be consistent with the intent of the Conceptual Grading Plan and the Rendered Illustrative Plan. The rendered plan on the opposite page shows terraces with sloping banks to accommodate the steep topography and provide pathways around the park.

Trees & Other Plantings

The following criteria must be considered in plant selection; 1) year round climate conditions-plants must be drought tolerant; 2) achievement of desired landscape effect in reasonable period; 3) establishment and permanence of plantings - large specimens suffer when transplanted; 4) retain native vegetation where possible.

Encompassing the AT&T parcel there will be a formally planted grove of trees which measures at least 200 feet in each dimension with trees planted on a 20 foot spacing. Trees must be evergreen species and may need to be limited in height due to transmission pathways, for example, 40 feet on the north and 70 feet to the south. Other permitted plantings include the following shrubs and ground covers; toyon, manzanitas, ceanothus, red bud, rockroses, fannnel bush, coyote bush and rosemary. It is recommended that the fence which delineates the AT&T parcel be planted with an evergreen climbing vine.

Pathways & Other Hard Surface Areas

Pathways will consist of either chipseal or decomposed granite material. Water tower plaza and other hard surfaced areas will consist of unit pavers. Unembellished large areas of asphalt or concrete are not permitted.

Access Road to AT&T Facility

The access road to the AT&T facility must be rerouted to connect with the residential street network from 17th Street as indicated in the conceptual drawing above. This new configuration will not alter the entry point to the AT&T parcel.

Fencing

Where provided, fencing must be well-designed and well-crafted of lasting materials. Chainlink type fencing is permitted if one of the following is provided; 1) evergreen climbing vine plantings or 2) dark color vinyl-coating.

PLAYFIELDS

DESCRIPTION

Downhill from AT&T Park a large parcel designated for Playfields is located between the civic parcel and the proposed school. Central to the neighborhood, this high activity park will serve the needs of the school and surrounding residents. The adjacent terraces provide a pedestrian link to AT&T Park and are part of the reclamation procedure for the steep slopes of the quarry. A detailed program and layout for the playfields should be coordinated with the site design of the school. The drawing to the left shows a rectangular parcel adjacent to Vistapark Drive for the playfields and school. The small rectangle to the lower right is a recommended location for the school building.

NORTHERN SQUARE #1 & #2 AND SOUTHERN RECTANGLE

DESCRIPTION

There are three small neighborhood parks entirely surrounded by housing. These are opportunities to create residential squares, an especially appealing form of urban space. Famous examples, such as Onslow Gardens and Regents Park in London or Place des Vosges in Paris, are characterized by their geometric form and unity rather than a variety of architectural style. Plantings and pathways often have a symmetrical layout reinforced by benches, lighting, fencing and paving to give a formal urban character. These parks are intimate, safe gathering places for nearby residents with places to sit, in the sun or shade, and pathways, to walk or jog. The rendered plans below illustrate potential layouts for Northern Square #1, on the left and, #2, on the right. Southern Rectangle is shown on the opposite page and will have the same design standards outlined below.

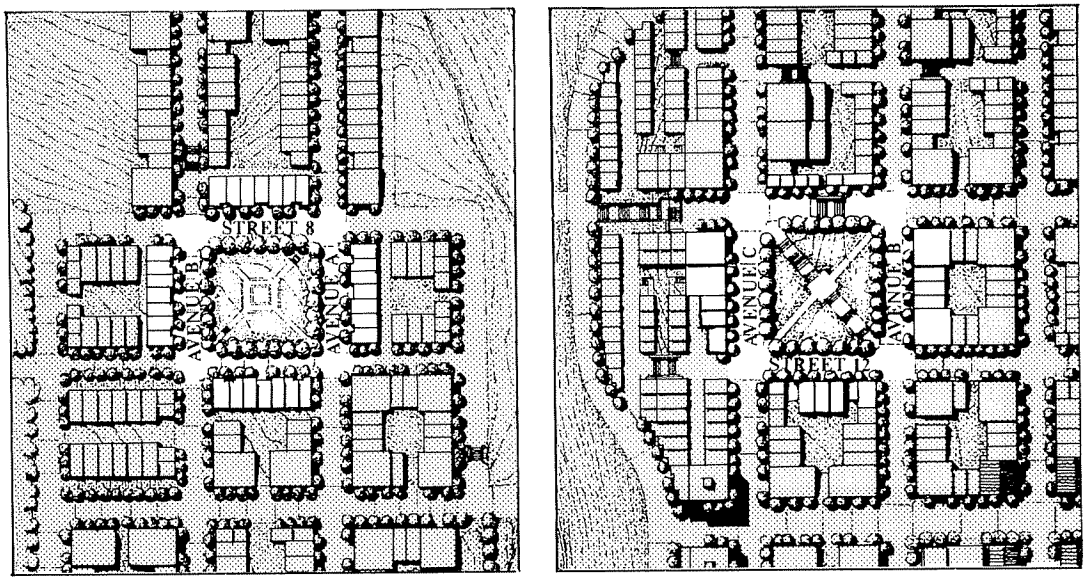


Figure 27 *Rendered Plans of Northern Square #1 & #2*

DESIGN STANDARDS

Layout & Grading

Each park must have a central focal point with formal path layout. Naturalistic curving paths are not appropriate. In general, the slope of each park follows the slope of the surrounding streets. Gently sloping pathways, ramps and stairs may be necessary along the pathways to accommodate the change in grades. Play structures must be screened by low planting and not exceed 25% of total park area. Other recreational facilities such as tennis and basketball courts are not restricted.

Seating & Lighting

Seating and lighting must be provided as an integral part of the parks. Lighting on vertical standards must not exceed 12 feet in height. Bollard lighting is discouraged.

Trees & Other Plantings

Street trees on both sides of all four surrounding streets must be the same species. Additional plantings must be consistent with the overall formal character.

Walls & Fences

Walls no higher than 24 inches are permitted. Fencing should be transparent and no more than six feet high and constructed of well-crafted materials.

Pathways & Other Hard Surface Areas

Pathways must consist of either chipseal or decomposed granite material. Other hard surfaced areas must consist of unit pavers. Unembellished large areas of asphalt or concrete are not permitted.

CRESCENT GREEN

DESCRIPTION

Crescent Green is another neighborhood park with a slightly different character. On the perimeter of the neighborhood this relatively flat park is bordered by housing to the west and overlooks the quarry to the east. A steeply banked terrace with bikepath follows along Vistapark Drive. Stairs leading to an overlook terminate 11th Street and are on axis with a ring of trees in the flatlands. The rendered plans below show Southern Rectangle on the left and Crescent Green on the right. Design standards for trees, plantings, pathways, seating, lighting, walls and fences are the same as outlined for the residential squares with the addition of the following.

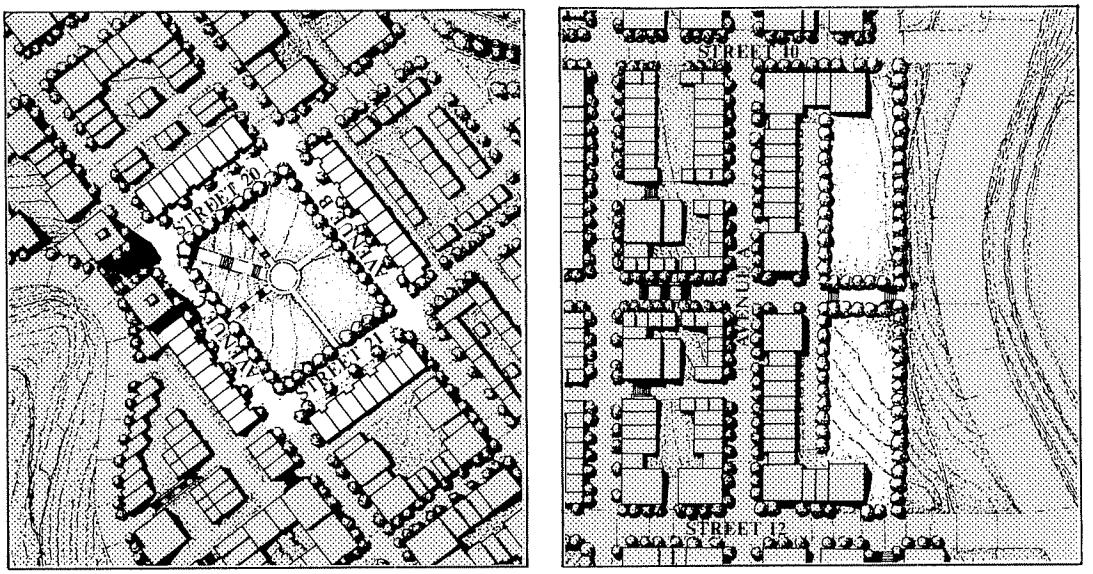


Figure 28 *Rendered Plan of Southern Rectangle and Crescent Green*

DESIGN STANDARDS

Layout & Grading

The central focus of the park is a Stair #6 located at the terminus of 11th Street. The recommended type of stairs is designated in Section 3.1.c, Stairs & Pathways. The rendered plan above shows a bikepath parallel to the curve of Vistapark Drive and at the top of a steep bank.

Housing

The housing on the western edge faces both to Avenue A and to the park. Design of both the east and west elevations must follow the standards established for street frontages Section 3.2.a, multi-family housing.

CURTNER GROVE

DESCRIPTION

As indicated by its name, a grove of trees serves as the principal feature of this more informal naturalistic park which borders Curtner Avenue. Its character is to be similar to groves planted on the U.C. San Diego campus and in the San Francisco Presidio. The selected species of trees will mature quickly and provide a distinctive sense of entry during the early phases of the neighborhood development.

DESIGN STANDARDS

Layout & Trees

Trees must be spaced no less than 30 feet apart and align within a grid pattern. The grove should have a dense woods feel and be a combination of fast growing eucalyptus and oaks. Permitted tree species are listed in Section 3.1.b, Streets. Substitute trees species should have characteristics similar to those listed.

COUNTY COMMUNICATIONS GROVE

DESCRIPTION

As a continuation of the tree planting around the existing Carol Drive homes, the Plan proposes a grove of pine and oak trees. From the west side of Carol Drive the grove extends south and surrounds the County Communications facility. The intent is to screen the the new single family houses from below and not restrict the views of the existing adjacent properties.

DESIGN STANDARDS

Layout & Grading

To preserve the topography and maintain topsoil for extensive tree planting, grading of large individual pads is not permitted. Houses should be designed to step with the grades and grading must be kept to a minimum.

Trees & Other Plantings

The following tree species are permitted for the grove: Digger Pine, Aleppo Pine, Buckeye, Valley Oak, or Red Bud. At least three species are required and should be densely planted with a spacing no more than 30 feet apart.

Access Road to County Communication Facility

The existing access to the County Communications facility will be retained. Upon completion of Avenue C within the northern neighborhood, a new road will provide additional access. This road must follow the right-of way requirements of the all weather access road, C, in Figure 11.

SOUTHWEST TERRACES

DESCRIPTION
The existing terrain is very steep where the Plan designates a small garden-like park completely surrounded by housing. Access to the mid-block housing is by stairs which are extended from the street grid above and below. The naturalistic pathway which circumnavigates Communications Hill bisects the park.

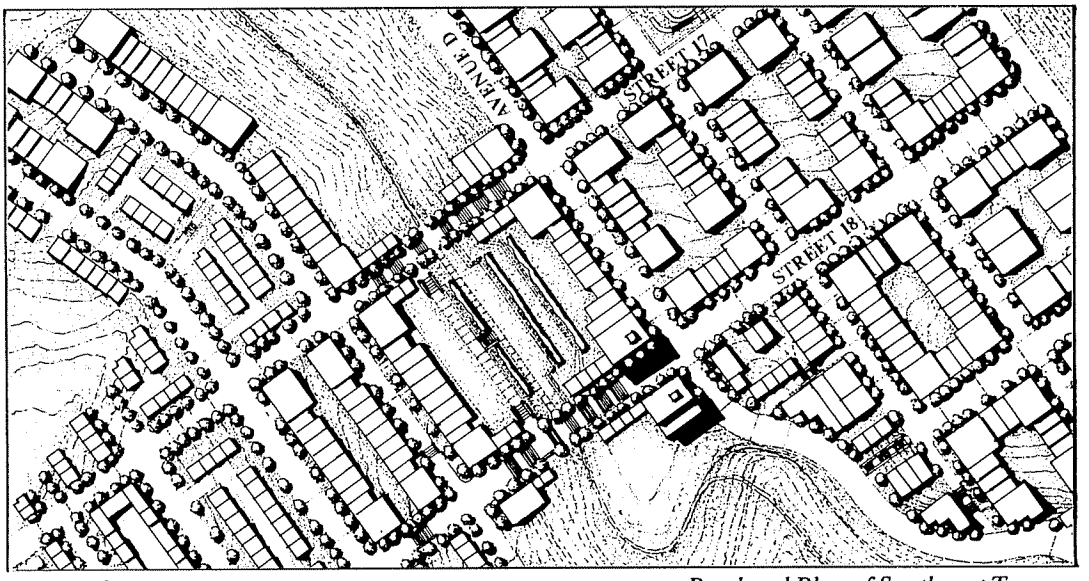


Figure 29 *Rendered Plan of Southwest Terrace*

PLAYFIELDS TERRACES

DESCRIPTION
The Playfields Terraces adjacent to the playfields are designed as part of the large scale earthworks of the reclamation procedure for the existing quarry. Along with the Vistapark Terraces and Crescent Green, they give distinctive character to the steep eastern grades of Communications Hill. The orderly plantings and simple large scale grading of these terraces contain, organize and give form to the playfields below. Cascading stairs # 10 and 16 provide pathways from AT&T Park and the *village center* to the school and playfields. Intermittent landings allow access to the terraces themselves. Figure 26, on page 38 shows a rendered plan of the Playfield Terraces.

VISTAPARK TERRACES

DESCRIPTION

Vistapark Terraces serve as a part of the reclamation of the quarrying operations and are a major feature of the landscape. This sculpted earthwork consists of four to five steep banks and flat terraces planted with level rows of Knobcone / Monterey pine hybrid trees. Provision of adequate amounts of topsoil and irrigation for this large area is not practical. Instead, the cut banks of stone and grand rows of trees provide a dramatic entry from the south along Vistapark Drive. The section drawing on the opposite page shows areas of soil amendment and proper drainage required for planting. The drawing below depicts these tree-lined terraces along Vistapark Drive.

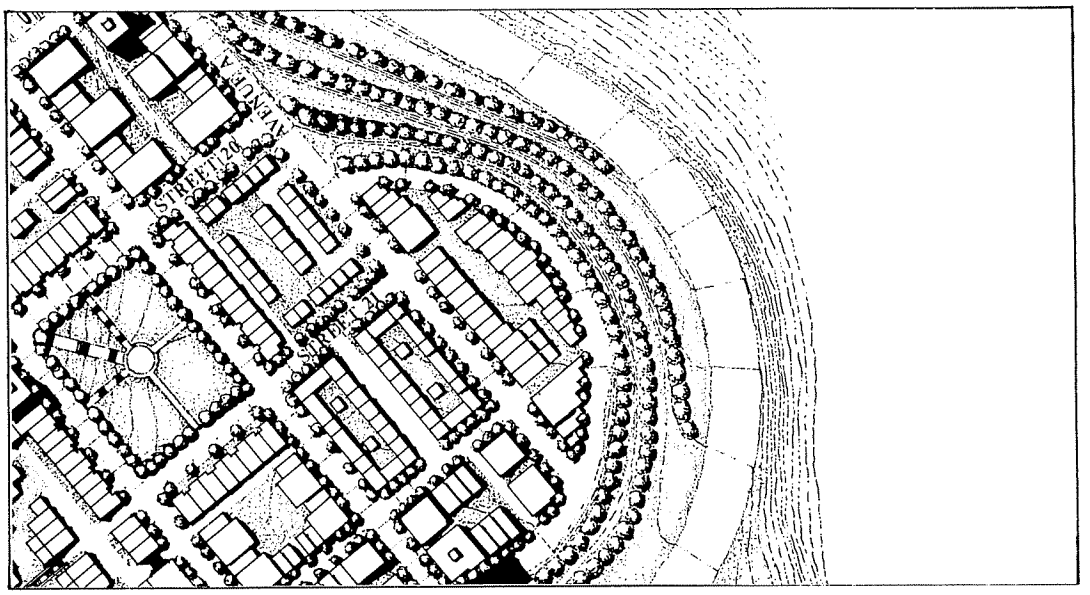


Figure 30 *Rendered Plan of Vistapark Terraces*

DESIGN STANDARDS

Grading

The very steep slopes which are the result of quarry reclamation procedures must be regraded for the realization of Vistapark Drive. The drawing below depicts a cross section for benched terraces planted with trees. The tree wells must be at least 4 feet deep at the root ball and at least ten feet wide. The terraces must be at least 10 feet wide and not exceed 25 feet in height.

Trees

Knobcone / Monterey pine hybrid trees planted on a 30 foot spacing are recommended for the terraces. This evergreen tree is known to adapt to adverse conditions such as soils and wind.

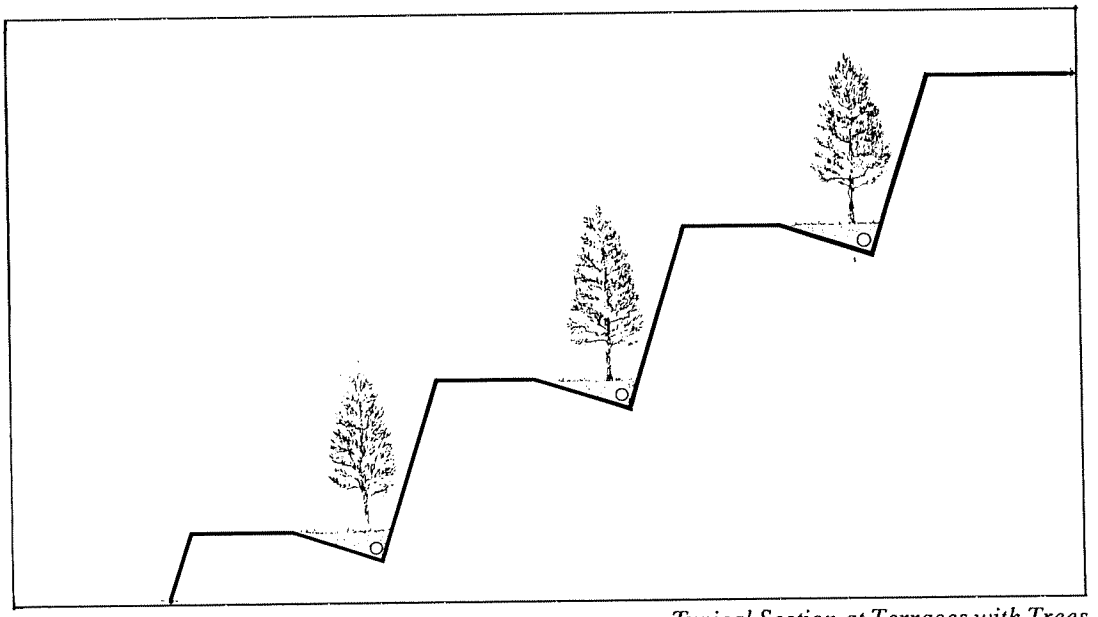


Figure 31 *Typical Section at Terraces with Trees*

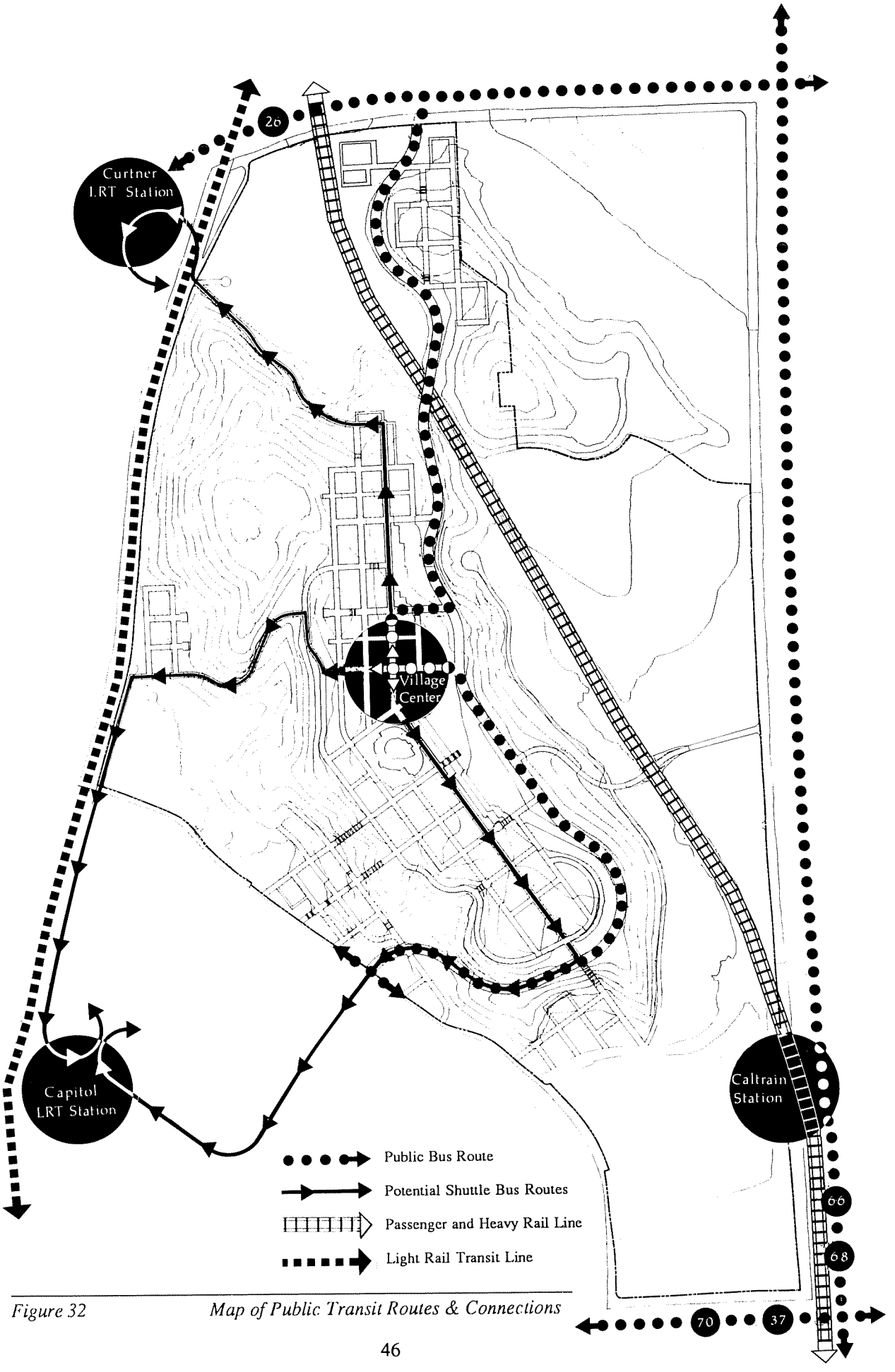


Figure 32 *Map of Public Transit Routes & Connections*

3.1.f Public Transit Routes & Connections

A priority of the overall planning and layout of streets, stairs and pathways is to make multiple connections to public transit, both in number and kind. Throughout the Plan, there are pathways for bicycles and walkers which connect to public transit. The map on the left shows potential shuttle bus routes linking the neighborhood to nearby Light Rail Transit stations and a public bus route which traverses Communications Hill along Vistapark Drive with stops on Avenue A and at the *village center*.

DESIGN STANDARDS

Light Rail Transit

Connections to Light Rail Transit stations have been provided via access roads linking to Millpond Road to the north and Narvaez Road to the west. These public right-of-ways must at least provide pedestrian, bicycle and shuttle bus access to Light Rail Transit stations. The Millpond connection will not provide vehicular access for the general public. The Narvaez Road will be a public road for all modes of travel.

Bus

Existing public bus routes are indicated on the adjacent map with stops along Curtner Avenue, Monterey Road and Capitol Expressway. Although new public bus routes have not been designated for Communications Hill, it is recommended that public bus stops be designated within the neighborhood and particularly near the *village center*. Public bus stops are recommended along the primary north-south residential street, Avenue A and not along Vistapark Drive. Several routes for shuttle bus service should be provided with frequent service to the *village center* and connecting to the Capitol and Curtner Light Rail Stations. Access to the school parcel for school buses is recommended from Vistapark Drive on 19th Street.

CalTrain

A new passenger platform and associated parking lot has been proposed by CalTrain to be located along Monterey Road and is shown on the adjacent map. Future connections by shuttle bus should be made.

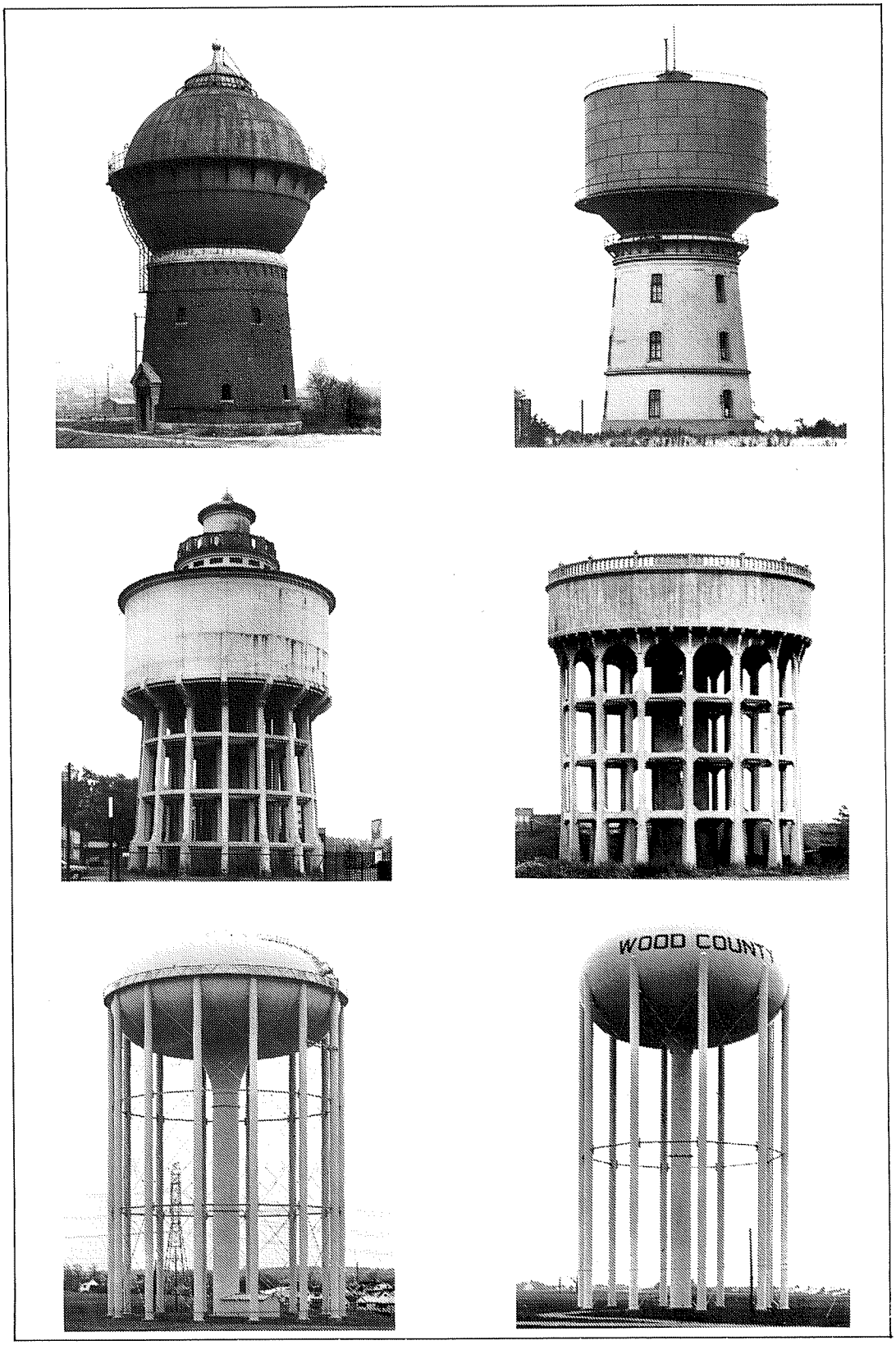


Figure 33 *Photographs from* Water Towers *by Bernd and Hilla Becher, The MIT Press*

The utilities for Communications Hill have been planned to serve the needs of future residents and to maintain existing services for current residents nearby. This section discusses gas & electric service, telecommunications facilities, water service, storm drainage, and sanitary sewer service. Conceptual maps for water, storm drainage, and sewer layouts are shown for intent only. For details of requirements, larger scale drawings are available upon request from the Planning Department.

GAS & ELECTRIC

Currently gas and electric service is provided for the two communications facilities only. Additional service for all uses will be provided in the public right-of-way through underground conduit/trench. There are two PG&E electric lines and easements crossing Communications Hill; a 21KV distribution line and a 60KV transmission line. The 21KV line will be relocated and undergrounded; the 60KV line will be relocated, including realignment away from the school site, to an alignment along a public street and/or within open space areas.

TELECOMMUNICATIONS

Facilities for AT&T's Longlines and County Communications' 911 exist within the study area. These facilities will continue to operate and be located in their current locations. The microwave paths of each facility have been considered in the planning of the neighborhood. To ensure minimal interruption of service or interference with future resident's activities, proposed land uses and permitted building envelopes have been carefully reviewed. If a planned development on the ridgetop would cause microwave path interference, it shall remain the communications facilities' responsibility to initiate mitigation measures. AT&T's facility has been incorporated into a park and County Communications facility has been surrounded by a grove of trees and single family house sites. The private access roads to both facilities have been rerouted but their security and accessibility have been maintained.

WATER SERVICE

Providing adequate, reliable water service and fire protection for Communications Hill above an elevation of 228 feet is infeasible without establishing a new distribution zone. San Jose Water Company has determined that the most reliable and economical way to service this zone is with a new elevated storage tank. Because there is no conceivable way to make this very large structure inconspicuous the Plan treats the water tower as a landmark. To ensure that the water tower is a positive feature in the landscape there are principals that must be met for its placement, design and realization. Located in AT&T Park, the tower will be a prominent feature in the neighborhood. The rendered plan shows it as a focal point of a plaza in the park and centered on the terminus of Avenue B from the south. Placement of the water tower is restricted by the transmission paths of the AT&T facility and has been located to bisect two azimuths - 176.76 degrees and 112.45 degrees. See diagram in Section 5.3 for approximate layout. Detailed design of the plaza, adjacent stair, and encompassing pathway are an integral part of the tower design and should be included in the tower design. The photographs on the opposite page reflect a variety of water towers designed as landmarks which are similar in size to the one proposed for the Plan but are not intended to restrict the design of the water tower for Communications Hill.

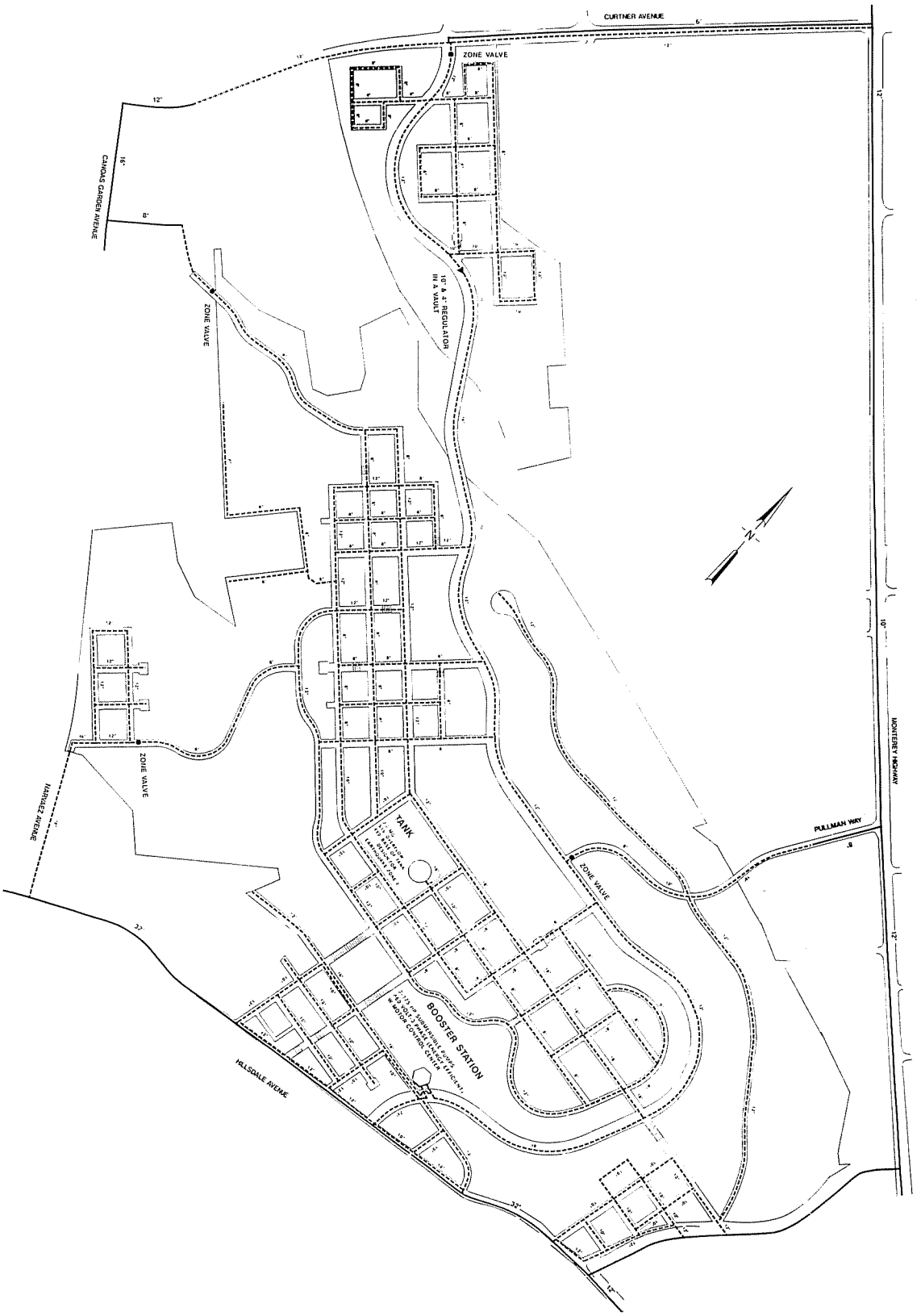


Figure 34 *Conceptual Plan for Water Service*

DESIGN STANDARDS

- Provide domestic water supply at 40 psi (pounds per square inch) to the highest elevation to be developed as required by General Order 103 of the Public Utilities Commission.
- Provide fire flow demand at 20 psi residual pressure to the highest elevation to be developed as required by the City of San Jose Fire Department. All buildings west of the Hillcap Extension and the cemetery will be equipped with sprinklers. The single-family houses may be exempted from this requirement if fire access is deemed adequate.
- Provide proposed improvements as established by the San Jose Water Company.

The drawing on the opposite page shows the location of the elevated tank, booster pumps and related systems as outlined below. Water pressure standards are for service to the curb not at highest level of service to dwelling unit.

Water Storage Tank/Tower

The optimal location of the elevated water storage tank is on top of the highest point or at a base elevation of 425 feet, however, the Plan locates it at a base elevation of 400 feet due to constraints of the AT&T facility and grading. To meet the minimum service pressure for the highest service location, the tank must be 90 feet above the street at this location. The water tower must have a low tank level of at least 490 feet and high tank level of at least 515 feet. The volume has been determined by maximum day consumption and will be 2.2 million gallons. Review and refinement of the tank size shall be required at time of design and installation. The columns need to meet the requirements of the seismic code. The San Jose Water Department will have final approval for the technical design of the water tower. The City of San Jose will retain a qualified consultant to design the water tower with funds provided from the Communications Hill financing program. Prior to City approval, AT&T's National Radio Engineering Center for review and response. To reduce transmission reflections it is recommended that the finish material have a non-smooth surface.

Pump Station

To supply the new distribution zone, a pump station to boost water from existing lines at Hillsdale Avenue to the proposed tank on the hill is needed. A preliminary location just north of Hillsdale along Vistapark Drive has been selected by San Jose Water Company. The exact location and design will be reviewed and determined at time of installation. Performance criteria requires pumps capable of refilling the tank within 8 hours of its depletion, by fire or other cause. A parcel of up to 8,000 square feet in size will be needed to accommodate the pump station..

Distribution System

Main distribution lines of water service shall be located within the public right-of-ways. The pipeline sizes range from 8-inch to 24-inch in diameter and are calculated to provide fire flow rate for residential development of 6,000 gpm (gallons per minute) while maintaining a residual pressure of 20 psi (pounds per square inch) within the system. Industrial use areas require 8,000 gpm. Fire hydrants shall be located along the water main lines and no more than 400 feet apart.

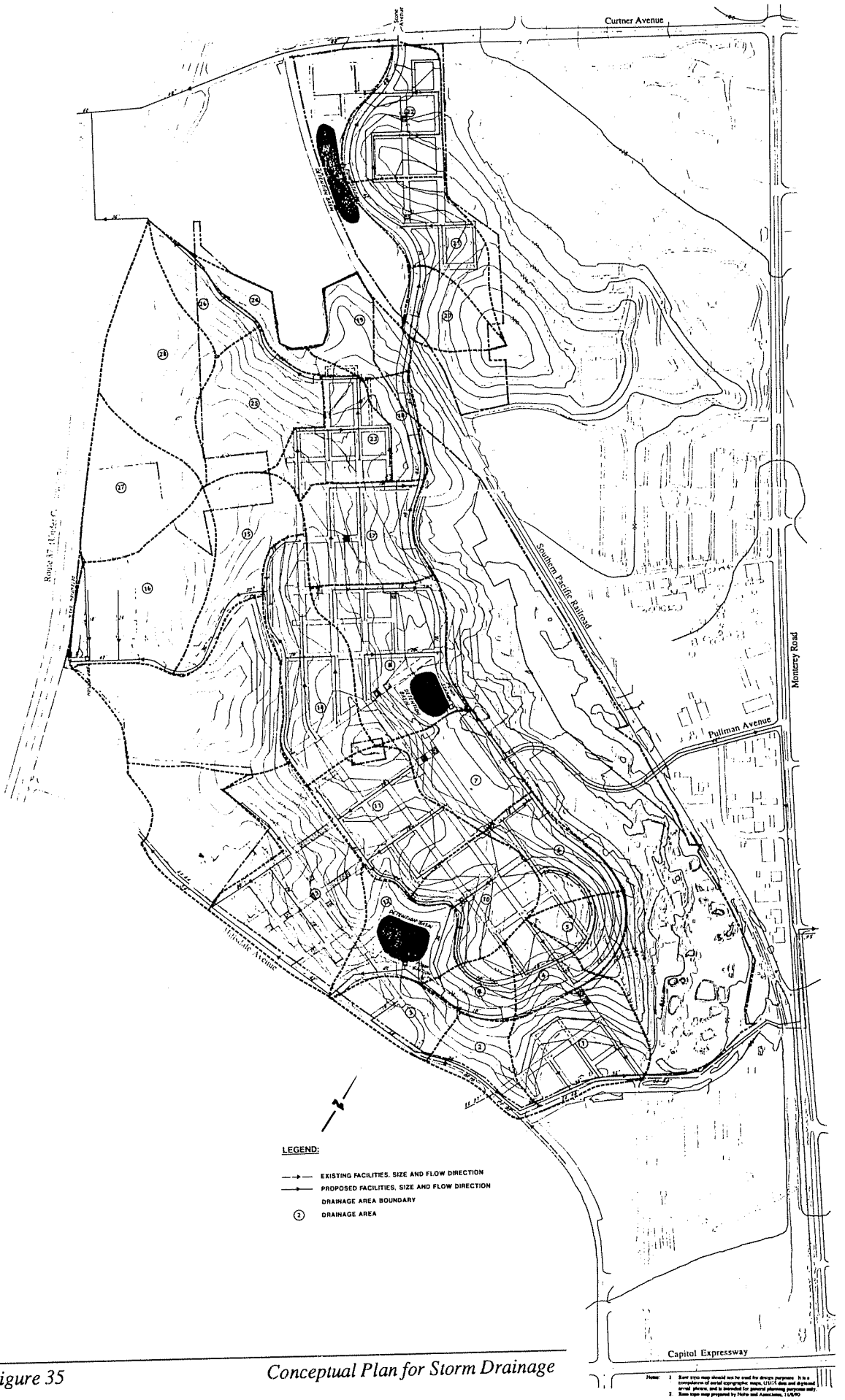


Figure 35 *Conceptual Plan for Storm Drainage*

STORM DRAINAGE

The conceptual grading plan for development on Communications Hill maintains natural drainage patterns where possible, however, development of any portion of the hill creates the need for an on-site system for storm drainage. The Santa Clara Valley Water District has stated that no increase in runoff during the peak flood flow due to development of Communications Hill will be acceptable and requires the use of detention basins. However, the City will require additional study at the time of development to evaluate alternative solutions to detention basins. The Plan, therefore, includes the conceptual location for potential detention basins only as a solution of last resort. The drawing on the opposite page shows the conceptual storm drainage system including potential detention basins.

DESIGN STANDARDS

- Provide an on-site storm drainage system to collect the 10-year runoff of the new development.
- Provide detention basins to accommodate overland release for 100-year flood runoff in excess of the storm drainage system's capacity.
- Provide the following proposed improvements as established by the City of San Jose and Santa Clara Valley Water District.

Storm Drainage System

Due to the steep topography some pipe flow velocities may exceed 20 feet-per-second and will require mitigation. Drop manholes shall be provided as the mitigation measure to achieve the City's maximum allowable pipe velocity of 12 feet-per-second.

Detention Basins

Potential locations for detention basins are shown in the storm drainage map on the opposite page. If determined necessary, final locations for all detention basins will be reviewed and decided upon design of the storm drainage system. The criteria for these basins would be as follows: 48 acre-feet for the Canoas Creek watershed; 16 acre-feet for the Guadalupe River watershed; and 20 acre-feet for the Coyote Creek watershed. Pumping facilities would be needed to maintain the availability of detention storage in the event of sequential storms. Two 25 cfs (cubic-feet-per-second) pumps would be needed at each location. Pumps assists drainage of the smaller basins within 4 hours and the larger ones within 8 hours.

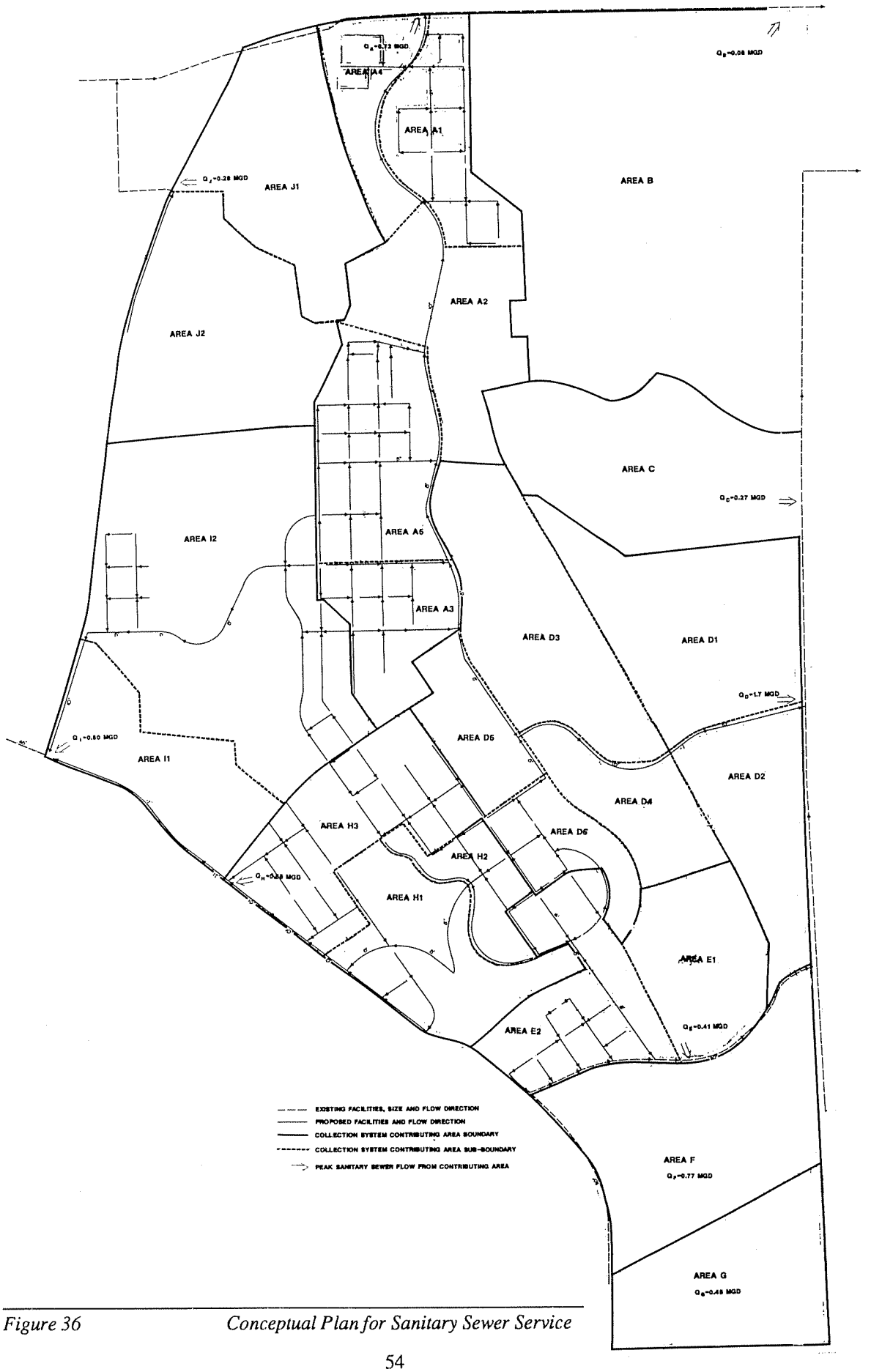


Figure 36 *Conceptual Plan for Sanitary Sewer Service*

SANITARY SEWER SERVICE

The trunk and mainline sanitary sewer facilities for Communications Hill follow the street layout and are located within the public right-of-way. The drawing on the opposite page shows the proposed sanitary sewer service based on a gravity discharge system. Individual private pumps are permitted only do to lack of a feasible alternative Depending on topography, the sewer flows are discharged to either the Almaden 1B Interceptor or to the Edenvale Interceptor. Existing and proposed land uses have been combined to determine the sewer flows which will need to be accommodated.

DESIGN STANDARDS

•Provide the proposed improvements as directed by the City of San Jose.

Sanitary Sewer System

Trunk and mainline sewer pipe sizes are indicated in the conceptual plan for sanitary sewer service. Pipe size, length and slope for individual neighborhood systems must be determined at the time of improvement plan design. Depending on final grading, structure design and neighborhood system design, all pipes shown in the conceptual plan may not be required.

Sanitary Sewer Flow Rates

Sanitary sewer flow for the proposed land uses has been calculated using flow rates provided by the City of San Jose. Final determination of the capacity shall be reviewed and determined at the time of PD application for development.

Odor Control

Additional flows to the reach of Almaden 1B Interceptor which lies within Nightingale Drive, Apple Valley Drive and Pebble Beach Drive shall require technical analysis to determine potential adverse impact. If it is determined that additional flows will result in a negative impact, there shall be mitigation by either alternative discharge routing or odor control facilities.

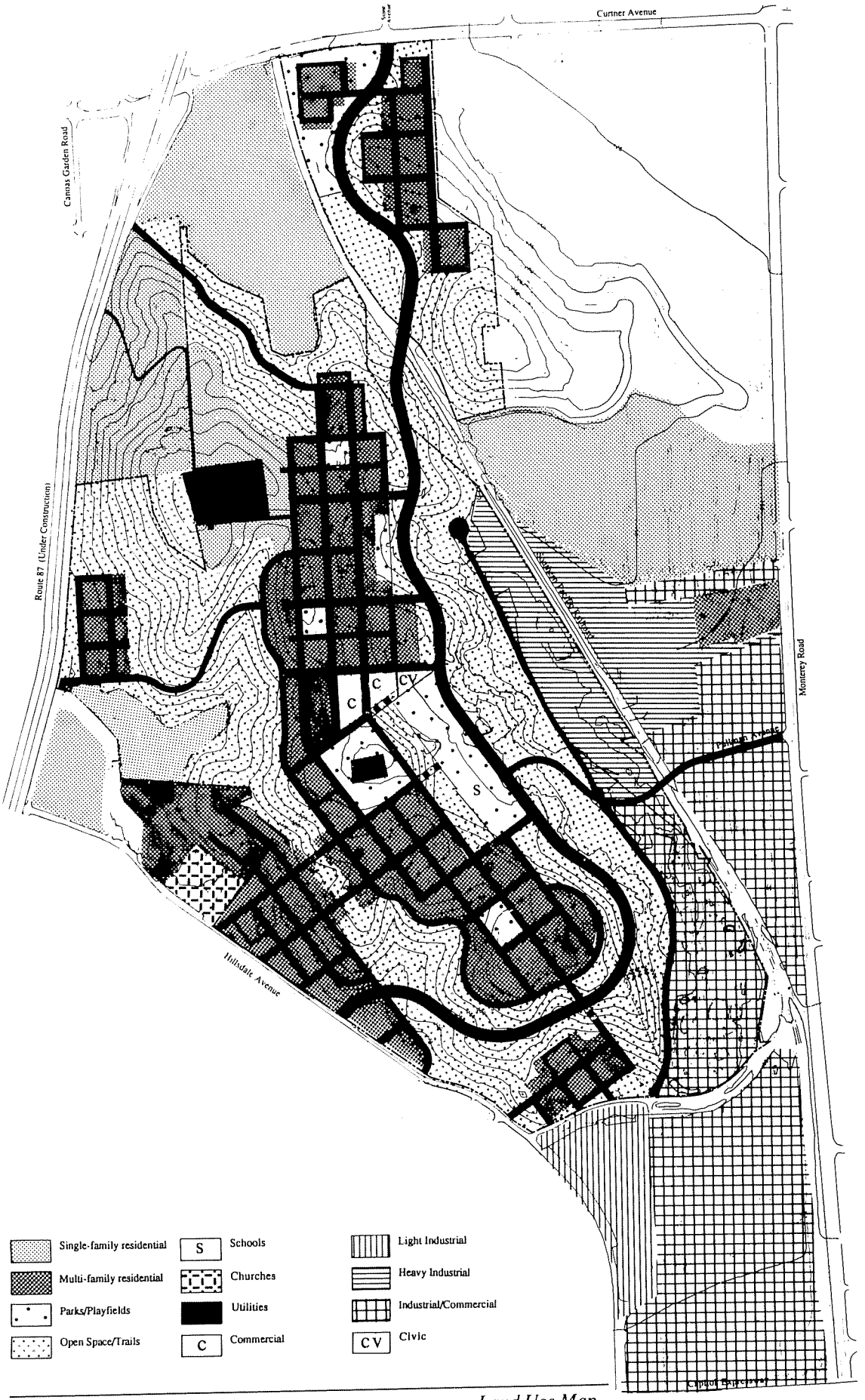


Figure 37 *Land Use Map*

3.2 Land Use

Uses described in this section include multi-family housing, retail & commercial, civic facilities & emergency services, industrial/commercial and heavy industrial. The single family house sites which surround County Communications and face Carol Drive are not restricted by this document except for the grove of trees required in Chapter 3.1.d, Parks, Terraces & Slopes.

3.2.a Overall

INTENT

Where possible the various land uses have been mixed and not segregated into separate enclaves. This is an important principal of the Plan. New neighborhoods primarily consist of multi-family housing and are located on the ridge or at the foothills. Small neighborhood parks occur within this residential fabric and serve adjacent residents. At the highest point of Communications Hill, the Plan combines a mix of uses - retail, office, commercial, parks, civic facilities and emergency services to make the *village center*. The hillsides are generally very steep and not developed but are utilized to define the edge of the neighborhoods. The Plan proposes combined industrial / commercial development along the railroad tracks in the existing quarry area. Grassy slopes buffer this area from the neighborhood uphill and serves as an amenity for both. The Land Use Map to the left shows proposed land uses for the entire study area.

PROGRAM

The table below lists new uses for undeveloped land only and corresponding acreage, square footage or number proposed in the Plan. The proposed land uses of the Specific Plan support the intent of the Horizon 2000 General Plan. The square footage listed for retail / commercial uses pertains to the *village center* and *mom & pop* stores only. The total retail / commercial square footage could be increased to 80,000 square feet and include other areas within the Plan with the following provisions: 1) the additional 30,000 square feet be part of mixed-use developments combining residential and retail uses; 2) greater than 50% of the *village center* is completed and; 3) the application complies with the Discretionary Alternate Use Policy in Section 3.2.g. The square footages for combined industrial / commercial and heavy industrial uses are estimated based on anticipated traffic volumes. Specific square footage will be determined at the time of project submittal. Permitted uses within the designated land uses shown below are defined in the Horizon 2000 General Plan and discussed in individual sections of this chapter.

Multi-Family Residential	2500-4000 DU	100 AC
Single Family Residential	15 lots	17 AC
Retail / Commercial	50,000 SQ. FT.	3 AC
Fire Station	size to be determined	1.5 AC
Civic	size to be determined	.5 AC
School (with Playfields/Public Park = 10.2 acres)	size to be determined	5.2 AC
Parks (includes 5 acres School Playfields)	.83 AC to 6.5 AC	22.8 AC
Terraces	1.2 AC to 7.5 AC	15 AC
Slopes	not applicable	185 AC
Combined Industrial / Commercial	450,000 SQ. FT.	28 AC
Heavy Industrial	180,000 SQ.FT	27 AC

Figure 38 *Table of New Proposed Uses*

INTENT

A primary concern of the Plan is to provide a mix of housing types which makes an architecturally diverse neighborhood and enables people of differing incomes to live within the neighborhood. Building and unit types types on Communications Hill should be more urban than suburban in character. The Plan has been designed to encourage urban densities. Building types include townhouses with tuck-under parking, stacked walk-up flats, small podium apartment houses, and mid-rise apartment buildings. The San Jose Residential Design Guidelines were written for less dense, suburban development. The design standards in this section supersede some of those guidelines where necessary to ensure the realization of an urban character.

DESIGN STANDARDS

Density

The Horizon 2000 General Plan states that multi-family housing on Communications Hill should range in density between 25 to 40 units per acre. The Specific Plan permits up to 4000 units for all residential development and requires a density of at least 24 units per net developable acre on each block. Lower or higher densities may be permitted on individual sites within a block provided that the block average remains at a minimum of 24 units per acre and a maximum of 40 units per acre. Setback areas along arterials such as Hillsdale and Vistapark are not to be included as net developable acreage. A variety of densities will help create the desired urban character. There are two areas within the ridgetop neighborhood where the topography or size of a block could accommodate greater densities. The tall building sites (see page 63) and blocks within the following boundaries are permitted to exceed a density of 40 units per acre: 1) to the north, blocks between Avenue A and Avenue C, north of 14th Street and south of 8th Street and ; 2) to the south, blocks between Avenue A and Avenue C, south of 17th Street and north of 21st Street.

Building & Unit Types

Street layout and block sizes are derived from currently existing building and unit types. The model photograph below illustrates principles of building massing and open space for a mid-size block at the low end of the density range. Appendix 5.1 includes additional illustrative blocks which vary in size, density, topography, and utilize a variety of building and unit types.

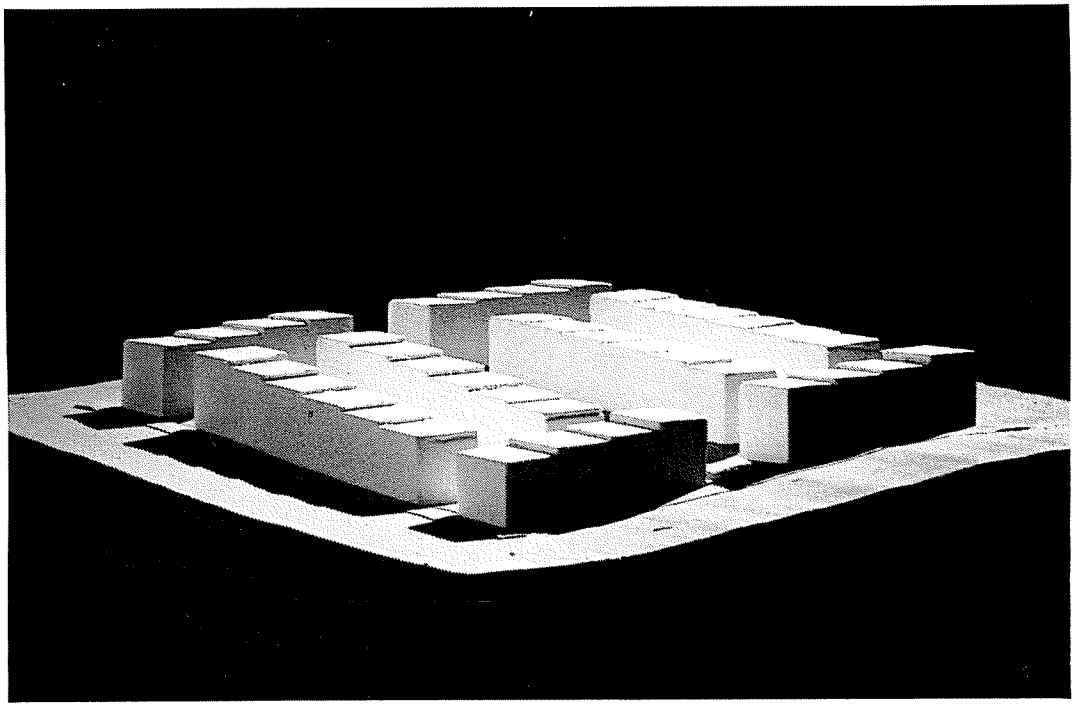


Figure 39 *Model Photographs by Peter Xiques - Block with Density of 25 Units Per Acre*

Parking Ratio

Off-street parking requirements for Communications Hill are established in the City's Residential Design Guidelines with the following exceptions: 1) on-street parking may be used to meet a minor portion of the parking requirements for an individual project; and 2) potential reduced parking ratios may be considered on an individual project basis if analysis of early phases of project development within the Plan or surrounding areas indicate justification. As use of Light Rail Transit increases and use of the car to commute decreases, the City will consider reductions in parking ratios.

Garage Door Size & Frequency

Along primary street frontage garage doors are limited to 16 feet in width and may not occur immediately adjacent to one another. The total length of garage door frontage is limited to less than 40% of the total building frontage. Repetitions are permitted for garage doors 12 feet or less in width provided that they occur in clusters of three or less. Where possible, curbs shall be placed to maximize opportunity for on-street parking.

Relationship of Parking Level Walls to Streets

This plan relies substantially on the provision of parking within garages, including parking levels under podiums, for achievement of its higher densities. The relationship of the exterior garage walls to the street presents some special problems for neighborhoods which are planned to encourage walking and other street level activities. Expanses of blank walls at the first floor level can dampen the intended liveliness of the street. Where possible, streets should be bordered by livable space. Where garage walls are unavoidable, a minimum length of 30% of the building frontage must engage the setback zone with stoops, stairs, porches, planter boxes or other architectural features. Recessed entryways may also be used to fullfill this requirement. In addition, parking floors should be set as low as possible to diminish the height of the walls and bring living spaces as close to street level as possible. Because most of the blocks are tilted, a level parking floor will appear depressed at some edges but elevated at others. The parking floor level should not exceed the elevation of an adjacent sidewalk by more that three feet at any point. Exceptions to this requirement may occur adjacent to public stairways in areas of extremely steep terrain and may be considered on a case-by-case basis.

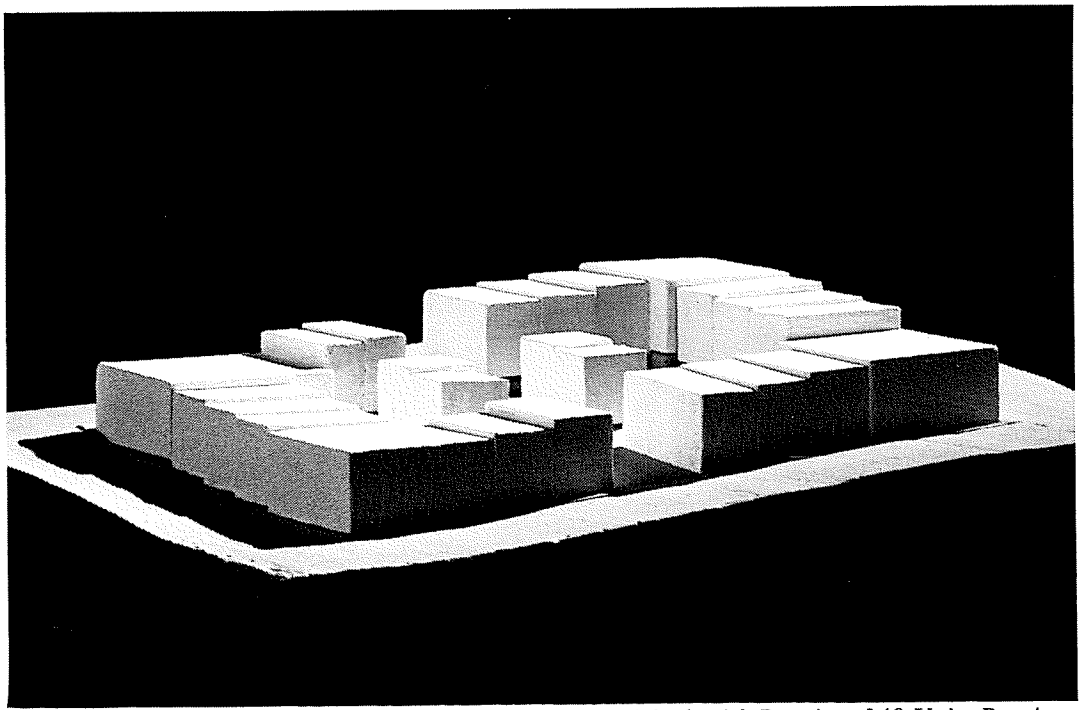


Figure 40 *Block with Density of 40 Units Per Acre*

Entrance Frequency and Orientation

For all residential building types there must be individual or shared entrances at least every 65 feet of the street frontage. Entry courts where access is shared by both the pedestrian and the car are acceptable. Examples of this condition are shown in Chapter 5.

Setback Zone

A minimum front or side setback of 5 feet from the public right-of-way is required for all residential blocks. Encroachments into this setback are encouraged but limited to 65% of the street frontage. Permitted building projections include architectural elements such as stairs, stoops, porches, eave overhangs, fireplaces, bay or bow windows and trellises. Bay windows, bow windows or any enclosed inhabited projections are limited to 14 feet in length and must be at least 2 feet apart from one another. Stairs, stoops, and porches may encroach the full 5 feet. Other projections are limited to 2 1/2 feet into the setback and 50% of street frontage. Low hedges, flowering shrubs and other plantings are encouraged within the setback. For cases where the right-of-way is curvilinear, the front setback is averaged and no greater than 10 feet at any point.

Parking Accessibility & Security

All parking garages must be enclosed. Two possible patterns of secure access from parking are shown below. These entry patterns provide security without being inward-facing and separated from the street. The plan drawing shows how access from parking can be integrated with access from the street for both podium parking, on the left, and individual parking, on the right.

Private Drives or Alleys

Private drives, alleys and garage access-ways must be perpendicular or parallel to the street grid. The model photograph on page 59 shows a medium size block, 210 feet x 290 feet. The building massing represents podium apartment buildings at the corners, townhouses or stacked flats along the mid-block and a cross-block alley.

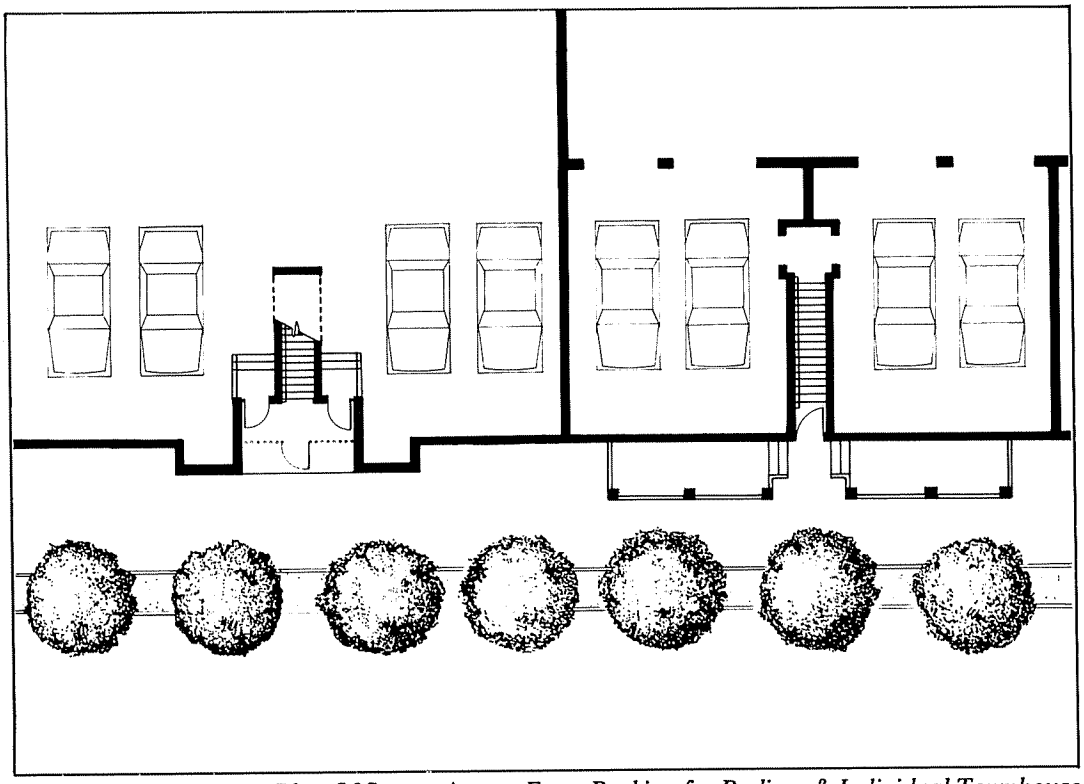


Figure 41 *Plan Of Secure Access From Parking for Podium & Individual Townhouse*

Building & Unit Separations

The minimum separations between residential building faces are as follows: 1) front to front - 30 feet; 2) front to rear - 25 feet; 3) front to side - 20 feet; 4) rear to rear - 25 feet and; 5) rear to side - 15 feet. There is no requirement for side to side separations

Building Articulation

Building with breaks in their overall massing give residential scale to the street frontage. Buildings must be modulated or stepped every 30 feet. Long unarticulated buildings are not permitted. The maximum length of building is limited to 130 feet.

Building Bases & Streetwall

Within the residential street grid the maximum gap permitted between buildings is limited to 30 feet or less in width and no more than two per block. On perimeter street frontage gaps between buildings are limited to 65 feet or less in width and the distance between gaps must be at least 3 times the width of the gap.

Building Height & Massing

Building massing shall step with the slope. The model photograph below represents how buildings step in small increments along their street frontage. Building height is limited to three levels of housing over parking with the following exceptions: 1) Tall Building sites identified in Figure 43 on page 62 are not limited in height. Their massings should be distinctively slender and should not overwhelm the adjacent low-rise development. 2) Within the areas of the Plan identified for densities greater than 40 units per acre (see design standard regarding Density on page 58), 30% of the building footprint may exceed three levels of housing over parking and is limited to a maximum of five levels of housing over parking. Loft areas or architectural elements may exceed the three and five story limitations by the equivalent of another story for an area of no more than 20 percent of a building's average floor area.

