



PLANNING COMMISSION STAFF REPORT

Project	Adoption of the revised and updated Implementation Chapters for the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans, and non-substantive clean-up and updates to the document text for clarity, consistency, and updates (File No. GPT16-010)
General Plan Designated Jobs and Housing Capacity	Roosevelt Park: <ul style="list-style-type: none"> • Jobs Capacity: 650 new jobs • Housing Capacity: 650 new residential units Little Portugal: <ul style="list-style-type: none"> • Jobs Capacity: 100 new jobs • Housing Capacity: 310 new residential units Five Wounds: <ul style="list-style-type: none"> • Jobs Capacity: 4,050 new jobs • Housing Capacity: 845 new residential units 24th & William: <ul style="list-style-type: none"> • Jobs Capacity: 100 new jobs • Housing Capacity: 217 new residential units Updated Implementation Chapters for the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans
Location	Generally, on both sides of East Santa Clara Street from Coyote Creek to US 101, and both sides of Alum Rock Avenue from US 101 to King Road (See attached map)
Planning Update Process Timeline	2016—2018
General Plan Horizons	Horizon 1: Roosevelt Park and Little Portugal Horizon 2: Five Wounds Horizon 3: 24th & William
Council Districts	3 and 5
Historic Resources	Carnegie Library (City Landmark), Mayfair Theater (Identified Structure), Five Wounds Church (City Landmark)
CEQA:	Determination of Consistency to the Final Program Environmental Impact Report (EIR) for the Envision San Jose 2040 General Plan (Resolution No. 76041) and the Supplemental EIR to Envision San José General Plan EIR (Resolution No. 77617), and Addendum thereto.

RECOMMENDATION

Planning staff recommends that the Planning Commission recommend to the City Council all the following actions:

- Consider the Determination of Consistency to the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Supplemental EIR to Envision San José General Plan EIR (Resolution No. 77617), and Addendum thereto, in accordance with CEQA.
- Adopt a resolution approving the following:
 - General Plan Text Amendments to revise and replace the existing Implementation Chapters for the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Villages; and
 - Non-substantive clean-up and updates to the text of the Roosevelt Park, Little Portugal, Five Wounds and 24th & William Urban Village Plans for clarity, consistency, and updates.

PROJECT DESCRIPTION

Amend the Little Portugal, Roosevelt Park, Five Wounds, and 24th & William Urban Village Plans to replace the existing Implementation Chapters with revised Implementation Chapters. The proposed updated chapters include financing and implementation tools to construct identified improvements. In addition, staff is taking forward non-substantive clean-up items and updates to the document text to these Urban Village Plans for further clarity, consistency, and updates.

BACKGROUND

The Roosevelt Park, Little Portugal, Five Wounds, and the 24th & William Urban Village Plans (Village Plans) were the first group of Village Plans prepared by the City and the community to further the Urban Village Strategy of the Envision San José 2040 General Plan. Originally approved by the City Council on November 19, 2013, these Village Plans are the policy documents that guide the future growth of these Urban Village areas. The Village Plans establish a framework for the transition of each Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the Bus Rapid Transit System (BRT) along East Santa Clara Street and Alum Rock Avenue, and the planned 28th Street Bay Area Rapid Transit (BART) station. The goal of each Village Plan is to create a safe environment for all modes of travel, a healthy mix of land uses, public gathering places, and a great place to live, work, and play.

The Roosevelt Park and Little Portugal Urban Village Plans were brought to the Planning Commission on November 2, 2016, with the purpose of recommending to the City Council the adoption of a resolution approving the General Plan Text Amendment to include an updated Implementation Chapter within these two Village Plans, and the accompanying California Environmental Quality Act (CEQA) determination. The Planning Commission recommended to the City Council adoption of the updated Implementation Chapters within these two Village Plans and these Village Plans were subsequently brought forward to the City Council for consideration on December 13, 2016. Staff then requested that the item be dropped to allow for additional coordination and outreach with the development community. Since 2016, staff has been drafting the Urban Village Implementation and Amenities Framework (Implementation Framework) and coordinating with the development community. The updated chapter at that time proposed to include Development Agreements as an interim mechanism to obtain

amenities from Residential mixed-use development. The City Council approved the Implementation Framework on May 22, 2018. This Implementation Framework applies to Urban Village areas, such as the Roosevelt Park, Little Portugal, Five Wounds and 24th & William Urban Villages.

Staff is now bringing forward the adoption of the revised and updated Implementation Chapters for the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans to include the Council approved Implementation Framework in and to note non-substantive clean-up text changes to provide additional clarity, consistency, and updates.

The Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans currently include Implementation Strategies that generally describe how these Village Plans would be implemented; however, these strategies did not develop a financing strategy or mechanism to fund the Village Plans' identified improvements that went above and beyond the City's existing funding mechanisms that are applied citywide. Due to this, the City Council added the following actions to the Implementation Chapters of all four Village Plans when they originally approved the Village Plans in 2013, which are proposed for removal as part of this update:

- *Implementation Action 2: Develop an Urban Village Implementation Finance Strategy that will establish financing mechanism to fund the implementation of the Roosevelt Park, 24th & William, Little Portugal, and Five Wounds Urban Village Plans.*
- *Implementation Action 3: Housing shall not be approved prior to the City Council approval of an Urban Village Implementation Finance Strategy for the entire plan area.*

Mixed-use residential/commercial development could only occur upon approval of an Implementation Financing Strategy, per Implementation Action 3 shown above. The City has received a mixed-use residential/commercial development proposal within the Roosevelt Park Urban Village since 2015, and multiple preliminary review requests for mixed-use projects in these four Urban Village areas. Since these developments cannot move forward until the City Council approves an Implementation Financing Strategy, and because there is a desire to facilitate new development that is consistent with the Village Plans, staff has prepared an updated Implementation Chapter for the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Villages for City Council consideration. The proposed updated Implementation Chapters remove the above-referenced policies and replace them with reference to the Urban Village Implementation and Amenities Framework adopted by the Council earlier this year, which is the financing strategy required pursuant to Council direction. These revised Implementation Chapters would replace the existing chapters contained in the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans.

ANALYSIS

Implementation Chapters

The proposed revised Implementation Chapters provide a framework for the implementation of amenities within the Little Portugal, Roosevelt Park, Five Wounds, and 24th & William Urban Villages. The Chapters will also discuss how the land use policies in the General Plan and the Village Plans, as well as the City's Zoning Ordinance, will guide new development within these four Urban Villages. The Chapters then discuss the existing implementation tools and/or financing mechanisms to construct the improvements or needs identified in the Village Plans. The community identified the same priorities, with no top priority for all four Urban Villages, with the exception that the "town square" or plaza is the top priority for the Five Wounds Urban Village Plan.

- Parks, Trails, and Urban Plazas

- Streetscape Amenities and Circulation Improvements
- Public Art
- Affordable Housing

While the proposed Implementation Chapters identify existing mechanisms to implement the above improvements and needs, these mechanisms by themselves are not anticipated to be adequate to fully achieve the goals of the four Urban Villages. The proposed Implementation Chapters, therefore, produce one additional financing/implementation mechanism.

Urban Village Implementation and Amenity Framework

The Urban Village Implementation and Amenities Framework (Framework) was adopted by the City Council on May 22, 2018 (Resolution No. 78603). The purpose of this Framework is to support existing City policies that attempt to balance housing growth with local job availability so that residents can work near their homes. This Framework also authorizes the City to allow the conversion of employment lands in urban villages to residential or mixed-use residential uses where the development will provide additional amenities and public improvements in the urban village where it is located. The Framework applies to all projects within an urban village that include market rate residential units and converts lands currently zoned for employment purposes (such as commercial) to residential or mixed-use residential purposes; however, if the project does not require a rezoning from an employment zoning district, then the Framework does not apply. Staff will not be actively rezoning the Roosevelt Park, Little Portugal, Five Wounds, or 24th & William Urban Village properties for residential uses as part of this project.

Under the Framework, the developer has a required Village Amenity Contribution as part of their rezoning and development permit application that is triggered when a market rate residential unit is proposed, which equals 2% of the project's residential unit value. The developer can satisfy this requirement by either making a monetary in lieu contribution or building additional amenities on or around the project site. The Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans' Implementation Chapters contain identical amenity priorities identified by the community including parks, trails, and urban plazas, streetscape amenities and circulation improvements, public art, and affordable housing, and which could be considered as part of a planning entitlement. The proposed Implementation Chapters include Implementation Policy 1, which states that "Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future."

In addition to providing the amenities listed above, mixed-use residential development would have to conform to the Village Plan's land use and urban design policies, and include the minimum commercial space prescribed in the Village Plans. The projects would also have to exhibit high quality architectural and site design features that create an attractive pedestrian-scale street presence that enhances the character of the four Urban Village areas and encourages further private investment and economic activity.

Proposed Modification to Existing Implementation Action

Staff is also proposing the following modification to the existing Implementation Action 1 in the Little Portugal, Roosevelt Park, Five Wounds and 24th & William Urban Village Implementation Chapters:

Implementation Action 1: If, by January 1, ~~2017~~ 2026, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

This action was added by the City Council when it approved the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans on November 19, 2013. The land use plans for all four of these Urban Villages were developed around the planned BART station in The Five Wounds Urban Village. Council added this action to acknowledge that if the BART Phase II extension and a 28th Street (Five Wounds) station were not going to be constructed that there could be a need to revisit all four Urban Village Plans. The proposed change to the date by which the Federal Transit Administration (FTA) would need to approve a BART Phase II grant agreement is intended to reflect the current date that the Valley Transportation Authority anticipates receiving a funding agreement from the FTA.

Envision San José 2040 General Plan Conformance

The following describes this Plan's consistency with the goals and policies of the Envision San José 2040 General Plan.

Implementation Policy IP-5.1: Urban Village Planning- Financing

Consider financing mechanisms which may be needed to deliver public improvements, amenities, and the like envisioned within the Urban Village Plan.

Analysis: Consistent with the above Policy, the proposed updated Implementation Chapters of the four Urban Village Plans detail the existing funding mechanisms available and the additional financing strategies needed for implementing the public improvements envisioned in the Village Plans. It also imbeds the Implementation Framework within the Village Plans.

Implementation Policy IP-5.5: Employ the Urban Village Planning process to plan land uses that include adequate capacity for the full amount of planned job and housing growth, including identification of optimal sites for new retail development and careful consideration of appropriate minimum and maximum densities for residential and employment uses to ensure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this Envision Plan. The Village Plan should be consistent with the following objectives:

1. The Urban Village planning process is not a mechanism to convert employment lands to non-employment uses.
2. Other City policies such as raising revenues, for example which could occur through the conversion of employment lands to non-employment uses shall not take precedent over the jobs first principle.
3. The General Plan's jobs first principles apply to Urban Villages and that residential conversions are not allowed to proceed ahead of the job creation that is necessary to balance the residential elements of the Village Plan. This policy means that jobs and housing can move together on a case by case basis.

Analysis: Consistent with the above policy, the Implementation Chapters of the Village Plans require the rezoning of an employment-designated property in order to develop residential uses interspersed with commercial uses in a mixed-use development, thereby ensuring that residential conversions are not allowed to proceed ahead of the job creation.

CLEAN-UP/CLARIFICATION CHANGES TO THE PLAN DOCUMENT

The following modifications were made to update and clean-up the document and provide additional clarity to the four Urban Village Plans. Staff has recommended the addition of several policies to strengthen the intent and goals of these Urban Village Plans.

Roosevelt Park Urban Village Plan

Changes to the Background and Planning Process Chapter

- Added additional information regarding the Urban Village Implementation and Amenities Framework and further coordination with Community Leaders on the community Priorities. (Pg. 7)

Changes to the Land Use Chapter

- Provided additional clarity to commercial/employment square footage and added the methodology used to arrive at the commercial/employment square footage numbers. (Pg. 9)
- Modified Figure 1 Roosevelt Park Urban Village Land Use Plan to remove references to subarea E and F as they do not exist in the plan document. Utilized a hatch pattern for the lands designated Light Industrial to provide further distinction between the Light Industrial designation and the Public/Quasi-Public designation. Better defined the subareas by utilizing patterns. Added street names for additional clarity. Utilized a dot pattern for lands designated as Neighborhood/Community Commercial. (Pg. 10)
- Clarified the FAR requirements for the Neighborhood/Community Commercial designation to align with the General Plan. Clarified the Floor Area Ratios (FAR) requirements in the Urban Village designation and added a table to provide additional clarity. Strengthened the FAR requirements in Area B, D, and C. (Pg. 13 & Pg. 14) Clarified the overall commercial FAR goal within this Urban Village Plan (Pg. 15)
- Provided additional clarity to Land Use Policy 2 to align with the overall commercial FAR goal. (Pg. 16)
- Provided clarity to Land Use Policy 11 to be consistent the Land Use Policy discussion on page 14 to page 15. (Pg. 17)
- Relocated a policy that was previously located in the Building Height subsection in the Urban Design Chapter. This policy is better suited in the Land Use Chapter as it does not directly address building heights. (Pg. 17)
- Added Land Use Policy 18 as required per City Council direction during the Four-Year Review as a mechanism for the City to facilitate the production of affordable housing (General Plan Text Amendment File No. GPT16-009 approved on December 13, 2016) (pg. 17).
 - Land Use Policy 18: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the Roosevelt Park Urban Village by prioritizing the application of the City's affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, and General Plan Policy IP-5.1 may be amended in the future.

Changes to the Urban Design Chapter

- Removed language referencing the Main Street Zoning District as new different Zoning Districts will be established as per the Urban Village Implementation and Amenity Framework (Pg. 18)
- Modified the Roosevelt Park Village Height Diagram (Figure 2). Added a legend to the image to add the symbol for the Urban Village Boundary and to illustrate the building heights in two colors. Added reference to the Five Wounds Church as there are building height policies directly referencing the church. Added street names for clarity. Deleted scale. (Pg. 20)
- Provided further clarification to Building Height Policy 3. (Pg. 21)
- Added language to Building Height Policy 4 to require detailed visualizations of private development that show how the views of the church will not be impacted from the neighborhoods located south and southwest from the church. (Pg. 21)
- Provided further clarification on Building Height Policy 6 to clarify where the 20-foot distance should be measured from. (Pg. 21).
- Added language for Architecture Policy 4 to better direct private developers on how to implement this policy. (Pg. 22)
- Added an additional policy (Street Frontage Policy 8) to ensure commercial tenant spaces will be designed in accordance with the Americans with Disabilities Act. (Pg. 23)
- Changed the Gateway Policy into a Gateway Action (Pg. 24)
- Added in language to make it clear that all community identification and wayfinding signage and systems must conform to the City Council Policy 9-3. (Pg. 25)

Changes to the Streetscape Chapter

- Clarified the action in Street Tree Policy 2. (Pg. 27)
- Included reference to the Urban Village Implementation and Amenities Framework (Pg. 28)
- Provided clarification that private art must be publicly viewable. Provided additional clarification in Public Art Policy 2 referencing the Urban Village Implementation and Amenity Framework (Pg. 29)
- Removed Public Art Action 2 as this work has been completed. (Pg. 30)

Changes to the Parking Chapter

- Provided clarification to the types of efficient design and management of parking in Parking Policy 1. (Pg. 35)
- Removed Parking Action 1 as private development projects will be rezoning to the zoning districts outlined in the Urban Village Implementation and Amenity Framework and not the Main Street Zoning Districts. (Pg. 36)

Changes to the Urban Plazas and Trails Chapter

- Revised the Trail Policies into Actions. (Pg. 41)

Little Portugal Urban Village Plan

Changes to the Background and Planning Process Chapter

- Added additional information regarding the Urban Village Implementation and Amenities Framework and further coordination with Community Leaders on the community Priorities. (Pg. 6)

Changes to Land Use Chapter

- Changed the name of the figure to Little Portugal Urban Village Land Use Designation and Height Diagram. Modified Figure 1 to include N. 34th Street and S. 34th Street. Provided better definition to the different subareas. (Pg. 8)
- Revised the planned commercial square footage from 82,000 square feet to 81,000 to accurately reflect the job objective of 270 jobs as established in the General Plan. Added the methodology used to arrive at the commercial/employment square footage numbers (Pg. 9)
- Provided additional clarity to commercial/employment square footage requirements. (Pg. 10)
- Clarified the Floor Area Ratios (FAR) requirements in the Urban Village designation and added a table to provide additional clarity. Strengthened the FAR requirements in Area B and C. (Pg. 11-12)
- Clarified the FAR requirements for the Neighborhood/Community Commercial designation to align with the General Plan. (Pg. 11)
- Clarified the overall commercial FAR goal within this Urban Village Plan. (Pg. 12-13)
- Provided additional clarity to Land Use Policy 2 to align with the overall commercial FAR goal. (Pg. 14)
- Provided clarity to Land Use Policy 6 and 7 to be consistent the Land Use Policy discussion on page 13. (Pg. 14)
- Added Land Use Policy 10 to support the development of pedestrian paseos as supported in the Pedestrian Circulation Chapter. (Pg. 15)
 - Land Use Policy 10: A new pedestrian paseo shall be established upon the redevelopment (which would be subject to planning entitlements) of the properties located directly south of the Eastwood Court dead end, as referenced on the Little Portugal Land Use Designation and Height Diagram (Figure 1). This paseo is envisioned as an active space framed by multi-story buildings on either side (where pedestrian entrances to these buildings would face the paseo) containing as ground floor commercial uses (e.g. retail, restaurants with outdoor seating), as envisioned in the Pedestrian Circulation Chapter of this Village Plan. The establishment of this pedestrian paseo may be through the Urban Village Implementation and Amenity Framework.
- Added Land Use Policy 11 as required per City Council direction during the Four-Year Review as a mechanism for the City to facilitate the production of affordable housing (General Plan Text Amendment File No. GPT16-009 approved on December 13, 2016) (Pg. 15).

- Land Use Policy 11: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the Little Portugal Urban Village by prioritizing the application of the City's affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, and General Plan Policy IP-5.1 may be amended in the future.

Changes to the Urban Design Chapter

- Removed text related to the heights in the Neighborhood/Community Commercial Land Use designation in the General Plan as the FAR range for the General Plan has been updated. (Pg. 16)
- Strengthened Building Height Policy 3. Provided clarity to Policy 4 and 5 to state where the measurements shall be taken from. (Pg. 16)
- Added language for Architecture Policy 6 to better direct private developers on how to implement this policy. (Pg. 17)
- Added in language to make it clear that all community identification and wayfinding signage and systems must conform to the City Council Policy 9-3. (Pg. 20)
- Relocated Gateway Policy 2 and 3 to the Gateway Action section. These are action items and not policies. (Pg. 21)

Changes to the Streetscape Chapter

- Clarified the Street Tree Policy to include an action. (Pg. 23).
- Removed Streetscape Policy 3, as these will be implemented through the Urban Village Implementation and Amenities Framework. (Pg. 24)
- Relocated Streetscape Policy 4 to the Streetscape Action section as it is an action item and not a policy. (Pg. 24)
- Provided clarification that private art must be publicly viewable. Provided additional clarification in Public Art Action 1 referencing the Urban Village Implementation and Amenity Framework. (Pg. 25-26)

Changes to the Pedestrian Circulation Chapter

- Added a Pedestrian Circulation Goal. (Pg. 27)
- Relocated Pedestrian Connection Policy 3 to the Pedestrian Connection Action section as this is an action and not a policy. (Pg. 30)

Changes to the Parking Chapter

- Provided additional clarification to Parking Policy 3. Removed Parking Action 1 as private development projects will be rezoning to the zoning districts outlined in the Urban Village Implementation and Amenity Framework and not the Main Street Zoning Districts. (Pg. 35)

Changes to the Urban Plazas and Trails Chapter

- Reworded Urban Plaza 1 to provide clarity. (Pg. 38)

- Removed Urban Plaza Action as this is included in the Urban Village Implementation and Amenity Framework. (Pg. 38)
- Changed Trail Policies into Trail Actions as these are not policies, but action items. (Pg. 39)

Five Wounds Urban Village Plan

Changes to the Background and Planning Process

- Added language regarding the coordination with the community leaders regarding the Implementation Priorities. (Pg. 7)

Changes to the Land Use Chapter

- Added the methodology used to arrive at the commercial/employment square footage numbers. (Pg. 10)
- Updated Five Wounds Village Existing/Interim Land Use Diagram (Figure 1) and the Five Wounds Village Future Land Use Diagram (Figure 2) to add a ‘hatch’ pattern for the Light Industrial Land Use Designation to provide a greater visual difference between the Light Industrial Land Use Designation and the Public/Quasi-Public Land Use Designation. Added a halo effect to the park or plaza symbol to make it more clear. Added a dot pattern to the Mixed Use Neighborhood Land Use designation for additional clarity. Added the word “Urban” to the Urban Village Boundary in the legend. (Pg. 14 and 15)
- Changed Land Use Policy 5 and 10 to state “shall” instead of “should”. (Pg. 22)
- Changed Land Use Policy 11 to state “prohibited” instead of “strongly discouraged” to support the text in the Land Use subsection. (Pg. 23)
- Added Land Use Policy 20 as required per City Council direction during the Four Year Review as a mechanism for the City to facilitate the production of affordable housing (General Plan Text Amendment File No. GPT16-009 approved on December 13, 2016) (pg. 24).
 - Land Use Policy 20: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the Five Wounds Urban Village by prioritizing the application of the City’s affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, and General Plan Policy IP-5.1 may be amended in the future.

Changes to the Urban Design Chapter

- Added clarification to Building Height Policy 2 to state where the measurement shall be taken from. (Pg. 26)
- Clarified Architecture Policy 4 to provide additional guidance to private developers on how to implement this policy. (Pg. 28)
- Strengthened Architecture Policy 5 to include language referencing the preferred architectural style by the community. (Pg. 28)
- Modified Setback Policy 4 to provide better clarity and direction. (Pg. 31)
- Added language to the Gateway subsection referencing the City Council Policy 9-3. (Pg. 31)

Changes to the Streetscape Chapter

- Provided clarification that private art must be publicly viewable in the Public Art subsection and Public Art Policy 3. Provided additional clarification in Public Art Policy 1 referencing the Urban Village Implementation and Amenity Framework. (Pg. 36)
- Provided additional clarification in Public Art Action 1 referencing the Urban Village Implementation and Amenity Framework. (Pg. 37)

Changes to the Parking Chapter

- Provided additional clarification to Parking Policy 1 to provide examples of the type of efficient parking designs, and the provision and management of parking. (Pg. 46)
- Provided additional clarification to Parking Policy 6. (Pg. 47)
- Removed Parking Action 1 as parking reductions are performed through the San Jose Municipal Code at a project specific level. (Pg. 47)

Changes to the Urban Plazas and Trails Chapter

- Relocated Trail Policy 1, 2, and 3 to Trail Actions. These are action items to be done and not policies to be implemented by private developers. (Pg. 53)

24th & William Urban Village Plan*Changes to the Background and Planning Process Chapter*

- Added language regarding the coordination with the community leaders regarding the Implementation Priorities. (Pg. 7)

Changes to the Land Use Chapter

- Modified the planned commercial/employment square footage and new job numbers to be consistent with the General Plan. City Council approved a General Plan Text Amendment (File No. GPT16-009), which changed the planned job capacity in Neighborhood Villages because these predominately low-density suburban Villages and unlikely to experience significant demand for more commercial uses than what is already present. These job numbers were shifted and distributed into other Growth Areas to better represent market conditions and to implement the proposed reduce planned job capacity of 1.1 jobs per employed resident. (Pg. 9 and 10)
- Modified the 24th & William Current Land Use Diagram (Figure 1) to include a ‘hatch’ pattern over the Light Industrial land use designation to provide a greater visual difference between the Light Industrial land use designation and the Public/Quasi-Public land use designation. (Pg. 14)
- Modified the 24th & William Future Land Use Diagram (Figure 2) to include a ‘hatch’ pattern over the Light Industrial land use designation to provide a greater visual difference between the Light Industrial land use designation and the Public/Quasi-Public land use designation. (Pg. 15)
- Strengthened the FAR requirement to 0.5 FAR for the commercial component of mixed-use projects in the Mixed-Use Commercial Land Use designation to accomplish the Plan’s goal of increasing the commercial/employment square footage. (Pg. 16)
- Added Land Use Policy 4 to be consistent with the Mixed-Use Commercial Land Use designation to require a minimum FAR of 0.5 for the commercial component of mixed-use projects. (Pg. 20)

- Added Land Use Policy 8 as required per City Council direction during the Four Year Review as a mechanism for the City to facilitate the production of affordable housing (General Plan Text Amendment File No. GPT16-009 approved on December 13, 2016) (pg. 20).
 - Land Use Policy 8: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the 24th and William Urban Village by prioritizing the application of the City’s affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, and General Plan Policy IP-5.1 may be amended in the future.

