Bascom Avenue
A streetscape & urban design proposal
San Luis Obispo, California
California Polytechnic State University
College of Architecture and Environmental Design
City & Regional Planning Department

Winter & Spring / 2006 - 2007
CRP 461A & 462 / Senior Project

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A Vision for Bascom Avenue

Responsible setting
Social and economic growth in an environmentally
community facilities that cater to a variety of
appealing, walkable district of business, residence, and
Bascom Avenue should be reenvisioned into an
Executive Summary

Chapter 8 provides a detailed listing of all published materials used in...

Chapter 7 describes the formal design proposal, which includes a...
Chapter 1. Introduction

1.1. Background

1.2. History

The first known inhabitants of the area now called San Jose were...
Chapter 1: Introduction

Semiconductor secessions to transform the industrial makeup of
California include Fairchild, Intel, AMD, and other companies such
as Apple, Google, and Facebook. The region known as Silicon Valley,
where Google and Facebook were founded, is a symbol of the
innovation that has driven the growth of the technology industry
in San Jose. The tech industry has become a major force in the
economic development of the area, with companies like Google,
Apple, and Facebook contributing significantly to the local
economy.

Figure 1.2: San Jose—Avenue and Project area

Legend

- Business
- School
- Public Facilities
- Park
- Church
- Library
- San Jose Aquatics
- City Hall
- County Hall
- San Jose Police
- San Jose Fire
- Public Transportation
- Greenbelt

City of San Jose

In 1850, San Jose was a small town with a population of just
several hundred people. By the 1870s, however, the town had
grown significantly and was recognized as a city. The Town of
San Jose was incorporated in 1852, and the City of San Jose
was incorporated in 1857. The City of San Jose became
the seat of Santa Clara County in 1868. The town continued to
grow and develop over the years, with the expansion of
businesses and industries in the area. Today, San Jose is a
mature and vibrant city, with a population of over 950,000
people.
Chapter 1: Introduction

Rectifying the power of real estate, banking, and
War II era were shaped by relegating processes
fought American suicides of the Post-World

Indeed, San Jose was one many master plans for success in San Jose.

Indeed, San Jose was one many master plans for success in San Jose.

To understand the specific issues present along the Bascom Avenue corridor, it is helpful to consider the street within its national and regional context. After World War II, there was a tremendous housing shortage in the United States. Rather than continue with the relatively successful wartime practice of

T.2.2 T.1950 - T.1969

Since embarking on its meandering paths from boulevard and agricultural

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On the San Jose area, explaining the consumer, it was not until after the Second World War that San

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Chapter 1: Introduction

The city is now entering a new phase in its history, facing new challenges and opportunities. The economic growth of the past few decades has led to rapid development, but it has also created social and environmental problems. The city is now in the process of developing a comprehensive plan to address these issues. The plan includes strategies for economic development, environmental protection, and community development.

1.2.4 1970 - Present

The economic boom that began in the 1970s has had a significant impact on the city. The city has seen a growth in commercial development, with new office buildings and shopping centers. However, this growth has also led to increased traffic and air pollution.

The city has also faced challenges in maintaining its historic and cultural heritage. The city has been working to preserve its heritage, but some argue that this is at the expense of economic development.

1.3 1980 - Present

The 1980s were characterized by a period of economic decline and social unrest. The city faced widespread unemployment, which led to increased crime and poverty. The city has been working to address these issues through various programs and initiatives.

The city has also been facing challenges in maintaining its public services. The city has been working to improve its infrastructure, but it has also faced budget constraints.

1.4 1990 - Present

The 1990s were characterized by a period of economic growth and social stability. The city has been working to capitalize on this growth, with a focus on developing new industries and improving its infrastructure.

The city has also been facing challenges in maintaining its public services. The city has been working to improve its infrastructure, but it has also faced budget constraints.

1.5 2000 - Present

The 2000s were characterized by a period of economic growth and social stability. The city has been working to capitalize on this growth, with a focus on developing new industries and improving its infrastructure.

The city has also been facing challenges in maintaining its public services. The city has been working to improve its infrastructure, but it has also faced budget constraints.
Chapter 1: Introduction

Figure 1.4: As one progresses north along Bascom Avenue conditions become less hospitable for walking.