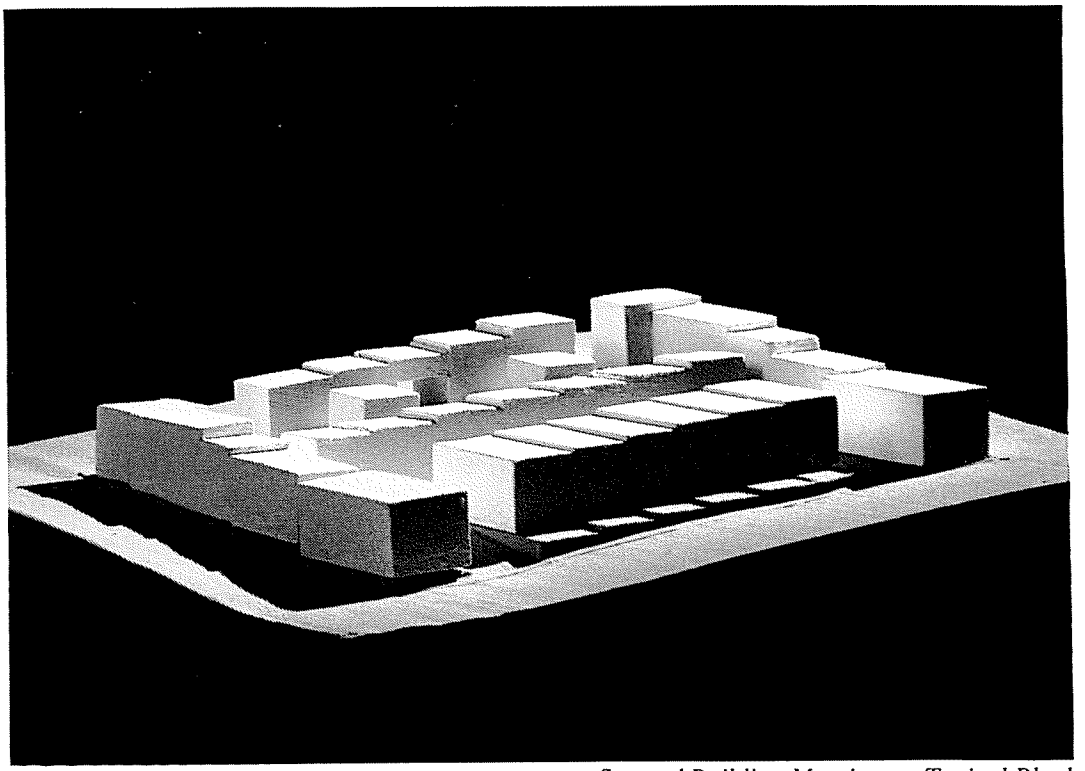


Figure 42 *Stepped Building Massing on Typical Block*

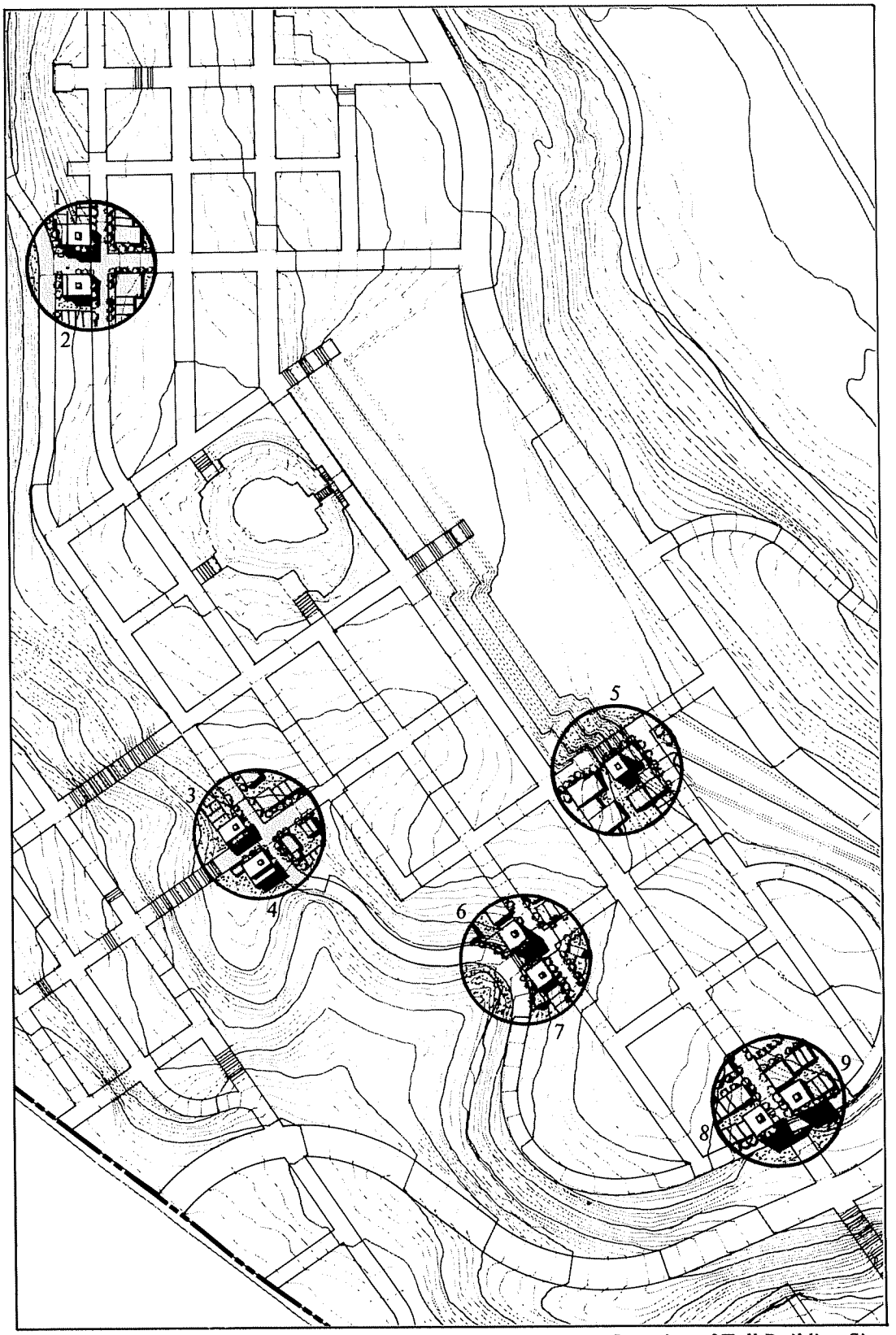


Figure 43 *Location of Tall Building Sites*

HOUSING SURROUNDING PARKS

INTENT
•Provide a landmark address and inner neighborhood focus.
•Provide the amenity of park space directly across from dwellings.

Continuous high density housing around small neighborhood parks known as residential squares are characterized by a singular, coherent architectural style and uniform building massing. They have consistent materials, heights and facade treatments which make a single architectural composition. Their street frontage is one of richly detailed and articulated buildings with frequent entrances and spatial interactions among the buildings, the streets and the park. Within the Plan, there are three opportunities for San Jose to create residential squares of comparable quality.

DESIGN STANDARDS
Building Design and Height
All buildings fronting onto Northern Square #1, #2 or Southern Rectangle Park are limited to four stories - three residential levels over one parking level. Building materials, elements and modulation around each residential square should be similar to achieve architectural cohesiveness.

Building Entrances
Primary building entrances must be from the street which fronts the park as shown in Figure 41.

Parking Access
No access to parking is permitted along streets fronting Northern Square #1, #2, or Southern Rectangle parks. All access to parking must be from the rear or sides of buildings or units. Exceptions may be considered on a case-by-case basis in areas of extremely steep terrain.

TALL BUILDING SITES

INTENT
•Provide landmarks at special locations.
•Provide opportunity for an urban housing type which captures panoramic views and which does not currently exist in San Jose.

At nine locations in the Plan there are parcels designated for residential towers. These mid to high-rise buildings are not expected to be built until the later phases of development when the neighborhood has matured. The silhouette of these intermittent buildings will create a distinctive skyline for Communications Hill and provide dwellings with panoramic views. They also will provide a new choice of housing type for San Jose residents.

DESIGN STANDARDS
Location
The rendered portions of the map on the adjacent page show the location of nine parcels designated for residential mid-rise or high-rise buildings.

Height
There is no height limit for these buildings. See also Section 3.1.g., Utilities, TELECOMMUNICATIONS.

Massing
In general, the buildings should be slender and have vertical proportions. Floor area is limited to 6500 square feet above the third residential level. This would accommodate slab buildings of 65 x 100 feet and point towers of 80 x 80 feet. While the Plan does not mandate matching design of adjacent towers, it is encouraged. Sites #6 and #7 provide a special opportunity for linking the towers above the sixth floor. Penthouses must be part of the design and mechanical equipment should not be exposed.

This section discusses the two types of retail / commercial designations. Both types support the same goals - to provide goods and services in a way that promotes urban street life and allows the residents of Communications Hill to serve some of their needs without leaving the neighborhood. At a central point in the Plan there are neighborhood serving shops which comprise the *village center*. Dispersed throughout the neighborhood, there are opportunities for *mom & pop* stores. The drawing below shows a possible configuration for retail and commercial buildings fronting Avenue A and AT&T park.

VILLAGE CENTER

INTENT

The *village center* serves as the focus of many uses which will benefit residents of Communications Hill. Although its primary uses will be retail and commercial, parks, civic facilities, and housing also contribute to vitality of *village center*. The two block shopping street is similar in character to main streets found in traditional neighborhoods. From the north, the vista of Avenue A is terminated by the monumental stairs in AT&T Park. These stairs serve as a landmark for *village center* and potential stop for the shuttle bus serving the Light Rail Transit stations. Downhill to the east and adjacent to the retail, a portion of the block has been designated for civic uses such as a public library or community center.

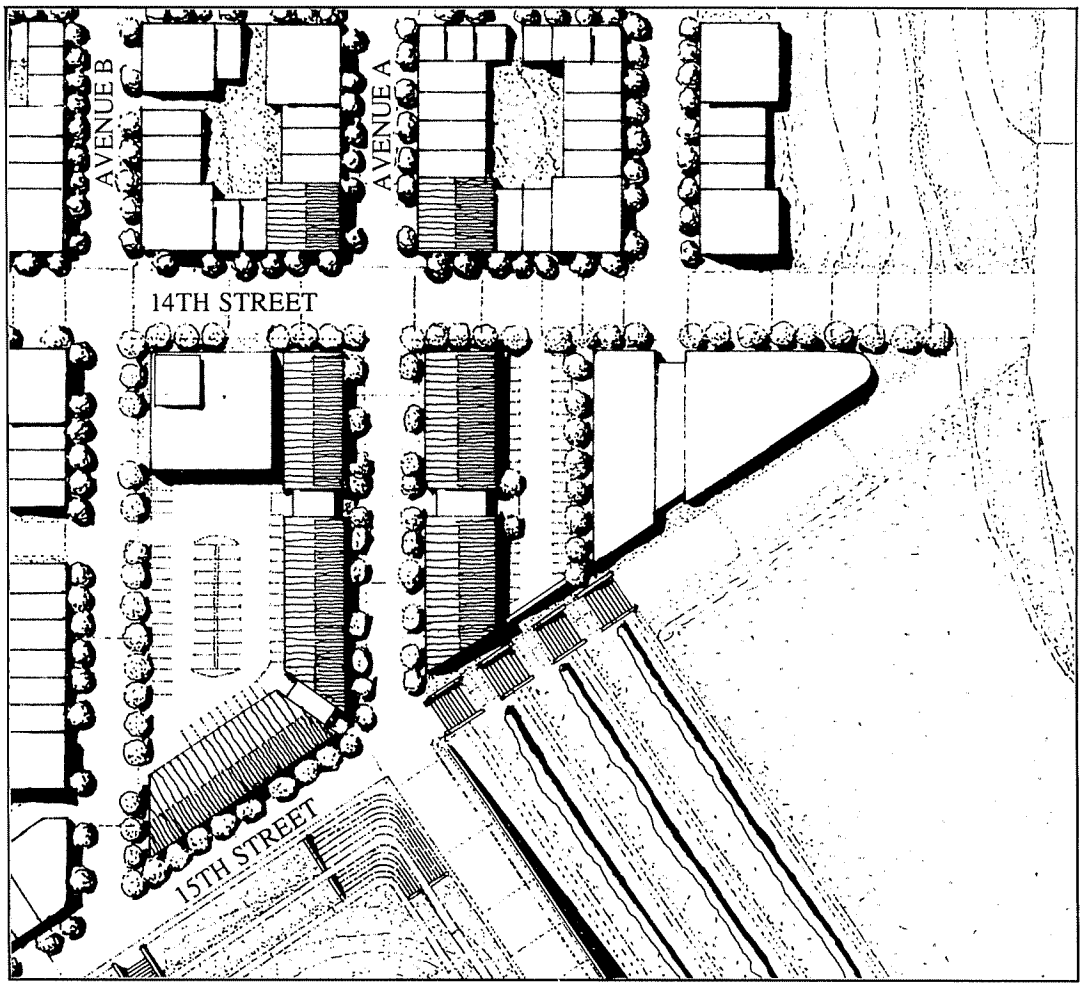


Figure 44 *Rendered Plan of the Village Center*

The street-oriented retail blocks will accommodate up to 50,000 square feet of retail shops, commercial space, restaurants and possibly a daycare facility. The Plan establishes its location so that the retail and commercial uses will not compete with the surrounding strip shopping centers and mini-malls. The success of the *village center* depend upon tenant selection, leasing policy and management. Examples of successful shopping streets similar in character and intent to the *village center* of Communications Hill are the centers of Mill Valley, Saratoga and Corte Madera. Orinda Theater Square and Miami Lakes Main Street are also good examples of urban places for shopping.

The *village center* is within walking distance of most housing and deliberately not located on Vistapark Drive. The location and links to transit suggest that the parking ratio for the *village center* be somewhat less than that required for completely auto-oriented retail facilities. Some parking should be conveniently located along its street frontage and some within the block.

DESIGN STANDARDS

Appropriate Uses

There are three categories of appropriate tenants. Examples of each include: 1) regular convenience shopping and services for local residents, such as a small grocery/deli, cleaners, video outlet, beauty shop, ATM machine or branch bank and postal/business services; 2) food and drink including a neighborhood-serving cafe/dessert spot/bar and up to two region-serving restaurants; 3) specialty convenience stores, such as a flower shop, card/office supply store, gift shop, and bookstore. Small professional offices are also appropriate, particularly service-oriented uses such as travel or insurance agents. Housing (with no minimum density requirement) is also permitted within the village blocks, above the ground floor level and provided that the parking requirement can be satisfied.

Building Height & Massing

Buildings must be at least 15 feet high. Building height is limited to two stories of housing or offices over the ground floor of retail or offices. Buildings should have well defined, articulated massing with frequent recessed entrances, storefronts and display windows. Floor to ceiling glass is not appropriate for retail frontage.

Parking Ratio

Retail and office uses must provide one parking space per 500 square feet of building area. Residential uses must provide the standard Communications Hill parking ratio current at the time of development; alternate use parking may be considered.

Parking Accessibility & Orientation

On-street parking must be conveniently located along retail street frontage. Surface parking lots behind buildings within the mid-block must be partially concealed or screened from view. Mid-block passages every 150 feet which provide direct access to stores from these lots should be provided through passageways. Bike storage areas should be provided adjacent to parking.

Setback Zone

Except for those listed below, building projections are not permitted to encroach into the setback. This makes for wider sidewalks and the possibility for small outdoor dining areas.

Building Projections

Projections from buildings which are applied such as cornices, awning, canopies, and signage are permitted to encroach into the setback up to 3 feet. Their placement should be over entrances and display windows and not dominate street frontage. Where housing or offices occur above retail, projections above the ground floor are limited to those outlined for the setback zone on page 60.

Paving

Special paving is encouraged in recessed entries, crosswalks, and areas between street trees in the planting strip of the public right-of-way. The normal wear and tear of daily use requires that the base of buildings and paved areas use quality materials which are durable and require little care.

Loading Areas
Service areas for loading must be separate from the pedestrian entrances, accessed from the rear of the store or restaurant and be screened from view with landscaping.

MOM & POP STORES

INTENT
In many pedestrian-oriented cities *mom & pop* stores are small retail and service shops traditionally found in American small towns and at corners of urban neighborhoods to serve the surrounding residents. New residential development often overlooks the potential for this type of retail. Small stores dispersed throughout a neighborhood promote walking and help to reduce traffic normally generated by convenience shopping. As a place to pick up the evening paper or something-you-just-ran-out-of, these stores help make Communications Hill a walking-oriented neighborhood.

There are no sites specifically designated in the Plan for *mom & pop stores* but they are permitted, and encouraged, in residential areas wherever they are likely to be viable. The Plan recommends at least one *mom & pop* store be provided for every ten residential blocks but encourages a greater frequency of at least one *mom & pop* store for every six blocks. *Mom & pop* stores are not intended to compete with the *Village Center* commercial but should supplement it; *mom & pop* stores are limited to neighborhood serving retail and service shops including small grocery stores, specialty food sales, delis, cleaners, personal services and video rental. Preferred locations include corners of a typical block and parcels fronting onto parks.

Because the Curtner Grove neighborhood (southwest quadrant of Curtner Avenue and Vistapark Drive) is relatively remote from the *village center* and is likely to develop much earlier than the *village center*, a grouping of mom & pop stores is allowed within this area. The character of these stores must be small-scale to fit within the residential fabric and its aggregate square footage may not exceed 8000 square feet.

DESIGN STANDARDS
Location
Mom & Pop stores must be located within residential buildings but should have their own exterior entrances.

Street Frontage
Storefronts must be transparent and permit a view to the interior.

Size
A minimum of 250 square feet is required to qualify as a *mom & pop* store. No more than 1500 square feet is permitted at any one location or on any block face. Within Curtner Grove, no more than 2000 square feet is permitted at any one location or on any block face.

Parking Ratio
No additional parking spaces shall be required.

Corner Entrances
It is recommended that stores have corner entrances oriented on a 45 degree angle to the street. This is an entry pattern typical of corner stores located in urban neighborhoods.

3.2.d Civic Facilities & Emergency Services

The Plan designates parcels within the neighborhood as potential locations for civic facilities and emergency services. These facilities help to make the *village center* an urban place. The intent and general parameters for a school, library /community center, daycare facility and fire station are described below. Additional study is required to make each an integral part of the neighborhood.

SCHOOL FACILITIES

DESCRIPTION

The Plan designates a 10 acre parcel for the combined use of a school facility and playfields. It is centrally located within the neighborhood to provide accessibility and encourage walking. Adjacent to its northern boundary, a parcel has been located to provide civic uses which could be shared between the school and residents of Communications Hill. Although the specific program requirements of both the school and playfields are indeterminable at this point, it is anticipated that an elementary school serving the Franklin-McKinley School District will be needed. Communications Hill also lies in the Eastside Union High School District and based on school district estimates the adequacy of these facilities will need to be addressed in the short term. Potential locations for a second elementary school facility are discussed in Section 3.2.g, Discretionary Alternate Use.

DESIGN STANDARDS

Site Design & Location of Building

Further study which addresses issues of programming, site design, building massing and access is required to adequately assess the appropriate location and layout of the school and its playfields.

CIVIC FACILITY

Civic uses are an important component for the making of the *village center*. A small library and/or community center could serve as a place of interaction for residents of Communications Hill and the adjacent school. A parcel for civic use is shown next to the retail / commercial blocks. Although the type of building is unknown, its relationship to other uses and public spaces is an important one. The architecture of this public building should have a formal urban character - one of quality, permanence and lasting design.

A combined facility could offer a range of educational and social uses and provide traditional library services. It is the City of San Jose's policy that approximately 500 square feet of community center be provided for every 1000 residents. There is also a study currently underway by the City looking at the viability of smaller storefront-like libraries. Further review of existing civic facilities near Communications Hill will be made to determine a specific program.

DAYCARE

The proximity of child care facilities close to the home and/or the workplace is an integral part of the daily routine of working parents. The Plan does not designate potential locations for daycare facilities but encourages their inclusion as a convenience. The daycare facility should be located within the retail blocks or civic parcel of the *village center*. The parks, services and shopping of the village center will provide support for this type of facility.

FIRE PROTECTION

To provide adequate fire protection and emergency service for residents of Communications Hill, a fire station located within the neighborhood is needed. The architecture of this facility should express its function and represent a building of civic importance. Two locations which meet the requirements established by the Fire Department are the southeast and southwest corner parcels at the intersection of Avenue B and 14th Street. Both locations accommodate the typical parcel size of 1.5 acres and do not front onto high activity streets. All buildings located west of the Hillcap Extension and the cemetery, with the possible exception of the single-family detached homes, will be equipped with sprinklers. All development on the flat land along Monterey Road, east of the Hillcap Extension and south of Hillcap and Hillsdale Avenues, will be subject to Fire Code Sprinkler Ordinance requirements.

INTENT
Within the Communications Hill study area there is development along Monterey Road and the railroad right-of-way of industrial and industrially-oriented commercial uses. In general, the Plan proposes to expand development opportunities without jeopardizing current uses. There are no floor-area-ratio limitations for individual developments, however, an overall total for permitted square footage is listed in the table of proposed uses, Figure 38. The four subareas described in this section are Monterey Road, Pullman Way east of the railroad, Pullman Way west of the railroad and Hillcap Road.

MONTEREY ROAD

DESCRIPTION
Monterey Road is primarily built out with commercially-oriented industrial uses where it borders Communications Hill. The Plan proposes to change the land use designated for this stretch of Monterey Road to combined industrial/commercial. The criteria below supports the strategy of the Monterey Corridor Revitalization study and focus on street frontage design to ensure that future development is more street oriented and accessible by walking.

DESIGN STANDARDS
Street Frontage
Buildings must front onto the street and have articulated, easily accessible entrances. Small parking lots adjacent to the street shall be perpendicular to the street frontage and accommodate no more than 10 cars. These areas shall be screened from view with landscaping.

Signage
Signs must be pedestrian-oriented and part of building design. No billboards are permitted.

Street Trees & Other Plantings
Street trees must planted every 30 feet within the public right-of-way. It is preferred that the same tree species be planted from Chateau-Le-Salle mobile homes to Capitol Expressway. Permitted tree species are listed in Section 3.1.b, Streets. Plantings for screening of parking shall be dense and evergreen such as flowering shrubs, clipped hedges or climbing vines and are listed in Section 3.1.d, Parks, Terraces & Slopes.

Building Height & Massing
Building height is limited to two stories. Buildings must front onto Monterey Road. Building massings must be located along 50% of street frontage.

Truck Docks, Delivery and Trash Areas
Truck docks, delivery and trash areas must not visible from Monterey Road or Pullman Way. Trash areas must be screened from view with landscaping.

PULLMAN WAY, EAST OF RAILROAD

DESCRIPTION
The extension of Pullman Way to the west provides an entry to Communications Hill from Monterey Road and provides a direct link to downtown. The street frontage should be similar in character to that described above for Monterey Road. The same design standards outlined above for Monterey Road apply with the addition of the following.

DESIGN STANDARDS
Vehicular Access
For reasons of safety and grading, vehicular access to parcels from Pullman Way is not permitted within 100 feet of the railroad right-of way.

PULLMAN WAY, WEST OF RAILROAD

DESCRIPTION

The extension of Pullman Way under the railroad right-of-way to the west makes it possible to develop the flatlands of the existing quarry area. The Plan proposes heavy industrial use for the portion to the north and combined industrial / commercial use for the portion to the south. The proposed CalTrain maintenance facility would be located within the heavy industrial area. Access to these areas is provided by a road which extends northwesterly from the Hillcap Road/Pullman Way intersection and terminates in a ring of columnar trees which serve as a landmark and a vehicular turn-around. This access road provides a physical boundary between new development and the undeveloped grassy slopes.

DESIGN STANDARDS

Hillcap Extension - Access Road

The access road should be narrow as possible for safe passage of large trucks. The Table of Street types, Figure 11, mandates the width and characteristics of its right-of-way. Along its entire length on the west side, a steeply banked slope with street trees must be provided.

Street Frontage

Buildings must front onto the street and have articulated, easily accessible entrances. Parking lots adjacent to the street must be small and accommodate no more than 10 cars. These areas must be screened from view with landscaping.

Street Trees & Other Plantings

Street trees must be planted every 30 feet within the public right-of-way. The same tree species be planted from the entire length. Permitted tree species are listed in Section 3.1.b, Streets. Plantings for screening of parking must be dense and evergreen such as flowering shrubs, clipped hedges or climbing vines and are listed in Section 3.1.d, Parks, Terraces & Slopes. The turn-around must have a ring of columnar trees planted on its perimeter with one tree every 10 feet.

Building Height & Massing

Buildings are limited to two stories in height.

Truck Docks, Delivery and Trash Areas

Truck docks, delivery and trash areas must be not visible from Monterey Road or Pullman Way. Trash areas must be screened from view with landscaping.

Signage

Signs must be low and part of the building design.

HILLCAP ROAD

The Plan proposes to maintain the existing light industrial land use designation on the south side of Hillcap Road, however, the potential of this area may change in the future with the building of a proposed CalTrain passenger platform and park-n-ride lot on Monterey Road.

At the time of realization of the CalTrain facility, development opportunities for a mix of uses currently considered infeasible should be reviewed. This area could become a prime location for transit-oriented development which includes places to work, to shop and to live. The 80 plus acres surrounding the CalTrain facilities could accommodate different but compatible uses in at least two ways; 1) buildings of singular and different uses adjacent to one another or, 2) as integrated building types with one use on top of the other. In addition, changes in land use, building height, massing and density should all be reconsidered subsequent to the completion of the Caltrain facility.

3.2.f Interim Uses

Due to the lengthy period of time for full realization of the Plan, there are places within Communications Hill which will benefit from interim uses. Interim uses comprised of primarily recreational uses within open space area, such as an equestrian facility, are permitted.

The Plan proposes a small neighborhood on the north side of Hillcap as part of the long term planning goal for transit-oriented development. The housing, its streets and pathways would provide another link to transit and reduce the need for commuting, however, this most likely will not occur in the early phases of the development of Communications Hill. Interim uses as described above of this area are encouraged.

3.2.g Discretionary Alternate Uses

Due to unforeseen opportunities and constraints, there are areas of the Plan which may benefit from additional and/or alternative uses to those which are proposed. These areas must follow the objectives of the Horizon 2000 General Plan, be compatible with the intent of the Specific Plan and not threaten success of the Plan. The two areas which allow alternate uses which are to be established at the discretion of the Director of Planning are the following:

The block bounded by 13th Street, Avenue B, 14th Street and Avenue C is designated for multi-family housing but development of retail/commercial uses is permitted provided that 50% of the retail/ commercial frontage along Avenue A is completed first.

A potential location for an additional elementary school is the area planned for residential uses located directly northwest of the intersection of Hillcap Road and Hillsdale Avenue.

4 IMPLEMENTATION

The Communications Hill Specific Plan describes a comprehensive development plan for the Communications Hill Planned Community. It sets forth where and in what form development will proceed. This chapter focuses on the methods and standards for the implementation of development. It addresses development phases, financing mechanisms for public improvements, steps for project approvals and procedures for amending the Plan if changes in policy or circumstances warrant it. Property swaps are discussed for exchanges of land which could benefit the land owner and the realization of the Plan.

4.1 Increments of Development

The Plan anticipates that development will occur over a period of 10-15 years. There is no phasing plan which is typical of suburban development. The Plan relies on the demand for various uses to determine the kind, size and timing of development. General criteria for development and implementation principles have been established to guide the varying increments of building by both private and public entities. As the Plan is realized, a system of streets, stairs, pathways, parks and utilities will be built concurrently with new housing, public facilities, shops and restaurants. The general criteria are as follows: 1) to ensure that the urban structure which is the backbone of the Plan is realized; 2) to ensure orderly, safe and sequential development; 3) to minimize conflicts between new development and on-going construction activities; 4) to minimize potential conflicts between new uses and existing ones, i.e. housing and industrial facilities; and 5) to encourage new development to occur as soon as is feasible. The implementation of the Plan will employ the principles and corollary design studies outlined below.

IMPLEMENTATION PRINCIPLES

Streets

1) Development of Vistapark Drive may be undertaken in up to six segments provided that there is at least one connection to either Hillsdale or Curtner Avenues. They are as follows: 1) from Hillsdale Avenue through the intersection of Avenue E, 2) from Avenue E through the intersection of Avenue A, 3) from Avenue A through the intersection of Pullman Way, 4) from Pullman Way through the intersection of 10th Street, 5) from 10th Street through the intersection of 5th Street including the bridge, and 6) from 5th Street to Curtner Avenue.
2) Two or more connecting segments of Vistapark Drive may be built at once provided that at least one end of the built right-of-way connects to Hillsdale or Curtner Avenues.
3) Segments 5 and 6 of Vistapark Drive including the bridge over the railroad right-of-way must be completed prior to the completion of the Millpond access road to Curtner Light Rail Transit Station.
4) Residential streets may be built in any sequence provided that housing which fronts them has two routes of vehicular access connected to off-site destinations prior to its occupancy.
5) Street landscape improvements within any portion of the public right-of-way must be implemented at the same time as the associated right-of-way improvements.
6) Millpond Road, the access road connecting the hilltop with the Curtner Light Rail Transit Station, must be completed no later than the approval of certificates-of-occupancy for 50% of the housing units in the northern portion of the hilltop neighborhood or 1000 housing units located within the hilltop neighborhood, whichever develops first.
7) The western segment of Pullman Way, from the Hillcap access road to Vistapark Drive, must be completed concurrently with the completion of segments 3 or 4 of Vistapark Drive. Hillcap access road must also be completed and connect to the existing Hillcap road. Pullman Way must be completed and connect to Monterey Road when 50% of the industrial/ commercial area along Hillcap access road is built.
8) Narvaez Road, connecting the neighborhood to Capitol Light Rail Transit Station, must be completed concurrently with the completion of the perimeter road, Avenue D-north, which it intersects.

Stairs & Pathways

9) Direct pedestrian routes including stairs # 10, 16 and 24 which connect to the school site shall be completed no later than the construction of the school building.
10) Stairs # 17 and 22 must be completed concurrently with the construction of Southwest Terraces.
11) All stairs within a public right-of-way must be completed with the associated street portion of the public right-of-way.

Parks, Terraces & Slopes

12) AT&T Park must be completed concurrently with the installation of the water tower.
13) Crescent Green must be constructed concurrently with the housing units immediately adjacent to it.
14) The Playfields adjacent to the school site may be completed and available to the residents of the neighborhood and general public prior to completion of the school buildings, however, funds for maintenance of the playfields must be established prior to construction.
15) Residential Squares outlined in Section 3.1.c, Parks, Terraces & Slopes must be designed prior to the approval and construction of housing units surrounding each individual park. Landscape improvements for each park must be constructed concurrently with the completion of 50% of the housing units surrounding its perimeter.
16) Curtner Grove must be planted concurrently with the completion of 50% of the adjacent housing units.
17) County Communications Grove must be planted concurrently with the construction of the first single family home site.
18) Southwest Terraces must be built concurrently with the housing which encompasses it.
29) Vistapark Terraces must be built concurrently with the adjacent segment of Vistapark Drive.
20) Playfields Terraces must be built concurrently with the completion of the adjacent segment of Avenue A.

Utilities

21) Utility improvements within street rights-of-way must be constructed at the same time as the associated street improvements.
22) The installation of the water tower must be completed concurrently with the AT&T Park or by the date the building permits are issued for any housing requiring water supply from the water tank, whichever is completed first.

COROLLARY DESIGN STUDIES

Since Communications Hill is conceived as an integrated neighborhood and not a series of privatized development enclaves, the design of its public infrastructure including linkages throughout the neighborhood are of special importance. The design of some of the key components of the neighborhood design are not directly associated with any particular portion of development. The quality and consistency of the design of these elements are as important to Communications Hill as the design of similar elements in Central Park and Westside Parkway are to New York City.

The following design studies will be undertaken prior to review or approval for the construction of the adjacent streets and/or development.

1) AT&T Park including Stairs # 11, 12, 13, 14, 15 and Water Tower.
2) Selected Stairs including # 7, 17, 22, 24, 26, 27, 28 and alternatives for the mid-block type.

4.2 Financing Guidelines & Principles

BACKGROUND

The financing of infrastructure and public facilities is a crucial component of the implementation strategy for the Communications Hill Specific Plan. Build out of all Communications Hill neighborhoods will take place over the next 10 to 15 years. As for other large scale development projects, significant levels of infrastructure costs will be incurred up front in the development process. These include necessary off-site improvements and the on-site backbone infrastructure. Such improvements must be installed as early as possible in order to create development opportunities, but in any case, must be installed concurrent with development requiring them. The investments are made considerably in advance of any revenue being generated from the sale of housing units or finished for-sale lots.

SAN JOSE'S POLICY GUIDELINES FOR PUBLIC FINANCING

With the advent of large scale, master planned communities within the City of San Jose, in 1988 the City adopted policy guidelines governing the use of public financing mechanisms. These included Assessment, Mello-Roos or Integrated Financing Districts. Until 1988, the City had permitted the use of Assessment District financing in industrial project areas only. No Mello-Roos or Integrated Financing District financing had been used by the City. In order to encourage the development of residential projects offering special amenities such as parks and recreational facilities, the City determined that future City-sponsored public financing would be considered.

The City of San Jose has adopted the following guidelines with respect to bond financing for new residential developments:

- The City would have responsibility for administering the design and construction of public infrastructure improvements.
- Any special tax levy must be for specific improvements; cannot exceed a specified maximum amount; and must be of a fixed duration.
- It is the responsibility of the City to select the appropriate financing mechanism (i.e., Assessment, Mello-Roos, Integrated Financing District or some combination).
- The existence of any special tax must be disclosed in writing to homebuyers as a condition of development and the issuance of building and occupancy permits. Homebuyers must acknowledge the existence of a special tax in writing as a condition of escrow.
- The developer is to provide financial assurances that the total amount of special taxes and assessments will not exceed one percent (1%) of the assessed valuation of proposed single family residential property.

FINANCING PRINCIPLES

The actual allocation of infrastructure and public facility costs must be based upon principles that reflect public policy considerations, equitable treatment among affected property owners and overall financial feasibility. The following criteria will be used with respect to the financing of infrastructure and public facilities for Communications Hill.

- Infrastructure and public facility costs that are made necessary by new development, including any development which may occur prior to the formation of a financing district, will be borne by new development. Existing fully developed properties within the CHSP area will not be assessed for these costs.
- Infrastructure and public facility costs will be allocated to new development in relation to the benefit derived from or use made by affected properties.
- The costs of infrastructure improvements and public facilities with different patterns of use or benefit will be allocated differently.
- Off-site development that will use or benefit from infrastructure improvements or public facilities will participate in paying their fair-share of cost where possible.
- Property owners will be reimbursed for land dedications which are excessive.
- Developers who must front-end infrastructure and public facility costs in excess of their fair share will be reimbursed for the difference between front-end costs and defined fair-share costs.
- Government funding sources should be used, where applicable, to defray the costs of infrastructure and public facilities.
- The use of pay-as-you-go financing will be maximized and the use of public debt financing will be targeted to those situations where major up-front investments are required to permit development to occur.

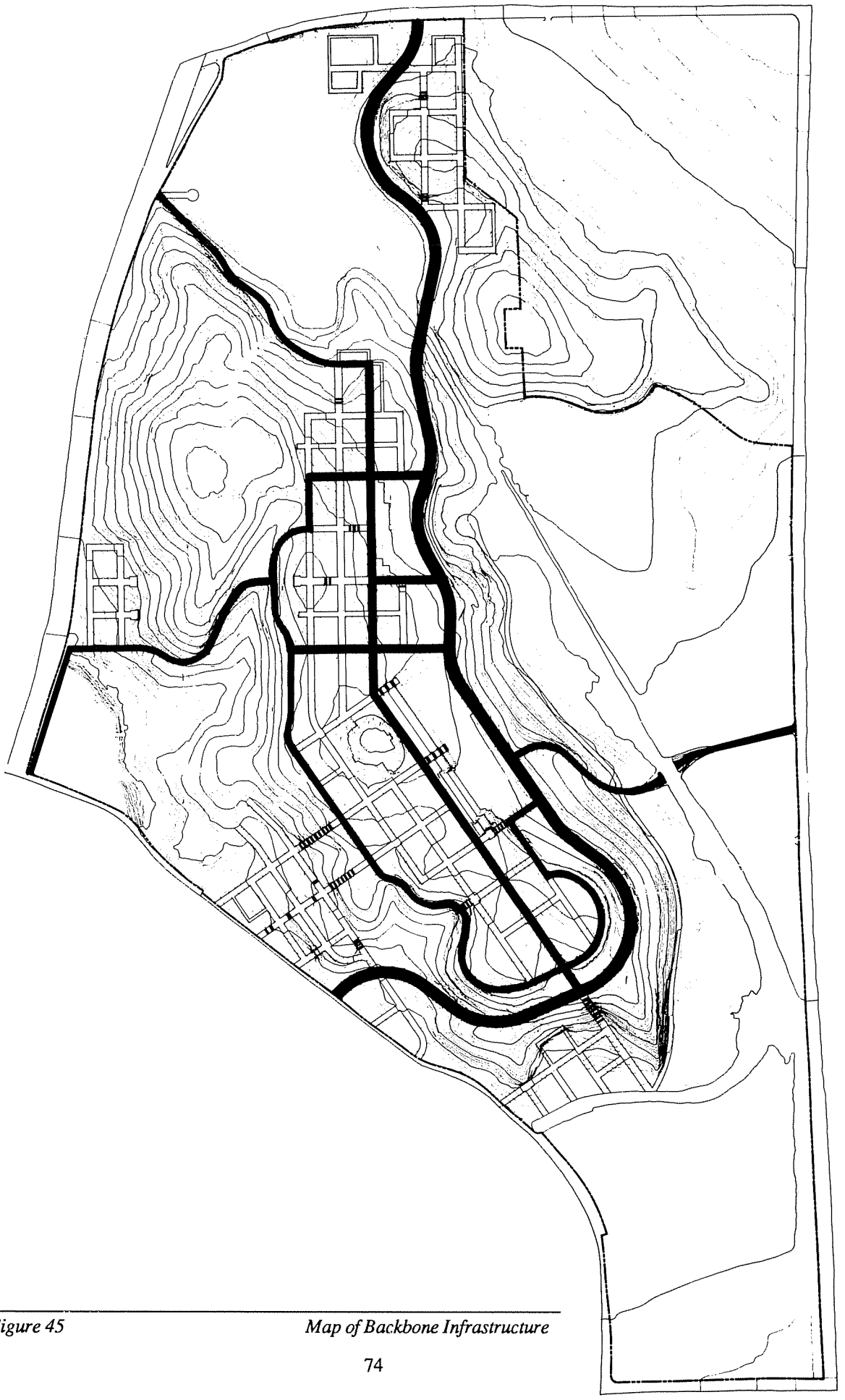


Figure 45 *Map of Backbone Infrastructure*

4.3 Financing Strategy

This section defines the various parts of the infrastructure proposed by the Plan. Preliminary cost estimates have been provided to assess the magnitude of the infrastructure and public facilities costs. A detailed financial analysis which includes more detailed site planning and engineering analysis is necessary prior to development and will be the subject of additional study.

INTRODUCTION : PUBLIC VERSUS PRIVATE

The implementation strategy for Communications Hill follows the urban structure of the Plan itself and differs from the procedures normally associated with suburban development. In suburban enclaves, as opposed to urban neighborhoods, most infrastructure is directly associated with private development and most of the costs are borne directly by developers. A set of conventions for the phasing and financibility of infrastructure has grown up around the privatized, non-urban development conventions for low density development on generally flat land where public services are available or reachable. Communications Hill is a milestone in the urbanization of San Jose and requires adopting financial strategies tailored to urban development on a hillside location where urban services are not generally available. Fortunately the mechanisms to accomplish these strategies exists. The use of public financing mechanisms has benefits to the City, to developers and to buyers because the public financing of infrastructure is ultimately less costly than private financing.

The map on the left delineates the streets which are part of the backbone infrastructure portion of the urban structure. These streets include Vistapark Drive, Avenue A, Avenue D, Narvaez Road, Millpond Road, Pullman Way, 10th Street, 14th Street, a portion of 12th Street and 19th Street. This distinction has been made to determine eligibility for financing only and does not reflect the importance of each component for the success of the Plan. The remainder of the streets are defined as in-tract infrastructure. Other major backbone infrastructure items include the storm drain and sanitary sewer systems, the water supply system, and the parks. Both the backbone and in-tract infrastructure can be built on an incremental basis as individual development occurs, although early construction of backbone facilities is encouraged.

INFRASTRUCTURE COST ESTIMATES

Preliminary cost estimates based on conceptual layouts or information have been prepared for the following components of the entire infrastructure, both backbone and in-tract. The costs shown in Figure 46 do not include the land to be acquired for rights-of way, parks, open space or other public facilities. The costs are preliminary in nature and require further refinement based on detailed engineering analysis at the time of their implementation and concurrent with various increments of development. The costs shown below are rough estimates and subject to revision. At the time of assessment district formation, a negotiated agreement between the property owners and affected school districts will determine the actual costs to be borne by development for the provision of adequate school facilities. No residential Planned Development Zoning which is to be approved within the Plan area prior to the formation of any assessment district shall be excluded from contributing to any costs borne by development in the area for the provision of adequate school facilities. All new development within the study area that will derive benefit from these improvements will be assessed on a prorata basis. Improvement plans will need to be prepared and will serve as the definitive basis for allocating costs among the benefitting properties. To determine a total infrastructure cost, a contingency factor of 15% has been added to the subtotal of estimated hard costs listed below plus an additional 20% to reflect soft costs such as permit, development, design and engineering fees.

The backbone infrastructure and community facilities cost is estimated at $114 million. Of this amount approximately $60 should be financed through the creation of a finance district or combination of districts. The remaining $54 million in backbone infrastructure should be financed through the imposition of a one time development fee. This fee should be tied to the pace of actual building construction of individual projects and imposed at the time of issuance of building permits. The remaining improvements are in-tract type infrastructure and estimated to cost approximately $20 million. These will be implemented and financed by the individual developers.

Grading	15,125,000
Storm Drainage System	22,800,000
Detention Basins	4,115,000
Residential Streets	8,768,000
Vistapark Drive (with two-lane portion)	2,870,000
Sanitary Sewer System	4,960,000
Water Supply System	12,550,000
Joint Trench System	8,750,000
Relocation of Communications Lines	1,000,000
Pullman Way Underpass	3,000,000
Vistapark Drive Bridge	1,200,000
School	4,000,000
Parks	2,650,000
Fire Station	3,400,000
Civic Building	600,000

Figure 46 *Table of Total Estimated Costs*

4.4 Design Review & Project Approval

Design standards in this document range from general to very detailed. There will inevitably be questions about exactly what certain provisions mean and interpretations which will need to be made. Also, when zoning and subdivision applications are proposed within Communications Hill study area, it is possible that some changes to the Specific Plan will be requested. The purpose of this section is to describe how issues and proposed changes will be resolved.

The enforcement of design standards in this document will be responsibility of the Department of City Planning. The Director of Planning is responsible for interpreting the provisions of this Plan. Any land use decision that the Director of Planning makes may be appealed in accordance with the appeal process set forth by the City of San Jose Municipal Code.

Plans for PD zoning within the study area submitted by the property owners and/or developers will be reviewed to ensure compliance with intent and design standards stated in this document. Any submittal for PD zoning within the study area must include separate project environmental clearance as well as any additional environmental studies or information required by the Specific Plan Environmental Impact Report or the City. Project-specific mitigation measures for subsequent stages of development are outlined in Section II of the EIR. All development plans must also comply with other standards established by the City of San Jose as well as all applicable building codes.

The steps for implementation of the Specific Plan include the following; 1) rezoning of Specific Plan area, 2) developing a financing strategy, and 3) environmental review.

Rezoning Process

The rezoning process would include further development and evaluation of the Plan to address the following issues.

- Development standards from the Specific Plan related to building placement, street design and location and permitted uses.
- Distribution of units to specific blocks.
- Timing of development related to construction of infrastructure improvements and community facilities.
- Responsibilities for financing and construction of infrastructure improvements and community facilities.
- Coordination among property owners for grading and property line adjustments or land swaps.

Financing Strategy

A financing strategy is required to allow the construction of infrastructure improvements and development to proceed in a timely and efficient manner. Several means of financing are available. The particular financing methods for implementing the Communications Hill Specific Plan will be determined based on the types of improvements to be financed, the timing of the improvements and payback periods. The financing analysis will address the following.

- Determination of improvements to be financed by the community (i.e. a coalition of benefitting properties) versus individual projects.
- Preparation of Engineers' Report describing detailed infrastructure improvement plans.
- Determination of appropriate type of financing methods.

Environmental Review

Rezoning and financing programs will require additional environmental review. This review may be completed separately for the rezoning and financing programs, or may be combined and done under one environmental impact report. The second option will allow work of the Engineers' Report to identify potential impacts to be addressed and minimize the need for additional work at a later date.

4.5 Amendment Procedures

The Planning Commission, City Council or any Specific Plan area property owner may request an amendment to the Specific Plan. The application for an amendment shall be in a form determined by the Director of Planning which includes an explanation of the proposal, the reason for the change and any necessary supporting documents, plans, etc. The proposal will be reviewed through public hearings with both the Planning Commission and City Council, however, only the City Council has the authority to amend the Specific Plan. A proposed amendment will be considered only during the Annual Review process of the General Plan. Applications for Specific Plan amendments from property owners will be subject to filing fees determined by the City Council.

4.6 Property Swaps

The layout of the Plan and designation of land uses have been done without respect to the boundaries of individual property owners in order to ensure the integrity of the design for the new neighborhood. There are several blocks within the Plan which could benefit from land swaps of adjacent owners. Throughout the planning process, meetings were held with property owners of the undeveloped portions of Communications Hill to review potential land swaps. This Plan does not mandate exchanges of land and has left the opportunity for property swap transactions to the will of the individual owners.

5 APPENDICES

The examples of block types of multi-family housing included in this chapter helped to derive the street grid, its dimensions, and design standards for multi-family housing. They represent a starting point and illustrate approaches to site planning of various block sizes with a variety of unit and building types.

5.1 Block Types

1) A 220 X 290 block comprised of small podium buildings at corners with townhouses at mid-block and alley bisecting central garden.

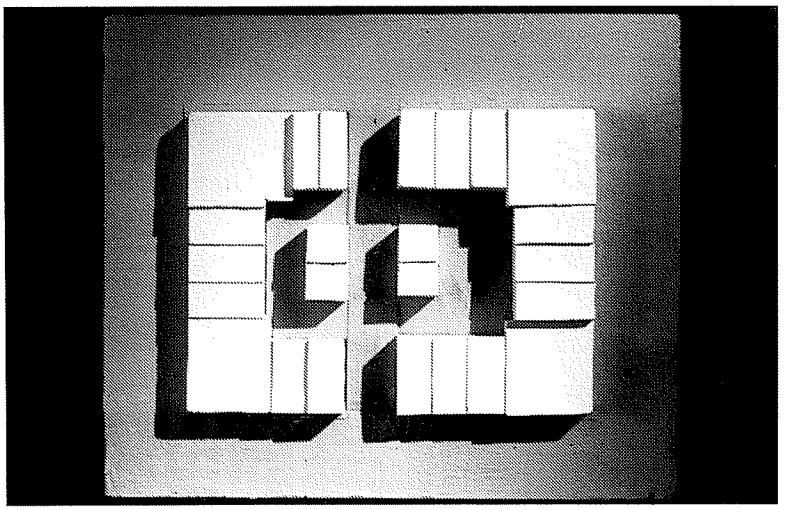
2) A 220 X 290 block comprised of tuck-under townhouses with private drive loop and small front yards with smaller grouped buildings around garden courts.

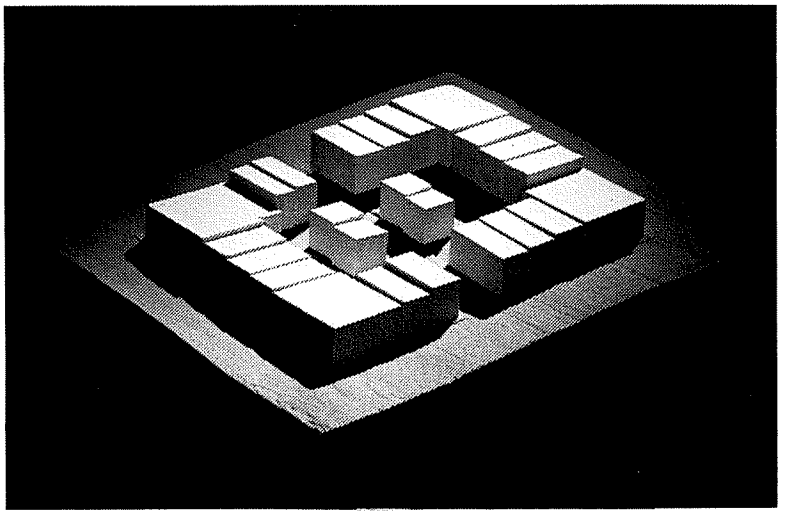
3) A 220 X 290 block comprised of podium buildings on long side of block with townhouses between on narrow side with central garden.

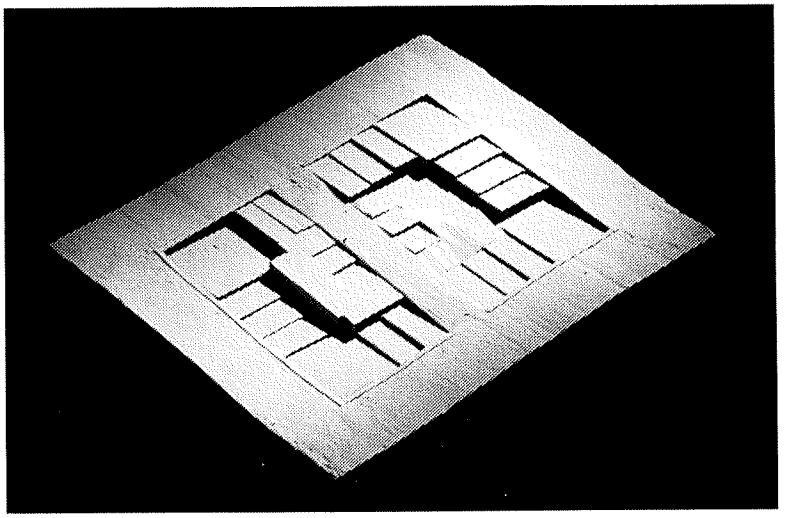
4) A 190 X 290 block comprised of podium buildings along narrow side of block with townhouses on long side with central garden and pedestrian way.

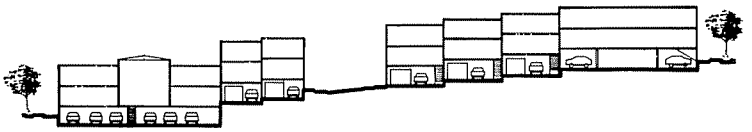
5) A 250 X 290 block comprised of tuck-under townhouses with private drive loops, front yards and central garden.

6) A 250 X 290 block comprised of podium buildings along narrow side of block and mid-block with townhouses between on long side and garden courts connected by alley or private drive.

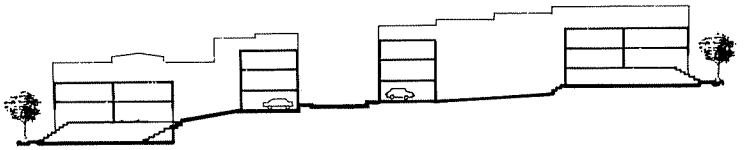




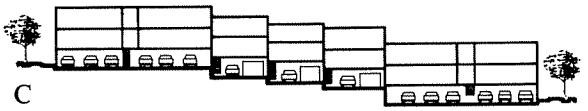




A



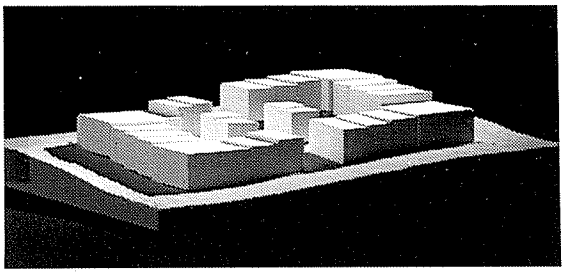
B

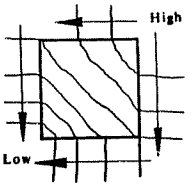


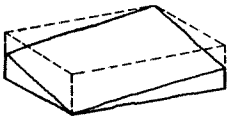
C

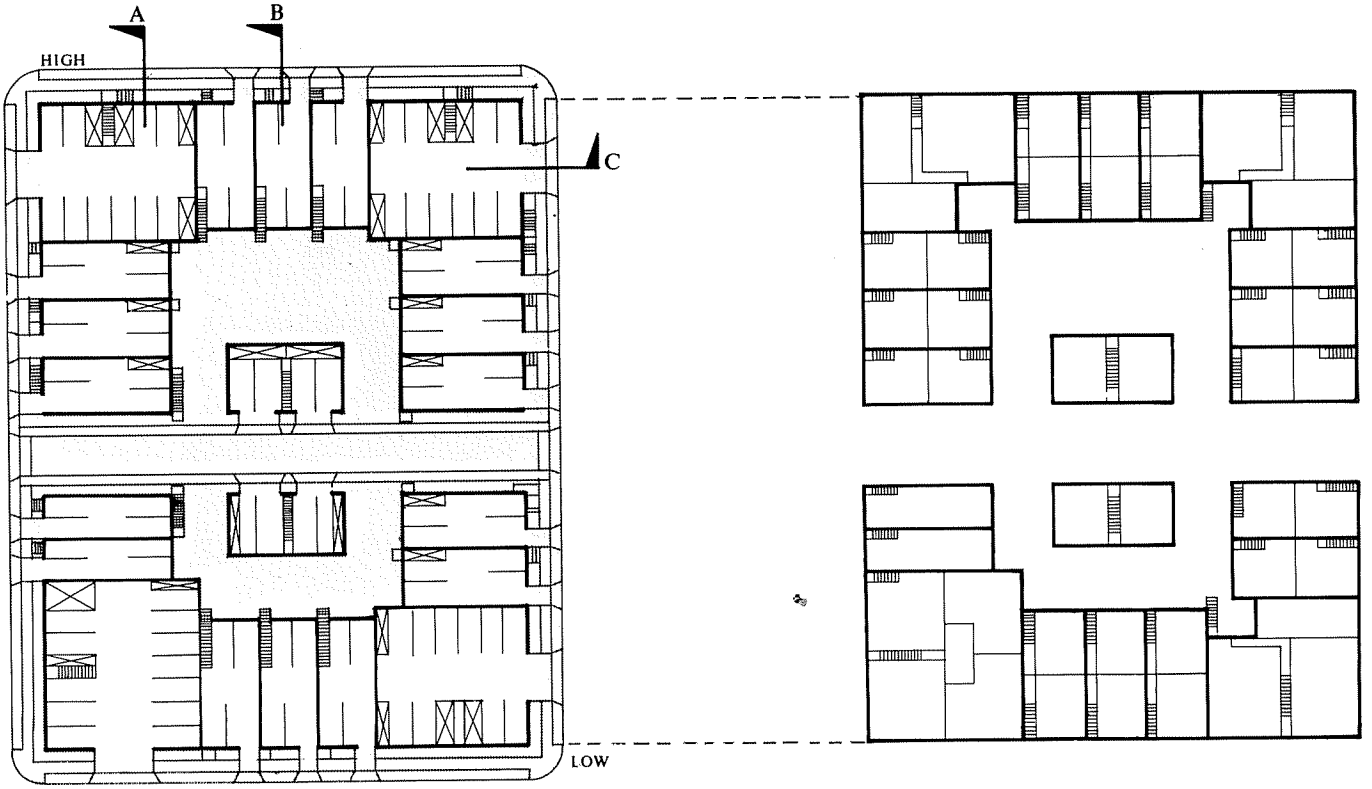
BLOCK TYPE 1
Composite block w/ alley & central garden

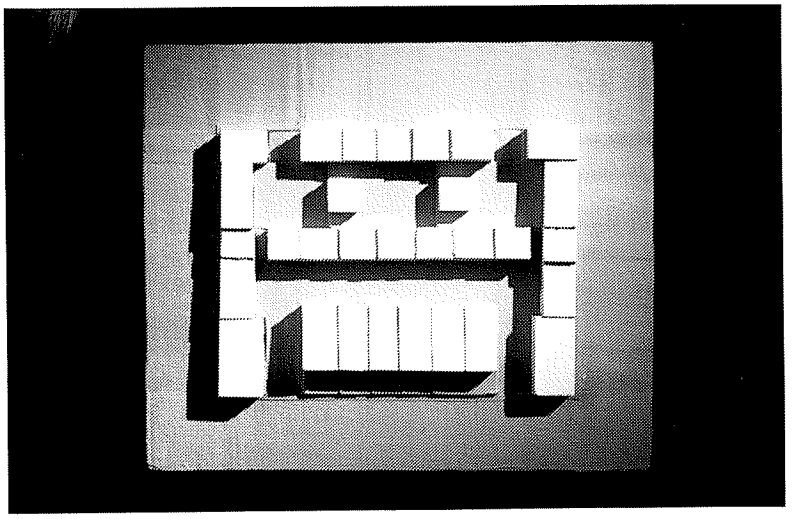
Block Size: 220 feet by 290 feet
Net Acres: 1.46
Parking Spaces: 98
Units: 49 to 65
Density @ 2:1 parking ratio: 34 DU/AC
Density @ 1.5:1 parking ratio: 45 DU/AC

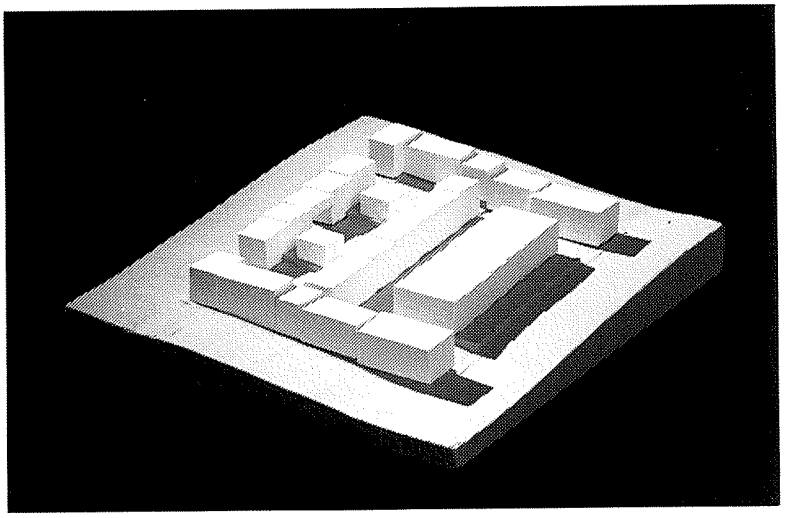


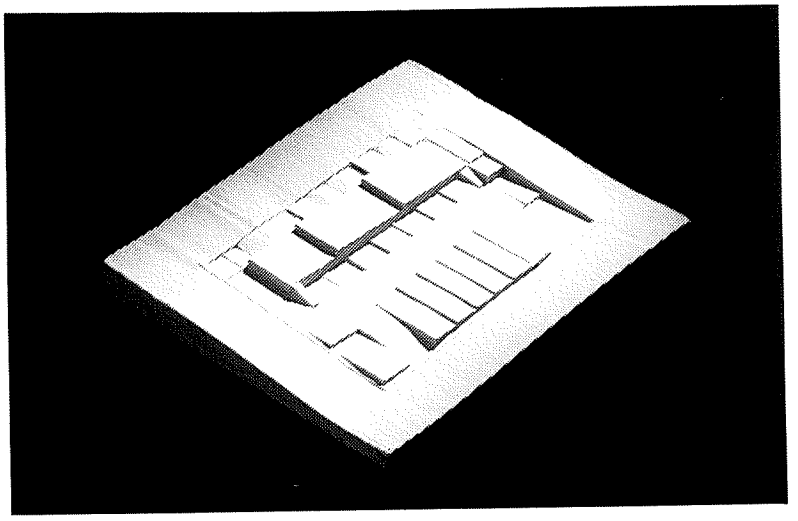


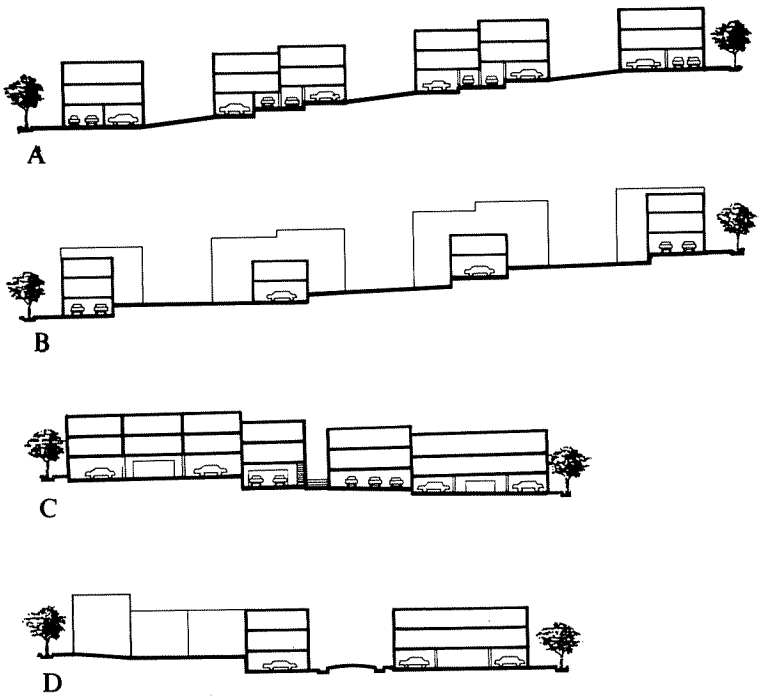






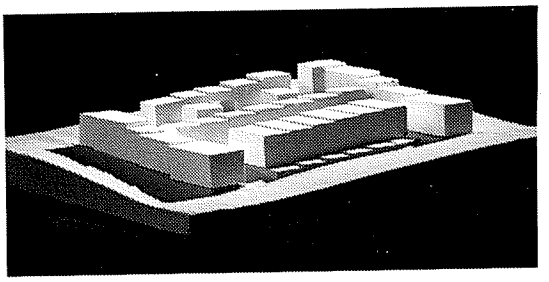


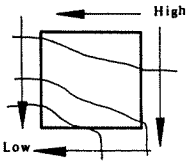


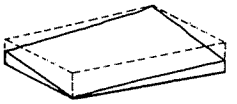


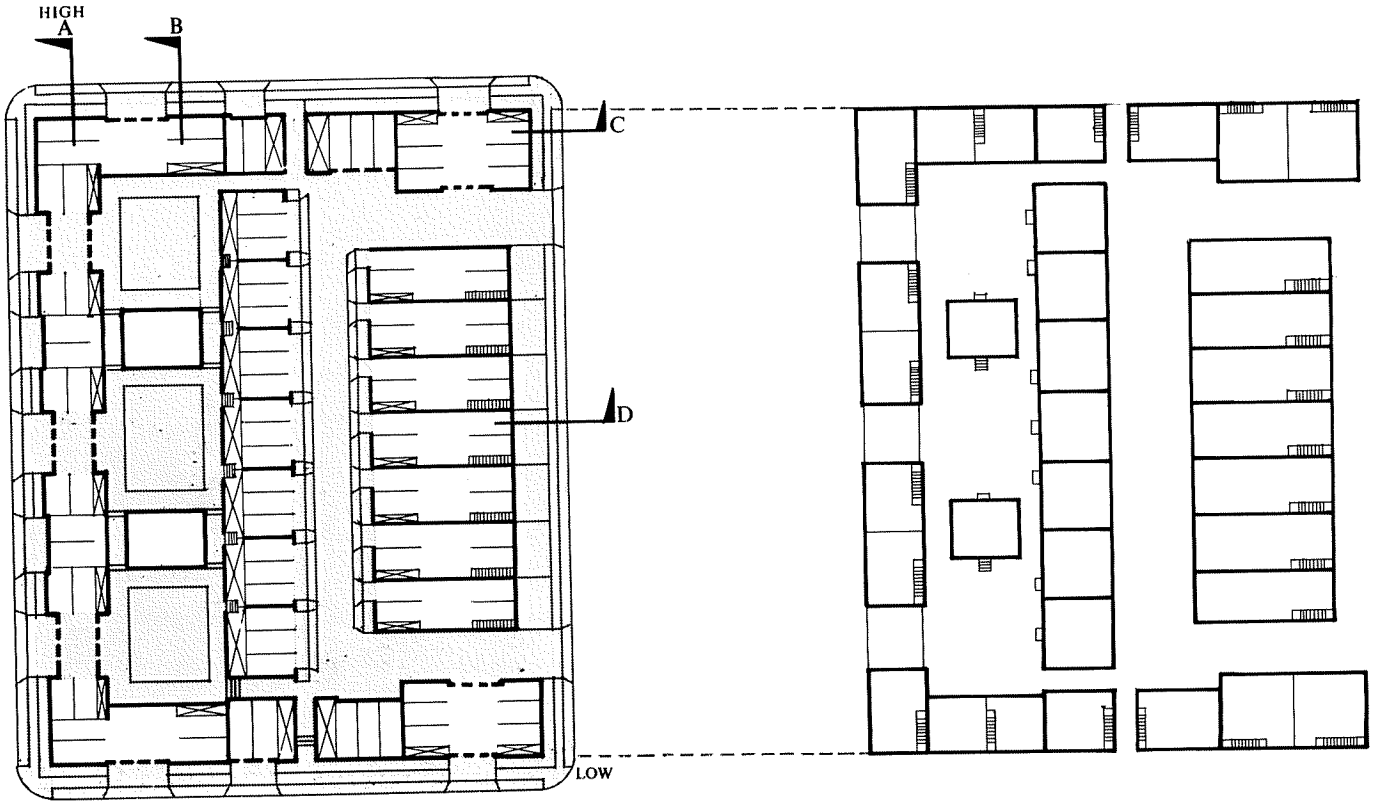
BLOCK TYPE 2
Tuck-under w/ garden courts,
driveway loop, and front yards

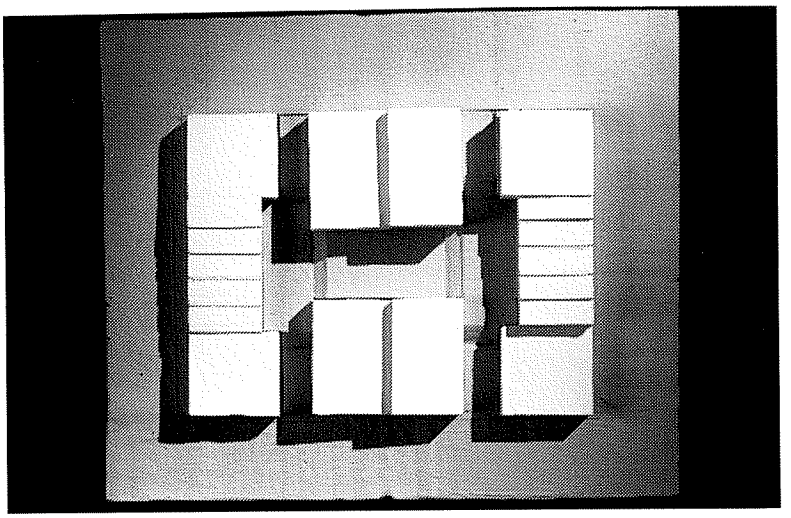
Block Size: 220 feet by 290 feet
Net Acres: 1.46
Parking Spaces: 88
Units: 44
Density @ 2:1 parking: ratio 30 DU/AC

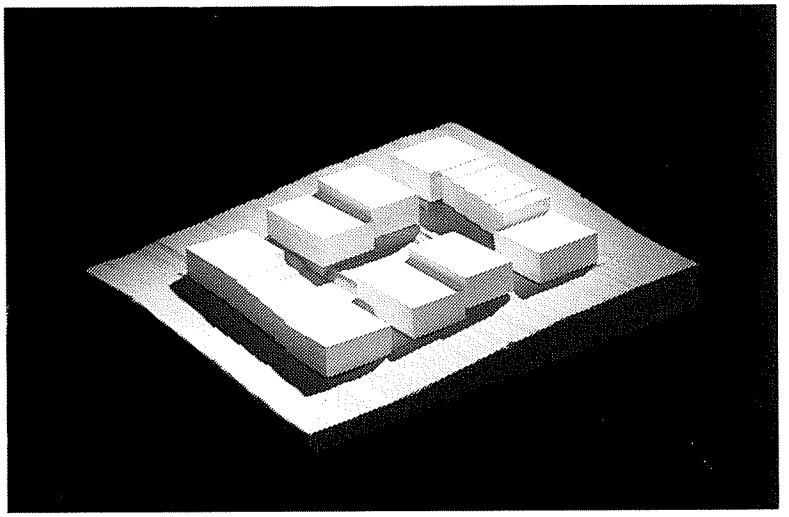


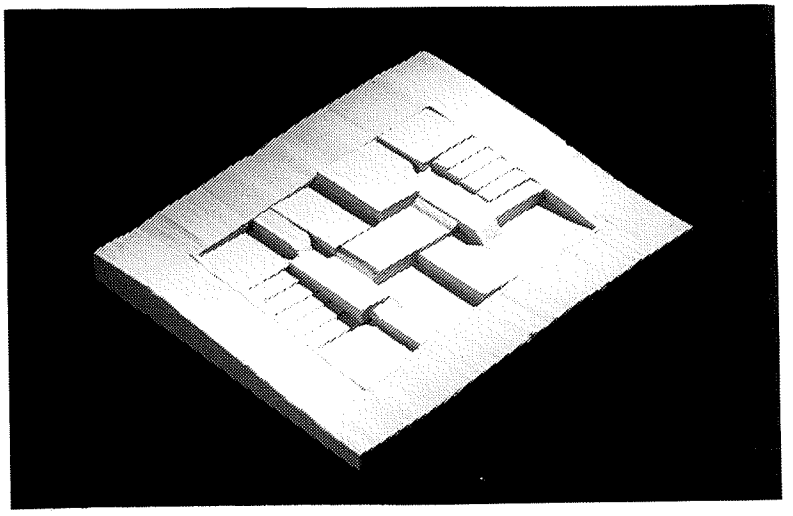


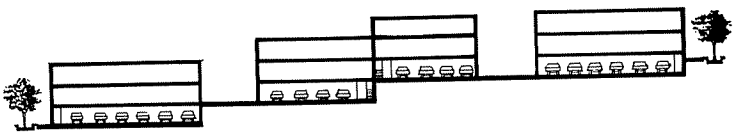




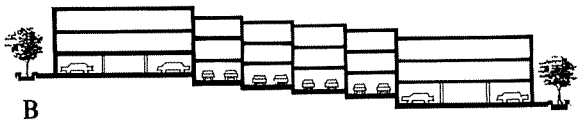








A

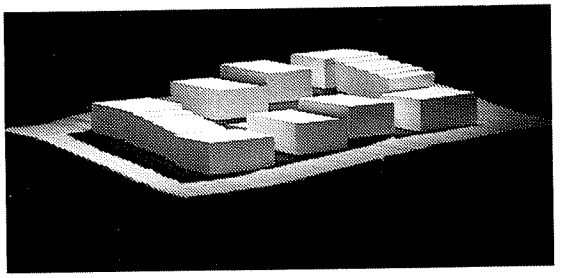


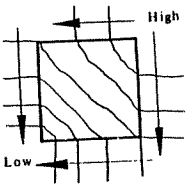
B

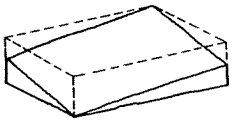
C

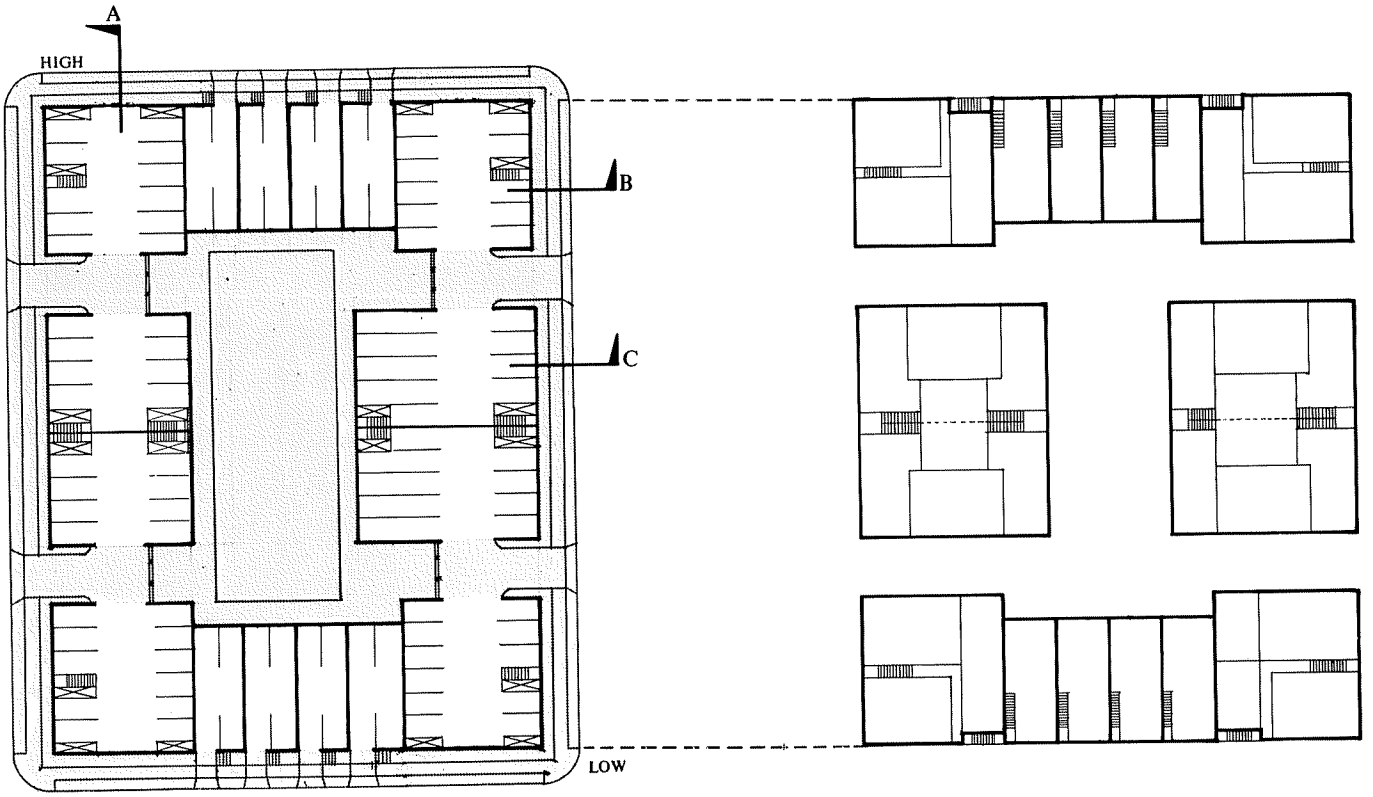
BLOCK TYPE 3
Composite block w/ central garden
and open driveways