Changes to the Urban Design Chapter

- Strengthened Building Height Policy 2 to state “shall” instead of “should”. (Pg. 23)
- Clarified the Pre-BART Completion Maximum Height diagram (Figure 3) and the Post-BART Completion Maximum Height diagram (Figure 4) to include height maximums for all properties. (Pg. 23 and 24)

Changes to the Parking Chapter

- Provided additional clarification to Parking Policy 3. (Pg. 39)

COMMUNITY ENGAGEMENT

Preparation of the proposed updated Implementation Chapters for the Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans was coordinated with community stakeholders through the Five Wounds/Brookwood Terrace Neighborhood Advisory Committee (NAC). Staff met with the NAC on two occasions to provide input on the proposed chapters. The NAC members were also provided with an opportunity to review the draft Chapters and provide input.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The environmental impacts of this project were addressed in a determination of consistency with the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addendum thereto. This EIR was prepared for the comprehensive update and revision of all elements of the City of San José General Plan, including an extension of the planning timeframe to the year 2035 and including designating Growth Areas and Urban Villages, which propose intensified urban redevelopment of underutilized commercial lands to accommodate new commercial and residential growth.

The EIR is available for review on the Planning web site at:

<http://www.sanJoseca.gov/index.aspx?NID=2435>.

PUBLIC HEARING NOTIFICATION

A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the Urban Village boundaries and posted on the City website. The staff report and redline versions of the four Urban Village plans are also posted on the City's website. Staff has been available to respond to questions from the public. Staff also sent an email to the community leaders regarding the hearing and available information.

Project Manager: Tracy Tam

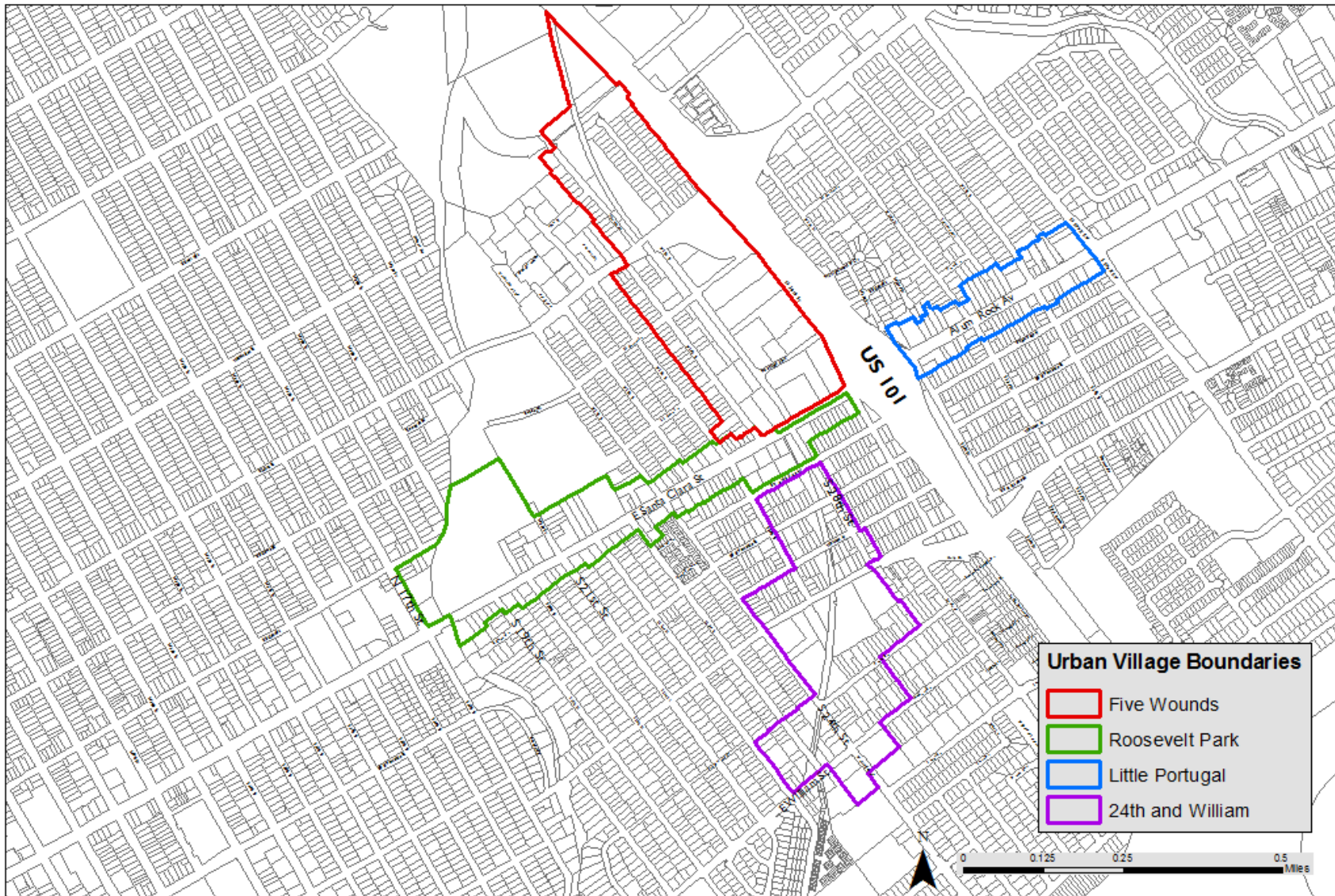
Approved by: *Melinda Hill*, Deputy Director for Rosalynn Hughey, Planning
Director

Date: *October 16, 2018*

Attachments:

- A. Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village location map
- B. Redlines for Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Village Plans (link)
- C. Roosevelt Park Resolution
- D. Little Portugal Resolution
- E. Five Wounds Resolution
- F. 24th & William Resolution
- G. Determination of Consistency

Attachment A: Roosevelt Park, Little Portugal, Five Wounds, and 24th & William Urban Villages location map



RESOLUTION NO. _____

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN
JOSE AMENDING THE ROOSEVELT PARK URBAN
VILLAGE PLAN**

**Fall 2018 General Plan Amendment Cycle (Cycle 4)
File No. GPT16-010**

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in furtherance of the goals and policies of the General Plan, on November 19, 2013, the Council adopted the Roosevelt Park Urban Village Plan; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on October 24, 2018, the Planning Commission held a public hearing to consider proposed changes to the Roosevelt Park Urban Village Plan, attached hereto and incorporated herein by reference as Exhibit "A" (the "Plan"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed Plan

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the Plan; and

WHEREAS, on December 4, 2018, the Council held a duly noticed public hearing; and

WHEREAS, copies of the Plan are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on December 4, 2018 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the Plan; and

WHEREAS, prior to making its determination on the Plan, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041) and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan EIR (certified by Resolution No. 77617), and the November 1, 2016 Addendum thereto; and

WHEREAS, the Council is the decision-making body for the proposed Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Plan specified and set forth in Exhibit “A” attached hereto and incorporated herein by reference is hereby adopted

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

EXHIBIT "A"

Roosevelt Park Urban Village Plan

GPT16-010. The Roosevelt Park Urban Village Plan, attached hereto as Exhibit A-1 and incorporated herein by reference, is hereby adopted.

Council District 3.

DRAFT

ROOSEVELT PARK URBAN VILLAGE PLAN



Approved by the City Council on November 19, 2013

As amended by the City Council on December 4, 2018

TABLE OF CONTENTS

INTRODUCTION	5
BACKGROUND AND PLANNING PROCESS	6
LAND USE.....	8
A. Planned Growth Capacity and Objectives	8
1. Employment Growth	8
2. Housing Growth	9
B. Land Use Designations	<u>12-11</u>
C. Land Use Policies	<u>15-14</u>
URBAN DESIGN.....	<u>20-18</u>
A. Building Height	<u>20-18</u>
B. Architecture	<u>25-22</u>
C. Street Frontage	<u>26-22</u>
D. Setbacks and Building Placement	<u>26-23</u>
E. Gateways	<u>27-24</u>
STREETSCAPE.....	<u>29-26</u>
A. Street Trees	<u>29-26</u>
B. Streetscape Amenities	<u>30-27</u>
C. Public Art	<u>31-28</u>
PEDESTRIAN CIRCULATION	<u>35-31</u>
A. Sidewalks	<u>35-31</u>
B. Pedestrian Facilities	<u>36-32</u>
1. Corner Curb Bulb-outs	<u>36-32</u>
2. Crosswalks	<u>36-32</u>

PARKING 3834

A. Parking Component 3834

TRAILS AND URBAN PLAZAS..... 4237

A. Urban Plazas..... 4338

B. Five Wounds Trail..... 4439

IMPLEMENTATION 4641

A. Implementation ~~Strategies~~Priorities..... 5341

This page is intentionally left blank.

INTRODUCTION

The Roosevelt Park Urban Village Plan ([Village Plan](#)), together with the Little Portugal, Five Wounds, and 24th & William ~~Street~~ Urban Village Plans, are part of the first group of Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the Envision San ~~Jose~~ José 2040 General Plan ([General Plan](#)). As a City Council approved policy document for the future growth of the Roosevelt Park Urban Village, this [Village Plan](#) establishes a framework for the transition of the Roosevelt Park Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the ~~planned~~-Bus Rapid Transit ~~System~~ (BRT) [System](#) along East Santa Clara Street and creates a safe environment for all modes of travel, a healthy mix of uses, and public gathering places...-a great place to live, work, and play. This [Village Plan](#) includes goals, objectives, and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the Roosevelt Park Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for the area that now encompasses four Urban Villages including the subject Roosevelt Park Urban Village, as well as, the Little Portugal, Five Wounds, and 24th & William ~~Street~~ Urban Villages. For Roosevelt Park Urban Village area, the vision of the SNI Plan was for a 3- to 5-story, mixed-use and pedestrian-oriented corridor with ground floor storefronts. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds/Brookwood Terrace Area, the [SNI Plan](#) and its land use recommendations for the Roosevelt Park Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010, the vision and recommendations for the future of the Five Wounds planning area, including the Roosevelt Park Urban Village, were further developed in the Five Wounds/Brookwood Terrace [Bay Area Rapid Transit \(BART\) Station Area Community Concept Plan](#). This [BART Station Area Plan](#) was developed by the community and San ~~Jose~~ [José](#) State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this [BART Station Area Plan](#) refined the land use, urban design, circulation, and parks and open space recommendations for Roosevelt Park and the aforementioned three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this [BART Station Area Plan](#) were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San ~~Jose~~ [José](#) 2040 General Plan ([General Plan](#)) Update process, the first Urban Village planning process was started in the Five Wounds/Brookwood Terrace area, using the CommUniverCity [BART Station Area plan-Plan](#) concept as the starting point. The vision, goals, and many policy recommendations of the CommUniverCity [BART Station Area Plan](#) ~~have been~~ [were](#) integrated into the Roosevelt Park Urban Village Plan, as they are consistent with the strategies of the [Envision San Jose José 2040](#) General Plan. Unlike the prior planning processes, this [Village Plan](#) is approved by the City Council as the City's policy for future growth within this Urban Village.

The Planning Process for the Roosevelt Park Urban Village Plan was combined with the Planning process for the Five Wounds, Little Portugal, and 24th & William ~~Street~~ Urban Villages. The process first consisted of two community meetings where staff explained the [Envision San Jose José 2040 General Plan's](#) Urban Village [Major strategy-Strategy](#) and how it would be implemented in the Five Wounds/Brookwood Terrace area. Following this outreach, two additional community workshops were held, each attended by approximately 40 to 50

residents, and property and business owners. At the first workshop, on July 23, 2011, the community provided comments and direction on a draft [land-Use plan](#). At the second community workshop, on January 26, 2012, the community reviewed and provided input on the refined [land-Use](#) and [urban-Design plans](#), as well as the circulation, streetscape, parks and trails, and parking recommendations.

[The Roosevelt Park Urban Village Plan was taken forward to the City Council in 2016 to adopt the revised Implementation Chapter, but was placed on hold for work on the Urban Village Implementation and Amenities Framework. The Urban Village Implementation and Amenities Framework was adopted by the City Council on May 22, 2018. This Framework was incorporated into an updated Implementation Chapter for the Little Portugal Urban Village Plan, which was approved by Council on December 4, 2018.](#)

Urban Village Implementation and Amenities Framework

[As part of the preparation of an Urban Village Plan, the General Plan states, “consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned with the Urban Village Plan.” On May 22, 2018, the City Council adopted City Council Resolution No. 78603 for the Urban Village Implementation and Amenities Framework \(Framework\), as maybe amended in the future, to facilitate a rezoning process to allow the conversion of employment lands to residential or residential mixed-use uses consistent with the Framework within adopted urban village plans. The role of the Framework is to:](#)

- [1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.](#)
- [1-2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.](#)

LAND USE

Land Use Goal: Create a pedestrian-oriented, complete community in the Roosevelt Park Urban Village by developing a mix of uses along East Santa Clara Street including retail sales and services, public facilities, offices, and other commercial uses integrated with high-density housing, to serve the surrounding neighborhoods and help create a vibrant great place.

Currently, East Santa Clara Street, between the Coyote Creek and U.S. Highway 101, consists of the Roosevelt Community Center and Park and one- and two-story commercial buildings that contain restaurants, ethnic and convenience markets, medical offices, and community-serving retail stores and services. The [East Santa Clara Street](#) corridor also includes a few older mixed-use buildings that have ground floor commercial with apartments above. Much of this development is more than 50 years old and is pedestrian-oriented, with buildings built up to and addressing the sidewalk. The goal of this plan is to retain and expand upon the existing mix of community-serving commercial uses and the pedestrian orientation of much of the area, and integrate new high-density housing as well as taller, more urban development into the corridor. This [Village](#) Plan recognizes that additional development along the corridor, if well designed and containing the right mix of uses, can add new vitality to the area and enhance its positive image. An expanded mix of neighborhood-serving uses, housing, and employment opportunities would provide residents with the opportunity to meet many of their daily needs by walking, bicycling, or taking transit, thereby furthering the City's [Envision San José 2040](#) General Plan ([General Plan](#)) goals to support a healthy community, and reduce traffic congestion and resulting greenhouse gas emissions, and energy consumption.

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

The [Roosevelt Park Urban Village Plan \(Village Plan\)](#) establishes a commercial/employment square footage objective and residential unit planned capacity for the overall [Urban Village](#), as well as for each of the identified Areas within the [Urban Village](#). The commercial objectives and residential capacities indicated are totals, consisting of the existing number of residential units and commercial square footage, plus the new development in units or square footage.

1. EMPLOYMENT GROWTH

[Area A, as identified in the Roosevelt Park Land Use Plan \(Figure 1\)](#) is not anticipated for any additional commercial/employment uses as the [Area](#) encompasses only the Roosevelt

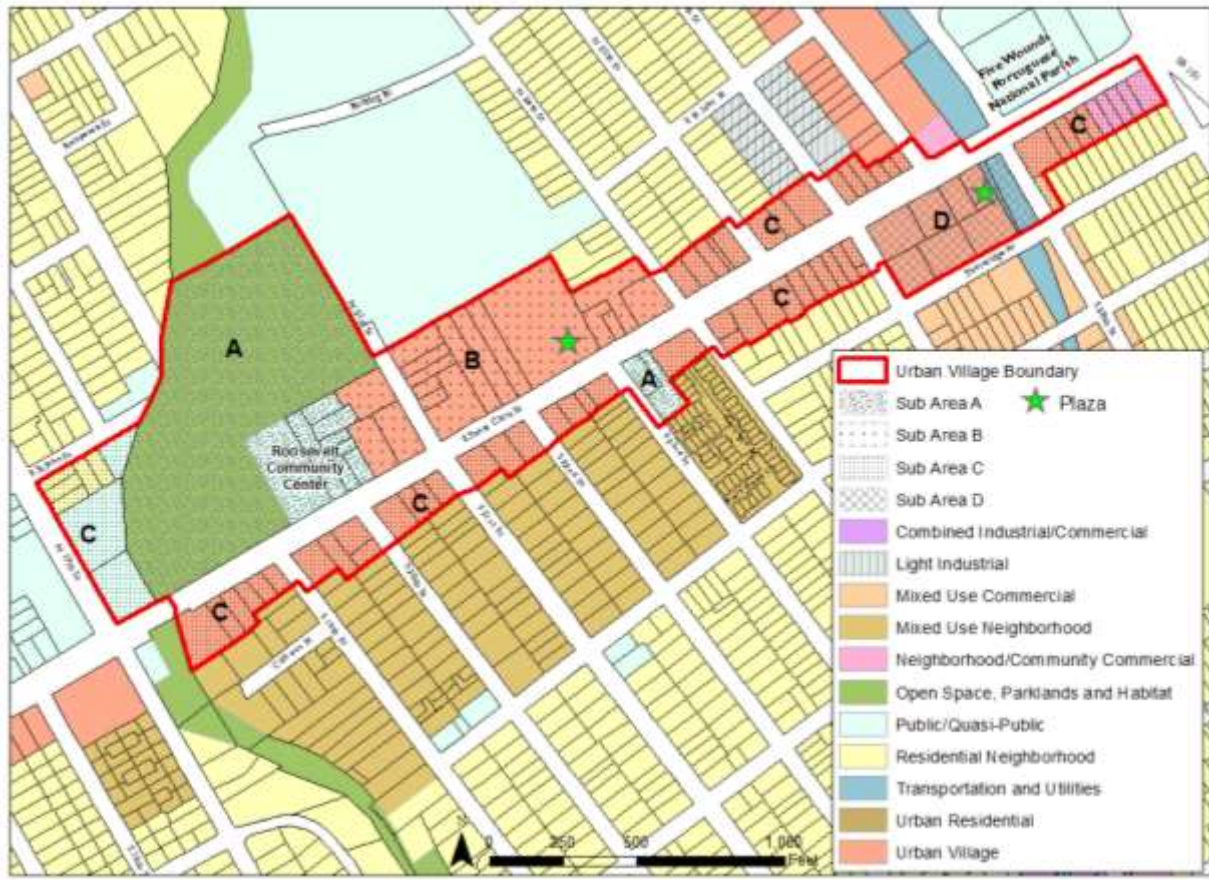
Community Center and Park and the San [Jose/José](#) Water Works facility. For the remaining [AAreas](#), the overall objective for the whole [Urban](#) Village is to develop a total of [approximately](#) 526,000-square feet of commercial/employment space, which equates to the existing job square footage [\(of approximately 344,500 square feet\)](#) plus new planned jobs square footage [\(of approximately 181,500 square feet\)](#).

The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the [Roosevelt Park](#)-Urban Village. The [Urban](#) Village objective of [approximately](#) 526,000 [-commercial](#) square feet is based upon the “jobs first” [Envision San Jose/José 2040](#)-General Plan planned capacity of [new](#) 605 jobs for the [Roosevelt Park](#)-Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. [The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on the planned capacity of 605 new jobs, this commercial square footage equates to 181,500 square feet.](#)

2. HOUSING GROWTH

The planned dwelling unit capacity for the residential portion of mixed-use [residential/commercial](#) developments is 650 units for all [AAreas](#), except [AArea A](#). This overall residential unit capacity is the maximum residential growth planned for the [Roosevelt Park](#) Urban Village [as stated](#) in the [Envision San Jose/José 2040](#)-General Plan. In this [Village](#) Plan, the community recognizes the importance of providing new housing in the [Roosevelt Park](#)-Urban Village as a means of creating a more vibrant and active place; however, because the [Envision San Jose/José 2040](#)-General Plan is a [jobs focused Plan and](#), it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this [Urban](#) Village.

Figure 1
Roosevelt Park Village Land Use Plan





B. LAND USE DESIGNATIONS

To focus future land uses, the Roosevelt Park Urban Village is broken into four (4) Areas: Areas A, B, C, and D. As shown on the *Roosevelt Park Village Land Use Plan (Figure 1)*, Area A includes the only three (3) Public/Quasi-Public uses within the Roosevelt Park Urban Village: the Roosevelt Community Center and Park, San José Water Works, and the East San José Carnegie Branch Library. Therefore, a majority of the Roosevelt Park Urban Village is located in Area C. Located on both the north and south sides of East Santa Clara Street, Area C is comprised mostly of commercial properties that are small and shallow in depth, and five (5) single-family residences. Areas B and D are comprised of those properties that are comparatively larger and with a greater depth. Four (4) *Envision San José 2040* General Plan Land Use designations are applied within the Roosevelt Park Urban Village, as described below. These Land Use designations must be used in conjunction with the goals and policies of this Urban Village Plan.

It should be noted that rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Framework.

Public/Quasi-Public

Density: FAR N/A

A majority of Area A is designated with the Public/Quasi-Public land use designation which is applied to the properties of the existing Roosevelt Community Center and Park, San José Water Works, and the East San José Carnegie Branch Library.

The Public/Quasi-Public category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices, and airports. Joint development projects which that include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

Open Space, Parklands, and Habitat

Density: FAR N/A

Area A is also designated with the Open Space, Parklands and Habitat Land Use designation which is applied to Roosevelt Park.

The Open Space, Parklands and Habitat category is used to designate lands that can be publicly- or privately-owned that are intended for low-intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts and, for properties located outside of the Greenline-Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate for Open Space, Parklands and Habitat properties both within and outside of the Greenline-Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline-Urban Growth Boundary, community centers, public golf courses, and other amenities open to the public would also be allowed within publicly-owned properties in this designation.

Residential Neighborhood

Density: Typically 8 DU/AC (Match existing Neighborhood Character); FAR up to 0.7 (1 to 2.5 stories)

The Residential Neighborhood Land Use designation is applied to the five ~~(5)~~ existing single-family detached residences that are located along the south side of East St. John Street east of North 17th Street.

This designation is applied to encompass the only single-family residential neighborhood within the Urban Village area. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which that closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must, therefore, generally match the typical lot size and building form of any

adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.

Neighborhood/Community Commercial

Density: -No established minimum or maximum FAR

The portion of Area C that is adjacent to the US 101 on ramps is designated with a Neighborhood/Community Commercial Land Use designation. The Neighborhood/Community Commercial Land Use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, offices, and private community gathering facilities, including places of worship. Any new residential uses are not supported by this land use designation; given its proximity to the freeway on-ramps this portion of Area C is not ideal for residential uses.

The floor area ratio's (FAR) for this Land Use Designation in Roosevelt the Urban Village varies slightly from the prescriptive FAR's established as part of this Land Use Designation in the Envision San Jose 2040 General Plan. While the General Plan limits the FAR of development within the Neighborhood/Community Commercial designation to an FAR of up to 23.5, this Village Plan does not establish a maximum, or minimum FAR. Development intensities will be limited by maximum heights and limits on the number of stories and by building height "step down" policies contained in the Urban Design Chapter established in this Village Plan.

Urban Village

Density: No established FAR minimum or maximum for fully commercial developments. Commercial FAR minimum for mixed-use development varies by Area, as shown in Table 1. No established minimum or maximum residential unit density.

Table 1: Required Floor Area Ratio (FAR) for the commercial component of mixed-use developments	
Sub Area	Required FAR:
<u>B</u>	<u>0.50</u>
<u>C</u>	<u>0.30</u>
<u>D</u>	<u>0.50</u>

Areas B through D, which constitute the majority of the Roosevelt Park Urban Village, are designated with the Urban Village Land Use designation. The Urban Village designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. The Urban Village designation is a commercial designation in the Roosevelt Park Urban Village Plan, this designation that also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical

mixed-use with ~~residential above retail~~ ground floor retail uses and residential uses on the upper floors for example, or, where a larger site allows, ~~they the project~~ can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. ~~A horizontal mixed-use project is strongly encouraged to place commercial uses adjacent to East Santa Clara Street. Fully R~~ residential projects ~~without a that “stand alone” and do not include a~~ commercial component are not consistent with the Urban Village designation in this [Village](#) Plan.