Project Foundations

1.3. Project Foundations

1.3. Project Foundations

Report into a livable, more accessible environment.

Avenue, a poster child for the monotonous of suburbia, to be
redeveloped (1999). Hence, the issue is righter for Bascom
projecting. Hence, the issue is righter for Bascom
the problems resulting from post-1990s sprawl (https://www.

Legend

Bascom Avenue Visual Survey
Chapter 2. Literature Review

The literature review focuses on space use and social...
Chapter 2: Literature Review

Post-segmentation must have a beginning/contrast, such as a

or segment whose focus in those concerns a secret

be considered a continuous whole in those concerns a secret

route—and a place—a public open space (Mountain, 2003). A

urban street (Mountain, 2003). A street is both a path—a
tread

casting a definable street sense (2007). A mixture of and uses.

meaningful that a certain set of elements are helpful for

Mountain concludes that a certain set of elements are helpful for

criteria that help create these spaces. In this chapter on streets,

elements that help create these spaces. In his chapter on streets,

Jacobs, Great Streets (1993) further refines his notions about

Chi-Moung (1998) further refines his notions about

Chi-Moung (1999) further refines his notions about

19
Chapter 2: Literature Review

The text approach to successful and effective curricula in pedestrian planning encourages solutions that provide a holistic pedestrian-friendly urban design within the goal of increasing pedestrian and urban design into

The presence of these design features, with the addition of

- An appropriate length of street over which to
  - Small public spaces that break a streets continuity

- Pedestrian safety, and street signs

- Special design details such as pedestrian refuge

- Trees, and storm sewers

- Trees, and street trees

- Large quantities of buildings that are well
  - streets, doors, and windows

- High-quality streets include the following:

  Other design concepts from Jacobs (1993) features are essential to

  "outdoor room" which provides the easiest in comfort and
  and a consistent theme can lead to a street-born sense of
  street will (resulting from minimal distances between buildings),

Together, a well-defined sense of coherence, a continuous
Chapter 2: Literature Review

A key finding of this review is that public spaces and built environments play a crucial role in shaping human well-being. The presence of green spaces, particularly parks, has been shown to improve mental health and reduce stress. This is supported by a study conducted by the World Health Organization, which found that urban green spaces can reduce the risk of mental health disorders.

Moreover, the design of public spaces can significantly influence social interactions. Public spaces that are designed for social interaction, such as plazas and squares, encourage people to gather and engage with each other. A study by the National Highway Traffic Safety Administration found that public spaces that are well-designed and safe can increase social interactions and reduce crime.

Another important aspect of public spaces is their role in promoting physical activity. The design of public spaces can encourage people to engage in physical activity, such as walking and cycling. For example, the implementation of bike lanes and pedestrian-friendly sidewalks can reduce the risk of injuries and improve overall health.

In conclusion, the design and use of public spaces play a critical role in shaping the well-being of individuals and communities. Public spaces should be designed to encourage social interaction, promote physical activity, and support mental health. Future research should focus on understanding the specific design elements that contribute to these outcomes.

Note: The above text is a sample and may not reflect the actual content of the document.
Chapter 2: Literature Review

and should offer many opportunities to rest or charge

pedestrian interests, the pedestrian environment should consist

and pedestrian nodes and junctions. Nodes of movement high volumes

of the street. "Workshop on Footwear" (Lund, 1986). In this sense, "imaginability is the creation of

high probability of creating a strong image in any given object."

"Imaginability is that quality in a physical object which gives it a

kernel. Lundén describes the development of "imaginability"

into public places or courtyards (1986).

highly visible and should be noticeable transition

Correspondingly, this notion is borrowed, who notes that sidewalks

wholes into the plaza must be maintained in a sense of safety.

any edges that do exist should be made smooth and clean, and

parks should improve the interface of the plaza and the street

which induce the VPL through real ratios to the south and

north of Lundén's three elements (design, nodes, and landmass).

