

Figure 8: Existing Circulation Plan

Purpose

The purpose of this plan is to function as a policy document to ensure improvements to the area are implemented in accordance with the plan.

The specific goals of the Sense of Place Plan are to:

- Enhance the quality of life for existing and future residents by encouraging and supporting a vibrant streetlife through wayfinding signage, seating areas, access nodes, and the addition of destinations and neighborhood-scale amenities.
- Encourage non-vehicular modes of travel by making those options (pedestrian, bicycle, transit) more comfortable through circulation, landscaping, lighting, and streetscape improvements.
- Enhance the neighborhood character and identity by providing entry monuments to define the limits of the neighborhood, providing pedestrian-scale thematic lighting, and beautifying the streetscape through landscaped parkway strips.

Overview

The recommendations of this plan are organized into two main areas: circulation improvements and streetlife improvements. These improvements pertain primarily to the public right-of-way, although some recommendations for circulation and streetlife improvements affect site and building design and orientation. The plan also contains sections describing likely costs, potential funding sources, and methods for and timing of implementation.

This Plan does not contain any new City-wide policies. All proposed improvements and guidelines are pursuant to existing policies, which are discussed in Chapter IV.

Chapter II **GOALS AND OBJECTIVES**

Process

Project start-up activities began in October 2014 and included review of multiple City documents and a site visit to understand existing conditions. Documents that were reviewed included:

- City GIS information (aerial, street trees, street lights, parcel boundaries)
- collision data
- traffic counts for key intersections
- land use and zoning maps
- E. Duane Avenue road diet design plans
- school traffic study
- 915 DeGuigne development plans
- City design guidelines and zoning standards
- prior Sense of Place Plan reports for the Fair Oaks Junction and Tasman/Fair Oaks area

Opportunities and constraints presented by the site were evaluated and documented (see Figures 5, 7 and 8). Several meetings were held with City staff to review draft planning documents. A meeting with the 915 De Guigne owner was held to understand their design objectives and project history. Coordination with Santa Clara County Roads and Airport Department was conducted to review proposed improvements to the E. Duane Avenue/Lawrence Expressway intersection. Discussions with the Santa Clara Valley Transportation Authority (VTA) were held to review proposed improvements to the existing 55 bus line and stops.

A community workshop was held in November 2014 to solicit public input on what area residents wanted to see incorporated into the plan. Following a short overview of the project

background, goals, and process, the attendees broke out and viewed the four different discussion stations. The purpose of the stations was to understand what the public wanted the Sense of Place Plan to include, which types of improvements they wanted to see in the neighborhood, how they currently circulated through the site compared with how they wanted to travel, and how they ranked potential improvements in terms of priority.

Six members of the public attended the workshop and comments from an additional resident e-mailed to the City prior to the workshop. A more detailed summary of the public input is included in the Appendix. In general, residents had the following input in response to the stations:

- 1) **What is a Sense of Place Plan?** Residents were interested in seeing an increase in neighborhood destinations, such as food or retail.
- 2) **Where do you currently walk? Where do you want to walk?** Residents were concerned about traffic congestion on E. Duane Avenue (due to school traffic), a lack of on-street parking on E. Duane Avenue (due to the new residential developments), and improving pedestrian and bicycle safety. There was a general desire for better lighting and bicycle facilities.
- 3) **Select the inspiration image that reflects what you want to see in the neighborhood:** Residents liked the pedestrian countdown signals, buffered bicycle lanes, green-colored bicycle lanes, bike boxes, and a historic character.
- 4) **What are your priorities?** Residents were interested in biking more and eating out and shopping more.

Goals and Objectives

Based on the public input received, the following goals and objectives were established for the plan:

Pedestrian and Bicycle Circulation

- Complete gaps in facilities
- Increase walkability of the neighborhood
- Encourage bike and transit use
- Improve pedestrian safety and crossing ease on E. Duane Avenue
- Improve access to schools, parks and open space, as well as access to future retail/commercial sites
- Improve access between existing and future park sites

Streetlife Improvements

The term ‘streetlife’ in this document pertains to activation of the public street right-of-way through development of and addition to both the public and private spaces.

- Encourage addition of neighborhood destinations such as shops, cafes, and small, informal gathering areas.
- Encourage an exterior, public-street focus at private developments in lieu of developments that face the interior and are closed off to the surrounding neighborhood.
- Improve the comfort of pedestrians and bicyclists by improving lighting and the streetscape/sidewalk experience.
- Make public access corridors through private developments highly visible and clearly intuitive.

Vehicular Circulation

- Address perceived lack of parking
- Provide visual cues at neighborhood entries (particularly at Lawrence Expressway/E. Duane Avenue) of the change from high speed corridor to low speed neighborhood
- Identify new streets for future residential development (e.g. AMD site)

Transit Access

- Improve the comfort of riders by providing amenities at bus stops
- Complete gaps in bicycle facilities to improve bicycle access between the neighborhood and the Lawrence Caltrain station

NEIGHBORHOOD IMPROVEMENTS

Currently, the study area is occupied by industrial and residential uses. At the time the area was originally developed, the City did not foresee a demand for pedestrian access and therefore very little consideration was given to the development of pedestrian amenities. However, with the area designated for residential development and redevelopment occurring, pedestrian and bicycle needs are becoming more apparent. The study area has been designated primarily as a Medium Density Residential and High Density Residential district, although industrial and commercial sites are also part of the study area (De Guigne and Stewart west of De Guigne). This residential component will allow up to 24 dwelling units per acre and 36 dwelling units per acre. Potentially, an additional 5% density bonus through the city's green building incentive and additional 35% density through the state density bonus law is available over the maximum zoning (40% total). In addition, the southwest corner of De Guigne Drive and E. Duane Avenue has been designated for use as a future public park. The area is centrally located with nearby open space amenities, commercial/retail and places of assembly.

