

Project Team

SMWM

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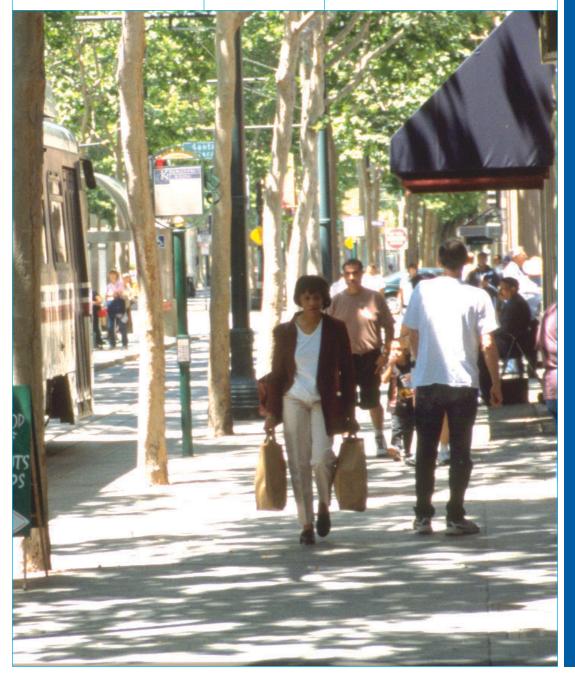


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Users' Guide

IF YOU ARE	THEN			
An Entrepreneur or Developer looking to start a new project or business.	Start with the Plan Objectives , in the Overview for general information about this plan's vision for downtown streets, then turn to the Design Plan Concept Chapter, which maps street types and defines their roles in the Greater Downtown. Then review Master Plan Appendix to verify sidewalk, street widths and public realm adjacencies, either existing or proposed.			
An Architect designing the street frontage of a new project.	Turn to the Conditions and Priorities Matrix Chapter and look up the streets adjoining your project. Then check the relevant Street Types in the Design Plan Concept Chapter, and relevant Policies in the Streetscape Policies Chapter for specifics about the specification and placement of streetscape elements. Then review Master Plan Appendix to verify sidewalk, street widths and public realm adjacencies, either existing or proposed. Appendix .			
A City Official reviewing project plans.	Turn to the Conditions and Priorities Matrix and look up the streets adjoining the project. Review the relevant Streetscape Policies to ensure the proposal conforms, and check the Streetscape Elements in the Streetscape Policies Chapter. Appendix.			
A Public Agency or Utility conducting work in the public realm.	Review the Streetscape Policies Chapter for policies governing elements in the sidewalk, then locate your project on the Conditions and Priorities Matrix and refer to the relevant Street Types in the Design Plan Concept Chapter and Streetscape Elements in the Streetscape Policies Chapter .			
A Planner or Urban Designer working in the Greater Downtown	Start with the Plan Concept/Objectives in Chapter 1 for general information about this plan's vision for downtown streets, then turn to the Design Plan Concept in Chapter 2, which maps street types and defines their roles in the Greater Downtown. Appendix.			

Overview

Introduction

Plan Objectives

APPENDICES

Streetscape Improvements

Streetscape Details

Downtown Street and Pedestrian Lighting Master Plan

Downtown Signage Program

Introduction

Several years of tremendous growth have helped to revitalize the Downtown of San Jose. To help ensure that the streets and sidewalks are ready to serve as the arteries of a renewed public life that support the city's continued economic growth, the Redevelopment Agency of San Jose, in collaboration with the Department of Public Works, the Department of Transportation, and the Office of Cultural Affairs, has developed this update and revision of the 1989 Downtown Streetscape Master Plan.

In creating a revised Streetscape Master Plan for San Jose, the team is defining the framework for new growth in the Greater Downtown. Through design plans, streetscape policies and comprehensive design guidelines, the plan sets the framework for an enriched pedestrian experience that supports and accommodates existing and planned transit services as the city continues to intensify office development, high-density housing, retail, and expanded cultural facilities downtown.

Building on the Greater Downtown Strategy for Development, the Plan defines and extends an overall physical and visual image of pedestrian-oriented life within the downtown through a coherent hierarchy of streets and the use of quality design and materials. As streetscape improvements continue, the Streetscape Master Plan will help realize the shift Downtown San Jose is making from a commuter destination to a thriving 24-hour urban community whose streets, plazas and paseos bustle with public life, welcoming visitors and residents to shop, work, dine, and play every day.

The Downtown Streetscape Master Plan provides guidelines for the design of required streetscape features in the public right of way. The base maps within the plan illustrate both the existing street pattern and potential street improvements proposed in various strategic development plans created within downtown over the past few years. These strategic development plans show possible new or modified streets in areas that are currently privately owned. By illustrating these possible streets in the Downtown Streetscape Master Plan, no determination is being made at this time to acquire the private property for these streets. The Downtown Streetscape Master Plan base maps only illustrates possible development and street patterns if implementation of those strategic development plans were pursued in the future.

THE 1989 STREETSCAPE MASTER PLAN

This Master Plan is an update of the 1989 Streetscape Master Plan which has served to guide both public and private streetscape improvements for more than a decade.

San Jose has invested considerable resources in downtown sidewalks and streetscape improvements since the 1989 Streetscape Master Plan was approved. Many of the Master Plan's recommendations have been implemented, and the improved walkability of the Downtown Core is striking. The success of these efforts has demonstrated the importance of a comprehensive and up-to-date Streetscape Master Plan as the city enters a new phase of growth and development, evolving beyond the historic core into new districts like the Civic Plaza, Diridon/Arena, SoFA, and North Gateway.

STRATEGY 2000

San Jose's Greater Downtown Strategy for Development ("Strategy 2000") accepted by the City Council in February, 2001, reiterated in clear terms the importance of the pedestrian environment. In the process of developing the Strategy, the Strategy Task Force consistently identified the safety and comfort of pedestrians – i.e., the Downtown's "walkability" – among the highest priorities for Downtown San Jose's continued development.

Another priority of the Strategy is the development and careful integration of new districts, starting with a major new mixed-use district centered on Diridon Station and the HP Pavilion at San Jose (formerly the San Jose COMPAQ Arena) and the North Gateway Area. This Master Plan emphasizes the streetscape improvements that will link the Downtown Core to new districts, existing neighborhoods, and open spaces.

FROM STRATEGY 2000

Guiding Principles... Create a walkable, pedestrian-friendly Downtown, which:

- a.incorporates big ideas, bold plans, stunning places, and great buildings,
- b.captures the opportunity of our time with some urgency,
- c. demands excellence in transportation, urban design, and architecture,
- d.improves safety, access, and orientation for all the population,
- e.provides excellent circulation, with traffic and transit systems connecting to regional hubs in San Jose,
- f. pursues environmentally and economically sustainable development,
- g.integrates the downtown area with its natural setting, features, and strengths, including the rivers, creeks, existing and new parks,
- h.celebrates diversity through cultural and artistic expression, and
- preserves, strengthens, and capitalizes on the culturally distinct identities and assets of the neighborhoods of the Greater Downtown, linking them to the downtown center with convenient public transit systems.

GREATER DOWNTOWN AREA

This update of the San Jose Downtown
Streetscape Master Plan addresses streetscape
issues for the entire Greater Downtown as
outlined on the Study Area map. Within this
larger downtown area, the Downtown Core Area,
as defined by the City's General Plan, represents
the core walking district in the downtown
bounded by Julian to the north, I-280 to the
south, 4th Street to the east, and Highway 87
to the west. As the downtown area develops
in the future, it is anticipated that the Greater
Downtown Area will also include the Diridon
District and the Civic Center District as outlined
in the Greater Downtown Area map.

ENGINEERING REVIEW

The Downtown Streetscape Master Plan is a blueprint for the design and implementation of a

pedestrian-oriented street system in downtown San Jose. The plan includes recommendations for general streetscape elements and specific streetscape improvements. These improvement plans are at a schematic level of design; final implementation of recommended improvements will require detailed engineering review and coordination of City approvals, especially if the project will affect traffic lane widths or will require the elimination of street parking. For projects with these impacts, the Redevelopment Agency will work with the Department of Transportation to resolve all traffic issues.



Greater Downtown Streetscape Master Plan Study Area. *Consistent with Area covered in Proposed Downtown Strategy EIR.

Plan Objectives

The following are the key concepts, principles and objectives of the Downtown Streetscape Master Plan. These are intended to complement and build upon the objectives outlined in the 1989 plan.

1. CLARITY, HIERARCHY AND IDENTITY

Create a strong urban framework for future development.

Streets and sidewalks set the public framework within which private development proceeds.

A strong network of pedestrian-oriented streets illustrates San Jose's commitment to public space and urban life. This commitment sets the tone for developers and architects, who are encouraged to design and build in support of this vision.

Establish a clear hierarchy for Downtown Streets.

In order to distinguish the function, meaning, design objectives, and investment priorities of each downtown street, the Design Plan Concept places streets into four categories: Urban Structure, Downtown Pedestrian Network, Paseos and Downtown Residential. This typology is based on a combination of physical attributes, adjacent features and land uses, levels of pedestrian activity, and symbolic importance of the street, both currently and in the future. Based on a project's location, city officials, developers, and designers can make appropriate streetscape decisions for adjacent streets, thus gradually building the larger vision.

Specify a strong ensemble of high-quality materials, amenities, and furnishings that reinforce a positive image and "brand" downtown San Jose as the region's premier destination.

Promote a consistent, walkable character, reinforce the various districts, and strengthen the street hierarchy within the downtown by using distinctive treatments downtown that help establish its character.

1989 STREETSCAPE PLAN OBJECTIVES

- To facilitate the development of vibrant gracious streets in harmony with the urban context.
- To recommend practical, achievable improvements which can be implemented incrementally.
- To establish the quality, location, and visual character of the streetscape components:
- Planting
- Lighting
- Furnishings
- Paving
- To establish design concepts and guidelines which reinforce street types an character.
- To ensure coordinated interim and long-term development in the interest of visually and functionally cohesive streets.
- To provide a pleasant pedestrian environment enhanced by adjacent uses.

Design unique streetscape treatments for designated "Urban Structure Streets." Highlight their distinct roles in the Greater Downtown, while maintaining aesthetic and functional integration with the overall streetscape approach.

Tie the existing Downtown Core with new development areas through improvements in the pedestrian realm.

Strong pedestrian connections are essential to extending the Downtown west to the emerging Diridon and North Gateway Districts, as well as to the Guadalupe River Park, and east into the new Civic Plaza area. Design sidewalks and paseos as positive extensions of the open space network.

Recognize and enhance the varying districts within an overall Downtown framework.

Concentrate improvements on streets that define districts, such as South First, San Pedro Square, Montgomery, and Fifth Streets, and historic areas, and select streetscape treatments appropriate to district character.

2. SAFETY, WALKABILITY AND CONTINUITY

Improve pedestrian safety and accessibility. Significant opportunities remain to improve pedestrian safety and comfort in Downtown San Jose by resolving traffic and pedestrian conflicts at problematic intersections and bringing all downtown streets to a basic level of pedestrian safety and comfort. Develop solutions for safety "hotspots," places where the pedestrian network is interrupted by major thoroughfares, and elevated freeways. Include new technology strategies to improve safety such as pedestrian countdown signals, talking signs, and automatic pedestrian signalization.

Promote pedestrian scale for sidewalks and streets. Both the physical needs and the psychological effects of street widths, curb radii, and other features of the street have a major impact on walkability. Designs that enhance the walking experience of pedestrians are emphasized.

Fill in and tighten gaps in the Downtown streetscape. In many areas, small improvements, done with care, can heal gaps in the pedestrian environment, linking districts with good existing conditions. This plan targets key streets, crosswalks, and intersections for improvement.

3. IMPLEMENTATION

Define priorities for implementation.

Construction of streetscape improvements is achieved through both publicly funded streetscape projects as well as required street and sidewalk improvements in private development projects. Over time, the "Streetscape Gaps" will be infilled and new streetscape features will be installed throughout the Greater Downtown area.

Design Plan Concept

Introduction

Urban Structure Streets

Downtown Pedestrian Network Streets

Downtown Paseos

Downtown Residential Streets

Introduction

This section presents the overall design concept for Downtown streets. It is based on concepts developed for the 1989 Streetscape Master Plan, the Strategy 2000 vision document, extensive analysis and field observation and discussions with the SJRA and city departments. Streets are classified according to a consistent typology, and typical design parameters are illustrated for each street type. Subsequent sections of this plan refer to this vision to set policies for streetscape treatments and prioritize improvement projects.

The design plan concept classifies streets based on use, function, patterns of city life, and symbolic significance, and is the basis for the recommendations throughout the plan. This typology responds to both existing conditions and anticipated changes, allowing streets to be differentiated from each other and coordinated with the overall design goals for Downtown.

This classification informs the design solutions outlined in the plan, with the goal of improving not only the safety and comfort of pedestrians, but also the overall clarity, continuity, legibility, and memorability of Downtown San Jose.

The design plan concept is based on the following street types, as represented on the Downtown Streetscape Plan map.

URBAN STRUCTURE STREETS

A few streets stand out as defining elements for Downtown. These are the corridors that give structure to the city, both physically and in the minds and memories of their users. They are streets that traverse a major portion of the Downtown, carry a significant amount of traffic or transit service, and are generally (though not universally) of a grand scale.

Some of these streets take their importance from their role in the city through history, such as Market and Santa Clara Streets. Some are distinguished and highlighted by recent streetscape, transportation, and landscape improvements, including First and Second Streets and Almaden Boulevard. Still others, chiefly Autumn/Bird Avenue, are included for the important role they will play in future expansion of the Downtown. Together, they provide a framework or structure for Downtown San Jose and are therefore worthy of special design consideration.

These streets each have a unique character and unique streetscape treatments that set them apart from the conditions of the surrounding streets. Most of these streets already have a high degree of pedestrian amenity. The improvements recommended for Urban Structure Streets are aimed at filling gaps in the pedestrian realm and further reinforcing their prominent form-giving role in the city.

DOWNTOWN PEDESTRIAN NETWORK STREETS

Downtown Pedestrian Network Streets represent the bulk of streets in the Greater Downtown, and have an urban character intended to support a high level of pedestrian activity as well as retail and transit connections. They look and feel very different from suburban streets, having a different geometry and pattern. These streets should provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. These streets vary in character and importance, and specific improvements will vary according to street dimensions, the character of the adjacent fabric, and nearby uses. Improvements to these streets will draw on a standard toolkit of physical elements, specified in the following pages and placed in accordance with the policies outlined in the Streetscape Policies chapter.

DOWNTOWN PASEOS

Downtown San Jose's Paseos—pedestrian-only passageways or alleys that subdivide many downtown blocks—are an important subset of the Pedestrian Network Streets, and typical designs are provided for these as well. The Strategy 2000 Plan emphasizes the importance of the paseos to the fine grain and vitality of the Greater Downtown, shortening walking distances and providing spaces for both activity and refuge.

DOWNTOWN RESIDENTIAL STREETS

Downtown Residential Streets are those within the study area of a traditional residential

character. These streets tend to be softer and more serene, and are typified by trees, lawns or planting strips between the sidewalk and curb, and moderate building setbacks. Downtown Residential Streets are important elements of this plan because of the importance placed on Downtown neighborhoods by The Strategy 2000 Plan, which helps preserve their character. The residents of these neighborhoods are likely to come Downtown on foot if adequate pedestrian connections are developed and maintained. Typical designs for Downtown Residential Streets are presented below, and policies for the placement of streetscape elements on these streets are outlined in the Streetscape Policies chapter.

DESTINATION AREAS/SEGMENTS

Many Downtown streets pass through important activity centers or destination points, and the recommended streetscape treatments vary within these segments to accommodate increased activity. Pedestrian activity is generally heavy in these areas, which often include transit hubs, as well as retail, cultural, or entertainment uses. Destination Areas include existing activity centers as well as those anticipated by Strategy 2000 and other planning efforts. The Destination Areas included are:

- San Pedro Square
- Historic/Retail Core
- St. James Park
- Civic Plaza/5th Street
- Plaza de Cesar Chavez
- Convention Center
- Paseo de San Antonio
- SoFA
- Diridon/Arena District
- Guadalupe River Park
- San Jose State University

The map below details the classification of all streets and destination areas within the Study Area.

EAST-WEST CONNECTIONS

As identified in the Strategy 2000 Plan, east-west pedestrian connections on Santa Clara, San Fernando, San Carlos, and St. John Streets should be strengthened to enhance connections to the Guadalupe River and beyond.

HISTORIC DISTRICTS

Within the identified destination areas, two historic districts merit special consideration, the Downtown Commercial District and the St.James Park District. Opportunities to reinforce the historic character in the placement of streetscape elements such as public art, building lighting, pedestrian-oriented signage, historic lighting within the sidewalk, historic markers and photos and special landscaping such as hanging flower baskets with an appropriate maintenance program should are recommended.



Downtown Streetscape Plan Streets

Urban Structure Streets

Urban Structure Streets are the most important streets in downtown San Jose. These streets define the overall form of the downtown, and, through their distinctiveness, provide clarity and identity for residents and visitors alike. As a result, each of the Urban Structure Streets is envisioned with a unique scale, set of design features, reflecting their role in the downtown.

The Transit Mall along First and Second Streets is the most distinctive streetscape built to date. This unique pedestrian and transit street was a joint project of VTA and the City. The streets and sidewalks were completely rebuilt to create an enticing environment for pedestrian oriented retail uses adjacent to the bus and light rail transit systems. The canopy tree-lined street, distinctive street furniture, and granite paving creates a very memorable and well designed environment.

Santa Clara, Market, and San Carlos Street, Almaden Blvd. and the future Autumn Parkway are Urban Structure Streets having distinctive streetscape designs.



Urban Structure Streets

CHARACTERISTICS

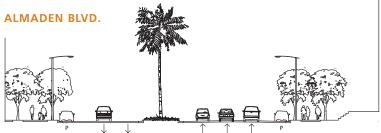
- Provide structure across districts and for the downtown as a whole.
- Highly symbolic for the downtown with strong visual imagery.
- Include important destination segments.
- Generally have pedestrian-oriented activities.
- Existing and planned connections to transit.
- Mature street tree types provide unique character definition.

- Generous sidewalks with a minimum 15' width and a minimum 5' Pedestrian Through Zone (see p.22)
- Custom street elements including special paving, lighting (including pedestrian-scaled luminaires), promote continuity along the length of the street.
- Potential for street closures for special events
- Art in the public right-of-way
- Automatic Teller Machines (ATMs)

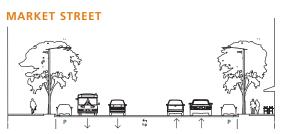
- Awnings
- Banners (single/double)
- Benches
- Bollards
- Café tables
- Directional Signage and Kiosks
- Fountains
- Kiosks-information
- Pan Lids Required
- Pedestal newsracks

- Public toilets
- Planters
- Sidewalk vendors
- Trash receptacle
- Street trees
- Tree grates and guards
- Pedestrian-scaled lighting (optional, recommended on east-west streets, –see Lighting Master Plan)
- Concrete utility Boxes and Lids – Pan Lids



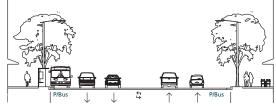






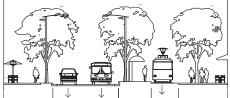


SANTA CLARA STREET





TRANSIT MALL, 1ST AND 2ND STREETS

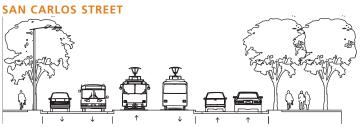




AUTUMN PARKWAY







Each of the Urban Structure Streets is unique in scale, character, and design treatment

Downtown Pedestrian Network Streets

Downtown Pedestrian Network streets represent the standard for a pedestrian-oriented Downtown. Design features contribute to creating an attractive and safe pedestrian environment, one that promotes walking as a primary transportation mode. The overall objective for these Downtown Pedestrian Network Streets is to reinforce the position of Downtown San Jose as the inviting commercial, retail, and visitor center of the Silicon Valley.



Downtown Pedestrian Network Streets

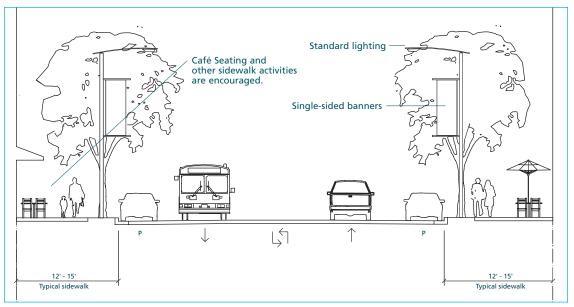
CHARACTERISTICS

- Generally have pedestrian-oriented activities, including ground floor retail.
- Include important destination segments.
- Multiple connections to transit.
- Mature and varied street tree types with developed canopies.
- Multiple district identities.
- Connections between important destinations.
- Special districts Civic Plaza, Diridon San Pedro, SoFA. Due to the uniqueness of the special districts, special paving or street furnishing may be allowed to distinguish the pedestrian realm from other Pedestrian Network Streets.

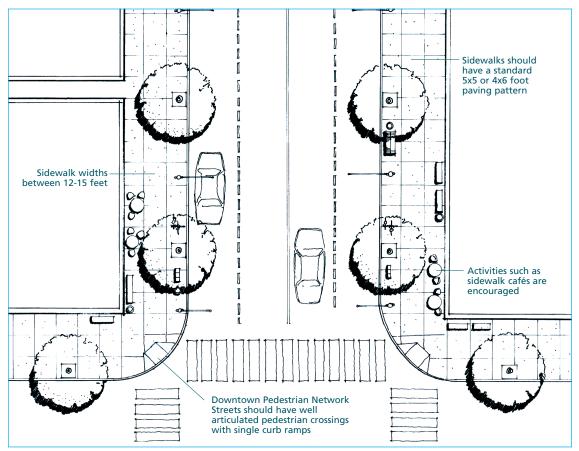
- Minimum sidewalk width of 12' with a minimum 5' Pedestrian Through Zone.
- Consistent language of street elements unifies the Greater Downtown.
- Potential for street closures for special events in identified district areas.
- Art in the public right-of-way
- Automatic Teller Machines (ATMs)

- Awnings
- Banners (single)
- Benches
- Bollards
- Café tables
- Pedestal newsracks
- Public toilets
- Planters
- Sidewalk vendors
- Trash receptacle

- Street trees
- Standard downtown streetlights
- Pedestrian-scaled lighting (optional, recommended on east-west streets, –see Lighting Master Plan)
- Transit shelters
- Standard concrete paving/ Special paving as identified on p.49-50
- Concrete Utility Boxes and Lids



Typical Downtown Pedestrian Network Street

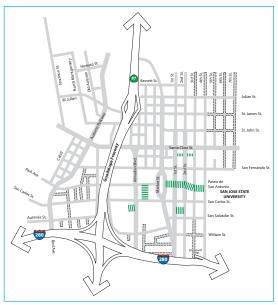


Typical elements on a Downtown Pedestrian Network Street

Downtown Paseos

Downtown Paseos are a highlight of the Downtown Pedestrian Network. Pedestrian-only spaces with varied retail activity, high pedestrian volumes, and abundant color and street life, the Paseos reduce the scale of the long north-south blocks and offer additional routes for pedestrians to circulate downtown. The Paseos have received considerable design attention over the years and contain materials and street furniture of the highest quality. These efforts should be continued and the Paseo network expanded wherever possible.