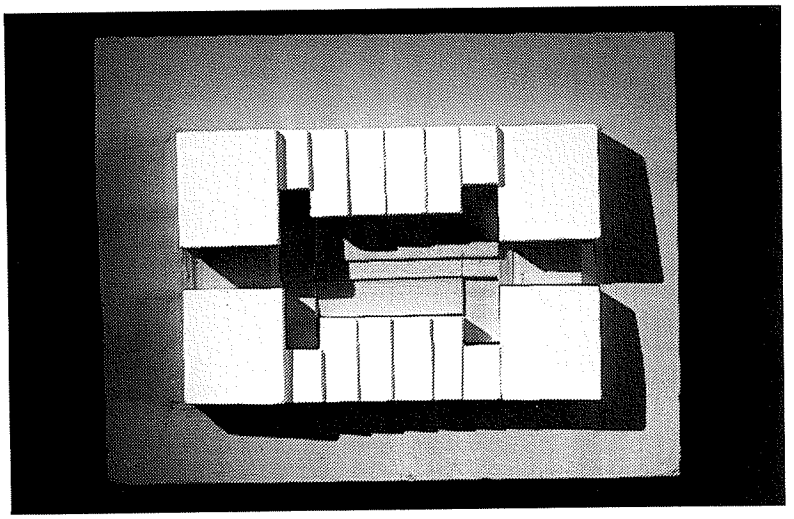
Block Size: 220 feet by 290 feet
Net Acres: 1.46
Parking Spaces: 108
Units: 54 to 72
Density @ 2:1 parking ratio: 37 DU/AC
Density @ 1.5:1 parking ratio: 49 DU/AC

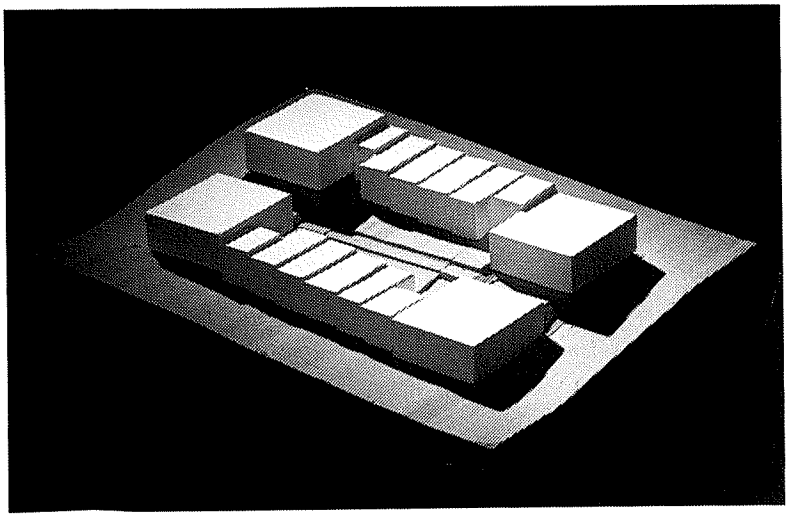


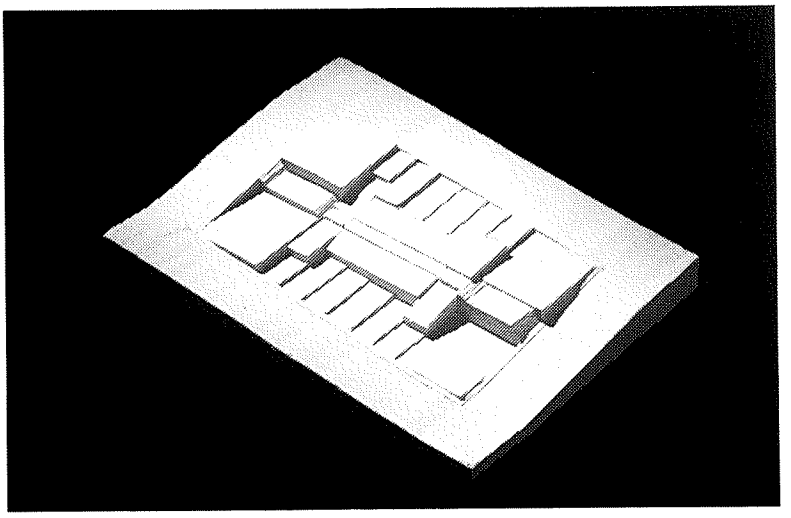


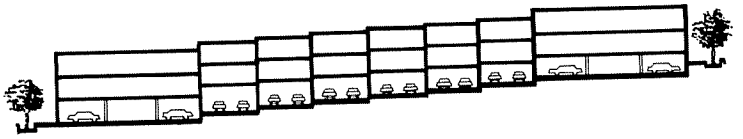




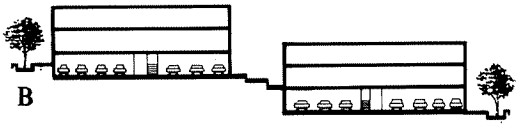








A

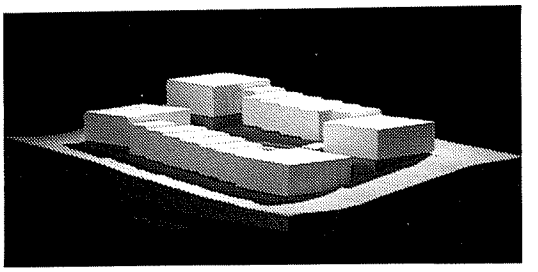


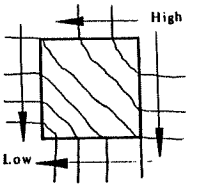
B

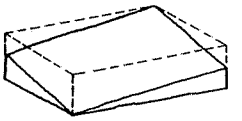
C

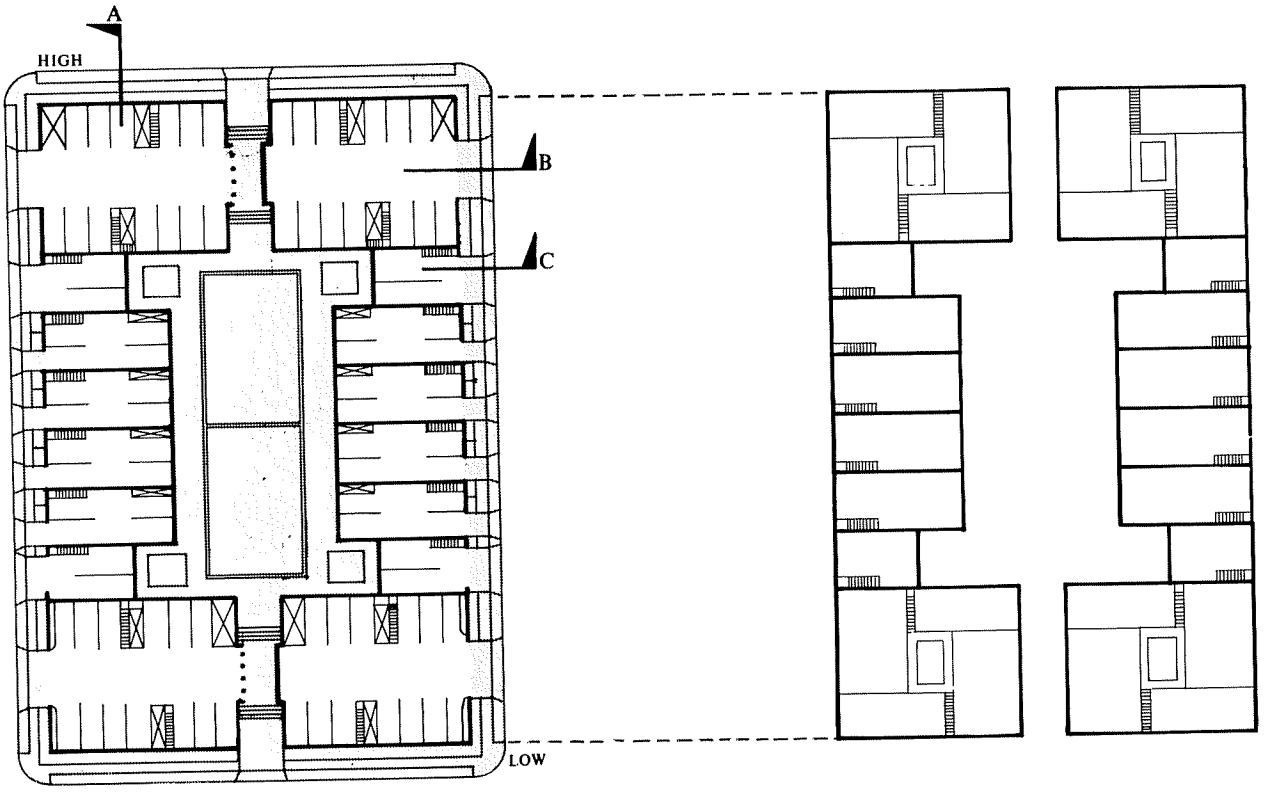
BLOCK TYPE 4
Composite block w/ central garden
and pedestrian way

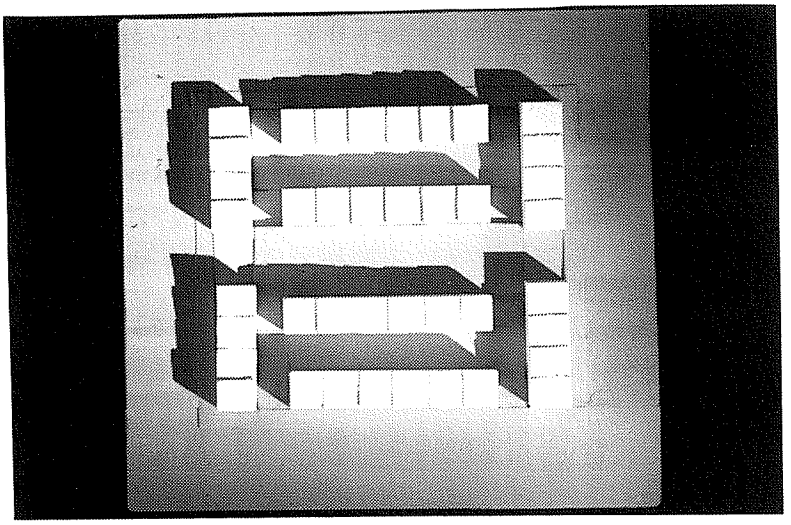
Block Size: 190 feet by 290 feet
Net Acres: 1.26
Parking Spaces: 92
Units: 46 to 61
Density @ 2:1 parking ratio: 37 DU/AC
Density @ 1.5:1 parking ratio: 48 DU/AC

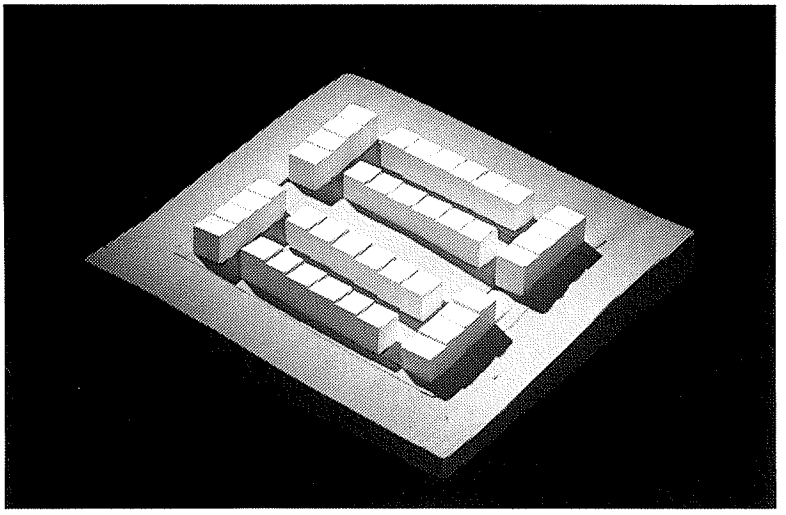


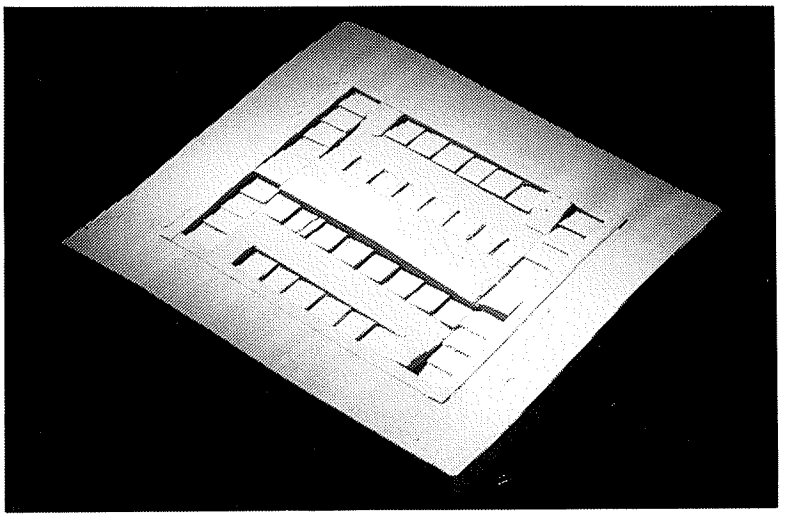


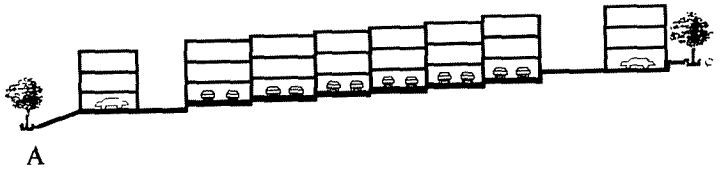


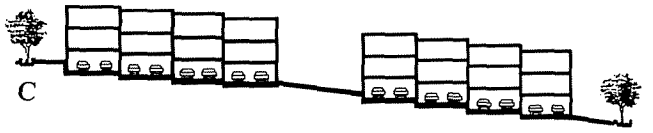






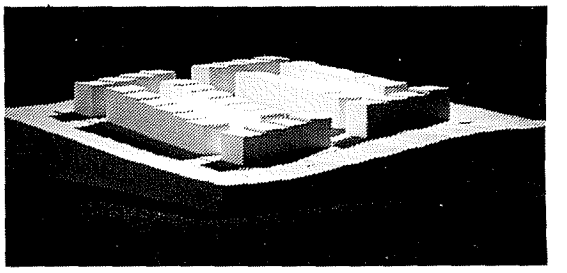


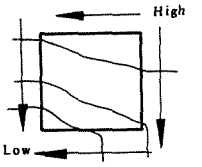


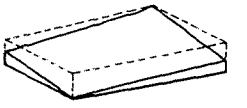


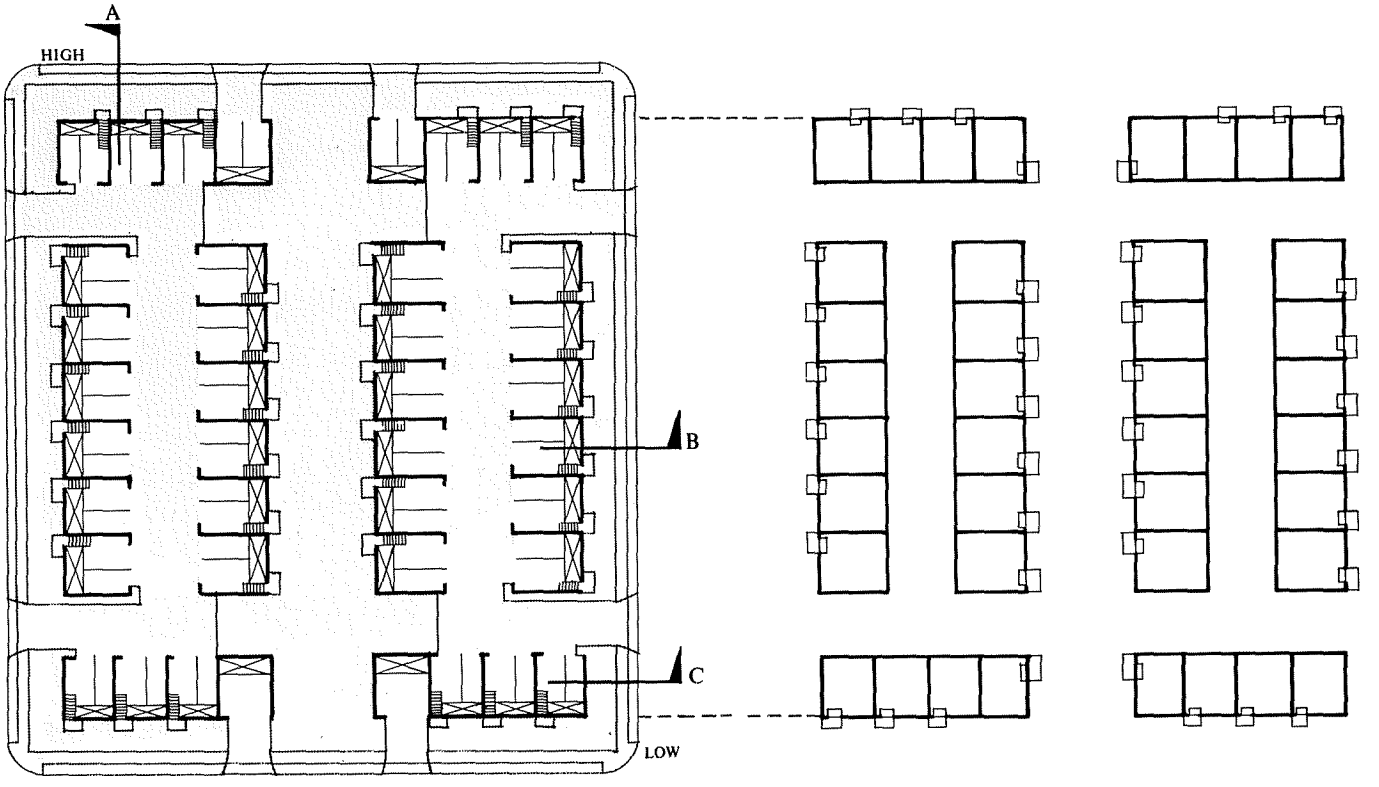
BLOCK TYPE 5
Tuck-under w/ front yards & central garden

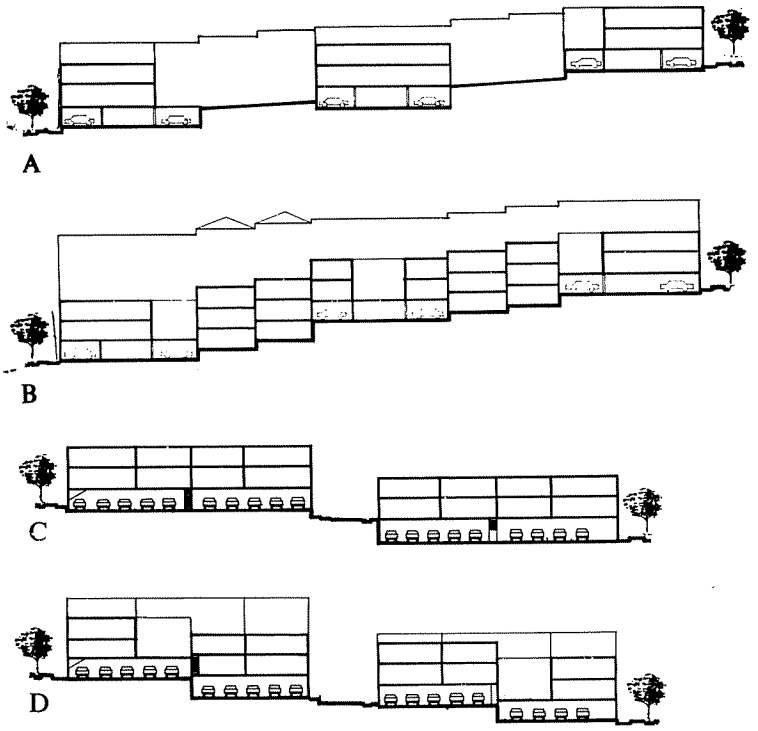
Block Size: 250 feet by 290 feet
Net Acres: 1.67
Parking Spaces: 80
Units:40
Density @ 2:1 parking ratio: 24 DU/AC





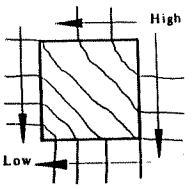


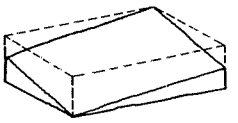


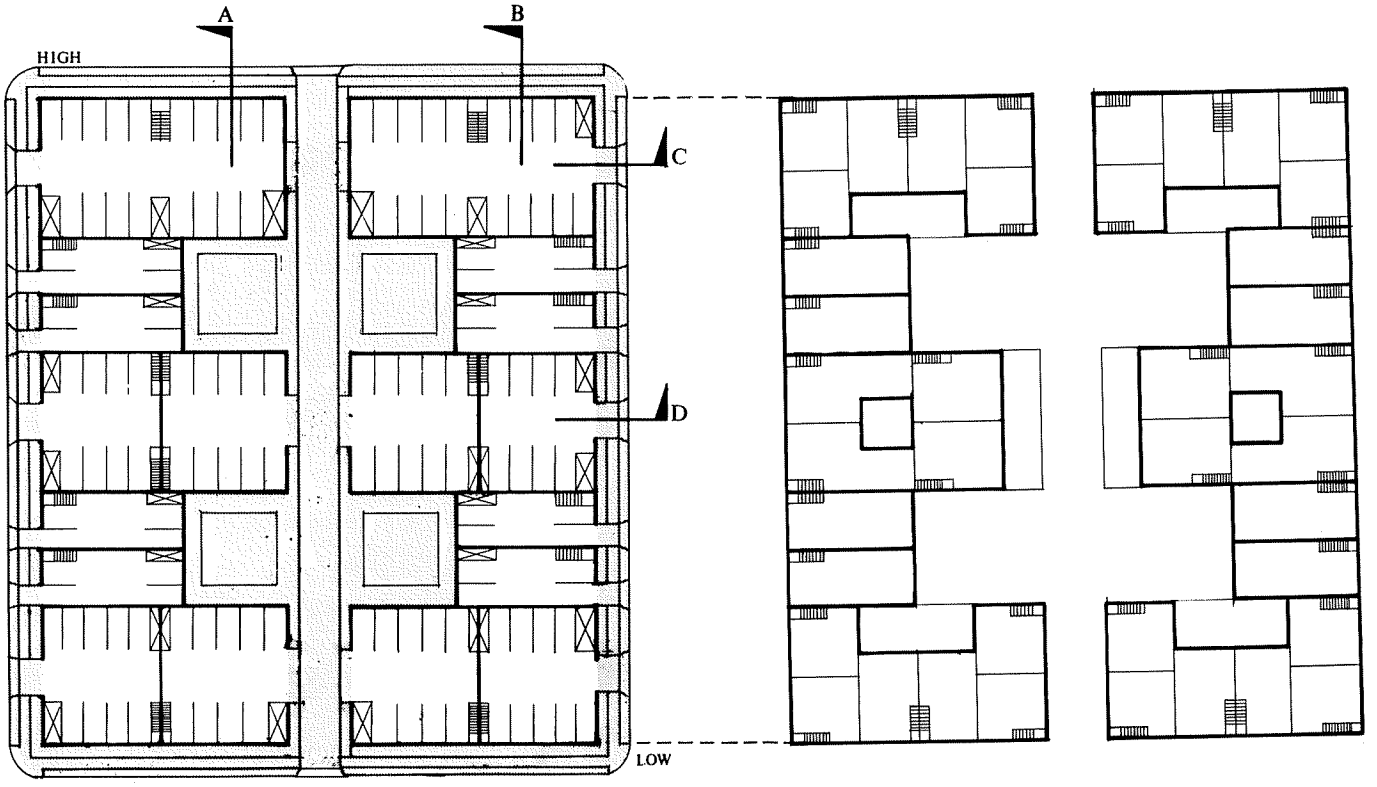


BLOCK TYPE 6
Podium block w/ alley access drives

Block Size: 250 feet by 290 feet
Net Acres: 1.67
Parking Spaces: 132
Units: 66 to 88
Density @ 2:1 parking ratio: 38 DU/AC
Density @ 1.5:1 parking ratio: 52 DU/AC





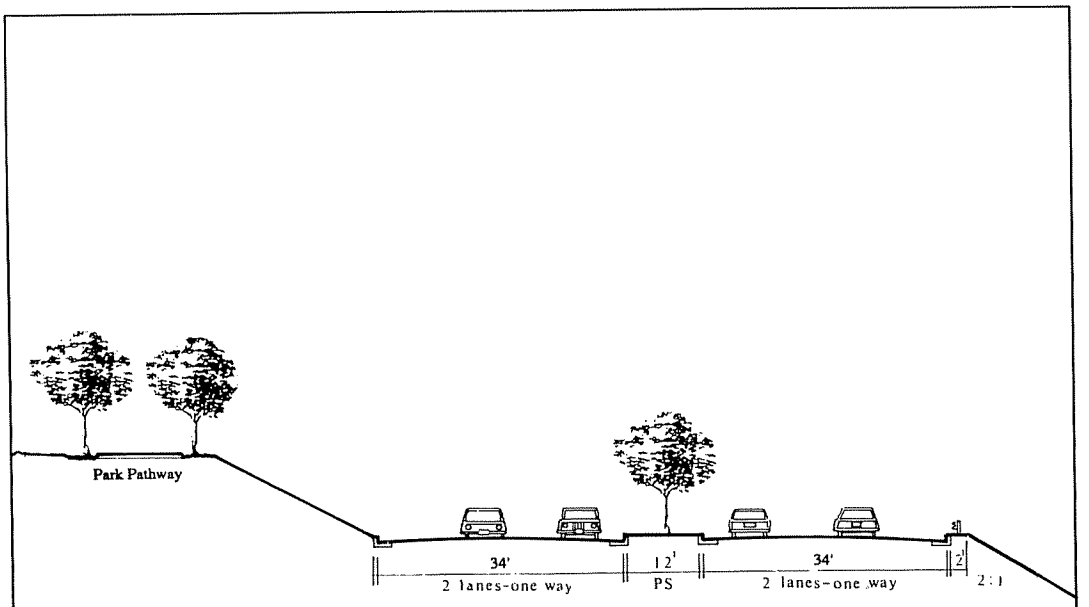


5.2 Street Types

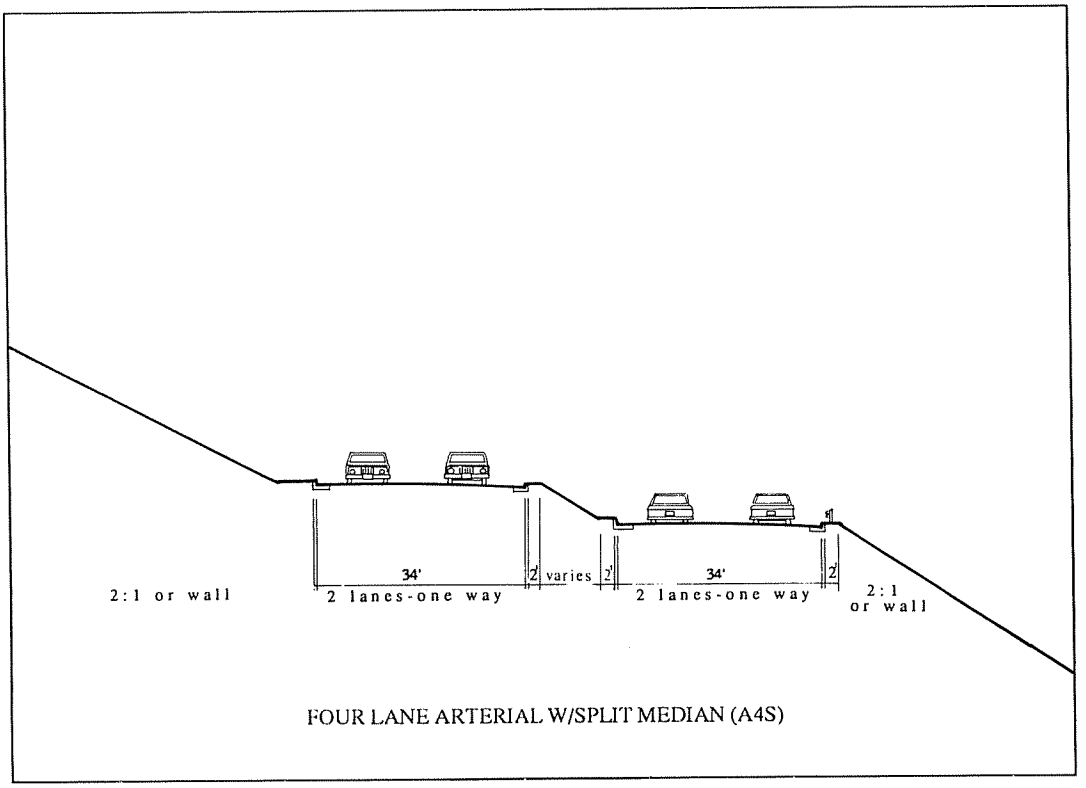
The following street cross sections correspond to those listed in the Table of Street Types, Figure 11 and designated for each street listed in the Table of Street Classifications, Figure 10.

A4	Four lane arterial with median
A4S	Four lane arterial with split median
A4RT	Four lane arterial with retaining wall
A4LT	Four lane arterial with left turn lane
A2	Two lane arterial
A2LT	Two lane arterial with left turn lane
R2/2	Common residential street
R2/2w	Wider residential street
R2/2b	Residential street with bikelane
R2/1	Residential street with parking on one side
R2/1o	Residential street with buildings on one side
R1/1	One way residential street
R2/0	Residential alley
P	Narrow perimeter street
Ps	Split perimeter street
C	Access road
Cs	Split access road

ARTERIAL

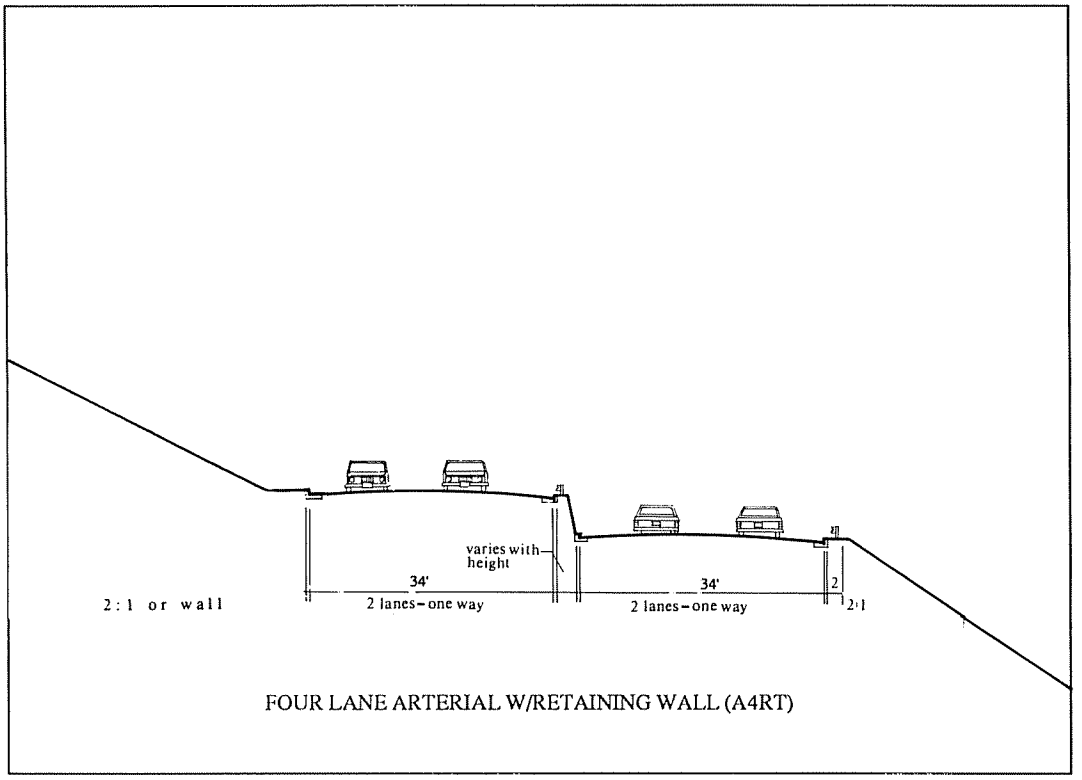


FOUR LANE ARTERIAL W/MEDIAN (A4)

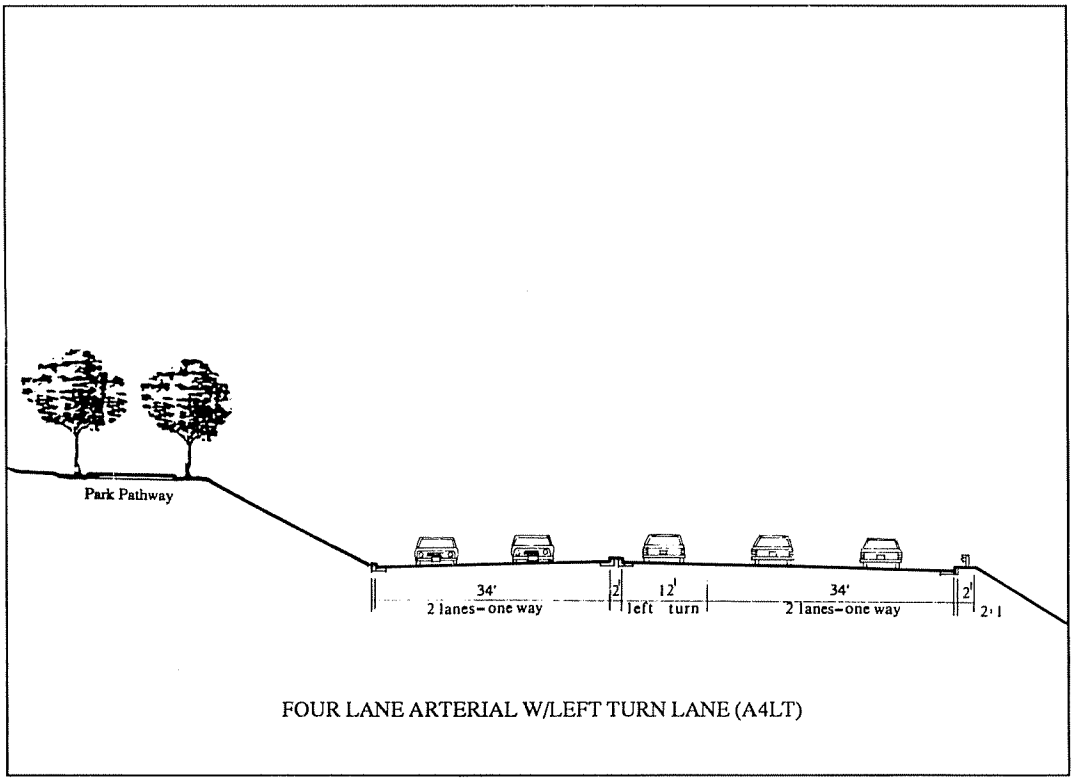


FOUR LANE ARTERIAL W/SPLIT MEDIAN (A4S)

ARTERIAL

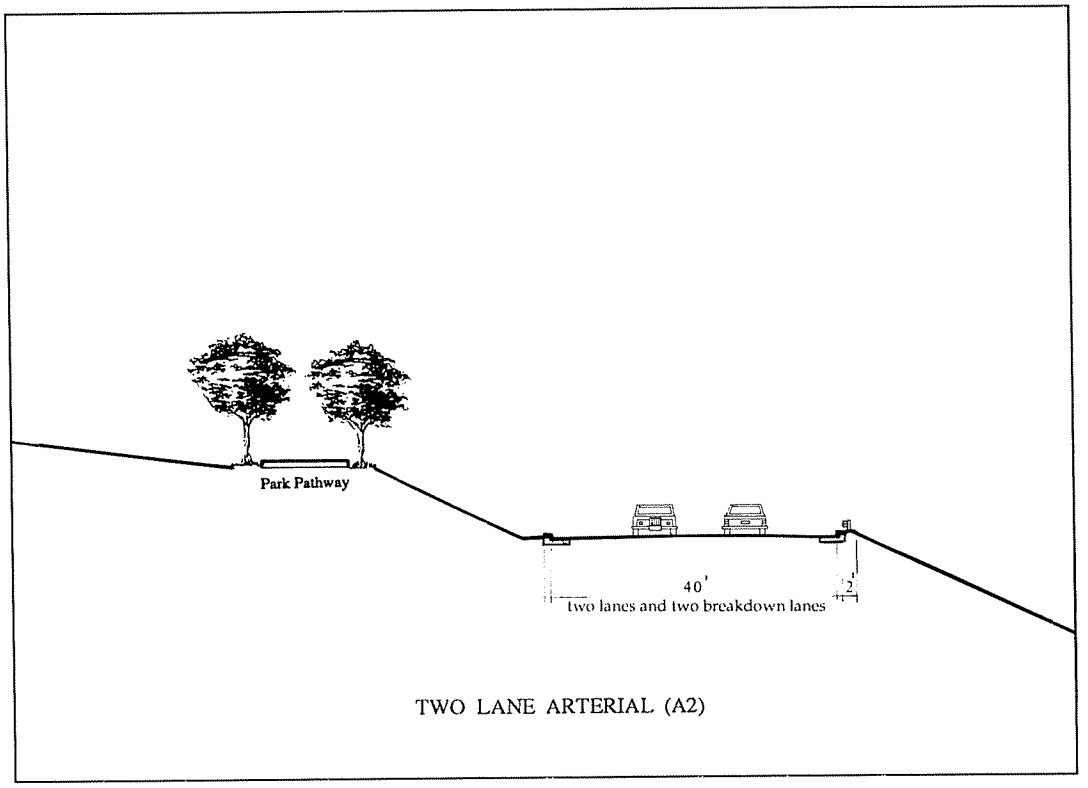


FOUR LANE ARTERIAL W/RETAINING WALL (A4RT)

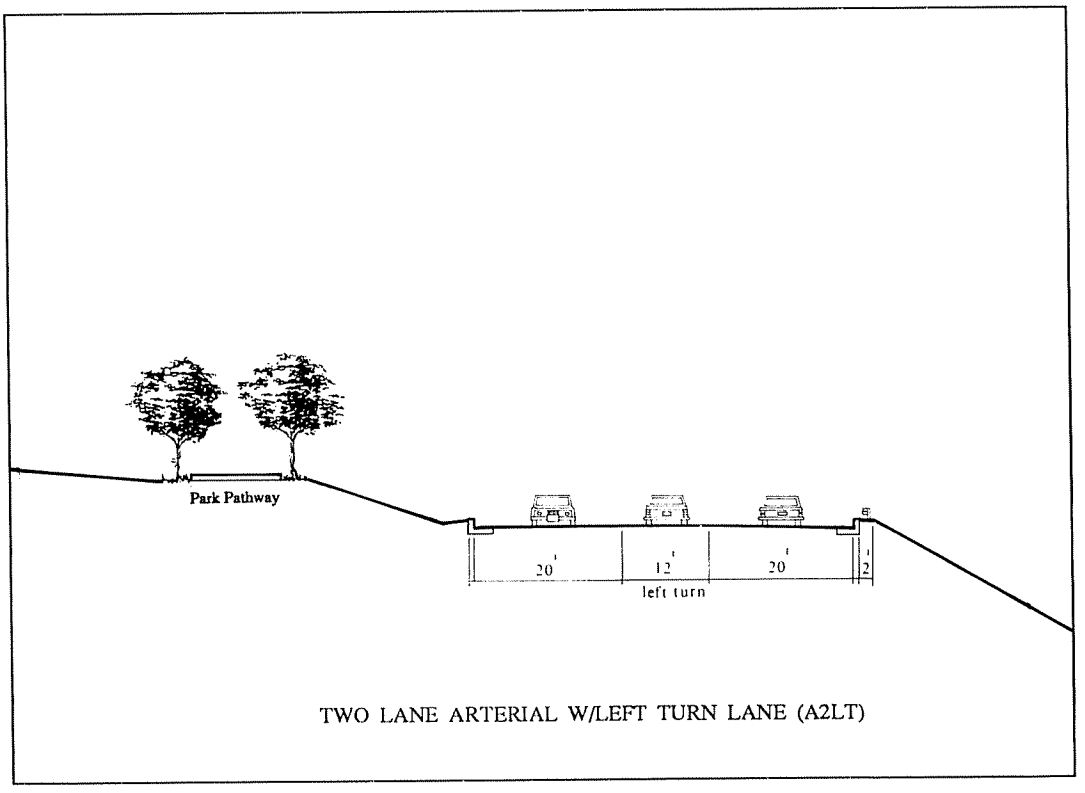


FOUR LANE ARTERIAL W/LEFT TURN LANE (A4LT)

ARTERIAL

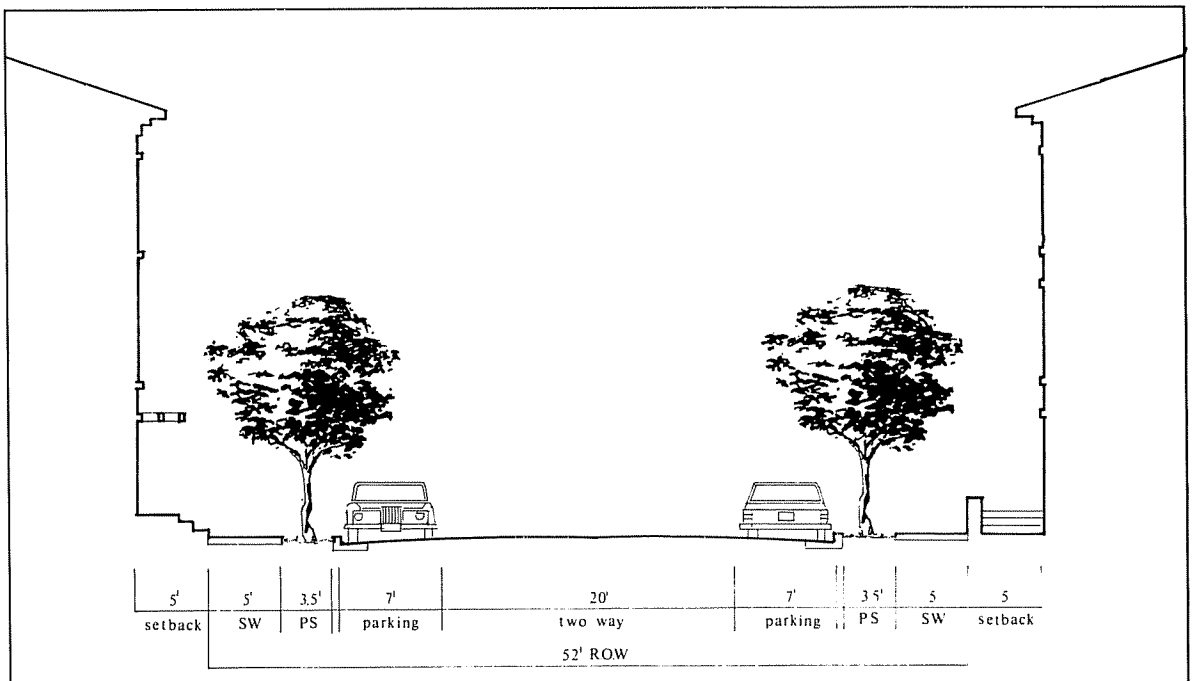


TWO LANE ARTERIAL (A2)

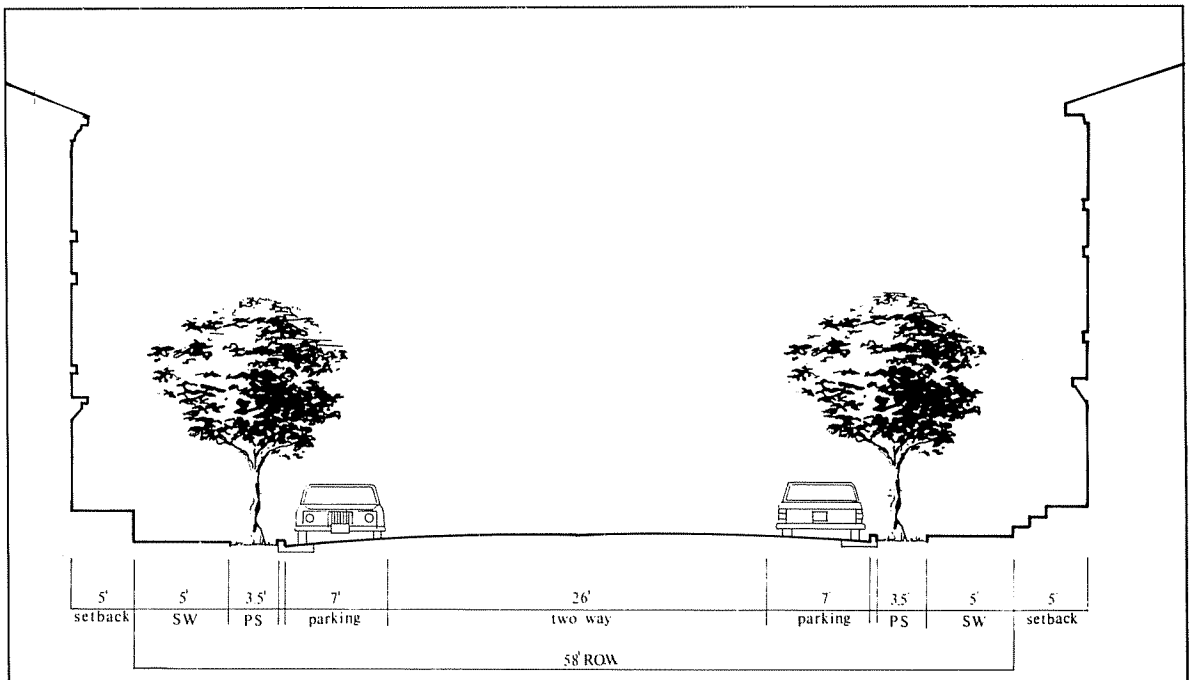


TWO LANE ARTERIAL W/LEFT TURN LANE (A2LT)

RESIDENTIAL STREETS

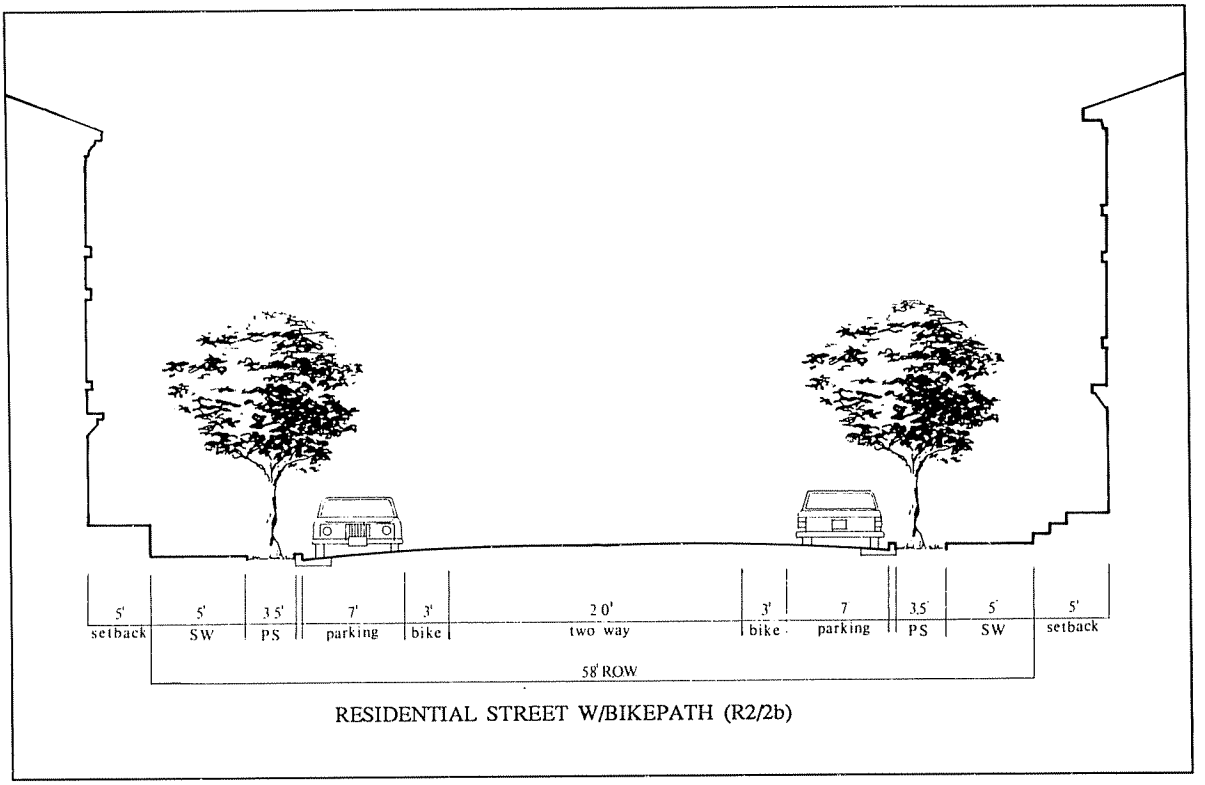


COMMON RESIDENTIAL STREET (R2/2)

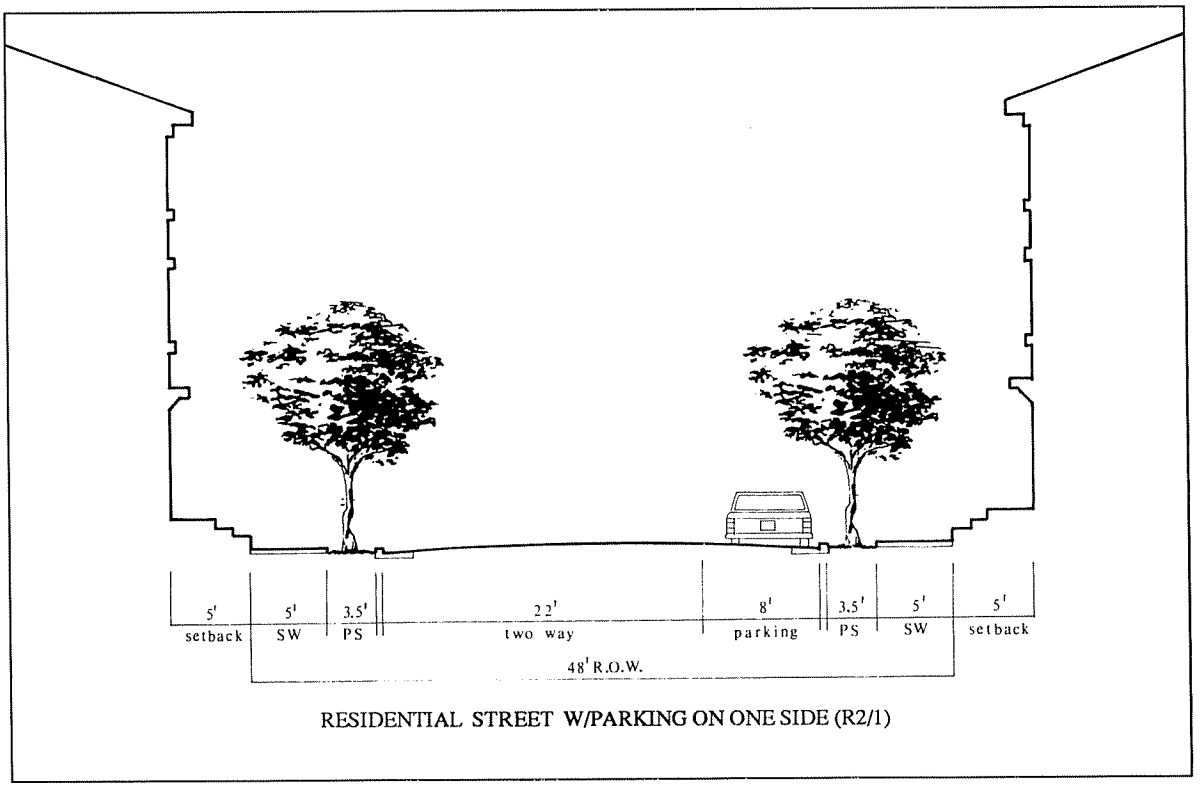


WIDER RESIDENTIAL STREET (R2/2w)

RESIDENTIAL STREETS

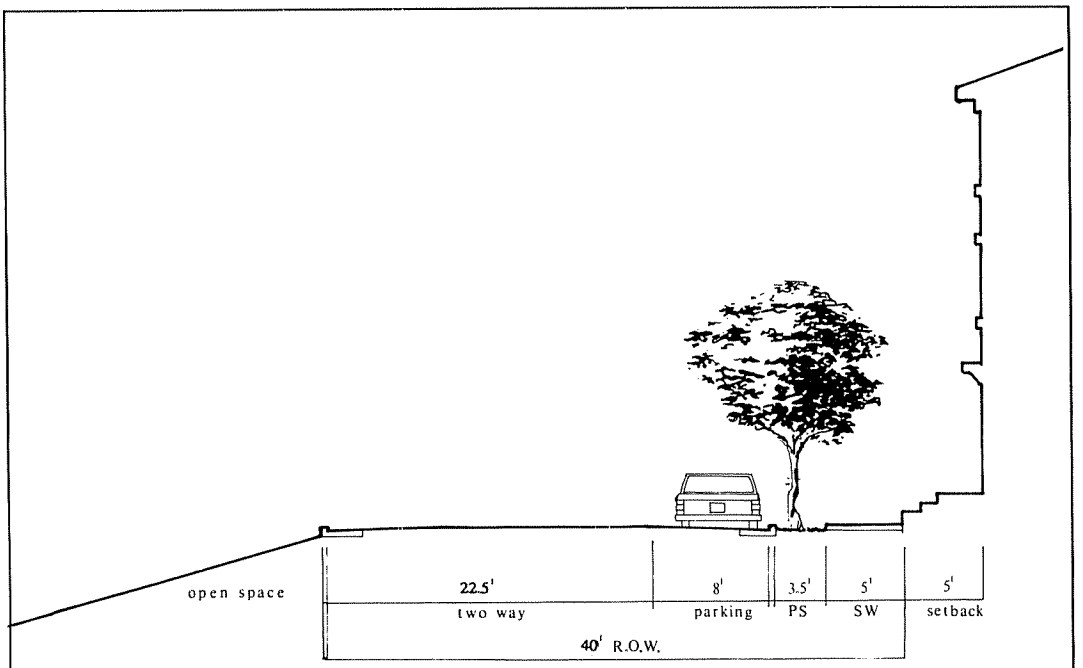


RESIDENTIAL STREET W/BIKEPATH (R2/2b)

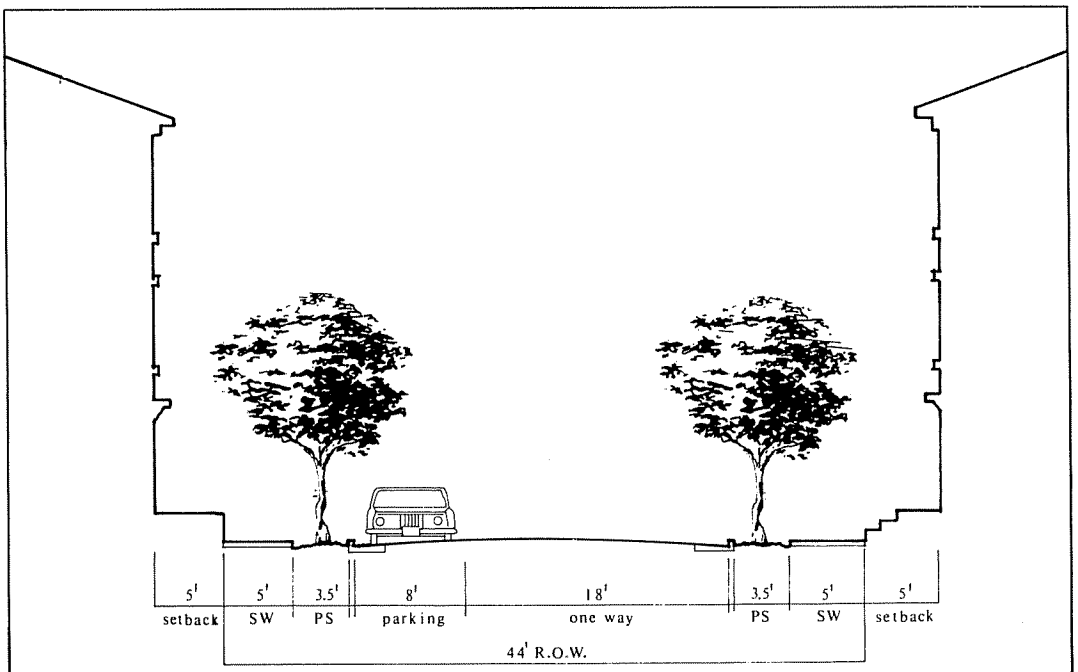


RESIDENTIAL STREET W/PARKING ON ONE SIDE (R2/1)

RESIDENTIAL STREETS

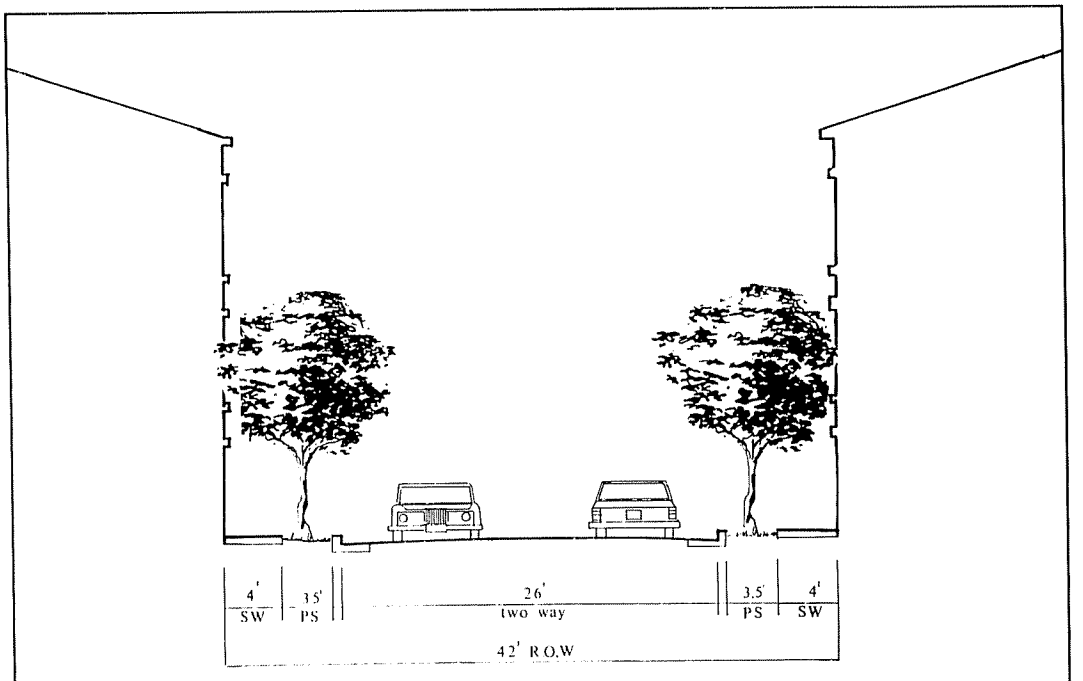


RESIDENTIAL STREET W/BUILDINGS ON ONE SIDE (R2/1o)



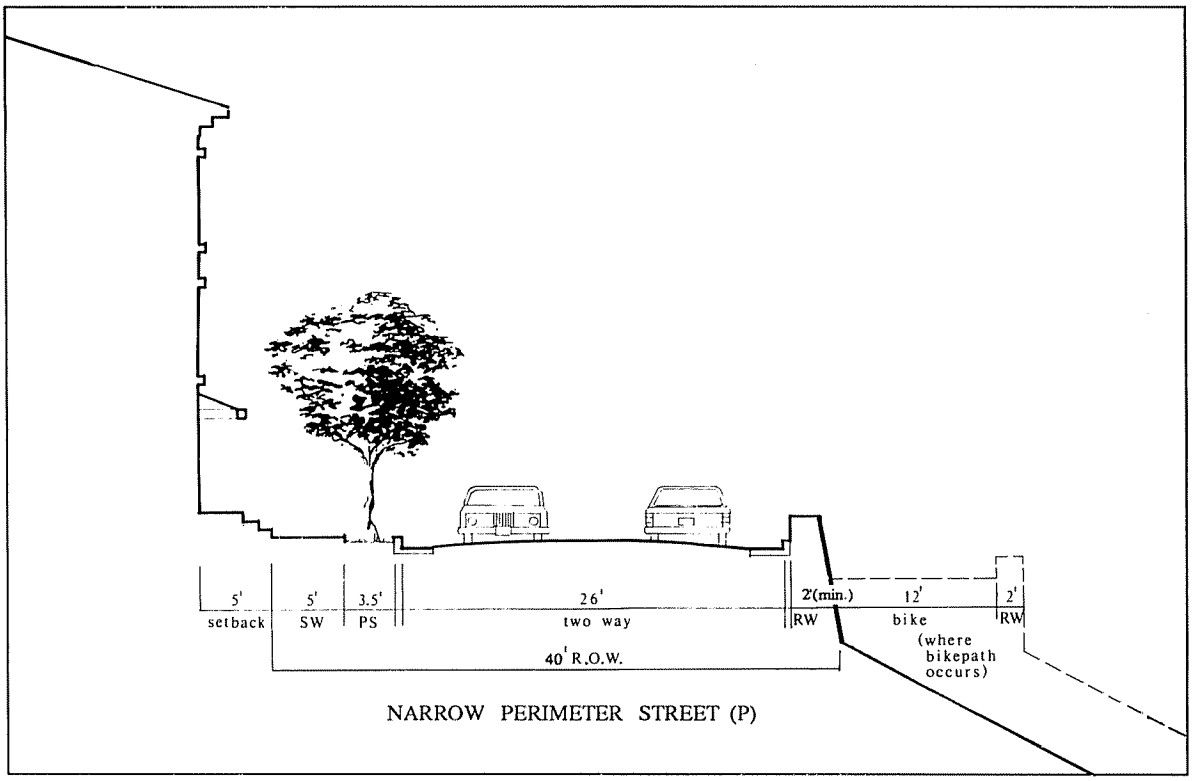
ONE WAY RESIDENTIAL STREET (R1/1)

RESIDENTIAL STREETS

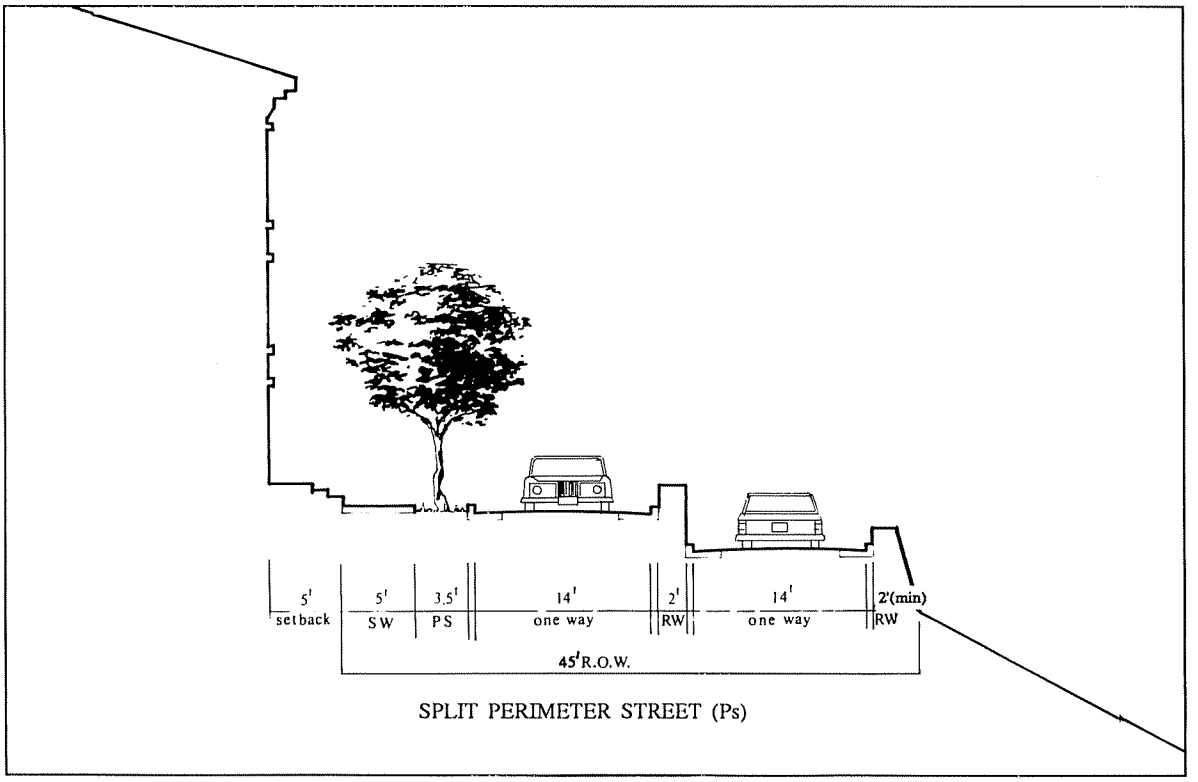


RESIDENTIAL ALLEY (R2/0)

PERIMETER STREETS

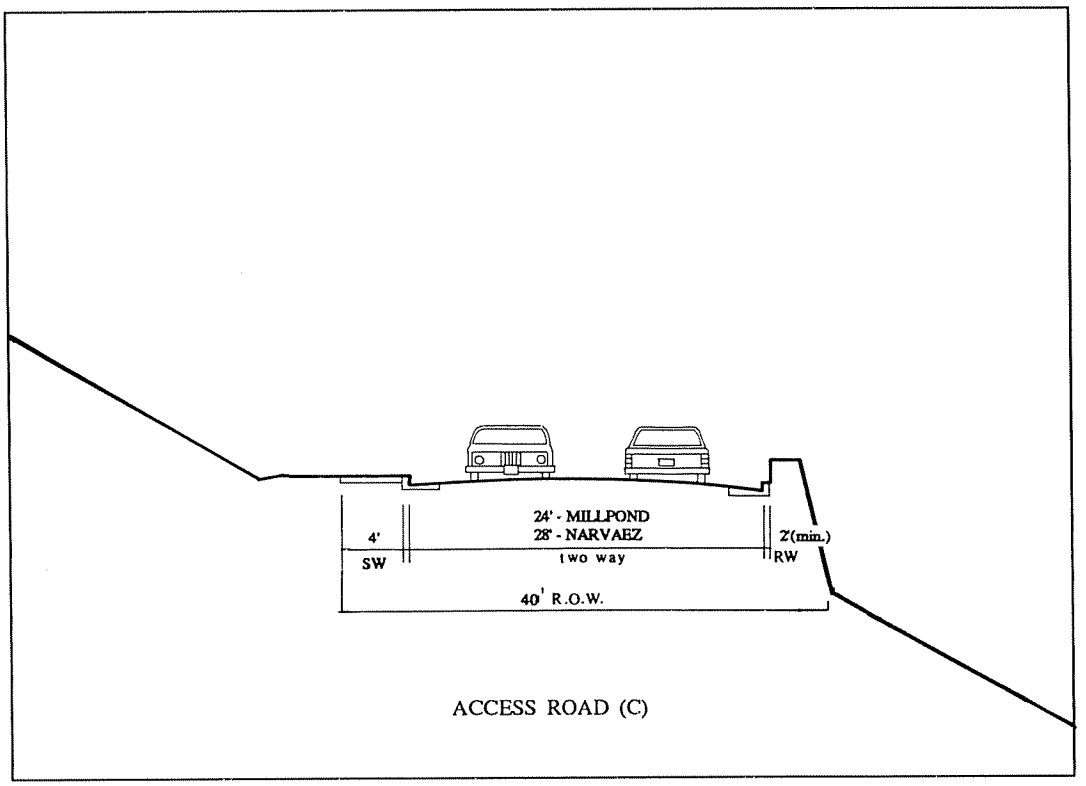


NARROW PERIMETER STREET (P)