The improvements discussed in this section pertain to both pedestrian circulation and bicycle circulation, amenities such as lighting, street trees, and site furnishings, and facilities which will be provided through the City's development review and approval process. Through this process, the City ensures that residential and commercial developments comply with the VTA Bicycle Technical Guidelines. It should also be noted that all proposed public paths and trails are multi-use facilities for pedestrians and cyclists. In addition, City practice is to provide bicycle detection at traffic signals, maintenance of bikeways, bikeway-related signs, and other bike facilities.

The following improvements will be considered as parcels within the plan area develop and/or as funding becomes available to assure that the goals of increased pedestrian and bicycle activities and access to public transportation and other destinations are adequately met. City staff will seek funding for these improvements through the various funding opportunities (as applicable) described in Chapter V. Figure 18 indicates locations of the proposed improvements to the pedestrian and bicycle network. Figure 9 provides examples of the improvements. The proposed Improvements will incorporate the techniques described below:

Circulation Strategies

Public Street

- Enhance the streetscape by: constructing missing sidewalks, increasing sidewalk widths, increasing buffers between pedestrians and vehicles, providing pedestrian-scaled street lighting, and improving visibility at driveways.
- Improve public transit stops and associated amenities such as furniture, bus shelters, lighting and bicycle parking.
- Decrease the scale of block sizes to a walkable maximum distance of 400' (ie. eliminate 'superblocks.')
- Increase facility widths and/or buffers, such as incorporating a parkway strip between the sidewalk and curb, or provide a striped buffer between the bike lane and the travel lane.
- Improve pedestrian safety and comfort by narrowing wide street crossings to reduce the vehicular exposure and time in the roadway. Provide enhanced intersection treatments through the following measures: providing curb extensions ('bulb-outs) where they do not conflict with bike lanes, providing in-pavement pedestrian crossing lights, providing high visibility crosswalks, and reducing corner radii at intersections.
- Improve bike lane visibility with green colored lanes on major streets only (e.g. commercial collectors such as E. Duane Avenue). Maintain or improve on the existing Class II bikeway design.
- Improve pedestrian crossings on E. Duane Avenue through the addition of two uncontrolled pedestrian crossings to facilitate school access across the roadway (see In-pavement lights photo on page 20 as an example).
- Connect future improvements to Fair Oaks Park and the proposed SCVWD East Channel Trail.
- Implement traffic calming and street design practices to moderate traffic speeds and volumes, if necessary, such as pedestrian bulb-outs, raised crosswalks, removal of 'pork chop islands,' and replacment of existing curb and gutter with reduced corner radii at intersections.
- Restrict on-street parking and locate landscaping and site elements to ensure adequate visibility at intersections ("visibility triangle").

Neighborhood Improvements



Countdown Signals



Landscape Parkway Strip



Thematic Bus Shelter



Bulb-out



Accent Paving at Crosswalk



Thematic Bike Rack



High-visibility Crosswalk



Buffered Bicycle Lanes

Figure 9: Example Images

Private Developments

- Provide pedestrian/bicycle connections from the Watt Investments site to E. Duane Avenue between San Miguel Avenue and De Guigne Drive.
- Design private streets and driveways within developments for pedestrian use with walkways that connect to the adjacent public street. Construct driveways to be flush with and a continuation of the sidewalk.
- Highlight key pedestrian crossings within the site and delineate boundaries between public and private development, utilizing quality paving materials.
- Provide bicycle and pedestrian facilities in retail and residential uses, including bicycle racks and pedestrian access from the street.
- Require land dedications or public access easements to accommodate the provision of public pedestrian and bicycle paths along the property lines or through a development as illustrated on Figure 10.
- Public multi-use pathways and trails should be landscaped with lighting provided to encourage use as a comfortable and safe recreational amenity.
- Provide unique area signs and bicycle parking at key locations.



Figure 10: Public Access Easement



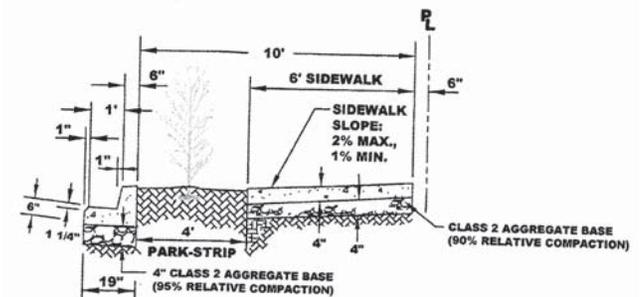
Sidewalk Continues Across Driveway

Circulation Design Guidelines

The sidewalks and streetscape elements throughout the Plan area are required to be consistent with the guidelines below. The dimensions illustrated in the cross sections are intended to show a typical condition. Actual geometric design of sidewalks, bicycle lanes, and travel lanes shall be determined during the final engineered design phase in consultation with city staff.