Paseos that form a continuous pedestrian network over multiple blocks should have continuity of street furnishings, paving types and texture.



Downtown Paseos

CHARACTERISTICS

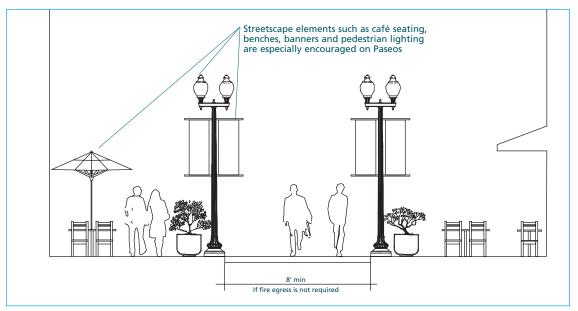
- · High volume of pedestrian activity
- Strong connections to major destinations
- Strong connections to transit

- Office/Retail/Cultural uses
- Reduce and minimize long block patterns

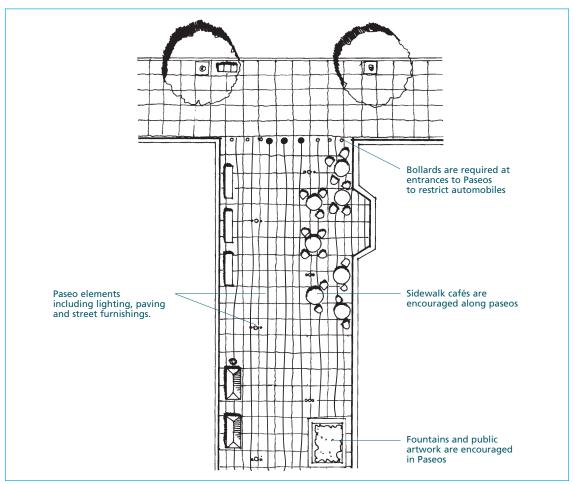
- Paseo widths can vary from 20'-50' with a minimum width of 20' required.
- A minimum 8' Pedestrian Through Zone is required regardless of Paseo width. A minimum 20' Pedestrian Through Zone is required if needed for fire truck access.
- Art in the Public R.O.W.
- Awnings
- Automatic Teller Machines (ATMs)

- Banners
- Benches
- Bollards
- Café seating
- Fountains
- Kiosks
- Panlids over utility covers
- Planters

- Public Toilets
- Sidewalk Vendors
- Slot drainage system
- Special Signage
- Trash receptacle
- Trees
- Special lighting fixtures
- Special paseo paving



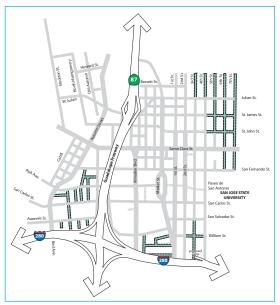
Typical section of a Downtown Paseo



Typical elements of a Downtown Paseo

Downtown Residential Streets

Downtown Residential Streets are found in the residential areas along the edges of the downtown core. With a softer, more landscaped character, these streets are similar to streets found in residential neighborhoods throughout the city. The design of the Downtown Residential Streets promotes this residential character and highlights the importance of safe and welcoming residential neighborhoods in downtown.

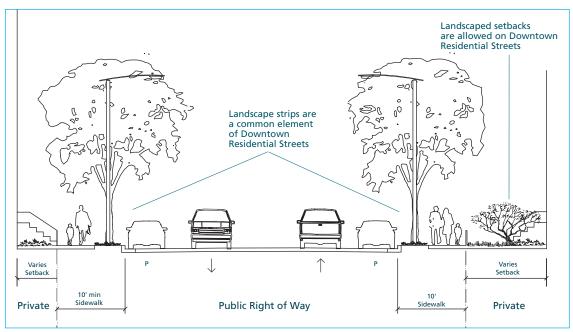


Downtown Residential Streets

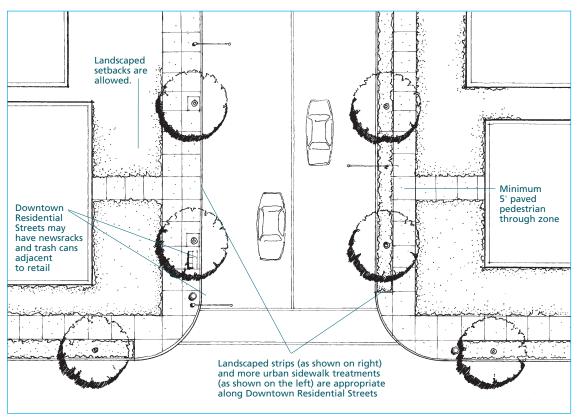
CHARACTERISTICS

- Generally have residential uses with landscaped curb areas and front yards.
- Generally have relatively low pedestrian volumes.
- Generally have low traffic volumes and minimal transit connections.
- Provide connections between destinations, but are not destinations themselves.
- Mature and varied street tree types with developed canopies.

- Minimum sidewalk width of 8'-10' with a minimum 5' Pedestrian Through Zone.
- Street design to reduce traffic speeds.
- Landscape strip between sidewalk and vehicular right-of-way.
- Bollards
- Trash receptacles
- Street trees
- Standard downtown streetlights, with historic lights allowed in historic areas.
- Transit benches
- Standard concrete paving of sidewalks.



Typical section of a Downtown Residential Street



Typical elements of a Downtown Residential Street

Streetscape Policies

Introduction

Sidewalk Zones and Standards

Placement Policies

Streetscape Elements

Landscape Policies

Transit Routes and Operations

Lighting Policies (Forthcoming)

Placement Guidelines Summary Chart

Introduction

Sidewalks are a truly "public" space, the paths that everyone travels, the place in the city where everyone comes together, where people see each other, bump into each other, talk to each other. As such the design and placement of elements in the sidewalk should reinforce this public character and reflect its significance as the spaces between the buildings are as important as the buildings themselves. In San Jose, there is a tradition of graciously designed streetscapes that welcome public use and set a high standard of quality, announcing to visitors and residents alike the importance of the public realm.

Building on this tradition established with the 1989 Streetscape Master Plan and the multiple streetscape improvement projects constructed since then, the streetscape policies and design guidelines included herein are intended to establish baselines for the design and arrangement of all streetscape elements in Downtown San Jose. These baselines are coordinated with the overall Design Plan Concept thereby ensuring that all streetscape improvement efforts, whether private or public, large or small, will contribute to the overall goal of continuing to create consistent, vibrant streetscapes of the highest quality in Downtown San Jose.

Ultimately, the implementation of proposed The Greater Downtown San Jose Strategy for Development ("Strategy 2000") and the continued renaissance of Downtown San Jose hinges, in part, on these future improvements in the public realm, reinforcing the walkability of the Greater Downtown, introducing more vibrancy and color, and encouraging people to stop, to linger, to explore, to live publicly downtown. As such, the most important design standard for the downtown pedestrian streetscape is that future decisions about public right-of-way space, both in this plan and beyond, should give equal, if not greater, consideration to pedestrian needs.

STREETS ARE PUBLIC

In accordance with the Title 13 of the San Jose Municipal Code, all streets and sidewalks are public. The construction of any improvements or the placement of any streetscape elements is subject to the review and approval of the City of San Jose.

ACCESSIBILITY MANDATE

All sidewalk designs and treatments must conform to all applicable state, federal, and local laws and codes including, but not limited to, accessibility codes and regulations, the Americans with Disabilities Act, and Title 24 of the California Building Code.

STREET GRID

One of the defining features for a walkable downtown San Jose is the City's established street grid system. This grid system, as compared to more suburban designs, allows for clear pedestrian movement in the downtown on blocks that are generally manageable in size and easy to navigate. Interruptions in the street grid such as bow-outs or bow-ins are prohibited, especially if they are designed merely to move vehicles more efficiently. Interruption to the street grid in the form of bow-outs are allowed along Santa Clara Street as part of a comprehensive design for planned transit improvements. In areas where the grid has been interrupted, every effort should be undertaken to restore the historic grid pattern and reinforce downtown as a walking destination.

PEDESTRIAN SAFETY

Pedestrian safety is of utmost importance in order to support efforts to bring more and more people downtown. Impacts on pedestrian safety should be carefully weighed in the consideration of all downtown development and street improvement projects.

- Increase enforcement of driving and pedestrian laws, especially at dangerous intersections.
 Particular attention should be focused on red light violations and illegal turning movements.
- Install pedestrian walk signals that count down the amount of time left to cross at all intersections in the Greater Downtown area.
- Increase driver awareness of pedestrians through signage, lighting, informational signage, and brochures.

- "Build pedestrian safety in" by enhancing visibility by drivers and providing sufficient well-marked pedestrian crosswalks to prevent jaywalking.
- Encourage efforts to protect pedestrians from crime. Promote the installation of pedestrianscale lighting on sidewalks and on buildings according to the lighting plan.
- Recessed, dark and dangerous building areas should be well lit, including areas for ATMs and arcades. All permits for new or remodeled outside spaces downtown should require a lighting plan to promote pedestrian safety.

MAINTENANCE

Maintenance is one of the most important factors in determining the quality of the downtown streetscape. Regular trash removal, sidewalk sweeping, cleaning and repair, tree pruning and graffiti removal is critical.

TRADE-OFFS IN STREETSCAPE DESIGN

The recommendations in this document deal primarily with the sidewalk, although they necessarily address the interfaces with the buildings and streets as well. The space available in the public right-of-way is finite, and one of the basic challenges in street design is that space devoted to one function often comes at the expense of another. Streets designed to move high volumes of traffic are often not very hospitable to pedestrians. Streets designed to create wonderful and safe areas for pedestrians often inhibit traffic flow.

While recognizing that efficient traffic movement is important and that the City is a national leader in application of advanced transportation management systems, the Strategy 2000 Plan explicitly prioritizes the creation of a high quality pedestrian environment as a critical element in a vibrant and desirable downtown and recommends that the safety and comfort of pedestrians be given equal if not greater consideration than the movement of traffic in the allocation of space on downtown streets.

In the consideration of any project in the downtown, it is critical that the City fully weigh the benefit and/or impact on the quality and safety of the pedestrian realm and the adjacent land uses against the impacts on transit operations, traffic movement, and parking/freight loading. The presumption of the importance of the pedestrian realm for the future health of downtown is paramount and should be at the forefront of all evaluations.

Sidewalk Zones and Standards

ZONES IN THE SIDEWALK

Within the sidewalk several functionally distinct zones are identifiable. Distinguishing these zones is important for defining policies, standards, and design requirements for public and private improvements within the pedestrian realm.

The Curb Zone is the portion of the sidewalk closest to the roadway. It is the preferred location for street trees as well as many utilities and most street furnishings. Where space is very constrained, the Curb Zone may only accommodate necessary life-safety elements, while in areas with wider sidewalks, the Curb Zone may accommodate a wide range of street furniture and amenities that improve the overall character of the street. In most of the downtown, the Curb Zone is a paved area except in downtown residential areas where the curb zone may consist of a tree lawn or landscape strip.

Elements that may be appropriate in the Curb Zone include:

- Automatic public toilets
- Benches
- Bike racks
- Bus shelters
- Café seating
- Directional Signage
- Fire hydrants

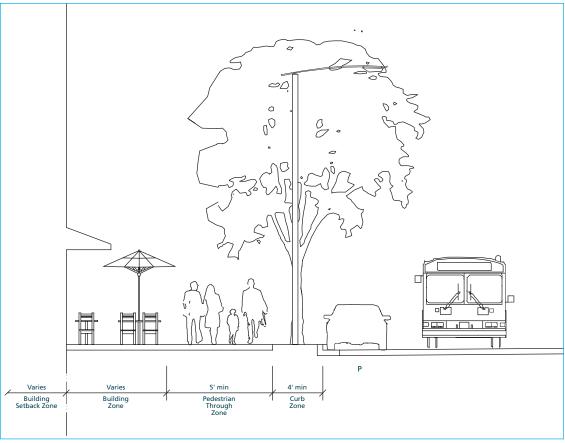
- Historic markers
- Kiosks-informational or vending
- Newsracks
- Parking meters
- Pay phones
- Pedestrian lighting
- Planters
- Postal boxes
- Regulatory signage
- Traffic signal poles
- Street lights
- Street trees
- Trash receptacles/recycle containers
- Tree lawn/landscape strip
- Tree wells, grates, and guards
- Utility boxes/vaults
- Traffic signal/VTA cabinets
- Wayfinding signage

Streetscape elements must be placed according to the policies outlined for each in this document. Not all will be appropriate for a given street, depending on street character and sidewalk space limitations.

Typical Curb Zone Dimensions

The following dimensions represent typical curb zone widths by street classification. The minimum dimension is the minimum Curb Zone width needed for the placement of street elements. The maximum dimension represents the maximum area of the sidewalk that can be used for Curb Zone streetscape elements.

- For all streets in the downtown, the minimum Curb Zone dimension for the placement of street elements is four feet (4') from back of curb.
- For Downtown Pedestrian Network and Downtown Residential Streets, the maximum Curb Zone dimension for the placement of street elements is five feet (5') unless otherwise noted.
- For Urban Structure Streets, the maximum curbzone dimension for the placement of street furniture is five feet (5') unless otherwise noted.



Zones in the sidewalk

The Pedestrian Through Zone is the portion of the sidewalk dedicated to pedestrian movement and must be kept clear of all encroachments at all times as per the requirements of the Americans with Disabilities Act. To ensure safe and efficient pedestrian movement, the Pedestrian Through Zone should be contiguous and linear without extreme jogs or detours along each block. At all times, the pavement must be even, well maintained, and free of utility vaults and pullboxes, whenever possible.

Pedestrian Through Zone Dimensions

The following dimensions represent pedestrian through zone widths by street classification.

• Regardless of the sidewalk width or streetscape elements for Downtown Pedestrian Network,

Urban Structure Streets, and Residential Streets, the Pedestrian Through Zone must be a minimum of five feet (5') wide. In areas with significant pedestrian volumes, five feet represents a minimum width; for many sidewalks more than five feet may be necessary. Additional encroachments on a sidewalk are not permitted if, combined with existing encroachments, the remaining sidewalk space would be less than five feet.

- Regardless of the sidewalk width or streetscape elements, for Paseos the Pedestrian Through Zone must be a minimum of eight feet (8') wide, unless required for emergency vehicle access.
- The Through Zone is an area clear of tree grates, street light poles, or any vertical element that impedes pedestrian flow.

The Building Zone is the portion of the sidewalk adjacent to the property line. Streetscape elements relating to adjacent activities may be placed in this portion of the sidewalk subject to the design guidelines and standards contained herein. On narrow sidewalks, the placement of elements in the Building Zone is prohibited since they would inhibit pedestrian circulation.

Elements that may be appropriate in the Building Zone include:

- Awnings
- Benches
- Building-mounted lights
- Café seating and railing not permanent
- Planters
- Signs suspended over the sidewalk as per the regulations of the building code
- Transit seating
- Utility cabinets (when not blocking access or storefront windows)

Elements that are prohibited in the Building Zone include:

- Trash containers of any kind visible from the sidewalk, except as otherwise noted.
- Water and sewer backflow devices (must be imbedded into the building, not visible and not stand-alone).
- Building ventilation exhaust equipment and vents at ground level.
- All above grade utilities including gas and water devices.
- Building fire control standpipes (must be integrated into building, not stand alone and may not protrude over the public right-of-way).

Typical Building Zone Dimensions

The following dimensions represent typical Building Zone widths by street classification. The minimum dimension is the minimum Building Zone width needed for the placement of street furniture; the maximum dimension represents the maximum area of the sidewalk that can be used for Building Zone streetscape elements.

- For all sidewalks in the downtown, Building Zone elements are permitted on the sidewalk as long as a minimum 5' Pedestrian Through Zone and 4' Curb Zone is maintained.
- For all sidewalks in the downtown, cantilevered awnings are permitted regardless of sidewalk width. Awnings must have a minimum of eight feet (8') vertical clearance at all times.
- For Urban Structure Streets, certain Building Zone elements may occupy up to fifty percent (50%) of the total width of the sidewalk provided that a minimum Pedestrian Through Zone of five feet (5') and a minimum Curb Zone of five feet (5') is maintained at all times, subject to the permit requirements.
- For Downtown Pedestrian Network Streets, Building Zone elements are permitted up to one-third of the total width of the sidewalk provided that a minimum Pedestrian Through Zone of five feet (5') and a minimum Curb Zone of five feet (5') is maintained at all times.
- For Downtown Residential Streets, Building Zone elements are not permitted except in neighborhood retail areas.

The Building Setback Zone is the private area, if any, between the public right-of-way and the adjacent buildings. While setbacks are private property, they are fundamentally related to the street and, where present, must be appropriately designed to support the quality of the pedestrian environment. This coordination between the Building Setback Zone and the public right-of-way is especially important for paving materials; in all cases, the paving material in the Building Setback Zone should not intrude into the public right-of-way. In many instances, street furniture and other elements such as sitting walls, café seating, and Automatic Teller Machines that are on private property might impact the Building Zone or the Pedestrian Through Zone.

Elements that may be appropriate in the Building Setback Zone area immediately adjacent to the sidewalk include:

- •ATMs
- Awnings, canopies, and overhangs suspended over the sidewalk as per the regulations in the Building Code
- Benches
- Building-mounted lights and historic marker
- Café seating
- Display of products for sale
- Open space plazas
- Planters
- Trees
- Sitting areas, seating walls, stoops, stairs, ramps, and other
- "Sittable surfaces" (as permitted by building code)
- Vending kiosks or windows
- Utility cabinets

Building Elements Within the Building Setback Zone

The following architectural elements have important impacts on the character of the street and should be considered carefully. Pedestrian-oriented building frontages should be preserved and promoted on all downtown streets including pedestrian-oriented public Paseos.

Encouraged

- Pedestrian-oriented lighting
- Façade articulation
- Clear building and storefront entrances
- · Balconies or French doors
- Transparent clear glass frontage
- Decorative details
- Screening walls as per SJRA standard for surface parking lots
- · Elements that encourage sitting

· High quality, durable materials

Discouraged

- Flat, relentless surfaces
- Blank walls
- Ground-floor parking directly fronting the sidewalk
- Surface parking lots
- · Smoked, mirrored, or artificial windows
- Ground floor windows with closed blinds

Prohibited in Exterior Spaces (Must be Imbedded Into the Building or Basement)

- Dumpsters of any kind visible from the sidewalk.
- Water and sewer backflow devices (must be imbedded into the building, not stand-alone).
- Building ventilation exhaust equipment and vents at ground level (vents must be through roof).
- All above grade utilities including gas and water devices.
- Building fire control standpipes (must be integrated into building, not stand alone).

Building Setback Zone Guidelines

The following guidelines represent the factors to consider when assessing the impact of adjacent Building Setback Zone elements on the quality of the pedestrian streetscape.

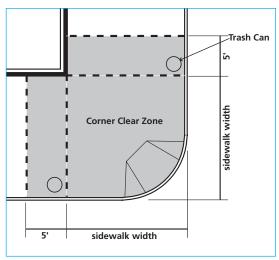
- For all sidewalks downtown, elements that are in the Building Setback Zone immediately adjacent to the property line that would cause encroachments into the public sidewalk in the Building Zone are permitted up to one-third of the total width of the sidewalk provided that a minimum pedestrian through zone of five feet (5') is maintained at all times.
- Building setbacks should be minimized throughout downtown, except to highlight important public buildings, create public plazas, or to create additional sidewalk space in areas where the sidewalks are less than ten feet (10') wide.

- Where building entrances are set back, clear and direct pedestrian connections should be made to the sidewalk.
- Landscaping can be used in the Building Setback Zone, but not as a screen or barrier. Landscaping in setbacks is most appropriate for residential developments and should be perforated frequently by entrances and should incorporate seating and other usable features.
- Special paving patterns in the Building Setback Zone area cannot encroach on the public right-of-way.

CORNER CLEAR ZONE

The Corner Clear Zone is the minimum amount of pedestrian queuing space at the corner and is required at every corner within the downtown area. The Corner Clear Zone extends a minimum of five feet (5') along the width of the sidewalk at the corner of the building.

Existing elements in the Corner Clear Zone including traffic control devices, light rail control boxes, and other permanent fixtures not required in the Corner Clear Zone should be relocated outside the Corner Clear Zone when they are replaced subject to sightline requirements. Other items such as utility cabinets and newsracks are to be located outside of the Corner Clear Zone to improve functional movement and pedestrian visibility from vehicles.



Corner clear zone

A typical downtown corner should include a pedestrian/traffic control device pole and curb ramps that direct mobility impaired pedestrians directly to the crosswalk. Litter receptacles are allowed adjacent to the ramp. Storm and drainage catch basins within the street are to also be placed away from curb ramps if possible.

CROSSWALKS

The ability to cross streets safely and comfortably is essential to a quality pedestrian environment.

- Crosswalks should be a direct continuation of the pedestrian path of travel.
- Crossing distances should be as short as possible. Tight curb radii (18'-20') are recommended throughout downtown (See Curb Radii Section, p. 27).
- All intersections in the Downtown Core and the Civic Plaza areas are to have automatic walk cycles. Crosswalk signals should not be delayed and should always change with the green cycle, especially at intersections with left turn lanes. Signals outside the Core within the Greater Downtown Can have pedestrian activated signals that are well-marked and can be easily converted to automatic walk cycle when pedestrian volume dictates.
- All crosswalks in the Greater Downtown area should have countdown timers.
- Within the Greater Downtown area, crosswalk signals should be timed to provide a walk cycle that allows pedestrians a minimum of one second of crossing time for every three and one-half feet (3.5') of the width of the street. Walk signals should be changed to clearly indicate when it is safe to start crossing and timed accordingly.
- Greater Downtown crosswalks are to be "zebra" striped to better articulate the pedestrian crossing zone and designed to continue the geometry of the adjacent sidewalk area, as shown on the crosswalk treatment graphic.
- Enhanced pedestrian control devices should be considered where appropriate including pedestrian scramble signals and audible signals.

ON-STREET PARKING

On street parking is desirable on all downtown streets. It buffers pedestrians from traffic, increases the supply of parking, allows for immediate access to destinations on the street, and brings activity to the sidewalk as motorists arrive, load, and unload.

TEMPORARY STREET CLOSURES

In order to promote a lively downtown environment, street closures for festivals, markets, and community events is strongly encouraged for destination areas including sections of South First Street, San Pedro Street, North and South Fifth Streets, Almaden Boulevard and Market Street. Temporary street closures are regulated by Chapter 13.16 of the San Jose Municipal Code and require a permit from the Chief of Police after coordination with the City's festival planners.

PARADE ROUTES

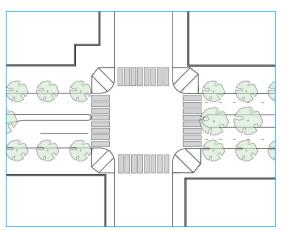
Recognizing the importance of special events in defining the character of the downtown pedestrian environment, streetscape capital projects should include power/data/telephone services incorporated in street furniture for the following designated streets/districts: Plaza de Cesar Chavez/Market Street, Almaden Boulevard north of San Carlos, the Guadalupe River Park, the Civic Plaza district, Parc de Pablodores.

TEMPORARY STREETSCAPE ELEMENTS

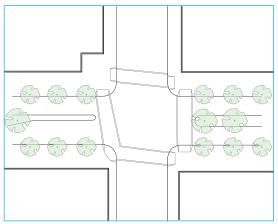
Temporary elements and displays such as holiday wreaths, lights, and snow machines installed for seasonal events and festivals are allowed subject to approval by the Department of Public Works and the Redevelopment Agency.