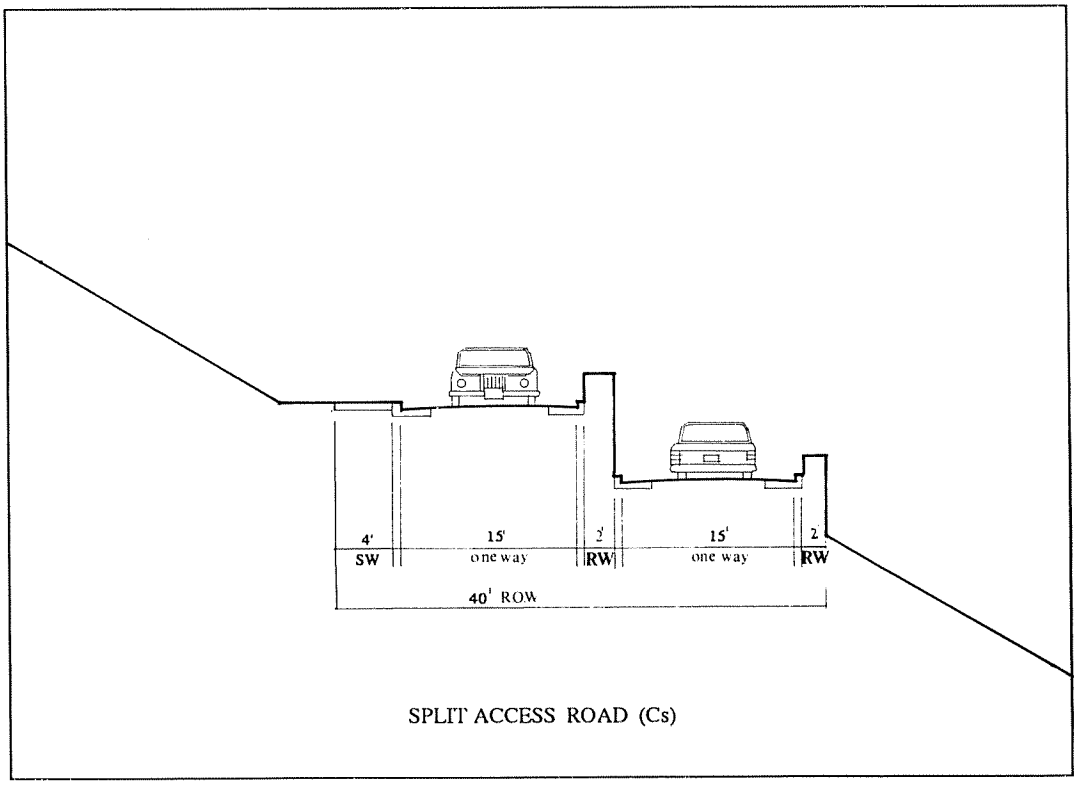


SPLIT PERIMETER STREET (Ps)

ACCESS ROADS



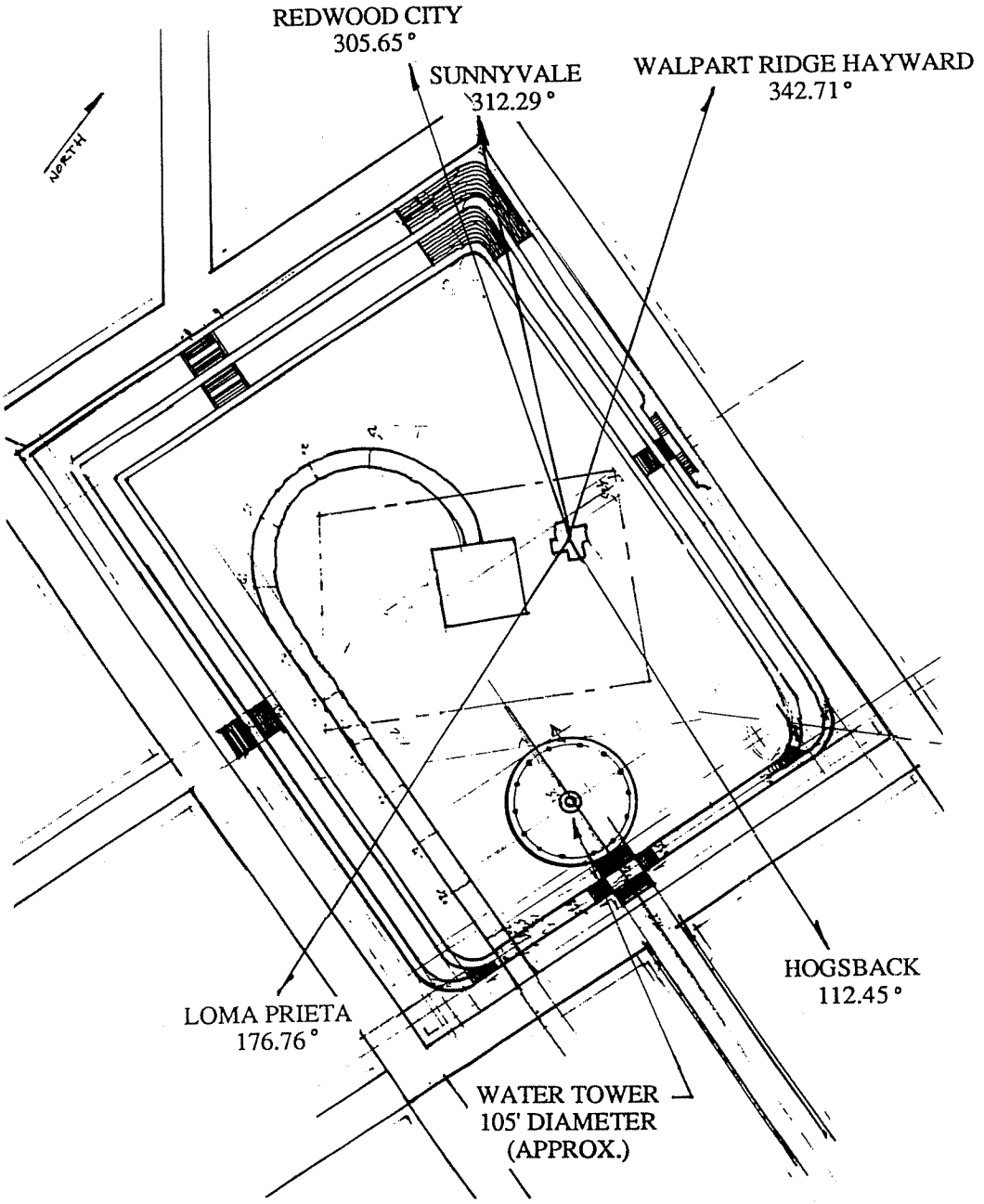
ACCESS ROAD (C)



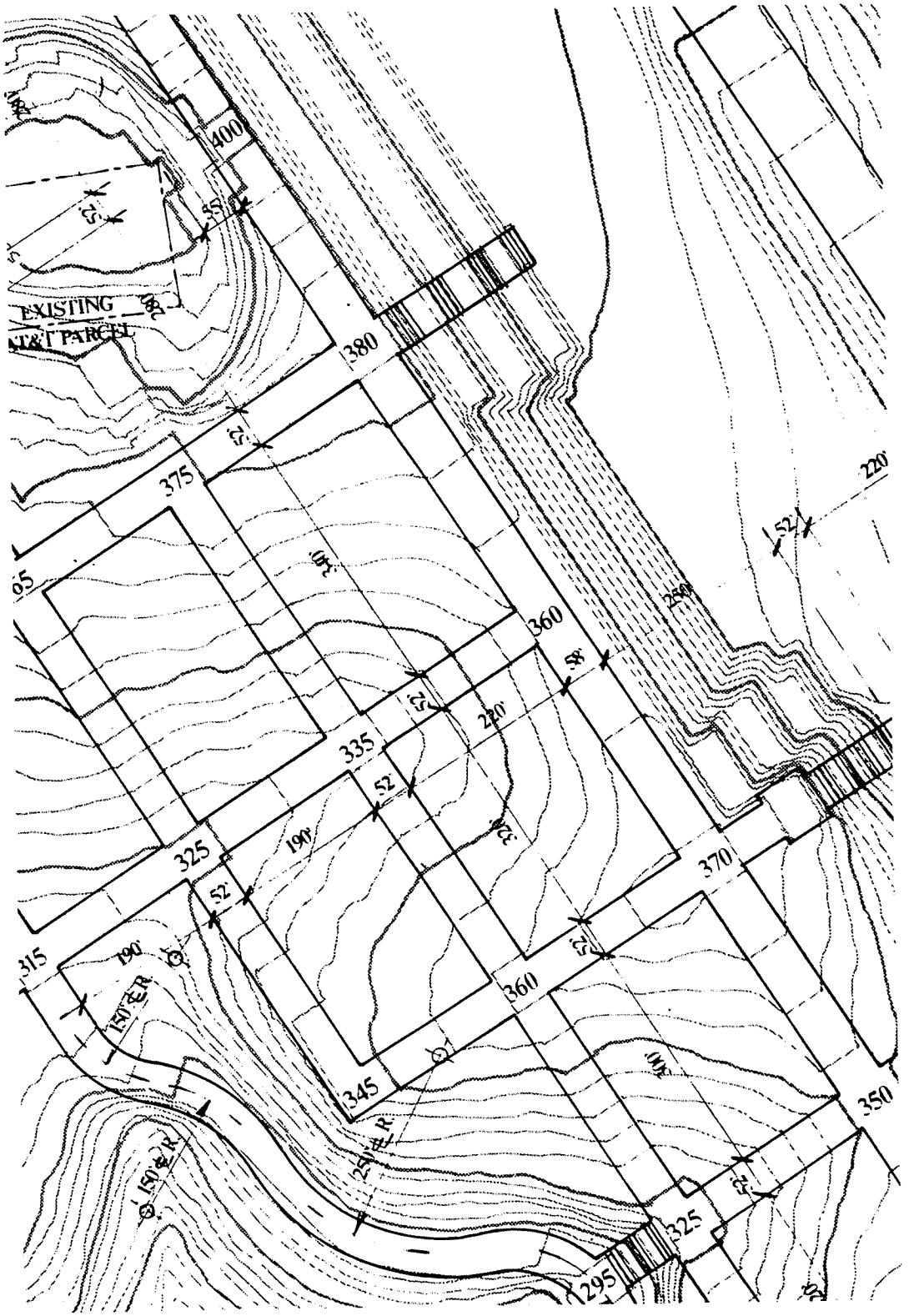
SPLIT ACCESS ROAD (Cs)

5.3

AT&T Park Conceptual Plan Showing Microwave Paths



5.4 Portion of Grading Plan



COMMUNICATIONS HILL SPECIFIC PLAN

CITY OF SAN JOSE

A SPECIFIC PLAN FOR COMMUNICATIONS HILL

Prepared for the City Of San Jose Planning Department and Communications Hill Task Force

Prepared By
SOLOMON, INC.

Final Draft
08.15.91

The following persons contributed to the Specific Plan

SOLOMON, INC.
Kathryn Clarke, co-principal
Daniel Solomon, co-principal
Elisabeth Hartman
David Horsley

PLANNING DEPARTMENT
Kent Edens, Deputy Director
Pat Colombe
Julie Caporgno
Mike Enderby
Lee Quintana

COMMUNICATIONS HILL TASK FORCE
Councilman George Shirakawa, Chair
Councilman James Beall, Vice-Chair
Bertram Berns
Dave Fadness
Phil Guillot
Dr. Willaim Glynn
Joe Guerra, III
Larry Klamecki
Long Kwei
Marvin Marshall
John McElroy
Lena Simmons
Jerry Strangis
Dan Vezinaw
Bob Young

pbr
N. Teresa Rea
Don Smith
Michael Horst
Bill Masterson
Chris Beck

NOLTE & ASSOCIATES
Maury Abraham
Deborah Amshoff
Sam Nash

DEAKIN, HARVEY, SKABONDONIS
Elizabeth Deakin

THE SWA GROUP
Walt Bemis

EIR CONSULTANTS
Environmental Science Associates, Inc.
H.T. Harvey & Associates
Illingworth & Rodkin, Inc.
San Jose Water Company
Dr. Dennis Murphy
Terratech, Inc.
TJKM

Special thanks to Florence Lipsky for her graphic analysis
San Francisco: La Grille Sur Les Collines

T A B L E O F C O N T E N T S

F I G U R E S & T A B L E S

* Larger scale maps available upon request from the City of San Jose Planning Department

1 INTRODUCTION

The Specific Plan for Communications Hill identifies the elements and defines the criteria for the development of a large expanse of hilly terrain near downtown San Jose. The Plan supports the objectives outlined in the Horizon 2000 General Plan and establishes the framework to build a neighborhood on a hill. Chapter One, Introduction, discusses the intent of the Plan and the premise for making an urban neighborhood. Chapter Two, Site Description, reviews existing conditions on Communications Hill and the surrounding area. Chapter Three, The Plan, outlines the general strategies and details of the Plan. Each section of each chapter begins with a brief statement of intent followed by design standards applicable to that section. Chapter Four, Implementation, recommends strategies to accomplish the Plan but does not establish a definitive financing plan. Chapter Five, Appendices, includes examples of block and street types which helped to derive the street grid and its dimensions.

1.1 Intent: Beyond the Horizon 2000 General Plan

The Specific Plan for Communications Hill is the making of an urban hillside neighborhood somewhat like those in Seattle, San Francisco, Sausalito and Berkeley, but unlike anything built in California during the last thirty years of explosive growth. The closest analogue to the Communications Hill Plan is Telegraph Hill, one of San Francisco's most liveable and best loved residential neighborhoods. The analogy is not a direct one, but many principles of organization, juxtaposition of use and relationships of buildings, streets, garages, parks and topography that give Telegraph Hill its special flavor have been reinterpreted in the Specific Plan for Communications Hill.

In 1984 the Horizon 2000 General Plan for San Jose identified a new vision for Communications Hill - that it would become a dense, highly urbanized residential neighborhood. The General Plan allowed a maximum of 5000 dwellings as the development potential of the vacant 500 + acres designated for residential development within the Plan's boundaries. There are strong reasons that the General Plan regards Communications Hill as a valuable and unique opportunity to create a sizeable new urban neighborhood. It is by far the largest tract of unbuilt land near downtown. Due to its topography, it has commanding views and is an extremely pleasant place to be. It is close to the freeway network, to Light Rail Transit and CalTrain. It is well served by nearby retail areas and services. If downtown San Jose is to continue to flourish it needs the support of large areas of housing close-in. Finally, it is a reasonable assumption that people who are attracted to the emerging urbanity of downtown San Jose as a work environment will also be attracted to a convivial urban place to live.

The basic land use and policy components of the Specific Plan for Communications Hill have been incorporated into the General Plan as a Planned Residential Community (PRC). The PRC establishes the fundamental intent of the City for development of the Specific Plan area. The Specific Plan document provides the conceptive and procedural background for the PRC and the detailed policy framework for implementing the PRC.

1.2 Making An Urban Neighborhood

An urban neighborhood is one that fosters community and combats the isolation and privatization so typical of recent suburban growth. Two essential components of an urban neighborhood are walkable streets and reasons to walk. The latter requires tight juxtapositions of land use: parks, stores, schools and civic buildings directly integrated into the residential fabric. Streets are walkable if their widths, traffic volumes, landscaping, parking arrangements, lighting and sidewalk design serve walkers and if the buildings that enfront streets give them life and vitality.

As in San Francisco, Seattle and many smaller towns of the west, it is the interaction of gridiron planning and hilly topography that will give Communications Hill its character. On Communications Hill the street grid combined with a grading plan maintains the character of the existing profiles of the hills. There are compelling reasons for this approach. First gridiron planning tends to connect the parts of a neighborhood into an integrated fabric in contrast to arterial and cul-de-sac planning which tends to separate and isolate. Gridiron planning tends to support interaction and public life, while cul-de-sac planning privatizes. Gridiron planning provides long vistas; curvilinear streets close vistas. The grid is efficient with respect to dense development. Density on Communications Hill is limited by the amount of parking that can be provided. Parking efficiency drops dramatically on irregular sites which are typical of a curvilinear street system. When a gridiron of streets is overlaid on hilly terrain, buildings step with the slope of the street or the grid is interrupted and discontinuous. As in Berkeley, San Francisco and Sausalito, it is the special incidents, - stairs, retaining walls, overlooks, - deformations of the grid, that make opportunities to create memorable places.

In addition to creating walkable streets, a diversity of housing types provides the opportunity to build housing for households of differing income, age or ethnic group. The grid of streets on Communications Hill creates blocks of differing sizes which accommodate a variety of building and unit types. The mix of higher density housing types enables both ownership and rental housing to be developed on the Hill. The mix of size and type of housing make special places within the neighborhood.

Finally and most importantly, the creation of real urban space is based upon the close interaction of streets, lots and buildings. The grid permits high-density housing with ample parking to follow the shape of streets. It is when the shapes of streets and shapes of buildings do not correspond to one another that spatial fragmentation occurs. Fragmented, remnant spaces are not congenial for walking or sustenance of neighborhood life. The Specific Plan for Communications Hill provides the framework for the making of an urban neighborhood.

1.3 Public Planning Process

The planning process for the Communications Hill Specific Plan has included the active participation of a citizens' task force, City staff and a consultant planning team. The 15 person task force represents diverse interests of the public concerned with and potentially affected by the development of the Plan. Monthly meetings were held in which the group focused its efforts on the following: 1) understanding the planning context; 2) formulating Goals & Policies and; 3) reviewing and evaluating of the Plan alternatives. The Plan responds to issues and concerns of the task force. It has been refined and improved by task force input and offers substantial public benefit for the City of San Jose and its residents. The property owners within the study area have also been involved in the formulation of the plan and their concerns have been addressed in the planning process.

Goals and Policies listed below summarize the aspirations of the citizens' task force and City staff. Many of the Goals and Policies originate from the City's Horizon 2000 General Plan which serves to establish the overall policy context and citywide objectives for planning in San Jose and establishes a framework for Communications Hill. The following Goals and Policies were authored by the task force and City staff.

GOALS & POLICIES

Overall

- *Distribute housing types and densities, workplaces and facilities to create a mixed but compatible arrangement of land uses within the Communications Hill Specific Plan area.*
- *Integrate existing land uses, particularly mobile-home parks and single-family homes, with new land uses, ensuring the viability and compatibility of both.*
- *Adopt site planning and architectural guidelines and noise attenuation techniques to protect Communications Hill residents and workers from excessive noise from arterials, freeways, the fairground activities, adjacent industrial activities and trains and planes traveling nearby.*
- *Minimize grading or re-contouring of Communications Hill to preserve the topography of the land wherever possible, and to avoid the creation of visible cut and fill slopes or obviously engineered or flat-surfaced slopes.*
- *Minimize the potential adverse impacts of the Communications Hill area development on the immediate surrounding neighborhood.*

Urban Design

- *Require a very high level of quality in site planning, architectural design and landscape design for all new projects.*
- *Ensure the proper transition between areas with different land uses through site development guidelines.*
- *Take advantage of the hillside setting to maximize views and vistas, both private and public, to ensure privacy, and to provide optimal ventilation.*
- *Provide pedestrian connections between all portions of the developed hill whenever possible.*
- *Encourage development on Communications Hill that displays a strong urban form that is compact and cohesive with some emphasis on vertical elements and sharp distinctions between most developed areas and major open spaces.*
- *Place facilities such as utility distribution lines and associated equipment underground to promote neighborhood visual quality.*
- *Utilize various housing and building construction types that are adaptable to the variable terrain on Communications Hill in order to take advantage of the opportunity for higher density infill housing.*

Neighborhood Character

- *Create new development in the Communications Hill Specific Plan area which encourages neighborhood stability, enhancing and taking advantage of the existing desirable qualities of the area, particularly the Hill.*
- *Design residential areas to share important "Communications Hill" characteristics, for example, street patterns, compact development, urban rather than suburban character, etc. Each area should also display some distinctive elements, either public or private, designed to give it a unique identity.*
- *Create places for social interaction internal to the Communications Hill neighborhood, such as parks, plazas, a community center, a school, a shopping area and/or a library and facilities for associated programs.*
- *Design projects, particularly large ones, to reflect a scale suitable to the size of the individual blocks.*
- *Orient buildings directly to streets; streets should function as centers of neighborhood activity for walking, biking, visiting, etc.*
- *Concentrate large areas of open space and landscaping in parks, plazas, trail areas and at schools and other public buildings.*

Housing

- *Provide a wide variety and mix of housing types, prices and tenure to accommodate households of all income levels and types in the Communications Hill neighborhood.*
- *Design residential areas with adequate adjacent public and private usable open space and access to public transit to meet residents' needs.*
- *Arrange housing to minimize any adverse effects from land uses and transportation facilities.*
- *Provide adequate parking facilities.*

Commercial and Industrial Land Uses

- *Provide for as great a variety of retail opportunities as the market can support in keeping with the neighborhood character.*
- *Locate retail commercial activities within the Communications Hill Specific Plan area so as to maximize convenience and accessibility.*
- *Preserve existing industrial land primarily for current and future industrial uses with supporting commercial and office uses.*
- *Plan and regulate ongoing and future industrial activities to minimize adverse impact on nearby land uses.*

Economic Development

- *Encourage job opportunities near housing to facilitate ease of access between uses.*
- *Design development to attract and encourage the location of residents and businesses within the Specific Plan area.*
- *Maintain existing jobs within the Communications Hill Specific Plan area in order to contribute to sustaining the City's economic base as well as the City-wide jobs-housing balance.*
- *Maintain the existing industrial uses and encourage their revitalization in order to retain the economic viability of these land uses.*

Transportation

- *Provide a multi-modal transportation system for the Communications Hill area which is safe, efficient and environmentally sensitive.*
- *Provide for vehicular, bicycle, bus and pedestrian circulation that can be safely combined in the design of the streets.*
- *Discourage unsafe speeds on residential-serving streets.*
- *Link vehicular, bicycle and pedestrian circulation with each public transit system serving this area.*
- *Plan a system of non-vehicular pedestrian routes throughout Communications Hill that connects a mix of land uses and encourages walking.*
- *Encourage mass transit use by residents through easy access to Light Rail Transit and CalTrain stations.*

Aesthetic, Cultural and Recreational Resources

- *Provide neighborhood parks within reasonable walking distance of all Communications Hill households and concentrate community-wide open space areas on the perimeter of the new neighborhood.*
- *Distribute and design public and private open space and parks for direct access and visibility for nearby residents.*
- *Consider maintenance implications in design for public open space and parks, rights-of-way and other facilities.*
- *Plan parks and open space resources in a manner which will enhance the quality of residential and community uses.*
- *Utilize existing features, or plan facilities and services that create destination points within Communications Hill, whenever possible.*

Services and Facilities

- *Plan Communications Hill roads and utilities to provide economical service and desired General Plan service levels.*
- *Distribute the capital and public facility costs and benefits for new development of Communications Hill in an equitable manner.*
- *Ensure that services of surrounding neighborhoods are not adversely impacted by development within the Specific Plan area.*
- *Meet the needs of Communications Hill residents and workers for public services by providing facilities on or near the Hill.*

2 SITE DESCRIPTION

Throughout this document the area defined by Communications Hill Specific Plan is referred to as the 'study area'. This chapter discusses the existing study area and addresses aspects significant to the planning process and development of the Specific Plan.

2.1 Existing Conditions

This section discusses the existing conditions of the study area which include land use, transit & transportation network, utilities, easements & encumbrances, analysis of slopes, views & vistas.

2.1.a Existing Land Use

There are a wide range of uses within the study area . These include single family houses along Carol Drive and mobile home parks - Millpond, Chateau-Le-Salle and Mountain Shadows, multi-family townhouses along Canoas Creek, drive-in theaters at the intersection of Capitol Expressway and Monterey Road, industrial-related commercial uses along Monterey Road, light industrial warehouses at Hillsdale Avenue, heavy industrial uses of an asphalt recycling facility and quarry operations near the rail line and, communication facilities for AT&T and County Communications on the ridge. Oak Hill Cemetery is not part of the study area, but its use was considered in overall planning.

The aerial photograph below shows the undeveloped portion of Communications Hill surrounded by greater San Jose. Generally, the surrounding uses are segregated from one another and from public transit for which accessibility requires the use of the automobile.

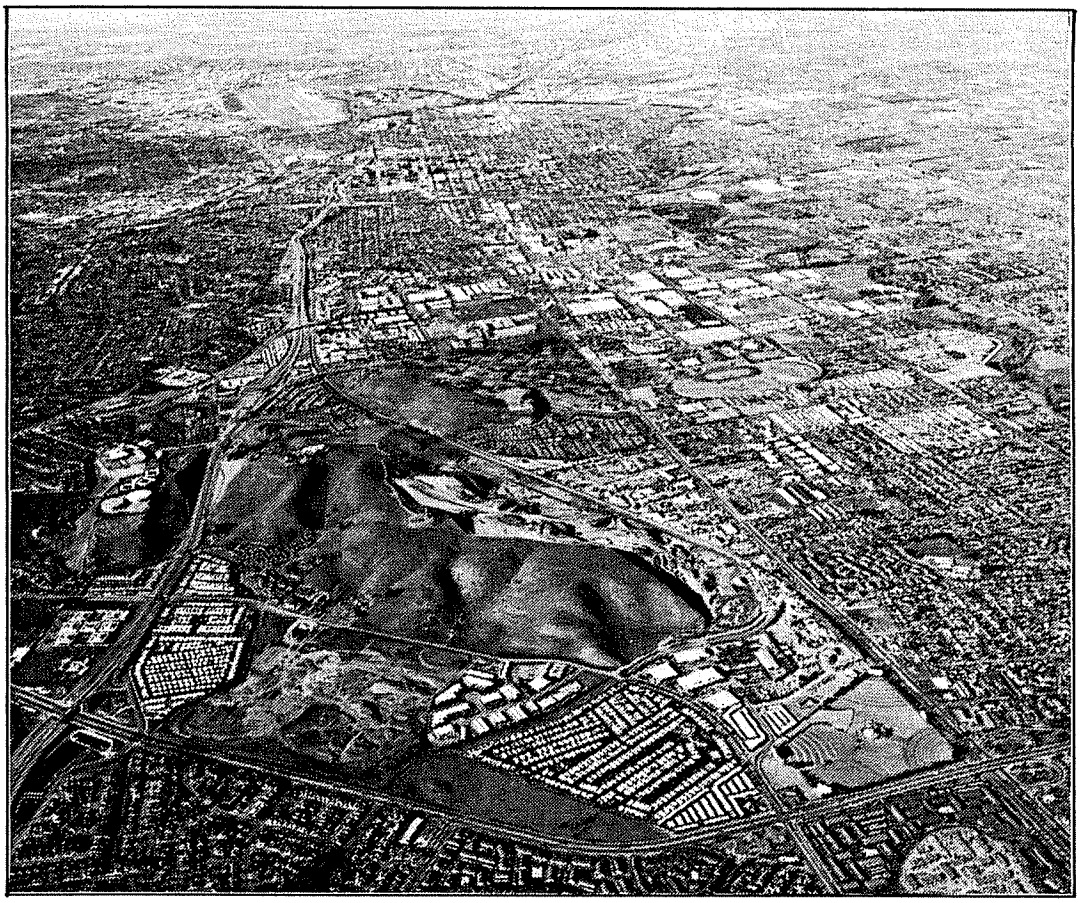


Figure 1 *Aerial Photo (by Air Flight Service, Santa Clara, Ca.)*

2.1.b Existing Transportation & Transit Network

There is no public road network across Communications Hill. Private roads serve individual developments only and there are few public streets. Southern Pacific Railroad traverses the study area from Curtner Avenue to Capitol Expressway east of the ridge. Guadalupe Freeway borders Communications Hill to the west and serves as a major north-south link for the car and public transit. Light Rail Transit Stations are located near freeway intersections with Curtner Avenue and Capitol Expressway. Access from Highway 101 is possible from two east-west roads-Tully Road and Capitol Expressway. Monterey Road connects Communications Hill directly to downtown.

2.1.c Views & Vistas

Communications Hill commands views of the undeveloped mountains and developed valley floor which are unique compared to most areas within San Jose. Downtown is viewed to the north, the Diablo Range to the east, the valley floor of residential development to the southeast, the Santa Teresa Ridge to the southwest, and the Santa Cruz Mountains to the west. The ridgetop of Communications Hill is highly visible within a 3/4 mile radius. From the Curtner Light Rail Transit Station and along Monterey Road the AT&T communications tower is a dominant feature.

2.1.d Analysis of Existing Slope

Communications Hill rises abruptly from the San Jose valley and has slopes ranging from 10% to over 35%. There is a significant area along the ridge of less than 15% slope where development could most easily occur. The grassy slopes surrounding the ridge are the steepest and most costly to develop. The drawing below shows the boundaries of the Specific Plan study area.

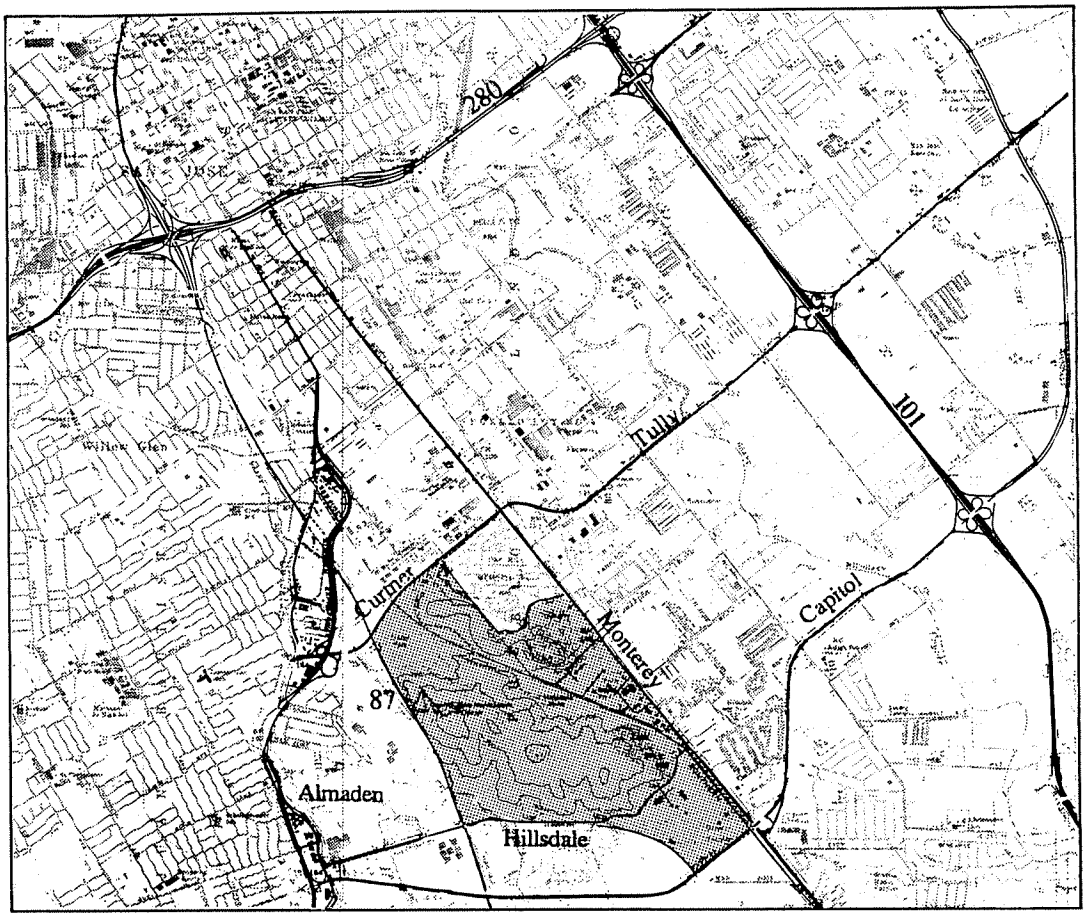


Figure 2 *Location Map*

2.1.e Existing Utilities, Easements & Encumbrances

Two communication facilities give the hill and the Plan its name. The microwave structures for AT&T and County Communication facilities are located on the two highest points of the ridge. The AT&T tower is a 115 foot high concrete sculpture on which numerous microwave dishes are mounted. County Communications has several antennae structures. Easements for electrical service to these facilities follow Carol Drive and continue south diagonally to AT&T.

2.2 Surrounding Land Use

Directly surrounding the study area are a variety of uses which support the primary use designated for the area by the Horizon 2000 General Plan - high density multi-family residential. To the northwest is Willow Glen, a well established older neighborhood of narrow residential streets lined with single family houses, schools and small parks. The area directly north of Curtner Avenue has been built out with multi-family housing and industrial uses including General Electric. The County Fairgrounds located on Monterey Road is surrounded by single family homes, multi-family residential, a combination of industrial - commercial uses and several schools. Much of the development along Almaden Expressway to the west and along Capitol Expressway to the southwest is regionally-serving retail and commercial uses backed up to single family neighborhoods. Just west of the Guadalupe Freeway above Canoas School are several churches and two water tanks. With the exception of the Willow Glen neighborhood, the surrounding areas are typically single use segregated developments which require the use of the car for almost all needs and activities. Heavily travelled arterials and parking lots dominate much of the surrounding landscape.

2.3 Site History

Communications Hill is located approximately 2 1/2 miles south of downtown and is the last sizeable piece of undeveloped land near downtown San Jose. Originally known as San Juan Bautista Hills, the lands were a part of Rancho San Juan Bautista granted to Jose Augustin Narvaez in 1844. The area acquired its current name in 1972 upon the completion of a microwave communications tower by Pacific Telephone Company. The 115 foot landmark tower is located at the highest point of the hills and is now operated by AT&T. Santa Clara County constructed its own communications facility nearby in 1958.

Communications Hill has been centrally located in relation to main transportation routes since early settlement of the area. Monterey Road, once called El Camino Real, was the main stagecoach route from San Francisco to Los Angeles. In 1868 a rail line, the Santa Clara/Pajaro Valley Railroad, was built parallel to Monterey Road to provide service between San Jose and Gilroy. Acquired by Southern Pacific in 1870, existing lines were consolidated and new extensions built connecting the surrounding area to the now abandoned tracks called Lick Station.

The San Juan Bautista Mine was founded in 1847 on its eastern slopes and produced quicksilver until 1874. In 1950, quarrying activities for sand and gravel were begun in the former mine areas. The quarrying operations, which still continue today, have eradicated most of the mine tunnels. The west-facing grassy slopes have been utilized for agricultural uses since the mid-1850's. In 1906, the American Dairy was started by the Bettencourt family. The dairy, located near Curtner Avenue, remained in operation until 1972.

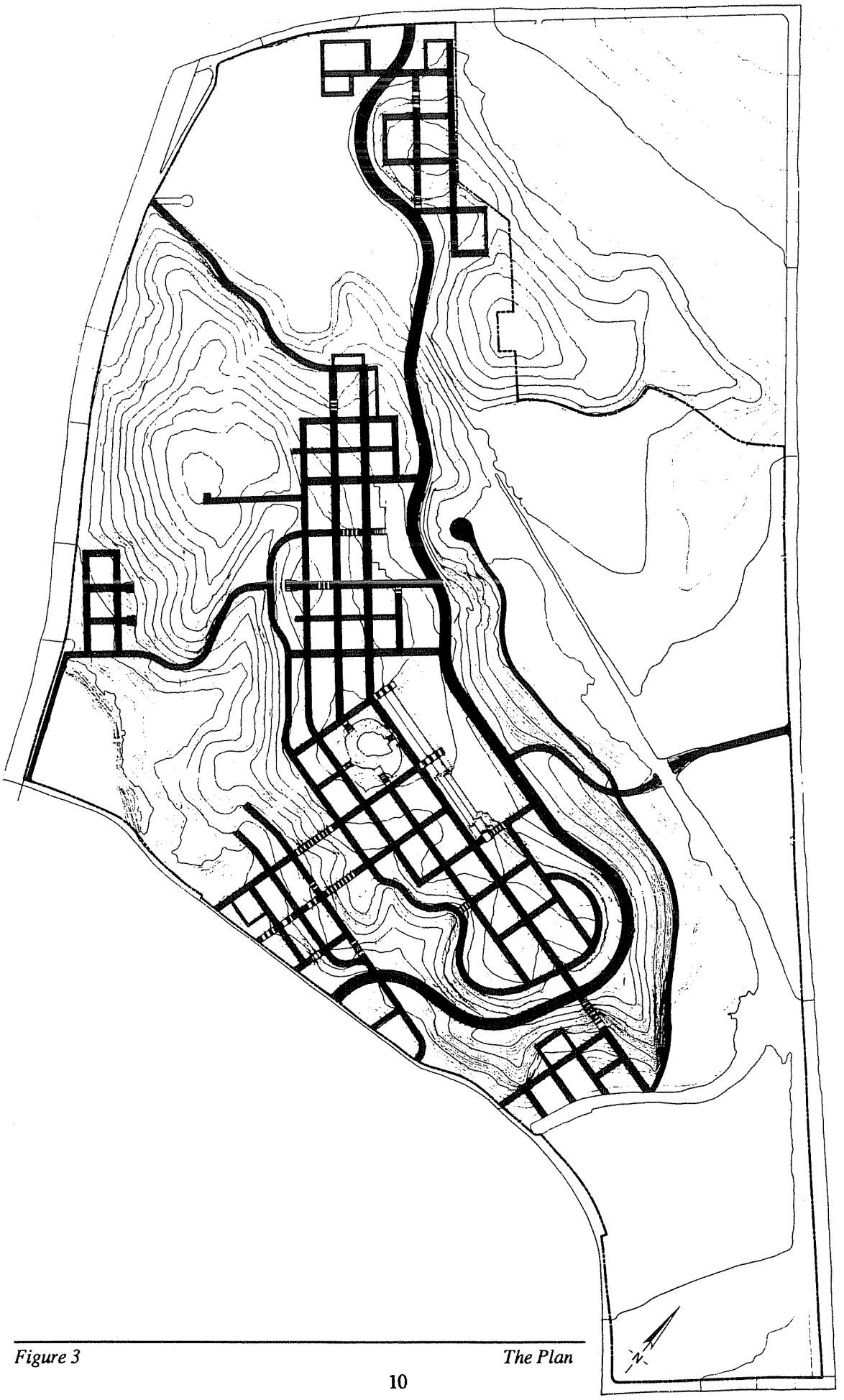
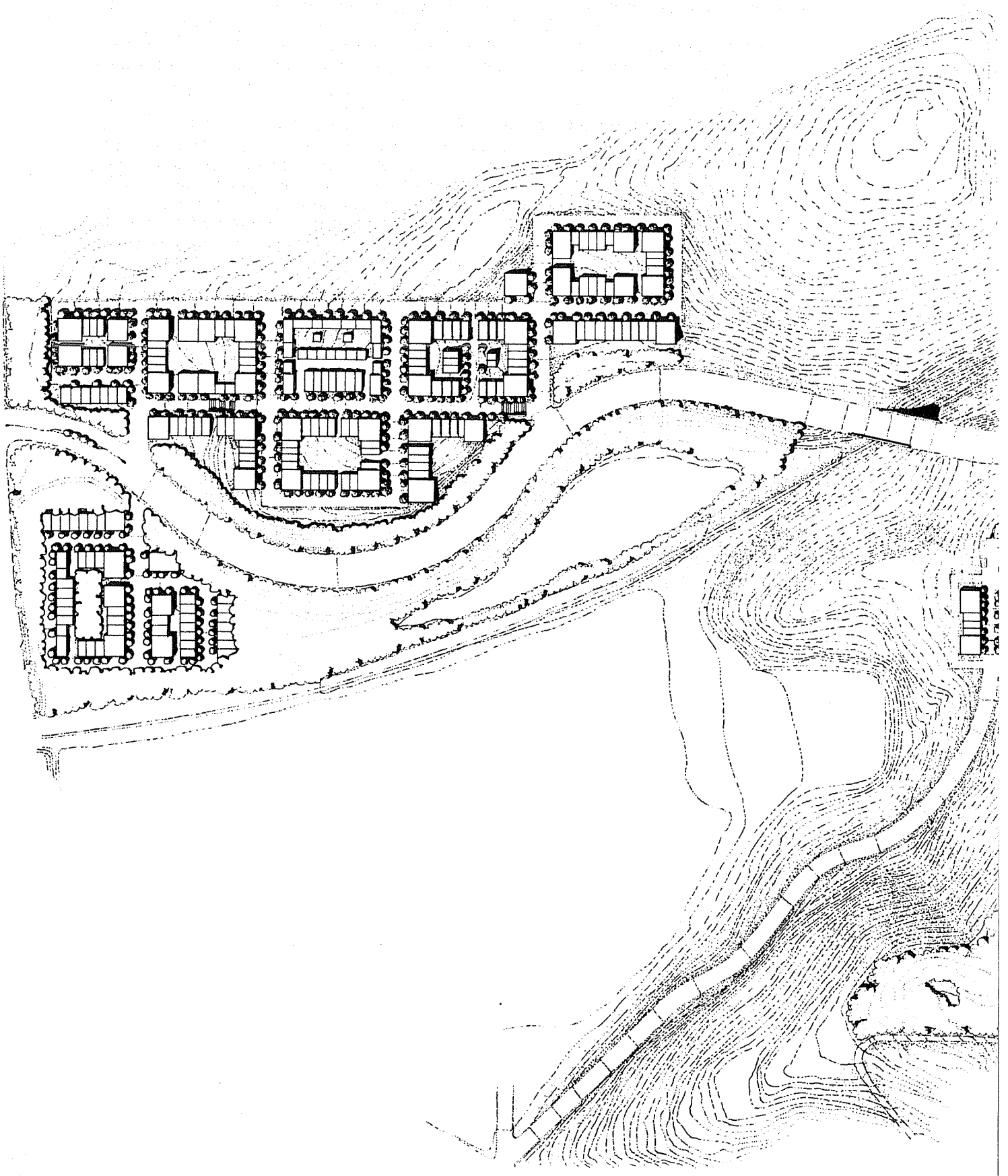


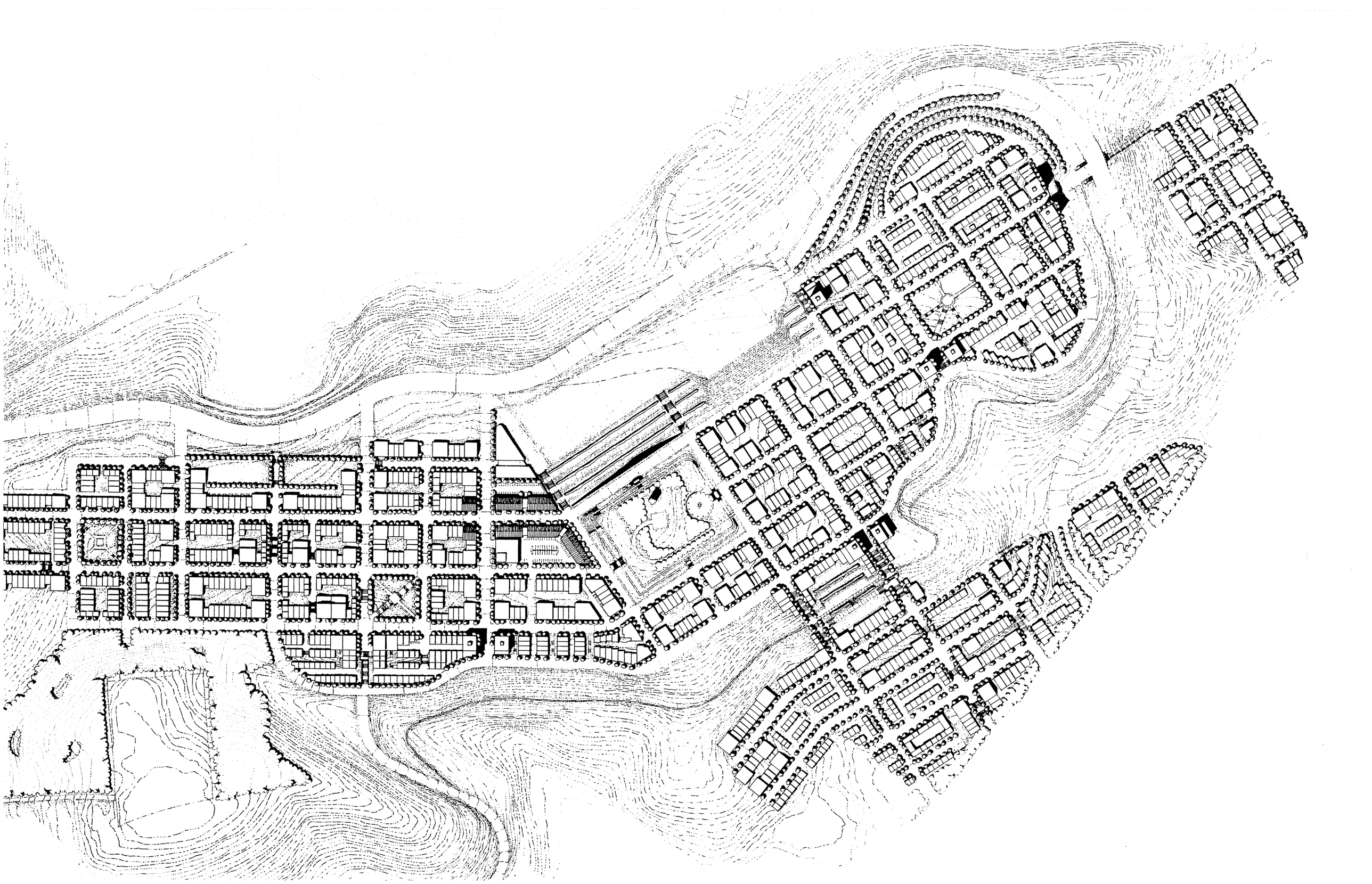
Figure 3 *The Plan*

3 THE PLAN

The purpose of the Plan is to create not merely a place of dwelling, but a neighborhood, a place of social interaction on Communications Hill. To accomplish this, the Plan provides two essential features which are found in successful older neighborhoods. They are 1) an integrated mix of uses and, 2) a well defined urban structure. Both are vital components of urban places. The Specific Plan directs growth within the study area by integrating uses and establishing a specific urban structure.

New residential development is located along the ridge and at the foot of the steep slopes. These well defined neighborhoods edged by grassy slopes are interconnected by streets, stairs and pathways. At the highest point of the ridge there is a *village center* consisting of small shops, restaurants and services adjacent to a large public park and a parcel designated for a civic building. Downhill from a park circumscribing the At&T facility there is a large parcel for playfields and a school. Several smaller neighborhood parks are integrated into the residential fabric throughout the neighborhood. In the flatland of the existing quarry and along Monterey Road, areas have been designated for heavy industrial and combined industrial/commercial uses.





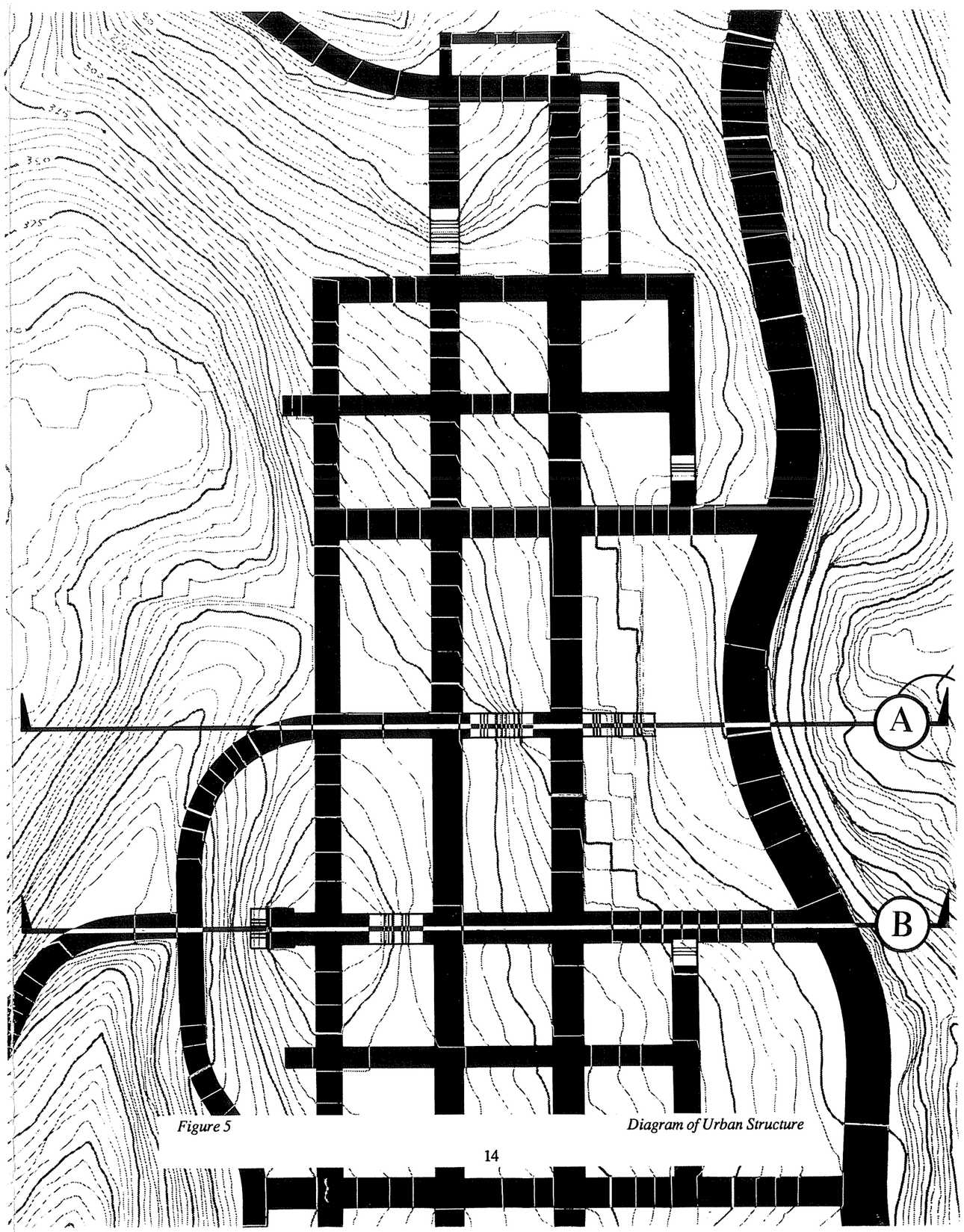


Figure 5 *Diagram of Urban Structure*

3.1 Framework: Urban Structure

The term "urban structure" as it is used in this document means the physical armature upon which the life of a neighborhood grows. The drawing to the left shows a portion of the proposed urban structure - a grid of streets, stairs and pathways overlaid on the topography. The sections below indicate how buildings step with the topography and how streets continue as stairs where topography is too steep. The sections are keyed with the adjacent illustration. As in many successful cities, it is the armature of urban structure and not artificially imposed architectural homogenity that provides unity and coherence over time. The urban structure of Communications Hill is comprised of the following elements discussed in this chapter.

Topography & Grading

Streets

Stairs & Pathways

Relationship of Buildings to Blocks & Streets

Parks, Terraces & Slopes

Public Transit Routes & Connections

Utilities

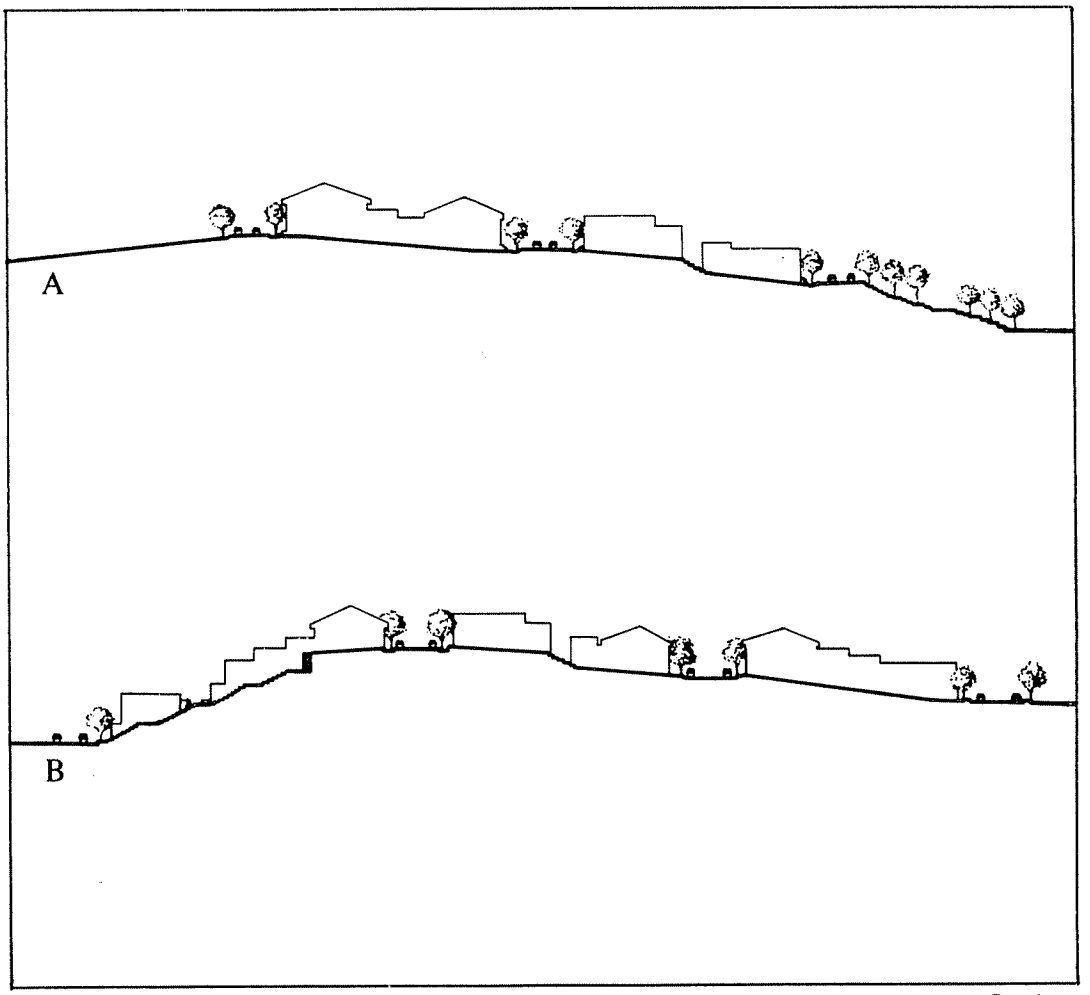


Figure 7 *Sections*

Figure 7 *Conceptual Grading Plan*

The bulldozing of an irregular topography into a flat site is clearly a technological gesture which aspires to a condition of absolute placelessness.
Kenneth Frampton

INTENT
The overall grading concept and layout of streets accommodates development of the ridge and lower hillside in a way that retains the topographic record of Communications Hill as a distinct terrain.

DESIGN STANDARDS
Topography
In some places quarrying has extensively altered natural topography. Terracing of these areas will create a distinctive feature in the landscape and is outlined in Section 3.1.e. Recontouring of the southernmost hill must maintain its soft profile; a simple flattening will not be permitted.

Grading
The Conceptual Grading Plan on the left is a requirement of the Plan. To retain the existing profile of the hills, special consideration was given to the grading and, in general, has been kept to a minimum. To facilitate building, however, there are locations within the Plan where significant grading will occur. The placement and orientation of the streets to one another involves a sensitive relationship among cut and fill quantities, intersection design, maximum slope of streets and efficiency of block size. Streets have been designed as steep as traffic safety and public works standards permit. Even slight modifications to the grading plan need to consider the overall plan and possible ramifications beyond a particular area. Streets have been designated as fixed or flexible in terms of their right-of-way width and alignment/location to allow for unknown conditions of the topography and provide a small degree of flexibility within the Plan.

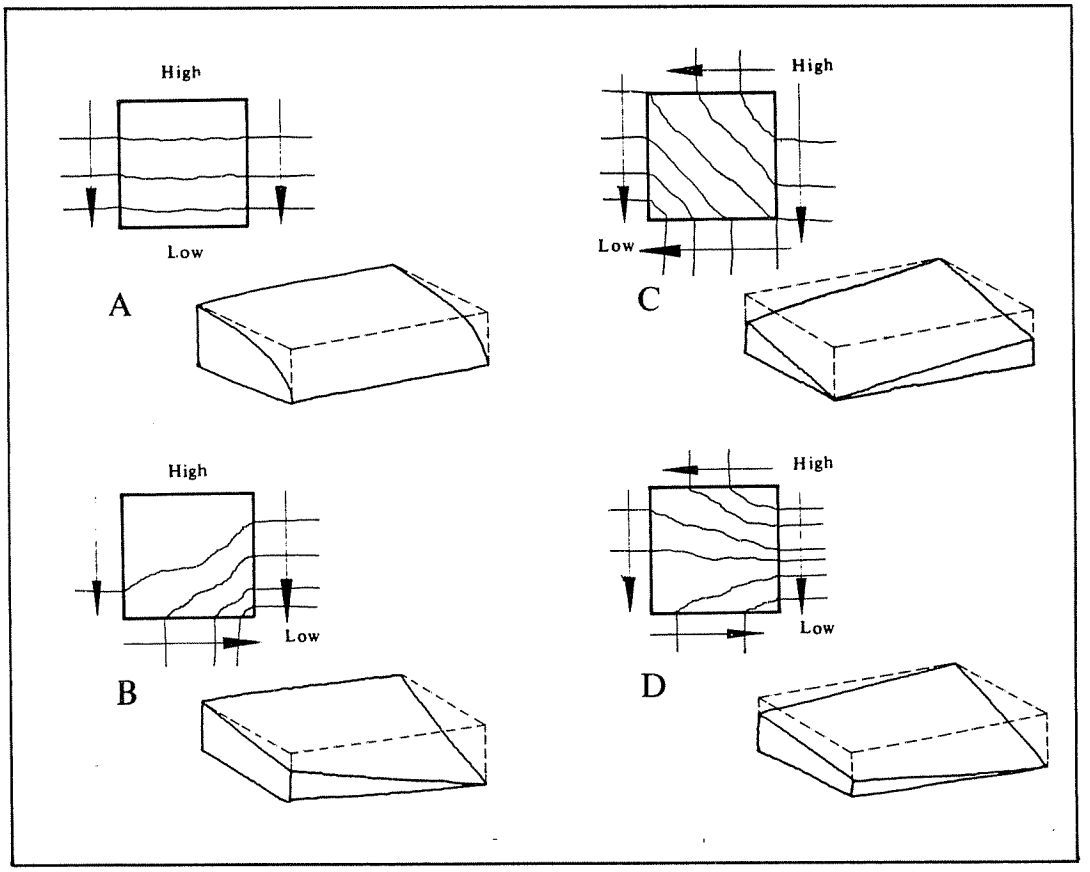


Figure 8 *Land Form & Slope Diagrams*

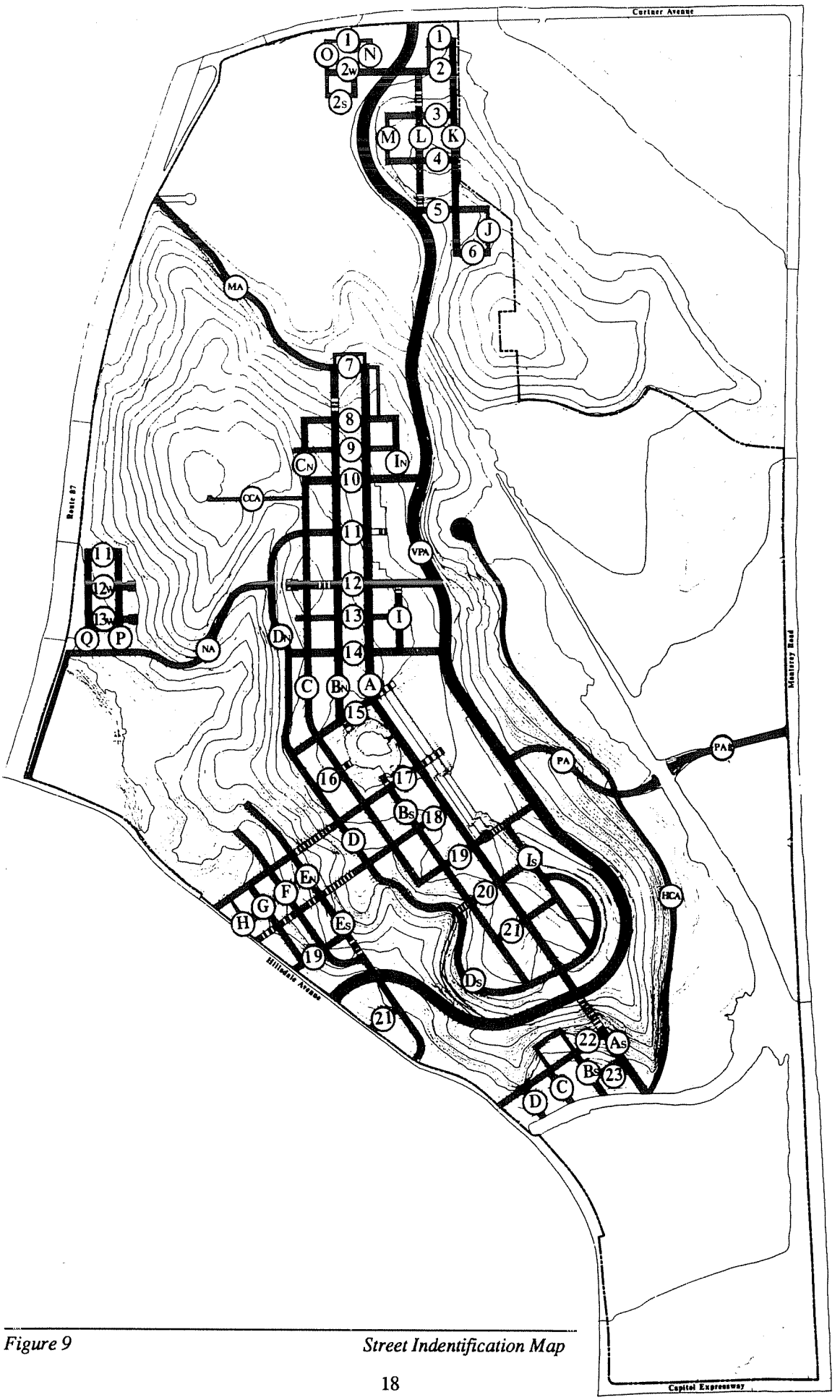


Figure 9 *Street Indentification Map*

INTENT
•Organize the public space of the neighborhood to make a memorable and beautiful urban place.
•Provide identity and a sense of place for dwellings.
•Link and integrate uses and provide a walking environment.
•Provide many routes for cars in order to avoid concentrations of traffic.
•Provide view corridors from the interior of the neighborhood to the surrounding landscape.
•Separate regional traffic from the neighborhood and discourage unsafe speeds on residential streets.

The existing network of arterials and freeways has left Communications Hill severed from surrounding areas. Fortunately, the 175+ developable acres on the undeveloped portion of the hill is large enough to create a mixed-use urban neighborhood. The introduction to this document, "Making An Urban Neighborhood", discusses the principal reasons the streets have been organized as a traditional American gridiron and how gridiron planning serves the intent outlined above. The street network of Communications Hill grows from the interaction of hilly topography and the grid. The general orientation of the grid is north-south along the ridgetop. There are transitions at intersections to ensure the workability and safety of the street network. Where steep topography restricts a thoroughfare, the street continues spatially but is transformed into stairs and overlooks or is intersected by a perimeter street. This curvilinear perimeter street follows the contours and gives a distinct boundary to the neighborhoods.

The Plan separates the grid of residential streets from Vistapark Drive, the regional arterial that traverses north/south, to ensure that no housing, retail shops or commercial property will be negatively affected by the arterial or contribute to traffic conflicts on it. To prevent excessive concentration of traffic within the neighborhood, the grid of residential streets connects to Vistapark Drive at eight places.

The residential streets are designed to provide places for people to walk, ride their bicycles, catch a shuttle bus as well as to drive their cars. The most frequently used type of residential street is the common residential street, R2/2. However, to help give identity to places within the Plan and minimize grading, the streets are not all the same. Some are wider; some narrower; some are very small lanes only a block long. A planting strip for street trees adjacent to on-street parking is a standard feature. Parking along streets tends to slow traffic, helps buffer pedestrians from traffic and reduces the need for large concentrations of off-street parking which disrupt the fabric of a neighborhood. Streets with parking on one side only and one way streets should be limited in length and occur only where a narrower right-of way significantly reduces the impact of grading or where buildings line only one side of the street. Front setbacks have been kept small and buildings serve to define the character of the street. To ensure residential scale and building articulation a five foot setback zone allows plantings and encroachments of stairs, stoops, porches, and other architectural elements.

The map on the opposite page identifies each street with a number or letter and is keyed to Figure 10, Table of Street Classifications which designates each street as a specific type of public right-of-way. The right-of-way width and alignment/location for each street is listed as fixed or flexible. In Figure 11, Table of Street Types, the right-of-way width is characterized in terms of the dimensions required for paved area, sidewalks, planting strips, on-street parking, etc. and corresponds to the sections in Chapter 5, Section 2.

DESIGN STANDARDS

Flexibility - Fixed or Flexible Right-Of-Way Width and Alignment/Location

Streets and avenues on Communications Hill have been located to minimize grading and meet the standards for street design established by the City of San Jose Public Works, Fire and Planning Departments. In most cases the location of streets and avenues is fixed and alteration of their alignment/location would require major reworking of large portions of the Plan. For all streets or avenues, a five to ten foot shift of the centerline is acceptable provided that avenues remain parallel to each other and streets perpendicular to avenues. There are, however, some places where the alignment/location of streets or avenues could be altered an additional amount without significantly changing the Plan as a whole. Figure 10, Table of Street Classifications, identifies as flexible the streets or avenues which may shift in alignment/location up to 25 feet and which may be altered slightly in right-of-way. Proposed changes for streets or avenues designated as flexible must be reviewed in relation to adjacent fixed streets or avenues and the overall plan. Changes will be permitted only if they do not adversely alter the Conceptual Grading Plan or other aspects of the Plan. All residential-serving streets or avenues (which include the stairs shown in Figure 19) provide general circulation to the neighborhood and are necessary, mandatory public right-of-ways. For streets with flexible rights-of-way, as shown in Figure 11, individual components of the right-of-way may be added or eliminated, and will be reviewed on a case-by-case basis.

Street Classification

The following table classifies each street as keyed in the Street Identification Map with the type of street listed in the Table Of Street Types and indicates whether the right-of-way width and/or its alignment/location is fixed or flexible. Right-of-way width is another term for cross section of a public street.

NAME	TYPE	RIGHT-OF-WAY	ALIGNMENT/ LOCATION
Avenue A, Streets 2, 2-west, 5, 10, 12, 14	R2/2w	fixed	fixed
Avenues A-south, C-north, I-north, K, Q	R2/1o	fixed	fixed
Avenues B north	R2/2b	fixed	fixed
Avenues B-south, C, D, I, I-south,	R2/2	fixed	fixed
Avenues D-south, D-north	P, Ps or R2/1o	flexible	flexible
Avenues E-south, HCA	R2/1o	flexible	flexible
Avenues E-north,F, G	R2/2	flexible	flexible
Avenue H	R2/1	flexible	flexible
Streets 9, 13	R2/0 or R1/1	flexible	flexible
Avenues J, M, O, Street 1	R2/1o	flexible	fixed
Avenue L, N, P	R2/2	fixed	fixed
Streets 2-south, 3, 4, 7, 12w,13w, 16, 21, 23	R2/2	fixed	flexible
Street 6	R2/1o	fixed	flexible
Street 8	R2/1 or R2/2	flexible	fixed
Streets 11, 15, 17, 18, 19, 20, 22	R2/2	fixed	fixed
MA, NA, PA	C or Cs	flexible	flexible
PA-east	R2/2w	flexible	fixed
CCA	C	flexible	flexible

Figure 10 *Table of Street Classifications*

Street Types

The required dimensions for each portion of a given street right-of-way, ROW, are listed below in the Table of Street Types. The symbol designations correspond to the street layout shown in Figure 9, Street Identification Map. The streets are classified as one of four types; 1) arterial, 2) residential, 3) perimeter, and 4) access roads. The street layout in combination with the Conceptual Grading Plan and a maximum slope for streets ensures that the relationship of streets to one another at intersections is safe and workable. Intersections and profile design standards follow selected cross section drawings of the four street types. Additional drawings of cross sections for each variation of street type defined below are shown in Chapter 5, Section 2. Concrete curbs are not dimensioned in the sections and will be the City standard of 6 inches in height and width. All-weather access roads may be required from public streets for maintenance of utilities and other infrastructure which are not located within the public right-of-way. The right-of-way dimensions include the dimensions required for the cross section of public streets. Alleys and/or mid-block lanes are small streets which provide access to a small number of housing units often located within the inner block. There are three alleys shown in the Plan on Figure 9 which are not classified and are not mandatory but recommended. They are located on the northern edge of the ridgetop neighborhood and southernmost tip near Hillcap.

* See description of alternatives, page 22.
**See description of alternatives, page 24.