This [Village](#) Plan does not establish a maximum FAR for commercial or mixed-use residential/commercial development for properties designated Urban Village, nor does it establish a maximum or minimum number of dwelling units per acre for the residential portion of mixed-use projects. The intensity or density of new development will effectively be limited by the maximum height limits established in this [Village](#) Plan and shown on the *Roosevelt Park Village Height Diagram (see Figure 2)* and by the parking requirements established in the Zoning Ordinance, ~~as may be amended in the future.~~

~~This Village Plan does establish a commercial FAR objective for new development in order to achieve the vision for the Roosevelt Park Urban Village of an urban and pedestrian-oriented corridor with higher higher-intensity development than currently exists. This Village Plan establishes a long-term objective that properties redeveloped with commercial uses should have a minimum FAR of 0.45, and preferably higher. Commercial projects developed at less than an FAR of 0.45, while permitted, are intended to be interim uses to ultimately be replaced by high-intensity commercial/employment uses in the future.~~

To meet the employment lands and job development objective for this [Urban](#) Village described below, this [Village](#) Plan establishes a minimum FAR for the commercial/employment component of a mixed-use project. In Areas B and D, the minimum FAR for the commercial portion of a ~~mixed-mixed~~ use project ~~should shall~~ be 0.50 and in Area C, the minimum FAR ~~should shall~~ be 0.30. ~~This Village Plan does not establish a minimum commercial FAR requirement for new fully commercial development.~~

C. LAND USE POLICIES

A primary objective of this [Village](#) Plan is to retain the existing amount of commercial space within the Roosevelt Park Urban Village ~~Area~~ and increase commercial activity and employment opportunities as the area redevelops. The existing commercial/employment square footage is estimated to be ~~approximately~~ 344,500 square feet—this [Village](#) Plan establishes an overall objective to increase the overall amount of commercial square footage by ~~approximately 53%~~ [percent](#).

This [Village](#) Plan does not establish specific ~~objectives-parameters~~ for the different types of commercial or employment uses, but these uses are largely generally envisioned to be a mix of retail shops and services, and professional and general offices. This [Village](#) Plan supports retail uses that are small or mid-sized in scale, and which serve the immediately surrounding neighborhoods, as well as communities within roughly a two-mile radius. Big box or “large format” retail uses are not feasible given the small sizes of parcels along this section of East Santa Clara Street. ~~Big box or~~ Large format retail would not be ~~appropriate-allowed~~ in this pedestrian-oriented [Urban](#) Village, given the auto-orientation of these uses.

While this [Village](#) Plan allows “~~stand-alone~~”~~fully~~ commercial development of relatively low density and supports the continued use of the existing small-scale residential development, higher-intensity development built with a floor area ratio (FAR) of 1.9 or greater is encouraged: a building built at an FAR of 1.9 would typically be ~~3-three~~ stories in height. ~~Fully commercial projects developed at less than an FAR of 1.9 are intended to be interim uses to ultimately be replaced by high-intensity commercial/employment uses in the future. The FAR goal of fully commercial projects is 1.9 FAR.~~

While this [Village](#) Plan emphasizes expanding commercial activity in the Roosevelt Park Urban Village, it also supports high-density mixed-use residential/~~commercial~~ development. Residents of new housing will support local businesses, acting as a catalyst for more economic and commercial development. This [Village](#) Plan does not establish a minimum density for ~~residential the residential component of a~~ mixed-use development. A commercial development that includes a small number (e.g. three) of residential units could be supported ~~as allowed under General Plan Community Development Policy CD-7.2.~~ Nevertheless, this [Village](#) Plan encourages development of mixed-use residential projects at higher densities, where they can be designed to be compatible with the surrounding neighborhoods.

This [Village](#) Plan precludes the development of ~~stand-alone~~~~fully~~ residential projects within the Urban Village boundary ~~in order~~ to achieve the employment goals of the ~~Envision San Jose José 2040~~ General Plan and of this [Urban](#) Village Plan. Based on recent history and development patterns, without this requirement for a commercial component in ~~all-new projects~~~~mixed-use residential/commercial projects~~, predominantly ~~stand-alone~~~~100%-~~ percent residential projects would likely be built in the Roosevelt Park Urban Village, consuming land that is needed for job and commercial growth. Therefore, as discussed above, this [Village](#) Plan establishes a minimum amount of commercial square footage required as part of any ~~residential-mixed-use residential/commercial~~ project by establishing minimum commercial FARs for Areas B, C, and D. There is however, one exception to these requirements for sites designated with the Urban Village land use designation. This exception could allow a ~~residential-mixed-use residential/commercial~~ project with an Urban Village land use designation to provide a lower commercial FAR or potentially no commercial FAR at all. If the existing amount of commercial development at some point in the future exceeds the FAR ~~objective requirement~~ for a ~~given~~

~~assigned Area~~, then a residential project could provide less than the required commercial FAR, such that the overall amount of commercial development within the ~~given-assigned Area~~ would not drop below the FAR ~~objective requirement~~.

Finally, since the Roosevelt Park Urban Village will have a pedestrian focus, this ~~Village~~ Plan does not support new drive-through or other auto-oriented uses such as auto repair, automobile sales and rentals, sales of auto parts, or car washes. In addition to detracting from the ~~Urban~~ Village's walking environment, these uses would not support ridership on ~~the planned~~-Bus Rapid Transit ~~project~~. This ~~Village~~ Plan also supports the preservation, protection, and restoration of the Coyote Creek and its adjacent riparian lands. However, that objective must also be balanced with the goal of transitioning the Roosevelt Park Urban Village into a vibrant mixed-use, pedestrian-oriented, urban district that will introduce denser and taller development ~~into-onto the corridor~~ East Santa Clara Street.

Land Use Policies

Land Use Policy 1: Grow the Roosevelt Park Urban Village into an economically vibrant commercial district that serves the surrounding communities and increase commercial building square footage within the Village by approximately 53 percent.

Land Use Policy 2: New fully commercial development is encouraged to be built at a Floor Area Ratios of 0.45 1.9 or greater.

Land Use Policy 3: The minimum FAR for the commercial portion of a ~~mixed-mixed~~-use project ~~should-shall~~ be 0.50 in Areas B and D, and 0.30 in Area C.

Land Use Policy 4: A ~~mixed-mixed~~-use residential/commercial project with the minimum commercial FAR called for in this ~~Village~~ Plan could be permitted to provide a lower commercial FAR or potentially no commercial FAR at all, if the existing amount of commercial development exceeds the FAR ~~objective requirement~~ within the site's ~~given-assigned Area~~ as indicated on the Roosevelt Park Land Use Plan, and such that the overall amount of commercial development within the ~~given-assigned Area~~ would not drop below the FAR ~~objective requirement~~.

Land Use Policy 5: Development of ground floor neighborhood-serving commercial uses along ~~E-~~ East Santa Clara Street is strongly encouraged.

Land Use Policy 6: New ~~residential~~-development with residential components that are adjacent to the Five Wounds Trail corridor should provide primary unit entries, stoops, and porches facing the trail.

Land Use Policy 7: New ~~residential~~ development with residential components that are adjacent to the Five Wounds Trail corridor should provide ground floor residential units that face the trail.

Land Use Policy 8: Create a high-density mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.

Land Use Policy 9: Mixed-use residential/~~commercial~~ projects are encouraged to build at densities of 50 dwelling units to the acre or greater on larger sites ~~those sites that are large in size~~, such as the Empire Lumber site (generally located south of East Santa Clara Street, north of Shortridge Avenue, and bounded by South 26th Street), given that the site design is compatible with the surrounding neighborhood and the policies contained in the Urban Design Chapter.

Land Use Policy 10: Drive-through uses ~~should be~~ are not ~~be~~ permitted within the Roosevelt Park Urban Village.

Land Use Policy 11: ~~New motor~~ motor vehicle uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes and are ~~strongly discouraged/prohibited~~. Motor vehicle uses which occupy an existing building uniquely designed for a specific motor vehicle use that cannot be utilized for another non-vehicle related use may be allowed on an interim basis that will be replaced over time with pedestrian and transit supportive uses in a more urban, pedestrian-oriented format.

Land Use Policy 12: Types of uses in a mix and intensity that support ridership on Bus Rapid Transit (BRT) are strongly encouraged.

Land Use Policy 13: The ~~combining~~ aggregation of parcels along East Santa Clara Street is encouraged to facilitate new development, especially mixed-uses, at a higher density or intensity, and to provide for the inclusion of ~~public~~ publicly-accessible plazas and other private but publicly-accessible open spaces into new development.

Land Use Policy 14: Ensure that new public and private development adjacent to the Coyote Creek riparian corridor is consistent with the provisions of the City's Riparian Corridor Policies while recognizing that this ~~plan~~ Village Plan supports more intensive urban development adjacent to the riparian corridor.

Land Use Policy 15: New development that abuts the Coyote Creek should include an open space setback consistent with the City's Riparian Corridor Policies.

Land Use Policy 16: Preserve and enhance public connections to the Coyote Creek.

Land Use Policy 17: Accommodate high-density and intensified uses along East Santa Clara Street in multi-story buildings that are compatible with the surrounding neighborhoods.

Land Use Policy 18: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area

Formatted: Underline

Formatted: No underline

Median Income, integrate affordable housing within the Roosevelt Park Urban Village by prioritizing the application of the City's affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, as may be amended in the future.

Formatted: No underline

URBAN DESIGN

Urban Design Goal: Create an attractive Urban Village that is a catalyst for the economic vitality of the ~~E-~~ast Santa Clara Street Corridor, creates a vibrant pedestrian environment, and contributes towards a strong and positive community identity through high-quality and thoughtful design of buildings and public spaces.

The quality of urban design, including both the architecture ~~and design~~ of new buildings and materials used, and the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in making Roosevelt Park a great place. If successful, ~~the high-quality of urban~~ design in Roosevelt Park Urban Village ([Urban Village](#)) will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop, and work.

The ~~Roosevelt Park Urban~~ Village Plan ([Village Plan](#)) provides urban design objectives, and policies and actions intended to achieve these objectives, to facilitate new development within this Urban Village that is of high quality and lasting design, pedestrian-oriented, and urban in scale. At the same time, this [Village](#) Plan includes design parameters to ensure that urban development along ~~the corridor~~East Santa Clara Street is compatible with the surrounding neighborhoods.

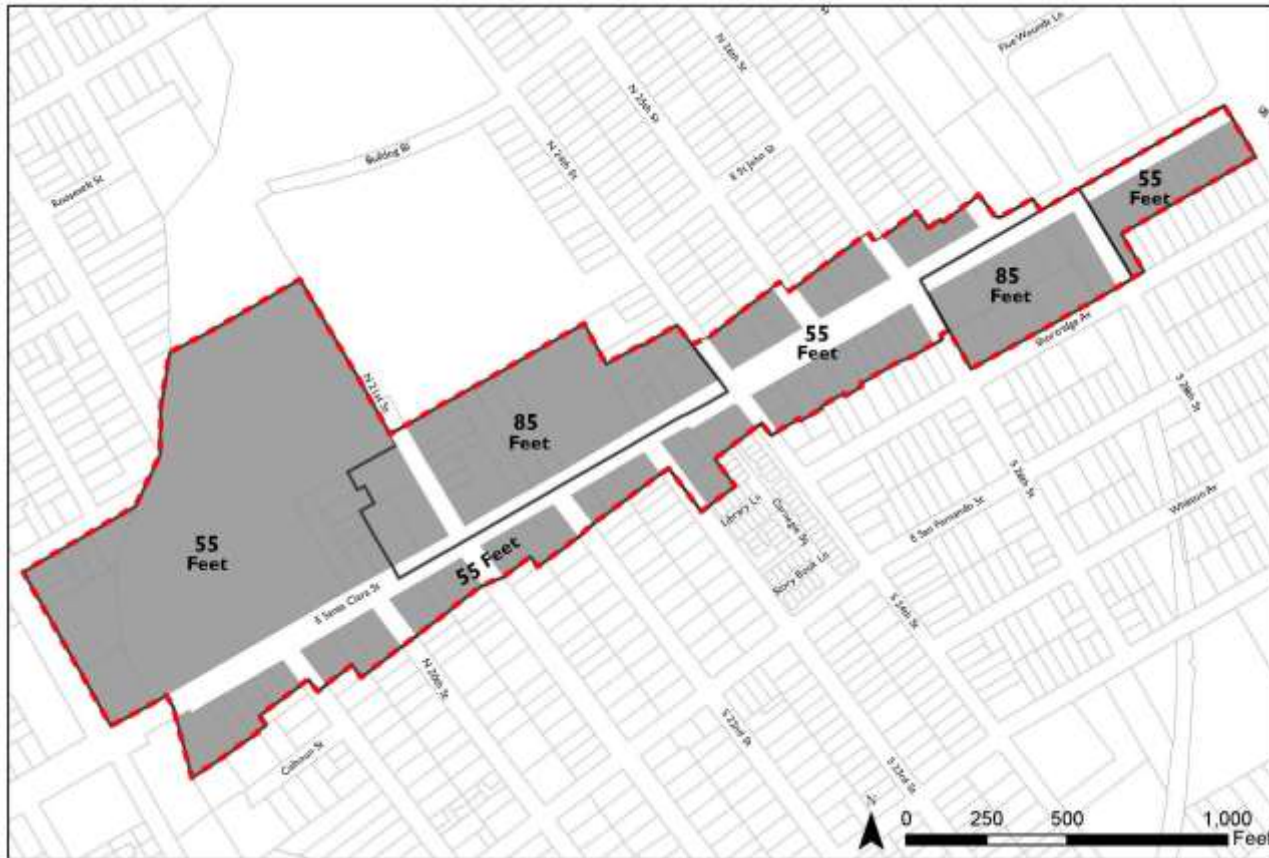
A. BUILDING HEIGHT

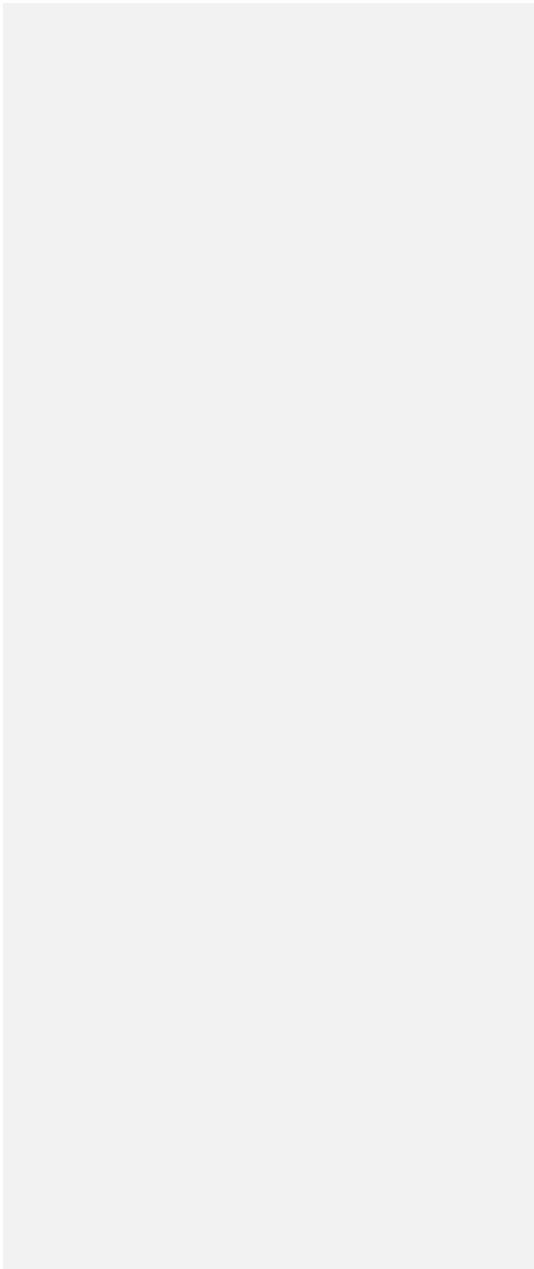
The surrounding community has expressed support for the redevelopment of the existing, predominately single-story commercial buildings along East Santa Clara Street with multi-story commercial or mixed-use ~~residential/commercial~~ development. However, the surrounding neighborhood is largely composed of one-story single-family homes, with a few duplexes and small two-story apartment buildings interspersed. As the ~~area~~Urban Village redevelops, it will be critical to ensure that buildings do not ~~overshadow or~~ overwhelm the adjacent homes and that they maintain sufficient rear setbacks adjacent to this lower-density residential development. To ensure neighborhood compatibility, this [Village](#) Plan establishes the height limit and “step down” policies for new development along East Santa Clara Street. Height limits for each of the Areas are also shown in the *Roosevelt Park Village Height Diagram* ([see Figure 2](#)). ~~The height step-down policies, for portions of new development adjacent to the surrounding residential neighborhood, are based upon the existing Main Street Zoning District established in the Zoning Ordinance.~~

Additionally, the community has expressed the desire to ensure that the Five Wounds Portuguese National Church structure continues to be a visually prominent feature of the

community. The Five Wounds Portuguese National Church is a historic City Landmark and a symbol of the long-standing Portuguese presence in the area. Therefore, this Village Plan ~~establishes~~incorporates a building height policy to protect the visual prominence of the church structure.

Figure 2
Roosevelt Park Village Height Diagram





Building Height Policies

Building Height Policy 1: Accommodate high-density and intensified uses along East Santa Clara Street in multi-story buildings that are compatible with the surrounding neighborhoods.

Building Height Policy 2: New development in the Roosevelt Park Urban Village shall not exceed the height limits as indicated on the Roosevelt Park Village Height Diagram (see Figure 2), except as allowed per Height Policy No. 3.

Building Height Policy 3: Limited projections of non-habitable architectural elements, mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted above the maximum height limit by a maximum of 10 feet. Such projections shall not effectively create an overall building face elevation that is greater than the established height limit (as shown in Figure 2) and only allow limited projections of non-habitable architectural elements, mechanical and equipment rooms, and architectural treatments to extend over the maximum height limit by a maximum of 10 feet.

Building Height Policy 4: New development in Area D, the former Empire Lumber site, (located on the south side of East Santa Clara Street, north of Shortridge Avenue and between South 26th Street and South 28th Street) shall be designed such that views of the Five Wounds Portuguese National Church will be maintained for a majority of the neighborhood located to the south and southwest of the site. No more than 50 percent of the footprint of the block, which comprises Area D, shall contain, in total, building massing-height that exceeds 55 feet. Buildings over 55 feet in height shall provide a height and massing study to demonstrate how the views of the Church will be maintained, particularly from the south and southwest. Furthermore, new projects proposed within Area D Urban over 55 feet in height must provide detailed visualizations of the proposed project that show how the views of the Five Wounds Church will be maintained for the neighborhoods located to the south and southwest of the church.

Building Height Policy 5: All portions of buildings over 55 feet in height shall be stepped back from the lower portion of the building such that the massing of the building does not overwhelm the sidewalk and the street.

Building Height Policy 6: New development adjacent to property with an existing single-family home-residence or with a General Plan land use designation of Residential Neighborhood with a density of 8 dwelling units to the acre or less, shall step down in height to 35 feet within 20 feet of such single-family properties, measured from the shared property line.

Building Height Policy 7: The height of new development on properties adjacent to, and in the vicinity of the Five Wounds Portuguese National Church, including the block on Area D-East Santa Clara Street that formerly contained Empire Lumber, should protect the visual integrity and prominence of the church-Church structure.

B. ARCHITECTURE

Building architecture, when thoughtfully designed, can have a positive effect in shaping the identity of a district. This [Village](#) Plan intends that new buildings are of a high-quality design that enhances the positive sense of place in Roosevelt Park and contributes to its economic and social vitality. While the policies below provide a great degree of flexibility, the community has expressed a strong preference for buildings built in a Mediterranean architectural style or other architectural styles that reflect the Portuguese, as well as the Mexican heritage of the area.

Architecture Policies

Architecture Policy 1: Ensure that the design of new development in the Roosevelt Park Urban Village is of a high standard and contributes to the positive image and vitality of the corridor.

Architecture Policy 2: New development along East Santa Clara Street is encouraged to be built in a Mediterranean or other similar architectural styles that reflect the ethnic heritage of the area.

Architecture Policy 3: To create a visually rich and interesting built environment, articulation of building façades (including incorporation of high-quality material) and variations in building planes and roof lines are encouraged in new development. New buildings should avoid a monolithic appearance.

Architecture Policy 4: Larger buildings should include changes in building plane and roof lines to reflect individual units or tenant spaces so that the large building overall building mass is broken down and is viewed as appears to be several small buildings. Buildings wider than 75 feet should be subdivided into portions or segments that read as distinct volumes, like a series of building fronts, of a maximum 50 feet in width.

Architecture Policy 5: New development should include decorative elements on building façades and entryways, and are encouraged to integrate unique, artisan and artist-designed elements into façades and public spaces that contribute to a Mediterranean or other similar architectural style.

Architecture Policy 6: New development should use high-quality, durable building materials on the façades of buildings, and in publicly-visible areas.

C. STREET FRONTAGE

For a pedestrian on the sidewalk, the most important element of a building is the design of the ground floor. This [Village](#) Plan establishes the following policies to guide the sidewalk-level design of new buildings along East Santa Clara Street to ensure that development contributes to a positive walking experience.

Street Frontage Policies

Street Frontage Policy 1: Provide a comfortable and visually engaging pedestrian environment through the creation of an inviting pedestrian-oriented building street frontage.

Street Frontage Policy 2: At least 70 percent of any building frontage on the ground floor along East Santa Clara Street should be devoted to windows and entrance areas.

Street Frontage Policy 3: Large blank walls are discouraged along East Santa Clara Street, 24th Street and 28th Street, and adjacent to public spaces such as plazas. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften the visual impact.

Street Frontage Policy 4: High visibility from the sidewalk into the interior of retail shops is encouraged through use of transparent openings and windows in building ~~facade~~façades.

Street Frontage Policy 5: The installation of awnings and canopies is encouraged in ~~retail~~commercial areas to create shelter and shade for pedestrians. Bulky awnings that obscure views of building ~~facade~~façades are discouraged.

Street Frontage Policy 6: The use of tinted and reflective windows on ~~first floor storefronts~~the ground floor is discouraged.

Street Frontage Policy 7: All ground floor commercial space fronting on East Santa Clara Street, should have at least one primary building entr~~ance~~ancey along and accessible from the adjacent public sidewalk.

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's ~~facade~~façade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment.

Many of the buildings in the Roosevelt Park Urban Village, ~~largely~~ built ~~largely~~ prior to World War II, have been constructed adjacent to the sidewalk, with the main entrance and windows facing the street and sidewalk. Parking, when provided, is located on the side or behind the building. While this Village Plan envisions significantly ~~more dense~~denser development than the one- and two-story commercial buildings that currently exist, new development should replicate the existing pedestrian-oriented setbacks ~~and~~, building placement and site design of many of these older commercial buildings.

Setback Policies

Setback Policy 1: Establish a consistent “building-defined” street edge with pedestrian-oriented, street-facing development along East Santa Clara Street with building ~~façade~~façades located adjacent to the sidewalk.

Setback Policy 2: New buildings along East Santa Clara Street should be built adjacent to the sidewalk, with ~~no zero~~ or minimal front and side street setbacks for the majority of the front or side building façades.

Setback Policy 3: Greater setbacks along a public right-of-way should be accommodated in order to ~~to~~: (1) provide any additional needed pedestrian walkway/sidewalk to widen the public right-of-way to the desired consistent sidewalk width of ~~15~~16 feet; (2) provide one or more recessed pedestrian entries at the ground level; (3) a ~~pedestrian~~-plaza; (4) to accommodate pedestrian ramps for compliance with the Americans with Disabilities Act (ADA); or (5) ~~recessed pedestrian entries at the ground level or~~ residential balconies at the elevation of the second finished floor or above.

Setback Policy 4: Parking lots or structures should be located behind buildings or ~~under buildings~~underground, and surface parking should not be located ~~between the sidewalk and the front building façades along~~directly adjacent to East Santa Clara Street.

Setback Policy 5: Parking areas that are located at the side of a building, adjacent to East Santa Clara Street, should not occupy more than 30 percent of a given property or project’s street frontage along East Santa Clara Street. For corner properties, parking areas should not be located adjacent to an intersection.

E. GATEWAYS

The purpose of a Gateway is to provide an Urban Village identifier that announces that one is entering a distinct district ~~within San Jose~~. A Gateway feature is envisioned to be placed only near the western edge of the Roosevelt Park Urban Village area and not near the eastern edge. This is ~~so as done~~ to not compete or be confused with the Little Portugal Gateway feature that is planned near the area where these two [Urban](#) Villages abut each other.

A Gateway would not need to include a formal or traditional column-like structure, but instead could include distinctive architectural elements [on buildings](#), public art, landscaping, and/or paving treatments. A Gateway could also include signage identifying the [Urban](#) Village, consistent with the City's Sign Ordinance, Title 23, [as may be amended in the future](#). As with the streetscape amenities discussed below, it is not anticipated that the City will have funding available for development of a Gateway, so funding will likely need to be secured through grants or private sources. As the adjacent properties redevelop, some gateway elements could potentially be funded by developers and integrated into their proposed development.

[All community identification and wayfinding signage and systems must conform with the City Council Policy 9-3, Community Identification Signs and Wayfinding.](#)

Gateway ~~Policies~~Action

Gateway ~~Policy~~Action 1: When new development is proposed at the western edge of the Roosevelt Park Urban Village boundary, near Coyote Creek, work with the property owners [and developer](#) to incorporate Gateway elements adjacent to East Santa Clara Street into their project.