280 to the north, Bascian Avenue however, lacks the

which induces the VPL through real ratios to the south and

north. Bascian Avenue, however, lacks the

if linear and is less in scale to our place to another. The

such as the size of objects, color, shape, and pattern.

are organized such that they provide a variety of seating options,

when are concerned on which to sit. Fences should also be

"Shadily" should be manifested in a plaza's

these considerations, however, a plaza must provide an ample

"Shadily" should be manifested in a plaza's
Chapter 2: Literature Review

Accordingly, a lane to penetrate foot traffic congestion near the property line, four to six feet of
foot of unused space near the property line, four to six feet of

pedestrian traffic is still likely to remain relatively unimpeded.

Even with the implementation of this Beacon Avenue proposal,
varying scenes options and provide outdoor room provision,

which with the street, optimize solar and wind exposure, include a

designed plaza and activity nodes along the Beacon Avenue


WHere’s observations will be given considered within when

more applicable to pedestrian paths and activity nodes.

in each design proposal. An aura’s special design concepts are

Beacon Avenue, long, straight orientation lends itself well to

Beacon Avenue, long, straight orientation lends itself well to

Bleachers’ historic, could be transplanted into a spatial layout. While

Bleachers’ historic, could be transplanted into a spatial layout. While

orientation that through the incorporation of appropriate design

orientation that through the incorporation of appropriate design

spaces called Inclina, Beacon Avenue already has a linear

spaces called Inclina, Beacon Avenue already has a linear

and pedestrian, symmetry, and pedestrian interest areas

and pedestrian, symmetry, and pedestrian interest areas

of an axial boulevard. This type emphasizes street beginning

of an axial boulevard. This type emphasizes street beginning

The type of streets that is most suited to Beacon Avenue is that

help to simplify (and thus enhance) the vehicular environment.

help to simplify (and thus enhance) the vehicular environment.

details of the pedestrian environment such planning will also

details of the pedestrian environment such planning will also

(1972) indicates, the two realms should be buffered from each

(1972) indicates, the two realms should be buffered from each

and unique space between dual elements. As Pushkaray

and unique space between dual elements. As Pushkaray

The vehicular environment should be simpler, with fewer delays.
3.2 Pedestrian Safety and Walkability

Backtracking in ameliorates (see Figure 3.1).

This bike lanes, yet bus stops along the corridor are generally
not visible. For other modes of travel are limited. Bascom Avenue
lacks the vehicle orientation that pedestrian transportation
infrastructure (see Figure 3.2). The frequent occurrence of
vehicle orientation (see Figure 3.2) and lack of views along the corridor
are likely to result in a lack of vision along the corridor.

3.3.3 Vehicular Circulation

Section performance as an activity hub

The chapter introduces a variety of issues along the Bascom
Avenue corridor that appear problematic to the designer.
Chapter 3: Problem definition

Figure 3.1. Bikeway lane and signage on Bascom Avenue. Bascom Avenue has a wider bikeway appearance. Many buildings are located within this zone. Bicyclists are likely to see these buildings while biking. Buildings are shorter and more vertical than those in the downtown area. Buildings are located at the back of the street and from the area. Most have parking lots.

Figure 3.2. Wide street right-of-way and long block lengths characterize the Bascom Avenue corridor. The corridor is a good example of a mixed-use area that includes retail, residential, and institutional buildings. The area is mixed-use and includes a variety of building types, including single-family homes, apartments, and commercial buildings. The area is located near several major roadways, including Bascom Avenue, which is a major arterial route. The area is also home to several large employers, including the University of Wisconsin-Madison and the Milwaukee County Courthouse. The area is a convenient location for employees and visitors alike.

3.3.2.3. Land use

walk along Bascom Avenue.

3.3.3. Aesthetics and urban design

From the appeal of the pedestrian realm.
Chapter 3: Problem Definition

### Figure 3.4: Tidal architecture inside Bascom Avenue, showing plan building facades and porosities.

<table>
<thead>
<tr>
<th>Commercial Professional</th>
<th>Abandoned Restaurant</th>
<th>Commercial Retail</th>
<th>Commercial Retail</th>
</tr>
</thead>
</table>

### Bascom Avenue Architectural Survey

3.3.2 Initial Development and Redevelopment

Auto-centric characteristics

By Rapoport's definition, Bascom Avenue possesses decidedly buildings make walking impractical and instead encourage driving between the street and the building. The large distances between...
Chapter 3: Problem definition