Public Street - E. Duane Avenue east of Stewart Drive

- See Figure 11, Section A. See pages 28 and 29 for locations of sections on plan.
- Sidewalks: Shall be 10'-0" minimum overall with 6'-0" minimum paved width. A 4'-0" minimum landscaped parkway strip or 4'-0" tree well (with additional 6" wide curb and



City Sidewalk Detail

Neighborhood Improvements

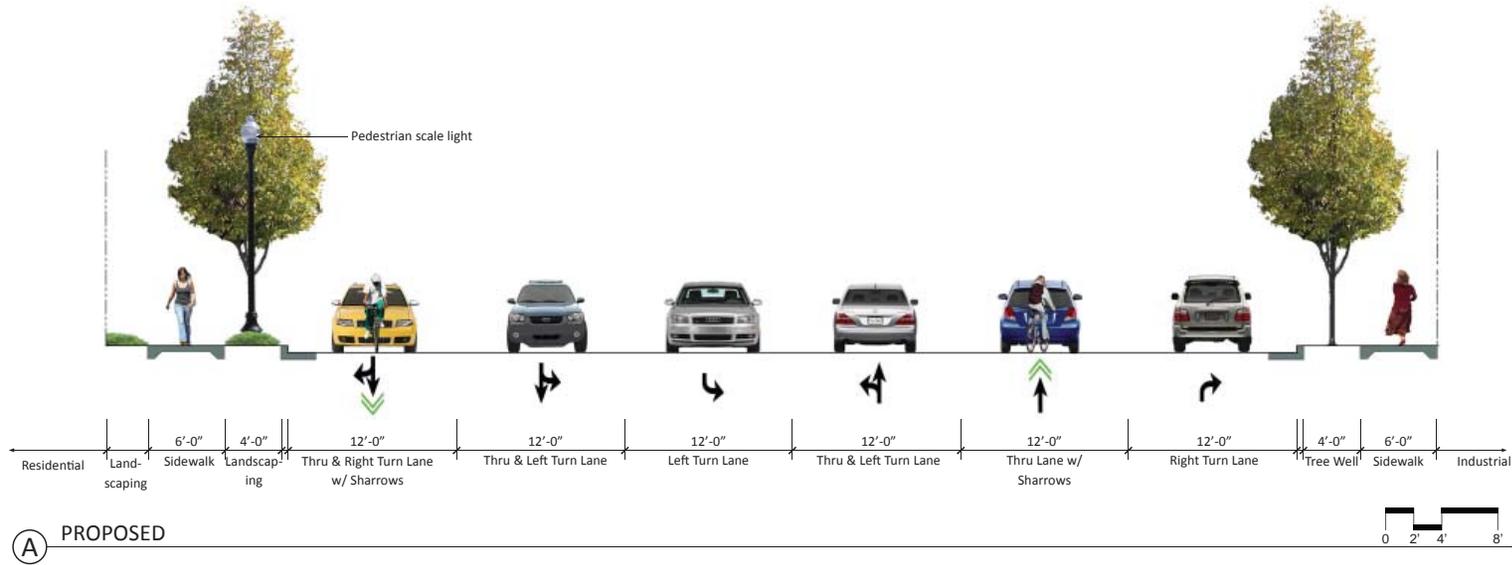
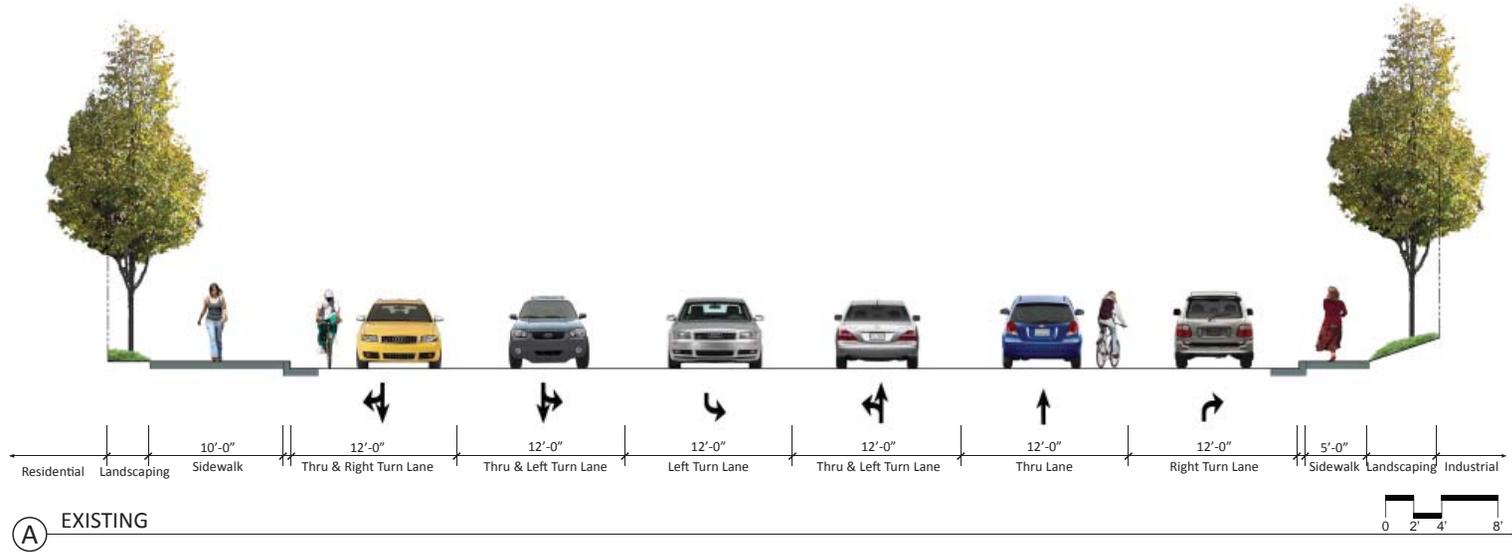