STREETSCAPE

Streetscape Goal: Create an attractive pedestrian-friendly street environment that contributes to the positive identity of the Roosevelt Park Urban Village, encourages walking, bicycling, and transit ridership, and acts as a catalyst for private investment and business activity.

The character of the street and sidewalk play an important role in defining the identity of a place and in creating an environment where people feel comfortable walking and frequenting shops and services to meet their daily needs. Establishing an attractive and interesting streetscape in the Roosevelt Park Urban Village ([Urban Village](#)) will help create a place where people want to socialize, shop and live, and therefore, a place where businesses want to locate and invest. This ~~section~~ [Chapter](#) identifies improvements and design elements within the public right-of-way that will, in conjunction with new high-quality development, promote the success of the [Roosevelt Park](#) Urban Village.

A. STREET TREES

Street trees provide many benefits to an urban corridor. Street trees make an area more attractive, ~~contributing~~ [contributes](#) towards the corridor's positive identity ~~and~~, thereby encouraging private investment, increasing the flow of customers to businesses, and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and ~~by providing~~ a physical and visual barrier between pedestrians and the automobile activity on the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and ~~slow down~~ [reduce speed](#). Trees, large canopy trees in particular, produce shade which can reduce building energy costs [by](#) naturally reducing the need for air conditioning, ~~and~~. ~~T~~rees improve air quality by filtering particulates from the air.

East Santa Clara Street, between US 101 and North 17th Street, has a consistent row of London Plane [street](#) trees on both sides of the street that are beginning to mature and provide a wide canopy of shade. These trees should be maintained. When new or replacement trees are planted along East Santa Clara Street, these should also be London Plane trees, or other varieties that are appropriate for a street environment and which can thrive in San ~~Jose~~ [José](#)'s Mediterranean climate. Where space allows, new or replacement [street](#) trees should grow to provide a large shade canopy over the sidewalk when mature. [Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities](#)

such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.

Street Tree ~~Policy~~Policies

Street Tree Policy 1: Maintain a consistent row of street trees along East Santa Clara Street that provides a wide and dense canopy of shade over the sidewalk and extends over the street.

Street Tree Policy 2: Where possible and appropriate, expand the existing street tree canopy along East Santa Clara Street by planting additional street trees.

B. STREETScape AMENITIES

The Bay Area Rapid Transit (BART) Station Area Community Concept Plan identified a number of public amenities recommended to be included in the Roosevelt Park Urban Village. These improvements include self-cleaning public restrooms, pedestrian-scale lighting, drinking fountains, historic placards, street banners, and attractive and numerous trash and recycling receptacles. In addition, attractive landscaping within the “park” strip between the sidewalk and the street curb could beautify the corridor. If designed and executed well, these types of amenities can create an inviting pedestrian environment that could result in more community activity and business patronage along the corridor, which in turn could catalyze more private investment.

It is not anticipated that the City of San ~~Jose~~José will be able to provide or directly fund most of the amenities identified by the community, or maintain them if capital funds are secured, due to anticipated ongoing City budget limitations. Nevertheless, funding for the installation and maintenance of some of the identified streetscape elements could be provided by property and business owners through a special financing district, established through approval by property and/or business owners. The City’s role in installing these amenities would primarily be to work with property and business owners to facilitate their installation and maintenance, and identify and pursue opportunities as they arise. Some streetscape amenities could also be installed as part of the construction of new private development along East Santa Clara Street, through the City and community’s successful negotiation with developers during the land use entitlement process.

One possible tool for developing some desired streetscape amenities is the City’s Public Arts Program. If streetscape elements such as street banners, street furniture, pedestrian-scale lighting, historic placards, and the like are designed by artists as unique but functional public art pieces, existing and proposed sources of public art funding could potentially be used for their installation, as discussed in the Public Arts section below.

Another possible funding source for streetscape amenities could be the establishment of a Parking Improvement District. The establishment of a parking district would require agreement of businesses along East Santa Clara Street and would involve the installation of parking meters. Revenue collected from the meters could be dedicated to those improvements identified within the District, and managed by the business owners through a business association. An action to explore establishment of a Parking Improvement District as the area begins to redevelop and business activity increases is included below in the Parking section.

[Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing off-site streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting; landscaping, sidewalks, or streetscapes and connections to public transit.](#)

Streetscape Amenities Policies

Streetscape Amenities Policy 1: Develop streetscape amenities along East Santa Clara Street that contribute to the positive image of the corridor, support ~~its~~the businesses and create an attractive and comfortable pedestrian and shopping environment.

Streetscape Amenities Policy 2: Work with business and property owners, through the East Santa Clara Street Business Association, to identify funding strategies and opportunities for the installation and maintenance of streetscape amenities and landscaping along East Santa Clara Street.

Streetscape Amenities Policy 3: When funding becomes available, work collaboratively with property and business owners to identify a prioritized list of streetscape amenities and develop improvement plans for priority improvements, as needed.

Streetscape Amenities Policy 4: During the development entitlement process, encourage developers along East Santa Clara Street to contribute towards or construct streetscape amenities through the Urban Village Implementation and Amenities Framework.

C. PUBLIC ART

Public art throughout the Roosevelt Park Urban Village can play a key role in reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development. Public art could occur as stand alone art pieces; however, it is envisioned to be integrated into the streetscape and buildings and to play a functional and not just aesthetic role. Examples of functional public art

include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, and gateway elements such as columns and landscaping. While this [Village](#) Plan does not limit the development of public art pieces to local artists, it does encourage consideration of local artists in the selection process and encourages the development and retention of local talent.

There are some limited funding mechanisms for public art. One, which applies only to public projects on City property, is the “percent for art” program. A “percent for art” is an allocation of one percent of all capital project costs for the design, fabrication and installation of public artworks to enhance the design and add to the character of the community served by the capital improvement. Percent for art funds within the City of San ~~Jose~~[José](#) are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case-by case basis. The City ~~is currently negotiating~~[has negotiated](#) with [the Valley Transportation Authority \(VTA\)](#) for funding for public art along the East Santa Clara and Alum Rock Avenue corridor as part of the Bus Rapid Transit project.

A potential funding source for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, just to Roosevelt Park or to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area.

Another potential funding source for public art in the Roosevelt Park Urban Village, as well as, for other physical improvements and for streetscape maintenance, could be the establishment of a special financing district. Such a district would need to be established by a vote of the property owners and/or business owners, depending on the financing mechanism. While the City would need to manage the process to establish a district, the property and/or business owners would need to express interest in initiating the process.

In addition to special financing districts or requirements for private contributions towards public art, developers can be encouraged, through the entitlement process, to integrate unique and/or artist-designed building and site elements into their projects. [Private art must be publicly viewable. Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public.](#)

[Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place making](#)

public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.

Public Art Policies

Public Art Policy 1: Create an attractive and culturally rich environment that helps to establish a unique identity for East Santa Clara Street by integrating public art and artist-designed elements into both the public and privately built environment.

Public Art Policy 2: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Roosevelt Park Urban Village to public arts projects within this [Urban Village](#). This may be coordinated with the Office of Cultural Affairs or implemented through the Urban Village Implementation and Amenity Framework.

Public Art Policy 3: Integrate public art and artist-designed streetscape elements, such as street furniture, bicycle racks, tree wells, and pavement treatments, into the streetscape and public right-of-way along ~~East~~ Santa Clara Street.

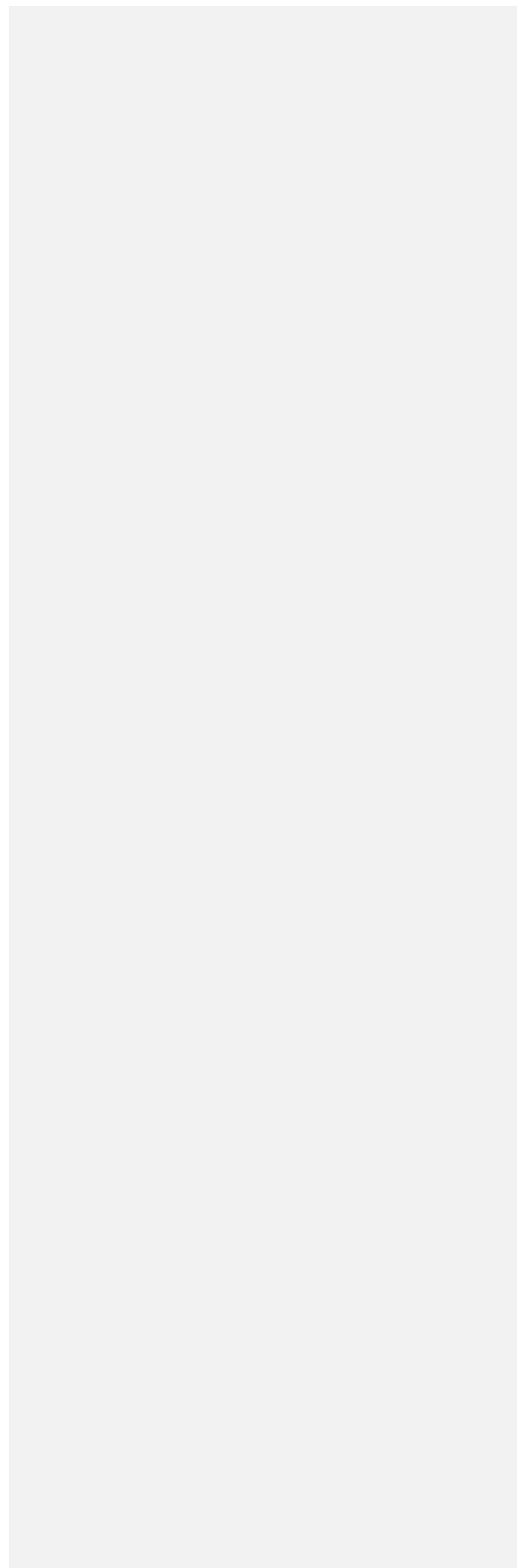
Public Art Policy 4: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable.

The following action items are contingent upon receipt of future funding.

Public Art Actions

Public Art Action 1: Explore establishment of a public art fee, either through the Urban Village Implementation and Amenity Framework or through a special arts district, on new private development in the Roosevelt Park Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San ~~Jose~~ José 2040 General Plan.

Public Art Action 2: ~~Continue to negotiate with the Valley Transportation Authority (VTA) for monies as part of the Bus Rapid Transit project to develop public art along East Santa Clara Street.~~



PEDESTRIAN CIRCULATION

Pedestrian Circulation Goal: Create a safe, attractive, and inviting pedestrian environment that provides direct and convenient pedestrian access within the Urban Village and between the [Urban Village](#) and the surrounding neighborhoods.

A key goal of the Envision San ~~Jose~~ José 2040 General Plan and this Village Plan, is to create an urban fabric where walking is a convenient way to get from one place to another, and where the built environment is refocused from the automobile towards the pedestrian or cyclist. Roosevelt Park should be a place where people are encouraged and feel comfortable walking within the [Urban Village](#), and where surrounding community members are encouraged to walk from their homes to the [Urban Village](#). This section focuses on the pedestrian infrastructure that is needed to create a successful walkable Urban Village.

This [Village Plan](#) does not address automobile circulation because automobile circulation improvements were not identified as part of the CommUniverCity planning process, and some minor automobile circulation modifications along East Santa Clara Street ~~have been~~ [planned were done](#) as part of the Santa Clara – Alum Rock Bus Rapid Transit (BRT) project. This [Village Plan](#) also does not suggest additional bicycle circulation improvements within the [Urban Village](#) corridor largely because there is not sufficient right-of-way along East Santa Clara Street to accommodate enhanced bicycle facilities, particularly with the ~~planned~~ BRT project. Consideration for enhancing bicycle routes on parallel streets should be given.

A. SIDEWALKS

The existing sidewalks along East Santa Clara Street are generally 10 to 12 feet wide (measured from the inside edge of the curb inward and includes street tree wells). To achieve the goal of a ~~15-foot wide~~ [15-foot-wide](#) sidewalk, existing sidewalks should be maintained, and existing narrow sidewalks should be expanded. New development on East Santa Clara Street should be set back from the property line to provide the additional needed pedestrian walk-way. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a broad sidewalk.

Sidewalk Policies

Sidewalk Policy 1: Facilitate an inviting and comfortable pedestrian environment by maintaining and developing, where needed, wide sidewalks in the Roosevelt Park Urban Village.

Sidewalk Policy 2: To expand existing sidewalks to 15 feet or more in width, new development on East Santa Clara Street should be set back from the property line to provide the additional

needed sidewalk. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a ~~single wide~~ singlewide sidewalk.

B. PEDESTRIAN FACILITIES

Prior to the start of the final design of the Bus Rapid Transit (BRT) ~~project, the project, the~~ community identified a number of pedestrian improvements along East Santa Clara Street, including the need for enhanced crosswalks, pedestrian refuge areas at crossings, as well as sidewalk bulb-outs, or curb extensions at intersections that shorten intersection crossings for pedestrians. The ~~Planned~~ BRT project includes some but not all of these enhancements. With the exception of pedestrian refuge area, opportunities for the installation of these enhancements could occur in the future; the narrow width of East Santa Clara Street does not provide space for pedestrian refuge areas in the middle of the street, or center medians. Each one of these enhancements is discussed below.

1. CORNER CURB BULB-OUTS

Given the geometry of the roadway, the width of East Santa Clara Street, and the ~~planned~~ BRT project, bulb-outs for crossings on East Santa Clara Street are not likely feasible. If bulb-outs are installed, drought tolerant landscaping and art elements within bulb-outs are preferred over hardscape. Landscaping would need to be low in height ~~so as~~ to not interfere with the line of sight for approaching motorists. A maintenance program would also need to be established before landscaping could be installed, and such a program would likely need to be financed by surrounding businesses and property owners through the establishment of a business assessment district and/or another private funding source.

2. CROSSWALKS

The BRT project ~~is planned to include~~ enhanced crosswalks along East Santa Clara Street at controlled (i.e. signalized) intersections; ~~however, the exact location and design of these crosswalks are still to be determined at the time of the drafting of this Plan.~~ In the BART Station Area Community Concept Plan, the community recommended that the existing crosswalks along East Santa Clara Street be enhanced to be wider and more visible. Enhanced ~~sidewalks~~ crosswalks could consist of attractive stamped concrete that is colored differently from the surrounding pavement. ~~Such a~~ This treatment would effectively communicate to motorists the presence of a crosswalk and the ~~potential for~~ pedestrians presence. Another possible treatment is the installation of inlaid thermo-plastic material that is imprinted into the street

asphalt. This treatment is relatively affordable and has more permanence than the standard painted ~~crosswalks which~~ crosswalks that can fade quickly with heavy traffic. The City's Department of Transportation will work with the ~~V~~ alley Transportation Authority ~~TA's~~ BRT project team to select the best treatment for crosswalks that will achieve the visibility desired by the community while also having low maintenance costs.

Pedestrian Facilities Policies

Pedestrian Facilities Policy 1: Create a comfortable, safe, and inviting walking environment by developing pedestrian improvements such as bulb-outs, pedestrian refuge areas, and enhanced crosswalks along East Santa Clara Street.

Pedestrian Facilities Policy 2: Pursue opportunities, when they arise, for the installation of curb bulb-outs in locations that are feasible and do not interfere with the operation of the Bus Rapid Transit System.

The following action item is contingent upon receipt of future funding.

Pedestrian Facilities Actions

Pedestrian Facilities Action 1: Install wide and highly-visible crosswalks across and along East Santa Clara Street to contribute to an attractive streetscape and a comfortable and safe walking environment.

PARKING

A. PARKING COMPONENT

Parking Goal: Effectively manage the supply and demand for parking to ensure a sufficient amount of parking to meet the needs of businesses and residents, ~~while ensuring~~while ensuring that an oversupply of parking is not created which would detract from the pedestrian environment, the development potential of the East Santa Clara corridor, and the overall vitality of the Roosevelt Park Urban Village.

Providing sufficient parking for customers and residents will be essential to the creation and continued success of a vibrant Urban Village, particularly one surrounded by largely suburban development. While it is anticipated that a significant number of people will walk, ride bicycles, or take transit to the Roosevelt Park Urban Village in the future, many will also want to drive some or most of the time. In addition, many new residents will still own a car. Nevertheless, the goal is to create a pedestrian-friendly and more urban environment in the Urban Village. The provision of large quantities of off-street parking, particularly in highly-visible areas along East Santa Clara Street, will detract from the type of urban and walkable environment that this Village Plan and the community intend to achieve. The goal of this Village Plan is to effectively balance the demand for parking with the supply provided by new development and on public streets.

Accommodating ~~the parking of automobiles~~automobile parking consumes a significant amount of land, ~~land~~ that could be used for new development, landscaping, ~~and~~ open space, and pedestrian circulation areas. For example, a typical modern suburban development in San ~~Jose~~ José often has more than three times as much land dedicated for off-street surface parking than is occupied by the commercial building the parking is intended to serve. Parking ~~space~~ demands can, if not effectively managed and designed, detract from the goal of creating a walkable and vibrant Urban Village. Requiring suburban amounts of parking would also make it infeasible to redevelop most of the properties in the Roosevelt Park Urban Village with more urban and pedestrian-oriented development, given that these properties are typically small, and even if combined with adjacent properties, could not accommodate both significant new development and suburban levels of parking to serve that new development.

The parking policies included in this Village Plan are intended to reduce the amount of land dedicated to parking and thereby increase the amount of land available for other more active uses. At the same time, this Village Plan includes strategies to more efficiently manage both the off-street and on-street parking supply to ensure that the demand for parking by customers, residents, and employees is appropriately met.

One potential strategy to better manage the existing parking supply is to install parking meters. Parking meters, if priced correctly, can ensure that a portion of the on-street parking supply is always available for customers. To ensure that that customers are not parking in the adjacent neighborhoods or are discouraged from shopping in the Roosevelt Park Urban Village, the cost of parking should be set at a low price; however this price must also be set high enough to ensure that at least a small number of on-street spaces are always available, by discouraging motorists from using on-street spaces for long periods of time. With the establishment of parking meters, the City and business owners within the [Urban Village](#) should consider the establishment of a Parking Improvement District, which would set aside parking meter revenues for maintenance of the streetscape and/or the installation of streetscape amenities such as the ones discussed in the Streetscape section above.

To more effectively manage the supply of private off-street parking, this Plan encourages the sharing of parking between uses within a single development and between different uses on separate properties, through parking agreements amongst the private property owners. Different uses often have different peaks in their parking demand. For example, office uses typically need most parking from 8 a.m. to 5 p.m. during the weekday, and restaurants often need more customer parking on week-nights after 6 p.m. and on weekends. By encouraging these two different uses to share available parking, and not build dedicated spaces reserved exclusively for each use, the overall cost of development is reduced and more land can be dedicated to active, often revenue-generating uses.

This [Village Plan](#) does not recommend the development of a City-funded off-street parking lot or structure as a means to provide a shared parking area for private development. Constructing such a facility is not anticipated to be feasible given the high cost of parking development, the difficult finances of the City and the State's elimination of San ~~Jose~~ José's Redevelopment Agency. While a special financing district could potentially provide some funds toward a public off-street parking facility, such a district would not likely generate enough money to ~~actually~~ construct ~~one~~ an off-street parking facility, given the small size of the [Urban Village](#) and the limited number of properties and/or businesses that could potentially contribute.

Parking Policies

Parking Policy 1: Minimize the space demands of off-street parking through the efficient design (e.g. utilizing carlifts or tandem parking), provision and management (e.g. shared parking arrangements) of parking in new development and through the efficient management of on-street parking.

Parking Policy 2: Encourage all new residential and non-residential development to provide no more than the minimum number of parking spaces required by the Zoning code, as may be amended in the future.

Parking Policy 3: Encourage new residential and commercial development to “unbundle” or separate the sale or lease price of private parking spaces from the sale or lease price of the residential unit or commercial tenant space.

Parking Policy 4: Encourage the sharing of parking between uses that have different peaks in parking demand within the same development and between developments throughout the Urban Village area within reasonable walking distance between the use that requires the parking and the off-site parking arrangement location.

Parking Policy 5: As part of the entitlement process, ensure that new development provides off-street bicycle parking spaces as required by the City's Zoning code, as may be amended in the future, and that the spaces are located conveniently to shoppers and other patrons.

Parking Policy 6: Support the use of car elevators-lifts in new development, valet parking, car sharing programs, and other creative techniques to reduce the amount of space dedicated to parking.

The following action items are contingent upon receipt of future funding.

Parking Actions

~~Parking Action 1:~~ Rezone the Roosevelt Park Urban Village with the Main Street Zoning District which includes reduced parking requirements for residential and commercial uses.

~~Parking Action 21:~~ After significant new development occurs along the corridor, work with residents, ~~and property and property~~ and business owners to explore ~~installing parking~~ installing parking meters along East Santa Clara Street, as well as, along the portions of the cross streets within the Urban Village boundary.

~~Parking Action 23:~~ With the installation of parking meters in the Roosevelt Park Urban Village, work with property and business owners to explore establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the District.

~~Parking Action 34:~~ As funding opportunities arise, proactively install bicycle parking in the public right-of-way in front of existing development.

~~Parking Action 45:~~ Propose a change to the Parking Chapter of the Zoning Ordinance that would eliminate the parking requirement for new uses established in historic structures that are listed on the City's Historic Resources Inventory. For example, the establishment of a use that is consistent with the zoning designation in the Mexico Theater structure, which is currently

vacant and listed on the City's Historic Resources Inventory, would not be required to provide parking.

~~TRAILS AND URBAN PLAZAS~~ URBAN PLAZAS AND TRAILS

~~Trails and Urban Plazas~~ **Urban Plazas and Trails Goal:** *Maintain, enhance, and expand the opportunities for community recreation and interaction for both existing and future community members of Roosevelt Park.*

The Roosevelt Park Urban Village and neighborhood surrounding ~~it-~~the Urban Village are well served by parks and community spaces. The 11-acre Roosevelt Park and the Roosevelt Community Center are located at the western edge of the Urban Village and the East San ~~Jose~~ José Carnegie Branch Library is located approximately in the center of the Urban Village. Given the ~~close~~ proximity of these facilities to the Urban Village a traditional new park of at least one acre may not be necessary.

Given the existing presence of the Roosevelt Park and Community Center, and that there are limited opportunities for a new large traditional park in the immediate area, this Village Plan focuses on the development of new publicly-accessible, but privately-owned and maintained plazas that are integrated into new urban development. These urban plazas would not provide the typical range of recreational opportunities found in the City's parks, but instead would be publicly-accessible areas framed by commercial and mixed-use development that provide opportunities for community celebrations and gatherings, informal interaction by neighbors, and events such as farmers' markets.

This Village Plan also supports the development of both the Five Wounds Trail and the Coyote Creek Trail as regional transportation and recreation corridors that would serve the Roosevelt Park community. The Five Wounds Trail, located at the eastern edge of the Urban Village, is an identified future trail in the City's trail program. This trail would provide the Roosevelt Park community with a direct bicycle and pedestrian connection to Kelly Park and the future Five Wounds and Berryessa BART stations. The alignment of this trail proceeds along the former Western Pacific Rail Road corridor adjacent to 28th Street. The Coyote Creek Trail, located at the western edge of the Urban Village, is also a trail that is identified as a future trail in the City's trail program. The Coyote Creek trail is envisioned as a 'creek' trail that will provide opportunities for interpretation, education, and physical fitness for trail users and school groups. The alignment of this trail proceeds on-street along South 19th Street from the south to East Santa Clara Street. This alignment connects back to the Coyote Creek at Roosevelt Park.

Both privately-funded plazas and the Five Wounds and Coyote Creek Trails can be opportunities to celebrate community identity and history through ~~art~~ist or artisan-designed elements.

Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.

A. URBAN PLAZAS

Opportunities for the development of new urban plazas will occur as properties along East-Santa Clara Street redevelop with higher-intensity uses. Urban plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally, ~~as well as, and a~~ space for neighborhood events. These ~~spaces-plazas~~ could also be used for commercial activity (including outdoor seating for restaurants and ~~café s~~), ~~and spaces for~~ food carts and small farmers' markets. The ~~spaces-plaza~~ should be framed ~~and surrounded~~ by ~~businesses uses~~ that could potentially expand seasonally onto the plaza ~~and to~~ serve as "eyes" on the ~~space-plaza~~ to ensure a more secure operation. While larger plazas of 15,000 to 20,000 square feet are desired and would provide the most flexibility in use, the small size of existing parcels along East Santa Clara Street will likely result in plazas that are significantly smaller. Nevertheless, the minimum size of private, but publicly-accessible plazas should be 2,000 square feet, which would provide sufficient space for street furniture, trees and landscaping, public art, and small community gatherings or events.