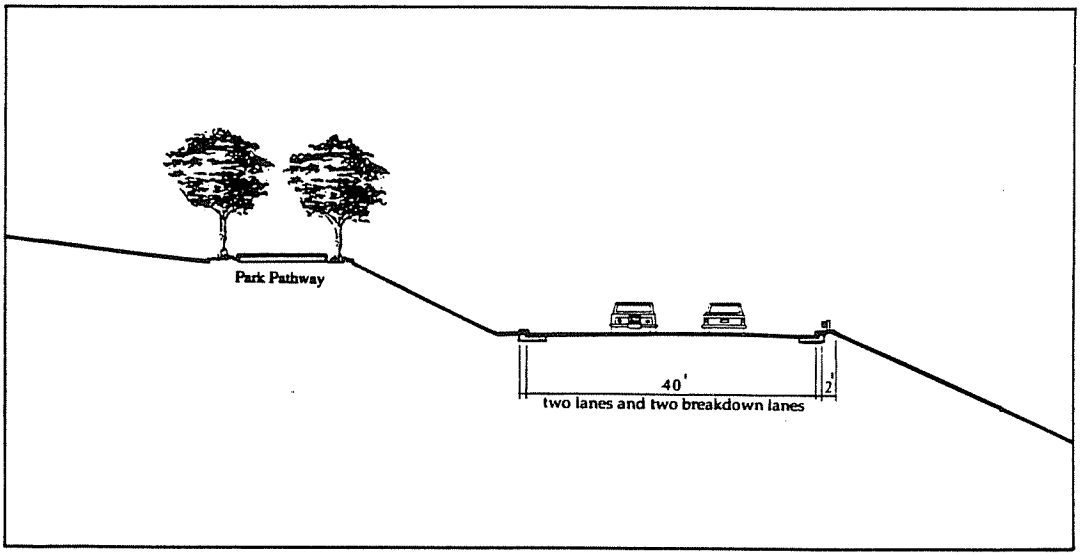
STREET TYPE		ROW	PAVING	DIRECTIONS	PKG	SIDEWALK	PL-STRIP	SETBACK
ARTERIAL								
A4	4-lane w/median	varies	2 @34'	Two	none	one*	NA	NA
A4S	4-lane split	varies	2 @34'	Two	none	one*	NA	NA
A4RT	4-lane w/retaining	varies	2 @34'	Two	none	one*	NA	NA
A4LT	4-lane w/turn	varies	34' + 46'	Two	none	one*	NA	NA
A2	2-lane	43'	40'	Two	none	one*	NA	NA
A2LT	2-lane w/ turn	55'	52'	Two	none	one*	NA	NA
RESIDENTIAL								
R2/2	common	52'	34'	Two	both sides	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/2w	wider	54'-58'	36'-40'	Two	both sides	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/2b	w/bikelane	58'	40'	Two	both sides	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/1	pkg one side	48'	30'	Two	one side	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/1o	bldgs one side	40'	30.5'	Two	one side	1 @ 5'	1 @ 3.5'	1 @ 5'
R1/1	one way	44'	26'	One	one side	2 @ 5'	2 @ 3.5'	2 @ 5'
R2/0	alley	42'	26'	Two	none	2 @ 4'	2 @ 3.5'	none'
PERIMETER								
P	narrow	40'-44'	26'-30'	Two	one side**	1 @ 5'	1 @ 3.5'	1 @ 5'
Ps	split	45'-49'	2 @14'+6'**	Two	one side**	1 @ 5'	1 @ 3.5'	1 @ 5'
ACCESS								
Ca	all-weather	16'	16'	Two	none	none	NA	NA
C	transit	40'	26'-28'	Two	none	1 @ 4'	NA	NA
Cs	transit split	40'	2 @15'	Two	none	1 @ 4'	NA	NA

Figure 11 *Table Of Street Types*

ARTERIAL-VISTAPARK DRIVE

DESCRIPTION

Vistapark Drive was designated as an arterial traversing Communications Hill in the Horizon 2000 General Plan. In this Specific Plan, it is separated from the main neighborhood and traverses the study area from Curtner Avenue on the north to Hillsdale Avenue on the south. Vistapark Drive adapts to particular conditions of grading where it meets the neighborhood street grid and steep topography. To reduce the grading impact, a split right-of-way is recommended where extreme existing slopes occur or extensive grading is infeasible. A public right-of-way accommodating 4-lanes is designated for Vistapark Drive, however, preliminary studies of anticipated traffic volumes indicate that a 2-lane road is adequate for circulation on most of its length. There are two segments of Vistapark Drive which require 4-lanes: 1) from Curtner Avenue to 10th Street and; 2) from Hillsdale Avenue to Avenue E. There are six variations of the cross section for Vistapark Drive shown in Chapter 5, Appendices. Where the park pathway is not close enough to double as a sidewalk for Vistapark Drive, the Vistapark right-of-way must include a sidewalk on one side, except north of Street 2 and west of Avenue E, where two sidewalks should be provided. The drawings below show typical variations.



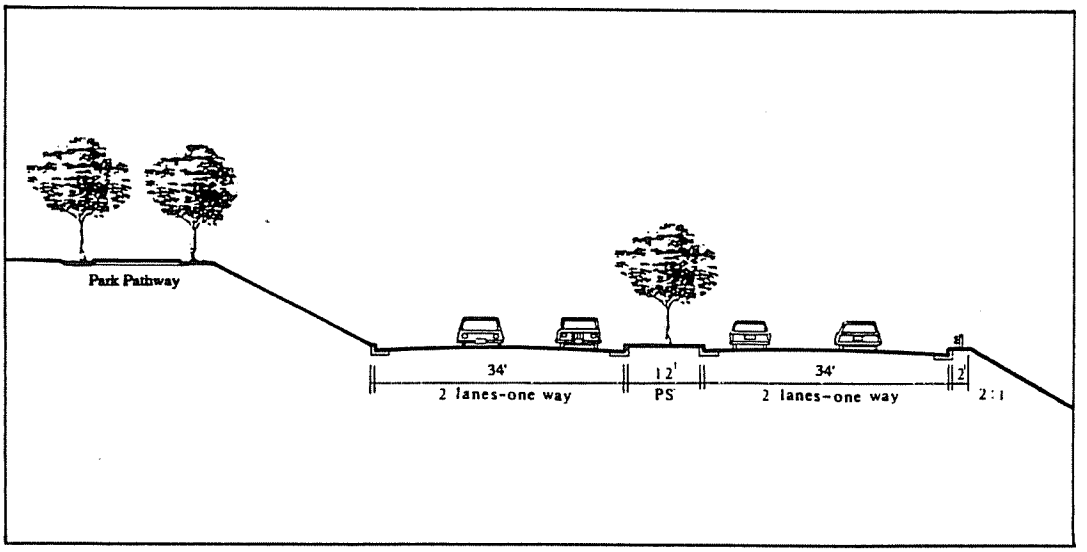


Figure 12 *Sections of 2-lane and 4-lane Arterial*

RESIDENTIAL

DESCRIPTION

A major portion of the circulation network consists of residential streets. In general, these streets follow the existing slope of the land with the narrowest right-of-way that safety permits. On-street parking serves as a buffer between moving cars and the pedestrian, and reduces the amount of parking that individual developments must provide. A planting strip which flanks both sides of streets will accommodate trees having overlapping-canopies. Along street frontages a front setback will allow plantings and encroachments of stairs, stoops, porches and other architectural features. These permitted encroachments animate street frontages and help make sidewalks attractive places to walk. There are seven kinds of residential streets. The section below illustrates the most frequent - a common residential street.

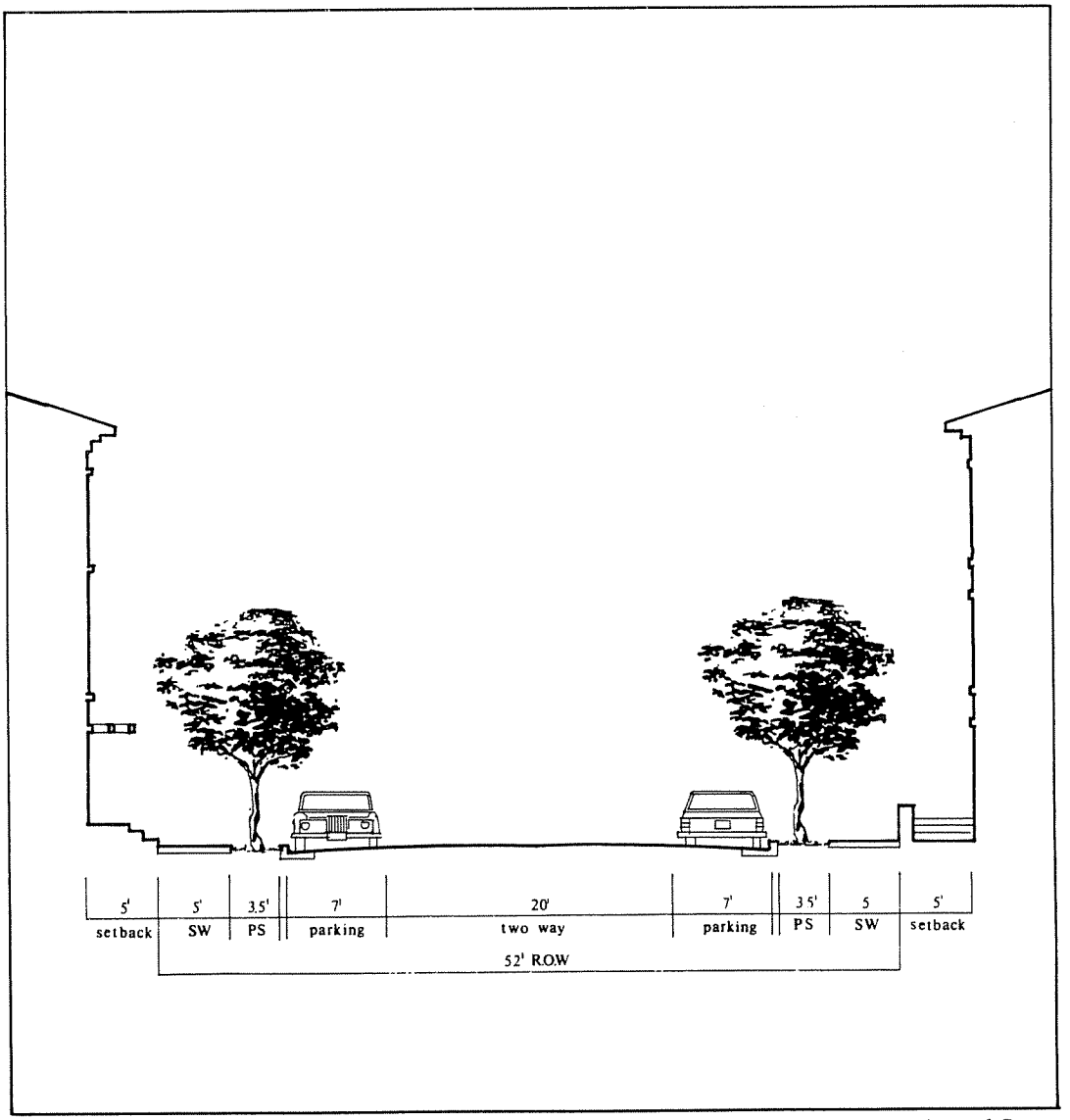


Figure 13 *Section of Common Residential Street*

PERIMETER

DESCRIPTION

The streets which delineate the edge of the neighborhood play an important role in the making of the overall form of Communications Hill. These are contour-following, curvilinear streets with development permitted only on the uphill side except when they engage the grid and become part of the residential street grid. These streets give a distinct edge to the neighborhood and minimize the grading impact. On the downhill side a small retaining wall provides a contrast to the undeveloped grassy slopes below. There are two variations of the perimeter street, the narrow perimeter street, shown below, and the split perimeter street. Both variations should have parking on one side of the street except where the inclusion of a parking lane would result in severe grading impacts. In these cases, the parking lane may be omitted and parking may be provided nearby, in parking bays, turnouts, small lots, on-site, or by converting the affected street lengths to one way.

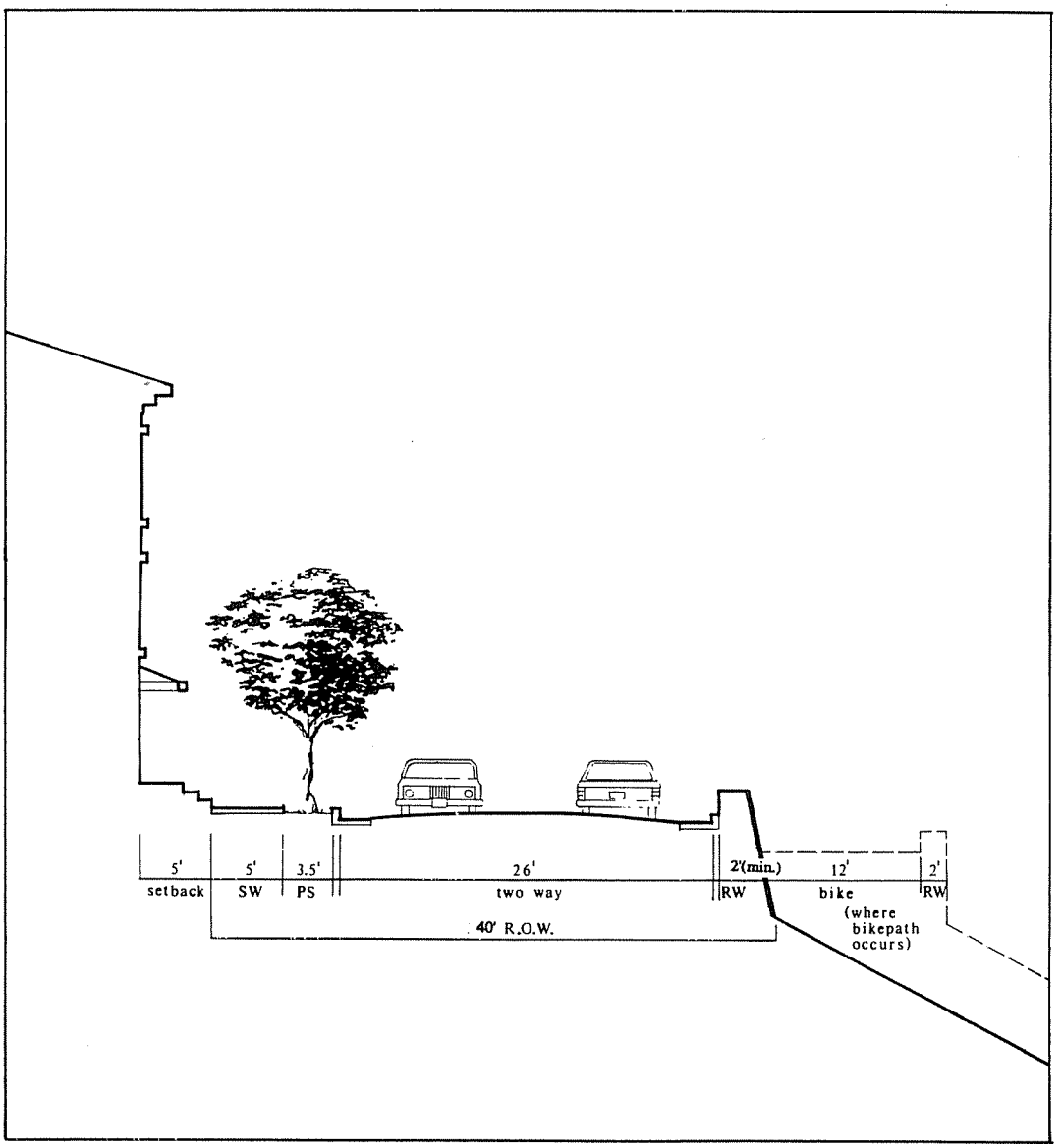
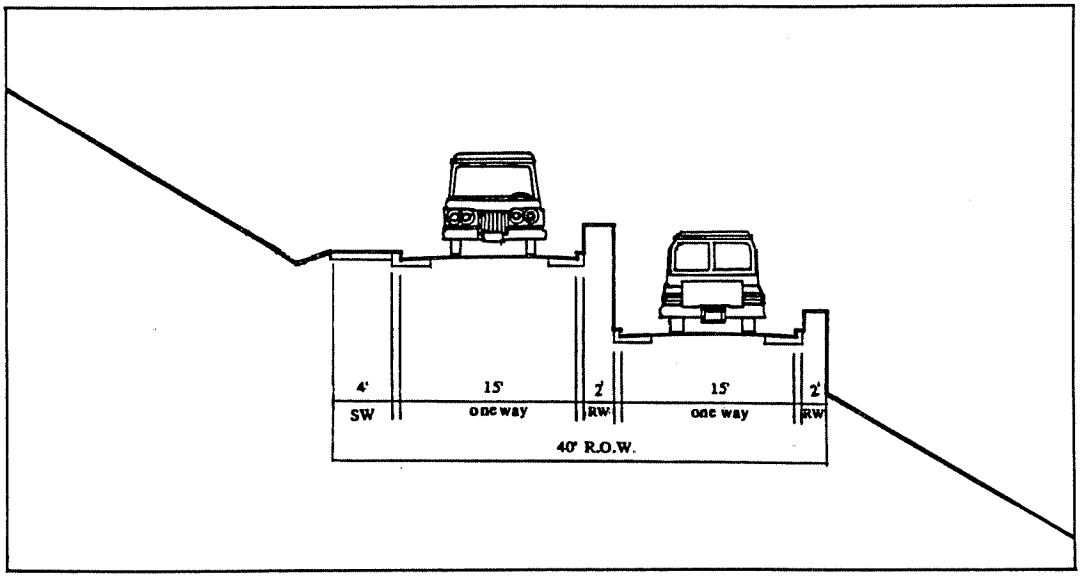


Figure 14 *Section of Narrow Perimeter Street*

PULLMAN & HILLCAP EXTENSION + TRANSIT ACCESS VIA MILLPOND & NARVAEZ

DESCRIPTION

Four roads outside the street grid provide connections and additional routes to-and-from the Communications Hill neighborhood. They are identified as access roads in the Table of Street Types, Figure 11. The Millpond Road provides important shuttle bus access to transit. It links the hillside neighborhood just east of Carol Drive with the Light Rail Transit Station at Curtner Avenue. Two alternatives of this narrow road are shown below. It ascends from the station through grassy slopes to the residential street network. Depending on topography the road may split to follow the slope. On the western slope there is a road which links the hillside neighborhood to public transit at the Capitol Station via Narvaez Avenue. An important link and necessary road is the extension of Pullman Way to Vistapark Drive. This connects the neighborhood to Monterey Road at the location of the playfields and school. The extension of Hillcap from the south provides access to the proposed industrial areas in the flatlands. Separate bikepaths may be associated with any of these streets if bikepath grades can be lessened without additional adverse grading impacts.



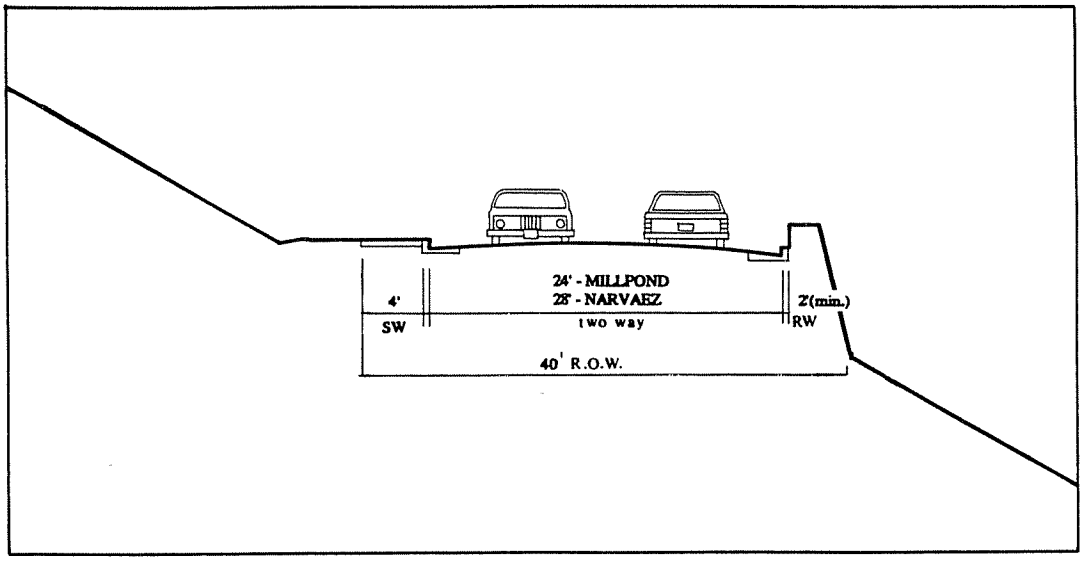


Figure 15 *Two Alternative Sections for Millpond and Narvaez LRT Road*

Intersection Design

The drawing below depicts an intersection of two residential streets - a 52 foot right-of-way (R2/2) and a 58 foot right-of-way (R2/2w). At the intersection of two common residential streets (R2/2), on-street parking must be located at least 50 feet from curb at corners to provide adequate turning clearance for fire vehicles. Cross slope at the intersection of two public residential streets must not exceed 3% and intersections of residential streets with mid-block lanes must not exceed 6%.

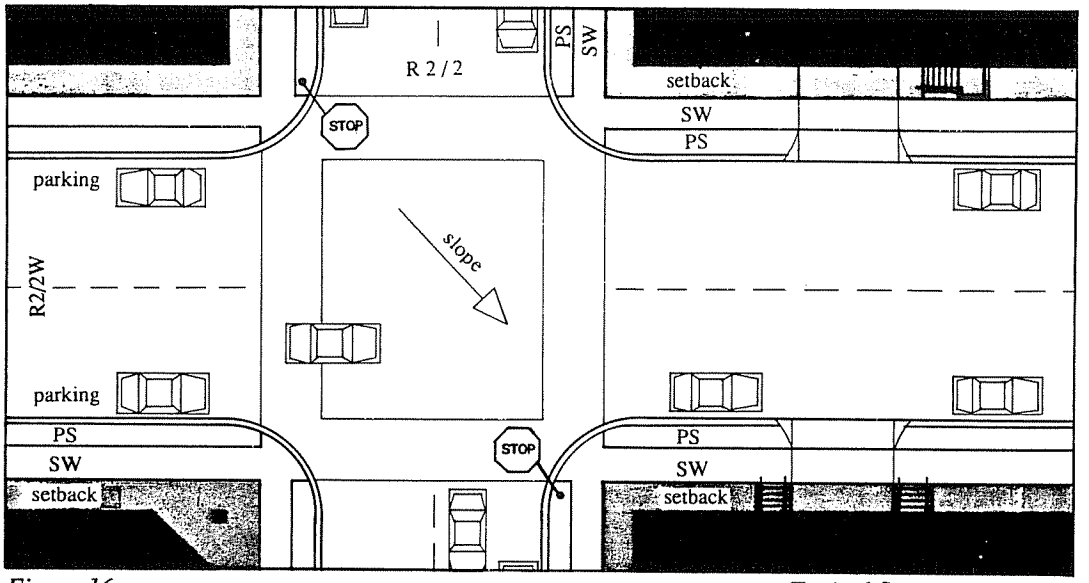


Figure 16 *Typical Street Intersection*

Profile (Steepness of Slope)

Residential streets must not exceed 15% slope and must have vertical-curve transitions as shown below. Vertical-curve transition is defined to be the length of road required to blend from one slope to another. On the uphill portion of the grade, a transition with a vertical-curve 100 feet long and on the downhill portion of the grade, a transition with a vertical-curve 50 feet long must be provided. The drawing below shows a typical profile combining these requirements. Residential streets which intersect Vistapark Drive must have vertical-curve transitions of 150 feet long on the downhill portion of the grade.

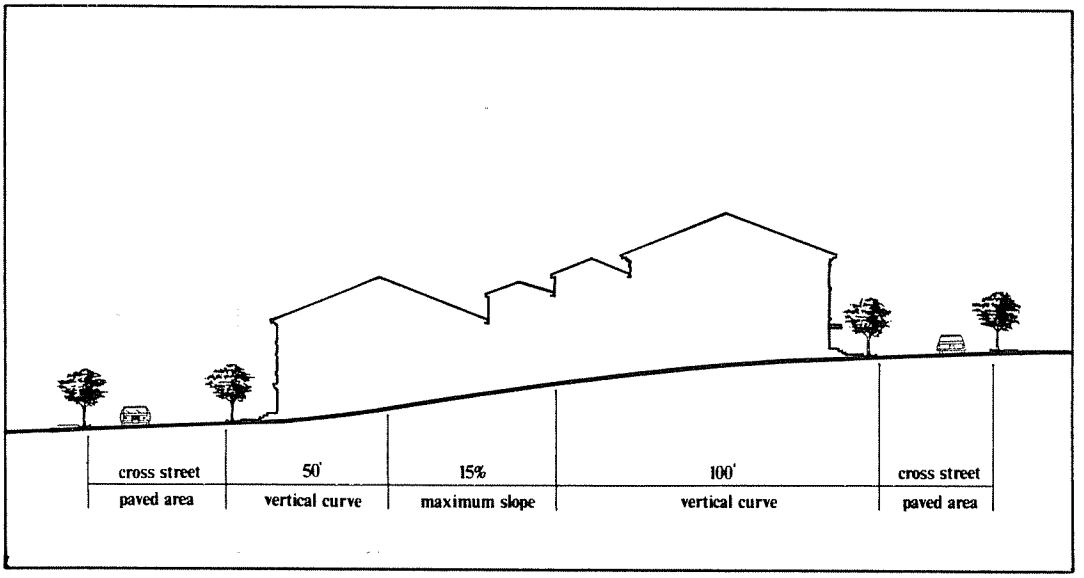


Figure 17 *Typical Street Profile*

Street Trees

The tree species listed below are known to adapt to soils derived from serpentine rock and to be resistant to drought conditions. The same tree species must be used on an entire block. Avenue A must have same tree species for its entire length. To assist in establishing the trees and to facilitate uniformity in growth, trees must be provided with 1) a drip irrigation system for the first three years and 2) a pocket of soil no less than 400 cubic feet and at least 4 feet deep.

SPECIES	CHARACTERISTICS
1) Pepper *Schinus Molle*	evergreen, large canopy, medium size, rapid growth, drought tolerant
2) Olive *Olea europea*	evergreen, spreading canopy, medium size, medium growth, drought tolerant, frost hardy
3) Chinese Pistache *Pistachio chenensis*	deciduous, broad canopy, medium size, excellent color in Fall
4) Black Locust *Robina ambigua (Idahoensis)*	deciduous, medium canopy, large tree, rapid growth, drought tolerant, flowers in Spring
5) California Live Oak *Quercus agrifolia*	evergreen, rounded canopy, large size, medium growth, drought tolerant, frost hardy
6) Red Iron Bark Eucalyptus *Eucalptus sideroxylon Rosea*	evergreen, slender canopy, medium to large size, rapid growth, drought tolerant

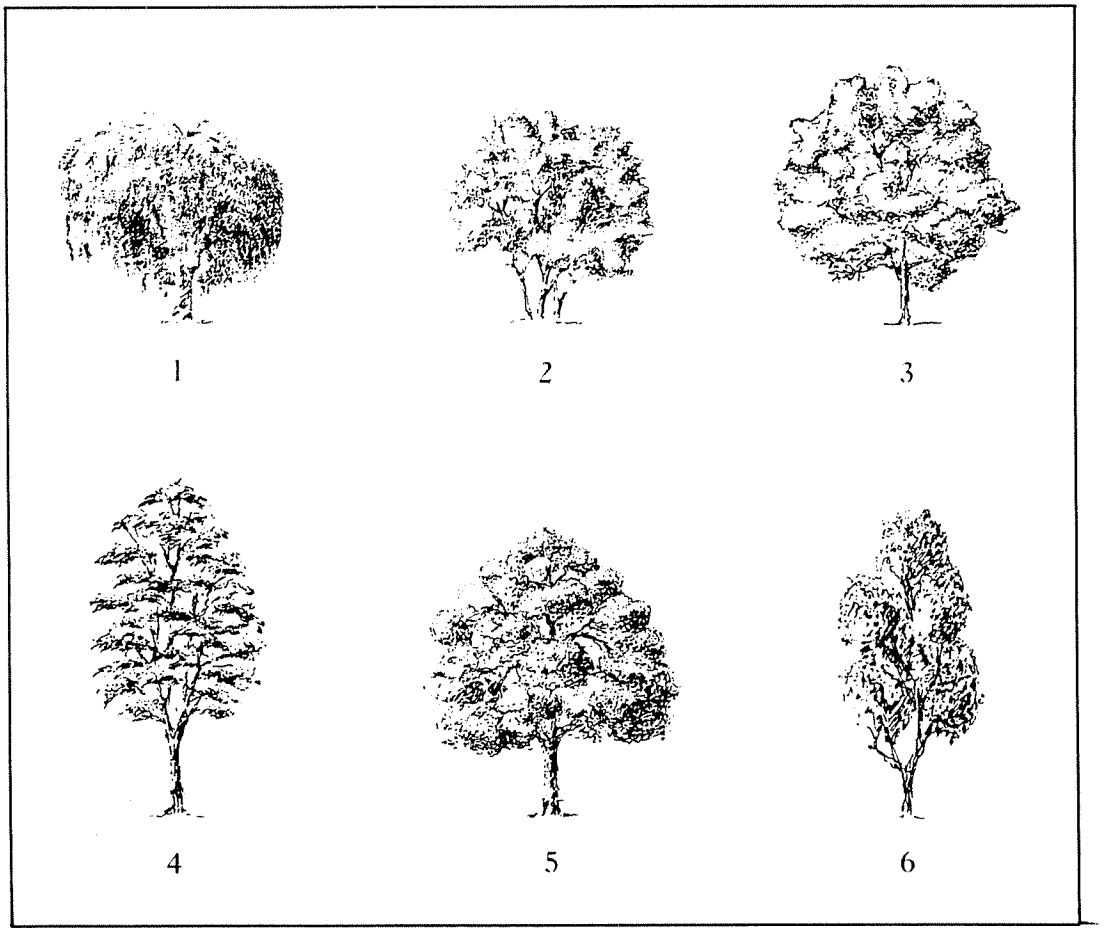


Figure 18 *Drawings of Permitted Species of Street Trees*

Figure 19 *Map of Stair Locations*

INTENT
•Encourage use of bicycles, particularly as means of access to Light Rail Transit Stations.
•Provide recreational paths for running, walking and mountain bikes.
•Ensure that dwellings, open space, community facilities and recreation areas are linked by appealing pedestrian routes.

Residential streets are designed to encourage walking. The grid of streets provides multiple routes to disperse local traffic. Parks are located throughout the neighborhood within walking distance. Bicycle lanes are integrated within the street and parks layout to permit safe cycling and access to public transit. Where steep topography makes the streets discontinuous, stairs extend pedestrian access and provide overlooks. They accentuate the hilly topography and help make Communications Hill a distinctive place. These interruptions are unique, special places that will give the neighborhood vitality and charm. Living next to a public stair in a garden at the end of a street is the kind of urban experience that memorable cities provide.

Circumnavigating the hill and separate from the street system is an additional pathway for running, walking and mountain biking. This naturalistic path provides an unusual 360 degree view of the Santa Clara Valley. It passes through the grassy hillsides which surround the residential neighborhood and along the edge of two parks - Crescent Green and Playfields. It also intersects several access roads, thereby connecting to the Guadalupe River Trail and the Route 87 bikepath.

DESIGN STANDARDS
Twenty-eight locations for five types of public stairs which occur throughout the neighborhood are shown in the Stair Locations Map on the adjacent page. On the following pages, Figures 20 - 23 show vignettes of the individual types.and portions of the street grid where stairs occur.

Stair Types & Classification
The stair types are as follows: A) mid-block; B) transverse; C) bifurcated; D) end-of-street and; E) cascading. Cascading stairs are similar to the mid-block type but generally are wider and located in parks. The list below designates the possible type(s) of stairs recommended at each location and corresponds to numbers on the Stair Locations Map. In a few places more than one type of stair will work with the topography. Where possible sloping pathways or ramps should be incorporated into stair design. Stair # 12 is a monumental corner stair that serves as a landmark and gathering place for the park encompassing AT&T.
Mid-block stair locations: 1, 2, 3, 4, 5, 8, 9, 18, 19, 20, 21, 23, and 25.
Transverse stair locations: 2, 4, 7, 9, 24, 26, and 28. Bifurcated stair locations: 14 and 26.
End-of-street stairs: 11, 13, 15 and 24. Cascading stairs: 6, 10, 16, 17, 22, and 27.

Dimensions
Mid-block stairs must be at least 10 feet wide with intermittent landings for access to adjacent housing. Transverse stairs and/or ramps must be at least five feet wide. Bifurcated stairs must be at least 5 feet wide. End-of-street stairs must be at least 30 feet wide and flanked by low walls. Cascading stairs must be at least 15 feet wide with landings for access to pathways and terraces

Building Projections within Required Front Setback
Building projections into the required front setback where a mid-block stair occurs will be limited to those permitted within front setbacks of the housing, see Section 3.2.b.

Plantings
At mid-block stairs, trees of the same species and in alignment with those planted along the street must be planted to continue the street tree canopy. Accent trees may be placed between the street trees and the stairs. Permitted trees are listed in Section 3.1.b, Streets. Substitutions in tree species must have characteristics similar to those listed. Other plantings are listed in Section 3.1.e, Parks, Terraces & Slopes.

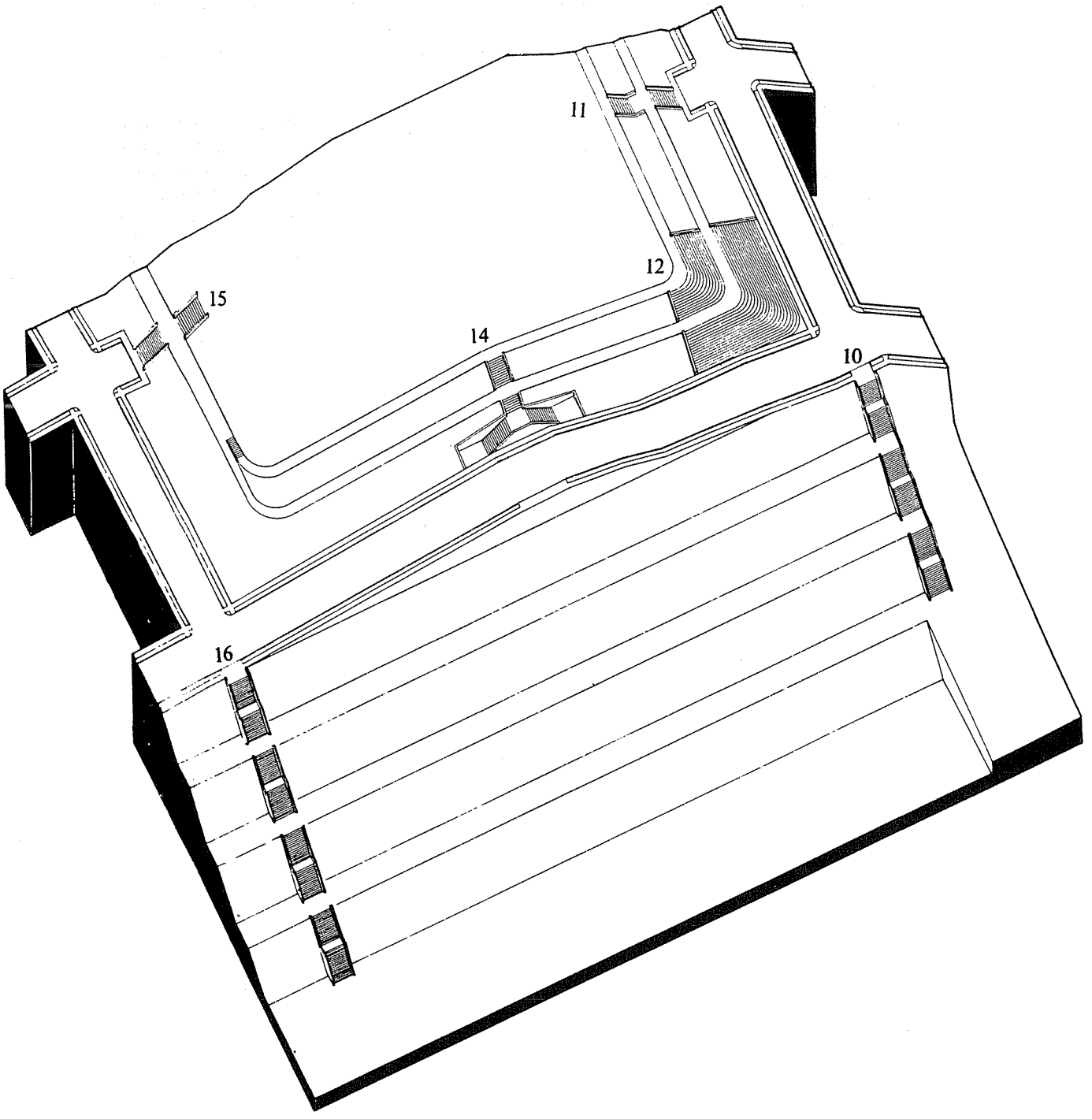
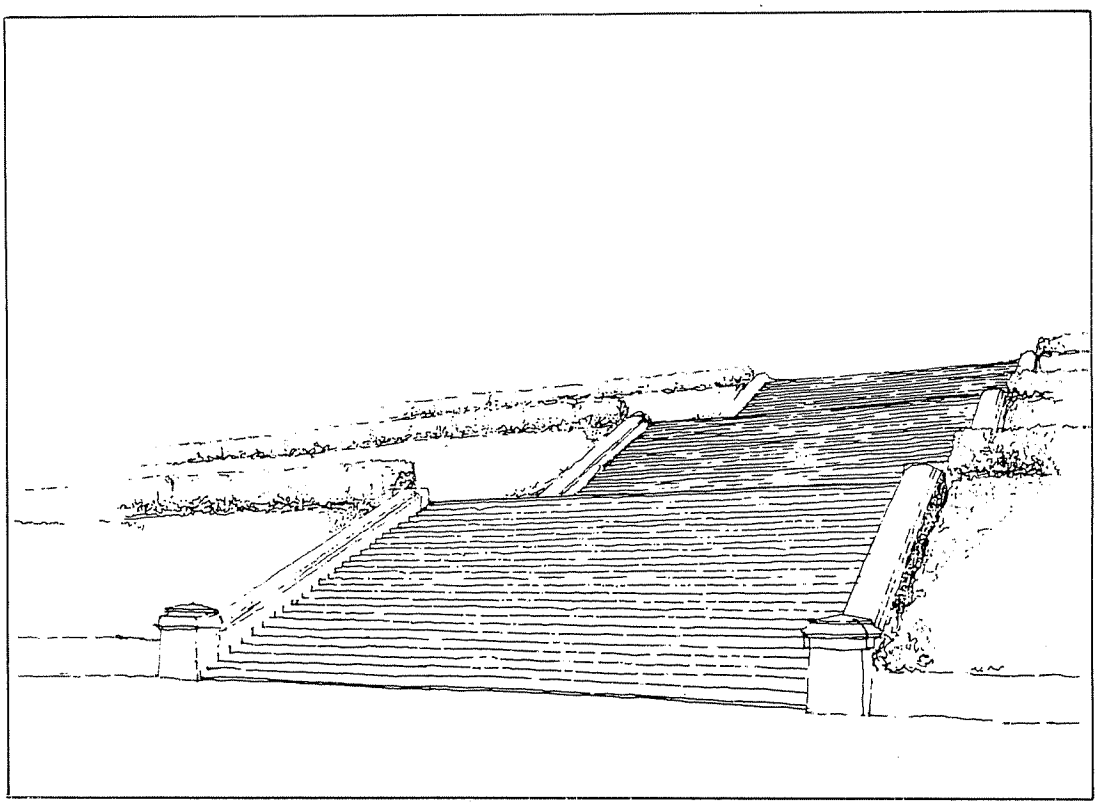


Figure 20 *Axonometric Drawing of Stair #10, 11, 12, 14, 15 and 16*



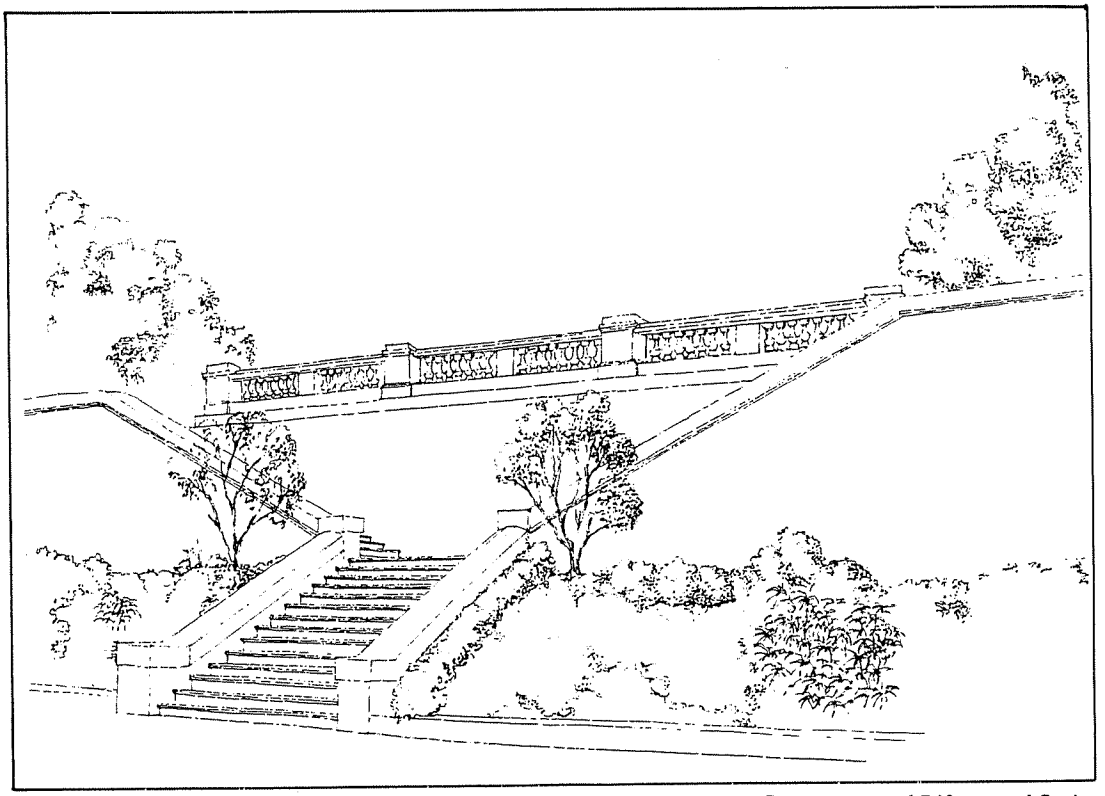


Figure 21 *Drawing of End-of-street- Stair, top, and Bifurcated Stair*

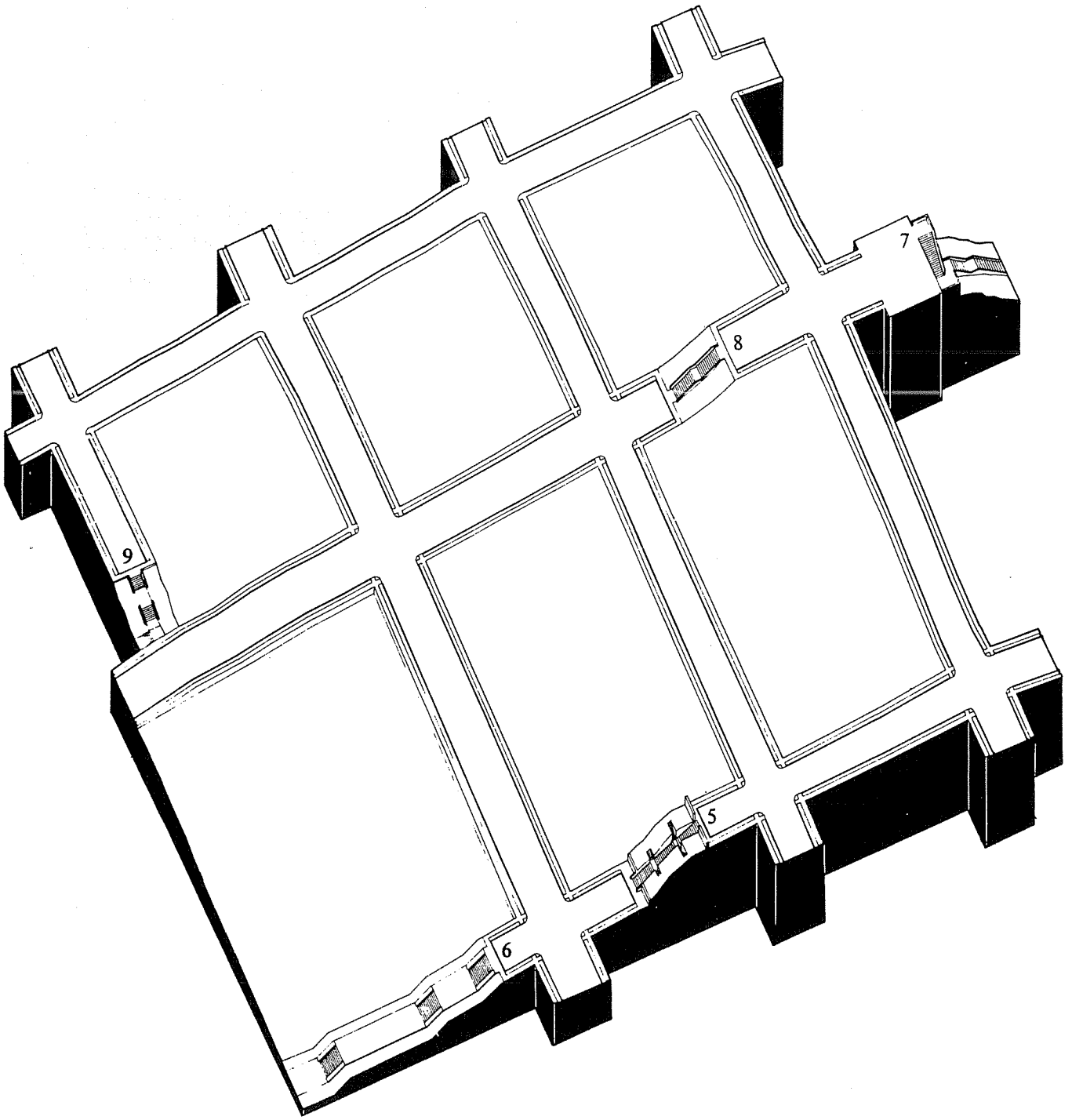


Figure 22 *Axonometric Drawing of Stairs # 5, 6, 7, 8 and 9*

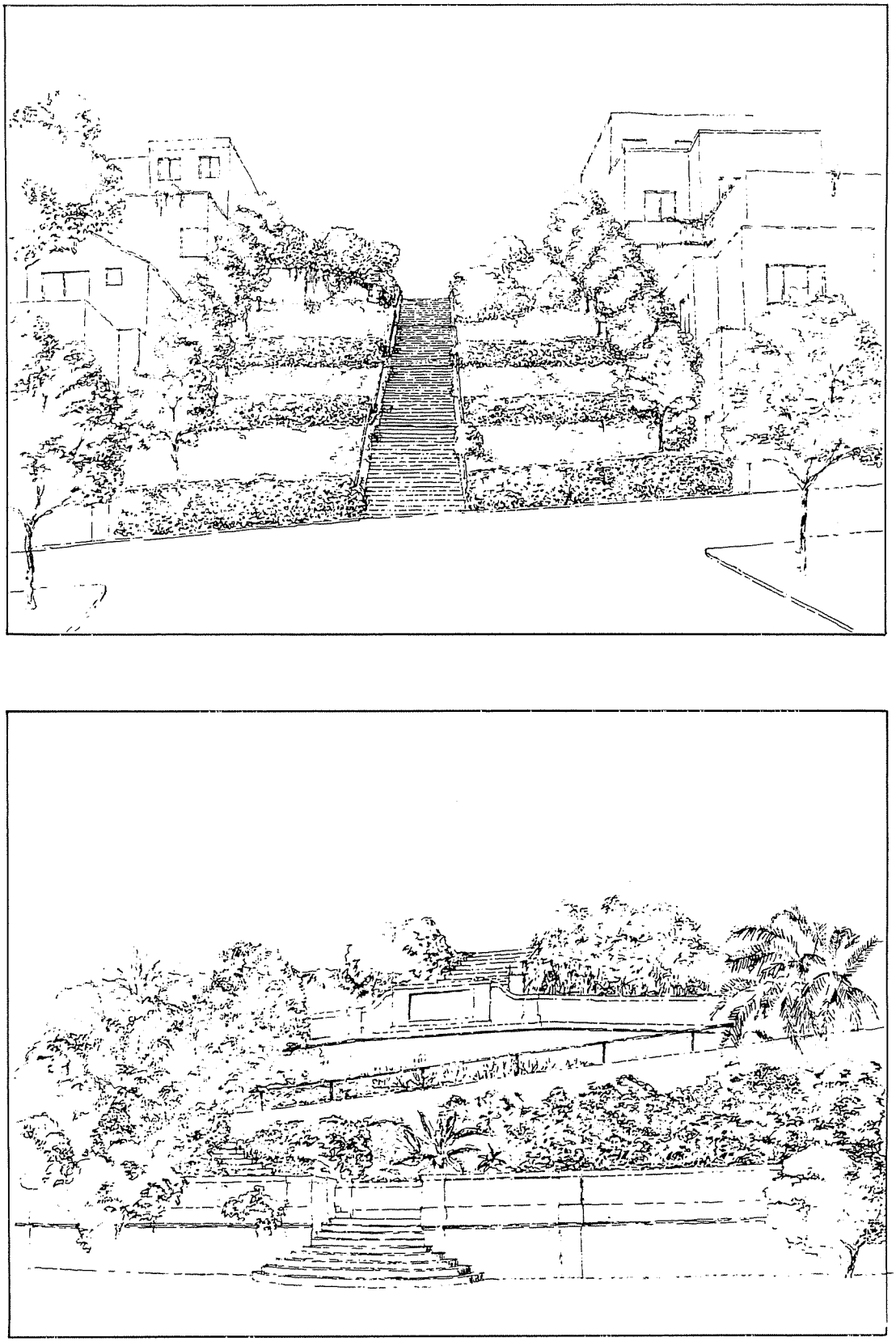


Figure 23 *Drawing of Mid-block Stair, top, and Transverse Stair*

Figure 24 *Drawing of Building Footprint showing Relationship to Block and Street*

3.1.d Relationship of Buildings to Blocks & Streets

INTENT

- Provide the close interaction of private space with public space and building form with streets that characterize successful urban places.
- Buildings should define and reinforce the public space of streets.
- Streets should not be dominated by garages, carports or parking lots.
- Streets should be enriched by glimpses of gardens, even if they are private.
- Buildings should step with the slope at frequent intervals to emphasize the forms of hills. Large buildings and large aggregations of parking are inappropriate on steep streets.

There is an important component of the Plan that originates from a pattern found in historic urban places. It is the relationship of streets, blocks, parcels and buildings to one another and how these work together to form the street. Elements of the different building types help to reinforce the definition of street. Entrances, porches, windows and balconies give life to the street.

The drawing on the left shows building footprints for several different size and shape of blocks. Blocks #1 and #2 have similar building massings on different sizes of blocks - large buildings mark the corners with narrow ones along the mid-block. Block #3 shows only townhouse footprints with a few small gaps in the street wall and units accessed from mid-block stairs. Block #4 and #5 are the most diverse. They are subdivided with mid-block alleys and stairs which provide access to small cottage-like units on the interior of the block. In most cases building walls are stepped either perpendicular or parallel to the front setback. Along a curvilinear street, buildings should follow the street as shown in Block #5.

DESIGN STANDARDS

Block Types & Sizes

Residential blocks range in size from 3/4 acre to 4 acres. The layout of the residential streets results in three widths of blocks which vary in length. The most common block dimensions are 190' x 290', 220' x 290' and 250' x 290'. There are a half dozen odd sized blocks configured by the intersection of the grid with the perimeter road. Street locations establish block dimensions but individual blocks may be subdivided into parcels or by project drives and mid-block lanes.

Subdivision of Blocks - Parcel Size & Orientation

Parcel lines, project drives and mid-block lanes must be perpendicular or parallel to the public right-of-way of the street grid. Minimum parcel size shall be 25' wide x 95' deep.

Block/Lot Coverage

In general, podium type buildings for housing are permitted to cover no more than 50% of the total block. There are several blocks which are relatively flat, 10% or less in slope, and will accommodate a higher percentage of podium type buildings. These blocks have additional standards pertaining to street frontage in the design standards for Multi-family Housing, Section 3.2.b. Retail blocks are limited to a 60 foot depth of building from public right-of-way.

Building Orientation

Primary walls of buildings must be oriented perpendicular or parallel to the street grid. Building walls are permitted to follow the curve of the perimeter road right-of-way where the angle between building and street is greater than 20 degrees.

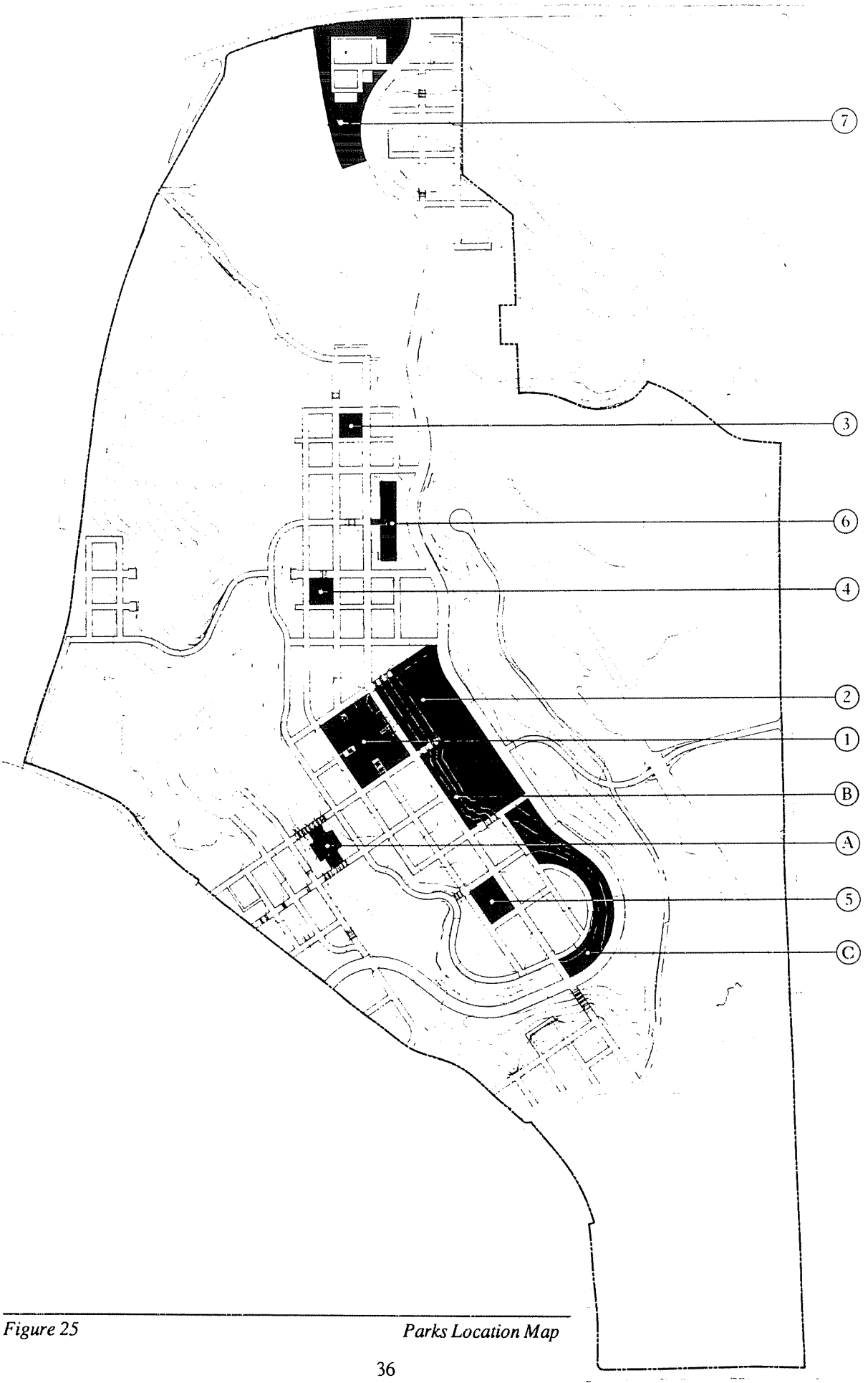


Figure 25 *Parks Location Map*

3.1.e Open Space - Parks, Terraces & Slopes

INTENT
- Provide urban parks that give identity to the neighborhoods.
- Preserve native grassland and make it accessible for recreation.
- Provide play space and semi-public gardens directly accessible to dwellings.
- Provide City goal for provision of parks.
- Provide playfields.

Public parks are located within the neighborhoods, each with its own distinctive character and contribution to the overall network of the Plan. The principal design features of these parks are grand public stairs, formal tree plantings, sloping banks, and terraced slopes edged with trees. The following descriptions and design standards of each park establish the conceptual basis for all public parks on Communications Hill. Development of specified features for each park including finished grading will meet criteria established by the Department of Recreation, Parks and Community Services. Final design for each park will be established through the City's parks masterplan process. A maintenance district funded by the residents of Communications Hill should be established for the care and maintenance of the terraces and slopes, regardless if private or publicly owned.

The Parks Location Map to the left shows each park in relation to the Plan. The individual rendered plan drawings on the following pages depict the desired character of each park. In the Plan, they are referred to as the following; 1) AT&T, 2) Playfields, 3) Northern Square #1, 4) Northern Square #2, 5) Southern Rectangle 6) Crescent Green, and 7) Curtner Grove. Names will be selected at the time of their realization. In addition to these designated parks, smaller landscaped parcels within the blocks are encouraged.

County Communications Grove, although not a public park, serves as a principal landscape feature. Densely planted trees will encompass the proposed single family house sites adjacent to Carol Drive and surround the County Communications facility.

There are some open space areas adjacent to the cultivated parks where the land is very steep and requires terracing. Planted with trees or hedges, the terraces are linked by stairs or pathways. They are referred to as the following; A) Southwest Terraces, B) Playfields Terraces, and C) Vistapark Terraces.

The sloping grasslands of Communications Hill are an established landmark and large portions should be conserved. These grassy slopes are a major open space component of the Plan which encompass the hill and surround the neighborhood. This large expanse of preserved or restored hillside gives definition and boundedness to the neighborhood. A simple rustic path runs through the hills connecting to parks and other key places in the neighborhood. The design standards control building massing, orientation and landscape to give a distinct sense of edge and entry to the neighborhood. The orientation of buildings which face outward need to address the condition of boundary and the design of spaces made by buildings should ensure that the edge conditions of the neighborhood are not leftover remnants or fragments of the landscape.

An estimated acreage for each type of open space is listed below. These figures are preliminary and require the actual size to be determined at the time of implementation.

AT&T Park	6.5 AC	Southwest Terraces	1.2 AC
Playfields Park	5.0 AC	Playfields Terraces	6.3 AC
Northern Square #1 Park	.83 AC	Vistapark Terraces	7.5 AC
Northern Square #2 Park	.92 AC		
Southern Rectangle Park	1.62 AC		
Crescent Green Park	2.0 AC	County Communications Grove	15 AC
Curtner Grove Park	6.0 AC	Undeveloped Slopes	180 AC

AT&T PARK

DESCRIPTION

A central feature of the Plan is a large terraced park which surrounds the landmark AT&T communications tower. The character of this park is very much like two urban parks in San Francisco. Alamo Square and Alta Plaza are beautiful, well-used places which serve as models for AT&T Park. Located at the highest point within the residential fabric of the neighborhood, the features of this park are its formal stairs, terraced slopes and a plaza at the base of the water tower. Pathways linking the stairs run parallel with the terraced slopes which give the park its distinctive form. The rendered plan drawing below shows the conceptual layout of AT&T Park.

DESIGN STANDARDS

Stairs

There are five stairs which organize the layout of AT&T Park. The Stair Location Map, Figure 20, locates each stair and the design standards for each type are outlined in Section 3.1.c, Stairs and Pathways. The grand corner stair at the intersection of Avenue A and 15th Street serves as a landmark and a terminus to the main shopping street from the north.

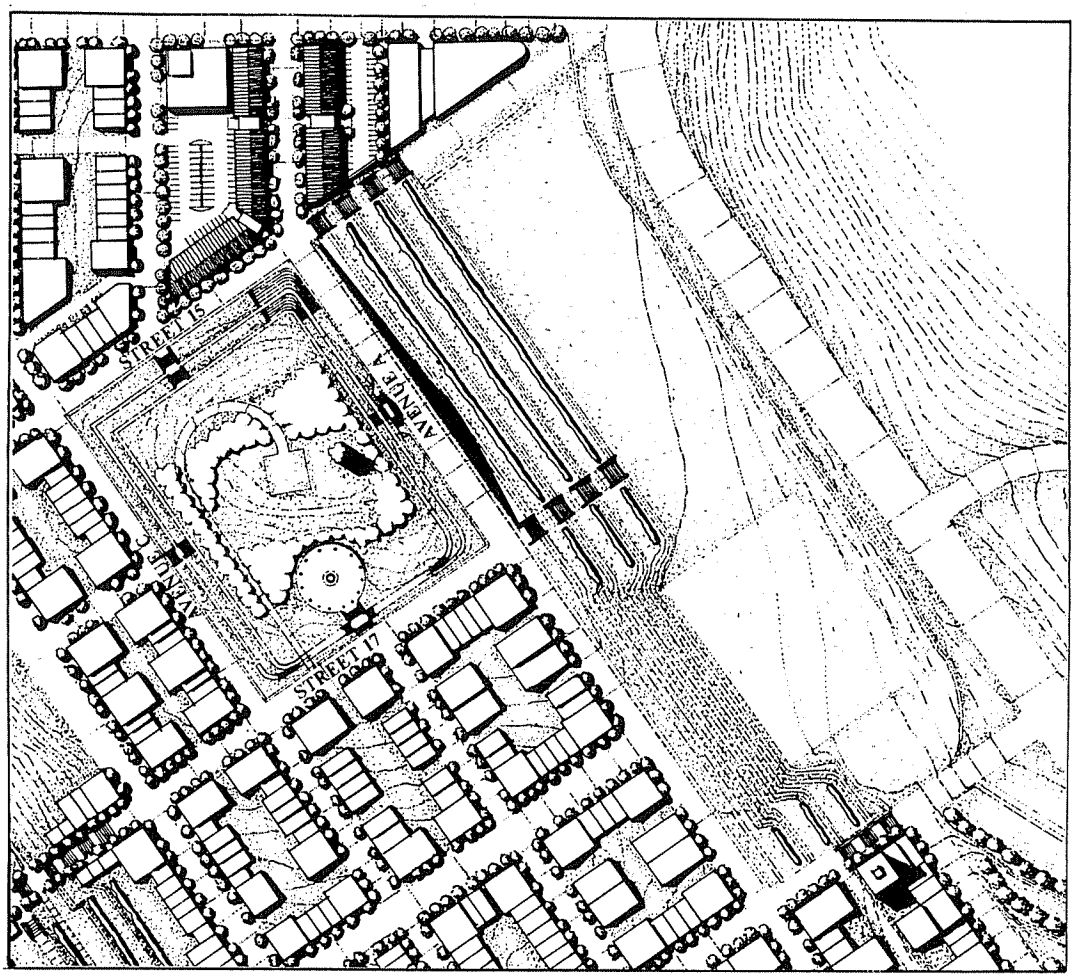


Figure 26 *Rendered Plan Of AT&T Park, Playfields and Terraces*

Water Tower

At the top of Stair #15 and terminating the vista of Avenue B from the south, a plaza has been located upon which a water tower will be built. For this large structure to be a positive feature in the landscape there are principals that must be observed for its placement and design. Criteria for a custom designed water tower are established in Section 3.1.g, Utilities-Water Service. Design of the plaza and its stairs should integrate fencing, lighting, paving, and planting. Security of the water facility operations must integrate public access to the plaza.

Grading

The finished grading must be consistent with the spot elevations established by the Conceptual Grading Plan. The rendered plan on the opposite page shows terraces with sloping banks to accommodate the steep topography and provide pathways around the park.

Trees & Other Plantings

The following criteria must be considered in plant selection; 1) year round climate conditions-plants must be drought tolerant; 2) achievement of desired landscape effect in reasonable period; 3) establishment and permanence of plantings - large specimens suffer when transplanted; 4) retain native vegetation where possible.

Encompassing the AT&T parcel there will be a formally planted grove of trees which measures at least 200 feet in each dimension with trees planted on a 20 foot spacing. Tree must be an evergreen species and are limited in height due to transmission pathways. On the north trees are limited to 40 feet in height, and to the south to 70 feet. Other permitted plantings include the following shrubs and ground covers; toyon, manzanitas, ceanothus, red bud, rockroses, fannnel bush, coyote bush and rosemary. It is recommended that the fence which delineates the AT&T parcel be planted with an evergreen climbing vine.

Pathways & Other Hard Surface Areas

Pathways will consist of either chipseal or decomposed granite material. Water tower plaza and other hard surfaced areas will consist of unit pavers. Unembellished large areas of asphalt or concrete are not permitted.

Access Road to AT&T Facility

The access road to the AT&T facility must be rerouted to connect with the residential street network from 17th Street as indicated in the conceptual drawing above. This new configuration will not alter the entry point to the AT&T parcel.

Fencing

Where provided, fencing must be well-designed and well-crafted of lasting materials. Chainlink type fencing is permitted if one of the following is provided; 1) evergreen climbing vine plantings or 3) dark color vinyl-coating.

PLAYFIELDS

DESCRIPTION

Downhill from AT&T Park a large parcel designated for Playfields is located between the civic parcel and the proposed school. Central to the neighborhood, this high activity park will serve the needs of the school and surrounding residents. The adjacent terraces provide a pedestrian link to AT&T Park and are part of the reclamation procedure for the steep slopes of the quarry. A detailed program and layout for the playfields should be coordinated with the site design of the school. The drawing to the left shows a rectangular parcel adjacent to Vistapark Drive for the playfields and school. The small rectangle to the lower right is a recommended location for the school building.

NORTHERN SQUARE #1 & #2 AND SOUTHERN RECTANGLE

DESCRIPTION

There are three small neighborhood parks entirely surrounded by housing. These are opportunities to create residential squares, an especially appealing form of urban space. Famous examples, such as Onslow Gardens and Regents Park in London or Place des Vosges in Paris, are characterized by their geometric form and unity rather than a variety of architectural style. Plantings and pathways often have a symmetrical layout reinforced by benches, lighting, fencing and paving to give a formal urban character. These parks are intimate, safe gathering places for nearby residents with places to sit, in the sun or shade, and pathways, to walk or jog. The rendered plans below illustrate potential layouts for Northern Square #1, on the left and, #2, on the right. Southern Rectangle is shown on the opposite page and will have the same design standards outlined below.

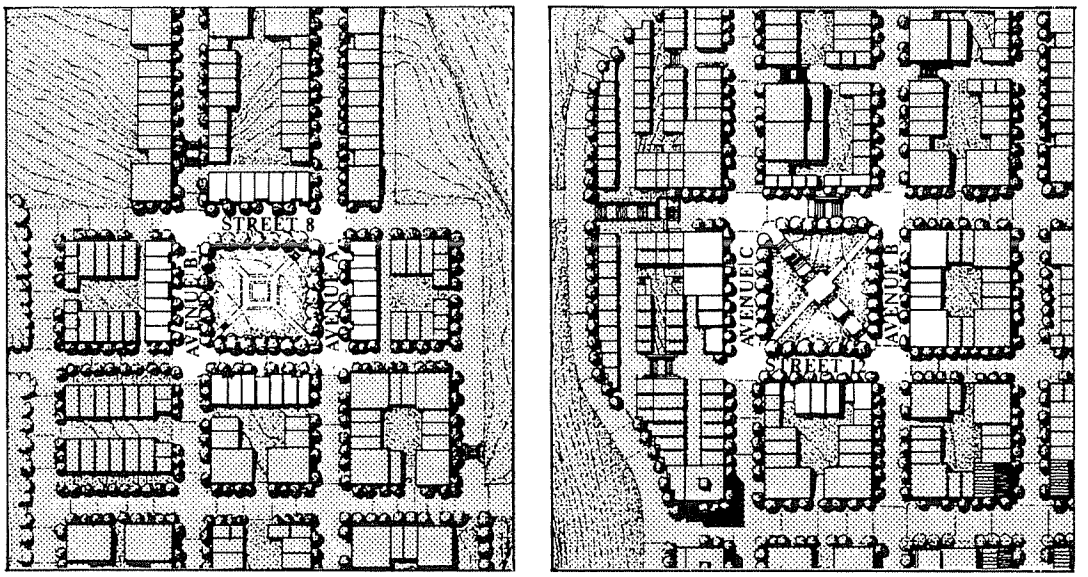


Figure 29 *Rendered Plans of Northern Square #1 & #2*

DESIGN STANDARDS

Layout & Grading

Each park must have a central focal point with formal path layout. Naturalistic curving paths are not appropriate. In general, the slope of each park follows the slope of the surrounding streets. Gently sloping pathways, ramps and stairs may be necessary along the pathways to accommodate the change in grades. Play structures must be screened by low planting and not exceed 25% of total park area. Other recreational facilities such as tennis and basketball courts are not restricted.

Seating & Lighting

Seating and lighting must be provided as an integral part of the parks. Lighting on vertical standards must not exceed 12 feet in height. Bollard lighting is discouraged.

Trees & Other Plantings

Street trees on both sides of all four surrounding streets must be the same species. Additional plantings must be consistent with the overall formal character.

Walls & Fences

Walls and no higher than 24 inches are permitted. Fencing should be transparent and no more than six feet high and constructed of well-crafted materials.

Pathways & Other Hard Surface Areas

Pathways must consist of either chipseal or decomposed granite material. Other hard surfaced areas must consist of unit pavers. Unembellished large areas of asphalt or concrete are not permitted.

CRESCENT GREEN

DESCRIPTION

Crescent Green is another neighborhood park with a slightly different character. On the perimeter of the neighborhood this relatively flat park is bordered by housing to the west and overlooks the quarry to the east. A steeply banked terrace with bikepath follows along Vistapark Drive. Stairs leading to an overlook terminate 11th Street and are on axis with a ring of trees in the flatlands. The rendered plans below show Southern Rectangle on the left and Crescent Green on the right. Design standards for trees, plantings, pathways, seating, lighting, walls and fences are the same as outlined for the residential squares with the addition of the following.