HISTORIC MARKERS

It is recommended that the existing Historic Marker Program be expanded to the Greater Downtown Area phase 2 implementation could include expansion of the markers and other related historic representations, such as photographs of buildings, etchings in the



Recommended crosswalk treatment with zebra striping and single curb ramps at corners



Discouraged crosswalk treatment

paving, designated historic sites. Mounting some of these on building facades or on Kiosks or other streetscape elements could be considered.

A specific design for phase 2 must be developed so that random or haphazard placement of historic elements does not create clutter in the public right of way.

UNDER-SIDEWALK BASEMENTS

It is the policy of the City of San Jose that existing basements under the sidewalk in the public right-of-way should be removed when development occurs or when a streetscape improvement project is implemented.

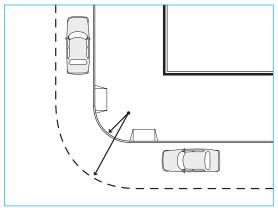
PARKING LOT SCREEN WALLS

The purpose of parking screen walls is to attractively screen cars in surface parking lots from pedestrians. Parking lot screen walls must be located on private property, be a minimum of 41.5" inches in height, and be constructed to be opaque, graffiti-proof, and litter-proof. Openings for pedestrian access should be provided at regular intervals. All wall types are to be reviewed and approved by the DOT and SJRA.

CURB RADII

The curb radius at street corners has a major impact on pedestrian safety and comfort for two reasons. First, the greater the radius, the more space is taken from the sidewalk and given to the roadway. Second, the greater the curb radius, the higher the speed of vehicles making turning movements. In order to make downtown more safe and attractive for pedestrians, downtown streets should have the smallest permissible curb radii, taking bus and truck turning movement requirements into consideration.

- Downtown streets should be designed with a maximum curb radius of eighteen to twenty feet (18-20'), except on identified transit streets (p.79) where 22' is allowed.
- For streets with two lanes in one direction, buses and trucks can swing into the second lane,



Perceived and actual curb radii on streets with on-street parking

thereby reducing the need for larger curb radii.

• Free right-turn lanes and "porkchops" are prohibited in the Greater Downtown. Existing free right-turn lanes and porkchops should be removed over time within the Greater Downtown.

CURB RAMPS

Sidewalk ramps at street corners are critical elements for the mobility-impaired and anyone with a stroller, walker, or rolling basket.

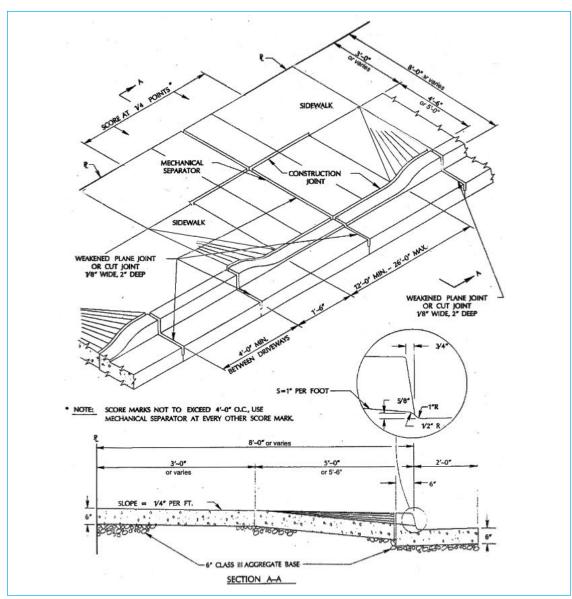
• Curb ramps should be constructed according to the standard specifications and details as published by the San Jose Department of Public Works and should conform to the most recent standards published in accordance with the Americans with Disabilities Act.

VEHICULAR CURB CUTS

Vehicles crossing the sidewalk are often a safety hazard for pedestrians. Measures should be taken within the design for any new project to minimize the number of curb cuts and driveways that cross into the public realm.

- Vehicular curb cuts are strongly discouraged along designated Urban Structure Streets. When possible, vehicular access should be provided from adjacent side streets.
- Driveways should be designed to reinforce the sense that drivers are crossing the pedestrian realm, not vice-versa. Sidewalk paving and scoring patterns should be continuous across the driveway.
- The Pedestrian Through Zone must remain level with a maximum cross slope of 1:48.
- Ramps in the Curb Zone should meet City of San Jose specifications R-6 DT revised. (see p.28).

- Driveway width should be minimized and should never exceed two lane widths (20' max.).
 Where multiple lanes are needed, several small driveways may be less disruptive than one large driveway.
- Driveway entrances should have an activated warning system in the Building Setback Zone that alerts pedestrians of on-coming vehicles.
- Driveway entrances should have bollards placed adjacent to the building in the Building Setback Zone at the entry and protective material on the building facade to ensure against vehicles damaging the building.



RGDT – Greater Downtown Driveway Ramp Detail

SIDEWALK OBSTACLES

In order to make sidewalks more safe and pleasant for pedestrians, every effort should be made to reduce the number of sidewalk obstacles.

- Street signs on downtown sidewalks should be consolidated.
- Regulatory signage should be consolidated to the extent possible and reduced to required minimums
- Alternatives to single parking meters should be installed where feasible, including doubleheaded meters. Consideration of block ticketing machines could be given in the future.
- Private garbage bins and dumpsters are not to be stored on a public sidewalk or Paseo except for the time for pick-up as permitted in Section 9.10 of the San Jose Municipal Code, generally between the hours of 10pm of the day prior to collection and 9am of the day of collection. Café seating areas may have private trash bins in accordance with the sidewalk permit issued by the City for the outside seating area.
- As per Section 13.20.010 of the San Jose Municipal Code, it shall be unlawful for any person to display, store, leave, place, or expose for sale, or cause to be displayed, stored, left, placed, or exposed for sale upon any sidewalk, gutter, alley, or street of the city any produce, merchandise, store boxes or store substance or material, objects or implements whatsoever of any class, kind, or character; nor shall any stand of any sort for the vending of any merchandise, produce or other property, or for transacting of any business whatsoever be allowed on any street or sidewalk within the city.
- Provisions for special sidewalk sales should be addressed through revision of the Municipal Code.

Placement Policies

While each streetscape element has its own specific recommendations below, there are some general guidelines that govern all streetscape elements, unless noted otherwise. These guidelines are designed to ensure that all streetscape elements contribute to the overall design goals of the Downtown San Jose Streetscape Master Plan.

MINIMUM PLACEMENT GUIDELINES

These general guidelines are designed to ensure that there is a continuity and uniformity along the streetscape, especially with regard to the requirements of the Americans with Disabilities Act.

Street elements should not be installed in the Corner Clear Zone unless otherwise noted. The size of the zone will vary depending on the type of street and the width of the sidewalk.

Regardless of the sidewalk width or streetscape element, a minimum of five feet (5') must be left clear at all times for pedestrian through passage. Five feet is necessary to ensure a consistent clear passage and should be exceeded wherever possible.

In addition to the specific guidelines for each element outlined below, street elements must conform to these minimum requirements for placement within the sidewalk, unless noted otherwise. These guidelines mandate that elements shall be placed not less than:

- Eighteen inches (18") from the outside edge of curb.
- Four feet (4') from any driveway, wheelchair ramp, blue zone parking space or curb cut.
- Five feet (5') from any hydrant.
- Three feet (3') from any other structure not otherwise specified herein, including but not limited to street light poles, parking meters, trees, etc., unless otherwise noted.

- No sidewalk element may interfere with access to any building. This includes all paths of travel or exiting.
- Thirty inches (30") from any light rail trackway.
- Wall mounted objects in the building zone with a leading edge between 27 inches and 80 inches above ground shall protrude no more than four inches (4").

No person may place, operate, or maintain any street furniture on a public street, sidewalk, or public right-of-way where such installation, use or maintenance endangers the safety of persons or property, or unreasonably interferes with public utility, public transportation, or other public or government use, or unreasonably interferes with, but not limited to, the flow of pedestrian, bicycle, wheelchair, or vehicular traffic, the ingress or egress from any residence, place, or business, or any legally parked or stopped vehicles, or the use of traffic signs or signals, fire hydrants, police or fire call boxes, crosswalks, curb-ramps, driveways, utility poles, fire escapes, parking meters, underground utilities, delivery areas or loading zones, or any other structures.

GENERAL APPLICATION GUIDELINES

As per Section 13.36.020 of the San Jose Municipal Code, the placement of any element in the public right-of-way requires a permit from the Department of Public Works, unless otherwise noted.

All proposals for the placement of streetscape elements on downtown sidewalks will be reviewed by the Department of Public Works and the Director of Project Management for the Redevelopment Agency or their designees, unless otherwise noted.

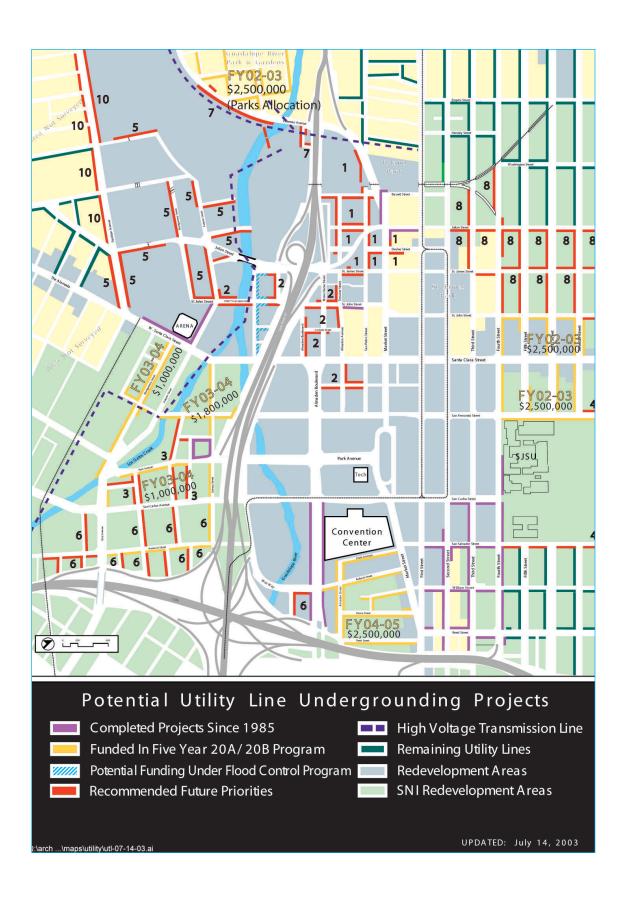
All applications must include a fully dimensioned layout of the street furniture installation including all adjacent sidewalk elements within ten feet (10').

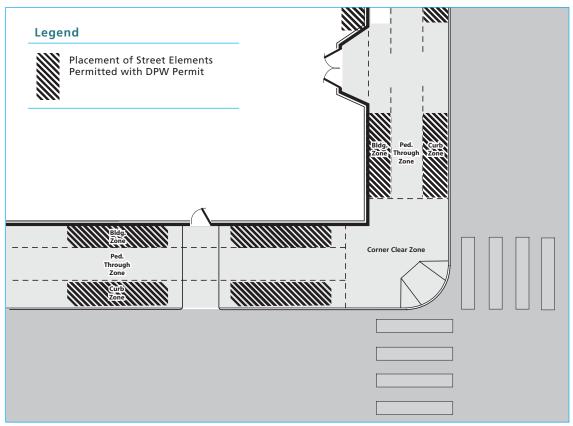
All proposals for he replacement of curb, gutter, and sidewalks will require a permit from the Department of Public Works Development Services.

UTILITY UNDERGROUNDING

The Downtown Streetscape Program is coordinated with the City's Rule 20A and 20B Underground Utility Program to facilitate the under grounding of overhead utility lines before or concurrently with publicly funded streetscape projects. In addition, attempts are made to underground the utility lines adjacent to major development projects with both programs. In this way both programs can be used to facilitate and achieve the desired development goals.

The utility companies fund the Rule 20A program as a Public Utilities Commission requirement. Local development fees fund the Rule 20B program. The Rule 20A program sets aside 20% of the Rule 20A funding in the five-year plan for projects within redevelopment areas. The City Council reviews the Rule 20A & Rule 20B underground Utility Program and five year work plan annually and adds projects to the fifth year of the plan as first year projects are completed. The attached map illustrates Greater Downtown projects in the most recent five-year work plan that was reviewed by City Council in May 2003. The map also identifies the general priorities of Greater Downtown street segments that still have overhead lines. The City Council will make final decisions on what street seaments will be added to both programs during their annual review.





Street element placement zones (indicated in hatched areas)

Streetscape Elements

This section identifies the palette of materials or "streetscape toolkit" which, placed according to the Streetscape Policies, gives downtown streets a consistent character and quality. As the guidelines make clear, not every element is appropriate for every street, even within a particular street category. Elements should be located as appropriate for the scale, character, and function of a particular street.

While certain elements, such as paving or tree species, will tend to be applied consistently along

a street, others (benches and kiosks for example) may be applied only in areas with more concentrated pedestrian activity or important destinations. On Urban Structure Streets, an expanded range of streetscape elements, including custom elements not indicated in this section, may be allowed to create a distinctive treatment for these special streets. For all other streets, the elements specified here provide the flexibility to respond to a range of contexts while ensuring a consistent design vocabulary for the Greater Downtown.



Awnings are encouraged on all Urban Structure and Pedestrian Network Streets



Double banners are encouraged on Urban Structure Streets and single banners on Pedestrian Network Streets



Banner hardware



The Plainwell Bench manufactured by Landscape Forms is the sidewalk bench



This bench is to be used only in conjunction with VTA Transit Stops



The Timberform Restoration series bench is the standard bench for use on Downtown Paseos



The stainless steel Ribbon Rack manufactured b AAA Ribbon Rack Co. is the rack for sidewalk installation



Single Ribbon Rack.



The Urban Accessories San Jose Bollard is the standard bollard for use on or at the edges of Downtown Paseos



The Dura Art Stone Bollard as used on Market Street is the preferred Streetscape bollard



Sidewalk cafés are strongly encouraged on Urban Structure and Pedestrian Network Streets



Pedestal mounted newsracks are strongly encouraged on Urban Structure and Pedestrian Network Streets. A specific downtown design is to be developed



Fountains are encouraged adjacent to Urban Structure and Pedestrian Network Streets



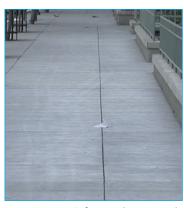
Fire Hydrants, a safety necessity, should be painted bright yellow to stand out along streets



History Walk Signs are a popular streetscape feature whose expansion is encouraged throughout the Greater Downtown



Federal Mailboxes can be placed on Urban Structure and Pedestrian Network Streets subject to Minimum Placement & Clear Zone Guidelines. Private FedEX & UPS boxes are not permitted in the public row.



A 5' x 5' or 4' x 6' foot scoring pattern is the standard for all Pedestrian Network and Downtown Residential Streets



Special paving is allowed on Urban Structure Streets



Hexagonal asphalt paving is the standard for paving Paseos (or approved equivalent)



Double parking meters are encouraged instead of single parking meters wherever possible



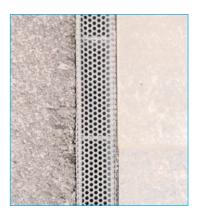
14 Parking Guidance System signs will be installed throughout the Greater Downtown to assist visitors in finding parking spaces



If necessary, model #104 Phone booth manufactured by PBG inc. is preferred



High quality, stable planters are allowed on Urban Structure and Pedestrian Network streets and Paseos as shown here (or approved equivalent)



Example of slot drain (or approved equivalent)



Temporary street closures are encouraged on specially designated streets



Automatic Public Toilets are allowed in special designated areas



Standard transit shelters are planned on all streets outside the Greater Downtown



Custom shelters like this example from Washington, D.C. are recommended to be designed for use within the Greater Downtown Core



The Pennsylvania Avenue litter receptacle manufactured by Canterbury International is the trash can used in downtown Parks and Paseos



The Model RSO - 25 32-gallon trash can manufactured by McClintock Metal Fabricators, Inc. is the standard trash can for the Greater Downtown



The Boulevard Collection Model R-8713 Manufactured by Neenah Foundry is the tree grate for the Greater Downtown



The Model C, black tree guard is the tree guard for the Greater Downtown



Vendors are encouraged on all Urban Structure and Pedestrian Network Streets



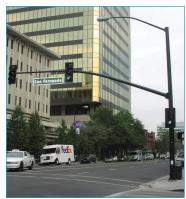
Traffic Signal Cabinets/Utility Boxes, Brushed Aluminum or Stainless Steel



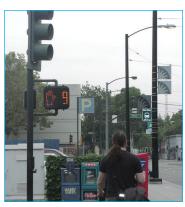
Public Art



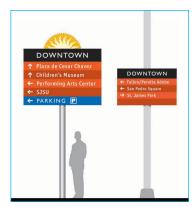
New Crosswalks in the Greater Downtown



Traffic Signal Pole, Caltrans standard



Walk-Don't Walk Countdown Timer lights



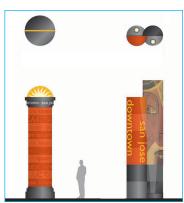
Auto Directional Signs



Street Identity Signs



Pedestrian Wayfinding



Downtown Gateways



Concrete Pan Lid



PG&E Subsurface Vault Polymer/Concrete Finish



PG&E Subsurface Transformer. Incential traffic Lid – Polymer/Concrete Finish



4'-6" x 8'-6" PG&E Transformer Cover Heavy Full Traffic. Code No.:04-1442 Polymer/Concrete Finish



PG&E Secondary Service. Concrete Vault and Lid, plastic edges are not allowed in Greater Downtown



Water Meter. Concrete Lid



PG&E Gas Meter. Concrete Enclosure and Lid



Sewer. Concrete Enclosure and Lid



Telephone Lid. Concrete Enclosure and Lid



Fiber Optic Lid. Concrete Enclosure and Lids



B48D2. 2pc. Reinforced Concrete (Cable) Concrete Enclosure and Lids



Utility pan lids



Single Acorn lights can be used on Urban Structure and Pedestrian Network Streets as a pedestrian light & can be used on Downtown Residential Streets



Double Acorn lights can be used on Urban Structure, Pedestrian Network and Paseos



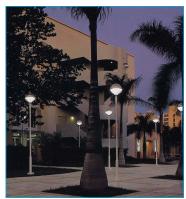
The Greater Downtown Cobrahead street light is to be painted black



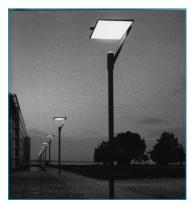
This light and pole should only be used on the Downtown Transit Mall



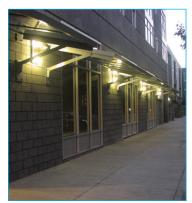
Pedestrian contemporary light fixture



Pedestrian contemporary light fixture



Pedestrian contemporary light fixture



Building mounted light fixtures



Building mounted light fixtures

AUTOMATIC TELLER MACHINES

While Automatic Teller Machines can bring pedestrian activity to a blank wall, queuing for ATMs can cause severe congestion on the sidewalk. ATMs are encouraged along downtown streets as an important amenity that supports downtown businesses provided that they do not negatively impact the quality and flow of the pedestrian environment and that the space around the ATM is sufficient, secure, and well-maintained.

Placement Guidelines

- ATMs are not permitted within ten feet (10') of a bus stop.
- ATM installations within buildings adjacent to the sidewalk on sidewalks less than fifteen feet (15') wide must be set back from the property line a minimum of two feet (2') to provide sufficient area outside of the public right-of-way for pedestrian queuing.
- The waiting area for the ATM should be lit to a minimum level of two-footcandles and well-maintained by property owner/tenant.
- All ATM installations must provide a durable and well-maintained trash receptacle in the Building Zone. If trash receptacle is to be placed in the public right-of-way, the permit application will identify the trash receptacle and the request for owner maintenance.
- ATMs should be installed within the architectural pattern (such as a bay between columns) of the building.

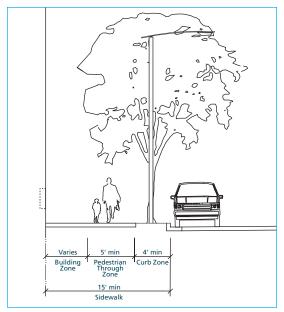
Urban Structure Streets: Encouraged on commercial or residential frontages.

Downtown Pedestrian Network Streets:

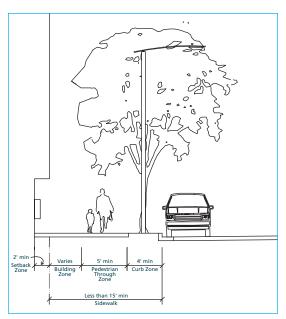
Encouraged on commercial or residential frontages along streets with pedestrian activity.

Downtown Paseos: Encouraged on commercial or residential frontages.

Downtown Residential Streets: Not permitted except in neighborhood retail areas.



ATM placement in Building Zone



ATM placement in Building Setback Zone

PUBLIC ART

Public artwork in the downtown should accomplish the following: Make the city a memorable place to live, work and visit; Promote the identity of the City as the Capital of Silicon Valley; Create people-friendly places that celebrate the city's diversity. Public artwork in the context of the Greater Downtown should range from monumental-scale artworks to intimate streetscape elements. Opportunities exist in interior and exterior spaces, plazas, storefronts, water features, entryways, temporary exhibition sites, City-owned galleries, streetscape elements, and landscaping.

Within the public streetscape, there are many other opportunities for public art that should be explored: standard public works elements such as catch basins and vents can be custom cast at minimal expense and they will greatly enhance the public realm; empty storefronts can be utilized for temporary art installations to enliven the streetscape; and, where blank walls exist or are unavoidable, they are opportunities for appropriate public art installations.



Public Art by the San Jose Repertory Theater

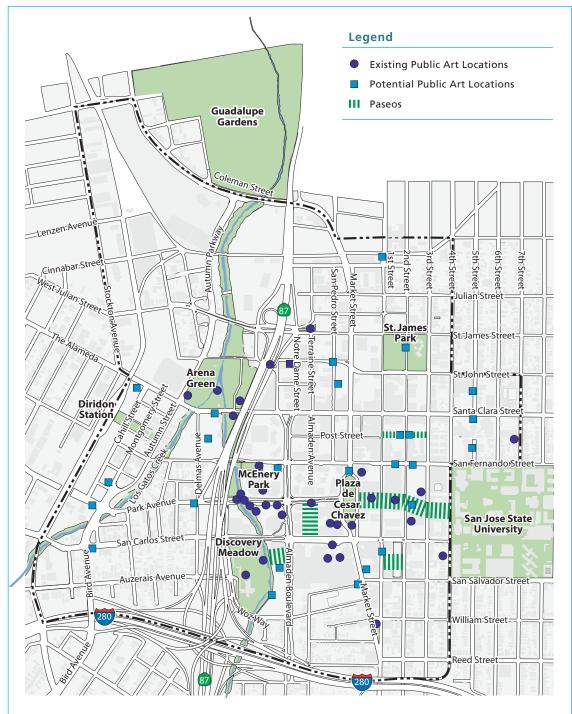
Public art should be used to enliven both public and private spaces: add whimsy, humor, and beauty. Public art can identify the City and create a sense of place. Artworks that are accessible to the pedestrian as well to the passersby are strongly encouraged. To that end, the City of San Jose should:

- Sponsor several major downtown and/or Civic Center artworks that identify locations, create entryways and districts, and that can become icons for the City.
- Synchronize planning for Downtown artworks with the City's Downtown development plans. Creating orienting public art elements and landmarks that help organize the visual clutter of the urban setting.
- Address Downtown as a whole: create pocket parks, lighting, entryways, walls, pathways, paving patterns, etc.
- Support the creation of functional public art elements, such as benches, tree guards and grates, manhole covers, drinking fountains, clocks, light standards, signage, etc.
- Pool art monies as permissible by law to create critical mass art budgets.
- Encourage public art in private developments.
- All public art should have a maintenance schedule and plan before installation.