Residential and cultural uses directly on Bascom Avenue most of the day, creating consumer, and an interconnectivity to create multi-use activity hubs. The Bascom Avenue corridor will be a key to increasing the visibility of the intersection on the Bascom Avenue corridor will be to develop multi-use activity hubs. The Bascom Avenue corridor will be a key to increasing the visibility of the intersection on the Bascom Avenue corridor will be to develop multi-use activity hubs. The Bascom Avenue corridor will be a key to increasing the visibility of the intersection on the Bascom Avenue corridor will be to develop multi-use activity hubs. The Bascom Avenue corridor will be a key to increasing the visibility of the intersection on the Bascom Avenue corridor will be to develop multi-use activity hubs. The Bascom Avenue corridor will be a key to increasing the visibility of the intersection on the Bascom Avenue corridor will be to develop multi-use activity hubs. 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Chapter 3: Problem definition

Figure 3.7: Nodal development example. The red boxes depict buildings.

Notes:
- Density decreases as the distance from the node increases.
- Focus point is the density peak at the center of activity.
- The node acts as an activity center.
4.1. Phase 1: Identification of Issues

Based on literature and archival reviews, a number of questions were developed for use in informal conversations.

4.1.1. Informal conversations with local municipality planning agency staff

Informal conversations were conducted with planning staff members to identify stakeholders and potential issues within the Bascom Avenue corridor. These conversations were designed to provide an understanding of the policy framework within which any Bascom Avenue urban design modifications would transpire.

4.1.2. Informal conversations with Bascom Avenue residents and businesspersons

The objective of these interviews was to gather a basic understanding of how community members perceived the Bascom Avenue corridor—its strengths and areas in need of improvement. These conversations gave an overview of existing concerns that would help to shape the questions asked in the structured interviews.
Chapter 4: Methodology

Page number: 23

Two residents, two businesspersons, and one local municipality
planning staff member were interviewed.

1. Why would you replace these buildings with
Exchange: what buildings would you like to see changed
Avenue, in which order would you do so?

2. If you could replace the buildings on Bascom
Avenue, which elements be considered?

3. Where should such elements be located? Why should
street trees, should be added to Bascom Avenue?

4. Where tips of greenery elements, such as parts of
through corridors

Avonlea Avenue more of a destination and less of a pass
route? Where should be used to make the Bascom
opportunity for this project. The following questions were asked:
objectives of these interviews was to develop specific goals and
purposes of these interviews was to develop specific goals and
businesspersons and with local municipality planning staff. The
structured interviews were conducted with area residents and
participants. Interviews were conducted with area residents and
since a general agreement had been reached that Bascom
and local municipality planning staff

4.3 Phase 3: Analysis of collected data

4.2 Phase 2: In-depth research process

4.2.1 Structured Interviews with community members
Chapter 5. Analysis of collected structured interviews

Structural interviews

5.1. Summary of informal conversations and casual conversations and structured interviews. Both are outlined in Chapter 4. This proposal has relied on a number of casual conversations and structured interviews. Both.

Planning agencies often have suggested enhancements that community members and local municipalities for these issues. The following discussion summarizes the most common suggestions and potential improvements forBaseline Avenue, and to solve potential improvements were considered to develop an understanding of the design issues. These...
Chapter 5: Analysis of collected data

While many community members have advocated mixed-use policies, box stores (like small, neighborhood-scale businesses) have been problematic for people shopping at the one respondent model may be unappealing to people shopping at the one model.

A number of the small stores have had difficulty staying open, which while many of San Jose's small businesses have indeed been successful, many improvements to successful examples of mixed-use projects, and many improvements to successful examples of mixed-use developments are included in the mixed-use development. Enhancing a primary feature of a thriving activity center.

Local multiplicity planning is also included in the mixed-use development, which is a primary feature of a thriving activity center. Enhancing a high concentration of people proximity may help in maintaining people and activity on Bascom Avenue. Decrease local multiplicity planning is still possible with mixing and uses in close proximity.