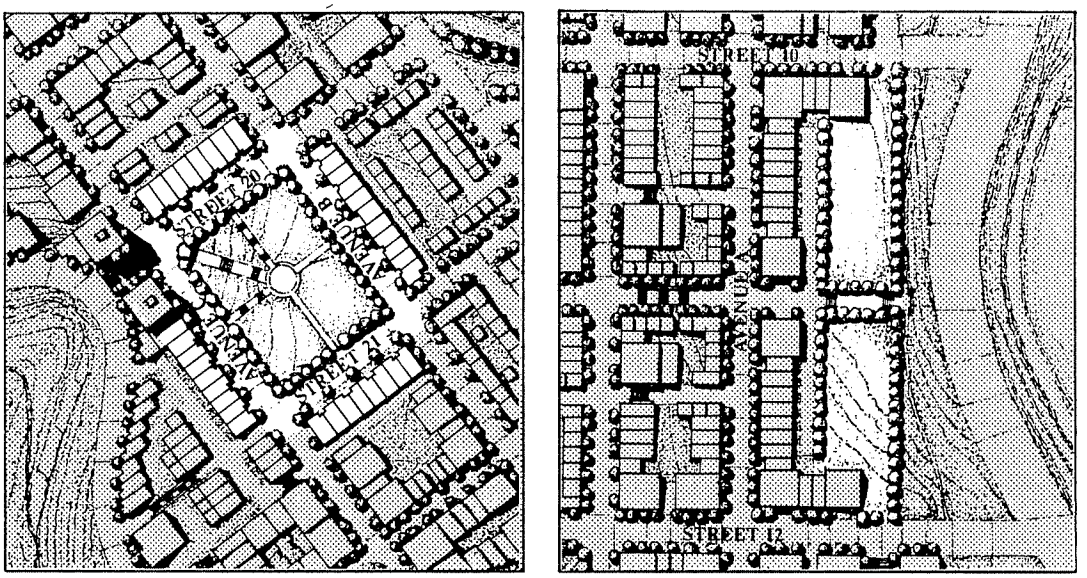


Figure 28 *Rendered Plan of Southern Rectangle and Crescent Green*

DESIGN STANDARDS

Layout & Grading

The central focus of the park is a Stair #6 located at the terminus of 11th Street. The recommended type of stairs is designated in Section 3.1.c, Stairs & Pathways. The rendered plan above shows a bikepath parallel to the curve of Vistapark Drive and at the top of a steep bank.

Housing

The housing on the western edge faces both to Avenue A and to the park. Design of both the east and west elevations must follow the standards established for street frontages Section 3.2.a, multi-family housing.

CURTNER GROVE

DESCRIPTION

As indicated by its name, a grove of trees serves as the principal feature of this more informal naturalistic park which borders Curtner Avenue. Its character is to be similar to groves planted on the U.C. San Diego campus and in the San Francisco Presidio. The selected species of trees will mature quickly and provide a distinctive sense of entry during the early phases of the neighborhood development.

DESIGN STANDARDS

Layout & Trees

Trees must be spaced no less than 30 feet apart and align within a grid pattern. The grove should have a dense woods feel and be a combination of fast growing eucalyptus and oaks. Permitted tree species are listed in Section 3.1.b, Streets. Substitute trees species should have characteristics similar to those listed.

COUNTY COMMUNICATIONS GROVE

DESCRIPTION

As a continuation of the tree planting around the existing Carol Drive homes, the Plan proposes a grove of pine and oak trees. From the west side of Carol Drive the grove extends south and surrounds the County Communications facility. The intent is to screen the the new single family houses from below and not restrict the views of the existing adjacent properties.

DESIGN STANDARDS

Layout & Grading

To preserve the topography and maintain topsoil for extensive tree planting, grading of large individual pads is not permitted. Houses should be designed to step with the grades and grading must be kept to a minimum.

Trees & Other Plantings

The following tree species are permitted for the grove: Digger Pine, Aleppo Pine, Buckeye, Valley Oak, or Red Bud. At least three species are required and should be densely planted with a spacing no more than 30 feet apart.

Access Road to County Communication Facility

The existing access to the County Communications facility will be retained. Upon completion of Avenue C within the northern neighborhood, a new road will provide additional access. This road must follow the right-of way requirements of the all weather access road, C, in Figure 11.

SOUTHWEST TERRACES

DESCRIPTION

The existing terrain is very steep where the Plan designates a small garden-like park completely surrounded by housing. Access to the mid-block housing is by stairs which are extended from the street grid above and below. The naturalistic pathway which circumnavigates Communications Hill bisects the park.

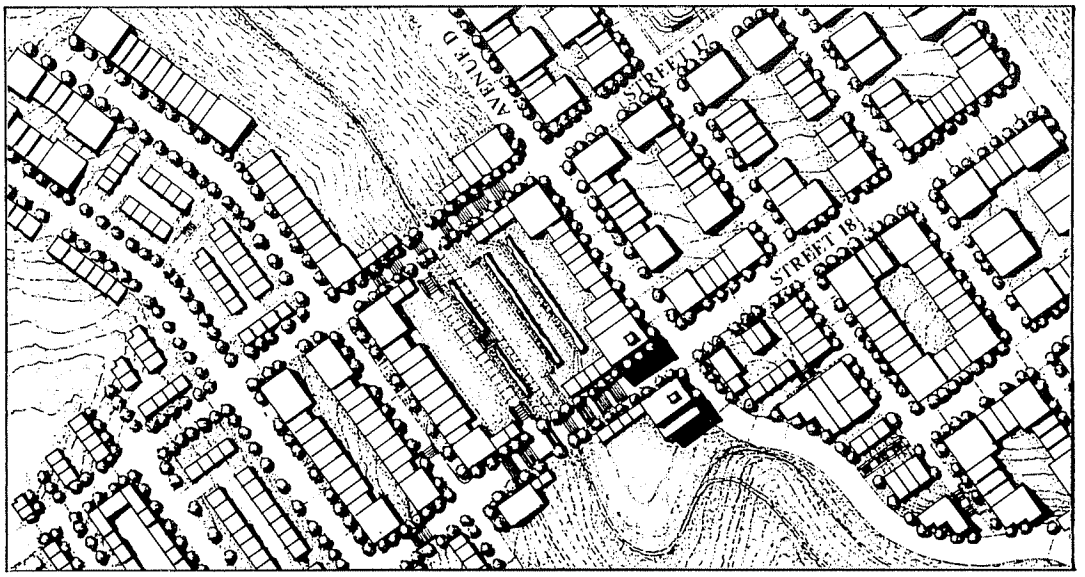


Figure 29 *Rendered Plan of Southwest Terrace*

PLAYFIELDS TERRACES

DESCRIPTION

The Playfields Terraces adjacent to the playfields are designed as part of the large scale earthworks of the reclamation procedure for the existing quarry. Along with the Vistapark Terraces and Crescent Green, they give distinctive character to the steep eastern grades of Communications Hill. The orderly plantings and simple large scale grading of these terraces contain, organize and give form to the playfields below. Cascading stairs # 10 and 16 provide pathways from AT&T Park and the *village center* to the school and playfields. Intermittent landings allow access to the terraces themselves. Figure 26, on page 38 shows a rendered plan of the Playfield Terraces.

VISTAPARK TERRACES

DESCRIPTION

Vistapark Terraces serve as a part of the reclamation of the quarrying operations and are a major feature of the landscape. This sculpted earthwork consists of four to five steep banks and flat terraces planted with level rows of Knobcone / Monterey pine hybrid trees. Provision of adequate amounts of topsoil and irrigation for this large area is not practical. Instead, the cut banks of stone and grand rows of trees provide a dramatic entry from the south along Vistapark Drive. The section drawing on the opposite page shows areas of soil amendment and proper drainage required for planting. The drawing below depicts these tree-lined terraces along Vistapark Drive.

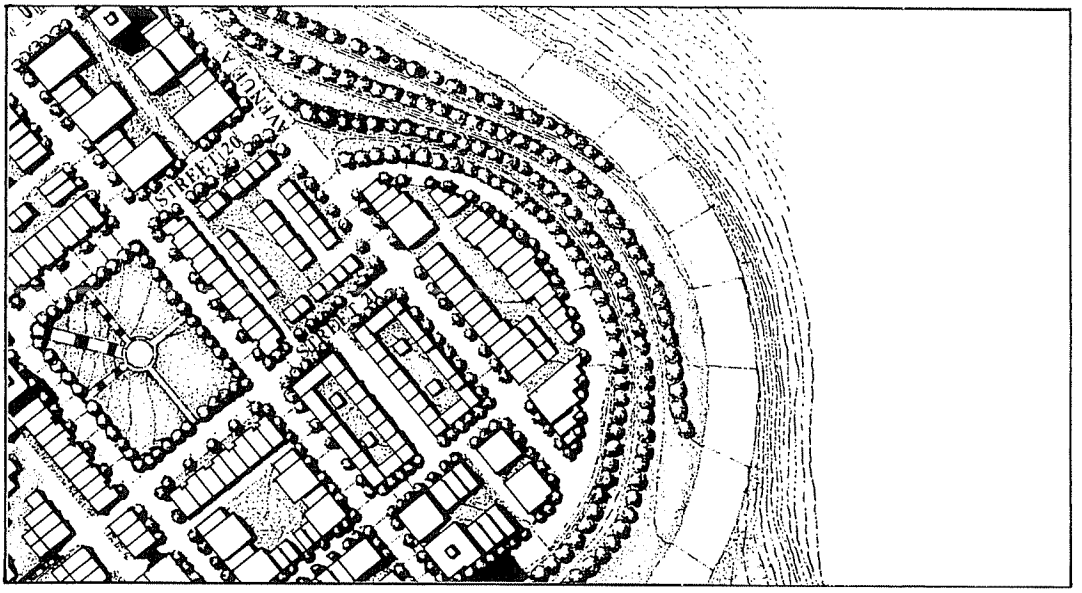


Figure 30 *Rendered Plan of Vistapark Terraces*

DESIGN STANDARDS

Grading

The very steep slopes which are the result of quarry reclamation procedures must be regraded for the realization of Vistapark Drive. The drawing below depicts a cross section for benched terraces planted with trees. The tree wells must be at least 4 feet deep at the root ball and at least ten feet wide. The terraces must be at least 10 feet wide and not exceed 25 feet in height.

Trees

Knobcone / Monterey pine hybrid trees planted on a 30 foot spacing are recommended for the terraces. This evergreen tree is known to adapt to adverse conditions such as soils and wind.

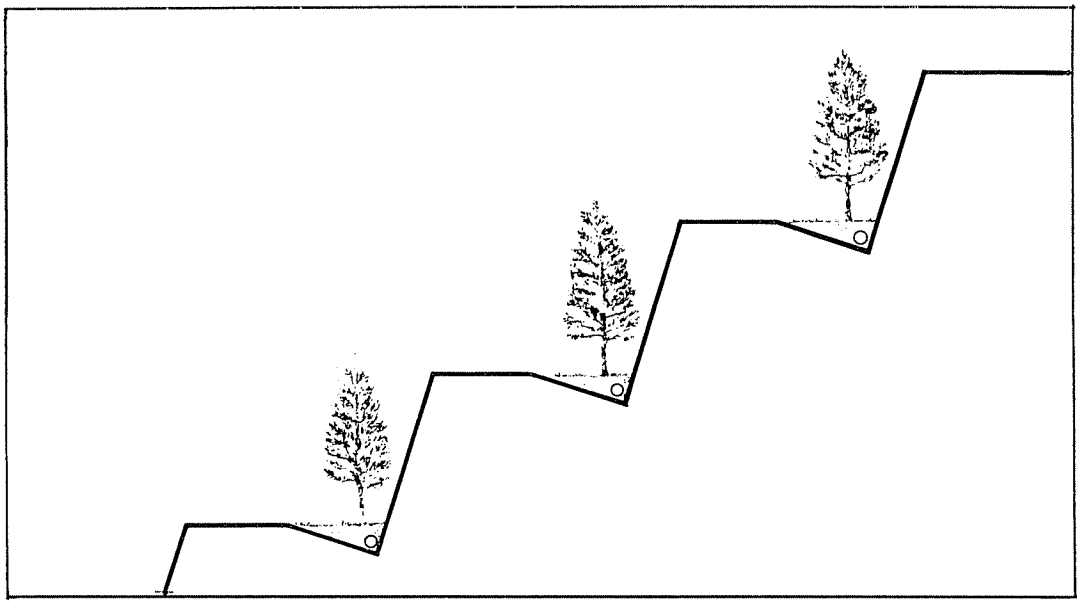


Figure 31 *Typical Section at Terraces with Trees*

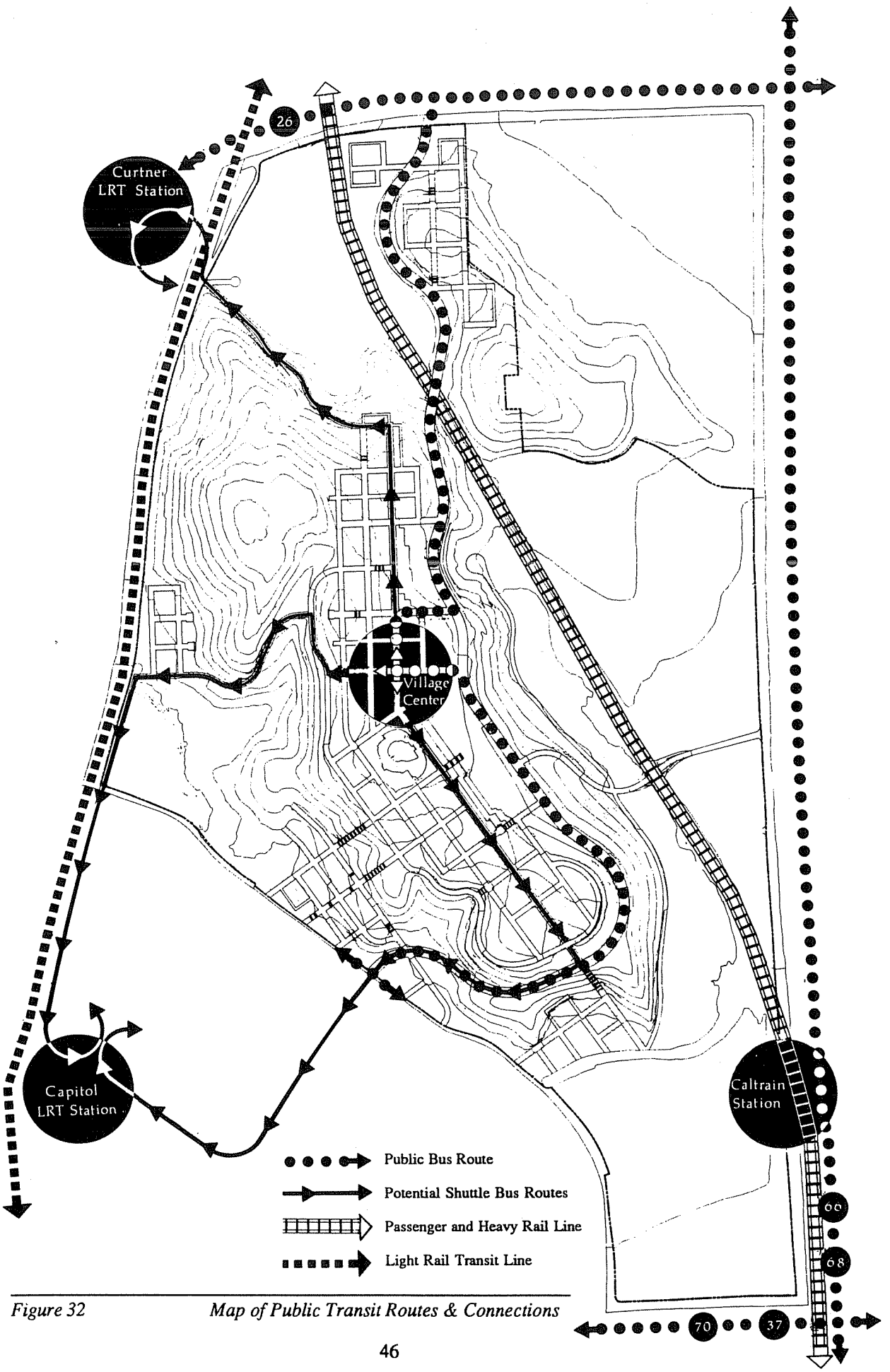


Figure 32 *Map of Public Transit Routes & Connections*

3.1.f Public Transit Routes & Connections

A priority of the overall planning and layout of streets, stairs and pathways is to make multiple connections to public transit, both in number and kind. Throughout the Plan, there are pathways for bicycles and walkers which connect to public transit. The map on the left shows potential shuttle bus routes linking the neighborhood to nearby Light Rail Transit stations and a public bus route which traverses Communications Hill along Vistapark Drive with stops on Avenue A and at the *village center*.

DESIGN STANDARDS

Light Rail Transit

Connections to Light Rail Transit stations have been provided via access roads linking to Millpond Road to the north and Narvaez Road to the west. These public right-of-ways must at least provide pedestrian, bicycle and shuttle bus access to Light Rail Transit stations. The Millpond connection will not provide vehicular access for the general public. The Narvaez Road will be a public road for all modes of travel.

Bus

Existing public bus routes are indicated on the adjacent map with stops along Curtner Avenue, Monterey Road and Capitol Expressway. Although new public bus routes have not been designated for Communications Hill, it is recommended that public bus stops be designated within the neighborhood and particularly near the *village center*. Public bus stops are recommended along the primary north-south residential street, Avenue A and not along Vistapark Drive. Several routes for shuttle bus service should be provided with frequent service to the *village center* and connecting to the Capitol and Curtner Light Rail Stations. Access to the school parcel for school buses is recommended from Vistapark Drive on 19th Street.

CalTrain

A new passenger platform and associated parking lot has been proposed by CalTrain to be located along Monterey Road and is shown on the adjacent map. Future connections by shuttle bus should be made.

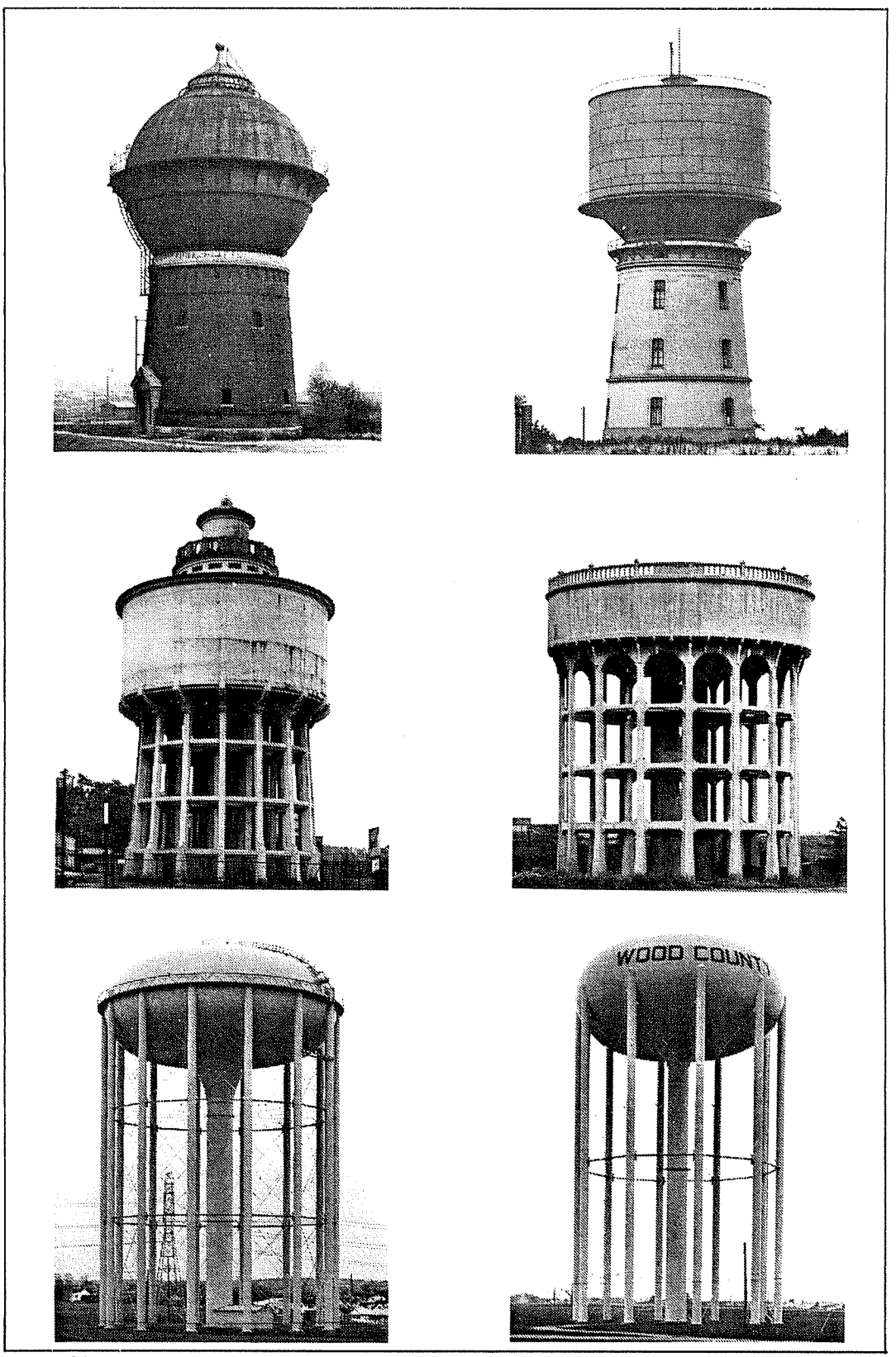


Figure 33 *Photographs from* Water Towers *by Bernd and Hilla Becher, The MIT Press*

The utilities for Communications Hill have been planned to serve the needs of future residents and to maintain existing services for current residents nearby. This section discusses gas & electric service, telecommunications facilities, water service, storm drainage, and sanitary sewer service. Conceptual maps for water, storm drainage, and sewer layouts are shown for intent only. For details of requirements, larger scale drawings are available upon request from the Planning Department.

GAS & ELECTRIC

Currently gas and electric service is provided for the two communications facilities only. Additional service for all uses will be provided in the public right-of-way through underground conduit/trench.

TELECOMMUNICATIONS

Facilities for AT&T's Longlines and County Communications' 911 exist within the study area. These facilities will continue to operate and be located in their current locations. The microwave paths of each facility have been considered in the planning of the neighborhood. To ensure minimal interruption of service or interference with future resident's activities, proposed land uses and permitted building envelopes have been carefully reviewed. AT&T's facility has been incorporated into a park and County Communications facility has been surrounded by a grove of trees and single family house sites. The private access roads to both facilities have been rerouted but their security and accessibility have been maintained.

WATER SERVICE

Providing adequate, reliable water service and fire protection for Communications Hill above an elevation of 228 feet is infeasible without establishing a new distribution zone. San Jose Water Company has determined that the most reliable and economical way to service this zone is with a new elevated storage tank. Because there is no conceivable way to make this very large structure inconspicuous the Plan treats the water tower as a landmark. To ensure that the water tower is a positive feature in the landscape there are principals that must be met for its placement, design and realization. Located in AT&T Park, the tower will be a prominent feature in the neighborhood. The rendered plan shows it as a focal point of a plaza in the park and centered on the terminus of Avenue B from the south. Placement of the water tower is restricted by the transmission paths of the AT&T facility and has been located to bisect two azimuths - 176.76 degrees and 112.45 degrees. See diagram in Section 5.3 for approximate layout. Detailed design of the plaza, adjacent stair, and encompassing pathway are an integral part of the tower design and should be included in the tower design. The photographs on the opposite page reflect a variety of water towers designed as landmarks which are similar in size to the one proposed for the Plan but are not intended to restrict the design of the water tower for Communications Hill.

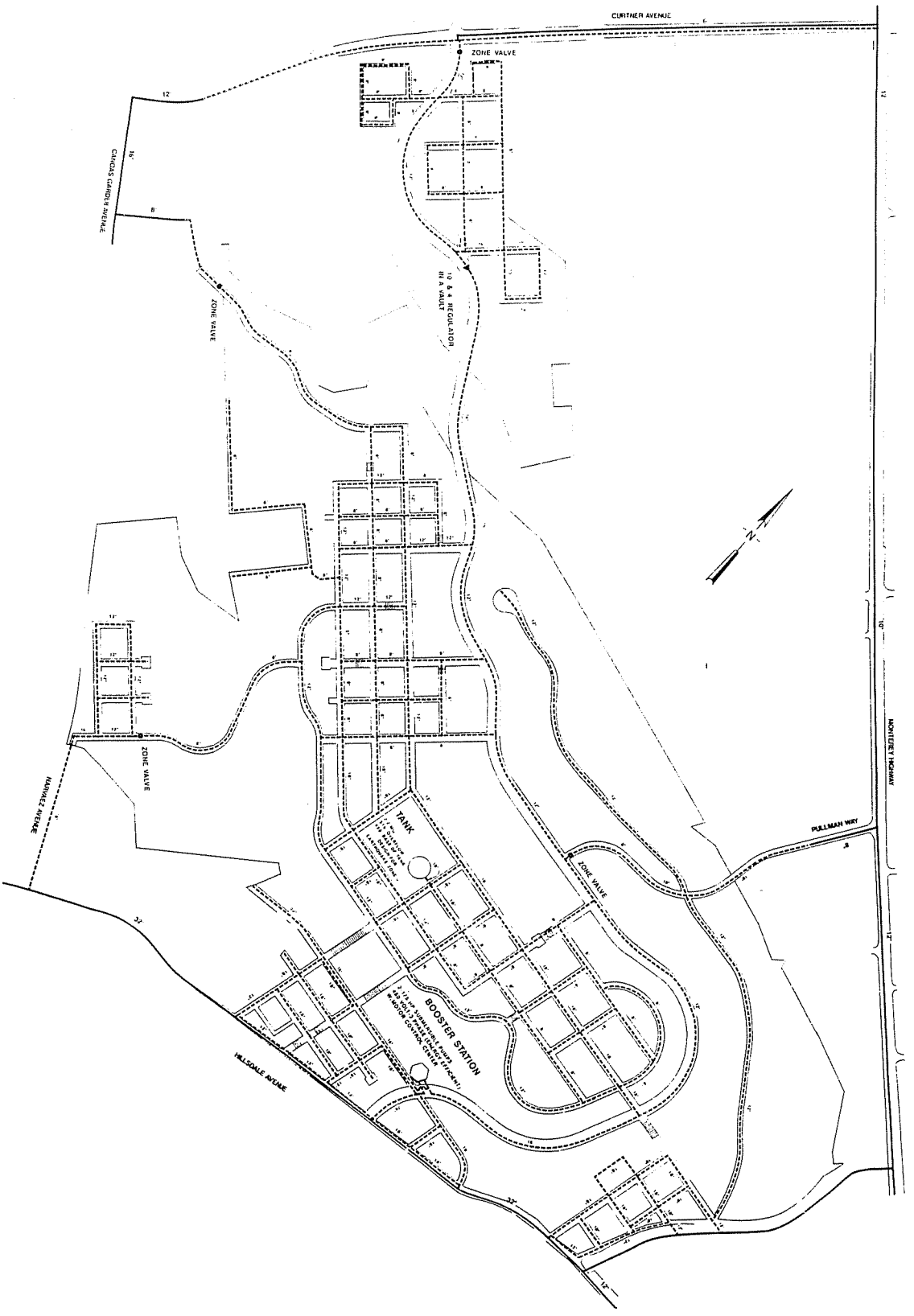


Figure 34 *Conceptual Plan for Water Service*

DESIGN STANDARDS

•Provide domestic water supply at 40 psi (pounds per square inch) to the highest elevation to be developed as required by General Order 103 of the Public Utilities Commission.

•Provide fire flow demand at 20 psi residual pressure to the highest elevation to be developed as required by the City of San Jose Fire Department.

•Provide proposed improvements as established by the San Jose Water Company.

The drawing on the opposite page shows the location of the elevated tank, booster pumps and related systems as outlined below. Water pressure standards are for service to the curb not at highest level of service to dwelling unit.

Water Storage Tank/Tower

The optimal location of the elevated water storage tank is on top of the highest point or at a base elevation of 425 feet, however, the Plan locates it at a base elevation of 400 feet due to constraints of the AT&T facility and grading. To meet the minimum service pressure for the highest service location, the tank must be 90 feet above the street at this location. The water tower must have a low tank level of at least 490 feet and high tank level of at least 515 feet. The volume has been determined by maximum day consumption and will be 2.2 million gallons. Review and refinement of the tank size shall be required at time of design and installation. The recommended structure for the water tank is a tower structure similar in design to the lower photographs on the previous page - a singular bulb supported by a slender center shaft and multiple perimeter columns. The columns need to meet the requirements of the seismic code. San Jose Water Department will have final approval for the technical design of the water tower and the City of San Jose Planning Department will retain a qualified consultant for its design. Prior to City approval, AT&T's National Radio Engineering Center will review design for compliance with transmission path restrictions. To reduce transmission reflections it is recommended that the finish material have a non-smooth surface. The City will have final approval of its architectural design.

Pump Station

To supply the new distribution zone, a pump station to boost water from existing lines at Hillsdale Avenue to the proposed tank on the hill is needed. A preliminary location just north of Hillsdale along Vistapark Drive has been selected by San Jose Water Company. The exact location and design will be reviewed and determined at time of installation. Performance criteria requires pumps capable of refilling the tank within 8 hours of its depletion, by fire or other cause. A parcel of up to 8,000 square feet in size will be needed to accommodate the pump station..

Distribution System

Main distribution lines of water service shall be located within the public right-of-ways. The pipeline sizes range from 8-inch to 24-inch in diameter and are calculated to provide fire flow rate for residential development of 6,000 gpm (gallons per minute) while maintaining a residual pressure of 20 psi (pounds per square inch) within the system. Industrial use areas require 8,000 gpm. Fire hydrants shall be located along the water main lines and no more than 400 feet apart.

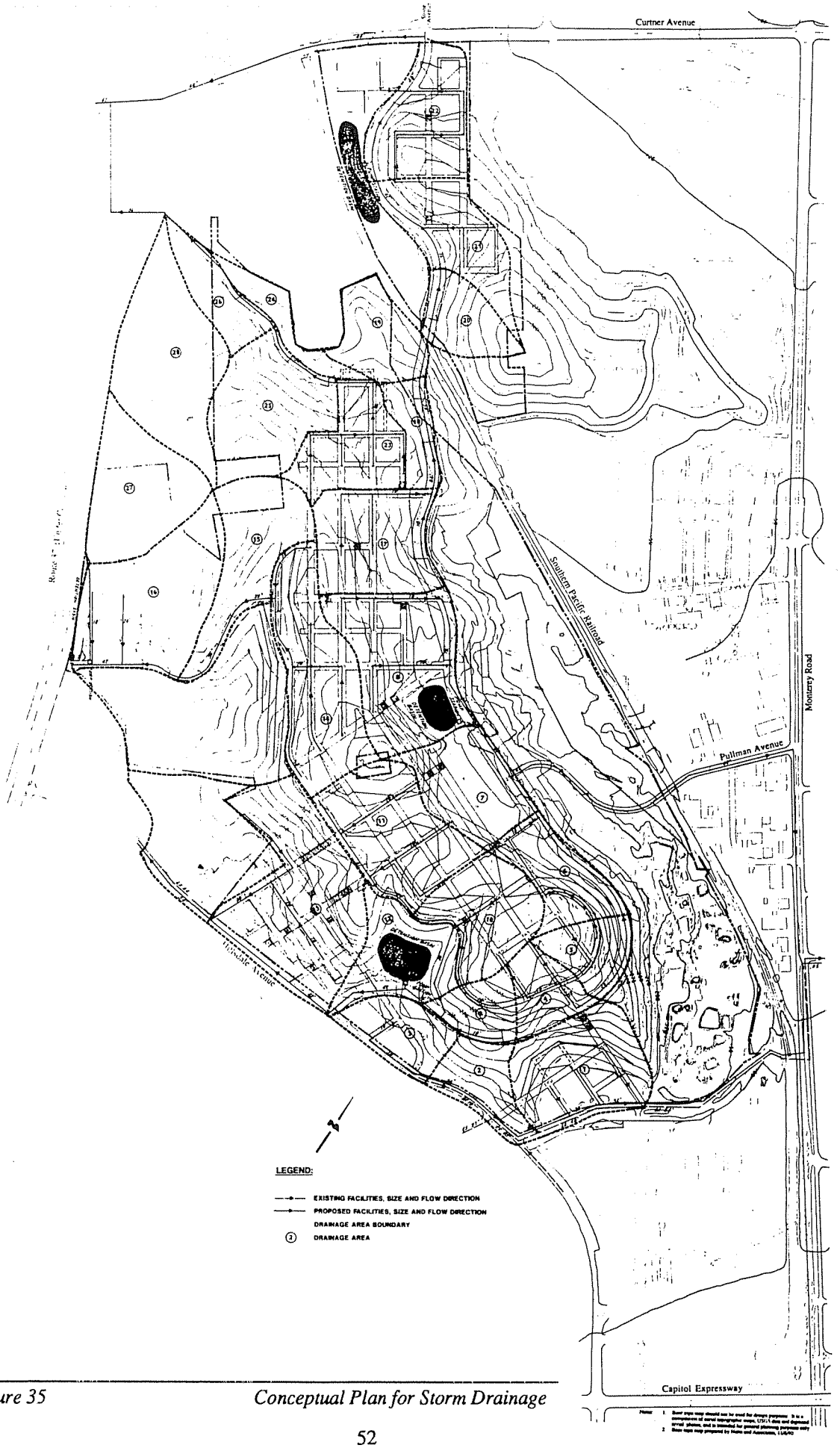


Figure 35 *Conceptual Plan for Storm Drainage*

STORM DRAINAGE

The conceptual grading plan for development on Communications Hill maintains natural drainage patterns where possible, however, development of any portion of the hill creates the need for an on-site system for storm drainage. It is City policy that no runoff from areas outside the City limits including all of the undeveloped areas of Communications Hill be allowed to enter the City's storm drainage system. The Santa Clara Valley Water District has stated that no increase in runoff due to development of Communications Hill will be acceptable and requires the use of detention basins. However, the City will require additional study at the time of development to evaluate alternative solutions to detention basins. The Plan, therefore, includes the conceptual location for potential detention basins only as a solution of last resort. The drawing on the opposite page shows the conceptual storm drainage system including potential detention basins.

DESIGN STANDARDS

- Provide an on-site storm drainage system to collect the 10-year runoff of the new development.
- Provide detention basins to accommodate overland release for 100-year flood runoff in excess of the storm drainage system's capacity.
- Provide the following proposed improvements as established by the City of San Jose and Santa Clara Valley Water District.

Storm Drainage System

Due to the steep topography some pipe flow velocities may exceed 20 feet-per-second and will require mitigation. Drop manholes shall be provided as the mitigation measure to achieve the City's maximum allowable pipe velocity of 12 feet-per-second.

Detention Basins

Potential locations for detention basins are shown in the storm drainage map on the opposite page. If determined necessary, final locations for all detention basins will be reviewed and decided upon design of the storm drainage system. The criteria for these basins would be as follows: 48 acre-feet for the Canoas Creek watershed; 16 acre-feet for the Guadalupe River watershed; and 20 acre-feet for the Coyote Creek watershed. Pumping facilities would be needed to maintain the availability of detention storage in the event of sequential storms. Two 25 cfs (cubic-feet-per-second) pumps would be needed at each location. Pumps assists drainage of the smaller basins within 4 hours and the larger ones within 8 hours.

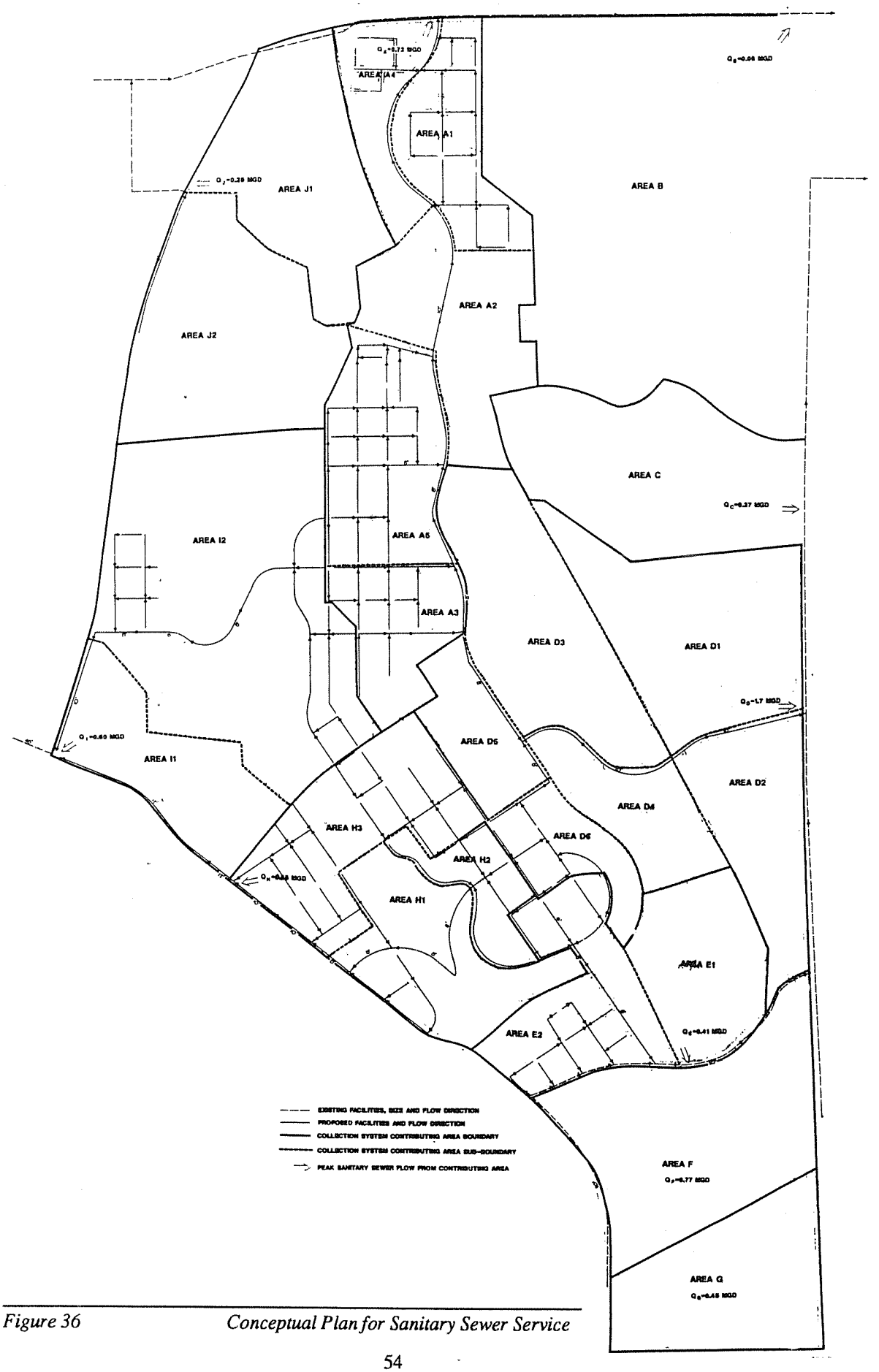


Figure 36 *Conceptual Plan for Sanitary Sewer Service*

SANITARY SEWER SERVICE

The trunk and mainline sanitary sewer facilities for Communications Hill follow the street layout and are located within the public right-of-way. The drawing on the opposite page shows the proposed sanitary sewer service based on a gravity discharge system. Individual private pumps are permitted only do to lack of a feasible alternative Depending on topography, the sewer flows are discharged to either the Almaden 1B Interceptor or to the Edenvale Interceptor. Existing and proposed land uses have been combined to determine the sewer flows which will need to be accommodated.

DESIGN STANDARDS

•Provide the proposed improvements as directed by the City of San Jose.

Sanitary Sewer System

Trunk and mainline sewer pipe sizes are indicated in the conceptual plan for sanitary sewer service. Pipe size, length and slope for individual neighborhood systems must be determined at the time of improvement plan design. Depending on final grading, structure design and neighborhood system design, all pipes shown in the conceptual plan may not be required.

Sanitary Sewer Flow Rates

Sanitary sewer flow for the proposed land uses has been calculated using flow rates provided by the City of San Jose. Final determination of the capacity shall be reviewed and determined at the time of PD application for development.

Odor Control

Additional flows to the reach of Almaden 1B Interceptor which lies within Nightingale Drive, Apple Valley Drive and Pebble Beach Drive shall require technical analysis to determine potential adverse impact. If it is determined that additional flows will result in a negative impact, there shall be mitigation by either alternative discharge routing or odor control facilities.

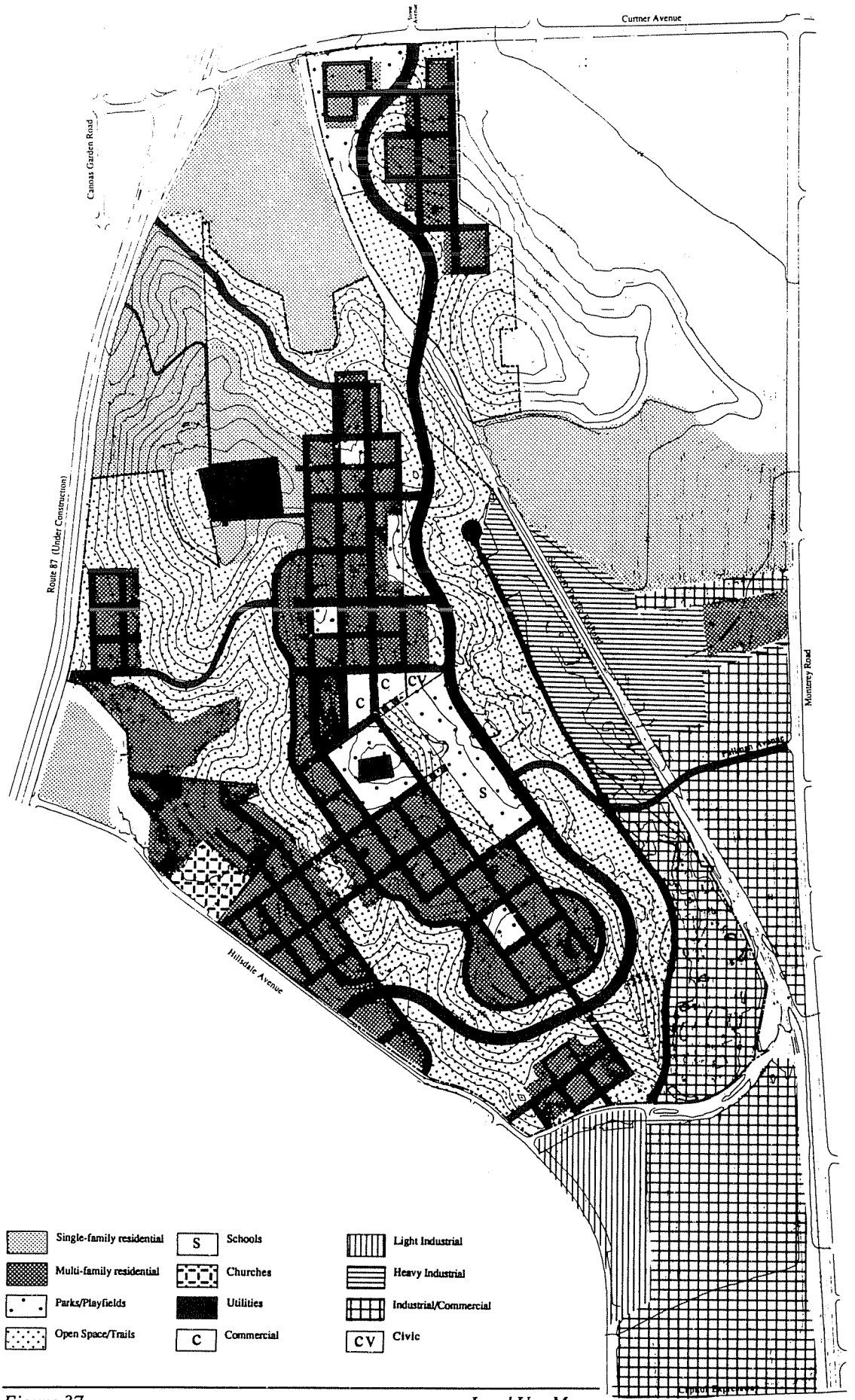


Figure 37 *Land Use Map*

3.2 Land Use

Uses described in this section include multi-family housing, retail & commercial, civic facilities & emergency services, industrial/commercial and heavy industrial. The single family house sites which surround County Communications and face Carol Drive are not restricted by this document except for the grove of trees required in Chapter 3.1.d, Parks, Terraces & Slopes.

3.2.a Overall

INTENT

Where possible the various land uses have been mixed and not segregated into separate enclaves. This is an important principal of the Plan. New neighborhoods primarily consist of multi-family housing and are located on the ridge or at the foothills. Small neighborhood parks occur within this residential fabric and serve adjacent residents. At the highest point of Communications Hill, the Plan combines a mix of uses - retail, office, commercial, parks, civic facilities and emergency services to make the *village center*. The hillsides are generally very steep and not developed but are utilized to define the edge of the neighborhoods. The Plan proposes combined industrial / commercial development along the railroad tracks in the existing quarry area. Grassy slopes buffer this area from the neighborhood uphill and serves as an amenity for both. The Land Use Map to the left shows proposed land uses for the entire study area.

PROGRAM

The table below lists new uses for undeveloped land only and corresponding acreage, square footage or number proposed in the Plan. The proposed land uses of the Specific Plan support the intent of the Horizon 2000 General Plan. The square footage listed for retail / commercial uses pertains to the *village center* and *mom & pop* stores only. The total retail / commercial square footage could be increased to 80,000 square feet and include other areas within the Plan with the following provisions: 1) the additional 30,000 square feet be part of mixed-use developments combining residential and retail uses; 2) greater than 50% of the *village center* is completed and; 3) the application complies with Discretionary Alternate Use Policy. The square footages for combined industrial / commercial and heavy industrial uses are estimated based on anticipated traffic volumes. Specific square footage will be determined at the time of project submittal. Permitted uses within the designated land uses shown below are defined in the Horizon 2000 General Plan and discussed in individual sections of this chapter.

Multi-Family Residential	2500-4000 DU	100 AC
Single Family Residential	15 lots	17 AC
Retail / Commercial	50,000 SQ. FT.	3 AC
Fire Station	size to be determined	1.5 AC
Civic	size to be determined	.5 AC
School (with playfields=10 acres)	size to be determined	5 AC
Parks	.75 AC to 10.0 AC	28 AC
Terraces	1.0 AC to 7.0 AC	15 AC
Slopes	not applicable	185 AC
Combined Industrial / Commercial	450,000 SQ. FT.	28 AC
Heavy Industrial	180,000 SQ.FT	27 AC

Figure 38 *Table of Proposed Uses*

INTENT

A primary concern of the Plan is to provide a mix of housing types which makes an architecturally diverse neighborhood and enables people of differing incomes to live within the neighborhood. Building and unit types types on Communications Hill should be more urban than suburban in character. The Plan has been designed to encourage urban densities. Building types include townhouses with tuck-under parking, stacked walk-up flats, small podium apartment houses, and mid-rise apartment buildings. The San Jose Residential Design Guidelines were written for less dense, suburban development. The design standards in this section supersede some of those guidelines where necessary to ensure the realization of an urban character.

DESIGN STANDARDS

Density

The Horizon 2000 General Plan states that multi-family housing on Communications Hill should range in density between 25 to 40 units per acre. The Specific Plan permits up to 4000 units for all residential development and requires a density of at least 25 units per acre. A variety of densities will help create the desired urban character. There are two areas within the ridgetop neighborhood where the topography or size of a block could accommodate greater densities. The tall building sites (see page 63) and blocks within the following boundaries are permitted to exceed a density of 40 units per acre: 1) to the north, blocks between Avenue A and Avenue C, north of 14th Street and south of 8th Street and ; 2) to the south, blocks between Avenue A and Avenue C, south of 17th Street and north of 21st Street.

Building & Unit Types

Street layout and block sizes are derived from currently existing building and unit types. The model photograph below illustrates principles of building massing and open space for a mid-size block at the low end of the density range. Appendix 5.1 includes additional illustrative blocks which vary in size, density, topography, and utilize a variety of building and unit types.

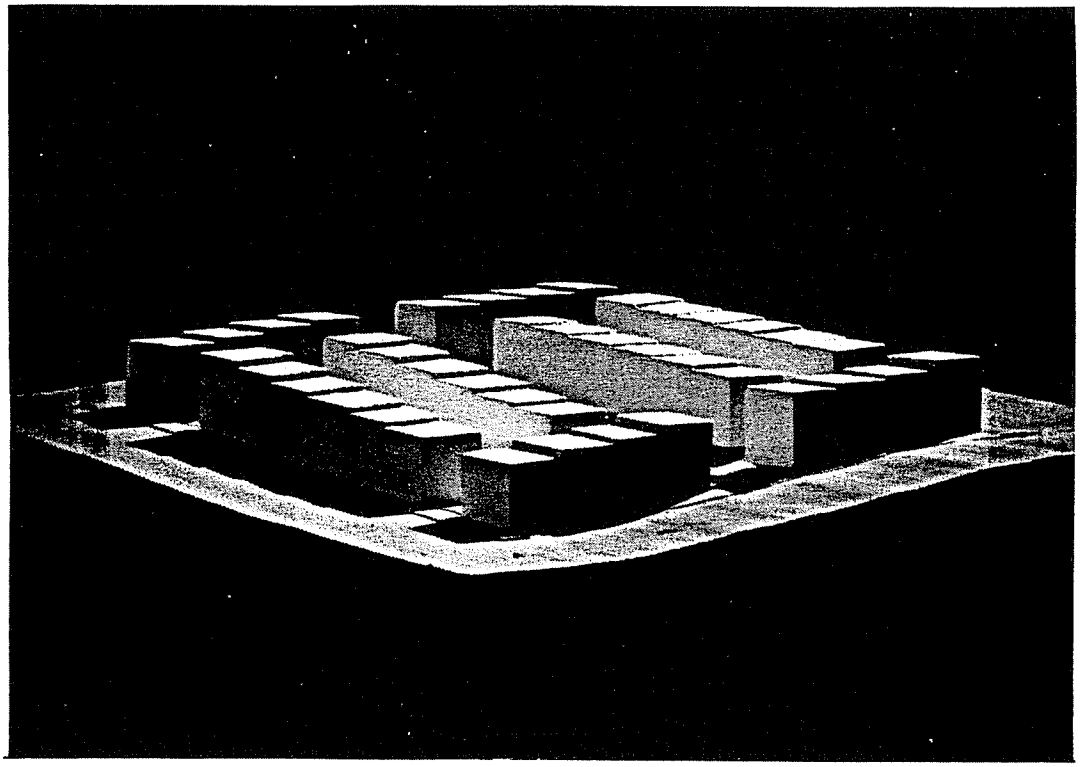


Figure 40 *Model Photographs by Peter Xiques - Block with Density of 25 Units Per Acre*

Parking Ratio

Off-street parking requirements for Communications Hill are established in the City's Residential Design Guidelines with the following exceptions: 1) on-street parking may be used to meet a portion of the parking requirements for an individual project; and 2) potential reduced parking ratios may be considered on an individual project basis if analysis of early phases of project development within the Plan or surrounding areas indicate justification. As use of Light Rail Transit increases and use of the car to commute decreases, the City will consider reductions in parking ratios.

Garage Door Size & Frequency

Along primary street frontage garage doors are limited to 16 feet in width and may not occur immediately adjacent to one another. The total length of garage door frontage is limited to less than 40% of the total building frontage. Repetitions are permitted for garage doors 12 feet or less in width provided that they occur in clusters of three or less. Where possible, curbs shall be placed to maximize opportunity for on-street parking.

Relationship of Parking Level Walls to Streets

This plan relies substantially on the provision of parking within garages, including parking levels under podiums, for achievement of its higher densities. The relationship of the exterior garage walls to the street presents some special problems for neighborhoods which are planned to encourage walking and other street level activities. Expanses of blank walls at the first floor level can dampen the intended liveliness of the street. Where possible, streets should be bordered by livable space. Where garage walls are unavoidable, a minimum length of 30% of the building frontage must engage the setback zone with stoops, stairs, porches, planter boxes or other architectural features. Recessed entryways may also be used to fullfill this requirement. In addition, parking floors should be set as low as possible to diminish the height of the walls and bring living spaces as close to street level as possible. Because most of the blocks are tilted, a level parking floor will appear depressed at some edges but elevated at others. The parking floor level should not exceed the elevation of an adjacent sidewalk by more that three feet at any point.

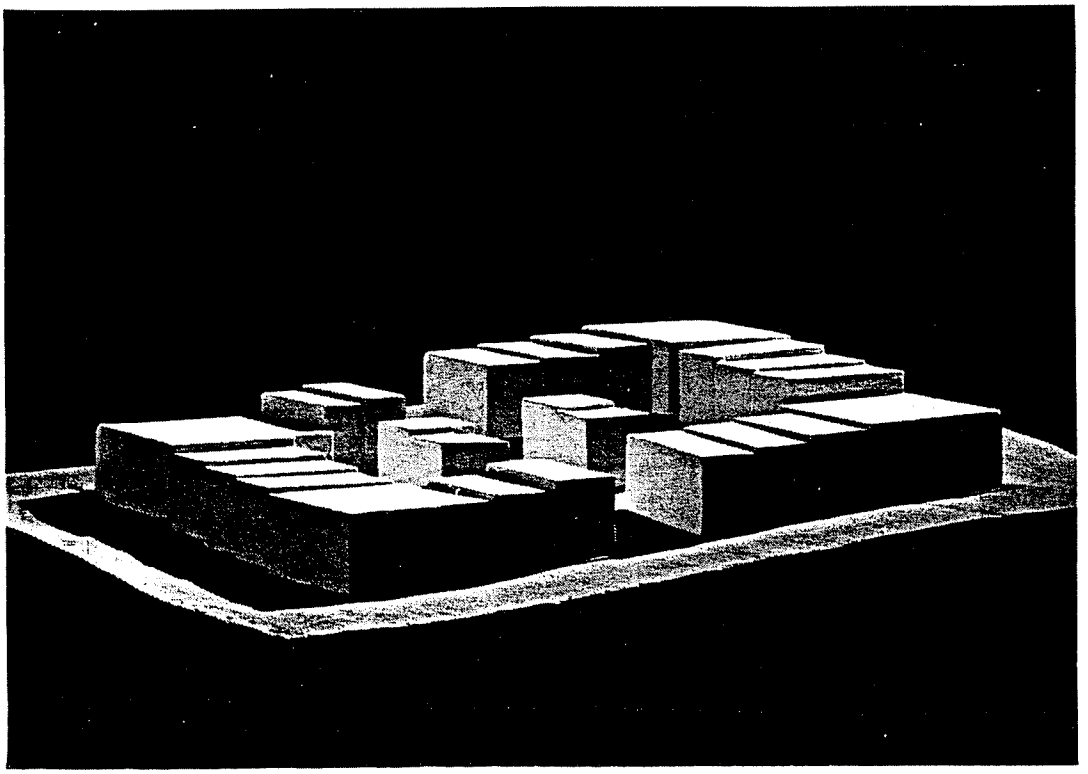


Figure 42 *Block with Density of 40 Units Per Acre*

Entrance Frequency and Orientation

For all residential building types there must be individual or shared entrances at least every 65 feet of the street frontage. Entry courts where access is shared by both the pedestrian and the car are acceptable. Examples of this condition are shown in Chapter 5.

Setback Zone

A front setback of 5 feet from the public right-of-way is required for all residential blocks. Encroachments into this setback are encouraged but limited to 65% of the street frontage. Permitted building projections include architectural elements such as stairs, stoops, porches, eave overhangs, fireplaces, bay or bow windows and trellises. Bay windows, bow windows or any enclosed inhabited projections are limited to 14 feet in length and must be at least 2 feet apart from one another. Stairs, stoops, and porches may encroach the full 5 feet. Other projections are limited to 2 1/2 feet into the setback and 50% of street frontage. Low hedges, flowering shrubs and other plantings are encouraged within the setback. For cases where the right-of-way is curvilinear, the front setback is averaged and no greater than 10 feet at any point.

Parking Accessibility & Security

All parking garages must be enclosed. Two possible patterns of secure access from parking are shown below. These entry patterns provide security without being inward-facing and separated from the street. The plan drawing shows how access from parking can be integrated with access from the street for both podium parking, on the left, and individual parking, on the right.

Private Drives or Alleys

Private drives, alleys and garage access-ways must be perpendicular or parallel to the street grid. The model photograph on page 59 shows a medium size block, 210 feet x 290 feet. The building massing represents podium apartment buildings at the corners, townhouses or stacked flats along the mid-block and a cross-block alley.

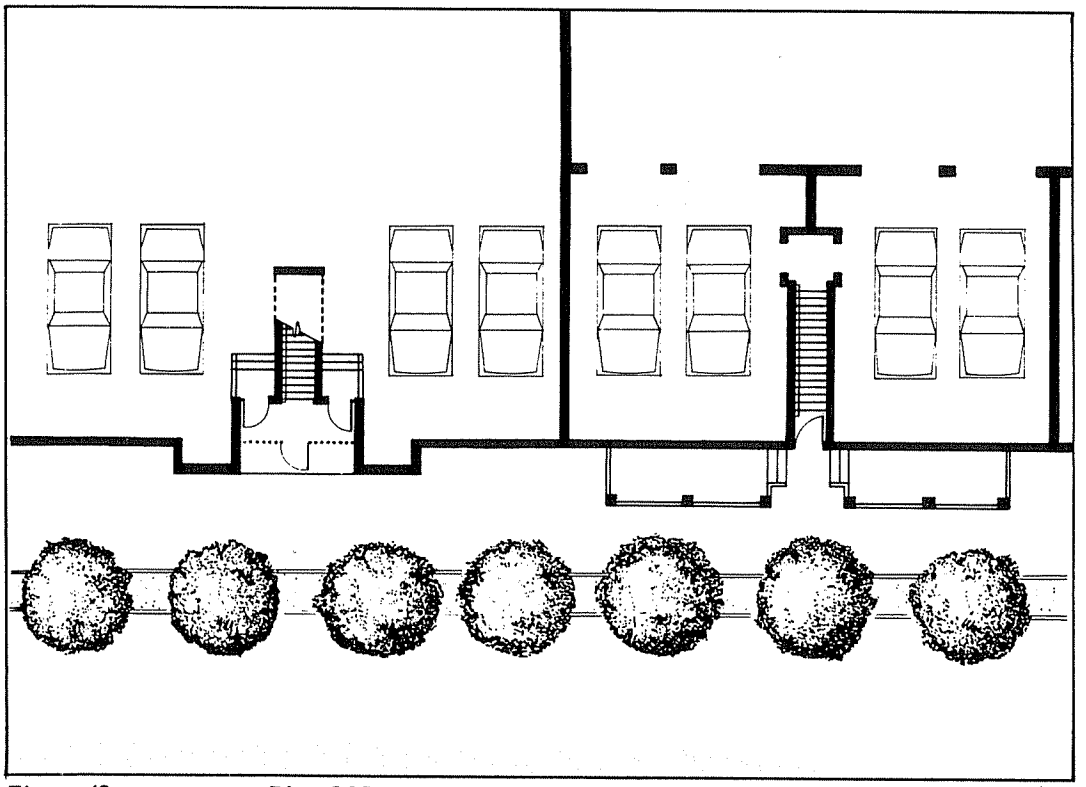


Figure 42 *Plan Of Secure Access From Parking for Podium & Individual Townhouse*

Building & Unit Separations

The minimum separations between residential building faces are as follows: 1) front to front - 30 feet; 2) front to rear - 25 feet; 3) front to side - 20 feet; 4) rear to rear - 25 feet and; 5) rear to side - 15 feet. There is no requirement for side to side separations.

Building Articulation

Building with breaks in their overall massing give residential scale to the street frontage. Buildings must be modulated or stepped every 30 feet. Long unarticulated buildings are not permitted. The maximum length of building is limited to 130 feet.

Building Bases & Streetwall

Within the residential street grid the maximum gap permitted between buildings is limited to 30 feet or less in width and no more than two per block. On perimeter street frontage gaps between buildings are limited to 65 feet or less in width and the distance between gaps must be at least 3 times the width of the gap.

Building Height & Massing

Building height is limited to three levels of housing over parking with the following exceptions: 1) areas of the Plan identified for densities greater than 40 units per acre, see design standard regarding Density on page 58 and; 2) tall building sites identified in Figure 45 on page 62. Although tall buildings are not limited in height, their massings should be slender distinctive elements which do not overwhelm the adjacent low-rise development. Building massing shall step with the slope. The model photograph below represents how buildings step in small increments along their street frontage.

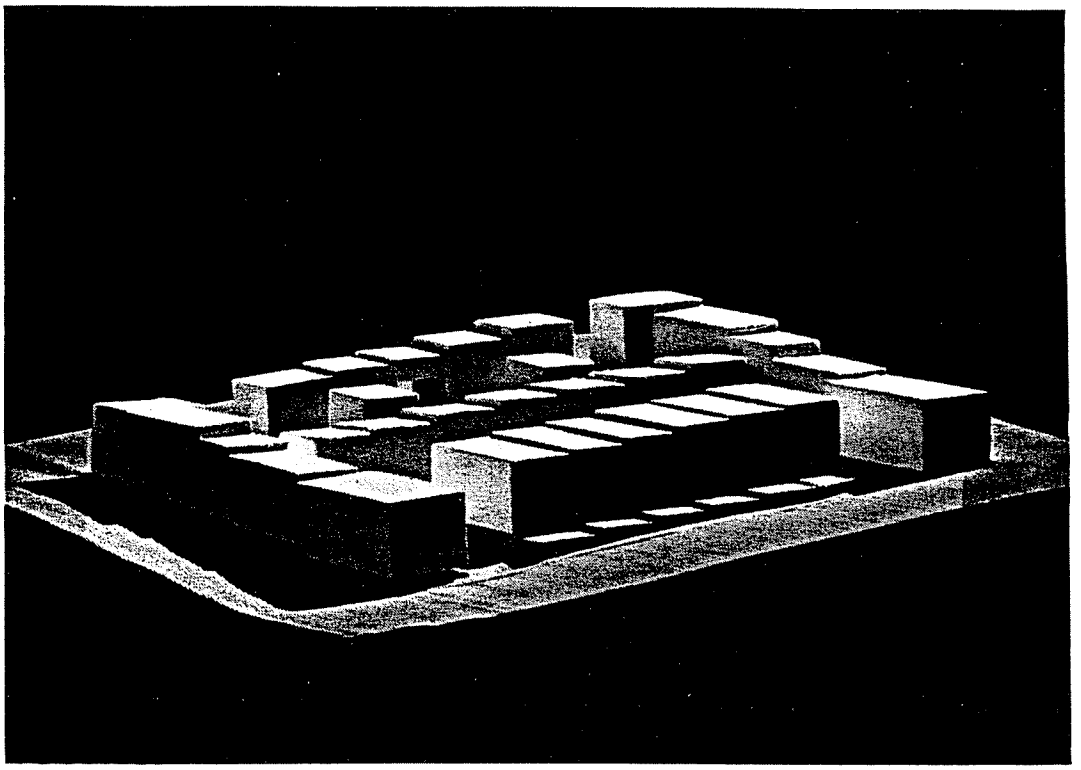


Figure 43 *Stepped Building Massing on Typical Block*

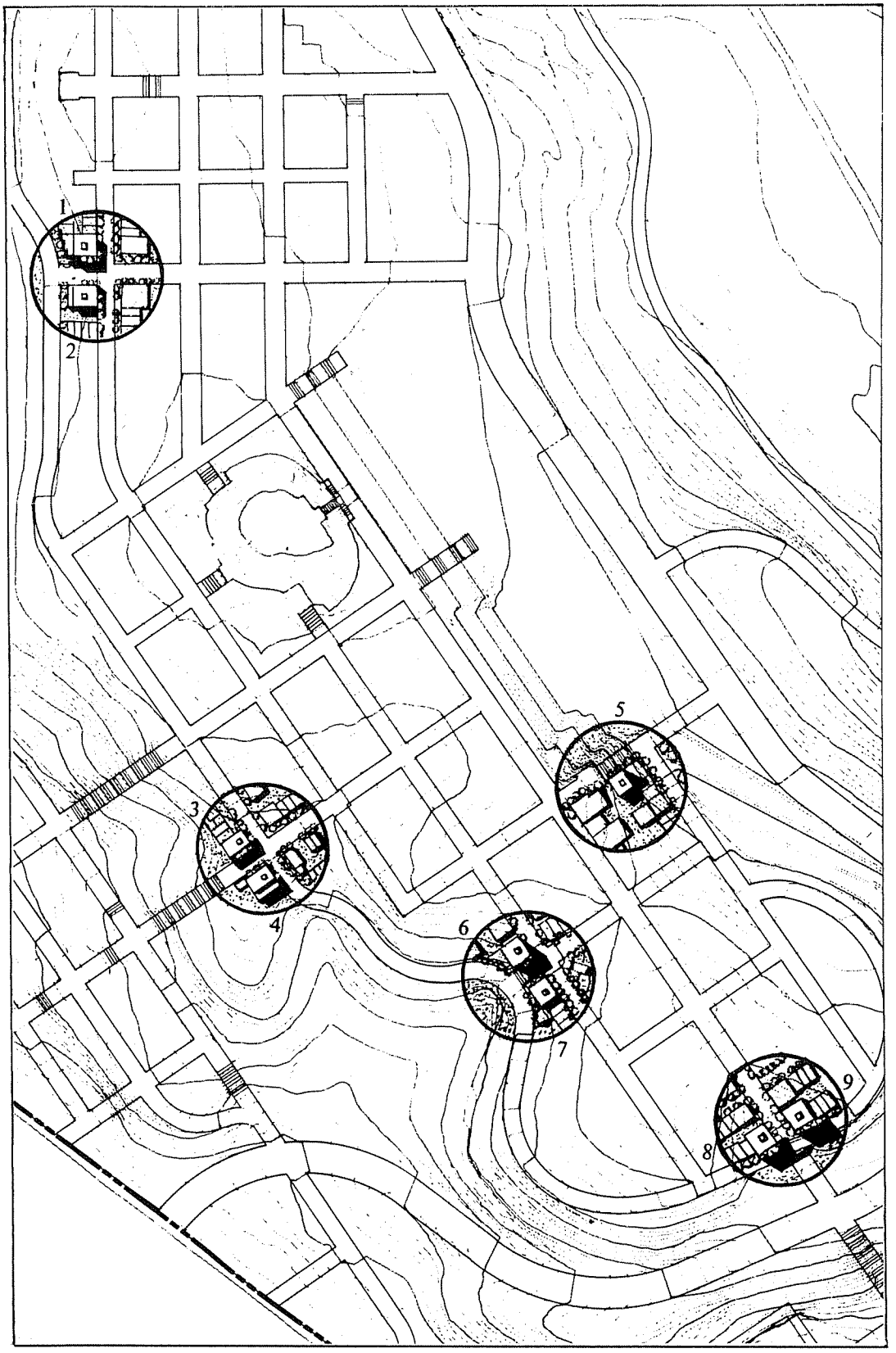


Figure 44 *Location of Tall Building Sites*

HOUSING SURROUNDING PARKS

INTENT
•Provide a landmark address and inner neighborhood focus.
•Provide the amenity of park space directly across from dwellings.

Continuous high density housing around small neighborhood parks known as residential squares are characterized by a singular, coherent architectural style and uniform building massing. They have consistent materials, heights and facade treatments which make a single architectural composition. Their street frontage is one of richly detailed and articulated buildings with frequent entrances and spatial interactions among the buildings, the streets and the park. Within the Plan, there are three opportunities for San Jose to create residential squares of comparable quality.

DESIGN STANDARDS
Building Design and Height
All buildings fronting onto Northern Square #1, #2 or Southern Rectangle Park are limited to four stories - three residential levels over one parking level. Building materials, elements and modulation around each residential square should be similar to achieve architectural cohesiveness.

Building Entrances
Primary building entrances must be from the street which fronts the park as shown in Figure 42.

Parking Access
No access to parking is permitted along streets fronting parks. All access to parking must be from the rear or sides of buildings or units.

TALL BUILDING SITES

INTENT
•Provide landmarks at special locations.
•Provide opportunity for an urban housing type which captures panoramic views and which does not currently exist in San Jose.

At nine locations in the Plan there are parcels designated for residential towers. These mid to high-rise buildings are not expected to be built until the later phases of development when the neighborhood has matured. The silhouette of these intermittent buildings will create a distinctive skyline for Communications Hill and provide dwellings with panoramic views. They also will provide a new choice of housing type for San Jose residents.

DESIGN STANDARDS
Location
The rendered portions of the map on the adjacent page show the location of nine parcels designated for residential mid-rise or high-rise buildings.

Height
There is no limit on height provided that the building does not interfere with the transmission of either AT&T or County Communications facilities.

Massing
In general, the buildings should be slender and have vertical proportions. Floor area is limited to 6500 square feet above the third residential level. This would accommodate slab buildings of 65 x 100 feet and point towers of 80 x 80 feet. While the Plan does not mandate matching design of adjacent towers, it is encouraged. Sites #6 and #7 provide a special opportunity for linking the towers above the sixth floor. Penthouses must be part of the design and mechanical equipment should not be exposed.

This section discusses the two types of retail / commercial designations. Both types support the same goals - to provide goods and services in a way that promotes urban street life and allows the residents of Communications Hill to serve some of their needs without leaving the neighborhood. At a central point in the Plan there are neighborhood serving shops which comprise the *village center*. Dispersed throughout the neighborhood, there are opportunities for *mom & pop* stores. The drawing below shows a possible configuration for retail and commercial buildings fronting Avenue A and AT&T park.

VILLAGE CENTER

INTENT

The *village center* serves as the focus of many uses which will benefit residents of Communications Hill. Although its primary uses will be retail and commercial, parks and civic facilities also contribute to vitality of *village center*. The two block shopping street is similar in character to main streets found in traditional neighborhoods. From the north, the vista of Avenue A is terminated by the monumental stairs in AT&T Park. These stairs serve as a landmark for *village center* and potential stop for the shuttle bus serving the Light Rail Transit stations. Downhill to the east and adjacent to the retail, a portion of the block has been designated for civic uses such as a public library or community center.