Outside of Downtown and Santana Row, few urban plazas have been successfully developed in San ~~Jose~~ José. Because of capital, operational and maintenance constraints, the City is not likely to finance construction of plazas within the Roosevelt Park and other Urban Villages. Urban plazas would need to be developed and maintained by private developers ~~and private associations and organizations~~. The City and the community will need to work with private developers, as projects are proposed, to facilitate the development of public plazas, including any public art requirement. The City's Parkland Dedication Ordinance (PDO) requires that new residential or mixed-use residential commercial development either dedicate land for public parks, pay an ~~fee in lieu in lieu~~ fee of dedication, construct new park facilities, or provide a combination of these ~~options~~. The total funding obligation is based on the number of residential units built. The PDO ordinance allows residential or residential mixed-use developments to receive up to a 50% ~~percent~~ credit toward meeting the park funding obligation by providing private, but publicly-accessible plazas. It must be noted that currently, ~~plazas or portions of plazas that are counted towards meeting a development's park obligation cannot be used for or include commercial uses.~~

While this ~~Village~~ Plan supports locating publicly-accessible plazas in any location along East Santa Clara Street, the community's preference is for a plaza to be located adjacent to the Five Wounds Trail on the south side of East Santa Clara Street, on the Empire Lumber site. This urban plaza may be constructed within the footprint of the VTA owned right-of-way property as part of the future development of the Five Wounds Trail, so long as the street-level design of the adjacent Area D development appropriately supports and accommodates the development that plaza. A plaza at this location would have good ~~visibility~~ visibility, as it would serve as an

enlargement of the open space area associated with the Trail area. This location could also contribute towards the area's strong, positive, and unique identity.

Urban Plaza Policies

Urban Plaza Policy 1: Create attractive and vibrant urban plazas that are publicly-accessible, but privately-owned and maintained that will provide space for community members to casually interact with each other and for community activities.

Urban Plaza Policy 2: Integrate publicly-accessible, but privately-owned and maintained plazas into new development along East Santa Clara Street.

The following action item ~~are~~is contingent upon receipt of future funding.

Urban Plaza Action

Urban Plaza Action 1: Explore policy or ordinance changes that would facilitate the development and maintenance of privately-owned plazas within Urban Villages and other growth areas throughout the City.

B. FIVE WOUNDS TRAIL

The former Western Pacific Railroad's San ~~Jose~~José spur line bisects the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative Area and is located at the eastern boundary of the Roosevelt Park Urban Village boundary. This railroad line ~~could provide~~could provide potential bicycle and pedestrian connections from Five Wounds/Brookwood Terrace community to the planned Berryessa BART Station at the San ~~Jose~~José Flea Market site north of US Highway 101, the planned Alum Rock BART station north of the Five Wounds Church, and Kelley Park to the south. In addition, the trail will provide connections to the planned Lower Silver Creek Trail, the planned Three Creeks Trail (also on the former Western Pacific right-of way) and an expanded Coyote Creek Trail. This interconnected trail system would be a component of the City's planned 100-mile trail network and serve recreational and commute needs beyond those of Roosevelt Park and surrounding communities.

Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan. The trail is intended to be a regional trail facility that would provide recreational opportunities and an improved bicycle transportation corridor for people living and working within and adjacent to this Urban Village.

Only a portion of the anticipated Parkland Dedication Ordinance (PDO) fees generated from new residential and mixed-use development can be allocated to private plazas, so there

remains a question as to where to allocate the balance of the PDO fees collected in the Roosevelt Park Urban Village. This [Village](#) Plan recommends consideration of a reserve fund where PDO monies collected could be earmarked for the future development of the Five Wounds Trail. Upon evaluation of priority park projects as park impact fees are collected within, or in vicinity of, the Roosevelt Park Urban Village, the Director of Parks, Recreation and Neighborhood Services could recommend establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second-level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements for the project and the anticipation that it will take many years to complete the project.

The following action items are contingent upon receipt of future funding.

Trail PoliciesActions

Trail Policy-Action 1: Develop the former Western Pacific Railroad line into a multi-use trail that provides bicycle and pedestrian connections to Kelley Park and the planned Alum Rock and Berryessa BART stations, Lower Silver Creek Trail, and Coyote Creek Trail.

Trail Policy-Action 12: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Policy-Action 23: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which PDO monies from development occurring in the Roosevelt Park Urban Village could be set aside for the development of the Five Wounds Trail.

Trail Policy-Action 34: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

IMPLEMENTATION

This Chapter provides the framework for the implementation of the Roosevelt Park Urban Village Plan (Village Plan). The private development community will play a key role in the implementation of this Village Plan as it relies on development investment within the Village Plan area to achieve the identified improvements and many of the Village Plan’s goals. While some sites in the Village Plan may generate early development interest, others could take significantly longer and implementation of the entire Roosevelt Park Urban Village (Urban Village) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Village Plan.

The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.

Implementation topics covered in this Chapter include:

- Consistency with the Envision San José 2040 General Plan
- Land Use Regulation
- Zoning
- Affordable Housing
- Urban Village Implementation Framework
- Implementation Priorities, Policies, and Actions

Consistency with the Envision San José 2040 General Plan

The Roosevelt Park Urban Village Plan is consistent with the Envision San José 2040 General Plan (General Plan), and furthers implementation of the General Plan’s Urban Village Major Strategy. The Urban Village Major Strategy was established as the policy framework to focus new job and housing growth to create walkable and bike friendly urban villages with good access to transit, services, amenities, and other existing infrastructure and facilities.

The General Plan phases the development of urban village areas into three development Horizons. The Roosevelt Park Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.

Formatted: Space Before: 0 pt, After: 0 pt, Line spacing: single

Formatted: Font: Bold

Formatted: Font: Bold, Italic

Formatted: Font: Bold

This 51-acre area is considered one of the main connections between East San José and the adjacent East Santa Clara, Roosevelt Park, 24th & William, and Five Wounds Urban Villages, and the City's Downtown. East Santa Clara Street is one of seven "Grand Boulevards," which stands out as having great potential to connect City neighborhoods and to contribute to the City's overall identity through cohesive design. Due to its importance as a major transportation route, and because of the land uses it supports, this Grand Boulevard plays an important role in shaping the City's image for its residents, workers, and visitors with the potential to act as a major urban design catalyst at a citywide scale. The Valley Transportation Authority's (VTA) Bus Rapid Transit (BRT) service runs down East Santa Clara Street, connecting East San José to Downtown San José's Diridon Station, and then continuing northwest along El Camino Real to Palo Alto. Given this location and access to transit, the Roosevelt Park Urban Village area is anticipated to experience significant new development and growth in the coming years.

Land Use Regulation

The Roosevelt Park Village Plan is a long-term plan for new development within the Village Plan area and has the same implementation timeframe as the General Plan. New development within the boundaries of the Urban Village must conform to the standards included in this Village Plan, the most important of these standards being land use. The City of San José has the following two primary land use controls (among others such as specific plans, area development plans, etc.) that guide future development: 1) General Plan Land Use Designations, and 2) Zoning Districts found in Title 20 of the Municipal Code. With the adoption of this Village Plan, the land use designations identified on the Land Use Diagram of this document are also incorporated into the General Plan Land Use/Transportation Diagram. Any future changes to the land use designation in the Village Plan will require an amendment to the General Plan Land Use/Transportation Diagram.

The General Plan land use designation identifies locations, types, and intensities of future development. New development is required to conform to the General Plan land use designation, which may require a rezoning of the property as part of the entitlement process for a proposed project; this Village Plan does not change the Zoning Districts to be consistent with the land use designations in this Village Plan and the General Plan.

Zoning

Rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.

Affordable Housing

Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the General Plan. In addition, the Village Plan also contains a policy to integrate affordable housing within the Urban Village. Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.

There are both financing and programmatic tools available to increase the amount of affordable housing in San José. The financing tools include Tax Exempt Bond Financing, where developers of mixed-income or 100% affordable rental properties can work with the City to issue tax-exempt bonds, the proceeds of which are administered as loans by conventional lenders. Developers that build 100% income-restricted housing can assemble a variety of funding sources to finance their project, including federal and State low-income housing tax credits, tax-exempt bond financing, federal project-based rental vouchers, and low-cost “soft” financing subsidies from the City, County, State, and the Federal Home Loan Bank. The availability of some tax credits and most subsidy sources is typically very limited and not predictably available in all locations or at a large scale.

Two programmatic tools that support the development of affordable housing are the City’s Inclusionary Housing Ordinance and the Affordable Housing Impact Fee. Developers may satisfy their Inclusionary Housing requirement for market rate rental or for-sale units (when building 20 or more units) by providing a percentage of affordable homes on-site within their projects, or through a variety of developer options including off-site construction of affordable units, payment of the in-lieu fee, dedication of qualifying land in lieu of construction, purchasing surplus inclusionary housing credits from another developer, the acquisition and rehabilitation of existing units, providing deed-restricted units that are available to lower-income households through agreement between the developer and the U.S. Department of Housing and Urban Development, or any combination of these methods that will achieve the requisite amount of affordable housing. Because of litigation over the validity of this ordinance, the City was only able to implement this requirement in 2016 after it prevailed in the lawsuit.

With regard to market-rate rental housing, the City Council adopted the Affordable Housing Impact Fee (AHIF) Program on November 18, 2014, and which took effect on July 1, 2016. AHIF requires new market-rate rental housing developments with between three to 19 rental residential units to currently pay a one-time Affordable Housing Impact Fee as determined by the adopted ordinance, as may be amended in the future. The City will use collected fees to subsidize the development of restricted affordable housing in San José for units serving prescribed income levels. While sources of funding now exist for creating more affordable housing, additional measures are needed to encourage its production.

Urban Village Implementation Framework

Formatted: Underline

This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City's established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.

Parks and Plazas

The goal of maintaining, enhancing, and expanding parks and plazas within the Plan area is discussed in the Parks, Plazas, and Placemaking Chapter of the Village Plan. Public parks and plazas are overseen by the City's Department of Parks, Recreation, and Neighborhood Services (PRNS). PRNS has a number of approaches to the development and financing of new public parks and plazas, all of which contribute to the PRNS's Capital Improvement Program (CIP):

- The Parkland Dedication (PDO) and Park Impact (PIO) Ordinances.
- Construction and Conveyance Taxes (C&C).
- Outside funding sources from grants, gifts, and other agencies like the County and State.
- Cooperative and Joint Use Agreements (most often with school districts or other public agencies).
- Bond Funding (when available).

The PRNS CIP implements the Parks and Community Facilities component of the City's adopted Capital Budget, which is approved by Council each June for the following fiscal year. The CIP is comprised of park, trail, and recreation facility projects throughout the City and is planned over a five-year forecast; the most recent 2016-2021 Adopted CIP includes approximately \$309 million in open space and park projects. Projects within the CIP are financed through a variety of funding mechanisms, described below. The City is, however, constantly in search of new tools to improve the City's park, trail, and recreational facilities, as well as vital services offered through PRNS. One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.

Streetscape Amenities and Circulation Improvements

Street and public infrastructure projects will need to be financed and implemented through a combination of public and private funding mechanisms. Through the entitlement process for new construction, a developer will be required to plant street trees where they do not exist in front of their development, as well as dedicate right-of-way as necessary for the widening of the sidewalk. In some instances, private developers could propose funding identified

improvements because these improvements would add substantial appeal to their projects. Such improvements could include special pedestrian scale streetlights, sidewalk furniture, corner curb bulb-outs, enhanced landscaping or public art. Street improvements could also include Green Infrastructure. Green Infrastructure incorporates stormwater management techniques into the built environment through enhanced landscaping and pervious surfaces rather than channeling water and runoff directly to the storm drain system.

Regional, State and federal funds are another potential funding source for the implementation of streetscape and circulation improvements. These sources do not, however, typically fund all on-going maintenance costs. To fund maintenance costs, as well as the capital improvement costs for additional services required by new development, a Special Financing District could be formed for the Roosevelt Park Urban Village.

Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.

Public Art

The integration of public art within this Urban Village is a placemaking strategy of the Village Plan. Public art can play a key role in reinforcing the visual identity of the area and add significant value to both public infrastructure and private development.

The City's public art program adds one percent of all eligible City of San José capital project costs towards the design, fabrication and installation of public artwork to enhance the design and add to the character of the community served by its capital improvements. Public art funds within the City are managed by the Public Art Program/Office of Cultural Affairs, and specific projects are implemented in collaboration with stakeholders and capital project managers. Public art projects that are developed by outside public agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case by case basis. For example, VTA funded the public art enhancement program as part of the Bus Rapid Transit project along the East Santa Clara Street and Alum Rock Avenue corridor.

The inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.

A Special Financing District, such as a Business Improvement District, which has been established in Downtown San José and the Willow Glen neighborhoods, could be a resource for the creation and maintenance of public art and other amenities.

A. IMPLEMENTATION PRIORITIES

As it is anticipated that there will continue to be strong interest in building new housing in San José and in the Roosevelt Park Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.

The following is the list of public improvements and amenities that are desired by the community. The UVA program could be used to provide them as part of development projects:

Affordable Housing

Market rate projects could provide affordable housing units above and beyond City ordinance requirements, however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.

Five Wounds Trail Improvements

Development of the Five Wounds Trail is a high priority Urban Village Amenity for which there is limited funding. Residential development is encouraged to contribute towards the design and development of the trail. Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.

Urban Plazas

Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Village Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces. The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.

Streetscape Amenities

Formatted: Font: Bold

Formatted: Heading 2, Indent: Left: 0", Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond and are a compliance option for projects subject to the Implementation Framework. These can include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles.

Circulation Improvements

Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements as a compliance option for projects subject to the Implementation Framework.

Public Art

To encourage the integration of public art features within the 24th & William Urban Village, development could incorporate publicly viewable private art within the given project, or provide public art or money to fund public art elsewhere within the Urban Village area. The provision of such art is a compliance option for projects subject to the Implementation Framework.

Commercial Development

Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.

Special Financing District

Special Financing Districts are established by local businesses and/or property owners as a “special benefit assessment” to fund maintenance and capital enhancements in a District. They can be used for these purposes, and for marketing, small business assistance, maintenance, security services, public art, streetscape improvement and special events.

Implementation Policy

Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.

The following action items are contingent upon receipt of future funding.

Implementation Actions

Implementation Action 1: If, by January 1, 2026, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

Implementation Action 2: Actively market the Roosevelt Park Urban Village to potential developers who build urban walkable commercial and mixed-use development.

Implementation Action 3: Develop a Multimodal Transportation and Streetscape Plan for East Santa Clara Street/Alum Rock Avenue, from Coyote Creek to King Road. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City's CIP program or by outside grant funding.

Implementation Action 4: Actively seek external funding to finance and implement advancement of these Village Plans.

The Roosevelt Park Urban Village Plan is in the first Horizon of the Envision San Jose 2040 General Plan. These Horizons are intended to phase the amount and location of housing development that gets built in the City of San Jose; these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time. With City Council approval of this Urban Village Plan, mixed-use residential development can move forward in this Village consistent with the goals and policies of both the Roosevelt Park Urban Village Plan and The Envision San Jose 2040 General Plan.

A. IMPLEMENTATION STRATEGIES

The Roosevelt Park Urban Village Plan will largely be implemented as the individual private properties along the East Santa Clara Street Corridor redevelop. The City does not redevelop properties, but the City can and should take proactive steps to encourage development in the corridor. One key step will be to rezone the corridor with a zoning district that is consistent with and will further the goals of this Plan. Rezoning the properties in the Roosevelt Park Urban Village would clear away a major entitlement hurdle for for urban, pedestrian-oriented, mixed use type development. The present Commercial General (CG) Zoning District that is applied to most of the Roosevelt Park Urban Village precludes the construction of a more urban, pedestrian-oriented development, as the CG District requires a 25-foot front setback. For most properties to develop consistent with the policies of this Plan, a developer would currently

need to rezone a given property to the Main Street or similar urban zoning district before proceeding with other development permits.

With the end of the Redevelopment Agency program in California and San Jose, the City does not have the same level of eminent domain authority to proactively assemble private properties for redevelopment. Nevertheless, there are other steps the City can take to facilitate development in addition to rezoning within the corridor. For example, the City can proactively seek potential developers and inform them of the development opportunities within the Roosevelt Park Urban Village. The City can also meet with existing property owners to discuss the potential for redevelopment on their properties and then connect property owners with potential interested developers.

The one major public investment recommend in this Village Plan is the development of the Five Wounds Trail. The development of this trail will require a significant amount of funding. In addition, to the cost of acquiring the right of way from the Valley Transportation Authority and then building the paved trail, there is the costs of adding amenities and landscaping along the trail right-of-way, and constructing improvements at the trail's intersection with the roadway network. While the City does have an existing Parks Dedication Ordinance (PDO) that generates funding for new parks facilities from new housing development, and while this Plan recommends that any PDO funds generated from new development within the larger Five Wounds area be dedicated towards trail development, it is anticipated that additional funding will need to be secured to complete the communities vision for the Five Wounds Trail. To fill this anticipated funding gap, this Plan recommends pursuing state and federal grant funds, and identifying potential funding from private foundations.

In addition to these funding sources, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund public improvements, such as the Five Wounds Trail. This Strategy would not be developed solely for the Roosevelt Park Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt Park, Little Portugal, Five Wounds and 24th and William Street Villages. In addition to funding the development of the Trail, the Strategy would be used to fund other identified improvements within the Urban Village Plans including public plazas, pedestrian improvements, street trees and streetscape amenities. This Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements, including the maintenance of the Five Wounds Trail.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds

area could be a significant source of revenue that could contribute to the development and/or enhancement of the Five Wounds Trail and other identified improvements. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

Implementation Actions

~~*Implementation Action 1: If, by January 1, 2017, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.*~~

~~*Implementation Action 2: Develop an Urban Village Implementation Finance Strategy that will establish financing mechanism to fund the implementation of the Roosevelt Park, 24th and William Street, Little Portugal, and Five Wounds Urban Village Plans.*~~

~~*Implementation Action 3: Housing shall not be approved prior to the City Council approval of an Urban Village Implementation Finance Strategy for the entire plan area.*~~

~~*Implementation Action 4: Rezone properties within the Roosevelt Park Urban Village consistent with the goals and polices of this plan. City initiated rezonings that would allow residential uses should not occur until after completion and adoption of the Implementation Finance Strategy.*~~

~~*Implementation Action 5: Actively market the Roosevelt Park Urban Village to potential developers of urban scale and type commercial and mixed-use development.*~~

RESOLUTION NO. _____

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN
JOSE AMENDING THE LITTLE PORTUGAL URBAN
VILLAGE PLAN**

**Fall 2018 General Plan Amendment Cycle (Cycle 4)
File No. GPT16-010**

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in furtherance of the goals and policies of the General Plan, on November 19, 2013, the Council adopted the Little Portugal Urban Village Plan; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on October 24, 2018, the Planning Commission held a public hearing to consider proposed changes to the Little Portugal Urban Village Plan, attached hereto and incorporated herein by reference as Exhibit "A" (the "Plan"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed Plan

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the Plan; and

WHEREAS, on December 4, 2018, the Council held a duly noticed public hearing; and

WHEREAS, copies of the Plan are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on December 4, 2018 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the Plan; and

WHEREAS, prior to making its determination on the Plan, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041) and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan EIR (certified by Resolution No. 77617), and the November 1, 2016 Addendum thereto; and

WHEREAS, the Council is the decision-making body for the proposed Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Plan specified and set forth in Exhibit “A” attached hereto and incorporated herein by reference is hereby adopted

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

EXHIBIT "A"

Little Portugal Urban Village Plan

GPT16-010. The Little Portugal Urban Village Plan, attached hereto as Exhibit A-1 and incorporated herein by reference, is hereby adopted.

Council District 5.

DRAFT

LITTLE PORTUGAL URBAN VILLAGE PLAN



Approved by the City Council on November 19, 2013

Amended by the City Council on December 4, 2018

TABLE OF CONTENTS

INTRODUCTION.....	4
BACKGROUND AND PLANNING PROCESS.....	5
LAND USE	7
A. Planned Growth Capacity and Objectives	<u>119</u>
B. Land Use Diagram	<u>1240</u>
C. Land Use Policies	<u>1512</u>
URBAN DESIGN	<u>1814</u>
A. Building Height	<u>1814</u>
B. Architecture	<u>2016</u>
C. Street Frontage	<u>2117</u>
D. Setbacks and Building Placement	<u>2217</u>
E. Gateways	<u>2318</u>
STREETSCAPE	<u>2520</u>
A. Street Trees	<u>2520</u>
B. Streetscape Amenities	<u>2621</u>
C. Public Art	<u>2822</u>
PEDESTRIAN CIRCULATION.....	<u>3125</u>
A. Sidewalks	<u>3125</u>
B. New and Existing Pedestrian Connections	<u>3226</u>
C. Pedestrian Enhancements	<u>3428</u>
1. Corner Curb Bulb-outs	<u>3428</u>
2. Crosswalks	<u>3529</u>
3. Pedestrian Refuge Areas and Roadway Medians	<u>3629</u>

PARKING	<u>37</u> 31
TRAILS AND URBAN PLAZAS	<u>40</u> 34
A. Urban Plazas	<u>41</u> 34
B. Five Wounds Trail	<u>42</u> 36
IMPLEMENTATION	<u>45</u> 38
A. Implementation Strategies	<u>45</u> 38

INTRODUCTION

The Little Portugal Urban Village Plan ([Village Plan](#)), together with the Roosevelt Park, Five Wounds, and [Twenty-24th & William Fourth Street](#) Urban Village Plans, are part of the first group of Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the new Envision San ~~Jose~~ José 2040 General Plan ([General Plan](#)). As a City Council approved policy document for the future growth of the Little Portugal Urban Village, this [Village](#) Plan establishes a framework for the transition of the Little Portugal Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the ~~planned~~ Bus Rapid Transit System (BRT) along Alum Rock Avenue. This [Village](#) Plan includes goals and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the Little Portugal Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for the area that now encompasses four Urban Villages including the subject Little Portugal Urban Village, as well as, the Roosevelt Park, Five Wounds, and [Twenty-Fourth Street 24th & William](#) Urban Villages. For the Little Portugal Urban Village, the vision of the SNI Plan was for a 3- to 5-story mixed-use and pedestrian-oriented corridor with ground floor storefronts. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds/Brookwood Terrace Area, the [SNI](#) Plan and its land use recommendations for the Little Portugal Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010, the vision and recommendations for the future of the Five Wounds planning area, including the Little Portugal Urban Village, were further developed in the Five Wounds/Brookwood Terrace [Bay Area Rapid Transit \(BART\) Station Area Community Concept Plan](#). This [Bart Station Area](#) Plan was developed by the community and San [Jose José](#) State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this [BART Station Area](#) Plan refined the land use, urban design, circulation, and parks and open space recommendations for Little Portugal and three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this [BART Station Area](#) Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San [Jose José](#) 2040 General Plan ([General Plan](#)) Update process, the first Urban Village planning process was started in the Five Wounds/Brookwood Terrace area, using the CommUniverCity plan [BART Station Area Plan](#) concept as the starting point. The vision, goals and many policy recommendations of the CommUniverCity [BART Station Area](#) Plan have been integrated into the Little Portugal Urban Village Plan, as they are consistent with the strategies of the [Envision San Jose 2040](#) General Plan. Unlike the prior planning processes, this [Village](#) Plan is approved by the City Council as the City's policy for the future growth within this Urban Village.

The Planning Process for the Little Portugal Urban Village Plan was combined with the Planning process for the Five Wounds, Roosevelt Park and [Twenty-Fourth Street 24th & William Street](#) Urban Villages. The process first consisted of two community meetings where staff explained the [Envision San Jose 2040 General Plan's](#) Urban Village [Major Strategy](#) and

how it would be implemented in the Five Wounds/Brookwood Terrance area. Following this outreach, two additional community workshops were held, each attended by approximately 40 to 50 residents, and property and business owners. At the first workshop, on July 23, 2011, the community provided comments and direction on a draft Land Use Plan. At the second community workshop, on January 26, 2012, the community reviewed and provided input on the refined Land Use and Urban Design Plan, as well as the circulation, streetscape, parks and trails, and parking recommendations.

The Little Portugal Urban Village Plan was taken forward to the City Council in 2016 to adopt the Implementation Chapter, but was placed on hold for work on the Urban Village Implementation and Amenities Framework. The Urban Village Implementation and Amenities Framework was adopted by the City Council on May 22, 2018. This Framework was incorporated into an updated Implementation Chapter for the Little Portugal Urban Village Plan, which was approved by Council on December 4, 2018.