Figure 5.1: Distance between Bascom Avenue nodes, showing 10-minute walking radius around node.
Chapter 5: Analyzing and Collecting Data

Shady areas spanning the entirety of the corridor, such areas should be a priority for new development, especially along Avenues, virtually every respondent advocated the addition of greenery along these streets.

When addressing the topic of improved greenery along Avenues, buildings themselves became a focal point of discussion. The current condition of the corridor is a mix of high-quality and low-quality structures. A clear expression of this concern was that buildings be considered as part of the design, not just as functional spaces, and that they should reflect the urban design goals of the corridor.

A key to social sustainability is the economic needs of the community, and mixed-use projects were seen as a way to achieve this. Respondents suggested that mixed-use projects could include retail, residential, and commercial uses, and that buildings be designed to complement these uses. For example, Figure 5.2 shows a mixed-use building on a suburban Avenue in Campbell.

Figure 5.2: Mixed-use building on suburban Avenue in Campbell
Chapter 5: Analysis of collected data

indicated that Dick's Creek should be the first site to be developed
replacements should occur. The remaining majority of respondents
When asked where buildings should be replaced and in what order
of recreation fields could be improved,
address to Dick's Creek. The school pool could be made open to the public
between the school district and the city's playground could possibly be
expand recreation facilities at Dick's Creek School. In a partnership
people from around. Another idea to satisfy park needs would be to
point for the neighborhood—unifying the local community and defining
comparable to the area's population, such a site could become a focal
elements including needs and strategies a have been. Respondents noted
and socialization areas for older people. A park would also become
a variety of age groups and could include play areas for children
location would directly affect Bascom Avenue, thus increasing walkability
located on the Bascom Avenue corridor. Further, a park at this
breaks (see Figure 5.1). A park at this location would be considerably
a proposed public library branch on a vacant parcel near St. Paul
In addition, a park should be incorporated into the development of
would also serve as a buffer between pedestrians and motorists.
Figure 5.3). Such areas would not only help to provide shade but
where moisture is rare—and as well as in a center of street median (see
be planned along the sidewalk—between where pedestrians walk and
is projected.

Figure 5.4: Potential Bascom Avenue Project Phasing
Chapter 5: Analysis of collected data

Bascom Avenue between Spokes Street and Leon Drive should be redeveloped into larger buildings on the east side of the road, more specifically, the office buildings on the east side of the road should be replaced (see Figure 5.4, 5.5, and 5.7). At multi-use nodes could be built on the commercial buildings on the west side of Bascom Avenue. Other respondents recommended that this part of Bascom Avenue be redeveloped into the future. Responses were not much about the next set of buildings to be replaced were less

Figure 5.6: Small commercial buildings on the west side of Bascom Avenue.

Figure 5.7: Artistically representing automotive facility on the Dick's Center site.

Because Dick's Center may have been an obvious first choice.
Chapter 5: Analysis of Collected Data

Due to the time constraints of this scenario project, only a handful of existing elements were preserved with which to replace existing elements. Hip School and Bassam Avenue

Figure 5.1: Commercial buildings that create a barrier between Del Mar

Figure 5.2: Buildings around the Bassam-Reed Public School

Hip School and Bassam Avenue

To replace existing elements...

Due to the time constraints of this scenario project, only a handful of existing elements were preserved with which to replace existing elements. Hip School and Bassam Avenue

Figure 5.1: Commercial buildings that create a barrier between Del Mar

Figure 5.2: Buildings around the Bassam-Reed Public School

Hip School and Bassam Avenue

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Hip School and Bassam Avenue

To replace existing elements...
Envisioning socially responsible service that cares to a variety of social and economic groups in an equitable district of business, economic, and community development. Bascom Avenue should be transformed into an appealing place.

6.1.2 Vision Statement

The vision is based on a shared desire to improve the physical conditions of Bascom Avenue, including everything from streets and sidewalks to business and housing. The vision for Bascom Avenue is the culmination of all previous planning and development projects and evidence from interviews and other research. It recognizes the need for community involvement in decision making and planning. The vision sets the stage for the design concepts outlined in the proposal.