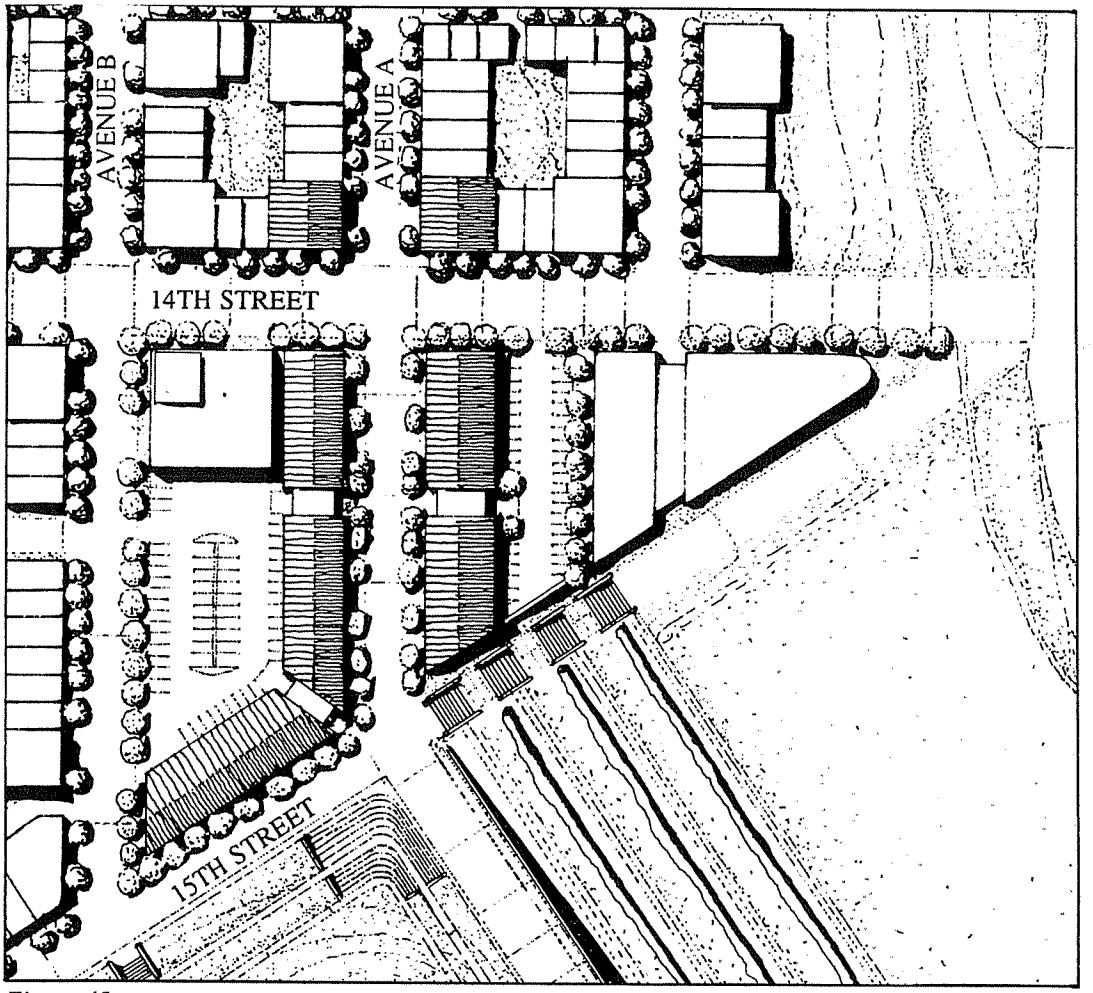


Figure 45 *Rendered Plan of the Village Center*

The street-oriented retail blocks will accommodate up to 50,000 square feet of building including retail shops, commercial space, restaurants and possibly a daycare facility. The Plan establishes its location so that the retail and commercial uses will not compete with the surrounding strip shopping centers and mini-malls. The success of the *village center* depend upon tenant selection, leasing policy and management. Examples of successful shopping streets similar in character and intent to the *village center* of Communications Hill are the centers of Mill Valley, Saratoga and Corte Madera. Orinda Theater Square and Miami Lakes Main Street are also good examples of urban places for shopping.

The *village center* is within walking distance of most housing and deliberately not located on Vistapark Drive. The location and links to transit suggest that the parking ratio for the *village center* be somewhat less than that required for completely auto-oriented retail facilities. Some parking should be conveniently located along its street frontage and some within the block.

DESIGN STANDARDS

Appropriate Uses

There are three categories of appropriate tenants. Examples of each include: 1) regular convenience shopping and services for local residents, such as a small grocery/deli, cleaners, video outlet, beauty shop, ATM machine or branch bank and postal/business services; 2) food and drink including a neighborhood-serving cafe/dessert spot/bar and up to two region-serving restaurants; 3) specialty convenience stores, such as a flower shop, card/office supply store, gift shop, and bookstore. Small professional offices are also appropriate, particularly service-oriented uses such as travel or insurance agents.

Building Height & Massing

Buildings must be at least 15 feet high but there is no height limit. Buildings should have well defined, articulated massing with frequent recessed entrances, storefronts and display windows. Floor to ceiling glass is not appropriate for retail frontage.

Parking Ratio

Retail uses must provide one parking space per 500 square feet of building area.

Parking Accessibility & Orientation

On-street parking must be conveniently located along retail street frontage. Surface parking lots behind buildings within the mid-block must be partially concealed or screened from view. Mid-block passages every 150 feet which provide direct access to stores from these lots should be provided through passageways. Bike storage areas should be provided adjacent to parking.

Setback Zone

Except for those listed below, building projections are not permitted to encroach into the setback. This makes for wider sidewalks and the possibility for small outdoor dining areas.

Building Projections

Projections from buildings which are applied such as cornices, awning, canopies, and signage are permitted to encroach into the setback up to 3 feet. Their placement should be over entrances and display windows and not dominate street frontage. Where housing or offices occur above retail, projections above the ground floor are limited to those outlined for the setback zone on page 60.

Paving

Special paving is encouraged in recessed entries, crosswalks, and areas between street trees in the planting strip of the public right-of-way. The normal wear and tear of daily use requires that the base of buildings and paved areas use quality materials which are durable and require little care.

Loading Areas

Service areas for loading must be separate from the pedestrian entrances, accessed from the rear of the store or restaurant and be screened from view with landscaping.

MOM & POP STORES

INTENT

In many pedestrian-oriented cities *mom & pop* stores are a traditional type of store found in American small towns and at corners of urban neighborhoods. New residential development often overlooks the potential for this type of retail. Small stores dispersed throughout a neighborhood promote walking and help to reduce traffic normally generated by convenience shopping. As a place to pick up the evening paper or something-you-just-ran-out-of, these stores help make Communications Hill a walking-oriented neighborhood. There are no sites specifically designated in the Plan for *mom & pop stores* but there is flexibility in land use to permit small stores when and where it can be shown to be viable. In urban areas 250 to 300 housing units generally support a small store of 500 square feet. The Plan recommends at least one *mom & pop* store be provided for every 600 units. Preferred locations include corners of a typical block and parcels fronting onto parks.

DESIGN STANDARDS

Street Frontage

Storefronts must be transparent and permit a view to the interior.

Size

A minimum of 250 square feet is required to qualify as a *mom & pop* store. No more than 1000 square feet is permitted in one location.

Parking Ratio

No additional parking spaces shall be required.

Corner Entrances

It is recommended that stores have corner entrances oriented on a 45 degree angle to the street. This is an entry pattern typical of corner stores located in urban neighborhoods.

The Plan designates parcels within the neighborhood as potential locations for civic facilities and emergency services. These facilities help to make the *village center* an urban place. The intent and general parameters for a school, library /community center, daycare facility and fire station are described below. Additional study is required to make each an integral part of the neighborhood.

SCHOOL FACILITIES

DESCRIPTION

The Plan designates a 10 acre parcel for the combined use of a school facility and playfields. It is centrally located within the neighborhood to provide accessibility and encourage walking. Adjacent to its northern boundary, a parcel has been located to provide civic uses which could be shared between the school and residents of Communications Hill. Although the specific program requirements of both the school and playfields are indeterminable at this point, it is anticipated that an elementary school serving the Franklin-McKinley School District will be needed. Communications Hill also lies in the Eastside Union High School District and based on school district estimates the adequacy of these facilities will need to be addressed in the short term. Potential locations for a second school facility are discussed in Section 3.2.g, Discretionary Alternate Use.

DESIGN STANDARDS

Site Design & Location of Building

Further study which addresses issues of programming, site design, building massing and access is required to adequately assess the appropriate location and layout of the school and its playfields.

CIVIC FACILITY

Civic uses are an important component for the making of the *village center*. A small library and/or community center could serve as a place of interaction for residents of Communications Hill and the adjacent school. A parcel for civic use is shown next to the retail / commercial blocks. Although the type of building is unknown, its relationship to other uses and public spaces is an important one. The architecture of this public building should have a formal urban character - one of quality, permanence and lasting design.

A combined facility could offer a range of educational and social uses and provide traditional library services. It is the City of San Jose's policy that approximately 500 square feet of community center be provided for every 1000 residents. There is also a study currently underway by the City looking at the viability of smaller storefront-like libraries. Further review of existing civic facilities near Communications Hill will be made to determine a specific program.

DAYCARE

The proximity of child care facilities close to the home and/or the workplace is an integral part of the daily routine of working parents. The Plan does not designate potential locations for daycare facilities but encourages their inclusion as a convenience. The daycare facility should be located within the retail blocks or civic parcel of the *village center*. The parks, services and shopping of the village center will provide support for this type of facility.

FIRE STATION

To provide adequate fire protection and emergency service for residents of Communications Hill, a fire station located within the neighborhood is needed. The architecture of this facility should express its function and represent a building of civic importance. Two locations which meet the requirements established by the Fire Department are the southeast and southwest corner parcels at the intersection of Avenue B and 14th Street. Both locations accommodate the typical parcel size of 1.5 acres and do not front onto high activity streets.

3.2.e Industrial/Commercial & Heavy Industrial

INTENT

Within the Communications Hill study area there is development along Monterey Road and the railroad right-of-way of industrial and industrially-oriented commercial uses. In general, the Plan proposes to expand development opportunities without jeopardizing current uses. There are no floor-area-ratio limitations for individual developments, however, an overall total for permitted square footage is listed in the table of proposed uses, Figure 38. The four subareas described in this section are Monterey Road, Pullman Way east of the railroad, Pullman Way west of the railroad and Hillcap Road.

MONTEREY ROAD

DESCRIPTION

Monterey Road is primarily built out with commercially-oriented industrial uses where it borders Communications Hill. The Plan proposes to change the land use designated for this stretch of Monterey Road to combined industrial/commercial. The criteria below supports the strategy of the Monterey Corridor Revitalization study and focus on street frontage design to ensure that future development is more street oriented and accessible by walking.

DESIGN STANDARDS

Street Frontage

Buildings must front onto the street and have articulated, easily accessible entrances. Small parking lots adjacent to the street shall be perpendicular to the street frontage and accommodate no more than 10 cars. These areas shall be screened from view with landscaping.

Signage

Signs must be pedestrian-oriented and part of building design. No billboards are permitted.

Street Trees & Other Plantings

Street trees must planted every 30 feet within the public right-of-way. It is preferred that the same tree species be planted from Chateau-Le-Salle mobile homes to Capitol Expressway. Permitted tree species are listed in Section 3.1.b, Streets. Plantings for screening of parking shall be dense and evergreen such as flowering shrubs, clipped hedges or climbing vines and are listed in Section 3.1.d, Parks, Terraces & Slopes.

Building Height & Massing

Building height is limited to two stories. Buildings must front onto Monterey Road. Building massings must be located along 50% of street frontage.

Truck Docks, Delivery and Trash Areas

Truck docks, delivery and trash areas must not visible from Monterey Road or Pullman Way. Trash areas must be screened from view with landscaping.

PULLMAN WAY, EAST OF RAILROAD

DESCRIPTION

The extension of Pullman Way to the west provides an entry to Communications Hill from Monterey Road and provides a direct link to downtown. The street frontage should be similar in character to that described above for Monterey Road. The same design standards outlined above for Monterey Road apply with the addition of the following.

DESIGN STANDARDS

Vehicular Access

For reasons of safety and grading, vehicular access to parcels from Pullman Way is not permitted within 100 feet of the railroad right-of way.

PULLMAN WAY, WEST OF RAILROAD

DESCRIPTION

The extension of Pullman Way under the railroad right-of-way to the west makes it possible to develop the flatlands of the existing quarry area. The Plan proposes heavy industrial use for the portion to the north and combined industrial / commercial use for the portion to the south. The proposed CalTrain maintenance facility would be located within the heavy industrial area. Access to these areas is provided by a north-south road which extends from Hillcap Road and terminates in a ring of columnar trees which serve as a landmark and a turn-around. This access road provides a physical boundary between new development and the undeveloped grassy slopes.

DESIGN STANDARDS

Hillcap Extension - Access Road

The access road should be narrow as possible for safe passage of large trucks. The Table of Street types, Figure 11, mandates the width and characteristics of its right-of-way. Along its entire length on the west side a steeply banked slope with street trees must be provided.

Street Frontage

Buildings must front onto the street and have articulated, easily accessible entrances. Parking lots adjacent to the street must be small and accommodate no more than 10 cars. These areas must be screened from view with landscaping.

Street Trees & Other Plantings

Street trees must be planted every 30 feet within the public right-of-way. The same tree species be planted from the entire length. Permitted tree species are listed in Section 3.1.b, Streets. Plantings for screening of parking must be dense and evergreen such as flowering shrubs, clipped hedges or climbing vines and are listed in Section 3.1.d, Parks, Terraces & Slopes. The turn-around must have a ring of columnar trees planted on its perimeter with one tree every 10 feet.

Building Height & Massing

Building are limited to two stories in height.

Truck Docks, Delivery and Trash Areas

Truck docks, delivery and trash areas must be not visible from Monterey Boulevard or Pullman Way. Trash areas must be screened from view with landscaping.

Signage

Signs must be low and part of building design. No billboards are permitted.

HILLCAP ROAD

The Plan proposes to maintain the existing light industrial land use designation on the south side of Hillcap Road, however, the potential of this area may change in the near future with the building of a CalTrain passenger platform and park-n-ride lot on Monterey Boulevard.

At the time of realization of the CalTrain facility, development opportunities for a mix of uses currently considered infeasible should be reviewed. This area would become a prime location for transit-oriented development which includes places to work, to shop and to live. Prior to the building of the CalTrain facility, the Plan recommends a planning study be made which investigates the urban design of and potential for integrated mixed-use development. The 80 plus acres surrounding the CalTrain facilities could accommodate different but compatible uses in at least two ways; 1) buildings of singular and different uses adjacent to one another or, 2) as integrated building types with one use on top of the other. In addition to changes in land use, building height, massing and density should all be reconsidered at that time.

3.2.f Interim Uses

Due to the lengthy period of time for full realization of the Plan, there are places within Communications Hill which will benefit from interim uses. Interim uses comprised of primarily recreational uses within open space area, such as an equestrian facility, are permitted.

The Plan proposes a small neighborhood on the north side of Hillcap as part of the long term planning goal for transit-oriented development. The housing, its streets and pathways would provide another link to transit and reduce the need for commuting, however, this most likely will not occur in the early phases of the development of Communications Hill. Interim uses as described above of this area are encouraged.

3.2.g Discretionary Alternate Uses

Due to unforeseen opportunities and constraints, there are areas of the Plan which may benefit from additional and/or alternative uses to those which are proposed. These areas must follow the objectives of the Horizon 2000 General Plan, be compatible with the intent of the Specific Plan and not threaten success of the Plan. The two areas which allow alternate uses which are to be established at the discretion of the Director of Planning are the following:

The block bounded by 13th Street, Avenue B, 14th Street and Avenue C is designated for multi-family housing but development of retail/commercial uses is permitted provided that 50% of the retail/ commercial frontage along Avenue A is completed first.

A potential location for an additional school parcel is the neighborhood adjacent to Hillcap and Hillsdale Avenue.

4 IMPLEMENTATION

The Communications Hill Specific Plan describes a comprehensive development plan for the Communications Hill Planned Community. It sets forth where and in what form development will proceed. This chapter focuses on the methods and standards for the implementation of development. It addresses development phases, financing mechanisms for public improvements, steps for project approvals and procedures for amending the Plan if changes in policy or circumstances warrant it. Property swaps are discussed for exchanges of land which could benefit the land owner and the realization of the Plan.

4.1 Increments of Development

The Plan anticipates that development will occur over a period of 10-15 years. There is no phasing plan which is typical of suburban development. The Plan relies on the demand for various uses to determine the kind, size and timing of development. General criteria for development and implementation principles have been established to guide the varying increments of building by both private and public entities. As the Plan is realized, a system of streets, stairs, pathways, parks and utilities will be built concurrently with new housing, public facilities, shops and restaurants. The general criteria are as follows: 1) to ensure that the urban structure which is the backbone of the Plan is realized; 2) to ensure orderly, safe and sequential development; 3) to minimize conflicts between new development and on-going construction activities; 4) to minimize potential conflicts between new uses and existing ones, i.e. housing and industrial facilities; and 5) to encourage new development to occur as soon as is feasible. The implementation of the Plan will employ the principles and corollary design studies outlined below.

IMPLEMENTATION PRINCIPLES

Streets

1) Development of Vistapark Drive may be undertaken in up to six segments provided that there is at least one connection to either Hillsdale or Curtner Avenues. They are as follows: 1) from Hillsdale Avenue through the intersection of Avenue E, 2) from Avenue E through the intersection of Avenue A, 3) from Avenue A through the intersection of Pullman Way, 4) from Pullman Way through the intersection of 10th Street, 5) from 10th Street through the intersection of 5th Street including the bridge, and 6) from 5th Street to Curtner Avenue.
2) Two or more connecting segments of Vistapark Drive may be built at once provided that at least one end of the built right-of-way connects to Hillsdale or Curtner Avenues.
3) Segments 5 and 6 of Vistapark Drive including the bridge over the railroad right-of-way must be completed prior to the completion of the Millpond access road to Curtner Light Rail Transit Station.
4) Residential streets may be built in any sequence provided that housing which fronts them has two routes of vehicular access connected to off-site destinations prior to its occupancy.
5) Street landscape improvements within any portion of the public right-of-way must be implemented at the same time as the associated right-of-way improvements.
6) Millpond Road, the access road connecting the hilltop with the Curtner Light Rail Transit Station, must be completed no later than the approval of certificates-of-occupancy for 50% of the housing units in the northern portion of the hilltop neighborhood or 1000 housing units located within the hilltop neighborhood, whichever develops first.
7) The western segment of Pullman Way, from the Hillcap access road to Vistapark Drive, must be completed concurrently with the completion of segments 3 or 4 of Vistapark Drive. Hillcap access road must also be completed and connect to the existing Hillcap road. Pullman Way must be completed and connect to Monterey Road when 50% of the industrial/ commercial area along Hillcap access road is built.
8) Narvaez Road, connecting the neighborhood to Capitol Light Rail Transit Station, must be completed concurrently with the completion of the perimeter road, Avenue D-north, which it intersects.

Stairs & Pathways

9) Direct pedestrian routes including stairs # 10, 16 and 24 which connect to the school site shall be completed no later than the construction of the school building.
10) Stairs # 17 and 22 must be completed concurrently with the construction of Southwest Terraces.
11) All stairs within a public right-of-way must be completed with the associated street portion of the public right-of-way.

Parks, Terraces & Slopes

12) AT&T Park must be completed concurrently with the installation of the water tower.
13) Crescent Green must be constructed concurrently with the housing units immediately adjacent to it.
14) The Playfields adjacent to the school site may be completed and available to the residents of the neighborhood and general public prior to completion of the school buildings, however, funds for maintenance of the playfields must be established prior to construction.
15) Residential Squares outlined in Section 3.1.c, Parks, Terraces & Slopes must be designed prior to the approval and construction of housing units surrounding each individual park. Landscape improvements for each park must be constructed concurrently with the completion of 50% of the housing units surrounding its perimeter.
16) Curtner Grove must be planted concurrently with the completion of 50% of the adjacent housing units.
17) County Communications Grove must be planted concurrently with the construction of the first single family home site.
18) Southwest Terraces must be built concurrently with the housing which encompasses it.
29) Vistapark Terraces must be built concurrently with the adjacent segment of Vistapark Drive.
20) Playfields Terraces must be built concurrently with the completion of the adjacent segment of Avenue A.

Utilities

21) Utility improvements within street rights-of-way must be constructed at the same time as the associated street improvements.
22) The installation of the water tower must be completed concurrently with the AT&T Park or by the date the building permits are issued for any housing requiring water supply from the water tank, whichever is completed first.

COROLLARY DESIGN STUDIES

Since Communications Hill is conceived as an integrated neighborhood and not a series of privatized development enclaves, the design of its public infrastructure including linkages throughout the neighborhood are of special importance. The design of some of the key components of the neighborhood design are not directly associated with any particular portion of development. The quality and consistency of the design of these elements are as important to Communications Hill as the design of similar elements in Central Park and Westside Parkway are to New York City.

The following design studies will be undertaken prior to review or approval for the construction of the adjacent streets and/or development.

1) AT&T Park including Stairs # 11, 12, 13, 14, 15 and Water Tower.
2) Selected Stairs including # 7, 17, 22, 24, 26, 27, 28 and alternatives for the mid-block type.

4.2 Financing Guidelines & Principles

BACKGROUND

The financing of infrastructure and public facilities is a crucial component of the implementation strategy for the Communications Hill Specific Plan. Build out of all Communications Hill neighborhoods will take place over the next 10 to 15 years. As for other large scale development projects, significant levels of infrastructure costs will be incurred up front in the development process. These include necessary off-site improvements and the on-site backbone infrastructure. Such improvements must be installed as early as possible in order to create development opportunities, but in any case, must be installed concurrent with development requiring them. The investments are made considerably in advance of any revenue being generated from the sale of housing units or finished for-sale lots.

SAN JOSE'S POLICY GUIDELINES FOR PUBLIC FINANCING

With the advent of large scale, master planned communities within the City of San Jose, in 1988 the City adopted policy guidelines governing the use of public financing mechanisms. These included Assessment, Mello-Roos or Integrated Financing Districts. Until 1988, the City had permitted the use of Assessment District financing in industrial project areas only. No Mello-Roos or Integrated Financing District financing had been used by the City. In order to encourage the development of residential projects offering special amenities such as parks and recreational facilities, the City determined that future City-sponsored public financing would be considered.

The City of San Jose has adopted the following guidelines with respect to bond financing for new residential developments:

- The City would have responsibility for administering the design and construction of public infrastructure improvements.
- Any special tax levy must be for specific improvements; cannot exceed a specified maximum amount; and must be of a fixed duration.
- It is the responsibility of the City to select the appropriate financing mechanism (i.e., Assessment, Mello-Roos, Integrated Financing District or some combination).
- The existence of any special tax must be disclosed in writing to homebuyers as a condition of development and the issuance of building and occupancy permits. Homebuyers must acknowledge the existence of a special tax in writing as a condition of escrow.
- The developer is to provide financial assurances that the total amount of special taxes and assessments will not exceed one percent (1%) of the assessed valuation of proposed single family residential property.

FINANCING PRINCIPLES

The actual allocation of infrastructure and public facility costs must be based upon principles that reflect public policy considerations, equitable treatment among affected property owners and overall financial feasibility. The following criteria will be used with respect to the financing of infrastructure and public facilities for Communications Hill.

- Infrastructure and public facility costs that are made necessary by new development will be borne by new development.
- Infrastructure and public facility costs will be allocated to new development in relation to the benefit derived from or use made by affected properties.
- The costs of infrastructure improvements and public facilities with different patterns of use or benefit will be allocated differently.
- Off-site development that will use or benefit from infrastructure improvements or public facilities will participate in paying their fair-share of cost where possible.
- Property owners will be reimbursed for land dedications which are excessive.
- Developers who must front-end infrastructure and public facility costs in excess of their fair share will be reimbursed for the difference between front-end costs and defined fair-share costs.
- Government funding sources should be used, where applicable, to defray the costs of infrastructure and public facilities.
- The use of pay-as-you-go financing will be maximized and the use of public debt financing will be targeted to those situations where major up-front investments are required to permit development to occur.

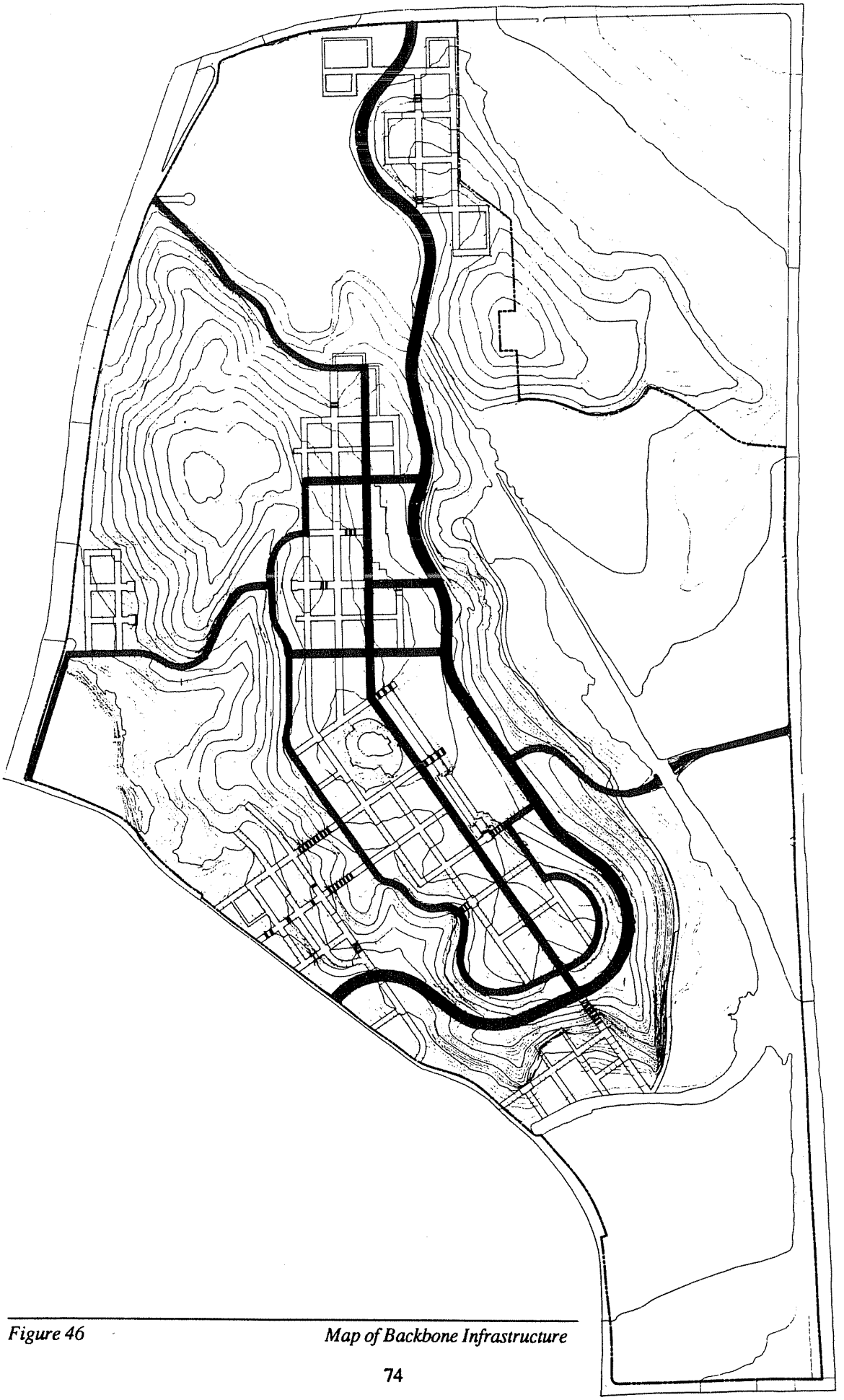


Figure 46 *Map of Backbone Infrastructure*

4.3 Financing Strategy

This section defines the various parts of the infrastructure proposed by the Plan. Preliminary cost estimates have been provided to assess the magnitude of the infrastructure and public facilities costs. A detailed financial analysis which includes more detailed site planning and engineering analysis is necessary prior to development and will be the subject of additional study.

INTRODUCTION : PUBLIC VERSUS PRIVATE

The implementation strategy for Communications Hill follows the urban structure of the Plan itself and differs from the procedures normally associated with suburban development. In suburban enclaves, as opposed to urban neighborhoods, most infrastructure is directly associated with private development and most of the costs are borne directly by developers. A set of conventions for the phasing and financibility of infrastructure has grown up around the privatized, non-urban development conventions for low density development on generally flat land where public services are available or reachable. Communications Hill is a milestone in the urbanization of San Jose and requires adopting financial strategies tailored to urban development on a hillside location where urban services are not generally available. Fortunately the mechanisms to accomplish these strategies exists. The use of public financing mechanisms has benefits to the City, to developers and to buyers because the public financing of infrastructure is ultimately less costly than private financing.

The map on the left delineates the streets which are part of the backbone infrastructure portion of the urban structure. These streets include Vistapark Drive, Avenue A, Avenue D, Narvaez Road, Millpond Road, Pullman Way, 10th Street, 14th Street, a portion of 12th Street and 19th Street. This distinction has been made to determine eligibility for financing only and does not reflect the importance of each component for the success of the Plan. The remainder of the streets are defined as in-tract infrastructure. Other major backbone infrastructure items include the storm drain and sanitary sewer systems, the water supply system, and the parks. Both the backbone and in-tract infrastructure can be built on an incremental basis as individual development occurs, although early construction of backbone facilities is encouraged.

INFRASTRUCTURE COST ESTIMATES

Preliminary cost estimates based on conceptual layouts or information have been prepared for the following components of the entire infrastructure, both backbone and in-tract. The costs do not include the value of land dedications required for rights-of way, parks, open space or other public facilities. The costs are preliminary in nature and require further refinement based on detailed engineering analysis at the time of their implementation and concurrent with various increments of development. All new development within the study area that will derive benefit from these improvements will be assessed on a prorata basis. Improvement plans will need to be prepared and will serve as the definitive basis for allocating costs among the benefitting properties. To determine a total infrastructure cost, a contingency factor of 15 % has been added to the subtotal of estimated hard costs listed below plus an additional 20% to reflect soft costs such as permit, development, design and engineering fees.

The backbone infrastructure and community facilities cost is estimated at $114 million. Of this amount approximately $60 should be financed through the creation of a finance district or combination of districts. The remaining $54 million in backbone infrastructure should be financed through the imposition of a one time development fee. This fee should be tied to the pace of actual building construction of individual projects and imposed at the time of issuance of building permits. The remaining improvements are in-tract type infrastructure and estimated to cost approximately $20 million. These will be implemented and financed by the individual developers.

Grading	15,125,000
Storm Drainage System	22,800,000
Detention Basins	4,115,000
Residential Streets	8,768,000
Vistapark Drive (with two-lane portion)	2,870,000
Sanitary Sewer System	4,960,000
Water Supply System	12,550,000
Joint Trench System	8,750,000
Relocation of Communications Lines	1,000,000
Pullman Way Underpass	3,000,000
Vistapark Drive Bridge	1,200,000
School	4,000,000
Parks	2,650,000
Fire Station	3,400,000
Civic Building	600,000

Figure 47 *Table of Total Estimated Costs*

4.4 Design Review & Project Approval

Design standards in this document range from general to very detailed. There will inevitably be questions about exactly what certain provisions mean and interpretations which will need to be made. Also, when zoning and subdivision applications are proposed within Communications Hill study area, it is possible that some changes to the Specific Plan will be requested. The purpose of this section is to describe how issues and proposed changes will be resolved.

The enforcement of design standards in this document will be responsibility of the Department of City Planning. The Director of Planning is responsible for interpreting the provisions of this Plan. Any land use decision that the Director of Planning makes may be appealed in accordance with the appeal process set forth by the City of San Jose Municipal Code.

Plans for PD zoning within the study area submitted by the property owners and/or developers will be reviewed to ensure compliance with intent and design standards stated in this document. Any submittal for PD zoning within the study area must include separate project environmental clearance as well as any additional environmental studies or information required by the Specific Plan Environmental Impact Report or the City. Project-specific mitigation measures for subsequent stages of development are outlined in Section II of the EIR. All development plans must also comply with other standards established by the City of San Jose as well as all applicable building codes.

The steps for implementation of the Specific Plan include the following; 1) rezoning of Specific Plan area, 2) developing a financing strategy, and 3) environmental review.

Rezoning Process

The rezoning process would include further development and evaluation of the Plan to address the following issues.

- Development standards from the Specific Plan related to building placement, street design and location and permitted uses.
- Distribution of units to specific blocks.
- Timing of development related to construction of infrastructure improvements.
- Responsibilities for construction of infrastructure improvements.
- Coordination among property owners for grading and property line adjustments or land swaps.

Financing Strategy

A financing strategy is required to allow the construction of infrastructure improvements and development to proceed in a timely and efficient manner. Several means of financing are available. The particular financing methods for implementing the Communications Hill Specific Plan will be determined based on the types of improvements to be financed, the timing of the improvements and payback periods. The financing analysis will address the following.

- Determination of improvements to be financed by the community (i.e. a coalition of benefitting properties) versus individual projects.
- Preparation of Engineers' Report describing detailed infrastructure improvement plans.
- Determination of appropriate type of financing methods.

Environmental Review

Rezoning and financing programs will require additional environmental review. This review may be completed separately for the rezoning and financing programs, or may be combined and done under one environmental impact report. The second option will allow work of the Engineers' Report to identify potential impacts to be addressed and minimize the need for additional work at a later date.

4.5 Amendment Procedures

The Planning Commission, City Council or any Specific Plan area property owner may request an amendment to the Specific Plan. The application for an amendment shall be in a form determined by the Director of Planning which includes an explanation of the proposal, the reason for the change and any necessary supporting documents, plans, etc. The proposal will be reviewed through public hearings with both the Planning Commission and City Council, however, only the City Council has the authority to amend the Specific Plan. A proposed amendment will be considered only during the Annual Review process of the General Plan. Applications for Specific Plan amendments from property owners will be subject to filing fees determined by the City Council.

4.6 Property Swaps

The layout of the Plan and designation of land uses have been done without respect to the boundaries of individual property owners in order to ensure the integrity of the design for the new neighborhood. There are several blocks within the Plan which could benefit from land swaps of adjacent owners. Throughout the planning process, meetings were held with property owners of the undeveloped portions of Communications Hill to review potential land swaps. This Plan does not mandate exchanges of land and has left the opportunity for property swap transactions to the will of the individual owners.

5 APPENDICES

The examples of block types of multi-family housing included in this chapter helped to derive the street grid, its dimensions, and design standards for multi-family housing. They represent a starting point and illustrate approaches to site planning of various block sizes with a variety of unit and building types.

5.1 Block Types

1) A 220 X 290 block comprised of small podium buildings at corners with townhouses at mid-block and alley bisecting central garden.

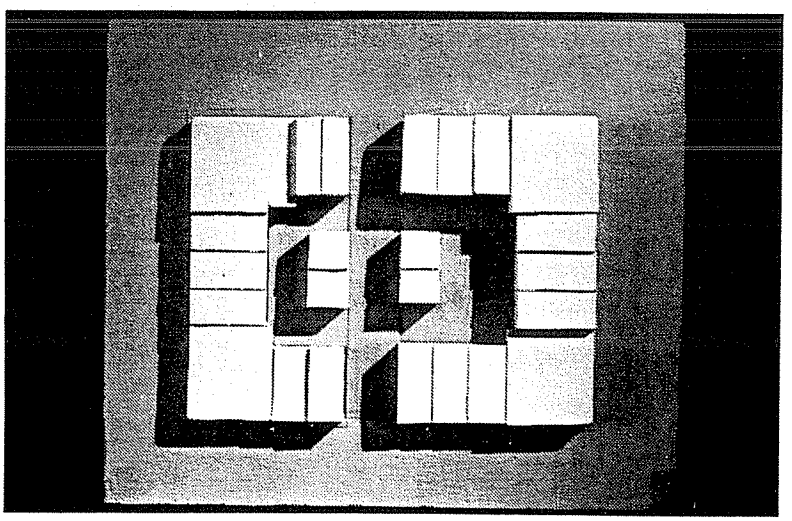
2) A 220 X 290 block comprised of tuck-under townhouses with private drive loop and small front yards with smaller grouped buildings around garden courts.

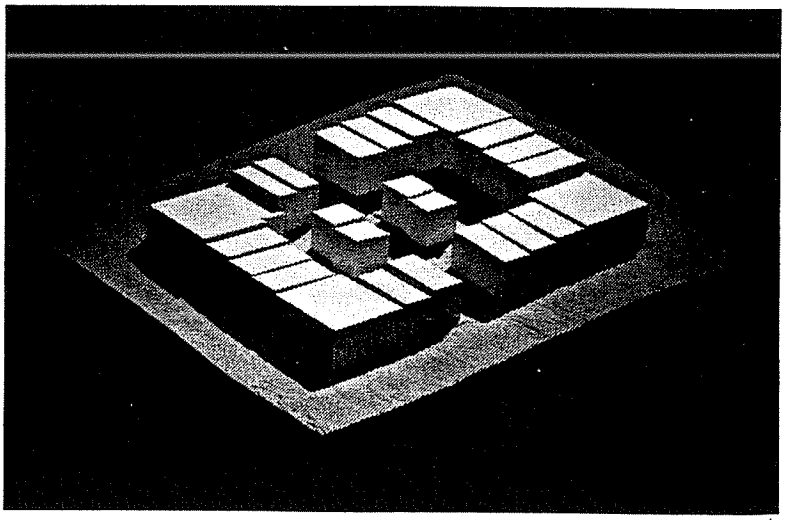
3) A 220 X 290 block comprised of podium buildings on long side of block with townhouses between on narrow side with central garden.

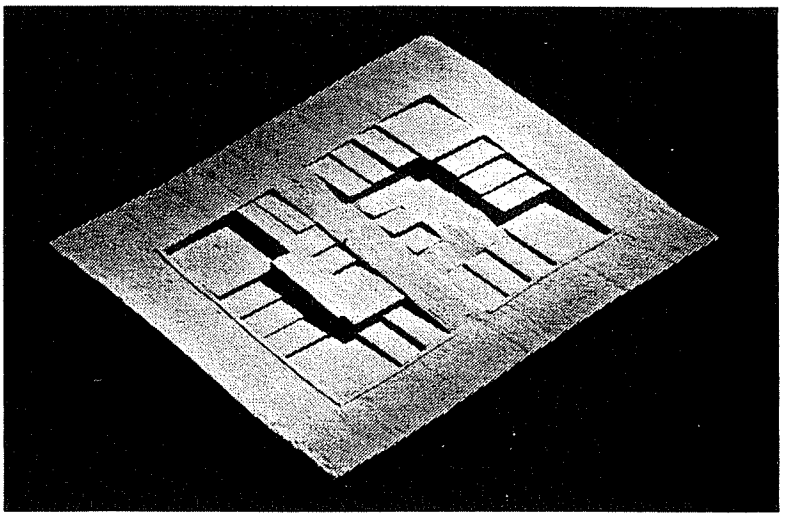
4) A 190 X 290 block comprised of podium buildings along narrow side of block with townhouses on long side with central garden and pedestrian way.

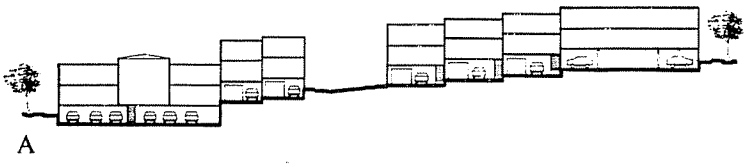
5) A 250 X 290 block comprised of tuck-under townhouses with private drive loops, front yards and central garden.

6) A 250 X 290 block comprised of podium buildings along narrow side of block and mid-block with townhouses between on long side and garden courts connected by alley or private drive.

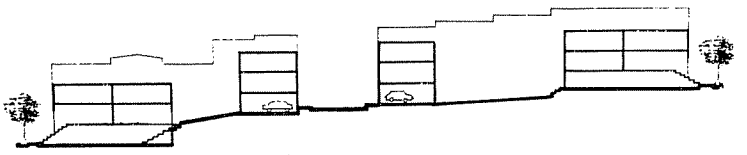




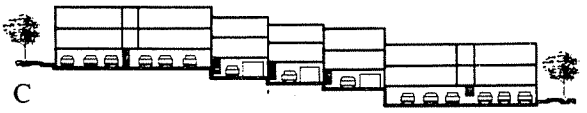




A



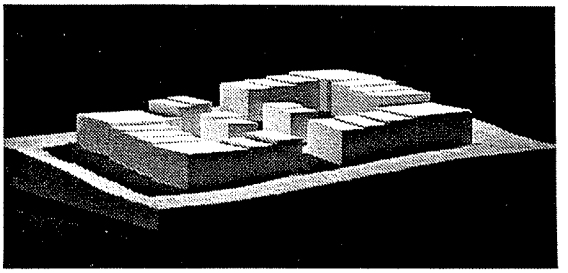
B

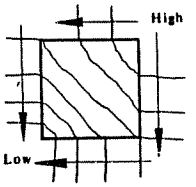


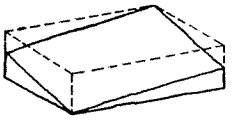
C

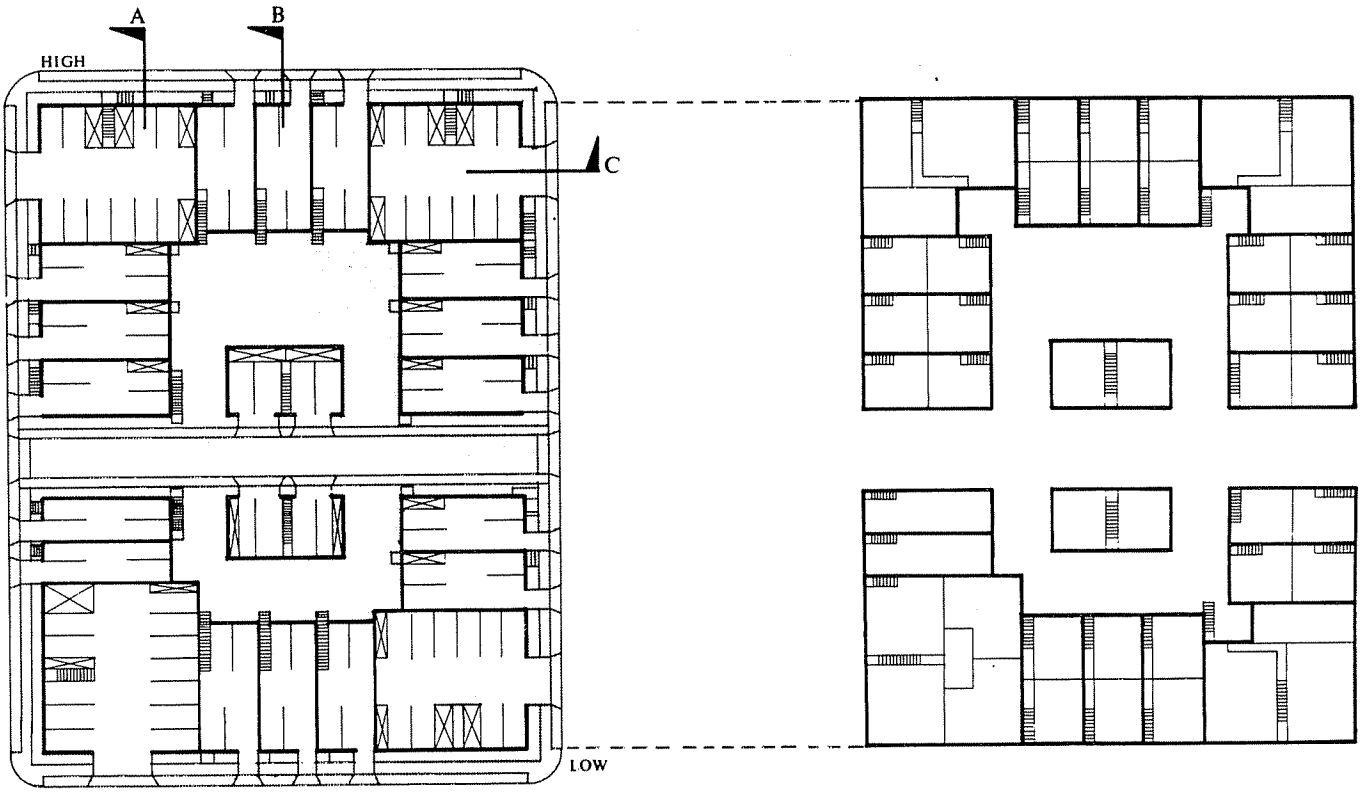
BLOCK TYPE 1
Composite block w/ alley & central garden

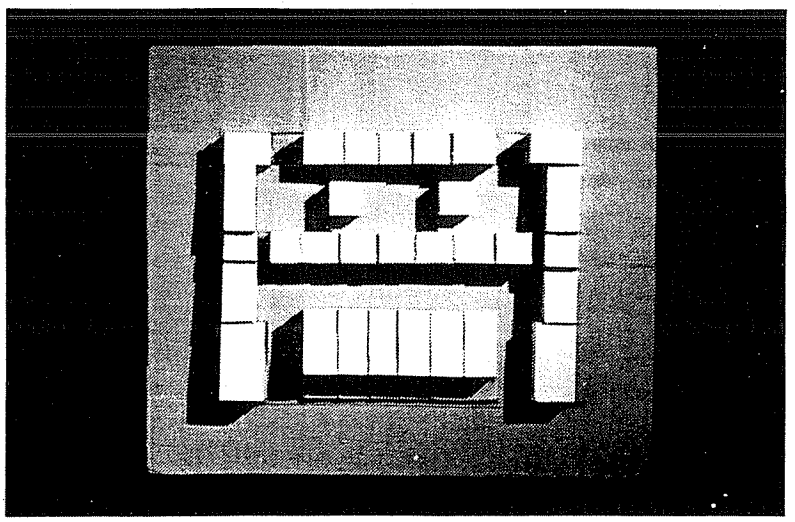
Block Size: 220 feet by 290 feet
Net Acres: 1.46
Parking Spaces: 98
Units: 49 to 65
Density @ 2:1 parking ratio: 34 DU/AC
Density @ 1.5:1 parking ratio: 45 DU/AC

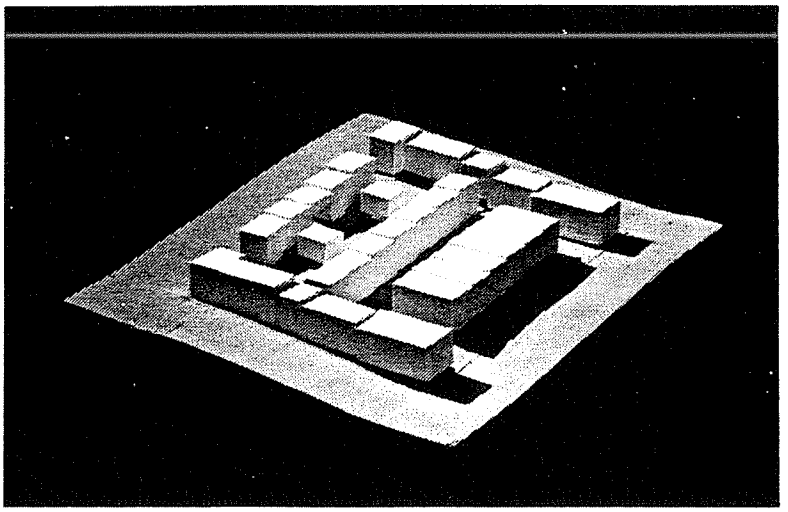


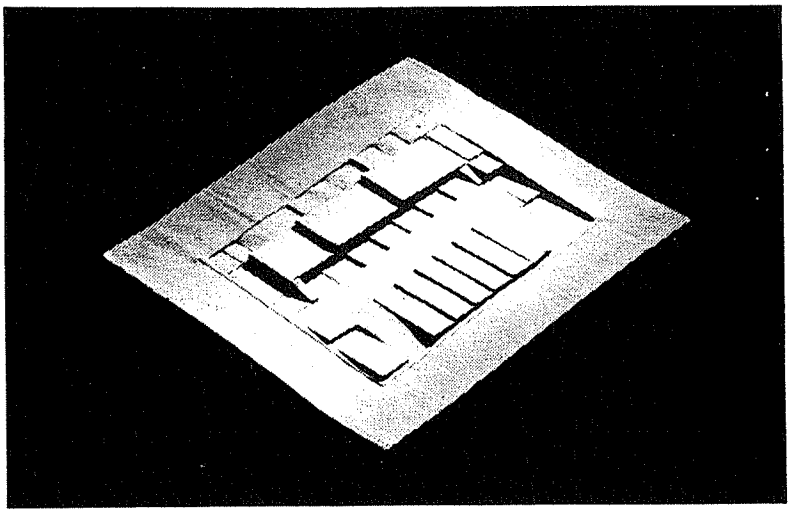


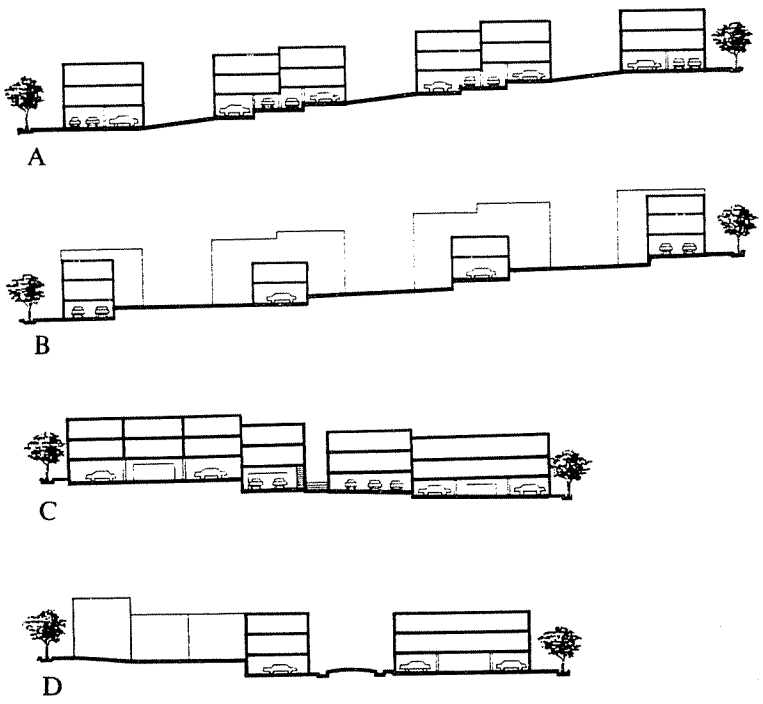






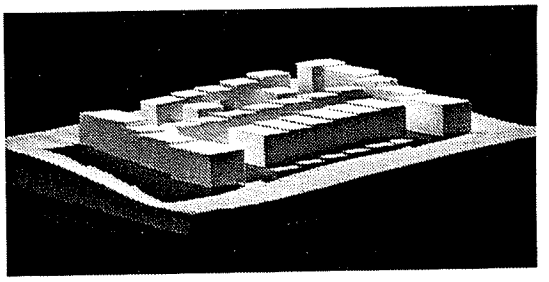


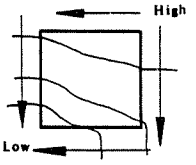


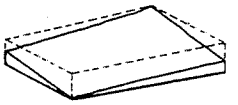


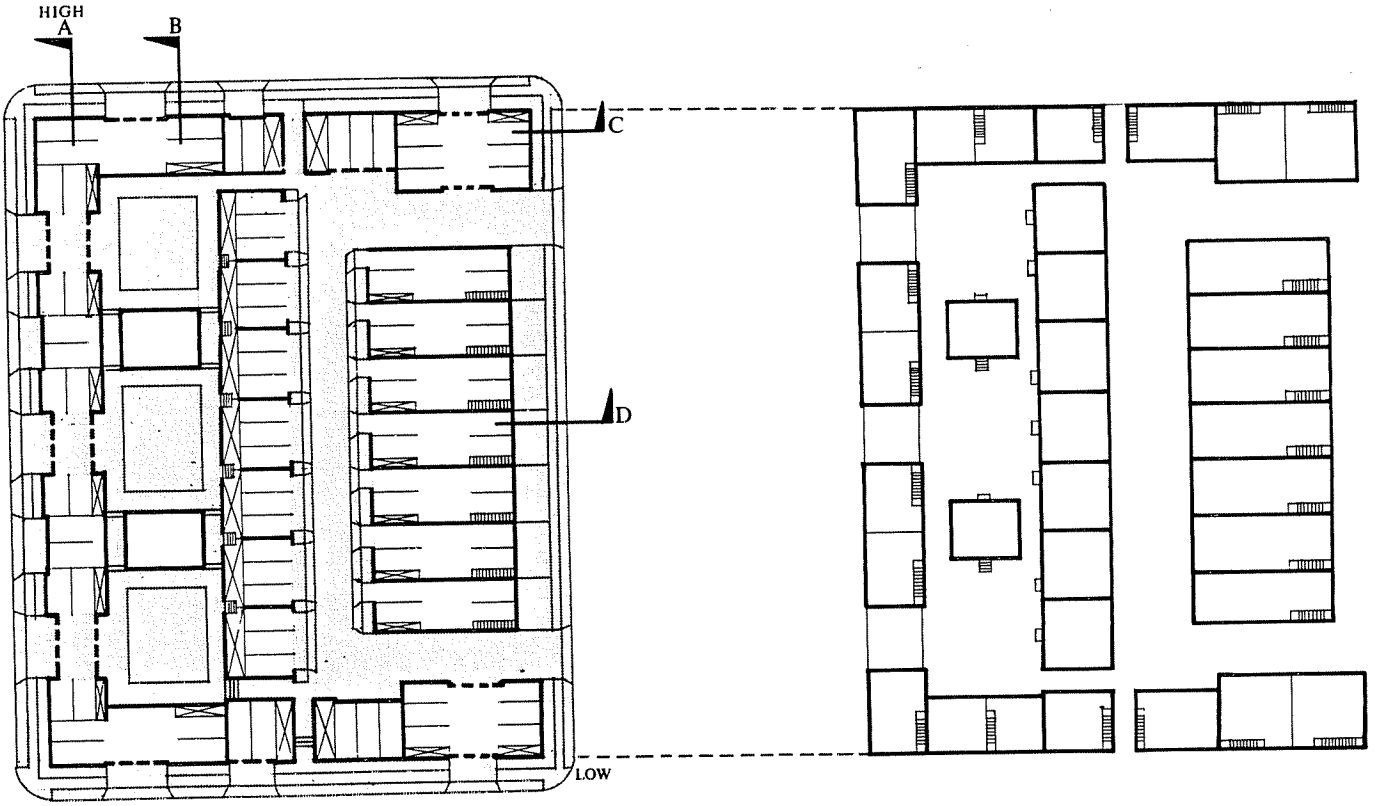
BLOCK TYPE 2
Tuck-under w/ garden courts,
driveway loop, and front yards

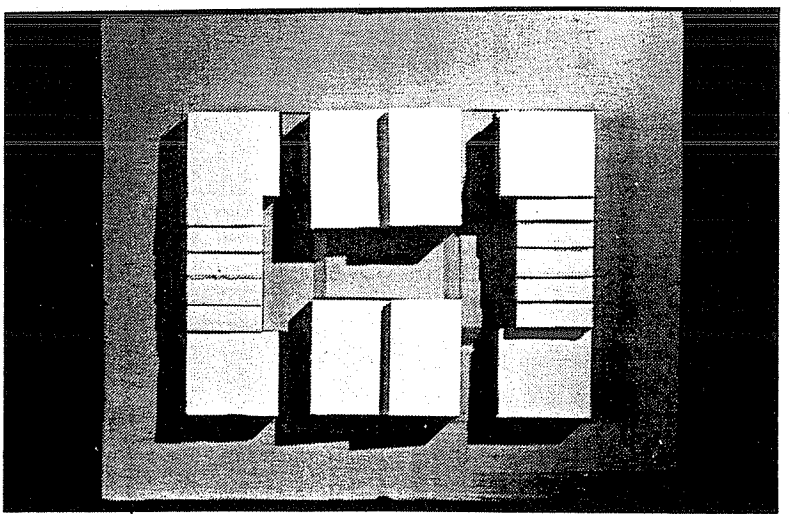
Block Size: 220 feet by 290 feet
Net Acres: 1.46
Parking Spaces: 88
Units: 44
Density @ 2:1 parking: ratio 30 DU/AC

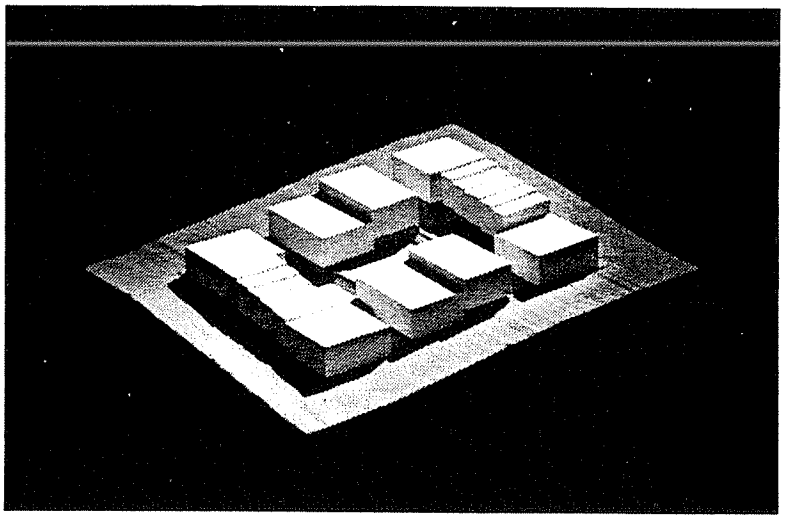


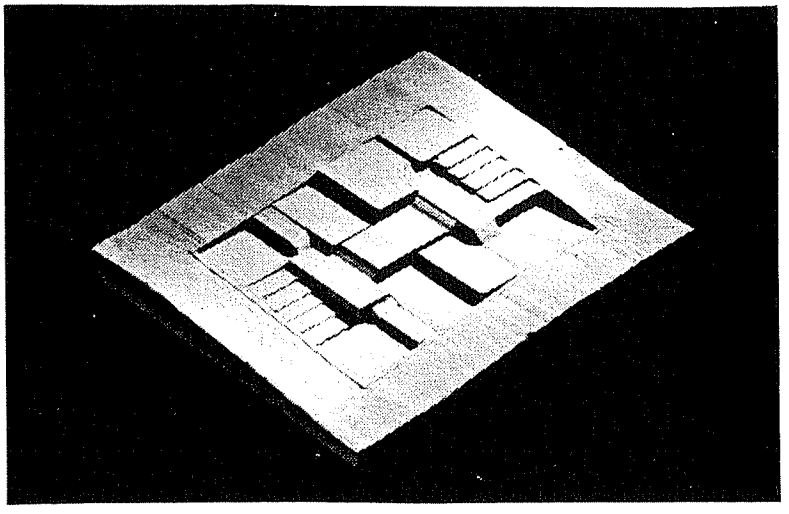


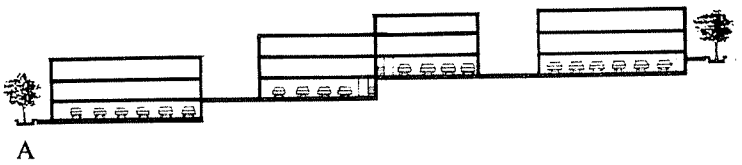




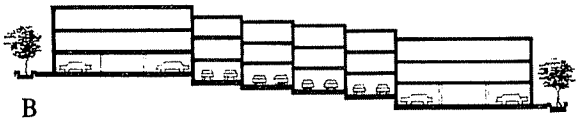








A

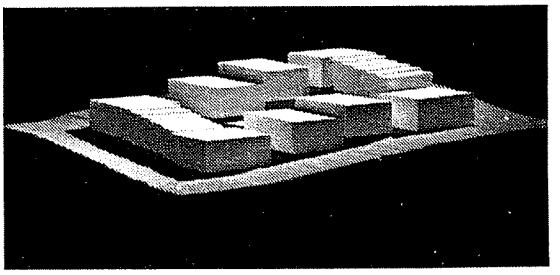


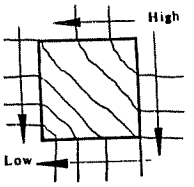
B

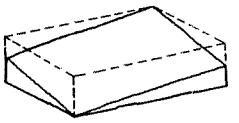
C

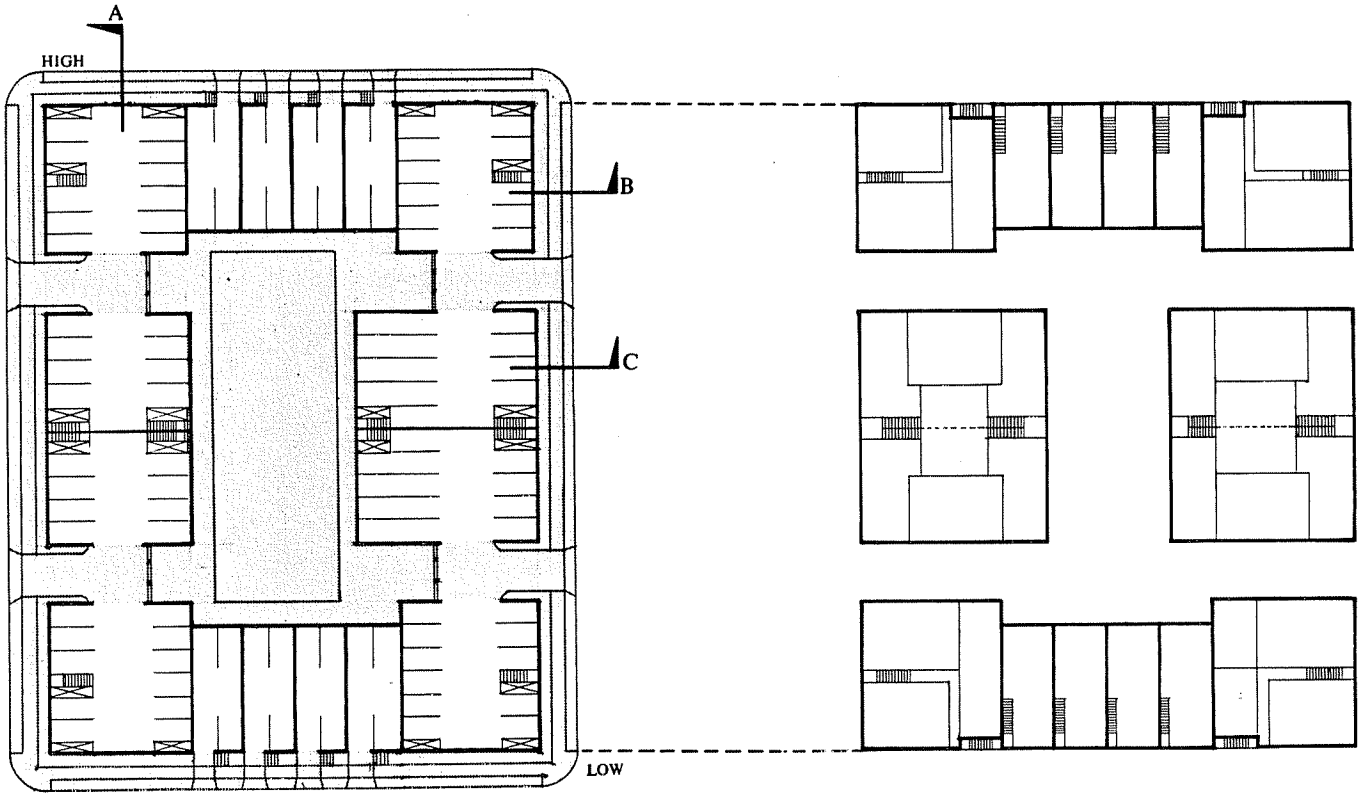
BLOCK TYPE 3
Composite block w/ central garden
and open driveways

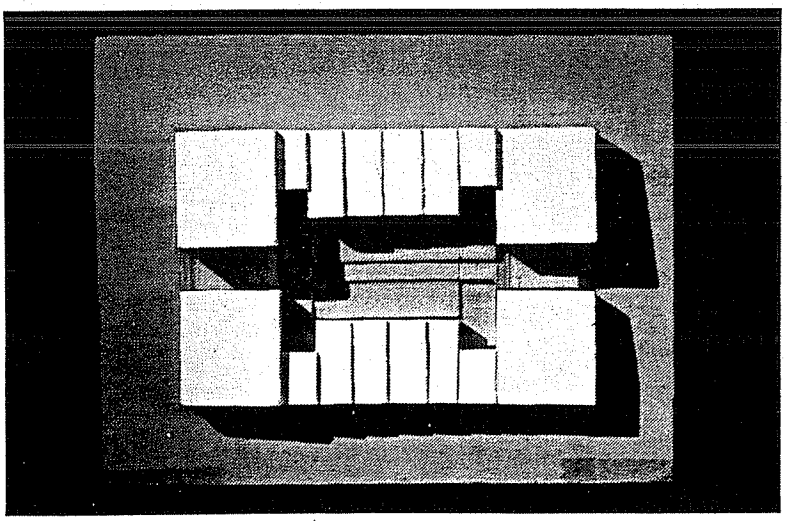
Block Size: 220 feet by 290 feet
Net Acres: 1.46
Parking Spaces: 108
Units: 54 to 72
Density @ 2:1 parking ratio: 37 DU/AC
Density @ 1.5:1 parking ratio: 49 DU/AC

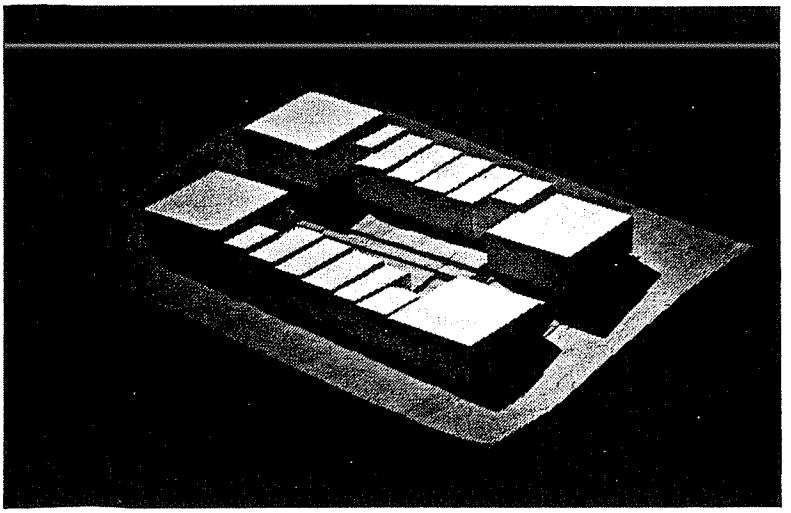


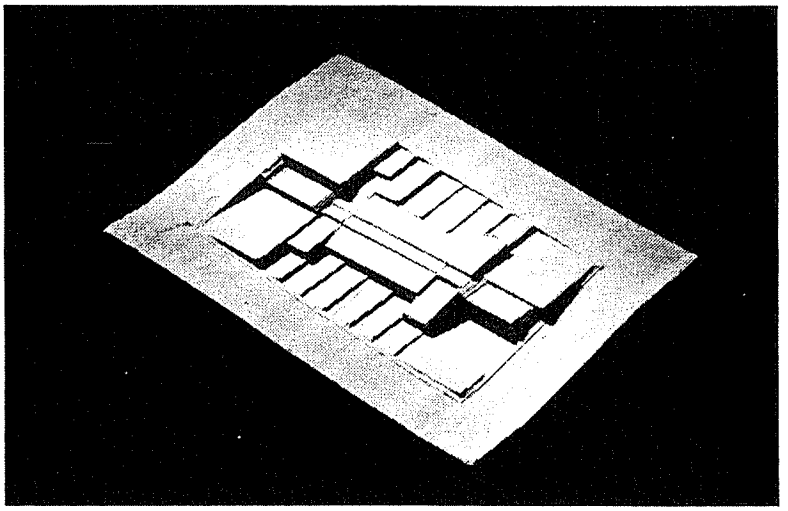


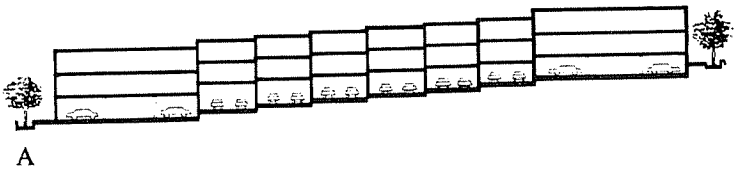


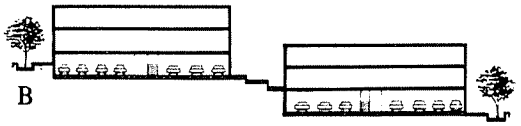






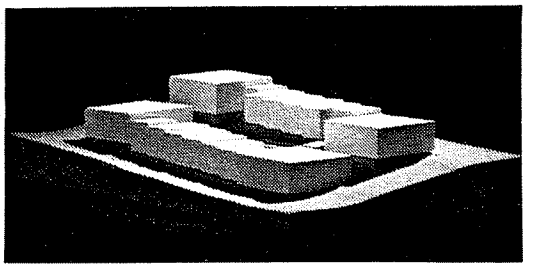


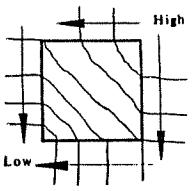


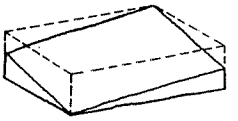


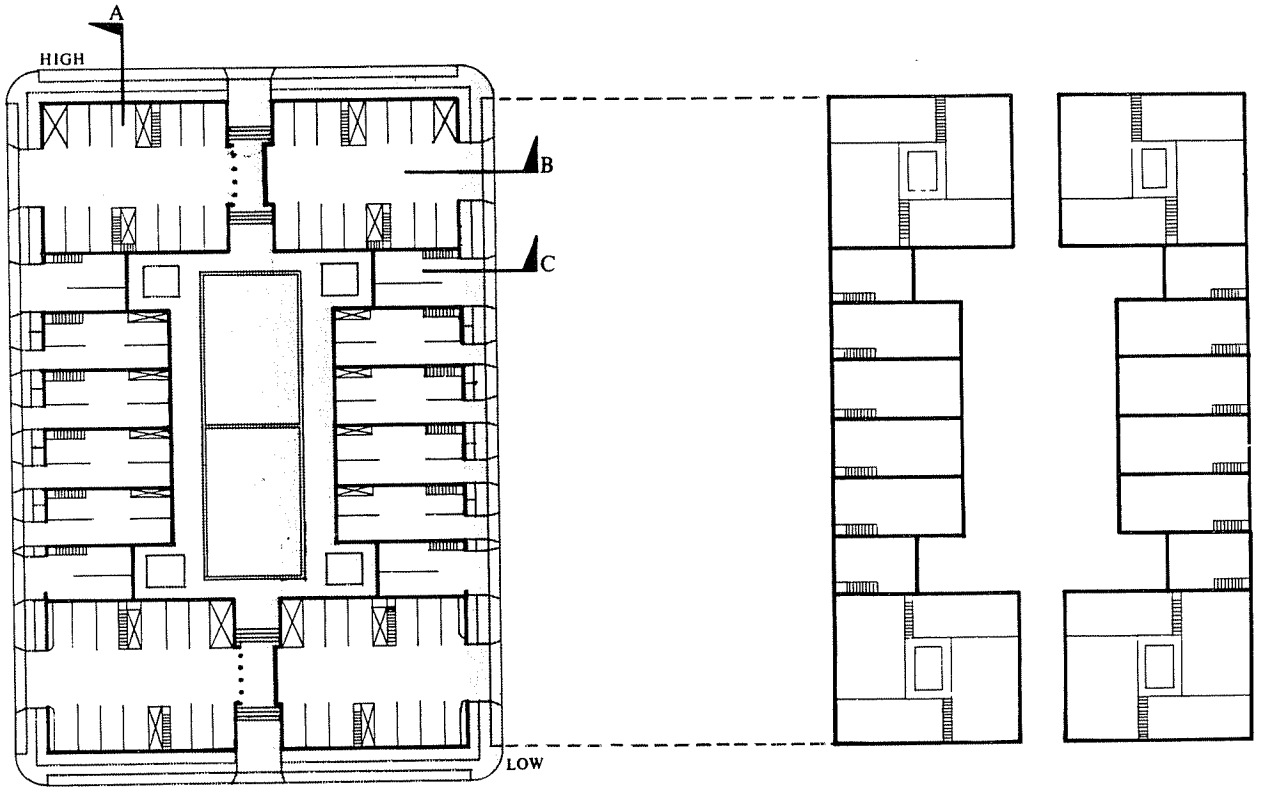
BLOCK TYPE 4
Composite block w/ central garden
and pedestrian way