Urban Village Implementation and Amenities Framework

As part of the preparation of an urban village plan, the General Plan states, “consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned with the Urban Village Plan.” On May 22, 2018, the City Council adopted City Council Resolution No. 78603 for the Urban Village Implementation and Amenities Framework (Framework), as maybe amended in the future, to facilitate a rezoning process to allow the conversion of employment lands to residential or residential mixed-use uses consistent with the Framework within adopted urban village plans. The role of the Framework is to:

1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.
2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.

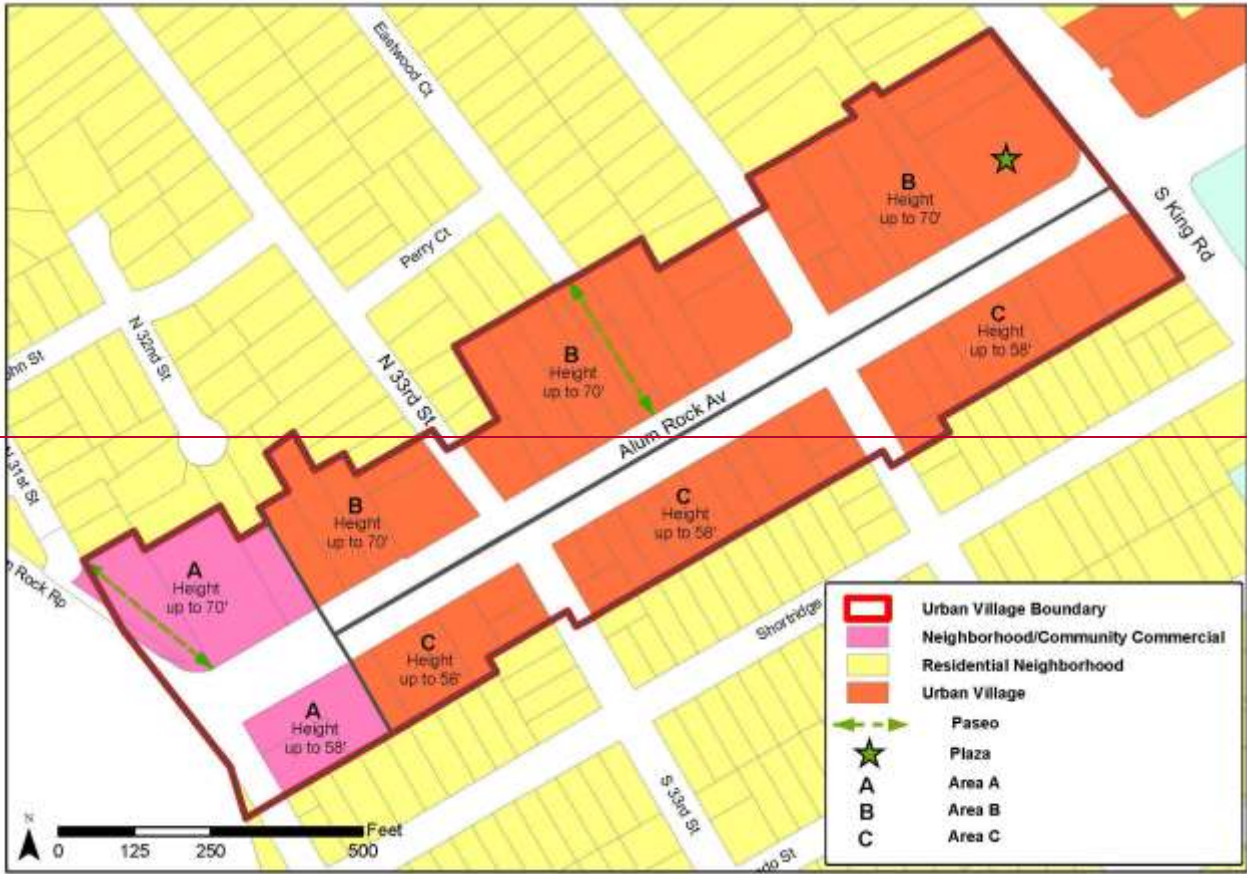
LAND USE

Land Use Goal: Create a pedestrian-oriented complete community in the Little Portugal Urban Village by developing a mix of uses along Alum Rock Avenue, including retail sales and services, public facilities, offices, and other commercial uses integrated with high density housing, to serve the surrounding neighborhoods and help create a vibrant great place.

Currently, Alum Rock Avenue, between US Highway 101 and King Road, consists predominately of one-story commercial buildings that contain restaurants, ethnic and convenience markets, medical offices, and community-serving retail stores and services. The corridor also includes a few older mixed use buildings that have ground floor commercial with apartments above. Much of this development is more than 50 years old and is pedestrian-oriented, with buildings built up to and addressing the sidewalk. The goal of this [Village Plan](#) is to retain and expand upon the existing mix of community-serving commercial uses and the pedestrian orientation of much of the area, and integrate new [high-high-density](#) housing as well as taller, more urban development into the corridor. This [Village Plan](#) recognizes that additional development along the corridor, if well designed and containing the right mix of uses, can add new vitality to the area and enhance its positive image. An expanded mix of neighborhood-serving uses, housing and employment opportunities would provide residents with the opportunity to meet many of their daily needs by walking, bicycling or taking transit, thereby furthering the City's [Envision San José 2040](#) General Plan ([General Plan](#)) goals to support a healthy community, and reduce traffic congestion and resulting green-house gas emissions, and energy consumption.

Figure 1

Little Portugal Urban Village Land Use Designation ~~&~~and Height Diagram





A. PLANNED GROWTH CAPACITY AND OBJECTIVES

The ~~is~~ Little Portugal Urban Village Plan (Village Plan) establishes a commercial/employment square footage objective and residential unit planned capacity for the ~~Little Portugal~~ Urban Village overall. The commercial objectives and residential capacities shown are totals, consisting of the existing number of residential units and ~~amount of~~ commercial square ~~feet~~footage, plus the planned new residential units and commercial square ~~feet~~footage.

~~1.~~ EMPLOYMENT GROWTH:

-The employment objective for the Little Portugal Urban Village is to add ~~approximately 8281,000~~ approximately 81,000 square feet of commercial square feet to the existing ~~approximately 118,000~~ approximately 118,000 square feet ~~of commercial~~ for an overall ~~objective amount of~~ approximately 200,000 square feet ~~of commercial square footage~~. This ~~objective amount~~ represents almost a 70% increase in the amount of commercial square footage above the existing level.

The commercial square footage ~~objective requirement~~ establishes the amount of employment growth that is desired and is planned to be accommodated in the Little Portugal Urban Village. The Urban Village objective amount of approximately 200,000 square feet of commercial (which includes the existing approximately 118,000 square feet and the additional approximately 81,000 square feet of planned commercial/employment square feet) is based upon the “jobs first” ~~Envision San Jose 2040~~ General Plan planned capacity of 270 jobs for the Little Portugal Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on the planned capacity of 270 new jobs, this commercial square footage equates to 81,000 square feet.

This Village Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are generally envisioned to be a mix of retail shops and services, and professional and general offices.

To assist the City with achieving ~~the overall commercial square footage objective amount~~ with the Little Portugal Urban Village, this Plan translates the 200,000 square feet objective into a commercial Floor Area Ratio (FAR) for each those areas within the Village that allow housing. These areas, which are designated with the Urban Village Land Use Designation, are

Formatted: Heading 3, No bullets or numbering

Formatted: Font: Bold

designated as Areas B and C on the Land Use Diagram (see Figure 1). The commercial FAR objective requirement for Area B is 0.35 FAR and the commercial FAR requirement for Area C is 0.35, and 0.24, respectively. The FAR's for Areas B and C are different to reflect the depth of the lots, and therefore the different development potentials for each area.

As discussed under the Urban Village Land Use designation text below, residential development must contribute towards meeting this commercial objective by including a mixed-use commercial component (thereby producing a mixed-use residential/commercial project), unless the commercial objective for the given Area has been significantly exceeded and a residential only project would not reduce the commercial FAR for the given Area below the objectiveArea requirement. Given the historic and anticipated continued demand for housing in San JoseJosé and Silicon Valley, not establishing an objective and an inclusionary commercial requirement for housing development would likely result in housing development replacing the existing commercial development without adding new commercial uses, therefore precluding the achievement of the jobs/commercial target for the Little Portugal Urban Village Plan.

2. HOUSING GROWTH:

-The overall planned dwelling unit capacity for the Little Portugal Urban Village is 400 dwelling units, which includes the estimated 90 existing dwelling units plus and the 310 new planned housing units. This overall residential unit capacity is the maximum residential growth planned for the Little Portugal Urban Village in the Envision San Jose 2040 General Plan. In this Village Plan, the community recognizes the importance of providing new housing in the Little Portugal Urban Village as a means of creating a more vibrant and active place; however, because the Envision San Jose 2040 General Plan is a jobs focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.

Formatted: Heading 3

Formatted: Font: Bold

B. LAND USE DIAGRAM

The Land Use diagram for the Little Portugal Urban Village is shown in Figure 1. -The Little Portugal Urban Village is broken into Areas A, B, and C. As shown in the Little Portugal Land Use Designation and Height Diagram (Figure 1), Area A is located on the western end of the Little Portugal Urban Village, directly adjacent to US Highway 101. The majority of the Little Portugal Urban Village is located ~~to the east~~easterly of Area A and is broken into Area B, north of Alum Rock Avenue, and Area C, south of Alum Rock Avenue. Two ~~Envision~~ General Plan land-Land use-Use designations are applied within the Little Portugal Urban Village, as described below.

It should be noted that rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Framework.

Neighborhood/Community Commercial

Density: No established minimum or maximum FAR

Area A is designated with a Neighborhood/Community Commercial land-Land use-Use designation. The Neighborhood/Community Commercial land-Land use-Use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, offices and private community gathering facilities, including places of worship. ~~New~~ Any new residential uses are *not* supported by this land use designation; given its proximity to the freeway, Area A is not ideal for residential uses.

~~The floor area ratio's (FAR) for this Land Use Designation in Little Portugal varies slightly from the prescriptive FAR's established as part of this Land Use Designation in the Envision San Jose 2040 General Plan.~~ While the General Plan limits the FAR of development within the Neighborhood/Community Commercial designation to an FAR of up to ~~2.03.5~~, this plan does not establish a maximum, or minimum FAR. Development intensities will be limited by ~~limits on the number of stories and by maximum heights and~~ building height "step down" policies contained in the Urban Design Chapter established in this Village Plan.

Urban Village

Density: No established FAR minimum or maximum for fully commercial development. Commercial FAR minimum for mixed-use development varies by Area, as shown in Table 1. No established minimum or maximum residential unit density.

Table 1: Required Floor Area Ratio (FAR) for the commercial component of mixed-use developments

Formatted Table

Sub Area:	Required FAR:
<u>B</u>	<u>0.50</u>
<u>C</u>	<u>0.30</u>

Areas B and C, which constitute the majority of the Little Portugal Urban Village, are designated with the Urban Village Land Use designation. The Urban Village designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. ~~In the Little Portugal Urban Village Plan, this designation~~The Urban Village designation is a commercial designation that also allows residential uses, ~~which are envisioned to be~~ in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with ~~residential above retail~~ground floor commercial uses and residential uses on the upper floors for example, or, where a larger site allows, ~~they the project~~ can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. A horizontal mixed-use project is strongly encouraged to place commercial uses adjacent to Alum Rock Avenue.

~~As discussed in Planned Growth Capacity and Objectives section of this Plan above, t~~This Village Plan establishes a commercial FAR objective requirement for the areas designated Urban Village. For Areas B the commercial objective is an FAR of 0.35, and for Area C the objective is 0.24. To meet these commercial objectives, New residential development in Area B is required to provide a minimum commercial FAR of 0.35 and a minimum commercial FAR of 0.24 in Area C, and Area C is required to provide a minimum FAR of 0.35, and an FAR of 0.24, respectively, for commercial uses. There is however, one exception to these requirements within this Urban Village Land Use designation. This exception could allow a mixed-use residential/commercial project within ~~the Urban Village~~this Land Use Designation to provide a lower commercial FAR or potentially no commercial FAR at all. If the existing amount of commercial development at some point in the future exceeds the FAR objective requirement for ~~a the~~ given Aarea, then a mixed-use residential/commercial project could provide less than the required commercial FAR, ~~such given~~ that the overall amount of commercial development within the given Aarea would not drop below the FAR objective requirement.

~~As with the Neighborhood/Community Commercial Land Use Designation in Area A, T~~this Village Plan does not establish a maximum FAR for commercial or mixed-use residential/commercial development for properties designated Urban Village, nor does it

establish a maximum or minimum number of dwelling units per acre for the residential portion of mixed-use projects. The intensity or density of new development will be effectively limited by the maximum height limits established in this Village Plan ~~and as~~ shown in the Little Portugal Land Use Designation and Height Diagram (Figure 1) and by the parking requirements established in the Zoning Code, as may be amended in the future.

This Village Plan also does not establish minimum FAR's for fully commercial development; however, the vision for the Little Portugal Urban Village is as an urban and pedestrian-oriented corridor with higher intensity development than currently exists. This Village Plan establishes a long term objective vision that properties redeveloped with fully commercial uses should have a minimum FAR of 2.0, and preferably higher. Fully cCommercial projects developed at less than an FAR of 2.0, while permitted, are intended to be interim uses to ultimately be replaced by high intensity commercial/employment uses in the future.

C. LAND USE POLICIES

To achieve the goal of creating a thriving mix of commercial businesses within a pedestrian oriented Urban Village, this Village Plan contains policies that are designed to encourage the retention and expansion of commercial uses within ~~the this Little Portugal~~ Urban Village. This Village Plan supports ground retail shops and services along Alum Rock Avenue between King Road and US Highway 101, and allows for offices and or housing located above. This Village Plan anticipates and supports retail uses that are small or mid-sized in scale, and which serve the immediately adjacent neighborhoods, as well as the larger surrounding area. Big box or "large format" retail uses are not feasible given the small sizes of parcels along this section of Alum Rock Avenue. Big box or large format retail would also not be appropriate supported in this pedestrian-oriented Village, given the auto-orientation of these uses.

While this Village Plan allows ~~"stand-alone"~~ fully commercial development of relatively low density and supports the continued use of the existing small-scale residential development, higher intensity development built with a Floor Area Ratio (FAR) of 1.252.0 or greater is encouraged: a building built at an FAR of 1.252.0 would typically be 3 stories in height.

Since the ~~Little Portugal Urban Village Plan~~ is intended to have a pedestrian focus, this Village Plan does not support new drive-through or other auto-oriented uses such as auto repair, automobile sales and rentals, or car washes. In addition to detracting from the

Village's walking environment, these uses would not support ridership on the ~~planned~~ Bus Rapid Transit project.

While this Village Plan emphasizes expanding commercial activity in th~~is~~ ~~Little Portugal~~ Urban Village, it also supports high density mixed-use residential/commercial development. Residents of new housing will support local businesses, acting as a catalyst for more economic and commercial development. This Village Plan does not establish a minimum density for the residential component of a mixed-use development, and a commercial development that only included a small number of residential units could be supported as allowed under General Plan Community Development Policy CD-7.2. Nevertheless, this Village Plan encourages development of mixed-use residential/commercial projects at higher densities, where they can be designed to be compatible with the surrounding neighborhoods.

Land Use Policies

Formatted: Font: Bold

Land Use Policy 1: New fully commercial development is encouraged to be built at a Floor Area Ratios of 1.252.0 or greater.

Land Use Policy 2: The minimum FAR for the commercial portion of a ~~mixed~~ mixed-use residential/commercial project ~~should~~ shall be 0.35 in Area B and 0.24 in Area C.

Land Use Policy 3: A ~~mixed~~-use residential/commercial project could provide less than the minimum commercial FAR called for in this Plan, or potentially no commercial FAR at all, if the existing amount of commercial development exceeds the FAR objective requirement within the site's given ~~Area as indicated on the Little Portugal Land Use Plan~~, and such that the overall amount of commercial development within the given ~~Area~~ would not drop below the FAR objective requirement for that Area.

Land Use Policy 4: Development of ground floor neighborhood-serving commercial uses along Alum Rock Avenue is strongly encouraged.

Land Use Policy 5: Types of uses in a mix and intensity that support ridership on Bus Rapid Transit (BRT) are strongly encouraged.

Land Use Policy 6: Drive-through uses ~~should~~ are not ~~be~~ permitted within the Little Portugal Urban Village.

Land Use Policy 7: ~~Motor vehicle~~Auto-oriented uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes are ~~strongly discouraged~~prohibited.

Land Use Policy 8: Mixed-use residential/commercial projects are encouraged to build at densities of 55 dwelling units to the acre or greater in locations and with designs that are compatible with the surrounding neighborhoods and the policies contained in the Urban Design Chapter.

Land Use Policy 9: The ~~combining of parcels~~parcel aggregation along Alum Rock Avenue is encouraged to facilitate new development, especially mixed-use residential/commercial developments, at a higher density or intensity, and to provide for the inclusion of public plazas and other private but publicly-accessible open spaces into new development.

Land Use Policy 10: A new pedestrian paseo shall be established upon the redevelopment (which would be subject to planning entitlements) of the properties located directly south of the Eastwood Court dead end, as referenced on the Little Portugal Land Use Designation and Height Diagram (Figure 1). This paseo is envisioned as an active space framed by multi-story buildings on either side (where pedestrian entrances to these buildings would face the paseo) containing as ground floor commercial uses (e.g. retail, restaurants with outdoor seating), as envisioned in the Pedestrian Circulation Chapter of this Village Plan. The establishment of this pedestrian paseo may be through the Urban Village Implementation and Amenity Framework.

Land Use Policy 11: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the Little Portugal Urban Village by prioritizing the application of the City's affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, as may be amended in the future.

Formatted: Underline

Formatted: No underline

URBAN DESIGN

Urban Design Goal: Create an attractive Urban Village that is a catalyst for the economic vitality of the Alum Rock Avenue Corridor, creates a vibrant pedestrian environment, and contributes towards a strong and positive community identity through high quality and thoughtful design of buildings and public spaces.

The quality of urban design, including both the architecture and materials used in new buildings, as well as, the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in making Little Portugal a great place. If successful, ~~the high-quality of urban~~ design in Little Portugal Urban Village (Urban Village) will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop, and work.

This Village Plan provides urban design policies and actions intended to achieve ~~this Plan's~~ the Urban Design goal by encouraging development that is of high quality and lasting design, pedestrian-oriented, and urban in scale, with buildings envisioned to be between three and five stories. At the same time, this Village Plan includes design parameters to ensure that urban development along ~~the corridor~~ Alum Rock Avenue is compatible with and accessible to the surrounding neighborhoods.

A. BUILDING HEIGHT

The surrounding community has expressed support for the redevelopment of the existing, predominately single-story commercial buildings along Alum Rock Avenue with multi-story commercial or mixed-use development. However, the surrounding neighborhood is largely composed of one-story single-family homes, with a few duplexes interspersed. As the area Urban Village redevelops, it will be critical to ensure that buildings do not ~~overshadow or~~ overwhelm the adjacent homes and that they maintain sufficient rear setbacks adjacent to this lower-density residential development. To ensure neighborhood compatibility, this Village Plan establishes the maximum height limits and “step down” policies for new development along Alum Rock Avenue. Height limits for each of the Areas are shown in the Little Portugal Land Use Designation and Height Diagram (Figure 1).

~~As shown on Figure 1,~~ The maximum height limit for properties on the north side of Alum Rock Avenue is 70 feet. ~~Seventy-70~~ feet would typically accommodate up to a 5 story office building or a 6 story residential building with ground floor commercial uses. The height limit

for properties on the south side of Alum Rock Avenue is 58 feet, which would typically accommodate a four story office building or a five story residential building with ground floor commercial uses. To allow for variation in roof lines and to accommodate mechanical equipment such as elevator shafts, non-habitable architectural projections, and mechanical and equipment rooms can exceed the 70 foot and 55 height limits by an additional ten feet.

~~It should be noted that the height limit for the properties designated Neighborhood/Community Commercial on the north side of Alum Rock Avenue is one story higher than the illustrative height range established for this land use designation in the General Plan. The height step down policies, for portions of new development adjacent to the surrounding residential neighborhood, are based upon the existing Main Street Zoning District designed for Alum Rock Avenue.~~

Building Height Policies

Building Height Policy 1: New development along the north side of Alum Rock Avenue shall not exceed a height limit of 70 feet.

Building Height Policy 2: New development along the south side of Alum Rock Avenue shall not exceed a height limit of 58 feet.

Building Height Policy 3: ~~Limited projects of n~~Non-habitable architectural projections, and mechanical and equipment rooms, and architectural special treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit by 10 feet. Mechanical and building equipment ~~should shall~~ not be visible from the surrounding streets, and ~~should shall~~ be set back from the road edge and/or by screened with architectural elements.

Building Height Policy 4: New development adjacent to property with an existing single-family home or with a General Plan Land Use designation of Residential Neighborhood with a density of 8 dwelling units to the acre or less, shall step down in height to 35 feet within 20 feet of such single-family properties, measured from the shared property line.

Building Height Policy 5: The height limit for any portion of a new development within 20 feet of a shared property line containing an existing duplex ~~on a property zoned for greater than 8 dwelling units to the acre~~ is 45 feet. For portions of a property within 50 feet of duplex or ~~higher density~~ multi-family residential properties, building heights can then increase by one vertical foot for every one linear foot of additional setback from the residential shared property line.

B. ARCHITECTURE

Building architecture, when thoughtfully designed, can have a positive effect in shaping the identity of a district. This Village Plan intends that new buildings are of a high-high-quality design that enhances the positive sense of place in Little Portugal and contributes to its economic and social vitality. While the policies below provide a great degree of flexibility, the community has expressed a strong preference for buildings built in a Mediterranean architectural style, or other architectural styles that reflect the Portuguese, as well as the Mexican heritage of the area.

Architecture Policies

Architecture Policy 1: *Ensure that the design of new development in the Little Portugal Urban Village is of a high standard and contributes to the positive image and vitality of the corridor.*

Architecture Policy 2: *New development along Alum Rock Avenue is encouraged to be built in a Mediterranean or other architectural styles that reflect the ethnic heritage of the area.*

Architecture Policy 3: *To create a visually rich and interesting built environment, articulation of building façades (including incorporation of high-quality materials) and variations in building planes and roof lines are encouraged in new development. New buildings should avoid a monolithic appearance.*

Architecture Policy 4: *New development should include decorative elements on building façades and entryways, and are encouraged to integrate unique, artisan and artist-designed elements into façades and public spaces that contribute to a Mediterranean or other similar architectural style.*

Architecture Policy 5: *New development should use high-high-quality, durable building materials on ~~the façades of~~ buildings, and in publicly visible areas.*

Architecture Policy 6: *Larger buildings should include changes in building plane and roof lines to reflect individual units or tenant spaces so that the ~~large building~~ overall building mass is broken down and is viewed as ~~appears to be~~ several small buildings. Buildings wider than 75*

feet should be subdivided into portions or segments that read as distinct volumes, like a series of building fronts, of a maximum 50 feet in width.

C. STREET FRONTAGE

For a pedestrian on the sidewalk, the most important element of a building is the design of the ground floor. This [Village Plan](#) establishes the following policies to guide the [sidewalk levelground floor](#) design of new buildings along Alum Rock Avenue to ensure that development contributes to a positive walking experience.

Street Frontage Policies

Street Frontage Policy 1: New development should contribute towards a comfortable and visually engaging pedestrian environment by creating front [façades](#) that are pedestrian-oriented and inviting.

Street Frontage Policy 2: At least 70 percent of any building frontage [on the ground floor](#) along Alum Rock Avenue should be devoted to windows and entrance areas.

Street Frontage Policy 3: Large blank walls are discouraged along Alum Rock Avenue, 33rd Street and 34th Street, and adjacent to pedestrian paseo and public spaces such as plazas. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, [landscapinglandscaping](#), and/or murals to add visual interest and soften the visual impact.

Street Frontage Policy 4: High visibility from the sidewalk into the interior of retail shops is encouraged through use of transparent openings and windows in building [façades](#).

Street Frontage Policy 5: The installation of awnings and canopies is encouraged in [retail commercial](#) areas to create shelter and shade for pedestrians. Bulky awnings that obscure views of building [façades](#) are discouraged.

Street Frontage Policy 6: The use of tinted and reflective windows on ~~first floor storefronts~~the ground floor is discouraged.

Street Frontage Policy 7: All ground floor commercial space fronting on Alum Rock Avenue, should have at least one primary building entrance along and accessible from the adjacent sidewalk.

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's facade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment.

Many of the buildings in Little Portugal, largely built largely prior to World War II, have been constructed adjacent to the sidewalk, with the main entrance and windows facing the street and sidewalk. Parking, when provided, is located on the side or behind the building. While this Village Plan envisions significantly more dense development than the one- and two-story commercial buildings that currently exist, new development should replicate the existing pedestrian-oriented setbacks, and building placement and site design of many of these older commercial buildings.