Figure 11: Section A: E. Duane Ave (looking east)

gutter) shall also be provided between the sidewalk and curb. The parkway strip will be provided wherever sidewalk is adjacent to or fronts a residential development. Tree wells shall be provided wherever the sidewalk is adjacent to or fronts an industrial development. Exceptions may be granted where needed to retain existing trees.

- Bicycle lanes: Because the right-of-way is too narrow on E. Duane Avenue between Stewart Drive and Lawrence Expressway to provide bicycle lanes, green-backed sharrows shall be provided in the right-most through lane to provide a visual cue and reminder to vehicles to share the road with bicyclists.

Public Street - E. Duane Avenue west of Stewart Drive

- See Figure 13, Section B.
- Sidewalks: Shall be 10'-0" minimum overall with 6'-0" minimum paved width. A 4'-0" minimum landscaped parkway strip or 4'-0" tree well (with additional 6" wide curb and gutter) shall also be provided between the sidewalk and curb. The parkway strip will be provided wherever sidewalk is adjacent to or fronts a residential development. Tree wells shall be provided wherever the sidewalk is adjacent to or fronts an industrial development. Exceptions may be granted where needed to retain existing trees.
- Enhanced intersection treatment: See Figure 12. An uncontrolled pedestrian crossing shall be provided at San Miguel Avenue and somewhere east of San Rafael Street (future location to be determined after development plans for the existing AMD site have been prepared). The intersection treatment shall include curb extensions on both the north and south side of E. Duane Avenue to shorten the pedestrian roadway exposure. The bike lane shall be raised through the bulb-out area, and high visibility crosswalks with in-pavement lights shall be installed on both east and west legs of the intersection. Street infrastructure and landscaping shall remain clear of the visibility triangle at the intersection corners. Curb radii shall be reduced to 15' radius to slow turning vehicles and shorten pedestrian crossing distances.
- Bicycle lanes: Shall be 6'-0" minimum in width. Maintain the bicycle buffer, lane reduction, and parking restrictions as dictated by the E. Duane Avenue road diet plan. Enhance the bike lanes with green color to increase the visibility of bicyclists.
- Parking: See Section E on page 24 and the discussion for De Guigne Drive.