Public art installations should be focused in the following areas:

1. Destination Hubs

- Civic Plaza/Civic Center Area
- Diridon/Arena Planning Area (BART entry, pedestrian circulation and crosswalks at Guadalupe River Park, and Guadalupe River Park)
- · San Pedro Square
- Plaza de Cesar Chavez/Paseo de San Antonio
- Historic/Retail Core, SOFA/Market Street,
 St. James Park



Public Art locations in Downtown San Jose as identified in the OCA Public Art Master Plan

2. Downtown Pedestrian Network Streets

- Paseos
- Civic Center Area
- Diridon/Arena Planning Area
- •St. John between 4th and 5th
- South First/SOFA/Market/San Carlos
- San Carlos/San Jose State University Corridor
- •St. James Park
- Stockton Street
- · San Pedro Square
- Post Street

3. Urban Structure Streets

- · Santa Clara
- Autumn (San Carlos to Coleman)
- 1st Street and 2nd Street
- Almaden Boulevard

Placement Guidelines

- Public art is encouraged to help express the image of downtown and define and represent the various districts within the Greater Downtown.
- Permanent art in the public right-of-way is considered similarly to any other physical element on the sidewalk. As such, it must conform to the General Placement Guidelines for streetscape elements.
- Any three-dimensional object that might be an obstacle to pedestrian traffic should be installed in the Curb Zone, a minimum of twenty-four inches (24") from the outside edge of the curb.
- Placement of three-dimensional art objects is restricted to sidewalks with sufficient space. The art installation should ensure that a minimum of five feet (5') of clear pedestrian passage is maintained on the sidewalk.

- Two-dimensional, sidewalk inlay art pieces may be incorporated into any area of the sidewalk. Any art that is placed in the sidewalk surface should not be a hazard to pedestrians, nor should it cause the surface to not meet a minimum friction coefficient that is compliant with city guidelines and current codes.
- All art installations, whether permanent or temporary, must conform to the most current requirements of the Americans' with Disabilities Act (ADA), Title 24 of the California Building Code, and all other applicable Federal, State, and Local accessibility codes and regulations.
- Artwork that is attached to the building face must be particularly vigilant of the extensive requirements of the ADA and Title 24 regarding extruding objects over the path of travel.

 Building owners are responsible for maintaining compliance for the length of the project.
- The location of artwork in the public right-of-way is to be coordinated with the San Jose Office of Cultural Affairs and the Redevelopment Agency prior to Arts Commission approval.

Urban Structure Streets: Both permanent and temporary artworks are strongly encouraged. Three-dimensional permanent and temporary artworks are permitted on streets with sidewalks wider than 10'.

Downtown Pedestrian Network Streets: Both permanent and temporary artworks are strongly encouraged. Three-dimensional permanent and temporary artworks are permitted on streets with sidewalks wider than 10'.

Downtown Paseos: Both permanent and temporary artworks are strongly encouraged.

Downtown Residential Streets: Public art is allowed if strong community support is generated for art

BANNERS

Banners are an attractive addition to the streetscape that add color and a sense of visual interest. Currently, the San Jose Redevelopment Agency has a four season banner program mounted on streetlight poles along downtown streets. The Office of Cultural Affairs manages this program and a banner program on poles along the Transit Mall. Banners on private buildings are subject to Title 23 of the San Jose Municipal Code.

Placement Guidelines

- Banners on streetlight poles must follow the guidelines as established by the City.
- Banners shall not obstruct in any way the public's view of traffic signals, street signs, or any other City approved sign.
- Banner dimensions on street light poles must not exceed 2' in width and 4' in height, total length including pockets. Banners must have a hemmed top and bottom with 7" deep pockets on each end (to fit the City of San Jose's decorative side arms). Banners on historic light fixtures must not exceed 2' in width and 4' in height.
- Banners must be made of durable cloth, canvas or nylon.
- Banners are to be hung on City light poles outfitted with banner side-arms installed properly by the City.

Urban Structure Streets: Double and single banners are encouraged.

Downtown Pedestrian Network Streets: Single banners are encouraged.

Downtown Paseos: Allowed.

Downtown Residential Streets: Not permitted.

BENCHES

Benches are an important public resource that are essential in making the sidewalk friendly for pedestrians. Benches are permitted in the public right-of-way, space permitting, on all Urban Structure and Downtown Pedestrian Network streets. Benches and other sitting spaces are also strongly encouraged in the Building Setback Zone adjacent to the public right-of-way throughout the downtown. Building owners and developers are especially encouraged to explore building edge sitting spaces such as ledges, steps, and window seats where they manage the operations and maintain the space. Permits are required for privately placed benches in the public right-of-way.

Placement Guidelines

- Benches must conform to all applicable Federal, State, and local accessibility codes and regulations including, but not limited to, the Americans' with Disabilities Act and Title 24 of the California Building Code.
- Benches are only permitted on sidewalks that are wider than ten feet (10').
- Public benches in the Curb Zone should be oriented toward the sidewalk and placed a minimum of two feet (2') from the face of curb.
- Curb Zone benches at transit stops should be oriented to the roadway.
- Benches in the Building Zone are encouraged, space permitting adjacent to blank walls or if approved by the tenant. These installations are only permitted on sidewalks twelve feet (12') wide or wider.
- A minimum of three feet (3') must be left clear on all sides from any standing objects including, but not limited to, parking meters and utility poles.
- · Benches should not placed on tree grates,



The aluminum Plainwell bench with wood slats manufactured by Landscape Forms is the San Jose streetscape bench

underground utility covers, or manholes.

- A clear ground space shall be provided at one end of at least one bench at each location where a single fixed bench or cluster of benches is provided. The clear ground space shall be positioned to allow a wheelchair user to be seated shoulder-to-shoulder with an individual seated on the bench.
- Benches must be physically attached to the sidewalk with galvanized hardware.
- Where space allows, benches can be placed in the curb zone perpendicular to the sidewalk to create small seating areas. These installations are only permitted in areas on Urban Structure Streets where the Curb Zone area is a minimum of eight feet (8') wide, and on sidewalks a minimum of eighteen feet (18') wide.
- Bench sponsors are encouraged to explore alternative installation configurations that meet the minimum placement requirements. Multiple street furniture elements such as planters and benches may be combined in one installation.
- Bench placement should not interfere with disabled access ramps, blue zone parking or loading areas, fire hydrants, or emergency vehicle access.

BENCHES (continued)

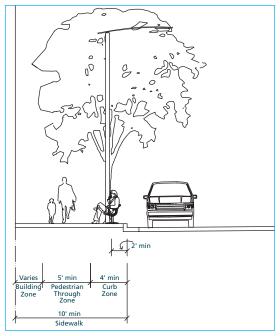
- Sidewalk benches that are privately installed through a City permit process are owned and maintained by the permittee. The City of San Jose assumes no liability or ownership and will not maintain the bench. It is the responsibility of the permittee to maintain the bench and surrounding area and to ensure that the bench is free from all hazards and graffiti.
- Private bench sponsors may attach sponsorship identification as follows: "This bench provided for the enjoyment of the citizens of San Jose as a courtesy of..." Typical dimensions of this identification plaque are 4"x12" and it should be counter sunk into wood backrest slots.
- No advertising is allowed on benches.
- The bench for downtown San Jose sidewalks is the Plainwell bench (wood slats) manufactured by Landscape Forms in a standard six-foot length.
- The Timberform Restoration Series is the bench for downtown Paseos.
- The standard VTA bench for areas outside the Greater Downtown is indicated in the Streetscape Elements section.
- Benches 6' in length must have middle armrests.

Urban Structure Streets: Strongly encouraged on all streets. Encouraged on Almaden Boulevard and Market Street.

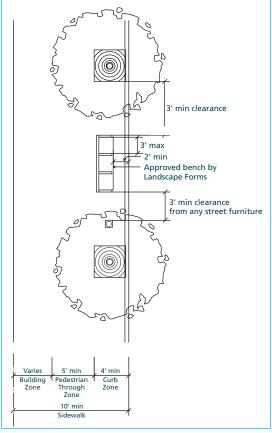
Downtown Pedestrian Network Streets: Encouraged on all streets, especially at transit stops.

Downtown Paseos: Strongly encouraged.

Downtown Residential Streets: Encouraged at transit stops.

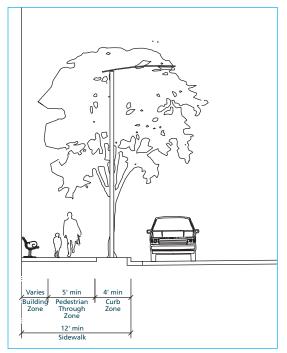


Bench placement in Curb Zone

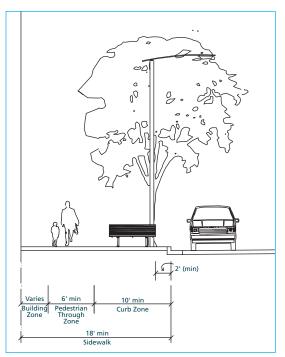


Bench Placement Guidelines

BENCHES (continued)



Bench placement in Building Zone



Benches on wide sidewalk

BIKE RACKS

Bike racks are important element in the downtown streetscape, one that provides an incentive for increased bicycle ridership. Bike racks are strongly encouraged throughout downtown, especially near destinations and activity areas and along designated bike routes.

Placement Guidelines

- Bicycle racks are encouraged in either Curb Zone or within the Building Setback Zone.
- Bicycle racks located on the property are encouraged, especially in surface parking lots.
- Bicycle racks are not permitted in the Building Zone within the public right-of-way, except under special circumstances as approved by SJRA.
- A minimum of five feet (5') of clear pedestrian through space must be maintained at all times, including when bicycles are parked in the rack.
- Bicycle racks are not permitted on sidewalks less than ten feet (10') in width. As per Section 11.72.120 of the San Jose Municipal Code, in no event shall more than one-half of the width of the sidewalk be occupied by bicycles.
- There must be at least three feet (3') of clearance between bicycles parked at racks and any other street furniture.
- The stainless steel "ribbon" and inverted "U" rack manufactured by AAA Ribbon Rack Co., Inc/Brandir International, Inc. or Cycloops by Timberform is the approved rack for installation in the Curb Zone and Building Setback Zone.
- Bolts are to be hidden with sleeve or racks are to be counter sunk.



Recommended bike rack

- The inverted stainless steel U bicycle rack is also permitted where demand is smaller, or where there is insufficient space for ribbon racks.
- Bicycle storage lockers are prohibited in the public right-of-way.
- Ribbon racks should be installed perpendicular to the curb. U racks should be installed parallel to the street.
- Bicycle racks that are privately installed through a City permit process are owned and maintained by the permittee. The City of San Jose assumes no liability or ownership and will not maintain the rack. It is the responsibility of the permittee to maintain the rack and surrounding area and to ensure that the bicycle rack is free from all hazards and graffiti.
- Privately installed bicycle racks must be located in the area within fifty feet (50') of the building public entrances immediately fronting or within the applicant's property.
- No bicycle rack shall be placed upon any portion of any street, roadway, or other public right-of-way on which motor vehicles are lawfully permitted.
- Bicycle racks and storage lockers are to be located in all new in-building below grade parking areas.
- Any facility that provides off-street automobile parking, must provide parking for bicycles as per Section 20.90.310 of the San Jose Municipal Code.

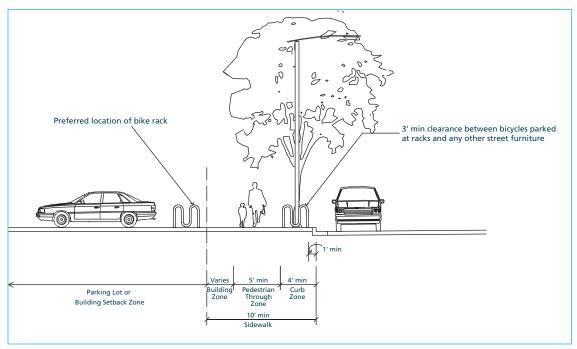
Urban Structure Streets: Strongly encouraged, on all Urban Structure Streets.

Downtown Pedestrian Network Streets: Strongly encouraged, especially near destinations and near intersections with the Urban Structure Streets.

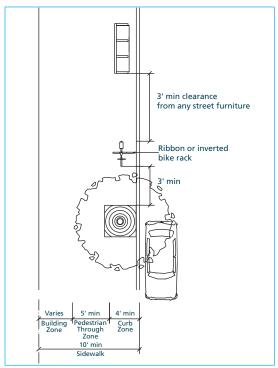
Downtown Paseos: Strongly encouraged.

Downtown Residential Streets: Encouraged only near major destinations. Requires hard surface in planting strip.

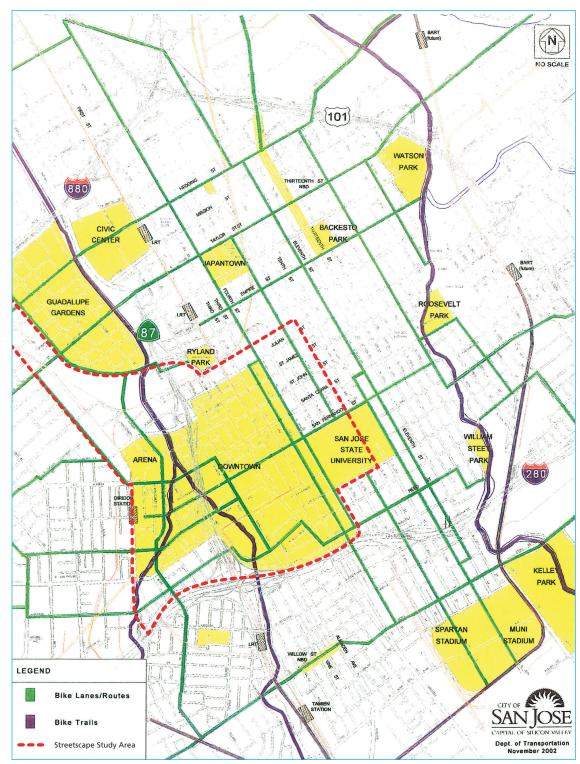
BIKE RACKS (continued)



Standard bike rack placement



Placement of bike rack on sidewalk



Designed Downtown bike routes (as per the City of San Jose Bike Plan adopted in 2002)

BOLLARDS

Bollards are an important and often neglected element in the streetscape and are used in areas where vehicles might encroach in pedestrian areas. Besides being a necessary functional element, bollards can be an attractive, well-designed component of the overall streetscape. Bollards are recommended on sidewalks and Paseos in areas in which vehicles attempt to park or are damaging sidewalk elements. They may also be used to protect existing or protruding pedestrians on traffic islands and medians and to protect existing or protruding standpipes, streetlights, street trees, public art, and other sidewalk elements.

The approved street bollards for downtown San Jose are the San Jose Bollard manufactured by Urban Accessories or the Market Street bollard manufactured by Dura Art Stone.

Placement Guidelines

- Bollards should be placed eighteen inches (18") from the curb. If there is no parking in the bollard placement area, the bollard may be installed immediately adjacent to the curb.
- All bollard installations must leave a minimum of six feet (6') of clear pedestrian passage between the bollard and the adjacent property line.
- The standard bollard spacing is six feet (6') o.c. Alternate spacing is subject to review by the Redevelopment Agency.
- Privately installed bollards on private property adjacent to the sidewalk are owned and maintained by the owner. The City of San Jose assumes no liability or ownership and will not maintain the bollard. It is the responsibility of the owner to maintain the bollard and surrounding area and to ensure that the bollard is free from all hazards and graffiti.
- Removable bollards are required in locations that require emergency vehicle access. Locks must be as inconspicuous as possible and multi keys must be provided to all appropriate city agencies (brass or stainless steel).

Urban Structure Streets: Unique bollard designs are permitted as an integral feature of the overall streetscape design.

Downtown Pedestrian Network Streets:

Use standard bollards identified herein.

Downtown Paseos: Use standard bollards identified herein

Downtown Residential Streets: Use standard bollards identified herein.



Urban Accessories San Jose Bollard



Dura Art Stone bollard

SIDEWALK CAFÉS

Sidewalk cafés are an important element in the streetscape. They add activity and visual interest to the sidewalk and offer a pleasing respite for restaurant patrons. Sidewalk cafés are encouraged on all Urban Structure and Downtown Pedestrian Network Streets, space permitting, recognizing that they must be managed properly so as to not unduly obstruct the sidewalk.

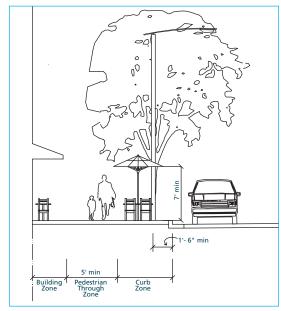
Sidewalk cafés are subject to the conditions and restrictions outlined in Section 20.100.1480 of the San Jose Municipal Code. It is the intent of the Downtown Streetscape Master Plan to encourage sidewalk cafés throughout downtown and to facilitate individual designs to suit the venue which will require an amendment to Section 20.100.1480.

Sidewalk Cafés within the Downtown Core (Julian Street, Fourth Street, Highway 87, and Interstate 280) require a permit from the San Jose Redevelopment Agency. Outside of the Downtown Core, Sidewalk Cafés require a permit from the Planning Department.

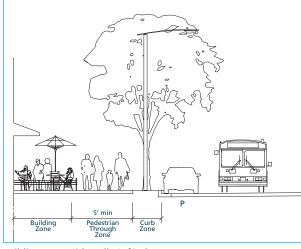
The issuance of a permit shall be subject to the following conditions and restrictions, together with such other conditions as may be deemed necessary in order to secure the general purposes of this title. The City or the SJRA, in issuing a permit, would follow these conditions and restrictions when the ordinance is amended.

- Sidewalk cafés are typically located in the Building Zone sidewalk area fronting the applicant's business. Café seating is also permitted in the Curb Zone, space permitting.
- Curb zone café seating is encouraged along all downtown streets and paseos as long as a 5' minimum Pedestrian Through Zone is maintained at all times.
- Applicants are encouraged to design sidewalk cafés that highlight the cuisine or design character of the adjacent restaurant.

- The size of the sidewalk café seating will be determined by the following factors: the width of the sidewalk, the level of existing or anticipated pedestrian volume, and the existing sidewalk character.
- Café divider systems (railings) shall be movable and not be permanently attached to paving.
 In malls, no railing system is to penetrate paving system.



Curb Zone Sidewalk Café Placement



Building Zone Sidewalk Café Placement

SIDEWALK CAFÉS (continued)

- A minimum of five feet (5') of pedestrian clearance (free of all obstacles for a clear path of travel) must be maintained on the sidewalk at all times. It is the responsibility of the permittee to keep the adjacent sidewalk Pedestrian Though Zone clear at all times.
- No element of the sidewalk café may interfere with access to any building. This includes all paths of travel or ingress/egress. No element can be below a fire escape.
- Food trays or cars, receptacles for dirty dishes, trays or carts for linen and utensils, and cooking appliances shall not be placed or stored on any portion of the sidewalk or roadway area of a public street.
- All umbrellas, tables, chairs and other portable appurtenances shall be removed from the area at the end of each business day at the hour specified in the permit.
- Umbrellas must be a minimum of seven feet (7') in height so as to not impede pedestrian movement.
- The hours of operation of a sidewalk café shall be limited to the hours of operation of the associated establishment.
- The permittee shall maintain the tables, chairs, and permitted area in a clean and sanitary condition at all times.
- At least one (1) covered outdoor trash container shall be provided in the sidewalk café area during the hours of operation and shall be maintained in a clean and sanitary condition.
- The permittee must at all times comply with all federal, state and local laws regarding the sale, service and consumption of alcohol and the operation of the premises.
- The sidewalk shall not be painted, landscaped, or altered in any way.
- Planters are acceptable subject to the planter guidelines on p.51. Planters must be internally drained or include a drain saucer.

Urban Structure Streets: Strongly encouraged.

Downtown Pedestrian Network Streets:

Encouraged on all streets. Strongly encouraged on sidewalks fourteen feet (14') and wider.

Downtown Paseos: Strongly encouraged.

Downtown Residential Streets: Not permitted.



Active sidewalk café seating along Santa Clara Street



Typical sidewalk café placement

KIOSKS

Well-designed sidewalk kiosks can help establish design tone for downtown and provide an excellent opportunity to provide amenities such as newsstands, public information, maps, phones, and signage in the pedestrian streetscape. When deciding whether kiosks may be appropriate, sidewalk width, pedestrian volume, the proposed amenity, and long term maintenance should be carefully considered to ensure that the kiosk provides a benefit to the streetscape. Preliminary locations and amenities are indicated on the Kiosk Location Map (p.55), exact placement locations will require further analysis.

Placement Guidelines

Should the Council desire to include advertising kiosks in the streetscape, an appropriate ordinance would be developed for Council consideration which should include the following guidelines:

- Two types of kiosks are recommended:
 Downtown Pedestrian Signage Program kiosks and General Advertising kiosks.
- Kiosks should be of the highest design quality and use an architectural and graphic language in keeping with the designs that emerge from the Downtown Signage Program.
- The design of General Advertising and Downtown Signage kiosks should be coordinated as part of a design approach that reinforces the overall perception of the downtown pedestrian environment.
- Kiosks on Urban Structure Streets may be of unique design provided that the design is coordinated with overall design strategy of the street.
- Kiosks should be internally illuminated. All hardware associated with lighting shall be located in utility strip.
- Kiosks are prohibited on sidewalks less than twelve feet (12') wide.

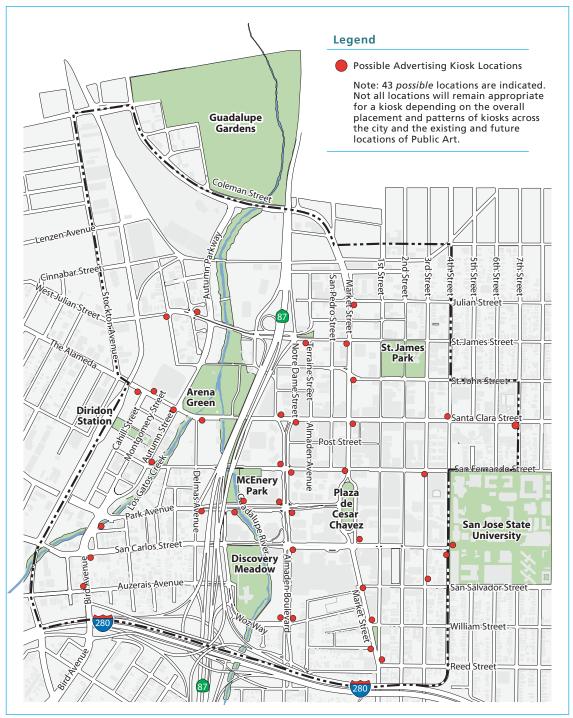
- Kiosks may not exceed four feet (4') in diameter.
- Kiosks may not exceed fourteen feet (14') in height.
- Kiosks should be located in the Curb Zone, a minimum of eighteen inches (18") from the curb.
- Advertising kiosks shall be separated by a distance of not less than 150' per block face with a maximum of two kiosks per block.
 When more than one kiosk is installed along a street, all kiosks should be placed on the same axial line at regular intervals.
- Where advertising kiosks are placed near informational or wayfinding signage, they should consolidate information on a single structure wherever possible.
- Advertising kiosks should serve multiple functions, including, but not limited to, advertising, the display of wayfinding and event information, interactive electronic information, vending, newsstands, clocks, seating, utility cabinets, and/or other amenities.
- No more than two kiosks are recommended at any corner intersection.
- Kiosks are not permitted in the Corner Clear Zone.