Setback Policies

Setback Policy 1: New buildings along Alum Rock Avenue should be built adjacent to the sidewalk, with ~~no zero~~ or minimal front and side street setbacks for the majority of the front or side building facades.

Setback Policy 2: Greater setbacks along a public right-of-way should be accommodated in order to: (1) provide any additional needed pedestrian walkway/sidewalk to widen the public right-of-way to the desired consistent sidewalk width of ~~16-15~~ feet; (2) provide one or more recessed pedestrian entries at the ground level; (3) a ~~pedestrian~~ plaza; (4) to accommodate pedestrian ramps for compliance with the Americans with Disabilities Act (ADA); or (5) ~~recessed pedestrian entries at the ground level or~~ residential balconies at the elevation of the second finished floor or above.

Setback Policy 3: Parking lots or structures should be located behind buildings or ~~under buildings~~underground, and surface parking should not be located ~~between the sidewalk and the front building facades along~~directly adjacent to Alum Rock Avenue.

Setback Policy 4: Parking areas located at the side of a building, adjacent to Alum Rock Avenue should not occupy more than 30 percent of a given property or project's street frontage along Alum Rock Avenue. For corner properties, parking areas should not be located adjacent to an intersection.

E. GATEWAYS

As a neighborhood with a long Portuguese heritage, Little Portugal is a distinct community in San ~~Jose~~José with a rich history. However, the existence of this community is often not known to many in the City, and presently there are few identifiers along Alum Rock Avenue to inform people that they are traveling through Little Portugal. This Village Plan recommends a gateway or gateway element at the eastern end of the Village to announce arrival in Little Portugal. This Plan does not propose a gateway on the western end of the Village, adjacent to US Highway 101, because Little Portugal historically straddles both sides of US Highway 101, with its western boundary roughly located at the intersection of East Santa Clara and 24th Street. The community did not want to create a Gateway in the middle of the Little Portugal community, which could convey that the traditional Little Portugal area only included the portion on the east side of US Highway 101.

The purpose of the Gateway is not only to identify the Portuguese heritage of this area, but to provide an Urban Village identifier that announces that one is entering a distinct district within San Jose. The Gateway would not need to include a formal or traditional column-like structure, but instead could include distinctive architectural elements on buildings, public art, landscaping, and/or paving treatments. The Gateway could also include signage identifying the Urban Village, consistent with the City's Sign Ordinance, Title 23, as may be amended in the future. As with the streetscape amenities discussed below, it is not anticipated that the City will have funding available for development of the Gateway, so funding will likely need to be secured through grants or private sources. As the adjacent properties redevelop, some gateway elements could potentially be funded by developers and integrated into their proposed development.

All community identification and wayfinding signage and systems must conform with the City Council Policy 9-3, Community Identification Signs and Wayfinding.

Gateway Policies

Gateway Policy 1: Establish a gateway *element* to *the* Little Portugal *Urban Village* at the intersection of Alum Rock Avenue and King Road that announces entry to this Village and contributes to the positive identity of the corridor.

~~Gateway Policy 2: Work with neighborhood residents and surrounding property and business owners to develop a design for the Gateway that is consistent with the community's vision. As part of the design process, consider the inclusion of unique architectural and/or artist-designed gateway elements, landscaping, signage, sculpture and/or decorative columns.~~

~~Gateway Policy 3: When new development is proposed on the properties located on the western side of the intersection of Alum Rock Avenue and King Road, work with the property owners to incorporate Gateway elements into projects on these sites.~~

The following action item is contingent upon receipt of future funding.

Gateway Actions

Gateway Action 1: In collaboration with the community, pursue grant and other funding opportunities to support the construction of the Gateway or individual Gateway elements.

Gateway Action 2: Work with neighborhood residents and surrounding property and business owners to develop a design for the Gateway that is consistent with the community's vision and City Council Policy 9-3, Community Identification Signs and Wayfinding. As part of the design process, consider the inclusion of unique architectural and/or artist-designed gateway elements, landscaping, signage, sculpture, and/or decorative columns.

Gateway Action 3: When new development is proposed on the properties located on the western side of the intersection of Alum Rock Avenue and King Road, work with the property owners to incorporate Gateway elements into projects on these sites.

STREETSCAPE

Streetscape Goal: Create an attractive pedestrian-friendly street environment that contributes to the positive identity of the Little Portugal Urban Village, encourages walking, bicycling, and transit ridership, and acts as a catalyst for private investment and business activity.

The character of the street and sidewalk play an important role in defining the identity of a place and in creating an environment where people feel comfortable walking and frequenting shops and services to meet their daily needs. Establishing an attractive and interesting streetscape in the Little Portugal Urban Village ([Urban Village](#)) will help create a place where people want to socialize shop and live, and therefore, a place where businesses want to locate and invest. This [section-Chapter](#) identifies improvements and design elements within the public right-of-way that will, in conjunction with new high quality development, promote the success of [the Little Portugalthis](#) Urban Village.

A. STREET TREES

Street trees provide many benefits to an urban corridor. Street trees make an area more attractive, ~~contributing~~ [contributes](#) towards the corridor's positive identity [and](#), thereby encouraging private investment, increasing the flow of customers to businesses, and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and ~~by providing~~ a physical and visual barrier between pedestrians and the automobile activity on the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and ~~slow down~~ [reduce speed](#). Trees, large canopy trees in particular, produce shade which can reduce building energy costs [by](#) naturally reducing the need for air conditioning, ~~and~~ [T](#)rees improve air quality by filtering particulates from the air.

Alum Rock Avenue, between US Highway 101 and King Road, has a consistent row of London Plane [street](#) trees on both sides of the street that are beginning to mature and provide a wide canopy of shade. These [street](#) trees should be maintained. When new or replacement [street](#) trees are planted along Alum Rock, these should also be London Plane trees, or other varieties that are appropriate for a street environment and which can thrive in San [JoseJosé](#)'s Mediterranean climate. Where space allows, new or replacement [street](#) trees should grow to provide a large shade canopy over the sidewalk when mature. One potential

street tree that could be considered for Alum Rock Avenue is the Cork Oak (*Quercus suber*). The Cork Oak is an evergreen tree that is native to Portugal, provides a good shade canopy, can thrive in a Mediterranean climate, and could potentially become the signature tree of Little Portugal.

Formatted: No underline

Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.

Street Tree Policy

Street Tree Policy 1: Maintain, and expand where possible and appropriate, the existing street tree canopy along Alum Rock Avenue by planting additional street trees.

B. STREETScape AMENITIES

The Bay Area Rapid Transit (BART) Station Area Community Concept Plan identified a number of public amenities recommended to be included in the Little Portugal Urban Village. These improvements include self-cleaning public restrooms, ~~pedestrian-pedestrian-~~scale lighting, drinking fountains, historic placards, street banners, and attractive and numerous trash and recycling receptacles. In addition, attractive landscaping within the “park”-strip between the sidewalk and the street curb could beautify the corridor. If designed and executed well, these types of amenities can create an inviting pedestrian environment that could result in more community activity and business patronage along the corridor, which in turn could catalyze more private investment.

Formatted: Font: Italic

Due to ~~City-city Budget-budget~~ limitations, it is not anticipated that the City will be able to provide or directly fund the development or maintenance of most of the amenities identified by the community through use of its general funds. As discussed in the Implementation ~~SectionChapter~~, ~~this Plan therefore recommends the development of an Implementation Financing Strategy that will establish funding mechanisms~~the Urban Village Implementation and Amenity Framework establishes a mechanism for these streetscape amenities to be built or to be funded through private development. ~~to pay for and maintain the streetscape amenities along Alum Rock Avenue.~~ This strategy could include development impact fees, as well as the establishment of a special financing district, established through approval by property and/or business owners. ~~One of the first steps of the development of the~~

~~Implementation Strategy will be to work with businesses and community members to confirm which amenities identified in the Concept Plan should be included in the Strategy.~~

Another possible tool for developing some of the desired streetscape amenities is the City's Public Arts Program. If streetscape elements such as street banners, street furniture, pedestrian-scale lighting, historic placards, and the like are designed by artists as unique but functional public art pieces, existing and proposed sources of public art funding could potentially be used for their installation, as discussed in the Public Arts section below. Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping, streetscapes, and connections to public transit.

Streetscape Policies

Streetscape Policy 1: Develop streetscape amenities along Alum Rock Avenue that contribute to the positive image of the corridor, support ~~its~~ the businesses and create an attractive and comfortable pedestrian and shopping environment.

Streetscape Policy 2: During the development entitlement process, encourage developers along Alum Rock Avenue to contribute towards or construct streetscape amenities through the Urban Village Implementation and Amenities Framework.

~~Streetscape Policy 3: Include, as part of the Implementation Financing Strategy developed for all four of the Urban Villages in the Five Wounds area, a strategy to pay for and maintain streetscape amenities along the portion of Alum Rock Avenue with the Little Portugal Urban Village.~~

~~The following action item is contingent upon receipt of future funding. Streetscape Policy 4: Work with businesses, property owners and the surrounding community on the development of the Implementation Finance Strategy and, as part of this process, refine and prioritize which streetscape amenities should be developed.~~

Streetscape Action

Streetscape Action 1: Work with businesses, property owners and the surrounding community to refine and prioritize which streetscape amenities should be developed, through the Urban Village Implementation and Amenities Framework.

C. PUBLIC ART

Public art throughout the Little Portugal Urban Village can play a key role in reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development. Public art could occur as stand alone art pieces; however, public art in Little Portugal is envisioned to be integrated into the streetscape and buildings and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, and gateway elements such as columns and landscaping. While this [Village Plan](#) does not limit the development of public art pieces to local artists, it does encourage consideration of local artists in the selection process and encourages the development and retention of local talent.

There are some limited funding mechanisms for public art. One, which applies only to public projects on City property, is the “percent for art” program. A “percent for art” is an allocation of one percent of all capital project costs for the design, fabrication and installation of public artworks to enhance the design and add to the character of the community served by the capital improvement. Percent for art funds within the City of San ~~Jose~~[José](#) are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case-by case basis. The City ~~is negotiating~~[has negotiated](#) with [the Valley Transportation Authority \(VTA\)](#) for funding for public art along the East Santa Clara and Alum Rock Avenue corridor as part of the Bus Rapid Transit project.

A potential funding source for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, ~~not~~ just to ~~this Urban Village Little Portugal~~ or to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area. [Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces \(POPOS\) such as plazas.](#)

Another potential funding source for public art in the Little Portugal Urban Village, as well as, for other physical improvements and for streetscape maintenance could be the establishment of a special financing district. Such a district would need to be established by a

vote of the property owners and/or business owners, depending on the financing mechanism. While the City would need to manage the process to establish a district, the property and/or business owners would need to express interest in initiating the process.

In addition to special financing districts or requirements for private contributions towards public art, developers can be encouraged, through the entitlement process, to integrate unique and/or artist-designed building and site elements into their projects. Private art must be publicly viewable. Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public.

Public Art Policies

Public Art Policy 1: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Little Portugal Urban Village to public arts projects within this Urban Village. This may be coordinated with the Office of Cultural Affairs or implemented through the Urban Village Implementation and Amenity Framework.

Public Art Policy 2: Integrate public art and artist-designed streetscape elements, such as street furniture, bicycle racks, tree wells, and pavement treatments, into the streetscape and public right-of-way along Alum Rock Avenue.

Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable.

The following action item is contingent upon receipt of future funding.

Public Art Actions

Public Art Action 1: Explore establishment of a public art fee, either through the Urban Village Implementation and Amenity Framework or through a special arts district, on new private development in the Little Portugal Urban Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San Jose 2040 General Plan.

Public Art Action 2: ~~Continue to negotiate with VTA for monies as part of the Bus Rapid Transit project to develop public art along Alum Rock Avenue.~~

PEDESTRIAN CIRCULATION

Pedestrian Circulation Goal: Create a safe, attractive, and inviting pedestrian environment that provides direct and convenient pedestrian access within the Urban Village and between the Urban Village and the surrounding neighborhoods.

A key goal of the ~~Envision San Jose 2040~~ General Plan and this Village Plan, is to create an urban fabric where walking is a convenient way to get from one place to another, and where the built environment is refocused from the automobile towards the pedestrian or cyclist. Little Portugal should be a place where people are encouraged and feel comfortable walking within the Urban Village, and where surrounding community members are encouraged to walk from their homes to the Urban Village. This section focuses on the pedestrian infrastructure needed to create a successful walkable Urban Village.

This Village Plan does not address automobile circulation because automobile circulation improvements were not identified as part of the CommUniverCity planning process, and some minor automobile circulation modifications along Alum Rock Avenue ~~have been planned~~ were done as part of the Alum Rock Bus Rapid Transit (BRT) project. This Village Plan also does not suggest additional bicycle circulation improvements within the Urban Village corridor largely because there is not sufficient right-of-way along Alum Rock Avenue to accommodate enhanced bicycle facilities, particularly with the ~~planned~~ BRT project. Consideration for enhancing bicycle routes on parallel streets should be given.

A. SIDEWALKS

The existing sidewalks along Alum Rock Avenue, between the Highway 101 interchange and 34th Street, are generally 16 feet wide, with some portions as wide as 17.5 feet (measured from the inside edge of the curb inward and includes street tree wells). Due to a past street widening project, the sidewalks along Alum Rock Avenue between 34th Street and King Road, are much narrower, ranging between 7.5 to 9 feet in width. To maintain the existing wide sidewalks, or to expand the existing narrow sidewalks to 16 feet or greater in width, new development on Alum Rock Avenue should be set back from the property line to provide the additional needed pedestrian walk way. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a broad sidewalk. Where the existing sidewalk along one side of a block is generally greater than 16 feet, new development should be set back to match the existing prevailing sidewalk width.

As on Alum Rock Avenue, wide sidewalks should be maintained, or established where necessary, along portions of 33rd and 34th Streets, and King Road that are within the Urban Village. The desired minimum combined sidewalk and “park” strip width on these street segments is 12 feet, narrower than the minimum width on Alum Rock Avenue, given that the level of pedestrian traffic is anticipated to be less. The existing sidewalk width on these side streets is currently between 8 and 16 feet measured from the curb inward and including the “park” strip area. In locations where sidewalks will need to be widened, new development on adjacent properties would need to be set back from the street, with the setback area paved to match the sidewalk in the public right-of-way.

Sidewalk Policies

Sidewalk Policy 1: Establish and/or maintain minimum 16-foot wide sidewalks along Alum Rock Avenue as private properties redevelop and are subject to planning entitlements.

Sidewalk Policy 2: As private properties redevelop and are subject to planning entitlements, establish and/or maintain minimum 12-foot wide sidewalks on the portions of 33rd Street and 34th Street, and King Road that are within the Urban Village boundary and intersect with Alum Rock Avenue.

B. NEW AND EXISTING PEDESTRIAN CONNECTIONS

To facilitate and encourage walking from the surrounding neighborhoods to the shops, ~~and~~ services, restaurants, offices, and transit stops within the Urban Village, direct and convenient walking paths should be established between the Village and ~~these~~ neighborhoods. Unlike much of suburban San ~~Jose~~ José which was built for the car, the two neighborhoods on either side of Alum Rock have been built on a traditional street grid pattern and therefore have relatively good walking access to Little Portugal. There is, however, an opportunity to improve this pedestrian access in one particular instance and a need to preserve and enhance an existing pedestrian-only connection in another.

A new pedestrian connection opportunity is to connect the end of Eastwood Court with Alum Rock Avenue with a pedestrian-only paseo. Presently, Eastwood Court results in a dead end into the back of a property fronting on Alum Rock Avenue that contains a two-story, 10-unit apartment building. While the location of the existing apartment building does not preclude providing a pedestrian connection through to Eastwood Court, the opportunity for a more formal pedestrian paseo will likely occur with the redevelopment of this property

together with the adjacent properties. The paseo is envisioned as an active space framed by multi-story buildings on either side, with ground floor retail shops and restaurants and outdoor seating along the majority of its length. As discussed below, this paseo, if large enough, could include or be integrated into a public or private but publicly-accessible plaza.

An existing pedestrian connection that should be retained and enhanced connects the cul-de-sac at the end of North 31st Street with Alum Rock Avenue. This connection consists of a sidewalk adjacent to the northbound US Highway 101 on-ramp and is presently owned by the City as a public right-of-way. With the future redevelopment of the property adjacent to the east, this connection should be enhanced. New development could help create a safer space by including windows onto the sidewalk area that create “eyes on the street”, as well as lighting to improve visibility. To create a more attractive and inviting space, new development should plant landscaping and canopy trees parallel to the sidewalk.

The pedestrian connection to Alum Rock Avenue from South 31st also should be maintained and enhanced. Because there is a short segment of sidewalk just south of Alum Rock Avenue and adjacent to the 101 off-ramp that is currently missing on South 31st Street, the sidewalk on South 31st Street jogs from the eastside of the street to the west side of the street. The area that contains the missing sidewalk segment is fenced off and used by an adjacent private property in one location, and in the other is used for parking and circulation for the adjacent commercial development at the corner of Alum Rock Avenue and 31st Avenue. The City should construct this missing segment of sidewalk as opportunities arise, requiring dedication or an easement for a sidewalk when the properties redevelop or make significant site improvements requiring ~~a planning permit~~ planning entitlements.

Formatted: Superscript

[Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards these types of improvements.](#)

Pedestrian Connection Policies

Pedestrian Connection Policy 1: As the surrounding properties redevelop, maintain and enhance the existing pedestrian connection between Alum Rock Avenue and the end of North and South 31st Streets.

Pedestrian Connection Policy 2: New development adjacent to the existing pedestrian connections to Alum Rock Avenue at the end of North and South 31st Streets should be

designed to provide good visibility between adjacent uses and the corridors to create a safe and inviting public space.

~~*Pedestrian Connection Policy 3: With the redevelopment of surrounding properties establish a new pedestrian paseo between the end of Eastwood Court and Alum Rock Avenue.*~~

Pedestrian Connection Policy 43: A new paseo connection between the south end of Eastwood Court and Alum Rock Avenue should be designed as an active and inviting space with building entrances and windows addressing the paseo and with opportunities for outdoor seating areas.

The following action item is contingent upon receipt of future funding.

Pedestrian Connections Action

~~*Pedestrian Connection Action 1: With the redevelopment of surrounding properties establish a new pedestrian paseo between the end of Eastwood Court and Alum Rock Avenue. This may be performed through the Urban Village Implementation and Amenity Framework.*~~

C. PEDESTRIAN ENHANCEMENTS

Prior to the start of the final design of the Bus Rapid Transit (BRT) project, the community identified a number of pedestrian enhancements along Alum Rock Avenue, including the need for enhanced crosswalks, pedestrian refuge areas at crossings, as well as sidewalk bulb-outs, or curb extensions at intersections that shorten intersection crossings for pedestrians. Each one of these enhancements is discussed below.

1. CORNER CURB BULB-OUTS

Given the geometry of the roadway, the width of Alum Rock Avenue, and the ~~planned~~ BRT project, bulb-outs for crossings on Alum Rock Avenue are not feasible. Bulb-outs for crossings on 33rd Street, 34th Street and King Road are also not currently part of the BRT project; however bulb-outs in these locations are an improvement that could be explored in the future and would make the east- west pedestrian experience more comfortable. If installed, drought tolerant landscaping and art elements within bulb-outs are preferred over hardscape. Landscaping would need to be low in height ~~so as~~ to not interfere with the line of sight for approaching motorists. A maintenance program would also need to be established before landscaping could be installed, and such a program would likely need to be financed

by surrounding businesses and property owners through the establishment of a business assessment district and/or another private funding source.

Corner Bulb-Out Policy

Corner Bulb-Out Policy 1: Pursue opportunities, when they arise, for the installation of curb bulb-outs in locations that are feasible and do not interfere with the operation of the Bus Rapid Transit System (BRT).

2. CROSSWALKS

The BRT project ~~is planned to include~~ enhanced crosswalks along Alum Rock Avenue at controlled (i.e., signalized) intersections; ~~however, the exact location and design of these crosswalks are still to be determined at the time of the drafting this Plan.~~ In the BART Station Area Community Concept Plan, the community recommended that the existing crosswalks along Alum Rock be enhanced to be wider and more visible to motorists.

Enhanced ~~sidewalks~~ crosswalks could consist of attractive stamped concrete that is colored differently from the surrounding pavement. ~~Such a~~ This treatment would effectively communicate to motorists the presence of a crosswalk and ~~the potential~~ for pedestrians ~~presence~~. Another possible treatment is the installation of uniquely designed inlaid thermo-plastic material that is imprinted into the street asphalt. This treatment is relatively affordable and often has more permanence than the standard painted ~~crosswalks~~ crosswalks which can fade quickly with heavy traffic. The City's Department of Transportation will work with the VTA's BRT project team to select the best treatment for crosswalks that will achieve the visibility desired by the community, but have low maintenance costs.

The following action item is contingent upon receipt of future funding.

Crosswalk Action

Crosswalk Action 1: Install wide and highly-visible crosswalks across and along Alum Rock Avenue to contribute to an attractive streetscape and a comfortable walking environment.

3. PEDESTRIAN REFUGE AREAS AND ROADWAY MEDIANS

As part of the ~~Bart~~ BART Station Area Community Planning process, the community recommended that pedestrian refuge areas be located in the middle of Alum Rock Avenue at its intersections with the US Highway 101 on and off ramps, 33rd Street, 34th Street, and King Road. In addition, the community also recommended that a landscaped median be installed along the length of Alum Rock Avenue from King Road to US Highway 101. Due to right-of-way constraints on Alum Rock Avenue through the Little Portugal Urban Village, there is insufficient room to accommodate the BRT project and pedestrian refuge areas or a center landscaped median island. The installation of medians or pedestrian refuge areas is not recommended and is not planned as part of the BRT project.

The community identified as a priority, the installation of pedestrian refuge islands and a landscaped median on King Road at its intersection with Alum Rock Avenue. King Road presently has a narrow median island on both the north and south legs of the intersection. The medians are not landscaped and do not extend to the crosswalks. In order to install a wider landscaped island and pedestrian refuge islands at this location, additional public right-of-way would need to be acquired. Both improvements could be explored in the future, as funding opportunities are identified.

The following action item is contingent upon receipt of future funding.

Pedestrian Refuge Areas and Roadway Medians Action

Pedestrian Refuge Areas and Roadway Medians Action 1: As funding opportunities are identified, explore the installation of a pedestrian refuge and landscaped median in the center of King Road at the intersection with Alum Rock Avenue, and then install if feasible and as funding is secured.

PARKING

Parking Goal: Effectively manage the supply and demand for parking to ensure a sufficient amount of parking to meet the needs of businesses and residents, while ensuring that an oversupply of parking is not created which would detract from the pedestrian environment, the development potential of the Alum Rock corridor, and the overall vitality of the Little Portugal Urban Village.

Providing sufficient parking for customers and residents will be essential to the creation and continued success of a vibrant Urban Village, particularly one surrounded by largely suburban development. While it is anticipated that a significant number of people will walk, ride bicycles or take transit to the Little Portugal Urban Village in the future, many will also want to access the Urban Village some or most of the time by automobile. In addition, many new residents will still own a car. Nevertheless, the goal is to create a pedestrian-friendly and more urban environment in the Village. On Alum Rock Avenue, the provision of large quantities of off-street parking, particularly in highly visible areas, will detract from the type of urban and walkable environment that this Village Plan and the community intend to achieve. The goal of this Village Plan is to effectively balance the demand for parking with the supply provided by new development and on public streets.

Accommodating ~~the parking of automobiles~~ automobile parking consumes a significant amount of land, ~~land~~ that could be used for new development, landscaping, and open space, and pedestrian circulation areas. For example, a typical modern suburban development in San José often has more than three times as much land dedicated for off-street surface parking than is occupied by the commercial building the parking is intended to serve. Parking space demands can, if not effectively managed and designed, detract from the goal of creating a walkable and vibrant Urban Village. Requiring suburban amounts of parking would also make it infeasible to redevelop most of the properties in the Little Portugal Urban Village with more urban and pedestrian-oriented development, given that these properties are typically small, and even if combined with adjacent properties, could not accommodate both significant new development and suburban levels of parking to serve that new development.

The parking policies included in this Village Plan are intended to reduce the amount of land dedicated to parking and thereby increase the amount of land available for other more active uses. At the same time, this Village Plan includes strategies to more efficiently manage both the off-street and on-street parking supply to ensure that the demand for parking by customers, residents and employees is appropriately met.