In-pavement Lights



Colored Bike Lanes



Green-backed Sharrows

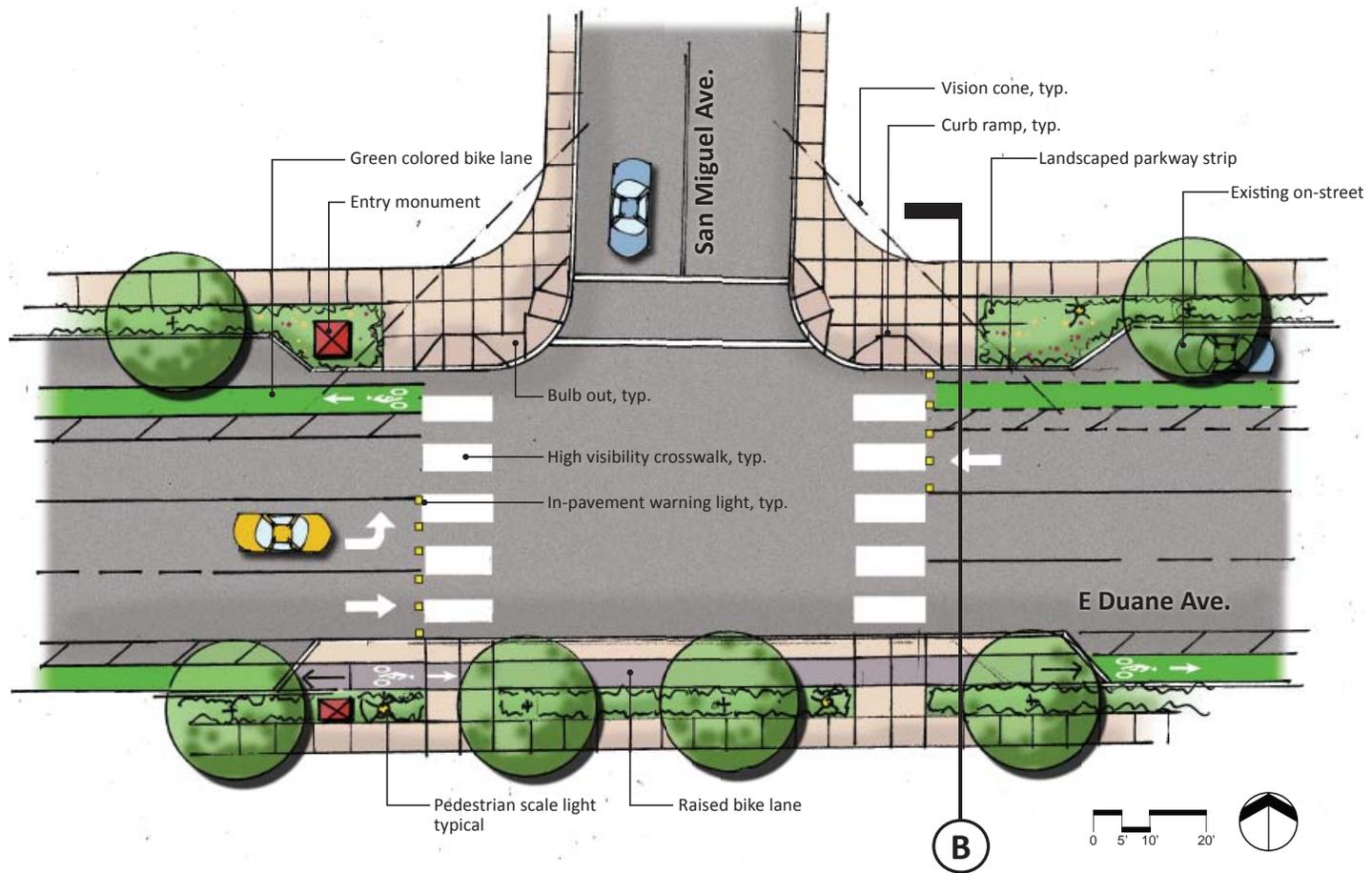


Figure 12: Example of Enhanced Intersection Treatment

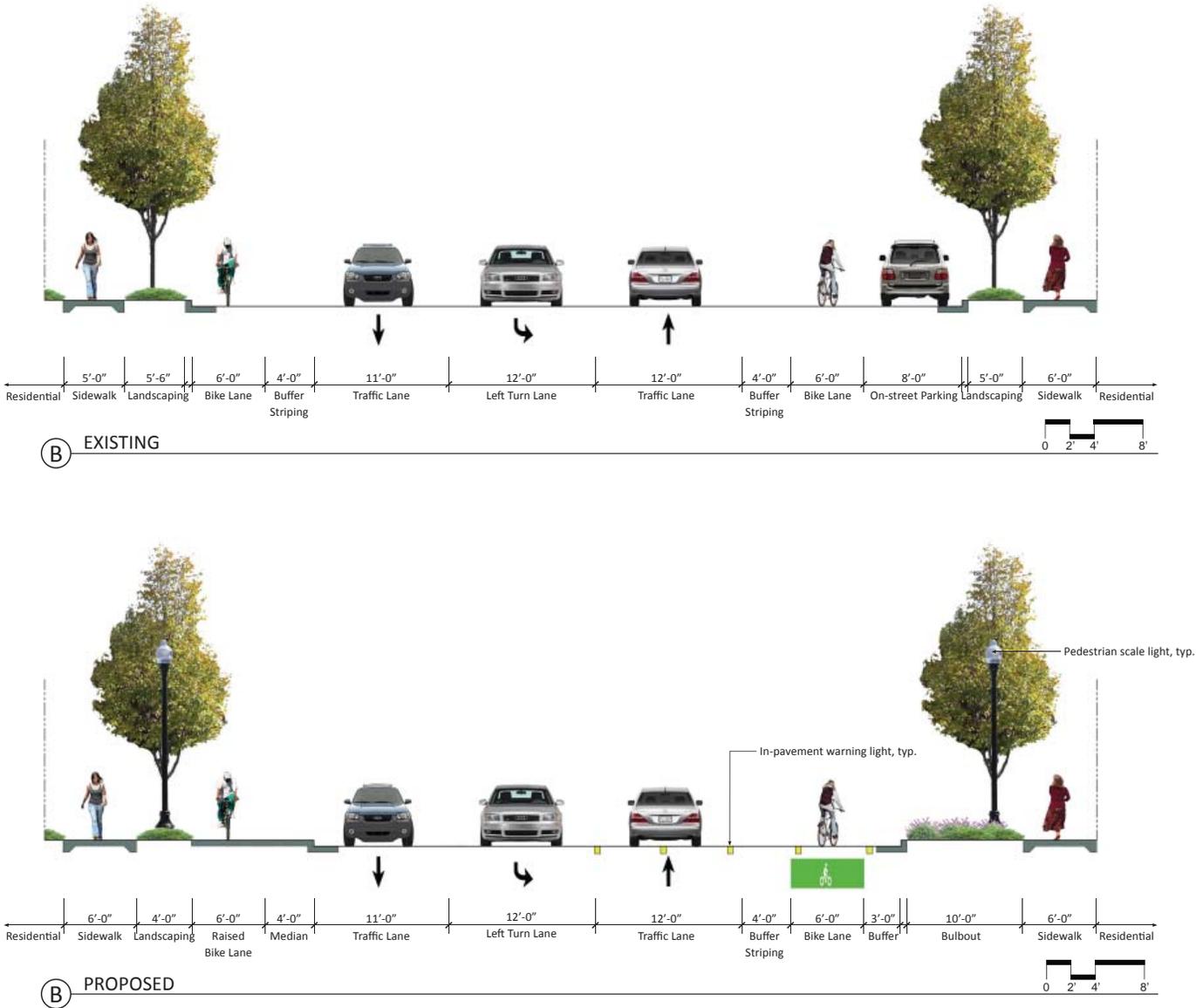


Figure 13: Section B: E. Duane Ave (looking west at enhanced intersection)