Urban Structure Streets: Allowed on all streets, space permitting.

Downtown Pedestrian Network Streets: Only allowed on sidewalks wider than fourteen feet (14').

Downtown Paseos: Allowed if wider than fourteen feet (14') and not in fire egress area.

Downtown Residential Streets: Not permitted.



Possible Kiosk locations

NEWSRACKS

While newsracks do serve an important function in the city, improperly placed newsracks can be both an eyesore and a safety hazard for pedestrians. In an effort to create a streetscape for the downtown, consolidated pedestal-mount newsracks are recommended for all newsrack installations, regardless of size, on all Downtown Pedestrian Network and Urban Structure Streets. Where feasible, integrated street furniture elements that incorporate newsracks and utility cabinets should be developed.

Newsracks are currently regulated by Chapter 13.18 of the San Jose Municipal Code. In developing a proposed ordinance for City Council consideration, staff should consider the following guidelines:

Placement Guidelines

- Newsracks must conform to the General Placement Guidelines for streetscape elements outlined in this document.
- The development of a new design for pedestal-mounted newsracks is recommended. The rack structure would provide consistency throughout the downtown. However, the individual newspapers and logos would be allowed on each newspaper container mounted on the rack.
- Pedestal-mount newsracks should be durable and of the highest quality. Stainless steel or brushed aluminum is recommended for the Transit Mall and all downtown locations.
- Newsracks should be located in the Curb Zone, a minimum of eighteen inches (18") and no more than thirty inches (30") from the curb.
- The ideal location for a newsrack is next to a red curb that is not marked for a bus stop.
- Newsracks must be kept outside of the Corner Clear Zone. It is the responsibility of the newsrack operator to ensure that newsracks do not encroach into this zone. Fixed pedestalmount newsracks should be installed at corners, outside of the Corner Clear Zone.
- Newsracks are prohibited in the pedestrian through zone and the building zone.



An unacceptable proliferation of newsracks and other street furniture elements at the corner of Santa Clara and First Streets

- No newsrack may be placed within three feet (3') of a utility cabinet or on top of an underground utility vault.
- No newsrack may be placed within five feet (5') of any fire hydrant, fire call box, police call box or other emergency facility.
- No newsrack may be placed within five feet (5') of any driveway or bicycle rack.
- No newsrack may be placed at any location where the Pedestrian Through Zone would be less than six feet (6') to allow space for queuing.
- Newsracks may be placed adjacent to street signs.
- Newsracks are not permitted within any disabled (blue), freight (yellow), or passenger (white) loading zone or adjacent to a bus stop or shelter.
 If a new blue zone is created, exiting racks must be relocated by the rack owner.
- A maximum of four (4) newsracks may be placed in a continuous row with a maximum length of ten feet (10'). A space of no less than three feet (3') separating each newsrack group is required.
- Private property owners are encouraged to install pedestal-mounted newsracks in the Building Setback Zone.
- It is the responsibility of the newsrack operator to ensure that newsracks are well-maintained at all times, free of graffiti and vandalism.

Urban Structure Streets: Coordinated, pedestalmount racks should be installed in keeping with the design vision, particularly near corners and activity areas. Standard newsracks are strongly discouraged.

Downtown Pedestrian Network Streets:

Pedestal-mount racks are encouraged near corners and activity areas. Standard newsracks are permitted in other locations.

Downtown Paseos: Pedestal-mount racks are encouraged near corners and activity areas.

Downtown Residential Streets: Not permitted, except near neighborhood retail locations or major destinations.







Potential pedestal-mount systems

SIDEWALK PAVING

In order to reinforce the public nature of the sidewalk, support the cohesion and identity of the entire downtown pedestrian environment, ensure it is welcoming and free of hazards, and that it is well maintained, sidewalks in downtown should be paved in a standard concrete surface with uniform texture and scoring. All new sidewalks and sidewalk repairs in the downtown must meet this standard, unless otherwise noted.

Past sidewalk patterns have created problems over time. The checkerboard of different pavement allowed before the 1989 Streetscape Master Plan produced a mixture of styles that undermined the consistency of the downtown pedestrian environment. A consistent sidewalk pattern allows the ground plane to read visually as one continuous open space associated with the street and not as a series of spaces associated with individual buildings. This continuous pedestrian foundation allows street furniture and other streetscape elements and the adjacent ground floor spaces to become the focus of the pedestrian environment. Exceptions are the Urban Structure Streets and Paseos that are defining elements in the overall downtown. Each of these will have a singular, consistent treatment to emphasize their importance.

Sidewalk paving requires a permit as per by Section 13.08.020 of the San Jose Municipal Code.

Placement Guidelines

- Sidewalks should be constructed of standard concrete as specified in the Department of Public Works Standard Specifications, Section 73. Exceptions are Urban Structure Streets and Paseos.
- Concrete shall be set, cured, and finished as per the specifications outlined in the Department of Public Works Standard Specifications, Section 73.
- All cement shall be Portland cement conforming to "Specifications for Portland Cement" ASTM C-150. Maintain the same brand, type, and source throughout the project.



Typical 5'x5' paving pattern on Fourth Street

- Concrete aggregate shall conform to Department of Public Works Standard Specifications, Section 90 as it applies to the project. Obtain aggregate from source of proven history of successful use. Source shall remain constant throughout the project unless otherwise approved by the RDA. Submit notice ten (10) days prior to changing source to allow for new mix design.
- The standard downtown scoring module is 5' x 5' or 4' x 6'. Permits to verify scoring should be consistent with adjacent sidewalk.
- The minimum replacement size for sidewalk repairs is the standard downtown scoring module. Repairs must sawcut out to the nearest score joint.
- An exception to the above paving guidelines is possible for public art pieces. For an installation to be considered public art, it must conform to the Public Art guidelines on p.32.
- Special paving is not permitted in front of individual buildings or developments.
- Approved special paving treatments along Urban Structure Streets and other streets in the downtown include:

Transit Mall: grey/green granite paving. **South First in SoFA:** colored concrete pavers (with art in the center square).

Santa Clara Street: 50% French Grey sandblasted concrete with distinctive scoring pattern and a standard concrete utility strip in the curb zone.

SIDEWALK PAVING (continued)

Market Street: Colored unit paving system north of San Fernando and South of San Carlos. French grey, medium sandblasted finish with staggered scoring on east side of Cesar Chavez Plaza; Tech Museum pattern on west side of street from San Carlos to San Fernando Streets. Almaden Boulevard: Concrete with 5' x 5' scoring pattern and landscape strip. Autumn Parkway: French grey concrete with 5' x 5' scoring pattern, medium sandblasted finish.

San Carlos: French grey concrete with 5' x 5' scoring pattern, medium sandblasted finish.

Paseos: Colored hexagonal asphalt pavers or equal or above material as approved by SJRA (no stamped concrete).

Civic Center area (4th, 5th, San Fernando, 6th and St.John): French grey concrete with 5' x 5' scoring pattern, medium sandblasted finish.

- Special paving on the streets listed above must be maintained. Sidewalk repairs in these areas must match the existing texture and pattern. Gaps in the existing pattern should be completed. All paving improvement shall be removed and replaced at the nearest score joint.
- Stamped, non-grey concrete is not permitted.

Urban Structure Streets: Special paving is permitted as part of an overall and consistent design plan for each street or special area.

Downtown Pedestrian Network Streets: Standard paving on all streets.

Downtown Paseos: Special paving.

Downtown Residential Streets: Standard paving on all streets.



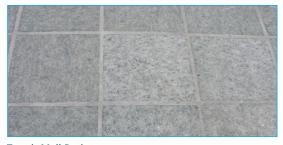
Market Street Paving



South First Paving



San Carlos Paving



Transit Mall Paving



Santa Clara Paving



Paseos Paving

PLANTERS

Well-maintained planters can be a colorful addition to the streetscape in areas where in-ground trees are not possible or if additional planting is desired to complement existing trees.

In an effort to bring more color and vibrancy to downtown, planters are strongly encouraged throughout downtown. Hanging planters are especially encouraged in historic districts.

Placement Guidelines

- Encroachment permit for installation of a planter must be obtained from the Department of Public Works Development Services.
- Planters may be placed in the Building Zone and the Curb Zone through an applicant permit process. Maintenance of the planter is a permit requirement.
- Planters in the public right-of-way must be maintained at all times, free of debris, with provisions for watering, and pruned.
 It is the responsibility of the permittee to maintain the planters. Planters that are not maintained will be removed by Code Enforcement staff.
- Planters should generally be located in the Building Zone at the building edge. Curb Zone planters are only recommended for streets without street trees.
- Curb Zone planters should be placed no closer than two feet (2') from the face of the curb.
- The standard planter is three feet (3') wide. Larger planters are not recommended. No planter can be larger than 25% of the total width of the sidewalk.
- Typical planter materials are wood, metal, pre-cast concrete, and terra cotta. Plastic planters are not permitted.
- All plant materials with spines, thorns, or any other sharp protrusions are not permitted in the public right-of-way.

- Planters must be sturdy and stable. They must have sufficient weight so that they cannot tip over or be blown over.
- Attachments to the sidewalk are not allowed except in areas where directed or permitted by the City.
- As per the requirements of the ADA, planters must be at least thirty inches (30") high to prevent tripping hazards. The planter must be solid within twenty-four inches (24") of the ground. If the solid part of the planter is less than 30", plantings can be used to meet the thirty-inch (30") height minimum.
- Planters may not have any protruding legs or supports.
- Planters must be kept free of advertising.
- Planters must have saucers under drainholes to minimize seepage onto the sidewalk or be internally drained.
- Hanging planters should include colorful, seasonal flowers and be well-maintained at all times.
- Hanging planters locations should consider potential dripping after watering and other maintenance factors.

Urban Structure Streets: Unique planters as part of design are encouraged.

Downtown Pedestrian Network Streets: Encouraged.

Downtown Paseos: Encouraged.

Downtown Residential Streets: Not encouraged except at retail corners

PUBLIC PHONES

No privately-installed public phones are permitted in or above the public right-of-way. The City of San Jose may choose to install a public phone if it is determined that one is needed to improve safety.

Placement Guidelines

- Public phones must conform to the General Placement Guidelines for streetscape elements outlined in this document.
- Public phones should be installed in the Curb Zone, a minimum of two feet (2') from the curb. They are not allowed in the Building Zone.
- Phones should be installed parallel to the curb such that the users are not standing in the Pedestrian Through Zone.
- Public phones are not permitted in the Building Zone or in the Setback Zone within eighteen inches (18") of the public right-of-way.
- Private property owners may install public phones in the Setback Zone at a distance greater than eighteen inches (18") from the public right-ofway.
- Advertising is not allowed on public phones.
- Public phones must be kept outside of the Corner Clear Zone.
- Privately installed phones on private property are owned and maintained by the permittee. The City of San Jose assumes no liability or ownership and will not maintain the phone. It is the responsibility of the permittee to maintain the phone and surrounding area and to ensure that the phone is free from all hazards and graffiti.
- Public phones installed in the Building Setback Zone are not permitted to overhang in the public right-of-way.
- Public phones should not be placed where their use will contribute to congestion, such as in a constrained right-of-way or opposite an ATM.
- Public phones should be installed in areas with good visibility to passers-by.

Urban Structure Streets: Not encouraged.

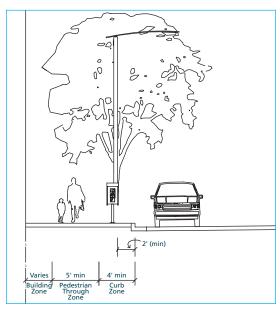
Downtown Pedestrian Network Streets: Not encouraged.

Downtown Paseos: Not encouraged.

Downtown Residential Streets: Not encouraged. Only permitted near neighborhood retail or major destinations.



The Model #104 phone booth manufactured by PBG inc. is preferred



Preferred public phone placement

A-FRAME SIGNS

Temporary A-frame signs are permitted in order to add variety and color to the streetscape and promote downtown business. A-frame signs are regulated by Section 23.04.830 of the San Jose Municipal Code.

Placement Guidelines

- One temporary A-frame sign is allowed per business.
- Signs may only be located in the curb zone in area between eighteen inches (18") and four feet from the curb face.
- Signs should be constructed of durable materials that are weather and rust resistant. Signs should be well-maintained and free of graffiti at all times.
- Signs may not be attached to any other structure on the sidewalk.
- Signs may not be placed on any median strip.
- Adjacent to a street parking space (other than a disabled parking zone), the sign may be located only in that area on the sidewalk that is within five feet (5') of the beginning or end of the parking space, as indicated by the lines on the street that mark the parking space.
- Signs should not obstruct the normal flow of pedestrian traffic. A minimum of five feet (5') should be kept clear on the sidewalk at all times.

Urban Structure Streets: Permitted.

Downtown Pedestrian Network Streets: Permitted.

Downtown Paseos: Permitted.

Downtown Residential Streets: Prohibited.



Typical A-Frame sign

AUTOMATIC PUBLIC TOILETS

Sidewalk toilets serve an essential function in the city, for both residents and tourists. New toilets should be located in areas with large tourist or shopper concentrations, near social service agencies, near public event or activity areas, and on sidewalks with sufficient width to accommodate their large size.

Placement Guidelines

- Sidewalk toilets should be located in the Curb Zone, a minimum of two feet (2') from the outside edge of the curb.
- Sidewalk toilets are not permitted on sidewalks less than fourteen feet (14') wide.
- Sidewalk toilets must be placed a minimum of forty inches (40") from existing sidewalk elements such as trees, benches, or streetlight poles.
- Sidewalk toilets located within the Setback Zone are preferable.
- A minimum of five feet (5') of clear pedestrian through space must be maintained at all times.
- Wherever possible, sidewalk toilets should be placed at red zones that are not bus stops.
- Sidewalk toilets are not recommended on sidewalk fronting a restaurant, café, or any other eating establishment.

Urban Structure Streets: Allowed.

Downtown Pedestrian Network Streets: Allowed.

Downtown Paseos: Not permitted.

Downtown Residential Streets: Not permitted.



Automatic Public Toilet on South First Street

LITTER AND RECYCLE CONTAINERS

For obvious reasons, litter containers are among the most ubiquitous elements in the streetscape. It is important that litter containers be provided at frequent enough intervals so that their use is convenient, and that they be well-maintained at all times.

Placement Guidelines

- The designated litter container for downtown San Jose is a high quality, side-opening 32-gallon Cost Container Litter Receptacle with a stainless steel top manufactured by McClintock Metal Fabricators painted San Jose Blue on all streets except along the Transit Mall where the official color is Federal Green.
- The standard litter container for Paseos in the downtown is the PADC Trash Receptacle manufactured by Canterbury International.
- Exceptions to these standard receptacles are permitted on Urban Structure Streets subject to approval by the RDA.
- Litter containers should be placed in the Curb Zone near the Clear Zone edge. Litter containers are not permitted Building Zone.
- Litter containers should be placed on every corner at an intersection of either Downtown Pedestrian Network or Urban Structure Streets.
- A minimum of two litter containers should be placed on each block except on Downtown Residential Streets.
- In addition to the standard litter containers placed within the public right-of-way, any business that sells food or beverages for consumption off the premises, shall provide one durable litter container outside of the exit. Plastic receptacles are not permitted.
- Litter containers are permitted in the Setback Zone. Privately installed trash cans are subject to approval by the DPW/SJRA.
- Privately maintained litter containers must be maintained in a clean and sanitary condition.
 It is the responsibility of the owner to maintain the litter container in an acceptable condition at all times.

Urban Structure Streets: Encouraged as per quidelines.

Downtown Pedestrian Network Streets: Encouraged as per guidelines.

Downtown Paseos: Generally discouraged except adjacent to neighborhood retail or major destinations.

Downtown Residential Streets: Encouraged as per guidelines.



Standard San Jose litter container for all streets



Standard San Jose litter container for all Paseos and Parks

UTILITY CABINETS

Utility cabinets are a necessary element in the downtown streetscape and house equipment to operate traffic signals, light-rail systems, streetlights, landscape irrigation, and telecommunication or utility company systems. The challenge for locating these components downtown is to place them in a manner that meets operational requirements while making downtown more inviting and safe for pedestrians. As such, the placement of cabinets should be considered within the overall design of the streetscape.

DOT determines the local characteristics and operational requirements for the intersection. These include:

- Downtown or Neighborhood
- Proximity to Downtown development
- Number of phases
- LRT Operations
- Interconnectivity requirement

SPECIFIC INSTALLATION GUIDELINES IN ORDER OF PRIORITY

All New or Relocated Cabinets are to be Located Within Adjacent Buildings (Building Zone or Building Setback Zone)

- Coordination with the building architect will occur so that suitable surfacing is installed on the door
- Access door should be flush with building surface and be keyed to the City's standard lock.

If an easement is required for the installation, an easement document (available from the Department of Public Works) will be processed permitting unencumbered access.

When it is impossible to functionally locate a cabinet within an adjacent building, cabinets are to be located in the public right-of-way. If a cabinet is needed along an urban structure street, and there is an adjacent street, the cabinet should be placed along the adjacent street.



Preferred Utility Cabinet

Curb Zone

• Cabinet must be from 18" to 27" from face of curb. (Increase spacing from curb with higher potential for conflicts; ie. in the path of U-turns, roadway with high crown.)

Adjacent to Building

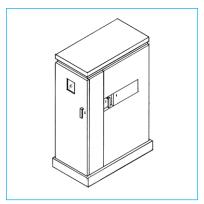
- In residential areas a 3' path should be provided between the sidewalk and cabinet if it is located more than 6" from the sidewalk.
- If placed against a building, the cabinet should be 6" from the façade.
- If an easement is required for the installation, an easement document will be processed permitting unencumbered access.

Pedestrian Through Zone

- Cabinets are not permitted within the recognized Pedestrian Through Zone.
- If area around cabinet is landscaped, its installations will comply with the DPW Architecture's guidelines.

Landscaping

- Sprinkler system may not be directed towards cabinet.
- Include a 6" wide paved perimeter to prevent plant contact with cabinet.
- Crawling plants are not permitted near the cabinets.



Type M-SJ D Cabinet: (For Downtown Use)

51"h x 35"w x 18"d **Style:** Downtown **Service:** Combined

Surface Finish: Brushed Aluminum or Stainless Steel



Type P Cabinet: 56"h x 44"w x 26"d Style: Off the shelf Service: Independent electrical service cabinet required Surface Finish: Brushed Aluminum for Downtown or Stainless Steel painted in Neighborhoods

Placement Guidelines

Engineering judgement should be practiced when exercising the guidelines as unique field conditions may require adjustments. For Downtown installations, design staff will seek input from Redevelopment Agency staff as it determines optimum placement in terms of operations, maintenance and aesthetics.

- Locate the cabinet on the minor street when feasible
- Locate the cabinet away from the front door or "picture" window of a business or residence.
- Locate the cabinet at the far side of the intersection to not limit drivers' sight distance.
- Locate the cabinet to permit a clear view of all intersection legs, no more than 40' from the end of return.
- Attempt to group no more than 3 cabinets at one leg.
- Maintain 5' wide sidewalk (minimum) adjacent to the cabinet(s).
- Locate service cabinet 6" from controller cabinet (not relevant for hybrid installations).
- A controller and service cabinet should be aligned even when located along the corner radius.

- Cabinet should be near pedestrian and parking for access by service personnel.
- Locate the cabinet at least 2' from wheelchair ramps.
- Maintain 3' distance between cabinet door(s) and immovable objects to permit access.
- Locate the cabinet at least 2' from catch basins.
- Locate the cabinet at least 10' from commercial driveways.
- For T-Intersections, cabinet should placed outside of the path of left turn and through movements.

Urban Structure Streets: Cabinets are not permitted along these streets and should be located on cross streets. Cabinets should be integrated into buildings, streetscape elements or be incorporated into a custom street furniture design that is coordinated with the overall design for the street.

Downtown Pedestrian Network Streets:

Cabinets should be integrated into buildings, streetscape elements or be a downtown-specific design.

Downtown Residential Streets: Cabinets should be integrated into streetscape elements or be a downtown-specific design.

VENDORS

Street vendors ranging from hot dog carts to craftspeople add considerable life to the sidewalk and are encouraged on Urban Structure and Downtown Pedestrian Network Streets, space permitting. Sidewalk vendors are regulated by the Peddler Permit Ordinance 11, Chapter 6.54 of the San Jose Municipal Code. Flower Vendors are regulated by Chapter 6.30.

Placement Guidelines

- Sidewalk vendors must comply with the General Placement Guidelines outlined at the beginning of these guidelines.
- Vendors must be located in the Curb Zone and must leave at least six feet (6') of clear pedestrian passage between their cart and the nearest property line. It is the responsibility of the permittee to ensure that the vending activity does not interfere with this minimum clear passage.
- Vendors are not permitted in the Pedestrian Through Zone or the Building Zone.
- Sidewalk vending carts or other devices cannot be more than five feet (5') wide, four feet (4') high, and six feet (6') long.
- No element of the vendor installation may interfere with access to any building. This includes all paths of travel or exiting.
- Sidewalk vending carts are not permitted on any sidewalk adjacent to a curb which is white, yellow, blue, red, or a transit stop.
- All food vendors must provide at least one durable trash can adjacent to the vending area.
- Attachments to the sidewalk are not allowed.
- The installation must be well-maintained and kept free of litter and other debris.



Downtown Pedestrian Network Streets:

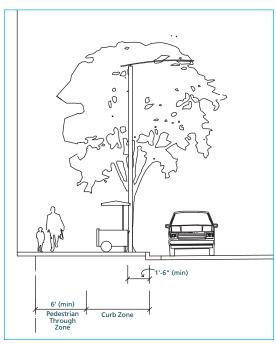
Encouraged as per guidelines.

Downtown Paseos: Encouraged as per guidelines.

Downtown Residential Streets: Not permitted.



A sidewalk vendor in San Jose



Vendor placement guidelines

Landscape Policies

San Jose, a city whose building heights are constrained by the nearby San Jose International Airport, has through its numerous streetscape improvements developed a memorable identity at street level. Within that realm, the street tree canopy is the dominant organizer of space and plays a key role in determining the character of the Downtown. Found on most every street, the City's strong tree canopy provides and is valued for the shade, graciousness, scale, and character it gives to the street and plays a primary role in the physical geography of the City.