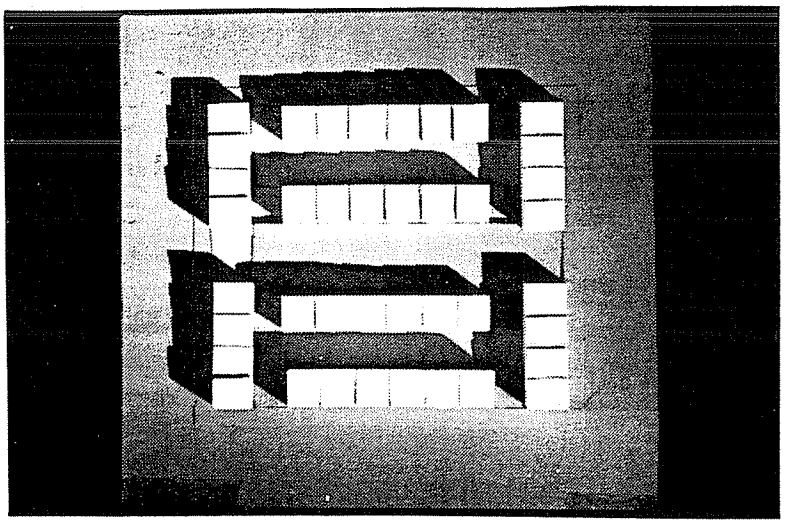
Block Size: 190 feet by 290 feet
Net Acres: 1.26
Parking Spaces: 92
Units: 46 to 61
Density @ 2:1 parking ratio: 37 DU/AC
Density @ 1.5:1 parking ratio: 48 DU/AC

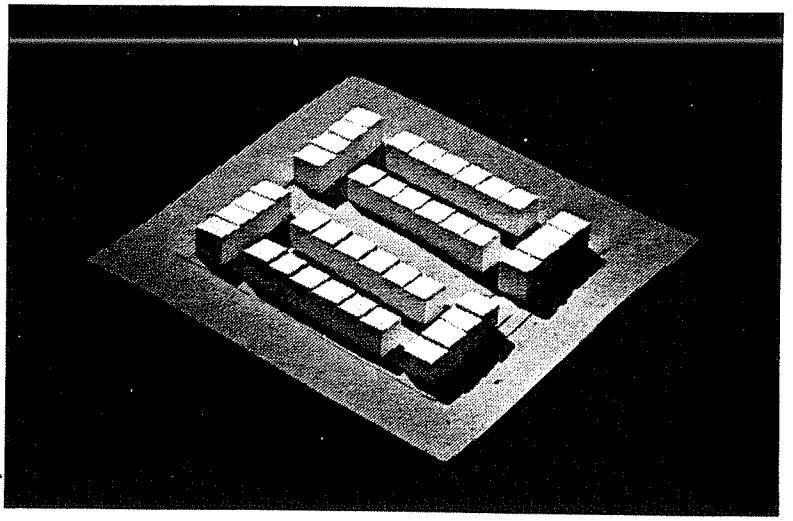


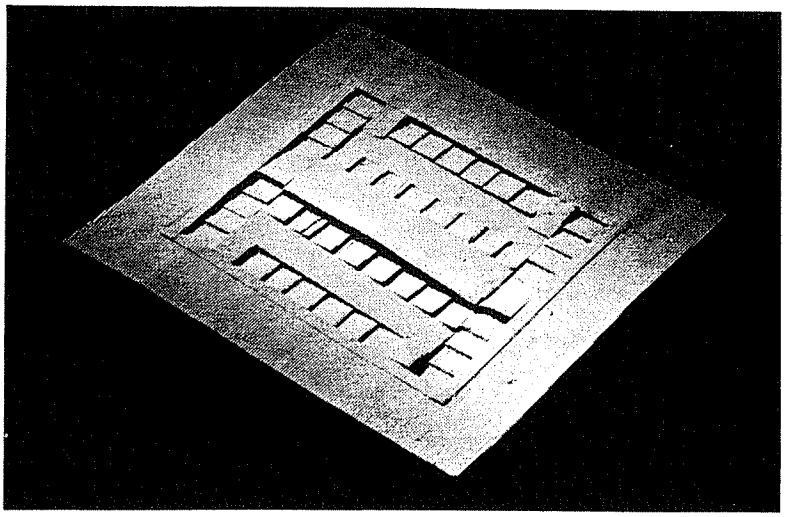


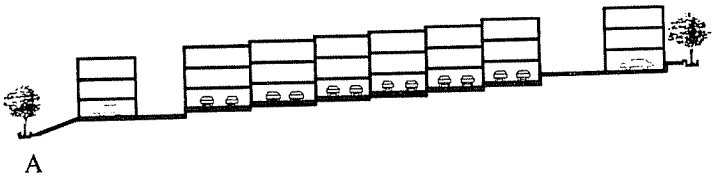


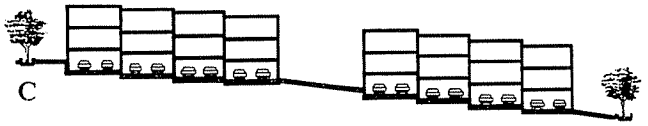






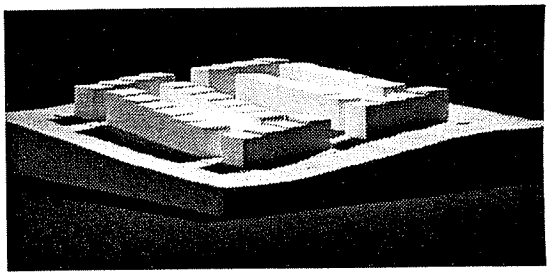


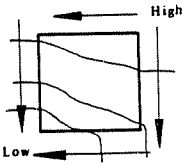


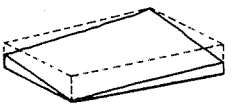


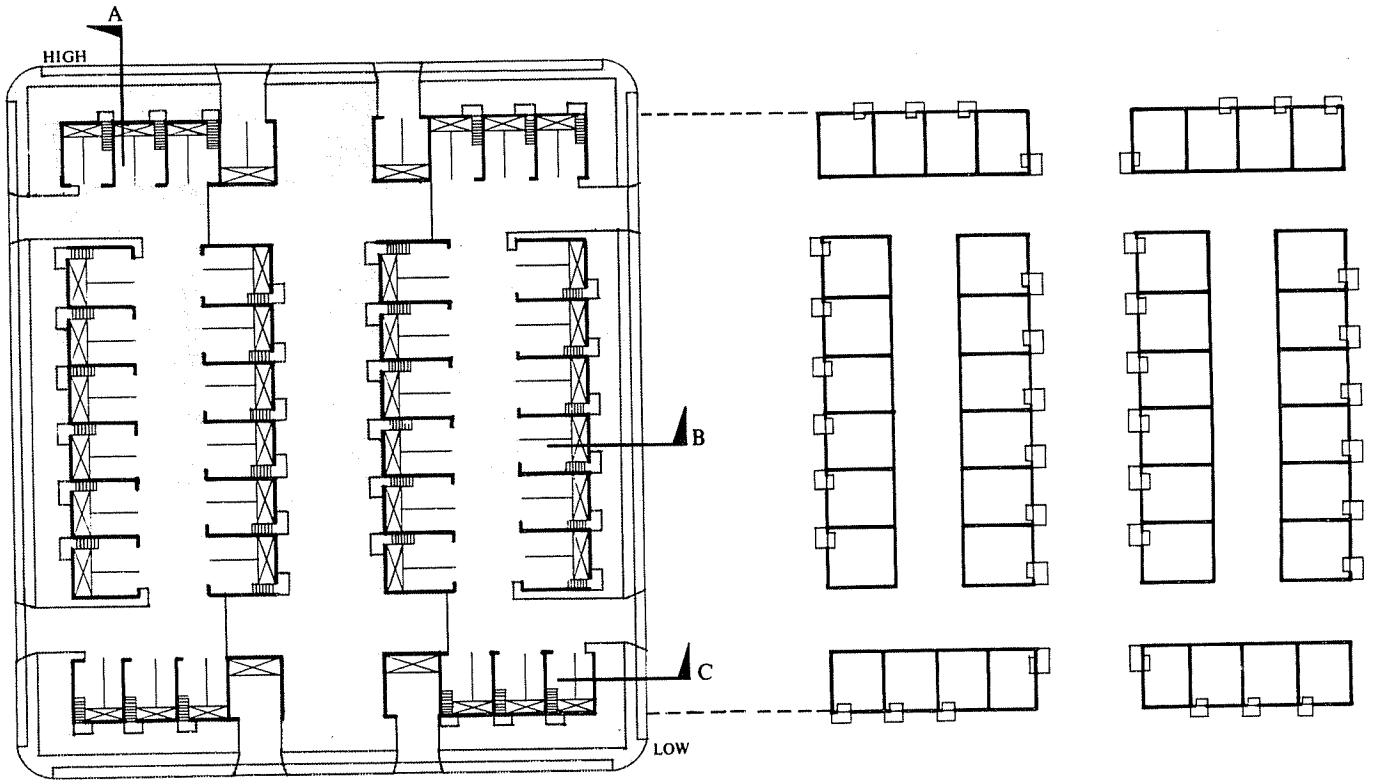
BLOCK TYPE 5
Tuck-under w/ front yards & central garden

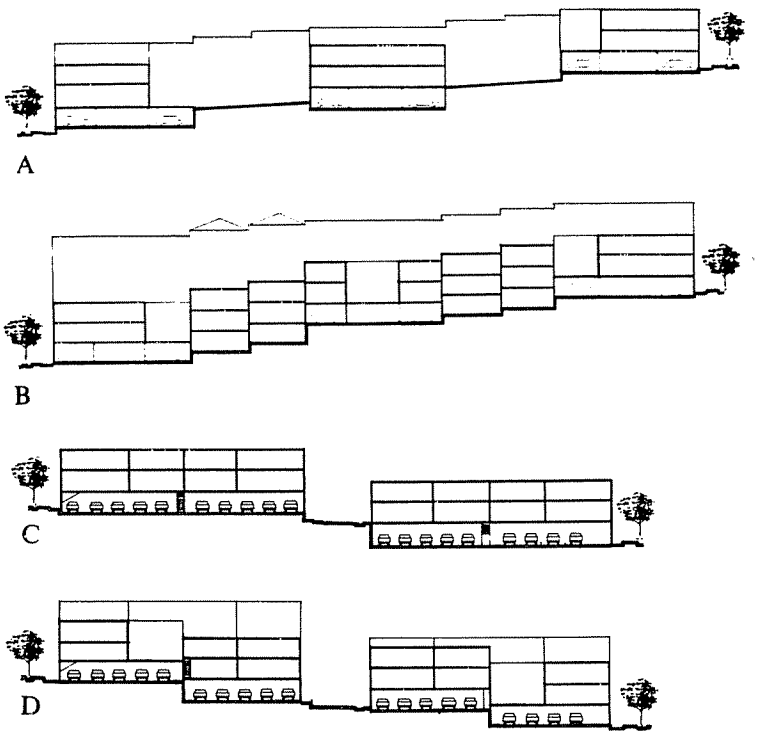
Block Size: 250 feet by 290 feet
Net Acres: 1.67
Parking Spaces: 80
Units:40
Density @ 2:1 parking ratio: 24 DU/AC





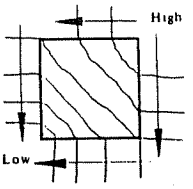


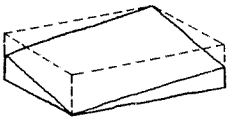


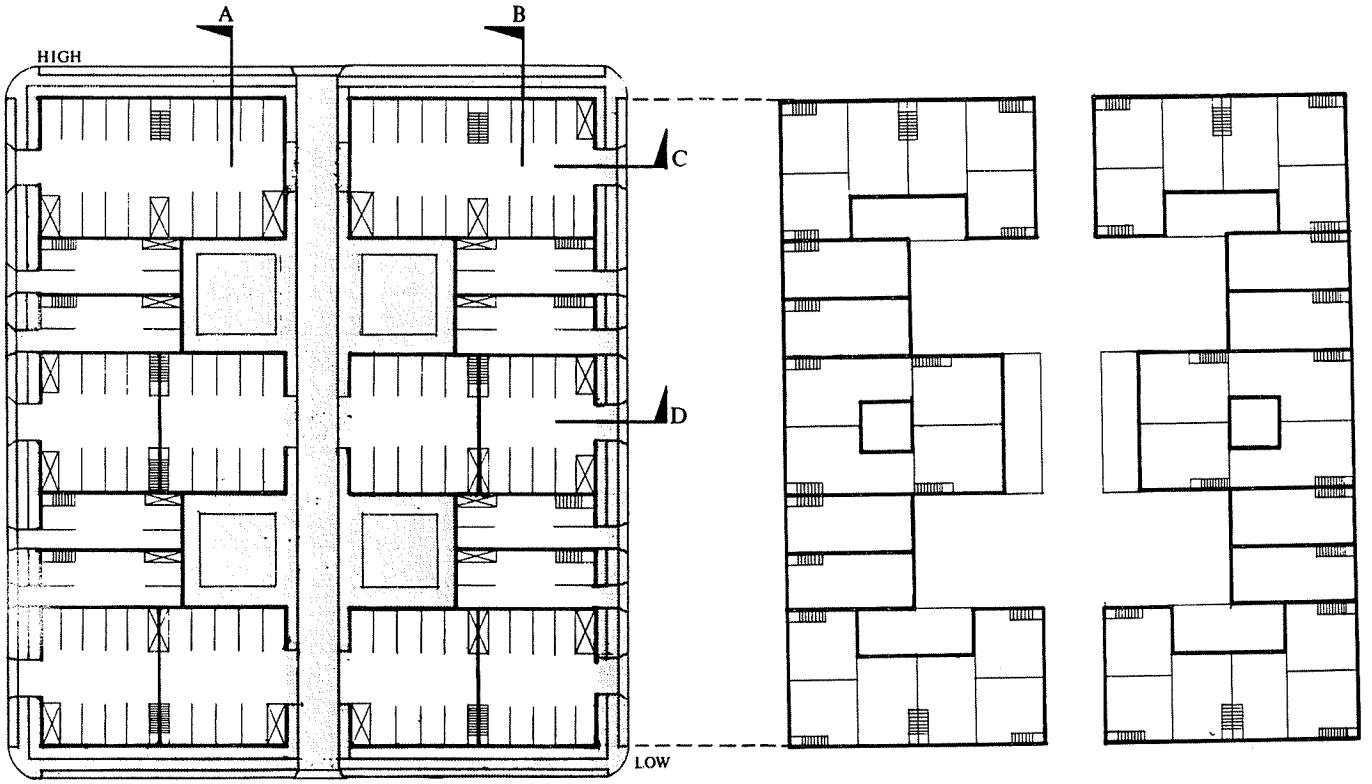


BLOCK TYPE 6
Podium block w/ alley access drives

Block Size: 250 feet by 290 feet
Net Acres: 1.67
Parking Spaces: 132
Units: 66 to 88
Density @ 2:1 parking ratio: 38 DU/AC
Density @ 1.5:1 parking ratio: 52 DU/AC





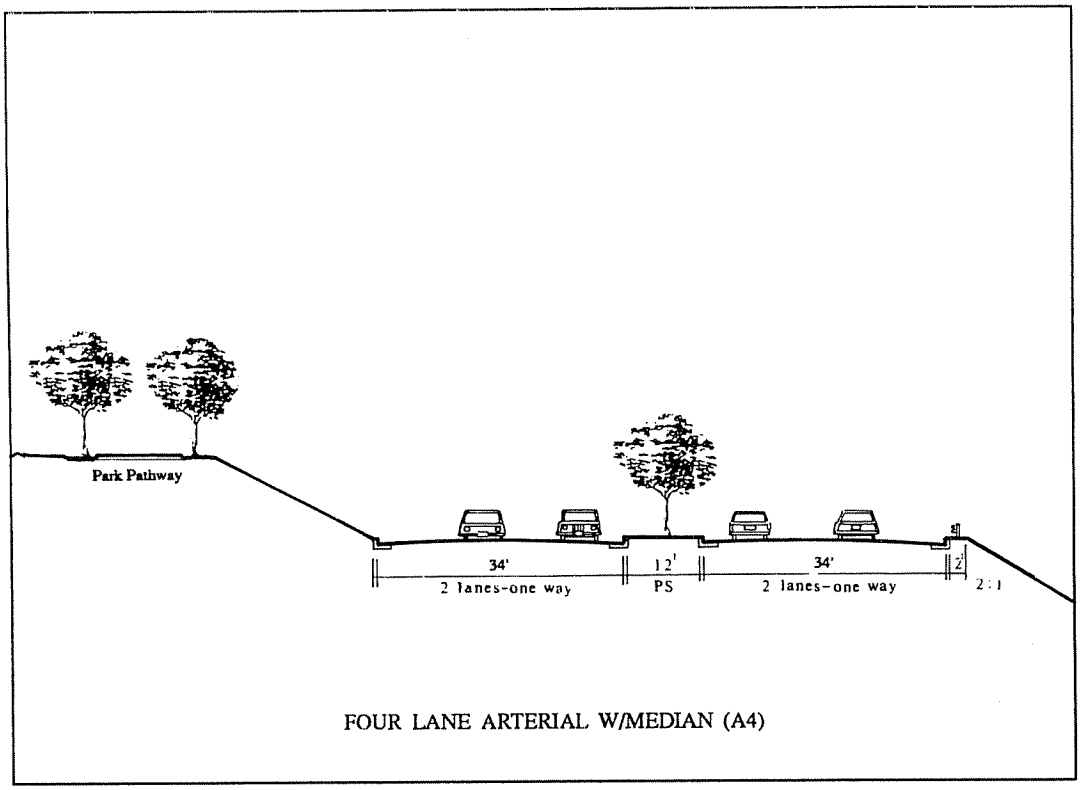


5.2 Street Types

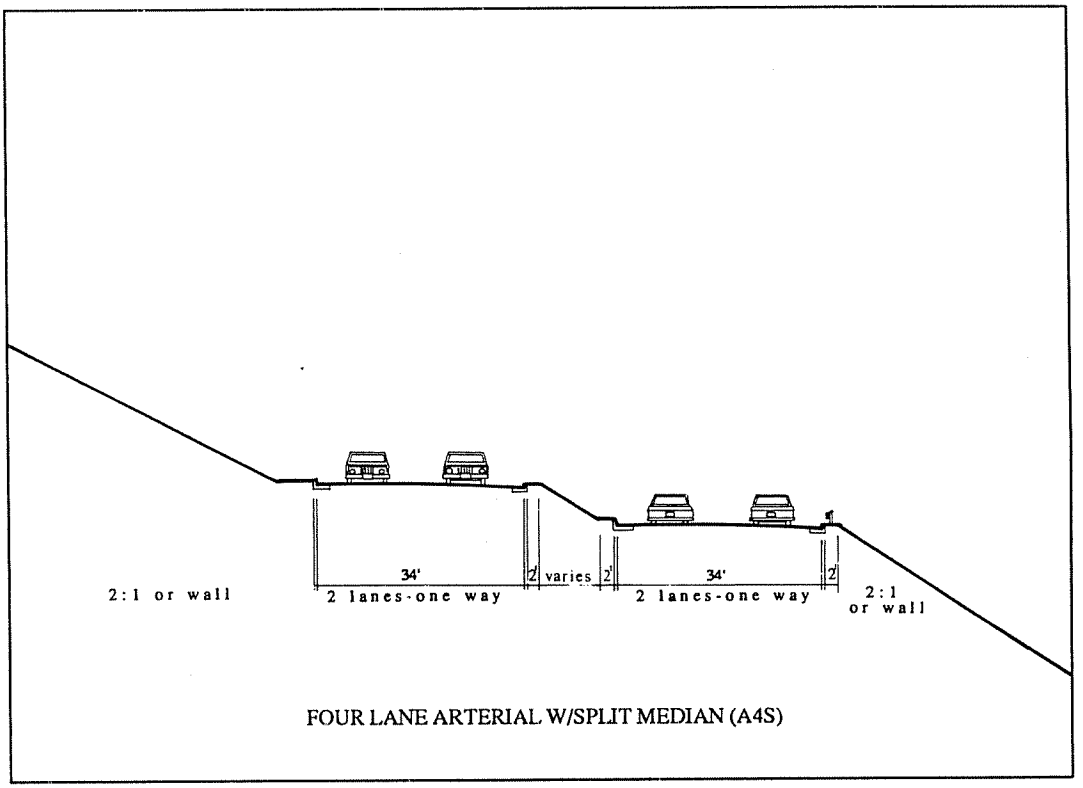
The following street cross sections correspond to those listed in the Table of Street Types, Figure 11 and designated for each street listed in the Table of Street Classifications, Figure 10.

A4	Four lane arterial with median
A4S	Four lane arterial with split median
A4RT	Four lane arterial with retaining wall
A4LT	Four lane arterial with left turn lane
A2	Two lane arterial
A2LT	Two lane arterial with left turn lane
R2/2	Common residential street
R2/2w	Wider residential street
R2/2b	Residential street with bikelane
R2/1	Residential street with parking on one side
R2/1o	Residential street with buildings on one side
R1/1	One way residential street
R2/0	Residential alley
P	Narrow perimeter street
Ps	Split perimeter street
C	Access road
Cs	Split access road

ARTERIAL

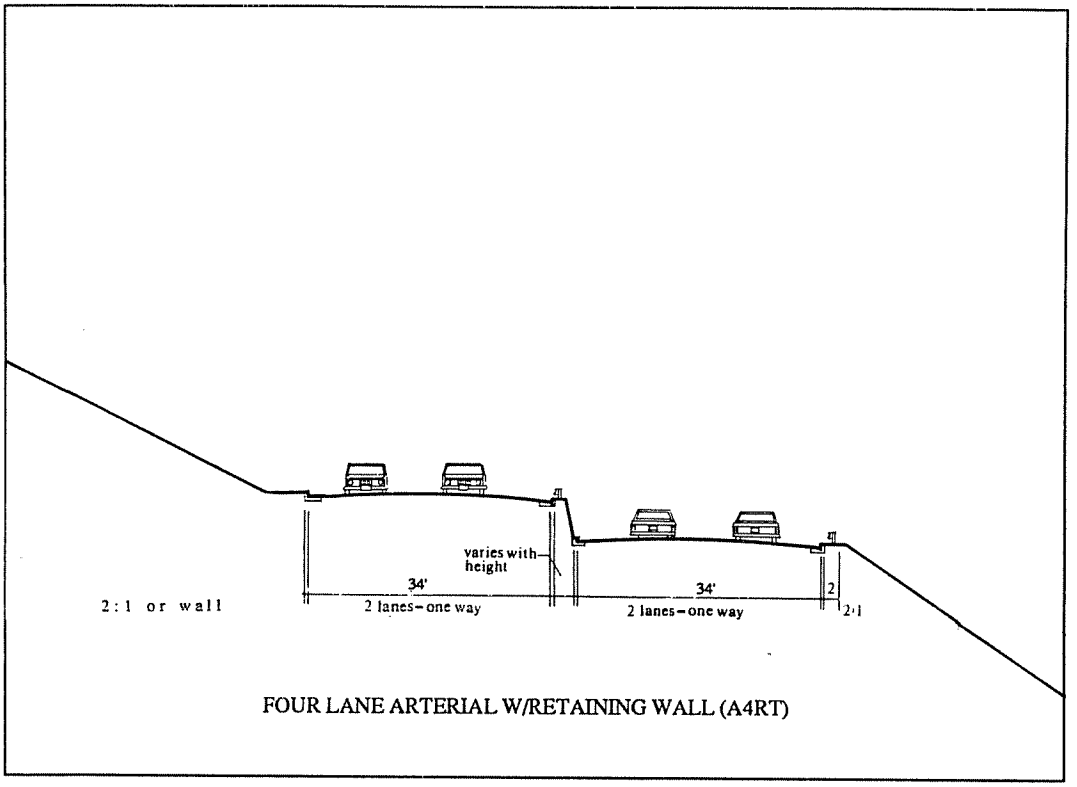


FOUR LANE ARTERIAL W/MEDIAN (A4)

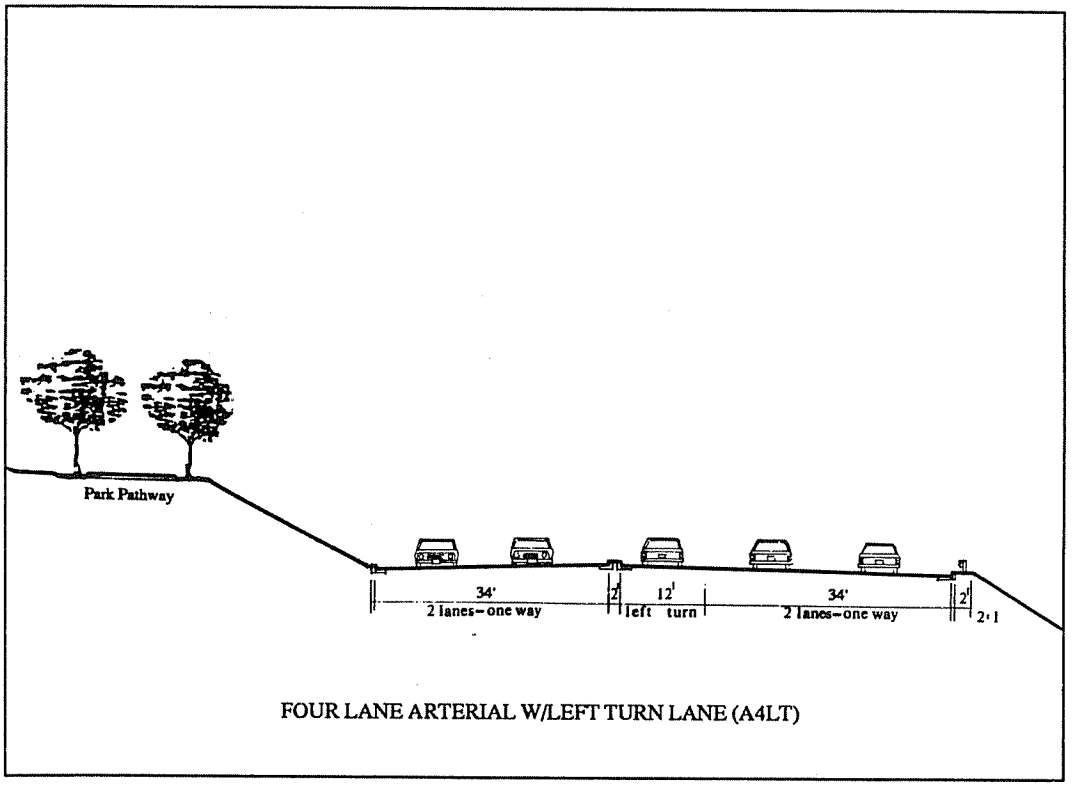


FOUR LANE ARTERIAL W/SPLIT MEDIAN (A4S)

ARTERIAL

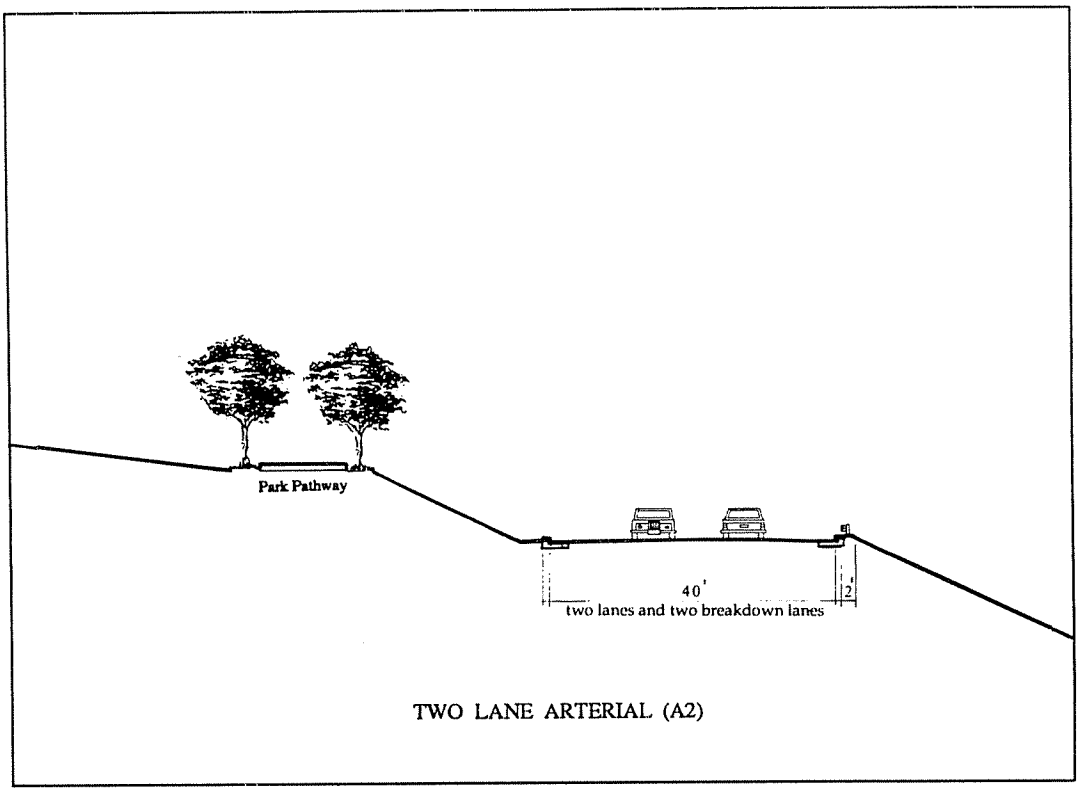


FOUR LANE ARTERIAL W/RETAINING WALL (A4RT)

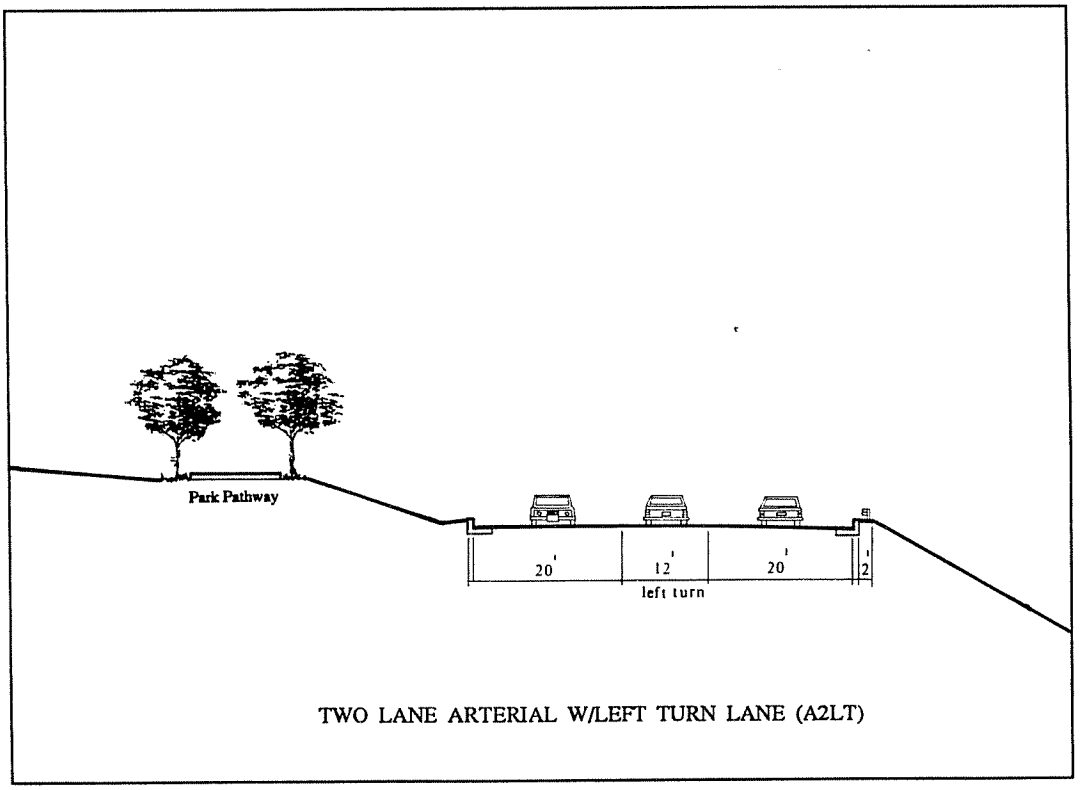


FOUR LANE ARTERIAL W/LEFT TURN LANE (A4LT)

ARTERIAL

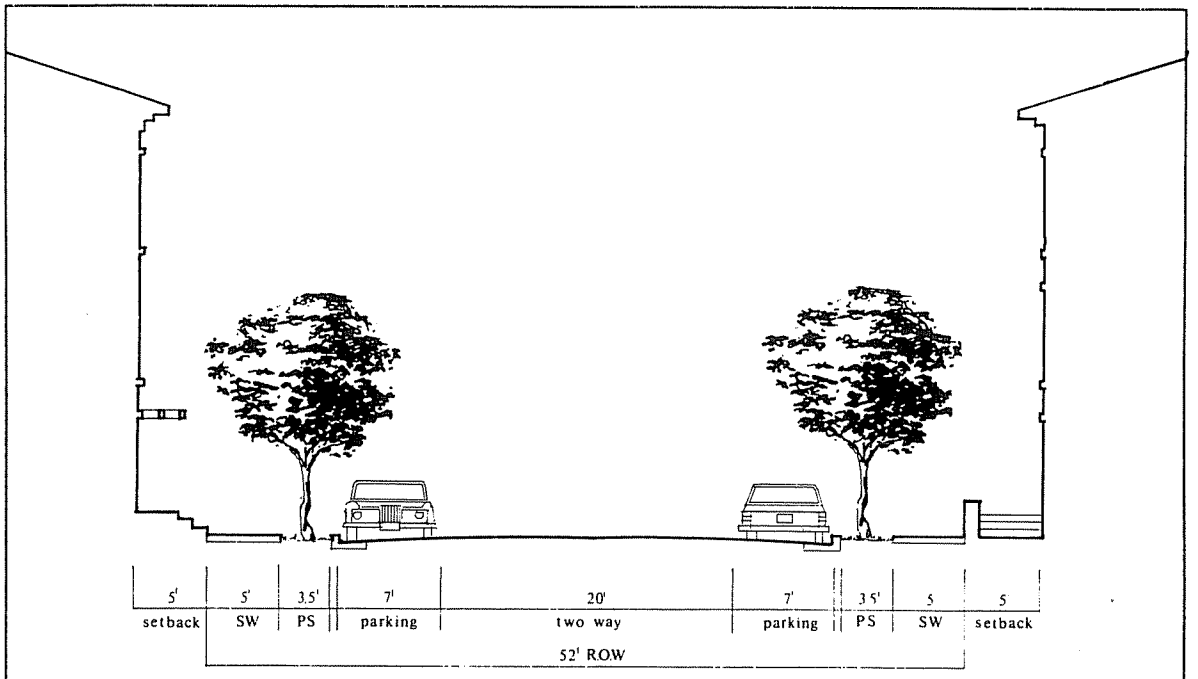


TWO LANE ARTERIAL (A2)

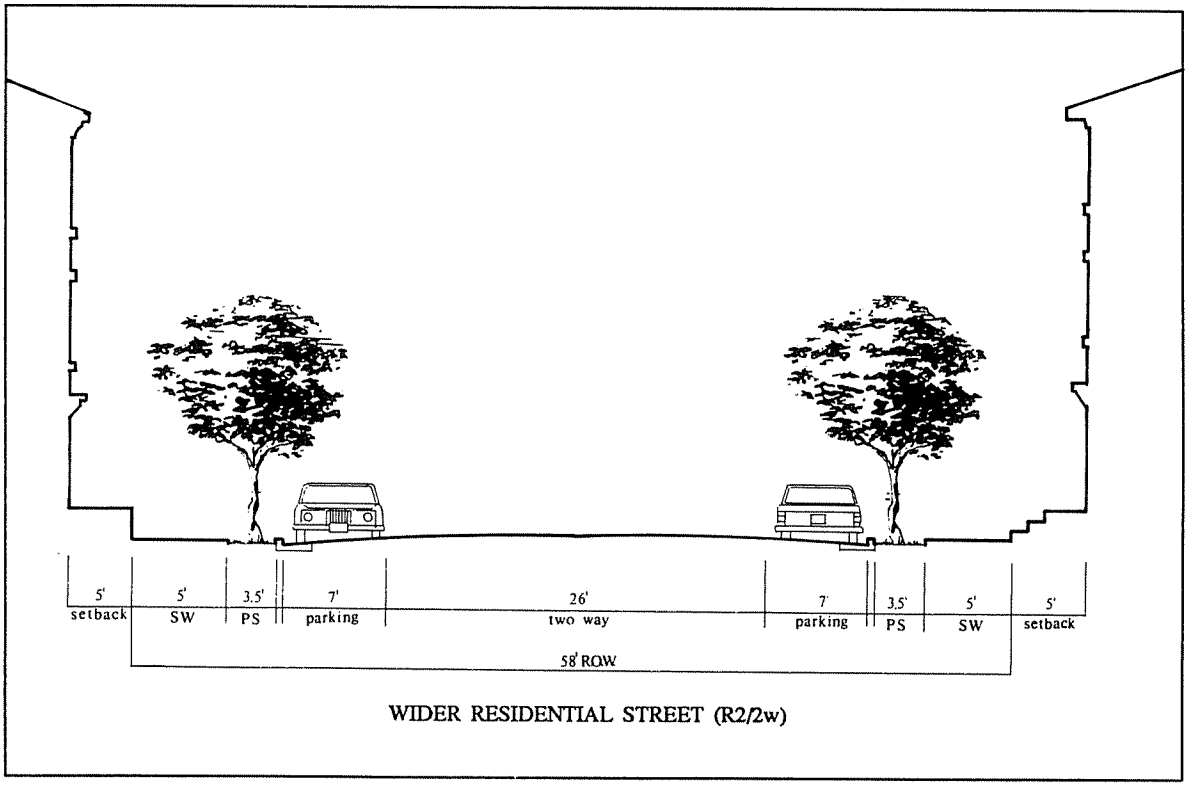


TWO LANE ARTERIAL W/LEFT TURN LANE (A2LT)

RESIDENTIAL STREETS

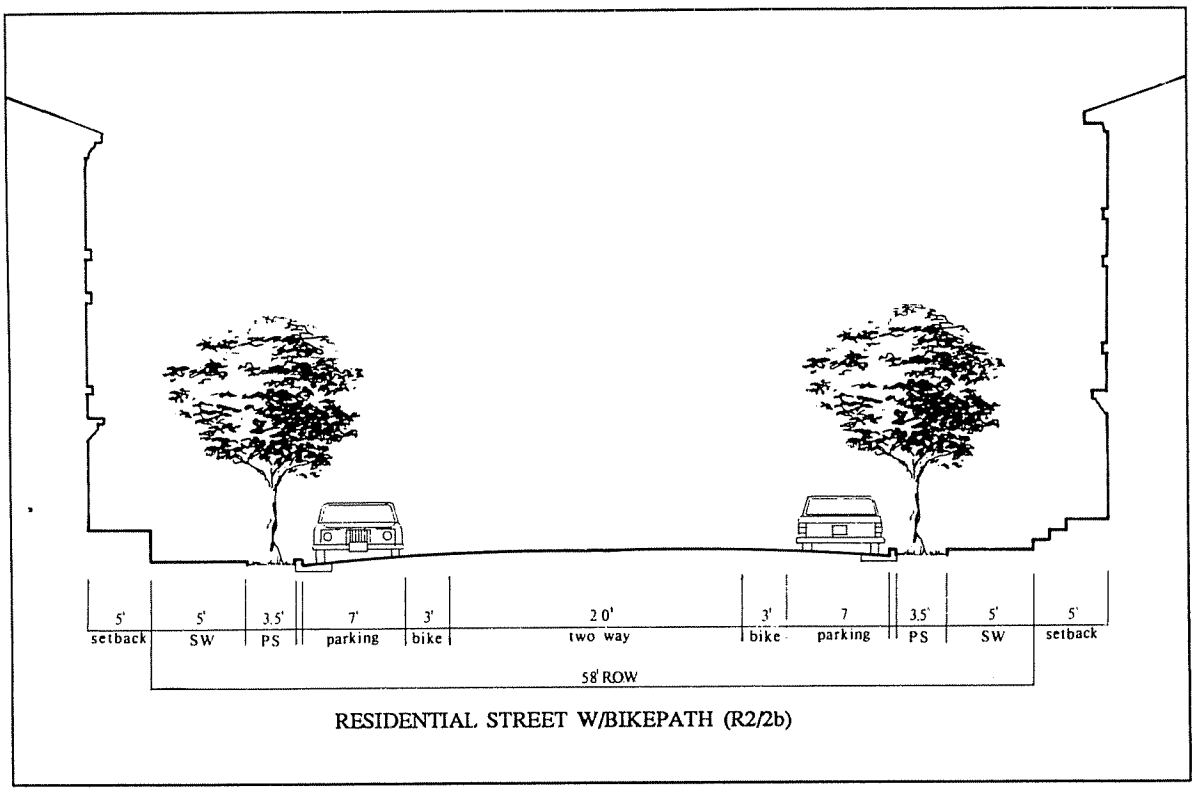


COMMON RESIDENTIAL STREET (R2/2)

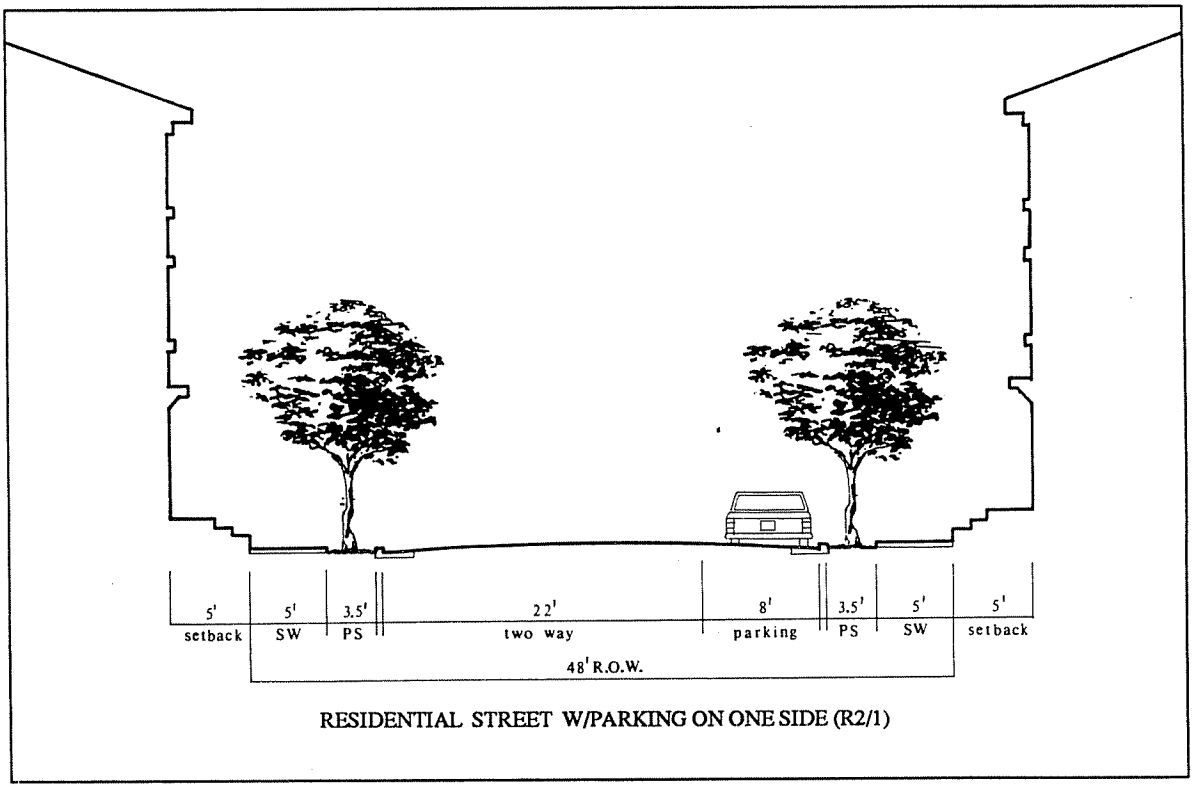


WIDER RESIDENTIAL STREET (R2/2w)

RESIDENTIAL STREETS

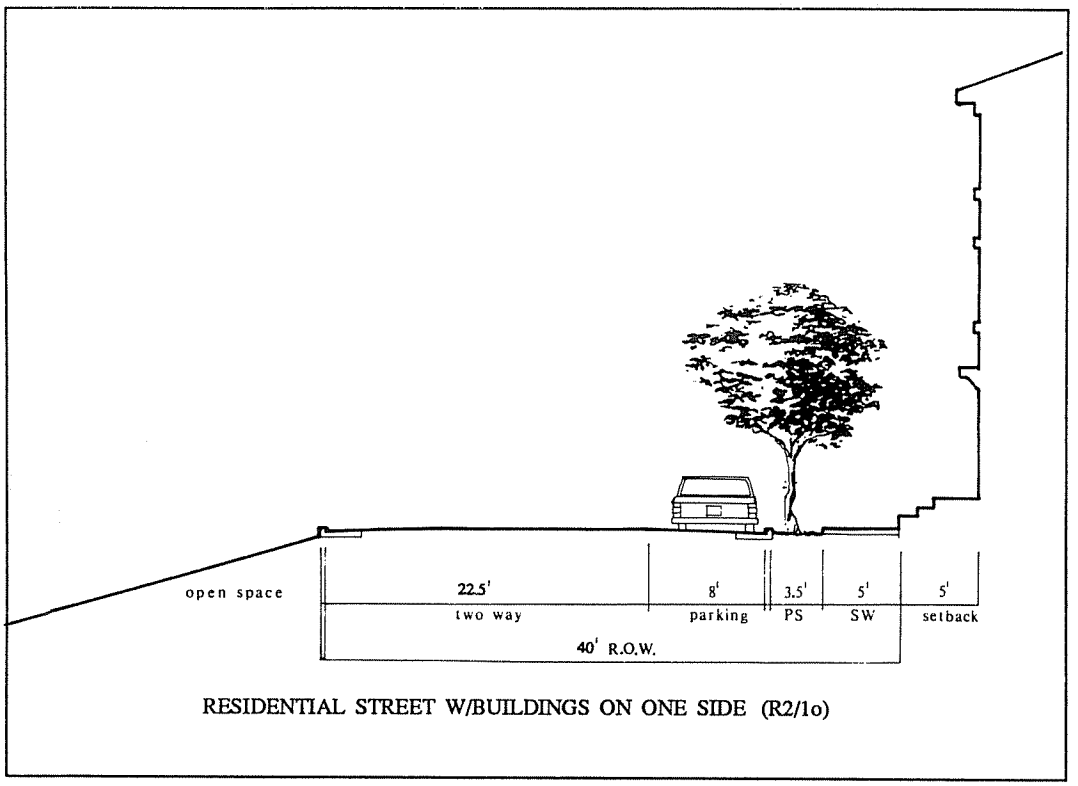


RESIDENTIAL STREET W/BIKEPATH (R2/2b)

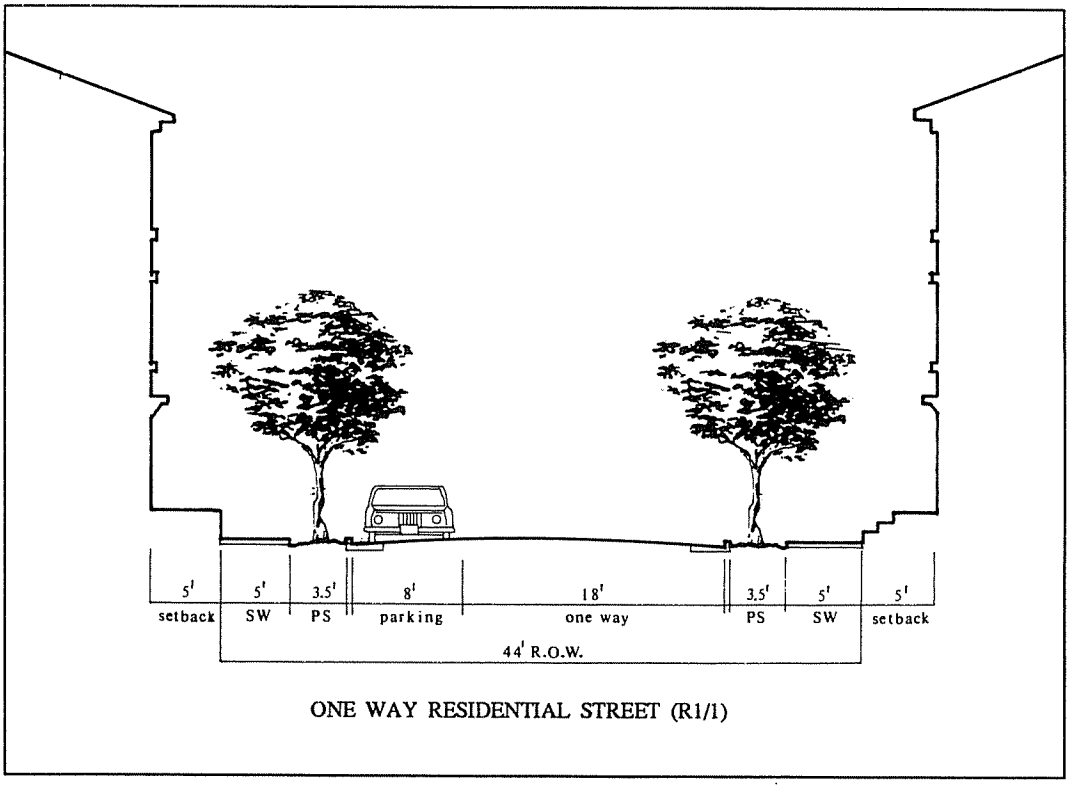


RESIDENTIAL STREET W/PARKING ON ONE SIDE (R2/1)

RESIDENTIAL STREETS

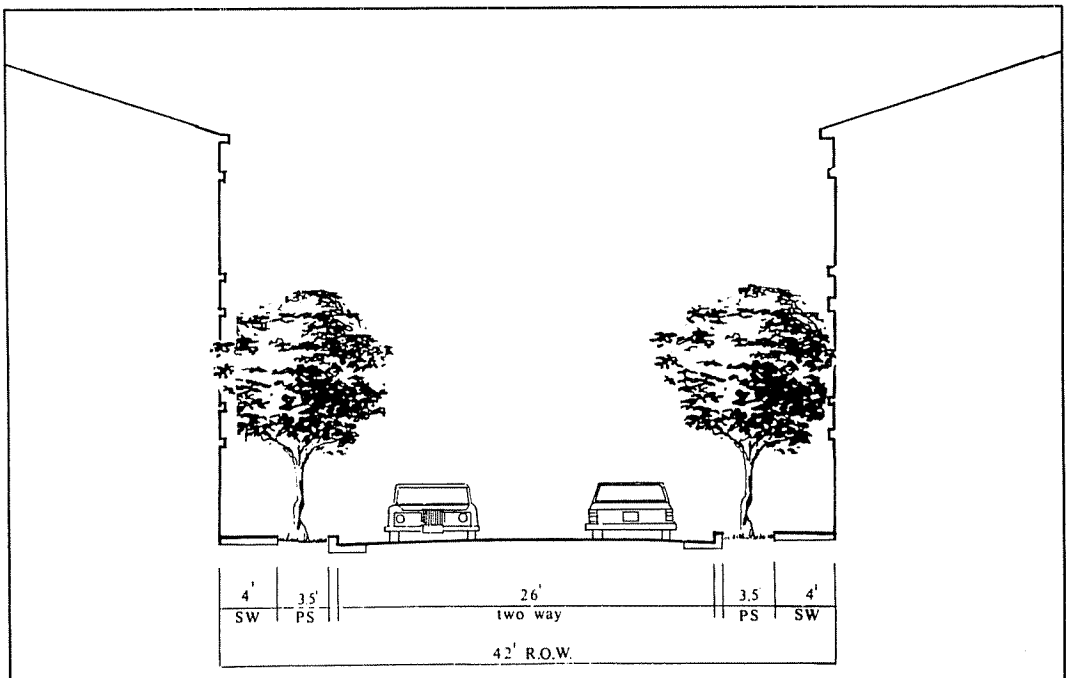


RESIDENTIAL STREET W/BUILDINGS ON ONE SIDE (R2/1o)



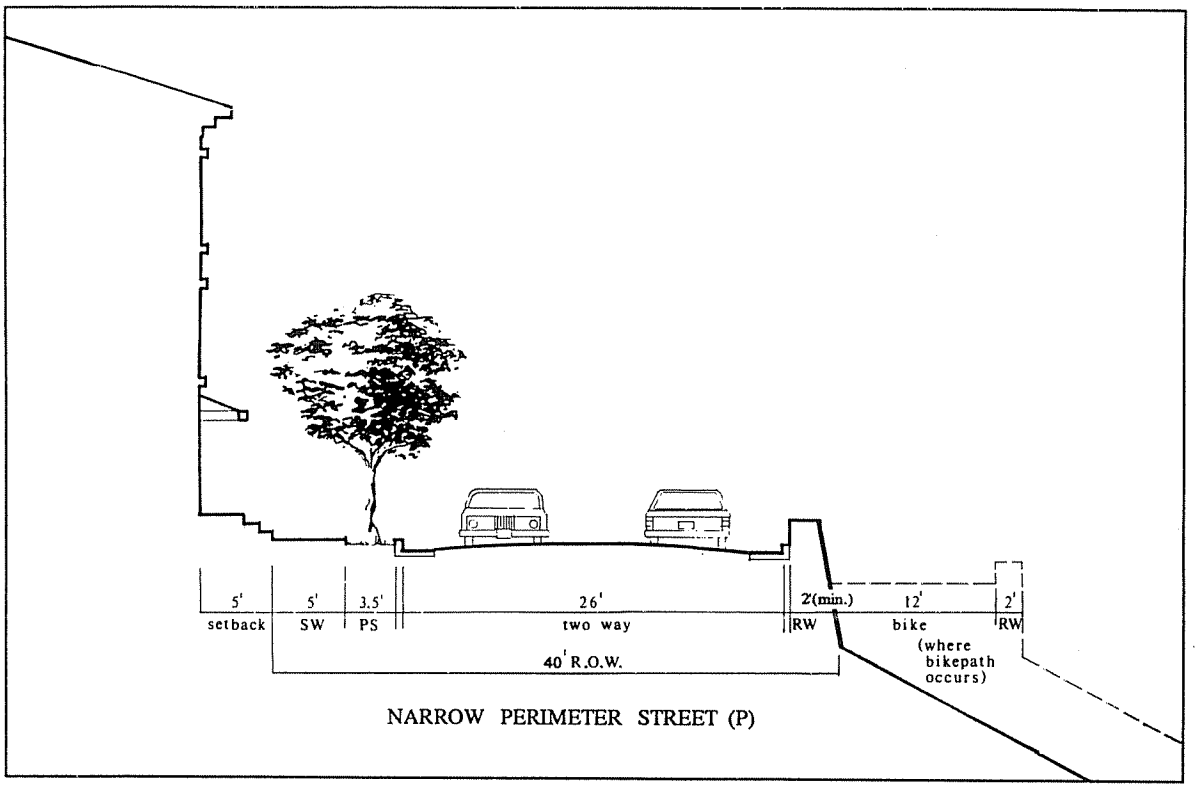
ONE WAY RESIDENTIAL STREET (R1/1)

RESIDENTIAL STREETS

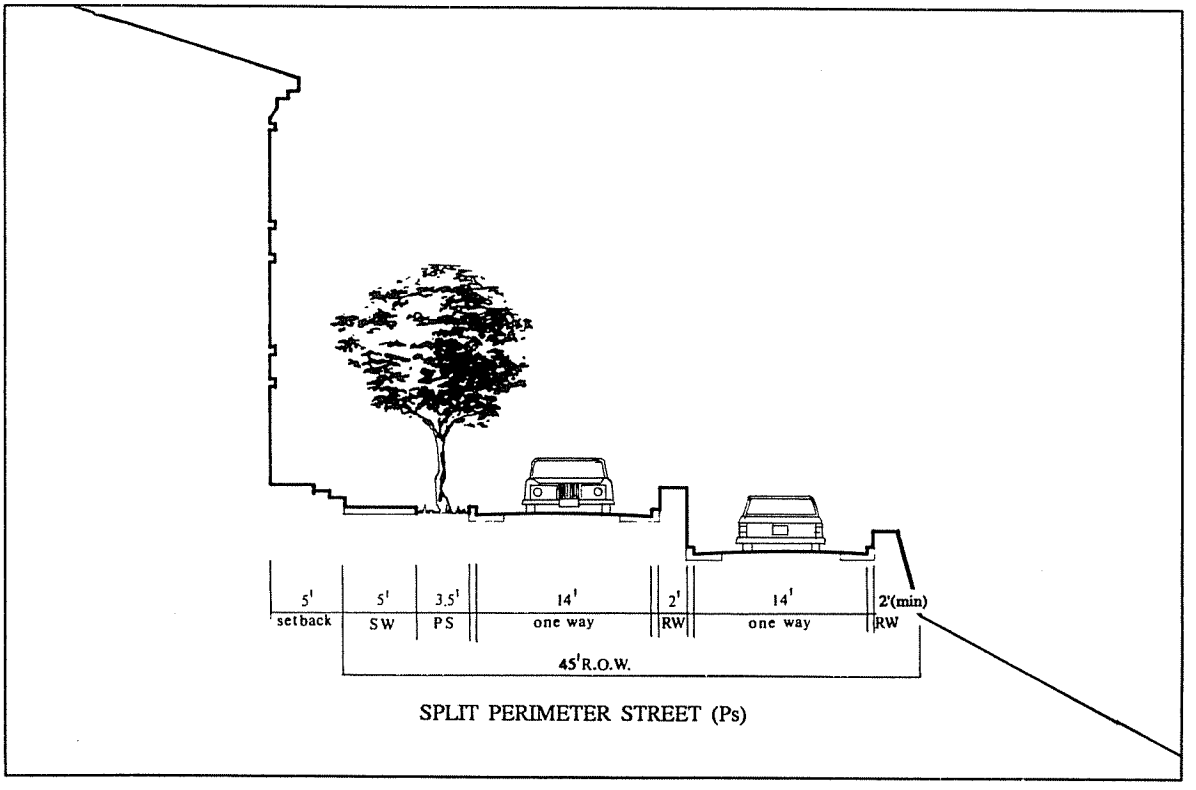


RESIDENTIAL ALLEY (R2/0)

PERIMETER STREETS

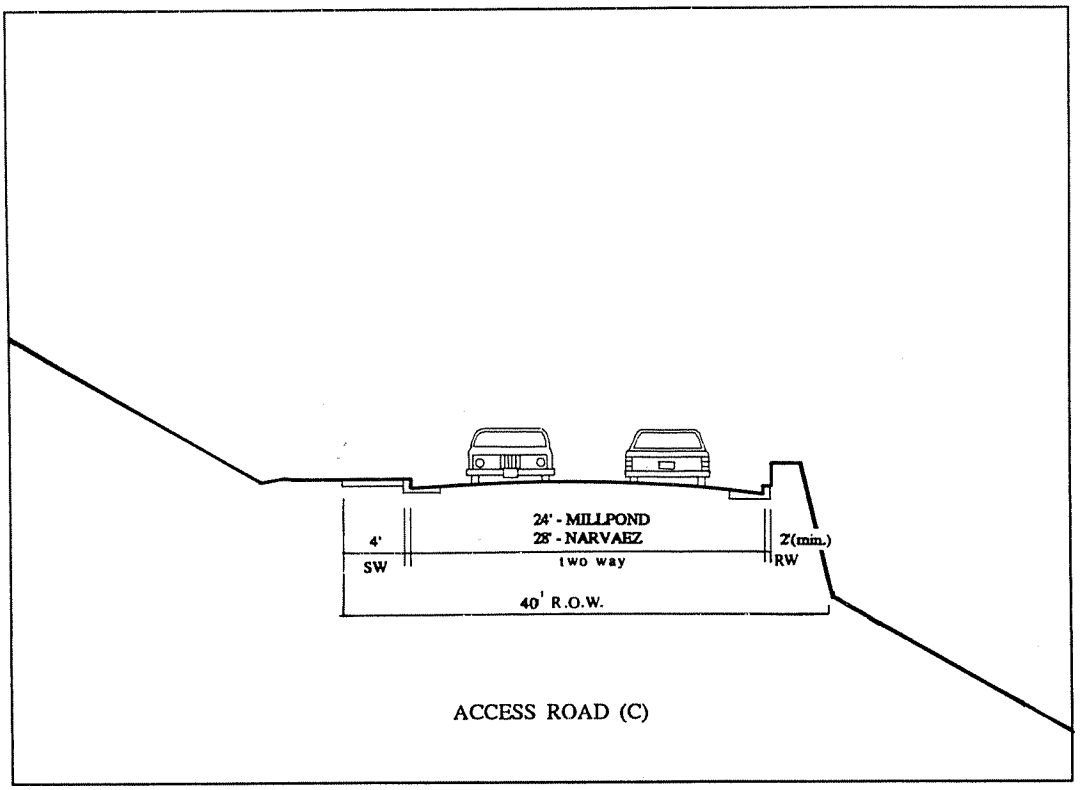


NARROW PERIMETER STREET (P)

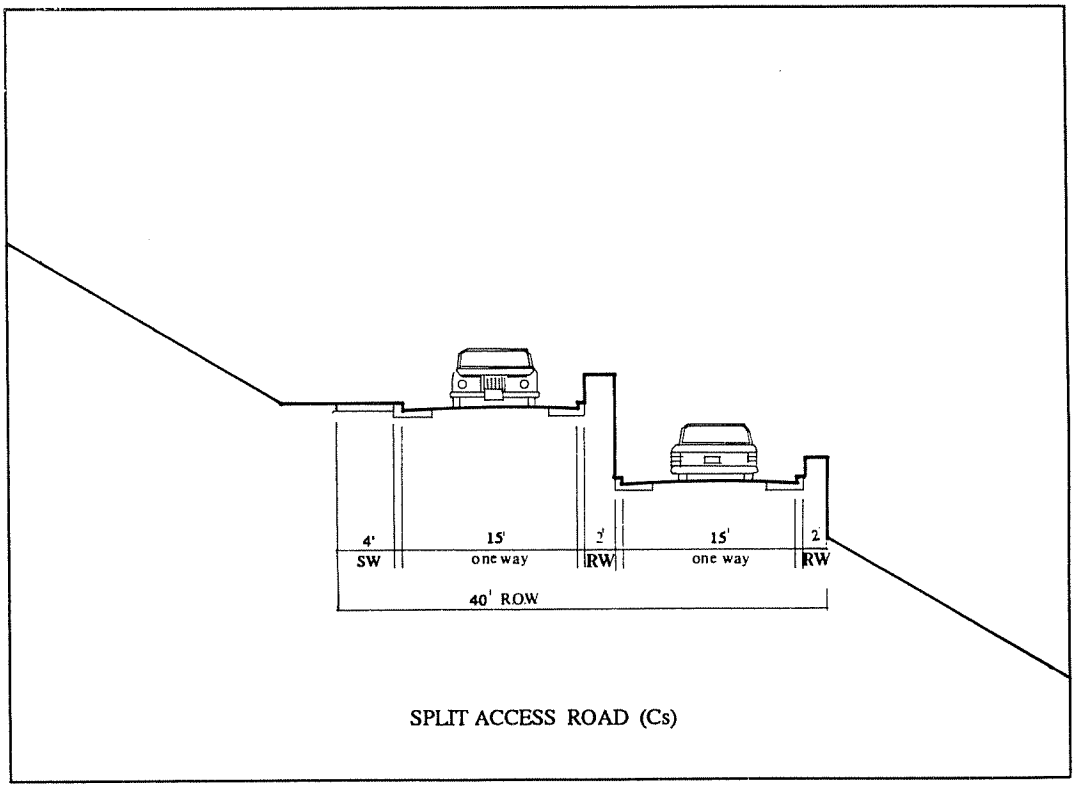


SPLIT PERIMETER STREET (Ps)

ACCESS ROADS

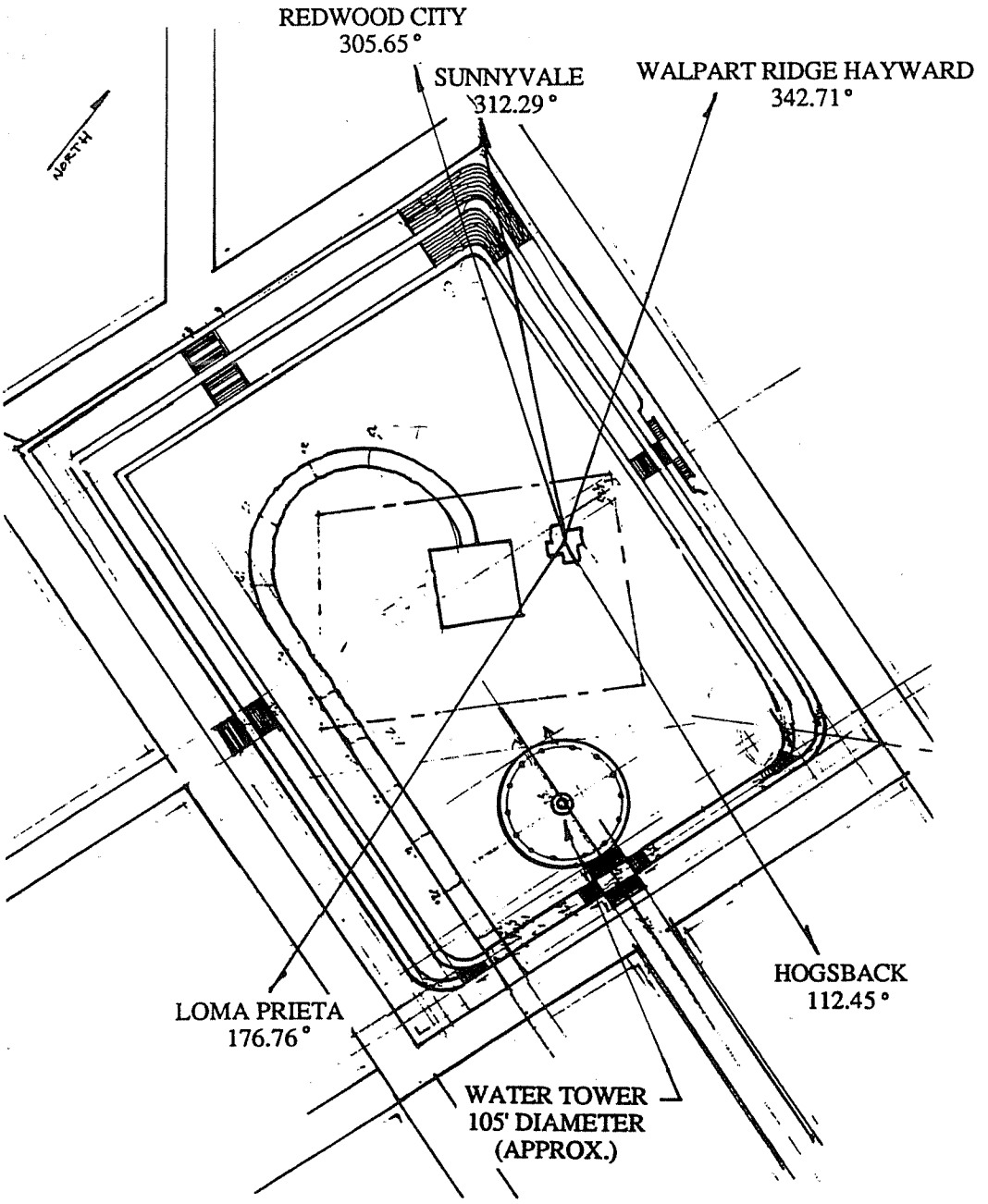


ACCESS ROAD (C)



SPLIT ACCESS ROAD (Cs)

5.3 AT&T Park Conceptual Plan
Showing Microwave Paths



5.4 Portion of Grading Plan