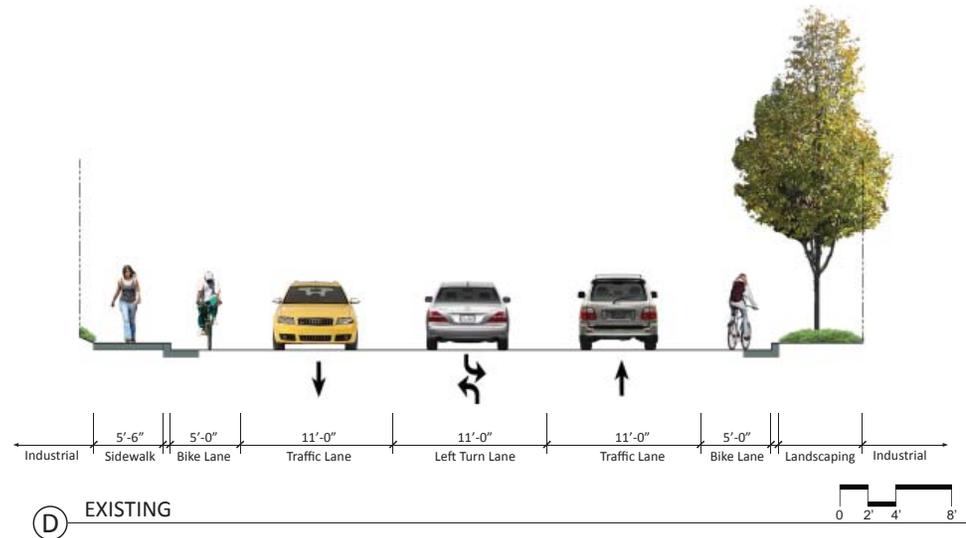
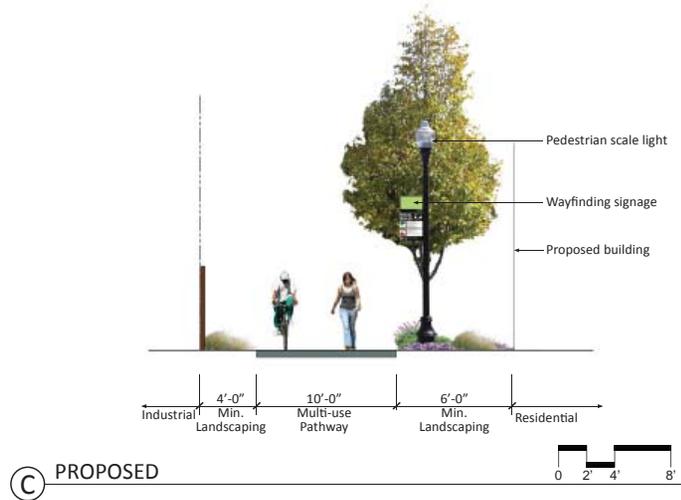


Figure 14: Section C: Multi-use Path at Various Locations

Multi-use Paths

- See Figure 13, Section C.
- Off-street bicycle path/trail: Shall be 10'-0" wide asphalt or concrete pavement (12'-0" is preferred) to allow for multiple uses. A yellow center dashed stripe shall be provided down the center of the pavement to separate opposing bike traffic.
- Landscaping: Provide a minimum 4'-0" landscape strip between the property line and the trail, and a minimum 6'-0" landscape buffer with shade trees between the trail and adjacent property uses (such as building, parking or drive aisle). Where the landscape