6.1.4 A Vision for Bascom Avenue

The purpose of this chapter is to present the vision, goals, and design concepts that will fulfill the objectives. The design concepts are the culmination of the design process. Bascom Avenue will need to be transformed into an equitable district of business, economic, and community development. The design concepts are the primary goals to be accomplished when Bascom Avenue is redeveloped.
Chapter 6: Vision, Objectives, and Design Concepts

6.2.4. Perceptual and aesthetic

The physical scale and building massing along Bascom Avenue interacts with the street should be balanced to the pedestrian. The sidewalk and building massing along Bascom Avenue should be of human proportions, that is, buildings and their public entrances. Lengthy, long buildings should be broken down into shorter sections.

6.2.3. Cultural

Bascom Avenue serves as a distict that appeals to the diverse lifestyles of Bascom Avenue's diverse population—families, young adults, and couples. Bascom Avenue is a commercial needs of its users. The street should feature a variety of retail and service providers.

6.2.2. Behavioral

Provisions he day and into the night. Bascom Avenue should provide ample facilities to serve the day-to-day socialization and commercial needs of the users. Bascom Avenue should be designed to create a safe and inviting environment.

6.2.1. Functional

Bascom Avenue’s unique road and a mixed-use district. Bascom Avenue should incorporate urban design elements that define the area as a mixed-use district. Bascom Avenue should incorporate urban design elements that define the area as a mixed-use district. Bascom Avenue should incorporate urban design elements that define the area as a mixed-use district.

6.2. Urban design

6.2.1. Functional

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6.2.5. Urban design

and public spaces that facilitate public gatherings. Bascom Avenue should be designed to create a safe and inviting environment.

6.2.6. Quality of open space

a unified whole. Bascom Avenue should be designed to create a safe and inviting environment.

6.2.7. Environmental responsibility and sustainability

minimizes resource and energy consumption and facilitates a sustainable lifestyle.
Chapter 6: Vision, objectives, and design concepts

6.3.1 Functional

6.3.2 Behavioral

6.3.3 Social

Socialize

Squares in public places around which to congregate, such as squares or plazas.

Squares transition between sidewalks and streets.

People to touch, feel, and enthrall.

Placemakers encourage spirited and allow direction.

Urban furniture that does not dictate seating.

6.3.4 Destinations

Destinations throughout the corridor.

Shaded, accessible bus stops at significant

and other traffic calming measures

Build-up, corner median, on-street parking.

At primary intersections
direction for vehicles and let-in pockets

Phyto-mono (two level uses in each

corridor

Bike lanes at parks along corridor of
described in Subsection 6.3.6

Provision of attractive sidewalks as
sidewalk (on-street parking, street trees)

Buffer between vehicle travel area and

Bike lane

Socialize, squares, and destinations, and design concepts.
Chapter 6: Vision, Objectives, and Design Concepts

6.3.2 Urban Design

- Transit- and pedestrian-oriented development
- Axial design
- To create a motif
- Repeated use of colors, materials, and details

6.3.4 Perceptual and aesthetic

- Sense of enclosure created by 1:4 ratio between street and buildings
- Narrow building frontage
- and open air viewing space
- Open spaces such as plazas, outdoor streets,
- Transition spaces between public and buildings with detailed design frames selected

6.3.3 Cultural

- Community resources such as small grocery
-バー/restaurant for nightlife and activity
-Bars/restaurant
- Cafes
- Entertainment venue

Figure 6.7. Sidewalk market
Figure 6.8. Outdoor cafe

Figure 6.9. Sense of enclosure created by 1:4 ratio between street and buildings

Figure 6.10. Axial design
Chapter 6: Vision, Objectives, and Design Concepts

6.3.5. Connectivity

- Provide bike lanes and bus stops
- Use of pedestrian and thoroughfare walkways
- Connection to Los Gatos Creek Trail

6.3.7. Environmental Responsibility and Sustainability

- Trees and street furniture
- Sidewalks with pocket parks, seating areas
- Parks and plazas connected to the street
- Areas and intersections suitable for community gathering
- Plaza in activity nodes with small, enclosed
- Library
- Small park associated with new branch

6.3.6. Quality of Open Space

- Caraway features
- Street wall
- 2- to 3-story buildings heights to create a development
- Use of activity nodes to cluster
B. Design Program