The Landscape Policies build upon the existing tree canopy developed largely through the 1989 Streetscape Master Plan by identifying the remaining gaps and expanding the plan to include the Greater Downtown as defined by the Strategy 2000 Plan. Additionally, this plan expands upon the comprehensive set of guidelines outlined in the Redevelopment Agency's 1997 Final Draft of the Street Tree Manual and integrates them with the guidelines, standards and policies outlined herein for the City's streetscape. Finally this plan builds on the goals and objectives of Strategy 2000, which call for the use of plantings and other streetscape elements to "improve the walkability and comfort of streets in the Greater Downtown."

This Plan Summary contains landscape information relevant to the initial design and layout of trees along the street corridor. For more specific information on tree species, establishment, planting and inspection policies refer to the entire RDA Street Tree manual.

FORM AND CHARACTER

Trees in the Downtown should offer a rich canopy that covers the majority of the sidewalk and extends into the street. Trees should offer shade on the sidewalk but it should not be so thick as to prevent filtered sunshine. Trees should offer a measure of heat moderation in the summertime and may lose their leaves in the winter to allow the sun to pass through to the street level.

PRIORITY PLACEMENT

To ensure a consistent canopy along the street corridor it is imperative that the design and layout of the street trees have priority over streetscape elements/furniture. By laying out the street trees first, the rhythm and consistency of the tree canopy in the Downtown can be maintained.

ACCEPTED STREET TREES

The species detailed in the Tree List by Street section below have been successfully used as street trees in the local San Jose area and are the only accepted trees for use on Greater Downtown streetscapes.

PROHIBITED TREES

The following species have exhibited problems in the local climate and growing conditions have not been successful as street trees in San Jose. These species may not be used as street trees under any circumstances in the Downtown.

American Sweet Gum: Liquidambar styraciflua

Idaho Locust: Robina ambigua 'Idahoensis'

Tulip Tree: Liriodendron tulipifera

Raywood Ash: Fraxinus oxycarpa 'Raywood' Thick heavy evergreen trees such as Ficus are not recommended.

CALIFORNIA DEPARTMENT OF FORESTRY TREE SELECTION AND PLANTING GUIDELINES

These guidelines should be followed for the selection and planting of street trees and are included in the Appendix for reference.

INFILL PLANTING

Whenever possible street tree gaps in the Downtown should be filled using the tree species pattern already established for the street, in situations where the dominant and/or preselected tree is no longer allowed, a tree of similar leaf type, height, spread, and color should be used as the infill tree.

ASSESSMENT DISTRICT

The Transit Mall in the Downtown is a special Assessment District administered by the San Jose Department of Transportation (DOT) which pays for and maintains the street trees and other streetscape elements in the District. This District as well as other potential future Districts may have guidelines which supercede those within this plan and the District administrators should be contacted for more information.

TREE SELECTIONS BY STREET

The preferred street trees map details the existing and/or chosen tree for all streets in the Greater Downtown. Exceptions to these trees need approval of RDA Landscape Design Staff and/or RDA Arborist and must follow the selection criteria.

The selected trees identified in some cases may be different then the existing dominant tree. As existing trees die or are removed they should be replaced by the chosen tree for the street.

TREE SELECTION CRITERIA

The selection of new trees for the Greater Downtown utilized the following guidelines to ensure both their survival and appropriateness. Future tree selection as necessary must follow these guidelines.

Local Examples/Performance: Potential trees must have a proven track record in the local climate and environment as successful street trees. As the urban environment for street trees is much more difficult than in other growing conditions, trees must be successfully grown in an urban environment for 5-6 years. Trees that have been proven in similar climates but not specifically in the southern Bay Area are not acceptable.

Disease Resistance: Trees must have a proven record of disease prevention in difficult urban conditions.

Watering: In most cases, selected species do not require special watering after establishment. After a period of establishment (5 years) trees will not be regularly watered in the Downtown unless watered by an automatic irrigation system. In new developments all new trees are to be watered using an automatic irrigation system. All irrigation backflow devices and controller assemblies are to be within the Building and maintained by the property owner.

Canopy/Size: Trees should have an average height in urban conditions at maturity of at least 25 feet with a spread of at least 10 feet. Trees species are not naturally low branching and are able to conform to vertical clearance guidelines listed below without excessive pruning.

Color: In the Downtown, as part of the sidewalk, street trees should be light to mid-green in color. Trees with heavy dark green leaves, purple or other colored leaves are generally discouraged as they provide too much shade and darken the street corridor. Purple/red-leafed trees are allowed in adjacent plazas or parks.

Leaf and Seed/Flower: A variety of leaf shapes are selected, though excessively large leafed tree species such as Catalpa's are prohibited. Trees that drop excessive amount of seed or flower debris are also prohibited.

Roots: Trees must not be prone to the uplifting of sidewalks due to shallow rooting.

Shape and Form: Spreading, vase-shaped or pyramidal canopied trees are encouraged. Columnar trees are discouraged unless the unique conditions of the street dictate a tree with a narrow canopy.

Evergreen/Deciduous: Generally deciduous trees are selected in the Downtown for their less dense canopy, the possibility of fall color and the additional light available at the ground level after they shed their leaves in the fall. Evergreen trees that have a naturally light canopy are allowed.

Legend

- (1) Washingtonia robusta
- (2) Washingtonia filifera
- (3) Jacaranda mimosaefolia
- 4 Lagerstromemia indica
- (5) Celtis sinensis
- (6) Prunus cerasifera 'Atropurpurea'
- 7 Ulmus sp.
- 9 Platanus acerifolia 'Yarwood'

- (10) Pistacia chinensis
- (11) Pyrus calleryana
- (11a) Chanticleer
- (11b) Aristocrat
- (12) Gleditsia triacanthos
- (13) Cinnamomum camphora
- (14) Syagrus romanzoffianum

- (15) Grass median
- (16) Quercus sp. and Ulmus americana
- (17) Koelreuteria bipinnata
- (18) Sophora japonica "Regent"
- Quercus agrifolia street Ginko bilboa and Arbutus marina - median
- 20 Sophora japonica street Jacaranda median



Existing and/or preferred trees by street

MINIMUM PLANTING DIMENSIONS

An adequate planting area is crucial for the health and long-term success of a street tree. While trees are encouraged on all Downtown streets it may not be appropriate or possible to plant them in certain infill conditions. All new streets must meet the minimum-planting dimensions to ensure the feasibility and health of street trees. All tree planting areas require structural soils and may require soil to be amended depending on existing soil conditions.

A 5'x5'or 4'x6' planting pit is required for all new street tree installations.

In some infill/retrofit instances where the sidewalk width will be less then 10' alternative planting solutions may be considered. These may include planting trenches using structural soil, pervious concrete pan lids and other options approved by the RDA Landscape Design Staff on a case-by-case basis.

Urban Structure Streets: 5'x5' or 4'x6'

Downtown Pedestrian Network Streets: 5'x5' or 4'x6'

Downtown Residential Streets: 4'x4'

PROTECTION OF TREES DURING CONSTRUCTION

All construction activity around trees is to be reviewed and approved by the Agency Arborist and Senior Landscape Architect prior to commencement of work.

Prior to construction

- Water the trees to be retained if not during the winter rainy season.
- Install a chain link fence or other approved fence around every tree to be preserved.

Maintenance of trees during construction

Under the guidance of an Agency-approved certified arborist and pest control advisor

perform the following services as required to maintain vigorous growth and good health.

- Water with a deep root probe as necessary to maintain a moistened root ball.
- Fertilize as necessary during the growing season.
- Prune as needed to develop structure or remove dead limbs and crossing branches.
- Treat for diseases and pests.
- · Roots:
- -No roots larger then two inches shall be cut without approval of Agency Arborist.
- -Do not cut roots with a back hoe or other digging device.
- -If roots are approved for removal or cutting, make a clean cut using a sharp instrument.
- Do not change the soil grade within the dripline of the tree.
- Do not park vehicles under trees.
- No materials shall be dumped around the base of the tree. This includes, but is not limited to: paint, water from cleaning brushes, chemicals, cement water, debris lumber or metals, bricks.
- Leave fence in place throughout construction.

After construction

- Prune as necessary using Agency-approved certified arborist.
- Trace wounds on trunks of trees.
- Aerate and relieve soil compaction as needed.
- Fertilize if needed.

TREE REMOVAL

The removal of existing street trees to make way for building signs or other streetscape elements is strongly prohibited. Efforts must be made to locate new driveways between existing trees whenever possible. When no feasible alternative exists an application to remove a tree for a driveway can be considered by the City and Agency. Wherever possible new development should be planned to fit around the existing street

trees, and variances to the Guidelines contained herein should be applied for from the Department of Public Works.

To request removal of a tree, obtain a permit from the City Arborist (277-2762). Coordinate removal of tree with City Arborist and SJRA Arborist.

In situations where a single tree must be removed, a replacement tree should be planted adjacent provided it meets all applicable 'Clear Zones' guidelines. In no instances may two or more trees be removed from the streetscape without their replacement in a manner consistent with the existing species pattern size and spacing of trees on the street.

VERTICAL CLEARANCE

An adequate vertical clearance along the sidewalk provides a clear view for pedestrians ensuring a higher degree of safety and a better opportunity to observe retail signs and entrances. Vertical clearance along the street is absolutely necessary to avoid trucks and buses from hitting and damaging street trees.

The following guidelines outline the minimum dimensions for vertical clearance in the Downtown and trees should be pruned as necessary to maintain proper clearance after an establishment period of 2-5 years. All pruning

is to be under the supervision of a certified arborist and/or a City and Agency arborist.

Along the Sidewalk: Minimum height at edge of tree well/tree grate: 8'

Along the Street: Minimum height at curb, from top of curb: 13'

HORIZONTAL CLEARANCE

Planning, planting and pruning for an adequate horizontal clearance along buildings and signs will result in a tree canopy that is even on both the sidewalk and the street and does not result in a tree looking crowded against the building edge.

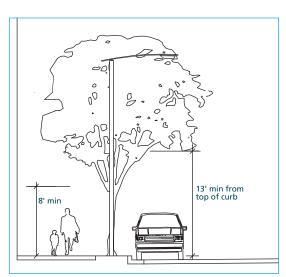
Recognizing the importance of theaters and theater marquee signs in downtown, exceptions to interrupt the street tree rhythm are permitted.

The following guidelines outline the minimum distances for horizontal clearance to the building edge and trees should be pruned as necessary to maintain clearance at maturity: 5 years.

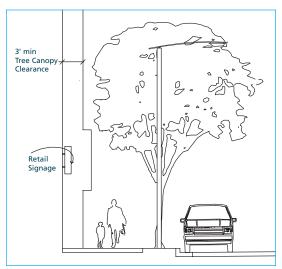
Urban Structure Streets: 3'

Downtown Pedestrian Network Streets: 3'

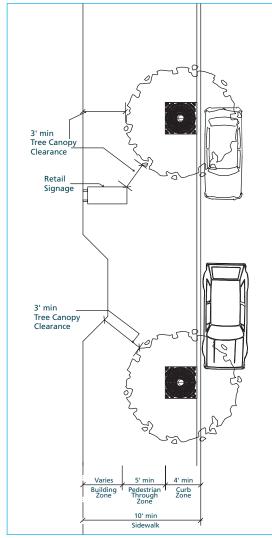
Downtown Residential Streets: 3'



Vertical clearance for street trees



Horizontal clearance for street trees



Horizontal clearance of tree canopy

CLEAR ZONES

While trees are allowed to be planted anywhere outside of the Corner Clear Zone, the following distances represent the minimum distance a tree must be planted from existing or concurrently planned streetscape infrastructure. In some instances where infrastructure or trees already exist these guidelines may be adjusted or altered subject to the approval of the Department of Public Works.

Overhead/cobrahead style street lights and overhead signal devices: 20'

Single or double-headed acorn style street lights: 20'

Pedestrian sidewalk lighting:10'

Residential driveways: 5'
Commercial driveways: 10'

Sewer lines: 10' Stop signs: 20'

Other Streetscape furniture/elements: edge of tree well, one-side only. Other side: 3'

Underground utilities: 5'

Utility cabinets: 5' Fire hydrants: 5' Bike racks: 2'

Corners: 40'

These guidelines do not apply on the Transit Malls which are subject to specific transit Mall Guidelines developed by the SJRA.

TREE GRATES

To increase the walkable area of the sidewalk as well as to protect street trees, tree grates are recommended for all street trees on Urban Structure and Downtown Pedestrian Network streets.

Placement Guidelines

- The standard 5'x5' San Jose tree grate, Boulevard Collection model R8713 and the 4'x6' grate R8811 from Neenah Foundry, is required unless another grate has been approved for use along Urban Structure Streets, or in the case of a special situation as outlined below. Grates must be bolted at each corner using hex bolts and tree gates must be bolted to tree guards if used.
- Streets with planting strips do not require tree grates.
- Urban Structure Streets with sidewalks greater then 15' may use other treatments as part of an overall street specific design for the entire street length at the approval of RDA Landscape Design Staff.
- The use of tree-pan lids is discouraged, though may be used at the discretion of RDA Landscape Design Staff in special instances, such as cases of narrow sidewalks.
- Tree grates need to be inspected regularly and enlarged as necessary to accommodate tree growth. (Per City Ordinance, property owners are responsible).
- For new development or significant rehabilitation, non-conforming grates are to be replaced to meet accessibility standards.



The approved San Jose tree grate, Boulevard Collection Model R8713 with the approved Model "C" tree guard both from Neenah Foundry

TREE STAKING AND GUYING

Street tree staking or guying is necessary to promote straight growth and to help prevent damage from wind and vandalism. All new street trees must be staked or tied to tree guards at the time of planting to minimize the potential for damage. Trees should be staked/guyed for a minimum of 1 year. Additionally staking/guying may be required as determined by RDA Landscape Design Staff or authorized arborist. In these situations the need for staking/guying should be reviewed every six months.

Street trees should be staked/guyed according to the following details. If tree grates and guards are not utilized, the standard street tree staking detail should be used in all cases.

When tree grates are used, tree guards are required.

Tree straps and/or cinch ties must be readjusted as needed to avoid damaging the tree. At this time, trees with guards must be inspected to ensure tree and guard are not rubbing.

Tree staking can be used on Urban Structure and Downtown Pedestrian Network Streets when grates and guards are not utilized.

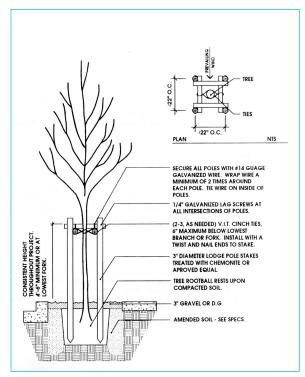
Urban Structure Streets: Tree guards with guying.

Downtown Pedestrian Network Streets: Tree guards/guying.

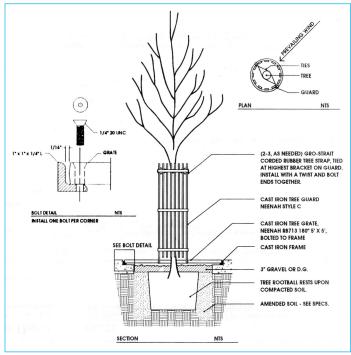
Downtown Paseos: Tree guards with guying.

Downtown Residential Streets:

Tree staking/guying.



Tree staking detail



Tree guard and guying detail

Transit Routes and Operations

Transit connectivity is a critical component for the downtown pedestrian environment, and careful integration of transit needs within the overall streetscape is guiding objective of this plan. Good transit access combined with ease of use and safe and comfortable transit waiting areas makes transit more attractive for all users thereby increasing pedestrian traffic in the downtown. Well-designed transit stops, and bus stops in particular, in the downtown can serve multiple functions providing services for transit users as well as for other pedestrians. Transit stops should be well-designed public spaces that allow riders to wait comfortably out of the elements.

While the transit map indicates current and project transit operations, the final configuration of major transit improvement projects such as BART, Downtown East Valley LRT, and Rapid Bus Transit have not been decided. Changes in the plan recommendations for certain streets may be necessary after transit decisions are made in these corridors. The Redevelopment Agency is committed to working closely with VTA to ensure that important transit projects can be implemented in the downtown.

As per Section 14.05.200 of the San Jose Municipal Code, bus stop facilities encroachment permits are required for the construction, installation, alteration, or relocation of any bus stop facilities within any city right-of-way or portion thereof.



Example of a custom shelter similar to what is recommended for the Greater Downtown Core of San Jose

KEY RECOMMENDATIONS FOR TRANSIT

- The Transit Mall is a special area downtown and needs to be preserved as adjacent development occurs. The existing streets cape furnishings are to be retained as transit and adjacent improvements is constructed. The existing LRT shelters are being replaced as part of the platform retrofit program. The design that is finally approved for the LRT shelters should be used throughout the Greater Downtown as additional LRT lines are constructed. A different shelter would be used outside of the Greater Downtown. In addition, well placed consolidated news racks would replace the scattered locations that now exist. Pedestrian safety and movement will be a primary consideration for the locations of these new racks. Transit Mall lighting upgrades are described in the Downtown Lighting Plan. Any revisions or improvements to the Transit Mall must be designed per the City's/Agency's Transit Mall standards and specifications.
- To better integrate transit facilities and build upon the success of the transit mall, a custom transit shelter is recommended in the Downtown Core. This custom transit shelter can be a very valuable design element in the street environment. Its design should be distinctive, helping to create the image of downtown and not used outside of this area.
- Standard VTA transit shelters can be used outside of the Greater Downtown.

- Where feasible, transit facilities should be incorporated into adjacent building edges, under overhangs, or near public seating areas.
- In order to facilitate transit operations, wider curb radii (wider than the 20' recommended in this plan) for transit streets are appropriate to facilitate bus-turning movements onto streets with narrow traffic right-of-ways.
- Bulb-outs may be considered as part of a transit corridor improvement project such as proposed along Santa Clara Street.
- All designs for sidewalk widenings that affect traffic lane widths on transit streets will include a minimum of 22' for the inside lane and parking lane combined.
- Wherever possible, LRT supports and lighting poles should be combined thereby reducing sidewalk obstacles.
- Currently VTA makes a custom narrow shelter for downtown. This shelter should continue to be used until a new custom shelter is approved.

TRANSIT AMENITIES

The size of the transit area and range of amenities is determined by the transit stop classification and the available sidewalk width. All efforts should be made to integrate transit facilities to create a unique identity for downtown. In the downtown there are three types of transit facilities (indicated on the Transit Map on the following page).



Example of a custom shelter similar to what is recommended for the Greater Downtown Core of San Jose

1. Light rail stations

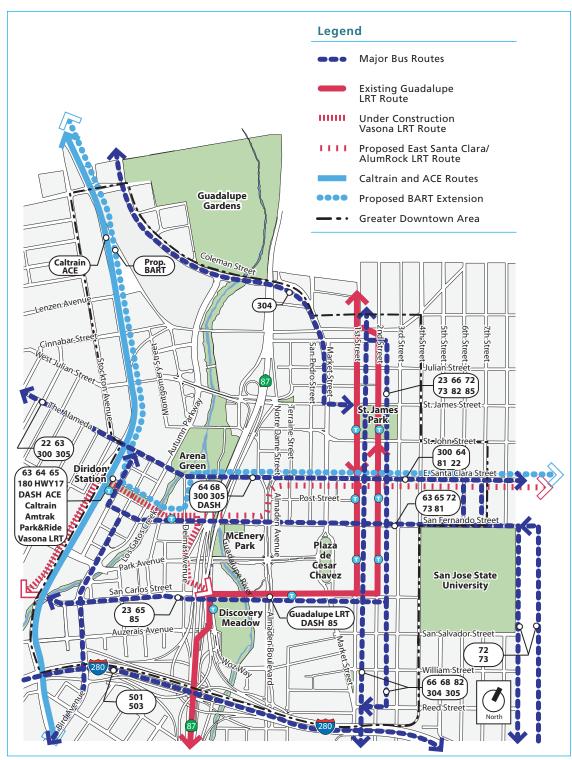
- Downtown specific design transit shelter with sitting space and protection from rain and wind
- Ticketing facilities, as appropriate.
- Informational signage on local and regional transit services, as well as nearby destinations and events.
- Special safety lighting
- Trash cans
- Street trees
- Bicycle racks (outside the bus stop clearance area)

2. Major transit stop

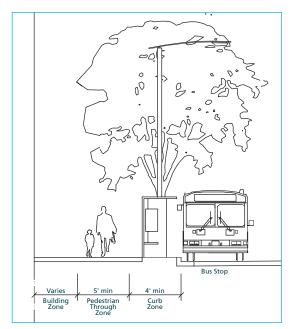
- Downtown specific design transit shelter with sitting space and protection from rain and wind
- Informational signage on local and regional.
 transit services, as well as nearby destinations and events.
- Trash cans
- Special safety lighting
- Bus stop pad installed as per VTA standards.
- Bicycle racks (outside the bus stop clearance area)

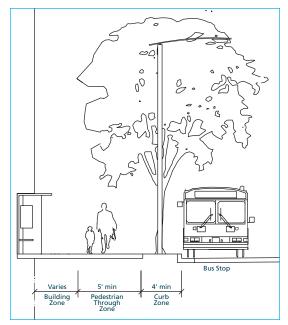
3. Standard transit stop

- Standard SJRA bench for bus stops.
- Trash can
- Street trees
- Bus stop pad installed as per VTA standards.
- Bus stop in the Building Zone may be permitted if the adjacent building provides sitting space and protection from the elements. The design must be submitted to the Redevelopment Agency for review and approval.
- Bus shelter locations must maintain clearance zones that meet ADA requirements for wheelchair accessibility to and from the shelter, and to board or exit the bus.



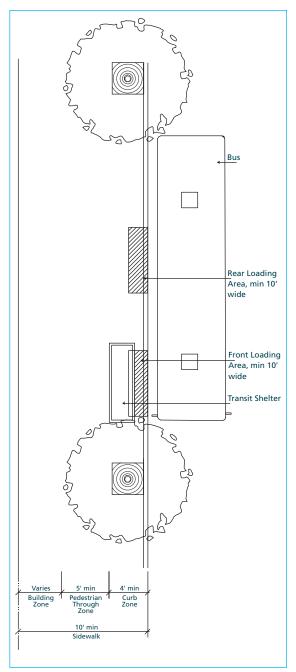
Transit routes/key stops (as per VTA route map)



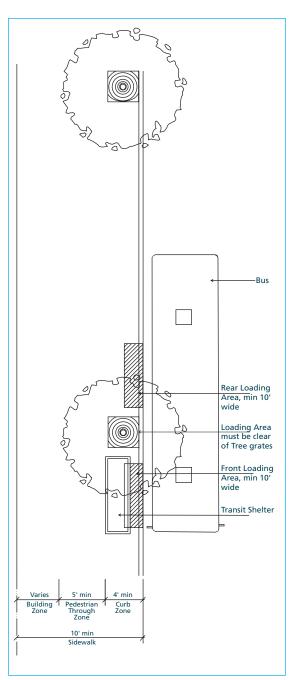


Typical transit stop

Building zone transit stop



Ideal bus stop location spaced between two established trees



Alternate bus stop location with the two loading zones on either side of a street tree

Lighting Policies

INTRODUCTION

The San Jose Downtown Street and Pedestrian Lighting Master Plan was developed in coordination with The San Jose Downtown Streetscape Master Plan and The Downtown San Jose Signage Master Plan. The Lighting Master Plan establishes guidelines that address future development, including incremental changes, to the Downtown lighting in a consistent and cohesive manner. With the continuing growth and revitalization of Downtown, lighting plays a critical role in the perception of and attraction to the Downtown at night.

The Lighting Master Plan addresses the pubic right of way through the illumination of pedestrian paths and streets. Lighting creates appealing spaces, providing exciting and attractive places where people can feel safe and secure.