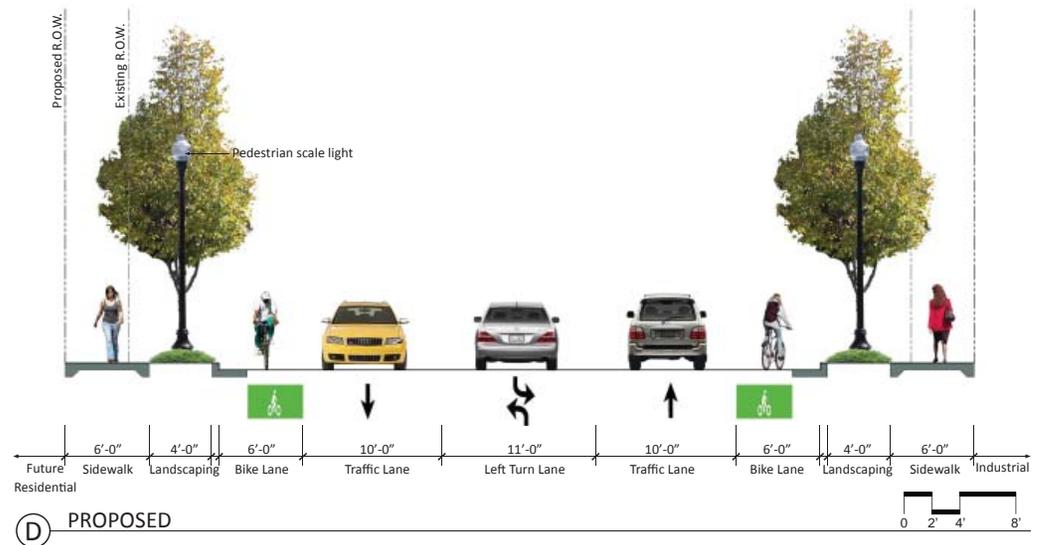
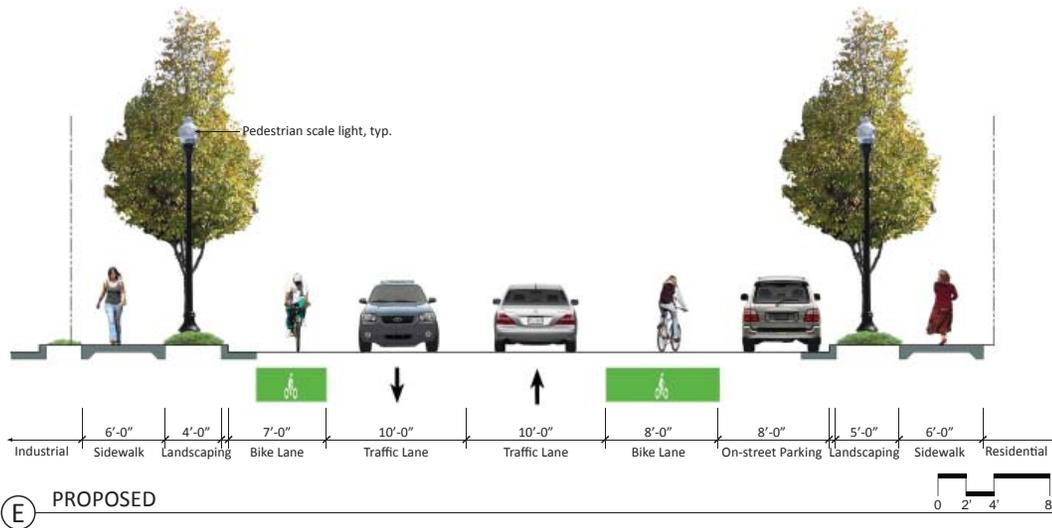
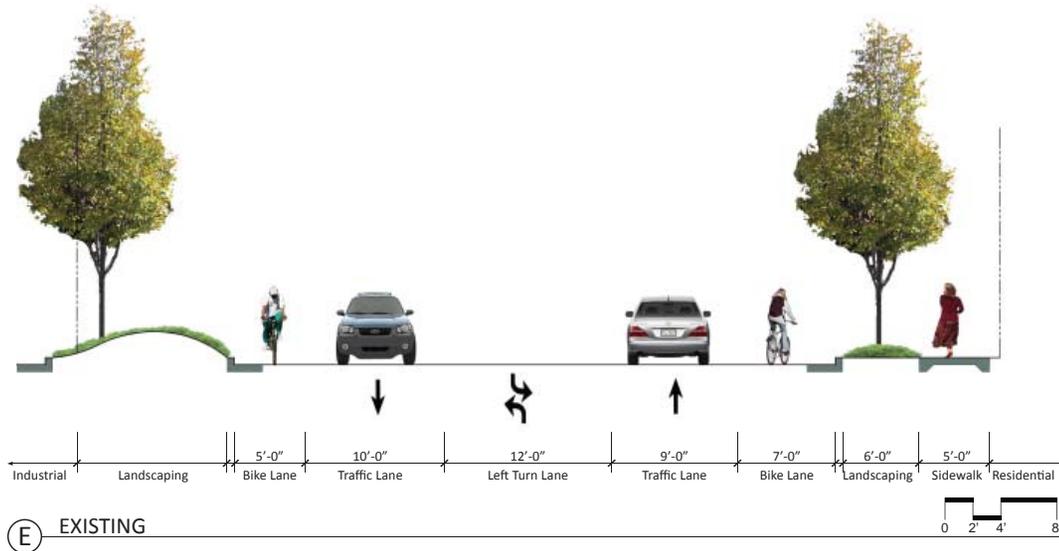


Figure 13: Section D: Stewart Drive (looking east)

Neighborhood Improvements



buffer is located adjacent to parking, a 2'-0" vehicle overhang is allowed (with a resultant 4'-0" minimum clear space).

- Easement: Trail and landscape buffers shall be dedicated as a public access easement with a minimum width of 20'-0" unless otherwise approved by the Director of Public Works, Director of Community Development, Planning Commission or City Council. On-site, publicly dedicated multi-use paths may be counted towards a development's usable open space requirement.
- Access nodes: Connection between trail and public sidewalks will be visually marked with an entry plaza constructed of high quality pavement materials such as unit pavers and shall have consistent directional signage to provide wayfinding and visual cues to encourage public use of the trail corridor. See the Streetlife Guidelines section.

Public Street - Stewart Drive

- See Figure 15, Section D.
- Sidewalks: Shall be 10'-0" minimum overall with 6'-0" minimum paved width. A 4'-0" minimum landscaped parkway strip or 4'-0" tree well (with additional 6" wide curb and gutter) shall also be provided between the sidewalk and curb. The parkway strip will be provided wherever sidewalk is adjacent to or fronts a residential development.

Figure 16: Section E: De Guigne Drive (looking southwest)



Multi-use Path / Trail

Tree wells shall be provided wherever the sidewalk is adjacent to or fronts an industrial development. Exceptions may be granted where needed to retain existing trees.

- Bicycle lanes: Shall be 6'-0" minimum in width. Re-stripe and narrow the through lanes in order to widen the bike lanes. Enhance the bike lanes with green color to increase the visibility of bicyclists.