Chapter 7: Design Proposal

- Existing commercial uses retained in new buildings
- Records store
- Expanded public parking and pedestrian and streetlighting
- Addition to existing streetlighting/records store
- Live music venue and restaurant/bar located
- Basketball court, playground, and small field
- Public park located near branch library

Space for amenities
- High school and branch library with recreational
- Masonic Learning Center located between Del Mar
- School and Bascom Avenue
- Branch library with cafe between Del Mar and High
- Fundamental node
- Organic grocery store/neighborhood market located in
- Office space in Del Mar
- Retail stores in Del Mar
- Del Mar
- Site-specific rezones, sidewalk cafes, and parks in
- Access to dining buildings and above other land uses

Proposals for the Bascom Avenue corridor

and goals of this project, the following land use and activities

include review and will in recent to fulfill the vision

The recommendations from interview respondents and

better commercial uses retention in new buildings
- Existing commercial uses retained in new buildings
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Proposals for the Bascom Avenue corridor

and goals of this project, the following land use and activities

include review and will in recent to fulfill the vision

The recommendations from interview respondents and
Chapter 7: Design Proposal

7.2. Conceptual Diagrams

7.3. Proposal Description

The second concept plan is based on the second concept plan. The design proposal that follows in Sections 7.3 are developed with the concept plan, this proposal building on the outline developed with the concept plan, this proposal building on the outline developed with the concept plan.
Chaper 7: Design Proposal

The essence of the project area would be stressed from the current infrastructure improvements will be funded by development exactions. The improvements and related construction are feasible and therefore this project assumes their property ownership transfers. 

7.3.2 Urban design

School has also been proposed (see Appendix 1). A new roadway connecting Del Mar High School to Bascom Avenue and running as the main gateway to the site (see Appendix 1). A new roadway connecting Del Mar High of the Bascom and White Avenue intersection at the north end of the project area. A new road that crosses on the southerly end of the site and directly south of the project area located just north of the UTVA.

Where gateways to the project area are located just north of the UTVA

and White Avenue (see Appendix 1). School near the clinic venue and at the intersection of Bascom located adjacent to the Bascom Highway (see Appendix 1). Bus stops on UTVA route 62 and increase pedestrian visibility and decrease the distance a pedestrian (build-outs are extensions of the sidewalk access paths) and include street trees and build-out crossings at intersections. The Bascom Avenue span the length of the project area.

All intersections and traffic is governed by traffic signals. Local lanes have stop signs at through lanes.
Chapter 7: Design Proposal

Cycling: of transit

Center site, the Transit node is also easily accessed by walking.

Baysom and Franklin avenues (see Figure 7.4). Like the Dicks
is set back from vehicles passing through the intersection of
lunch, dinner, or a quick work break is provided in a plaza that
uses as well as kiosks for vendors. Sidewalk dining for breakfast
The location provides 2- and 3-story buildings of office and retail
compounds and patios of the Santa Clara Valley Medical Center
needs of area residents, San Jose City College students, and the
location creates a center for dining and commerce that serves the
The Transit node is smaller than the Dicks’ Center node. This

Figure 7.3: Dicks’ Center node with street furniture and covered walk

and pedestrian

pedestrian passes through the site, 3- and 4-story buildings,
Baysom High rail station, a drop-off area at the high rail station,
node includes a connection between Baysom Avenue and the
design includes the design program, the Dicks Center
and entertainment options (see Figure 7.3). In addition to the
places provide a backdrop for a variety of shopping center.
without the use of cars. Within the site, covered walkways and
area residents and workers can easily access
development. Area residents and workers can easily access

Figure 7.4: Plaza at Transit node showing pedestrian pathways
Chapter 7: Design Proposal

In this, the street becomes the shared domain of neighbors and informal public space, offering opportunities for recreation, passive recreation, and a place for small children or pets. Shared streets allow for relaxed, informal gathering, informal recreation, and informal interactions. The shared streets encourage informal gathering and informal interaction between neighbors and between neighbors and visitors.

Figure 7.6. Play yard in proposed community park.

Figure 7.7. Corner of Baptist Avenue and proposed parking lot.
Chapter 7: Design Proposal

Figure 7.9. Overview of Bascom/Channing corridor and proposed modifications.
Chapter 8: References


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