The Plan encompasses design principals, the appearance and location of the light fixtures, the color of light, light levels and considerations for the Lick Observatory. It charts a path for future lighting development based on research, history, technical and aesthetic requirements and the principle of a humanistic approach to the lighted environment. With the addition of pedestrian light fixtures, it supports the vision of a pedestrian-friendly Downtown, adding vitality to nighttime retail, dining and entertainment activities.

The lighting recommendations cover the area designated as the Greater Downtown in the Downtown Streetscape Master Plan. Outside of the Greater Downtown the existing standard City of San Jose lighting guidelines are to be followed.

The Lighting Master Plan provides guidelines for the design of required light fixtures in the public right of way. The base maps within the plan illustrate both the existing street pattern and potential street improvements proposed in various strategic development plans created within downtown over the past few years. These strategic development plans show possible new or modified streets in areas that are currently privately owned. By illustrating these possible streets in the Downtown Street and Pedestrian Lighting Master Plan, no determination is being made at this time to acquire the private property for these streets. The Downtown Street and Pedestrian Lighting Master Plan base maps only illustrate possible development and street patterns if implementation of those strategic development plans were pursued in the future.

Further details, specific guidelines and parameters are provided in The San Jose Downtown Street and Pedestrian Lighting Master Plan.

RECOMMENDATIONS OVERVIEW

The purpose of the lighting recommendations put forth in this report is to serve as guidelines to develop lighting requirements and establish a single source lighting document that covers all of the Greater Downtown. The recommendations update City policy to current industry practice, follow a common-sense humanistic approach and take into consideration the latest technology. Lighting recommendations are made in the following areas:

- Design Principals
- Light Fixture Types (styles)
- Guidelines for Light Levels
- Consideration for the Lick Observatory
- Development Permits: Required Lighting Calculations
- Maintenance

Lighting improvements will occur over time. These guidelines will be used for lighting improvements under two primary scenarios:

- Private Development: As new development occurs in the Greater Downtown, lighting improvements in the public right of way are required as a condition of development. Developers will use the Lighting Master Plan to define what improvements are needed at the sidewalks adjacent to the new development. Staff will use the Plan to review development proposals and issue site development and 3-permits.
- Public Projects: Based on the annual budget decisions of the City Council and the Redevelopment Agency board, the Lighting Master Plan will be used to design and construct publicly funded lighting projects in the future.

Considerable effort has been made to minimize the capital costs of lighting improvements and ongoing maintenance. The following measures have been incorporated into the lighting recommendations. Existing infrastructure will be used and reused where possible, such as light fixtures, pole locations, poles, electrical systems and service panels. The existing City standard street light will be retained in areas where pedestrian light fixtures will not be used. In areas using pedestrian light fixtures, the street light fixture head will be changed out to a comparably priced cut-off distribution fixture head in respect for the Observatory, but the existing pole and arm will be reused.

LIGHTING DESIGN PRINCIPLES

Good lighting is essential to the success and comfort of the Greater Downtown at night. It addresses not only the necessity of visibility, but also focuses attention on areas of activity and determines the color palate of the nighttime Downtown. Two lighting systems are recommended: street lighting and pedestrian lighting along the sidewalks. Six core design principles will determine the direction for the evolution of the Greater Downtown streetscape

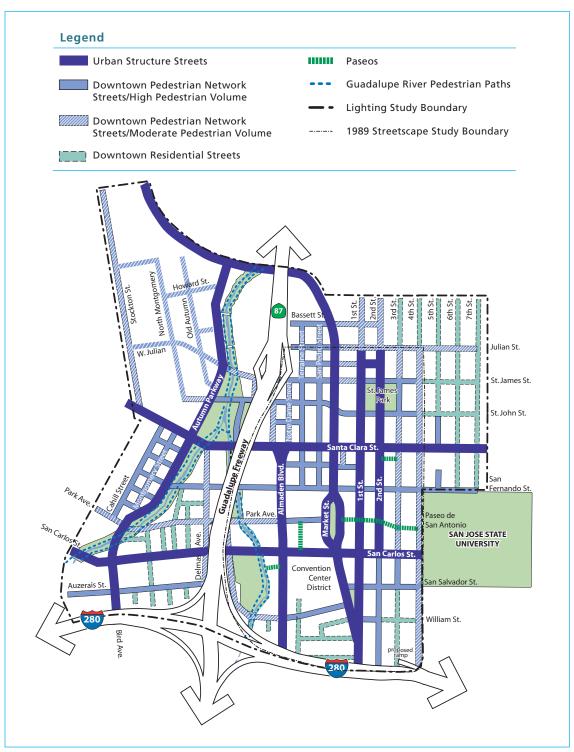
lighting. Each principle has a series of considerations that will direct the course of action during street lighting development.

Principle: Create Downtown Identity/Identify Downtown at Night

Visitors, residents and commuters should recognize that they are within the San Jose Downtown area by the character of the streetscape and street lighting. The lighting boundary for the Greater Downtown corresponds to the Greater Downtown Area as represented in the Streetscape Master Plan. The Greater Downtown lighting should be identified as different than the non-downtown areas.

Principle: Encourage Pedestrian Use of Downtown

The lighting will contribute to a safe, attractive environment for the pedestrian at night and encourage nighttime use of the downtown. Pedestrian light fixture types appropriate to each area will be used on all Downtown Urban Structure and Pedestrian Network Streets – High Pedestrian Volume.



Downtown Lighting Master Plan Streets

Principle: Present a Cohesive Downtown Lighting Approach

There will be a consistent, interrelated design approach to the lighting so that the City, its Contractors and Developers are working toward the same objective.

Principle: Identify Special Areas

There are historic neighborhoods and distinct areas that should be respected and emphasized in accordance with the Downtown Streetscape Master Plan. Area specific historic or contemporary pedestrian light fixtures will be used as appropriate along Downtown Urban Structure and Primary Pedestrian Network Street to identify these areas. Older historic neighborhoods also can have historic pedestrian light fixtures when requested by the community.

Principle: Respect Observatory

The lighting should take into consideration the current Lick Observatory exterior lighting requests.

Principle: Build Upon Existing Infrastructure

The lighting system should use and build upon the existing infrastructure to minimize future costs and to be efficient.

LIGHT FIXTURE TYPES

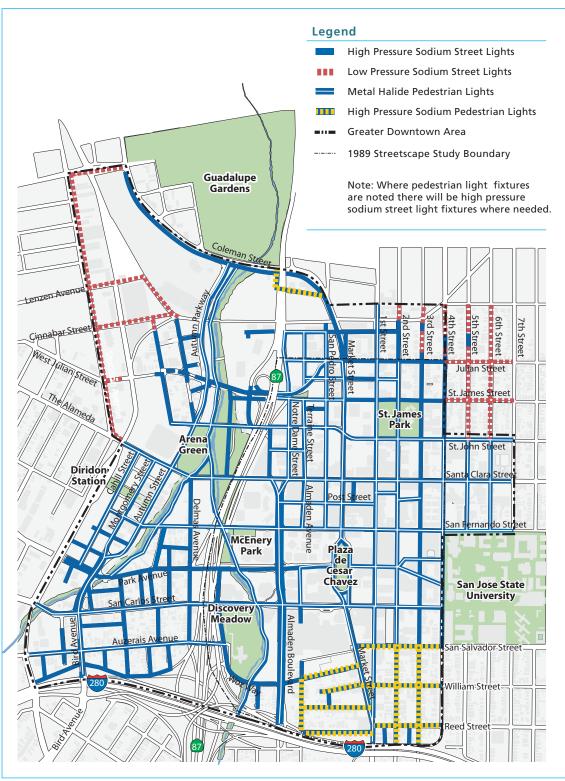
Recommended light fixture types are described and specified in the Lighting Fixture Schedule in the complete San Jose Downtown Street and Pedestrian Lighting Master Plan. Their corresponding product data sheets appear after each fixture type.

Light fixtures are classified into three categories: street, pedestrian historic and pedestrian contemporary. Light fixtures are designated with the following prefixes:

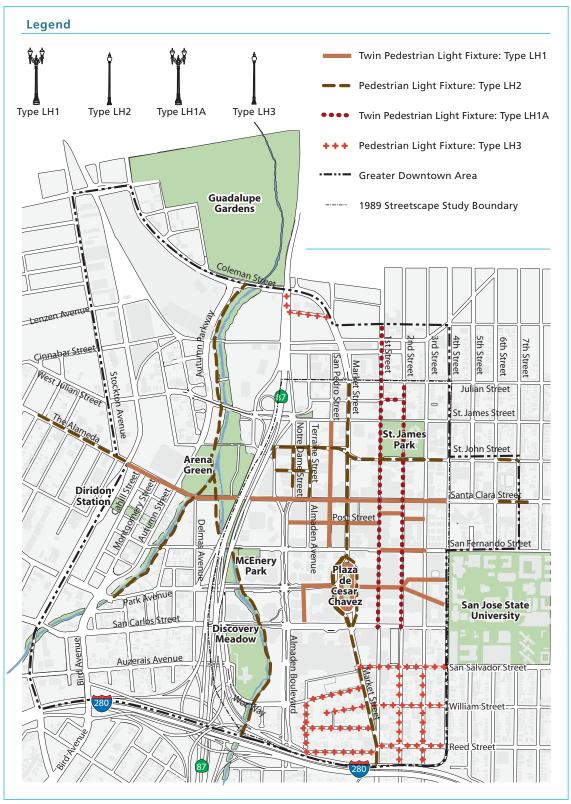
- •LS (Luminaire Street) = Street light fixture, high pressure sodium (HPS)
- LH (Luminaire Historic) = Pedestrian historic light fixture, metal halide (MH) or high pressure sodium (HPS)
- LP (Luminaire Pedestrian) = Pedestrian contemporary light fixture, Metal halide (MH)



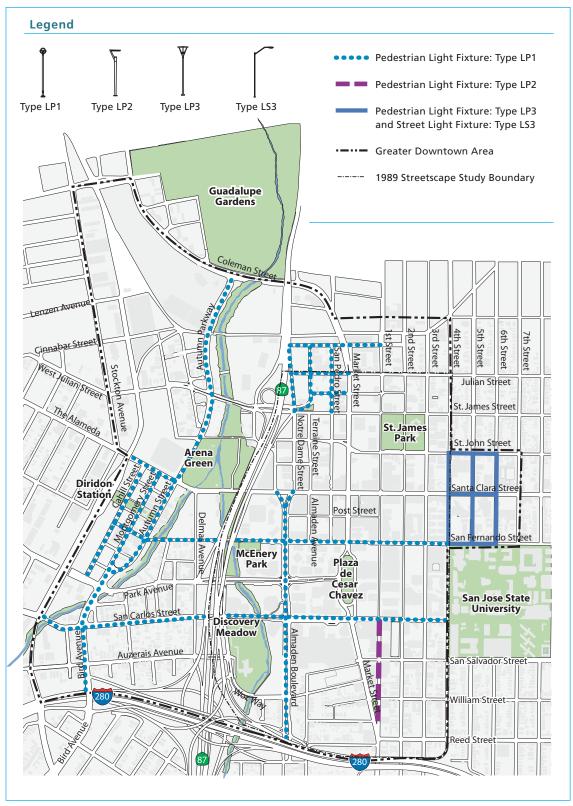
Light fixture types



Recommended Street and Pedestrian Light Source Types



Recommended Historic Pedestrian Light Fixtures



Recommended Contemporary Street and Pedestrian Light Fixtures

GUIDELINES FOR LIGHT LEVELS

The purpose of the Guidelines for Light Levels is to consolidate and update the street and pedestrian lighting standards and goals currently in use in the Greater Downtown.

Light Level Goals

The Light Level Goals Chart details the light level goals for all Greater Downtown lighting. It incorporates the previous 1990 Downtown Infrastructure Improvement Plan (DIIP) goals developed specifically for the Downtown Core. The Chart clarifies the older DIIP criteria by listing minimum average maintained light levels and uniformity ratios.

Previously established DIIP light level goals for San Jose were set to address the concerns of security and perceived low light level in the Downtown. Due to the existing light levels in many of the Downtown streets, current recommended light level goals maintain the previously established goals and take into consideration uniformity ratios and pedestrian light levels as recommended by the Illuminating Engineering Society of North America (IESNA) Roadway Lighting RP-8-00 publication, 1999.

Minimum average maintained light levels are listed to account for light loss over time. As the light source ages, equipment begins to wear, dirt accumulates, and light levels drop dramatically to what is known as maintained light levels. This reduction in light is called a light loss and can be accounted for by including a light loss factor (LLF) in the lighting calculations.

Light Level Goals Chart

Streetscape Master Plan Street and Pedestrian Category	Horizontal Light Level at Grade minimum average maintained	Intersections	Uniformity Ratio average/minimum	Light Source		
STREETS						
Urban Structure	3.0 footcandles	4.5 footcandles	3:1	High Pressure Sodium		
Downtown Pedestrian Network – High Pedestrian Volume	3.0 footcandles	4.5 footcandles	3:1	High Pressure Sodium		
Downtown Pedestrian Network – Moderate Pedestrian Volume	1.8 footcandles	2.4 footcandles	4:1	High Pressure Sodium		
Downtown Residential	1.2 footcandles	1.8 footcandles	6:1	High Pressure Sodium		
PEDESTRIAN WAY						
Urban Structure	2.0 footcandles	_	4:1	Metal Halide		
Downtown Pedestrian Network – High Pedestrian Volume including Paseos	2.0 footcandles	_	4:1	Metal Halide		
Downtown Pedestrian Network – Moderate Pedestrian Volume	1.0 footcandle	_	4:1	High Pressure Sodium		
Urban Parks	1.0 footcandles	_	4:1	Metal Halide		
Downtown Residential	0.4 footcandles	_	6:1	High Pressure Sodium		
Underpass	4.0 footcandles	_	4:1	High Pressure Sodium		

^{*}Pedestrian Network Streets are divided into two light level categories: Pedestrian Network Streets – High Pedestrian Volume and Pedestrian Network Streets – Moderate Pedestrian Volume. Pedestrian Network Streets – High Pedestrian Volume are characterized by the same light level as Urban Structure Streets and use of pedestrian light fixtures.

Intersection Lighting

Intersections are called out as a separate category in the Light Level Goals chart because intersections have higher lighting goals due to pedestrian conflict issues surrounding traffic movement.

Paseo Lighting

Paseos have the same requirements as pedestrian lighting for a Downtown Pedestrian Network Street – High Pedestrian Volume with regard to light level and uniformity goals. Paseos will be illuminated using City standard historic light fixtures with a metal halide light source. Other light fixture types may be considered in new paseo systems that reflect the surrounding area.

Urban Park Lighting

Downtown Urban Parks should be illuminated using either historic or contemporary pedestrian light fixtures selected from the City standards. The Parks have the same pedestrian lighting requirements as a Downtown Pedestrian Network Street - Moderate Pedestrian Volume with regard to light level and uniformity goals, but the fixtures will use a metal halide light source.

Public Art Lighting

Public art should be illuminated when possible. Sometimes public art will be adequately illuminated from existing street or pedestrian light fixtures. Or it may be possible to add a specific street or pedestrian light fixture for the purpose of illuminating the art. Some art, due to its size or importance, will require specific lighting. Long life and white light sources should be used to light art, such as metal halide, fluorescent, Light Emitting Diode (LED) or long life tungsten halogen. Consideration should be given to all issues stated under the Lighting Design Principles including those of the Observatory and Building Upon Existing Infrastructure.

Building Mounted Pedestrian Level Lighting

Private Developers are encouraged to mount light fixtures at the pedestrian level on their building facades, canopies and over hangs to supplement the street and/or pedestrian lighting in the public right of way. Pedestrian level lighting draws attention to the building and encourages night use of the area. Long life and white light sources should be used for pedestrian lighting, such as metal halide, fluorescent, Light Emitting Diode (LED) or long life tungsten halogen. Building mounted light fixtures should be selected that will mitigate light pollution and minimize uplight in the environment. Consideration should be given to all issues stated under the Lighting Design Principles including those of the Observatory.



Building mounted light fixtures



Building mounted light fixtures

Holiday Lighting

The City has an existing holiday lighting program. Separate 120 volt circuits are incorporated high on street light and pedestrian light poles to accommodate the installation of temporary holiday lighting. The use of holiday lighting should be expanded and promoted.

DEVELOPMENT PERMITS: REQUIRED LIGHTING CALCULATIONS

When submitting street and pedestrian lighting improvement plans to the City for a permit for off site improvements for a development, light level calculations shall be submitted with the lighting layout to demonstrate compliance with the Lighting Master Plan Light Level Goals. The light level calculations shall be performed using a recognized industry standard computerized lighting program. Acceptable software for computerized lighting programs includes, but is not limited to:

- AGI by Lighting Analysts, Inc.
- Autolux by Independent Testing Laboratories, Inc.
- Genesis by Genlyte, Inc.
- Holophane
- · Luxicon by Cooper Lighting, Inc.
- · LitePro by Hubbell Lighting, Inc.
- Lumen Micro or Simply Roadway by Lighting Technologies, Inc.
- Micro-Site-Lite by Lighting Sciences, Inc.
- Visual or Templit by Lithonia Lighting, Inc.
- Light level calculations shall be provided for each lighting layout or change in fixture spacing along the street, along the pedestrian way and for intersections.

- Calculations shall be presented in a point by point calculation grid calculated as follows:
- Streets: 2 points per lane, 10' on center
- Intersections: points 10' on center, include all light fixtures contributing to the intersection.
- Sidewalks 10' wide: 2 points, 5' on center, 2.5' from edges
- Sidewalks 15' wide: 3 points, 5' on center, 2.5' from edges
- A summary chart confirming compliance with the Guidelines shall be provided with each lighting layout. The summary chart shall list the calculation program used, minimum average maintained light level, uniformity ratio and light source for the street, intersection and pedestrian way.
- Light level shall be calculated in horizontal footcandles at grade.
- A light loss factor (LLF) of 0.72 for high pressure sodium lamps and 0.60 for metal halide lamps shall be used when calculating light levels in the Greater Downtown.

The calculated light level and uniformity shall be within the recommended practice as stated in the most recent publication of the Lighting Handbook by the Illuminating Engineering Society of North America.

San Jose Downtown Signage Program

PROGRAM PURPOSE & OBJECTIVES

Introduction

Following the development of the San Jose Greater Downtown Strategy for Development in 2001, the Redevelopment Agency commissioned the development of the Downtown San Jose Signage Master Plan. The Plan, which was developed in coordination with the architectural and graphic design firm of SMWM, was approved by the San Jose City Council and the Redevelopment Agency Board in April 2002.

This plan was primarily developed to response to lack of a consistent graphic identity, ambiguous messaging and dysfunctional integration of a of different signage efforts that have been developed in a piecemeal fashion over the last several decades. The existing signage system has resulted in a visual clutter, which detracts from the quality of the public realm.

Following the approval of the Signage Master Plan, the Redevelopment Agency began the design of the Signage Program elements in 2002. Following is a summary of the main features of the Signage Master Plan and Signage Program. Further details, specific guidelines and parameters are provided in the Downtown San Jose Signage Master Plan, published in March 2002.

Mark and Distinguish Downtown San Jose

The Downtown San Jose Signage program creates a consistent identity that reflects and reinforces its values, energies, and aspirations. Environmental graphics plays an important role in providing Downtown's public face, making its boundaries, and contributing to its character.

Improve Wayfinding and Legibility

Downtown San Jose can be difficult to navigate as a pedestrian. The Downtown Signage Program is intended to clarify wayfinding and bring destinations within more comfortable view of pedestrians.

Promote the Efficient Use of Parking

The Downtown Signage Program is intended to complement the City's long-term parking managements strategies by clarifying locations of, and routes to downtown parking resources. In addition, this program is intended to complement the Department of Transportation's Parking Guidance System, which is geared primarily toward visitors unfamiliar with the Downtown and the locations of parking facilities.

Provide Information on Downtown Resources

The Signage Program plays an important role in informing people of the Downtown's wealth of resources—from museum exhibitions to music festivals to sporting events—that visitors or even locals may not be aware of.

Enhance the Pedestrian Environment

This program is designed to provide visitors, workers, and residents with the cues and information they need to explore, discover and take advantage of Downtown San Jose's breadth of experience. The program seeks to draw people into the streets and to keep them there, to help make walking efficient, wandering easy, and lingering rewarding.

The Signage Program makes an important contribution to improving walkability by enhancing wayfinding, directing pedestrians onto the most comfortable and amenity-rich walking routes, and highlighting sidewalks and other public spaces as places to linger and relax.

PROGRAM ELEMENTS

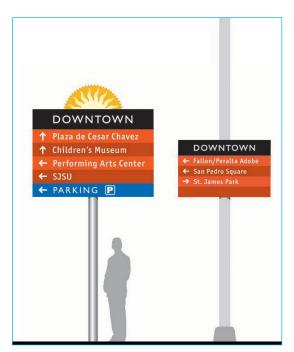
Designated Circulation Corridors

To make the most efficient use of program resources and ensure an effective wayfinding network, the wayfinding signage system is concentrated on two sets of designated circulation corridors—vehicular and pedestrian. These networks are selected to take advantage of existing circulation patterns and bring motorists and pedestrians as close as possible to their destinations.

Vehicular Wayfinding

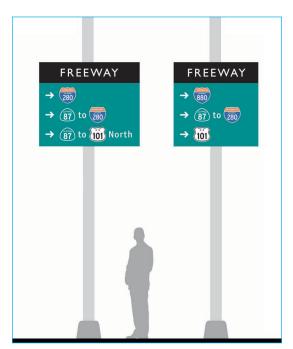
The vehicular wayfinding system directs motorists into the Downtown core from freeways and major surface arterials. The system is structured around the network of major circulation corridors. Directional signs are placed at key decision points within the network to direct motorists to their destinations, where parking signs would direct them to the most appropriate parking facility.

The primary recommended elements of the Downtown Signage Program are as follows:



Auto Directional Signs

As motorists enter the network of designated circulation corridors they are directed toward major destinations by directional signs. These signs recur at all important decision points, providing a continuous path toward each destination along the corridors.



Downtown Egress Signs

Egress signs direct traffic from major routes out of the downtown to freeway entrances. Locations are recommended for green, Caltrans-designed signs to identify freeway connections.



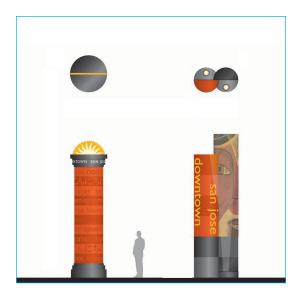
Pedestrian Wayfinding

The pedestrian wayfinding system guides pedestrians and provides more detailed information about downtown points on interest, events, activities and services. The system is structured around a network of designated pedestrian corridors through the downtown, focusing particular attention to the needs and likely routes of downtown visitors, as well as the quality of the environment.



Street Identity Signs

Inside the Downtown core, distinctive street identity signs provide a constant reinforcement of distinct identity.



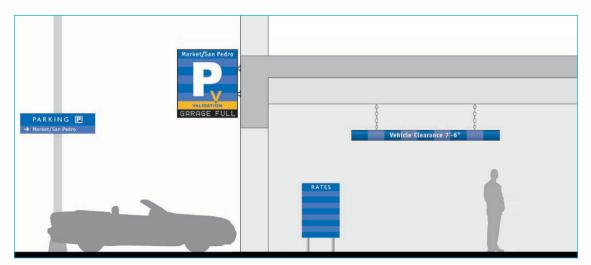
Downtown Gateways

Gateway signs mark the points where major autoroutes enter the Downtown area. These signs are designed to announce that you are entering a special district. Where possible they will be placed in locations with clear views of the downtown skyline.