Public Street - De Guigne Drive

- See Figure 16, Section E.
- Sidewalks: Shall be 11'-0" minimum overall with 6'-0" minimum paved width. A 5'-0" minimum landscaped parkway strip or 5'-0" tree well (with additional 6" wide curb and gutter) shall also be provided between the sidewalk and curb due to existing mature trees be retained. The parkway strip will be provided wherever sidewalk is adjacent to or fronts a residential development. Tree wells shall be provided wherever the sidewalk is adjacent to or fronts an industrial development. Exceptions may be granted where needed to retain existing trees.
- Bicycle lanes: Shall be 6'-0" minimum in width, with 7'-0" minimum width where adjacent to on-street parking. Enhance the bike lanes with green color to increase the visibility of bicyclists.
- Parking: Because of the transition of 915 De Guigne Drive from industrial to residential uses, it is anticipated that the existing double left-turn lane will no longer be needed. The traffic lanes shall be restriped per Section E to widen the bike lanes and provide for an 8'-0" wide parking lane in the westbound direction to serve the future residents, pending confirmation of traffic impacts by the EIR consultant.

Public Street - De Guigne Drive North of Santa Real Avenue

- Reduce existing 13' travel lanes to 10' wide each to widen the western sidewalk to 13'-0" width overall (9' paved width with 4' minimum landscaped parkway strip). This will provide a strong physical and visual connection between the future park at E. Duane Ave. and De Guigne Drive and the existing Swegles Park.

Public Street - E. Duane Court

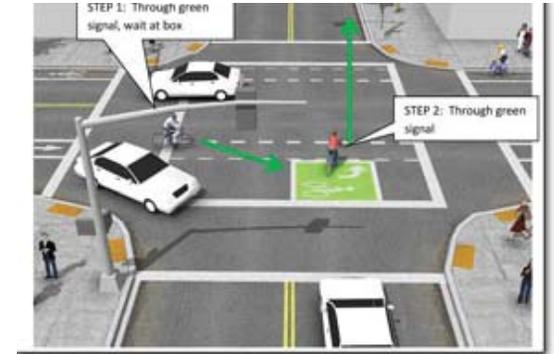
- Sidewalk: Enhance the existing pedestrian access between Lawrence Expressway and the cul-de-sac by widening the paved area, widening the opening in the wall, and providing directional signage.

Intersections

- The Wolfe Road intersection with Stewart Drive should be improved to make it as pedestrian friendly as possible. This may include the removal of the pork chop islands and reduction of the curb radii to reduce crossing distances.
- Add a pedestrian crossing signal with in-pavement warning lights at two locations across E. Duane Avenue to supplement the existing traffic signal at De Guigne Drive.
- An ADA-compliant ramp shall be installed at De Guigne Drive, Santa Trinita Avenue, and at the AMD driveway entrances. The ramp shall be located such that each corner has two ramps, one in each crossing direction.
- A crosswalk shall be installed at San Ynez Street at Duane Court, at De Guigne Drive at Santa Real Avenue, and at Stewart Drive near AMD. If traffic speeds reduce after implementation of the E. Duane Avenue road diet, consider providing a crosswalk aligned with Duane Court.
- To facilitate left turns at signalized intersections at Wolfe/Stewart, Stewart/Duane, and De Guigne/Duane, provide a left turn queue box at each intersection.

Transit

- Add benches at the stops near Duane/Santa Paula, Duane/San Rafael, Duane/San Simeon (both west and eastbound), Stewart/Santa Trinita, and Stewart/De Guigne, where ridership volumes support additional amenities.
- Add bus shelter at Duane /Lawrence.
- Developers to provide and maintain high quality, thematic benches, bicycle racks, and/or shelters to improve aesthetics at transit stops and to integrate the street furnishings with that of the development adjacent to the stop.



Two-Stage Left Turn Queue Box

Future Streets

- Future vehicle routes through the AMD site shall align with existing signalized intersections at Stewart Drive / E. Duane Avenue and at Stewart Drive / Santa Trinita Ave.

Routes Listed	Stop Name	Street Direction	VTA Comments	Weekday Boarding	Weekday Offs	Weekend Boarding	Weekend Offs
55	DUANE & SANTA PAULA	E	Possibly add bench Low Boardings	1	9	0	0
55	DUANE & SANTA PAULA	W	Has VTA Bench	11	2	7	2
55	DUANE & DEGUIGNE	W	Has VTA Shelter	22	9	15	7
55	DUANE & SAN RAFAEL	E	Provide Bench	4	13	7	10
55	DUANE & SAN SIMEON	W	Provide Bench	15	0	7	4
55	DUANE & SAN SIMEON	E	Provide Bench	2	22	3	16
55	DUANE & LAWRENCE	W	Provide Bus Shelter, or 2 Benches	44	29	32	16
ACE	STEWART & SANTA TRINITA	W	Does Not Need Bench	ACE A.M. Offs Only			
ACE	STEWART & SANTA TRINITA	E	Provide Bench	ACE P.M. Boarding Only			
ACE	STEWART & DEGUIGNE	W	Does Not Need Bench	ACE A.M. Offs Only			
ACE	STEWART & DEGUIGNE	E	Provide Bench	ACE P.M. Boarding Only			

Figure 17: Bus Stop Amenity and Boardings