Freestanding Directional Kiosks

Freestanding kiosks featuring detailed maps of Downtown destinations and services with capability to provide host of information via wireless technology are placed at strategic locations, including important transit hubs, as well as major destinations.



Parking Directional

Parking directional signs direct drivers from designated corridors and key destinations en route to parking facilities, helping them to locate the destination on foot after parking.

Placement Guidelines Summary Chart

STREETSCAPE ELEMENTS	Urban Structure Streets	Downtown Pedestrian Network Streets	Downtown Residential Streets
Typical Section	P/BUS 16' Sidewalk	P 12'-15' Typical Sidewalk	Varies Sidewalk Varies Setback
Curb Zone	4-5'	4-5'	4-5'
Pedestrian Through Zone	5' min.	5' min.	5' min.
Building Zone	Up to 1/2 of sidewalk with 5' pedestrian clear zone and 4'-5' curb zone.	Up to 1/3 of sidewalk with 5' pedestrian clear zone and 4'-5' curb zone.	None.
Setback Zone	Minimize-see zoning code.	Minimize-see zoning code.	See zoning code.
Vehicular Driveways	Strongly discouraged on important pedestrian streets.	Permitted if necessary. See guidelines.	Permitted.
Bow-Outs/Ins	Not permitted.	Not permitted.	Not permitted.
Automatic Teller Machines (ATMs)	Encouraged on commercial or residential frontages. Prohibited at street corners or on congested sidewalks.	Encouraged on commercial or residential frontages along streets with pedestrian activity. Discouraged at street corners or on congested sidewalks.	Not permitted except in neighborhood retail areas.
Automatic Public Toilets (APTs)	Encouraged at indicated locations.	Encouraged at indicated locations.	Not permitted.
Banners	Encouraged.	Encouraged.	Not permitted.
Benches	Strongly encouraged on all streets.	Encouraged on all streets, especially at transit stops.	Encouraged at transit stops.
Bike Racks	Encouraged, space permitting. Should be incorporated into overall designs.	Encouraged, space permitting, especially near destinations and near intersections with the Urban Structure Streets.	Encouraged only near major destinations. Requires hard surface in planting strip.
Bollards	Bollards are permitted as an integral feature of the overall streetscape design.	Use bollards identified herein.	Use bollards identified herein.
Café Seating	Strongly encouraged.	Encouraged on all streets.	Not permitted.
Kiosks	Allowed on all streets, space permitting.	Only allowed on sidewalks wider than fourteen feet (14').	Not permitted.

Placement Guidelines Summary Chart (continued)

STREETSCAPE ELEMENTS (continued)	Urban Structure Streets	Downtown Pedestrian Network Streets	Downtown Residential Streets
Typical Section	P/BUS 16' Sidewalk	P 12'-15' Typical Sidewalk	Varies Setback
News Racks	Coordinated, pedestal-mount racks should be installed in keeping with the design vision, particularly near corners and activity areas. Standard news racks are strongly discouraged.	Pedestal-mount racks are encouraged near corners and activity areas. Standard news racks are permitted in other locations.	Not permitted, except near neighborhood retail locations or major destinations.
Paving	Special paving is permitted as part of an overall and consistent design plan for each street or special area. No stamped or non-gray colored concrete.	Standard paving on all streets unless otherwise noted. No stamped or non-gray colored concrete.	Standard paving on all streets. No stamped or non-gray colored concrete.
Public Art	Strongly encouraged as an integral feature of street designs.	Permitted on sidewalks over 10'.	Discouraged except with strong community support.
Public Phones	Not encouraged.	Not encouraged.	Not encouraged. Only permitted near neighborhood retail or major destinations.
Temporary Signs	Permitted in curb zone.	Permitted in curb zone.	Permitted in curb zone.
Transit Stops	Distinctive shelter and other amenities consistent with overall design treatment. Transit and wayfinding signage.	Seating, shelter and transit information.	Include bench. Curb zone should be paved.
Trash Receptacles	Encouraged as per guidelines.	Encouraged as per guidelines.	Generally discouraged except adjacent to neighborhood retail or major destinations.
Utility/Signal Boxes or Vaults	Approved downtown cabinet required. Necessary cabinets should be integrated into streetscape elements or building facades according to overall street design where feasible.	Approved downtown cabinet required. Necessary cabinets should be integrated into streetscape elements or building facades according to overall street design where feasible.	Approved downtown cabinet required. Necessary cabinets should be integrated into streetscape elements or building facades according to overall street design where feasible.
Vending	Encouraged as per guidelines.	Encouraged as per guidelines.	Generally discouraged except adjacent to neighborhood retail, festival or major destinations.

Street Summary by Segment

Conditions and Priorities Matrix

(on the following pages)

Conditions and Priorities Matrix

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·	ints	- Pro	ide	Sidewalk										б	mer			sts	Vendors	nage	rtin	ing	lter			
discouraged	Improvements Recommended	pita	E	y Sic				Js	S	ý	支	s	uts	Café seating	Custom Elements		cks	Toilets	> ≚	Special Signage	Special Lighting	Special Paving	Transit Shelter	Cans	Grates	
	oro.	/ Ca	Minimum Width	Existing	Setback		۷IS	Awnings	Banners	Benches	Bike Rack	Bollards	Curb Cuts	ė se	ton	Kiosks	Newsracks	-)	Sidewalk	cial	cial	cial	nsit	Sh O		
URBAN STRUCTURE STREETS	Rec	Key Capital Project Location	ÄΞŠ	EXis	Set	Art	ATMS	Aw	Bar	Ber	Ŗ	Bol	ð	Caf	Cus	Kio	Ne.	Public	Sid	Spe	Spe	Spe	Trai	Trash	Tree	RECOMMENDED TREE SPECIES
1st St. (San Carlos St. to William St.)			15'	15	0	х	х	х	х	х	•	х		х	•	•	х	х	•	•	х	х	х	х	х	platanus acerfolia 'yarwood'
1st St. (South)			15'	15-20	0' 0	х	х	х	х	•	•	х		х	•	х	х	х	•	х	х	х	х	х	х	jacaranda mimosifolia; syagrus romanzoffianum
1st St. North of St. James St.			15'	12-1	5' 0-20	•	•	•	•	•	•	•		•	•	•	•	•	•	•	•	х	•	•	•	platanus acerfolia 'yarwood'
2nd St. (San Carlos St. to William St.)			15'	15-20	0' 0	х	х	х	х	х	•	х		х		•	х	х	•	•	х	х	х	х	х	platanus acerfolia 'yarwood'
Almaden Blvd.			15'	15-20	0' 0-40	х	•	•	х	х	•	•		•	•	•	х	•	•	х	х	х	•	х	х	gleditsia triacanthos "Shademaster"; washingtonia filiferi
Autumn St. (San Carlos St. to Santa Clara St.)			15'	15-20	0' 0-25	•	•	•	•	•	•	•		•	•	•	х	•	•	•	•	•	х	х	•	platanus acerfolia 'yarwood'
Autumn St. (Santa Clara St. to Coleman St.)			15'	12-1	5' 0-40	•	•	•	•	•	•	•		•	•	•	х	•	•	•	•	•	•	х	•	platanus acerfolia 'yarwood'
Market St. (San Carlos St. to St. John St.)			15'	12-1	5' 0-10	х	х	х	х	х	•	х		х	•	•	х	х	х	х	•	•	х	х	х	pl. acerfolia 'yarwood', prunus cerasifolia, gleditsia tric.
Market St. (San Carlos St. to I-280)			15'	12-1	5' 0-20	•	•	•	х	•	•	•		•	•	•	•	•	•	•	•	•	•	•	•	pl. acerfolia 'yarwood', prunus cerasifolia, gleditsia tric.
San Carlos St. (3rd St. to 4th St.)			15'	15-20	0' 0-20	•	•	•		•	•	•	•	•			х	•	•	•	•		•	х	х	cinnaelt
San Carlos St. (Hwy 87 to 3rd St.)			12'	6-20	0-30	•	•	•		•	•	•	х	•			х	•	•	•	•		•	х	х	celtus sinensis
San Carlos St. (West of Hwy 87)			12'			•	•	•		•	•	•	•	•			•	•	•	•	•		•	•	•	celtus sinensis
Santa Clara St. (Stockton Ave. to Civic Center)			15'	15-20	0' 0-15	х	х	х	х	х	•	х		х	•	•	х	•	х	х	х	х	х	х	х	pl. acerfolia 'yarwood', washingtonia robusta
DOWNTOWN PEDESTRIAN NETWORK STREETS																										
3rd St.			12'	12-1	5' 0-15	х	х	х		х	•	х	х	х			х	•	•	•	•		•	х	х	platanus acerfolia 'yarwood'; pistacia chinensis
4th St.			12'	12-1	5' 0-15	х	х	х		х	•	х	х	х			х	•	•	х	х		•	х	х	platanus acerfolia 'bloodgood'
Almaden Blvd.			12'		0-15	•	•	•		•	•	•	•	•			•	•	•	•	•		•	•	•	pyrus calleryana "Aristocrat" "Aristocrat"
5th St. (San Fernando to St. John St.)*			12'	15-20	0' 0-20	х	х	х	х	х	•	х	х	х		х	х	•	•	•	х	х	•	х	х	platanus acerfolia 'yarwood'
Balbach St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	pistachia chinensis
Bassett St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	pyrus calleryana "Aristocrat"
Bird Ave.			15'	12-1	5' 0-40	•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	platanus acerfolia 'yarwood'
Cahill St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	platanus acerfolia 'yarwood'
Cinnabar St.			12'	6-12		•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	pistachia chinensis
Coleman Ave.			12'	12-1	5' 0-40	•	•	•		•	•	•	х	•			•	•	•	•	•		х	•	•	ulmus sp, quercus americana
Delmas Ave.			12'	6-12	' 0-20	•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	pyrus calleryana "Aristocrat"
Devine St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	platanus acerfolia 'yarwood'
Julian St.			15'	12-1	5' 0-20	•	•	•		•	•	•	•	•			•	•	•	•	•		х	•	•	pl. acerfolia 'yarwood', lagerstroemia indica "Tuscarora"
Lenzen St.			12'		0-20	•	•	•		•	•	•	•	•			•	•	•	•	•		•	•	•	
Lorraine St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	koelreuteria paniculata
Notre Dame St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	pyrus calleryana "Aristocrat"
Montgomery (Santa Clara St. to San Carlos St.)			12'	15-20	0' 0-25	•	•	•		•	•	•	х	х			•	•	•	•	•		•	•	х	gleditsia triacanthos "Shademaster"
Otterson St.			12'			•	•	•		•	•	•	х	•			•	•	•	•			•	•	•	
Park Ave. (Hwy 87 to Market St.)			15'	15-2	4 0-40	х	х	х	х	х	•	х	х	х			х	•	•	х	х		•	х	х	gleditsia tricanthos, washingtonia filifera
Park Ave. (Hwy. 87 to Bird Ave.)			15'	_	5' 0-40	•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	jacaranda mimosifolia
Post Ave. (1st St. to Market St.)			12'	15-2	0 0	х	•	х	х	•	•	х	х	х			х	х	•	•	х		•	х	х	pyrus calleryana "Aristocrat"
River St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•	х	•	•	•	
Ryland St.			12'			•	•	•		•	•	•	х	•			•	•	•	•	•		•	•	•	platanus acerfolia 'yarwood'

^{*} Assumes ongoing design will be built

Conditions and Priorities Matrix (continued)

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desired and/or acceptable	νD	roje	ewa	valk											ents				dor	e O	ng	D	Ļ			
discouraged	Improvements Recommended	Key Capital Project Location	Minimum Sidewalk Width	Existing Sidewalk Width										ing	Custom Eleme		v	lets	Sidewalk Vendors	Special Signage	Special Lighting	Special Paving	Transit Shelter	ν <u>ς</u>	es	
	ver	apit	mn (s ور ر	8			sgc	ers	ies	Bike Rack	g	Curb Cuts	Café seating	Е	10	Newsracks	Public Toilets	alk	Si	E.	- Pe	t Sh	Trash Cans	Grates	
	pro	ey C	li nin /id‡	cistin ridth	Setback	Art	ATMS	Awnings	Banners	Benches	ke F	Bollards	dr	afé :	usto	Kiosks	eWs	olldr	dev)eci	Decia	Decia	ansi	ash	Tree (
DOWNTOWN PEDESTRIAN NETWORK STREETS	드 쮼	2 7				∢	∀			ă	<u></u>	ĕ	Ű		Ű	Ÿ	Ž	₫	ίΣ			Ϋ́		F		RECOMMENDED TREE SPECIES
San Fernando St. (Diridon to Civic Center)			15'	15-20'	0-15	Х	Х	Х	Х	Х	•	Х	Х	х			Х	Х	•	Х	•		Х	Х	Х	platanus acerfolia 'yarwood'
San Pedro St. (St. James St. to RR Tracks)			12'	12-15'	0-20	•	•	•		•	•	•	•	•			•	•	•	•	•		•	•	•	platanus acerfolia 'yarwood'
San Pedro St. (San Fernando St. to St. James St.)			15'	15-20'	0	•	•	Х	Х	Х	•	Х	Х	х			Х	Х	Х	Х	Х		•	Х	Х	pl. acerfolia 'yarwood', pyrus calleryana "Aristocrat"
San Salvador St.			12'	12-15'	0-10	•	•	Х		•	•	•	Х	Х			Х	•	•	•	•		•	•	•	pyrus calleryana "Aristocrat"
St. James St.			12'	12-15'	0-20	•	•	•		Х	•	•	Х	Х			Х	•	•	•	х		•	•	•	platanus acerfolia 'yarwood'
St. John St.			12'	12-15'	0-20	•	•	Х		Х	•	Х	Х	Х			Х	•	•	•	Х		•	Х	Х	pyrus calleryana "Aristocrat"
Stockton Ave.			12'	12-15'	0-60	•	•	•		•	•	•	Х	•			•	•	•	•	•		Х	•	•	pl. acerfolia 'yarwood', pyrus calleryana "Aristocrat"
Terraine St.			12'	6-12'	0-20	•	•	•		•	•	•	Х	•			•	•	•	•	•		•	•	•	pyrus calleryana "Aristocrat"
Woz Way			12'	6-12'		•	•	•		•	•	•	Х	•			•	•	•	•	•		Х	•	•	cinnamomum camphora
Park to San Carlos btwn Almaden and Market			n/a	20-50'	n/a	Х	Х	Х		Х	•	Х		•			Х	•	•	Х	Х	Х		Х	•	
Paseo de San Antonio St.			n/a	20-50'	n/a	Х	Х	Х	Х	Х	•	Х		Х			Х	•	Х	•	Х	Х		Х	•	
Fountain Alley			n/a	20-50'	n/a	•	Х	Х	•	Х	•	Х		х			Х	•	•	•	Х	•		•	•	
DOWNTOWN RESIDENTIAL STREETS																										
6th St.																										
7th St.			10'	6-12'	0-40					•		•	•				•			•	•	•		•		ulmus sp., lagerstroemia indica "Tuskarora"
Auzerias Ave.			10'	6-12'	0-40					•		•	•	+			•			•	•	•		•		
Colton Pl.			10'	6-12'	0-20					•		•	•				•			•	•	•		•		lagerstroemia indica "Tuskarora"
Columbia St.			10'	6-12'	0-20					•		•	•				•			•	•	•		•		koelreuteria paniculata
Florence St.																										koelreuteria paniculata
Gifford St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		koelreuteria paniculata
Illinois Ave.			10'		0-20					•		•	•				•			•	•	•		•		lagerstroemia indica "Tuskarora"
Josefa St.			10'	6-12'	0-20					•		•	•				•			•	•	•		•		koelreuteria paniculata
Locust St.			10'		0-20					•		•	х	•			•	•	•	•	•		•	•	•	koelreuteria paniculata
Minor St.			10'							•		•	•				•			•	•	•		•		-
Reed St.			10'		0-20					•		•	•				•			•	•	•		•		koelreuteria paniculata
Lorraine St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		·
Empire St.			10'							•		•	•				•			•	•	•		•		
Lenzen St.			10'	6-12'						•		•	•				•			•	•	•		•		
Josefa St.			10'	6-12'						•		•	•				•			•	•	•		•		
Minor St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		
Notre Dame St.			10'	6-12'						•		•	•				•			•	•	•		•		
Pierce St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		koelreuteria paniculata, pistacia chinensis
Reed St.			12'		0-20					•		•	•				•			•	•	•		•		pistacia chinensis, ulmus sp., platanus sp.
Royal St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		lagerstroemia indica "Tuskarora"
Sonoma St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		lagerstroemia indica "Tuskarora"
Washington St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		koelreuteria paniculata
William St.			10'	6-12'						•		•	•				•			•	•	•		•		pistacia chinensis
Willis St.			10'	6-12'	0-30					•		•	•				•			•	•	•		•		koelreuteria paniculata
																										<u> </u>

Appendix A

Recommended Downtown Streetscape Priorities

Priority One

Priority Two

Recommended Downtown Streetscape Priorities

While all of the described Downtown Streetscape Improvements are important components of the overall Downtown program, the following capital improvement projects have been identified as the streetscape elements most in need of attention in the Greater Downtown and are priorities for public and private investment.

Private Development

As development occurs downtown, developers will construct the adjacent sidewalk improvements as a condition of development. Therefore, the Downtown Streetscape Master Plan provides the framework on which to base specific requirements for the developer's "off-site" improvements. Sidewalks adjacent to these private development sites would be constructed by the developer under a 3 - permit issued by the Department of Public Works.

Public Development

The Redevelopment Agency has had an active streetscape improvement program since the adoption of the 1989 Downtown Streetscape Master Plan. This program has benefited downtown merchants by improving the pedestrian environment adjacent to their business. The program has also lifted the quality of the "public" environment, and has often facilitated private development adjacent to completed streetscape projects.

The following are recommended high priority "public" streetscape projects to be constructed with Agency and City funds based on future budget allocations by the Redevelopment Agency Board and/or City Council. The schedule for design and construction would be based on the annual budget decisions, which approves funding for specific projects.

Priority One

- Civic Plaza Streetscape Improvements Fifth Street from San Fernando to St. John; San Fernando – north side – Fourth to Fifth (Design Development documents complete)
- Transit Mall lighting upgrade (concurrent with station retrofit project – expanded to entire Transit Mall area)
- Almaden Avenue Streetscape east side –
 Santa Clara to St. John St. (Construction documents complete, ready for bid process)
- South First Street improvements William to Reed (Construction documents completed in 1999; needs to be updated with SoFA Plan enhancements)
- Traffic control cabinets relocation –
 Phase 1 implementation San Carlos at First St.
 (Concurrent with rehabilitation of adjacent building)
- Re-stripe all pedestrian crosswalks with recommended crosswalk pattern on Urban Structure and Downtown Pedestrian Network Streets
- Install Automatic Pedestrian Count Down Signals at ten Highest Priority intersections
- Create news rack-design for consolidated news rack system
- Create bus shelter design for downtown bus shelters consistent with light rail design; purchase and install recommended benches at bus stops not scheduled for a bus shelter
- Purchase and install trash receptacles along all Urban Structure and Downtown Pedestrian Network Streets in the Greater Downtown area
- Implement highest priority street lighting projects
- Upgrade under-lighted existing street light fixtures with recommended wattage fixtures to achieve the recommended street lighting levels throughout the Greater Downtown, and

- Install high pressure lighting fixtures on all Urban Structure and Downtown Pedestrian Network Streets in Greater Downtown consistent with the Observatory-supported lighting standards
- I-280 and Hwy 87 freeway underpass lighting upgrades
- Pole painting program to achieve consistent look historic fixtures and older octoflute poles
- St. John Street Corridor Streetscape Fifth Street neighborhood to Guadalupe River Park

Priority Two

- News racks installation of consolidated news rack system
- Bus shelters installation of downtown bus shelter
- Downtown lighting improvements pedestrian lighting system
- Market Street I-280 to Julian Street
- San Carlos Street Fourth to HWY 87
- San Carlos Street Hwy 87 to Bird Ave (coordinate with SNI project)
- Almaden Blvd. Santa Clara to I-280 (concurrent with adjacent development)
- SoFA Plan implementation San Salvador Streetscape – Market to Fourth
- SoFA Plan implementation South First Street Sidewalk widening – San Carlos to William and Parque de Los Pobladores expansion across William Street – includes pedestrian lighting installation
- Almaden Avenue Streetscape east side Post to Santa Clara
- Santa Clara Streetscape south side Almaden Avenue to mid-block towards San Pedro
- Almaden Boulevard Streetscape Julian to Santa Clara, including improvements under Hwy 87 bridge

- Downtown traffic control cabinets phase 2 implementation
- Julian, Terraine, Devine and adjacent streets restore the downtown grid (before or concurrent with North San Pedro Housing development)
- Market Street Streetscape improvements in SoFA and SNI plans – I-280 to San Carlos Street
- San Carlos / Market Intersection Improvements
- San Carlos Streetscape Market to Fourth
- Historic markers Phase 2 of program

ONGOING PRIORITIES – COORDINATE WITH TIMING OF PRIVATE AND PUBLIC DEVELOPMENTS

Replace all non-conforming utility boxes and vaults with approved box and vault designs – as development occurs

- Downtown Lighting Improvements pedestrian lighting on building facades FIP Program
- Santa Clara Street north side Fourth to Sixth (concurrent with development of church/office tower site and Agency's development site)
- Santa Clara Street north side Market to First (100% construction documents previously completed – coordinate timing with BART and light rail)
- Park Ave./Almaden Blvd. Streetscape and Intersection improvements – (coordinate with timing of private development)
- Autumn Parkway Santa Clara to Park Ave.
 (When needed property is acquired)
- Santa Clara Street Pedestrian Lighting (concurrent with light rail/BART construction)
- Civic Plaza pedestrian lighting to reinforce Civic Plaza district – San Fernando, Fourth, Saint John, and Sixth Streets
- Notre Dame Ave. Streetscape (concurrent with adjacent development)
- Coleman Avenue Taylor to Market (concurrent with development along Coleman Ave. and other transportation improvements)

- Autumn Parkway Montgomery to Coleman (concurrent with development along Coleman and Parkway)
- Park Avenue Highway 87 to railroad tracks (Concurrent with housing projects)
- Balbach Street Almaden Blvd. to Market (concurrent with convention center expansion)
- Post Street Almaden Blvd. to Market (concurrent with parking garage construction)
- St. James Street Hwy 87 to Market/Pellier Park (concurrent with adjacent development)
- Julian Street Second to Seventh (concurrent with housing development)
- Crandall, Otterson, New, Montgomery, Delmas and parts of West San Fernando Streets in Diridon area – (concurrent with development)
- San Fernando Streetscape Almaden Blvd. to Hwy 87. (Concurrent with light rail construction)
- San Fernando Streetscape north side Market to Almaden Blvd. (Concurrent with light rail construction on adjacent street segment)
- Stockton Avenue Streetscape Santa Clara to Taylor – (concurrent with development and transportation improvements)

Note: Directional Signage Program is funded in the five-year Agency CIP and is not listed here.

Attachment B



Greater Downtown Streetscape Master Plan Study Area. *Consistent with Area covered in Proposed Downtown Strategy EIR.