One potential strategy to better manage the existing parking supply is to install parking meters. Parking meters, if priced correctly, can ensure that a portion of the on-street parking supply is always available for customers. To ensure that that customers are not parking in the adjacent neighborhoods or are discouraged from shopping in the Little Portugal Urban Village, the cost of parking should be set at a low price; however this price must also be set be set high enough to ensure that at least a small number of on-street spaces are always available, by discouraging motorists from using on-street spaces for long periods of time. With the establishment of parking meters, the City and business owners within the [Urban Village](#) should consider the establishment of a Parking Improvement District, which would set aside parking meter revenues for maintenance of the streetscape and/or the installation of streetscape amenities such as the ones discussed in the Streetscape section above.

To more effectively manage the supply of private off-street parking, this Plan encourages the sharing of parking between uses within a single development and between different uses on separate properties, through parking agreements amongst the private property owners. Different uses often have different peaks in their parking demand. For example, office uses typically need most parking from 8 [a.m.](#) to 5 [p.m.](#) during the weekday, and restaurants often need more customer parking on week nights after 6 [p.m.](#) and on weekends. By encouraging these two different uses to share available parking, and not build dedicated spaces reserved exclusively for each use, the overall cost of development is reduced and more land can be dedicated to active, often revenue-generating uses.

This [Village](#) Plan does not recommend the development of a City-funded off-street parking lot or structure as a means to provide a shared parking area for private development. Constructing such a facility is not anticipated to be feasible given the high cost of parking development, the difficult finances of the City and the State's elimination of San [Jose](#)'s Redevelopment Agency. While a special financing district could potentially provide some funds toward a public off-street parking facility, such a district would not likely generate enough money to actually construct [one](#) [off-street parking facility](#), given the small size of the [Urban Village](#) and the limited number of properties and/or businesses that could potentially contribute.

Parking Policies

Parking Policy 1: Encourage new residential and non-residential development to provide no more than the minimum number of parking spaces required by the Zoning Code, as may be amended in the future.

Parking Policy 2: Encourage new residential and commercial development to “unbundle” or separate the sale or lease price of private parking spaces from the sale or lease price of the residential unit or commercial tenant space.

Parking Policy 3: Encourage the sharing of parking between uses that have different peaks in parking demand ~~within the same development and between developments~~ throughout the Urban Village area within reasonable walking distance between the use that requires the parking and the off-site parking arrangement location.

Parking Policy 4: As part of the entitlement process, ensure that new development provides off-street bicycle parking spaces as required by the City's Zoning code, as may be amended in the future, and that they are located conveniently to shoppers and other patrons. -

Parking Policy 5: Support the use of car ~~elevator~~ lifts in new development, valet parking, car sharing programs, and other creative techniques to reduce the amount of space dedicated to parking.

The following action items are contingent upon receipt of future funding.

Parking Actions

~~Parking Action 1: Rezone the Little Portugal Urban Village with a Main Street Zoning District which includes reduced parking requirements for residential and commercial uses.~~

Parking Action 12: After significant new development occurs along the corridor, work with residents, and -property and business owners to explore installing -parking meters along Alum Rock Avenue, as well as along the portions of the cross streets within the Urban Village boundary.

Parking Action 23: With the installation of parking meters in the Little Portugal Urban Village, work with property and business owners to explore establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the District.

Parking Action 34: As funding opportunities arise, proactively install bicycle parking in the public right-of-way in front of existing development.

~~TRAILS AND URBAN PLAZAS~~ URBAN PLAZAS AND TRAILS

Urban Plazas and Trails ~~and Urban Plazas~~ Goal: Maintain, enhance, and expand the opportunities for community recreation and interaction for both existing and future community members of Little Portugal.

Within the Little Portugal Urban Village, as well as the neighborhood surrounding ~~it~~the Urban Village, there is very little opportunity for a new park of at least one acre. The Village and the surrounding area consist of relatively small commercial and single-family properties of which none are vacant and few are underutilized. Because of this lack of an appropriate site, and because this Village Plan envisions a relatively dense urban village, the need for future parks space cannot be met through the development of traditional larger parks that often include sports fields. Instead, this Village Plan focuses on the development of new publicly-accessible, but privately-owned and maintained plazas that are integrated into new urban development. These urban plazas would not provide the typical range of recreational opportunities found in the City's parks, but instead will be publicly-accessible areas framed by commercial and mixed-use development that provide opportunities for community celebrations and gatherings, informal interaction by neighbors, and events such as farmers' markets.

This Village Plan also supports the development of the Five Wounds Rail-Trail as a regional transportation and recreation corridor that would serve the Little Portugal community. Both privately-funded plazas and the Five Wounds Trails can be opportunities to celebrate community identity and history through artist or artisan-designed elements.

Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing urban plazas, additional open space or park amenities and improvements.

A. URBAN PLAZAS

Opportunities for the development of new urban plazas will occur as properties along Alum Rock Avenue redevelop with higher-intensity uses. Urban plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally, ~~as well as~~ and a space for neighborhood events. These ~~spaces-plazas~~ could also be used for commercial activity including outdoor seating for restaurants and cafes, and ~~spaces~~ for food carts and small farmers' markets. The ~~spaces-plazas~~ should be framed ~~and surrounded~~ by ~~businesses~~ ~~uses~~ that could potentially expand seasonally onto the plaza ~~to~~ and serve as "eyes" on the ~~space-plaza~~ to ensure a more secure operation. While larger plazas of 15,000 to 20,000 square feet are desired and would provide the most flexibility in use, the small size of existing parcels along Alum Rock Avenue will likely result in plazas that are significantly smaller. Nevertheless, the minimum size of private but publicly-accessible plazas should be 2,000 square feet. ~~Two thousand~~ 2,000 square feet would provide sufficient space for street furniture, trees and landscaping, public art, and small community gatherings or events.

Outside of Downtown and Santana Row, few urban plazas have been successfully developed in San ~~Jose~~ José. Because of capital, operational and maintenance constraints, the City is not likely to finance construction of plazas within the Little Portugal and other Urban Villages. Urban plazas would need to be developed and maintained by private developers ~~and private associations and organizations~~. The City and the community will need to work with private developers, as projects are proposed, to facilitate the development of public plazas, including any public art requirement. The City's Parkland Dedication Ordinance (PDO) requires that new residential or mixed-use residential commercial development either dedicates land for public parks, pay ~~an fee in lieu~~ ~~in lieu~~ fee of dedication, construct new park facilities, or provide a combination of these ~~options~~. The total funding obligation is based on the number of residential units built. The PDO ordinance allows residential or residential mixed-use developments to receive up to a 50% ~~percent~~ credit toward meeting the park funding obligation by providing private, but publicly-accessible plazas. It must be noted that currently, ~~plazas or portions of plazas that are counted towards meeting a development's park obligation cannot be used for or include commercial uses.~~

While this ~~Village~~ Village Plan supports locating publicly-accessible plazas in any location along Alum Rock Avenue, the community's preference is for a plaza at the northwest corner of Alum Rock Avenue and King Road, kitty-corner from the Mexican Heritage Plaza. A plaza at this location could ~~also~~ contribute towards a Gateway to Little Portugal and, ~~having~~ good visibility at the intersection of two major roadways, ~~it~~ could contribute towards the area's strong, positive, and unique identity. The heavy volumes of automobile traffic on the two

(Alum Rock Avenue and King Road) adjacent major arterials will, ~~however,~~ present a challenge in designing a community space that will be inviting and usable by pedestrians, including mitigation of the noise from passing traffic.

As discussed in the Pedestrian Circulation ~~section~~Chapter, this Village Plan recommends that as part of the redevelopment of the properties located between the end of Eastwood Court and Alum Rock Avenue, a pedestrian paseo should be developed to provide a direct connection between Alum Rock Avenue and the neighborhood on Eastwood Court. The Alum Rock entryway to such a paseo could provide another opportunity for an urban plaza, with adjacent cafes and restaurants with outdoor seating, and retail stores lining the plaza and the paseo.

Urban Plaza Policy

~~*Urban Plaza Policy 1: Create attractive and vibrant urban plazas that are publicly-accessible, but privately-owned and maintained that will provide space for community members to casually interact with each other and for community activities. To provide a space for community members to casually interact with each other and also space for community activities, integrate publicly-accessible but privately-owned and maintained plazas into new development along Alum Rock Avenue.*~~

Urban Plaza Action

~~*Urban Plaza Action: Explore policy or ordinance changes that would facilitate the development and maintenance of privately-owned plazas within Urban Villages and other growth areas throughout the City.*~~

B. FIVE WOUNDS TRAIL

The former Western Pacific Railroad's San ~~Jose~~José spur line bisects the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative Area, providing potential bicycle and pedestrian connections from Five Wounds/Brookwood Terrace community to the ~~planned~~ Berryessa BART Station at the San ~~Jose~~José Flea Market site north of US

Highway 101, the planned Alum Rock BART station and Kelley Park to the south. In addition, the trail will provide connections to the planned Lower Silver Creek Trail, the planned Three Creeks Trail (also on the former Western Pacific right-of way) and an expanded Coyote Creek Trail. This interconnected trail system would be a component of the City's planned 100-mile trail network and serve recreational and commute needs beyond those of Little Portugal and surrounding communities.

Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan. While the Five Wounds Trail is located across US Highway 101 and is not immediately adjacent to the Little Portugal Urban Village, the trail is intended to be a regional trail facility that would provide recreational opportunities and an improved bicycle transportation corridor for people living and working within and adjacent to this [Urban](#) Village.

Only a portion of the anticipated [Parkland Dedication Ordinance \(PDO\)](#) fees generated from new residential and mixed-use development can be allocated to private plazas, so there remains a question as to where to allocate the balance of the PDO fees collected in the Little Portugal Urban Village. This [Village](#) Plan recommends consideration of a reserve fund where PDO monies collected could be earmarked for the future development of the Five Wounds Rail Trail. Upon evaluation of priority park projects as park fees are collected within the vicinity of the Little Portugal Urban Village, the Director of Parks, Recreation and Neighborhood Services could recommend establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second-level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements for the project and the anticipation that it will take many years to complete the project.

[The following action items are contingent upon receipt of future funding.](#)

Trail ~~Policies~~Actions

[Trail Policy Action 1](#): Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

[Trail Policy Action 2](#): Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which PDO monies from development occurring in the Little Portugal Urban Village could be set aside for the development of the Five Wounds Rail-Trail.

| Trail Policy Action 3: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

IMPLEMENTATION

A. Implementation Strategies

Formatted: Normal

This Chapter provides the framework for the implementation of the [Little Portugal Urban Village Plan \(Village Plan\)](#). The private development community will play a key role in the implementation of this Village Plan as it relies on development investment within the Village Plan area to achieve the identified improvements and many of the Village Plan’s goals. While some sites in the Village Plan may generate early development interest, others could take significantly longer and implementation of the entire [Little Portugal Urban Village \(Urban Village\)](#) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Village Plan.

The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.

Implementation topics covered in this Chapter include:

- [Consistency with the Envision San José 2040 General Plan](#)
- [Land Use Regulation](#)
- [Zoning](#)
- [Affordable Housing](#)
- [Urban Village Implementation Framework](#)
- [Implementation Priorities, Policies, and Actions](#)

Consistency with the Envision San José 2040 General Plan

Formatted: Font: Bold

Formatted: Font: Bold, Italic

Formatted: Font: Bold

The [Little Portugal Urban Village Plan](#) is consistent with the [Envision San José 2040 General Plan \(General Plan\)](#), and furthers implementation of the General Plan’s [Urban Village Major Strategy](#). The [Urban Village Major Strategy](#) was established as the policy framework to focus [new job and housing growth to create walkable and bike friendly urban villages with good access to transit, services, amenities, and other existing infrastructure and facilities.](#)

The General Plan phases the development of urban village areas into three development Horizons. The [Little Portugal Urban Village Plan](#) is part of the first Horizon of the [Envision San José 2040](#) General Plan to facilitate near-term redevelopment.

This ~~5418-acre area~~ ~~is considered~~ ~~is~~ one of the main connections between East San José and the adjacent East Santa Clara, Roosevelt Park, 24th & William, and Five Wounds Urban Villages, and the City's Downtown. East Santa Clara Street is one of seven "Grand Boulevards," which stands out as having great potential to connect City neighborhoods and to contribute to the City's overall identity through cohesive design. Due to its importance as a major transportation route, and because of the land uses it supports, this Grand Boulevard plays an important role in shaping the City's image for its residents, workers, and visitors with the potential to act as a major urban design catalyst at a citywide scale. The Valley Transportation Authority's (VTA) Bus Rapid Transit (BRT) service runs down East Santa Clara Street, connecting East San José to Downtown San José's Diridon Station, and then continuing northwest along El Camino Real to Palo Alto. Given this location and access to transit, the [Little Portugal Urban Village area](#) is anticipated to experience significant new development and growth in the coming years.

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Land Use Regulation

The [Little Portugal Village Plan](#) is a long-term plan for new development within the Village Plan area and has the same implementation timeframe as the General Plan. New development within the boundaries of the Urban Village must conform to the standards included in this Village Plan, the most important of these standards being land use. The City of San José has the following two primary land use controls (among others such as specific plans, area development plans, etc.) that guide future development: 1) General Plan Land Use Designations, and 2) Zoning Districts found in Title 20 of the Municipal Code. With the adoption of this Village Plan, the land use designations identified on the Land Use Diagram of this document are also incorporated into the General Plan Land Use/Transportation Diagram. Any future changes to the land use designation in the Village Plan will require an amendment to the General Plan Land Use/Transportation Diagram.

The General Plan land use designation identifies locations, types, and intensities of future development. New development is required to conform to the General Plan land use designation, which may require a rezoning of the property as part of the entitlement process for a proposed project; this Village Plan does not change the Zoning Districts to be consistent with the land use designations in this Village Plan and the General Plan.

Zoning

Rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the [Urban Village Implementation and Amenities Framework](#).

Affordable Housing

Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the General Plan. In addition, the Village Plan also contains a policy to integrate affordable housing within the Urban Village. Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.

There are both financing and programmatic tools available to increase the amount of affordable housing in San José. The financing tools include Tax Exempt Bond Financing, where developers of mixed-income or 100% affordable rental properties can work with the City to issue tax-exempt bonds, the proceeds of which are administered as loans by conventional lenders. Developers that build 100% income-restricted housing can assemble a variety of funding sources to finance their project, including federal and State low-income housing tax credits, tax-exempt bond financing, federal project-based rental vouchers, and low-cost “soft” financing subsidies from the City, County, State, and the Federal Home Loan Bank. The availability of some tax credits and most subsidy sources is typically very limited and not predictably available in all locations or at a large scale.

Two programmatic tools that support the development of affordable housing are the City’s Inclusionary Housing Ordinance and the Affordable Housing Impact Fee. Developers may satisfy their Inclusionary Housing requirement for market rate rental or for-sale units (when building 20 or more units) by providing a percentage of affordable homes on-site within their projects, or through a variety of developer options including off-site construction of affordable units, payment of the in-lieu fee, dedication of qualifying land in lieu of construction, purchasing surplus inclusionary housing credits from another developer, the acquisition and rehabilitation of existing units, providing deed-restricted units that are available to lower-income households through agreement between the developer and the U.S. Department of Housing and Urban Development, or any combination of these methods that will achieve the requisite amount of affordable housing. Because of litigation over the validity of this ordinance, the City was only able to implement this requirement in 2016 after it prevailed in the lawsuit.

With regard to market-rate rental housing, the City Council adopted the Affordable Housing Impact Fee (AHIF) Program on November 18, 2014, and which took effect on July 1, 2016. AHIF requires new market-rate rental housing developments with between three to 19 rental residential units to currently pay a one-time Affordable Housing Impact Fee as determined by the adopted ordinance, as may be amended in the future. The City will use collected fees to subsidize the development of restricted affordable housing in San José for units serving prescribed income levels. While sources of funding now exist for creating more affordable housing, additional measures are needed to encourage its production.

Urban Village Implementation Framework

Formatted: Underline

As part of the preparation of an urban village plan, the General Plan states, “consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned with the Urban Village Plan.” On May 22, 2018, the City Council adopted City Council Resolution No. 78603 approving the Urban Village Implementation and Amenities Framework (Framework), as maybe amended in the future, to facilitate a rezoning process to allow the conversion of employment lands to residential or residential mixed-use uses consistent with the Framework within adopted urban village plans. The role of the Framework is to:

1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.
2. Provide the community and developers with a mechanism to have residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.

This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.

Parks and Plazas

The goal of maintaining, enhancing, and expanding parks and plazas within the Plan area is discussed in the Parks, Plazas, and Placemaking Chapter of the Village Plan. Public parks and plazas are overseen by the City’s Department of Parks, Recreation, and Neighborhood Services (PRNS). PRNS has a number of approaches to the development and financing of new

public parks and plazas, all of which contribute to the PRNS's Capital Improvement Program (CIP):

- The Parkland Dedication (PDO) and Park Impact (PIO) Ordinances.
- Construction and Conveyance Taxes (C&C).
- Outside funding sources from grants, gifts, and other agencies like the County and State.
- Cooperative and Joint Use Agreements (most often with school districts or other public agencies).
- Bond Funding (when available).

The PRNS CIP implements the Parks and Community Facilities component of the City's adopted Capital Budget, which is approved by Council each June for the following fiscal year. The CIP is comprised of park, trail, and recreation facility projects throughout the City and is planned over a five-year forecast; the most recent 2016-2021 Adopted CIP includes approximately \$309 million in open space and park projects. Projects within the CIP are financed through a variety of funding mechanisms, described below. The City is, however, constantly in search of new tools to improve the City's park, trail, and recreational facilities, as well as vital services offered through PRNS. One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.

Streetscape Amenities and Circulation Improvements

Street and public infrastructure projects will need to be financed and implemented through a combination of public and private funding mechanisms. Through the entitlement process for new construction, a developer will be required to plant street trees where they do not exist in front of their development, as well as dedicate right-of-way as necessary for the widening of the sidewalk. In some instances, private developers could propose funding identified improvements because these improvements would add substantial appeal to their projects. Such improvements could include special pedestrian scale streetlights, sidewalk furniture, corner curb bulb-outs, enhanced landscaping or public art. Street improvements could also include Green Infrastructure. Green Infrastructure incorporates stormwater management techniques into the built environment through enhanced landscaping and pervious surfaces rather than channeling water and runoff directly to the storm drain system.

Regional, State and federal funds are another potential funding source for the implementation of streetscape and circulation improvements. These sources do not, however, typically fund all on-going maintenance costs. To fund maintenance costs, as well

as the capital improvement costs for additional services required by new development, a Special Financing District could be formed for the [Little Portugal](#) -Urban Village.

Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.

Public Art

The integration of public art within this Urban Village is a placemaking strategy of the Village Plan. Public art can play a key role in reinforcing the visual identity of the area and add significant value to both public infrastructure and private development.

The City's public art program adds one percent of all eligible City of San José capital project costs towards the design, fabrication and installation of public artwork to enhance the design and add to the character of the community served by its capital improvements. Public art funds within the City are managed by the Public Art Program/Office of Cultural Affairs, and specific projects are implemented in collaboration with stakeholders and capital project managers. Public art projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case by case basis. For example, VTA funded the public art enhancement program as part of the Bus Rapid Transit project along the East Santa Clara Street and Alum Rock Avenue corridor.

The inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.

A Special Financing District, such as a Business Improvement District, which has been established in Downtown San José and the Willow Glen neighborhoods, could be a resource for the creation and maintenance of public art and other amenities.

IMPLEMENTATION PRIORITIES

As it is anticipated that there will continue to be strong interest in building new housing in San José and in the [Little Portugal Street](#) -Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require

the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.

The following is the list of public improvements and amenities that are desired by the community. The UVA program could be used to provide them as part of development projects:

Affordable Housing

Market rate projects could provide affordable housing units above and beyond City ordinance requirements, however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.

Five Wounds Trail Improvements

Development of the Five Wounds Trail is a high priority Urban Village Amenity for which there is limited funding. Residential development is encouraged to contribute towards the design and development of the trail. Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.

Urban Plazas

Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Village Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces. The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.

Streetscape Amenities

Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond and are a compliance option for projects subject to the Implementation Framework. These can include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles.

Circulation Improvements

Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements as a compliance option for projects subject to the Implementation Framework.

Public Art

To encourage the integration of public art features within the 24th & William Urban Village, development could incorporate publicly viewable private art within the given project, or provide public art or money to fund public art elsewhere within the Urban Village area. The provision of such art is a compliance option for projects subject to the Implementation Framework.

Commercial Development

Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.

Special Financing District

Special Financing Districts are established by local businesses and/or property owners as a “special benefit assessment” to fund maintenance and capital enhancements in a District. They can be used for these purposes, and for marketing, small business assistance, maintenance, security services, public art, streetscape improvement and special events. The

establishment and maintenance of Special Financing Districts cannot be counted towards the Village Amenity Contribution.

Implementation Policy

Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.

The following action items are contingent upon receipt of future funding.

Implementation Actions

Implementation Action 1: If, by January 1, 2026, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

Implementation Action 2: Actively market the [Little Portugal](#) Urban Village to potential developers who build urban walkable commercial and mixed-use development.

Implementation Action 3: Develop a Multimodal Transportation and Streetscape Plan for East Santa Clara Street/Alum Rock Avenue, from Coyote Creek to King Road. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City's CIP program or by outside grant funding.

Implementation Action 4: Actively seek external funding to finance and implement advancement of these [Village Plans](#). The [Little Portugal Urban Village Plan](#) is in first Horizon of the [Envision San Jose 2040 General Plan](#). These Horizons are intended to phase the amount and location of housing development that gets built in the City of San Jose; these Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time. With City Council approval of this Urban Village Plan, mixed-use residential development can move forward in this Village consistent with the goals and policies of both the [Little Portugal Urban Village Plan](#) and [The Envision San Jose 2040 General Plan](#).

The [Little Portugal Urban Village Plan](#) will largely be implemented as the individual private properties along Alum Rock Corridor redevelop. The City does not redevelop properties, but

the City can and should take proactive steps to encourage development in the corridor. One key step will be to rezone the corridor with the Main Street Zoning District that was developed for Alum Rock Avenue between King Road and Interstate 680 or other districts that are consistent with and further the goals of this Plan. Rezoning the properties in the Little Portugal Urban Village would clear away a major entitlement hurdle for future developers. The present Commercial General Zoning district that is applied to most of Little Portugal precludes the construction of more urban pedestrian-oriented development, requiring 25-foot front setbacks. For most properties to develop consistent with the policies of this Plan, a developer would currently need to rezone a given property to a Main Street or similar urban zoning district before proceeding with other development permits.

With the end of the Redevelopment Agency program in California and San Jose, the City does not have the same level of eminent domain authority to proactively assemble private properties for redevelopment. Nevertheless, there are other steps the City can take to facilitate development in addition to rezoning within the corridor. For example, the City can proactively seek potential developers and inform them of the development opportunities within the Little Portugal Urban Village, a kind of marketing. The City can also meet with existing property owners to discuss the potential for redevelopment on their properties and then connect property owners with potential interested developers.

A major challenge to successfully achieving the vision for the Little Portugal Urban Village will be funding the public improvements identified in this Plan. The San Jose Redevelopment Agency was in the past, and could have been a significant source of funding, but the Agency was eliminated, together with all redevelopment agencies in California, by the State. The City of San Jose is also anticipated to have limited resources for public improvements, and maintenance of those improvements, in the future. To address this funding challenge, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the identified public improvements. This Strategy would not be developed solely for the 24th and William Street Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt, Little Portugal, Five Wounds, and 24th and William Street Villages. In addition to funding capital improvements, this Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With

an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development of identified improvements along Alum Rock Avenues, as well as the Five Wounds Trail, which would be an amenity for the Little Portugal Urban Village. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

Because the Little Portugal Urban Village is the first growth Horizon, new housing development can be supported in this Village with the Council approval of this Plan. Because an Implementation Finance Strategy will occur as a subsequent step, mixed-use residential development could be proposed prior to the completion of the Strategy. If this were to occur, the City should obtain an agreement with the developer (i.e. a Development Agreement) that would determine how the proposed development would contribute towards the implementation of the improvements identified in the Little Portugal Urban Village Plan.

Implementation Actions

Implementation Action 1: If, by January 1, 2017, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

Implementation Action 2: Develop an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the implementation of the 24th and William Street, Little Portugal, Roosevelt and Five Wounds Urban Village Plans.

Implementation Action 3: Housing shall not be approved prior to the City Council approval of an Urban Village Implementation Finance Strategy for the entire plan area.

Implementation Action 4: Rezone properties within the Little Portugal Urban Village consistent with the goals and polices of this plan. City initiated rezonings that would allow residential uses should not occur until after completion and adoption of the Implementation Finance Strategy.

Implementation Action 5: Actively market the Little Portugal Urban Village to potential developers of urban commercial and mixed-use development

Implementation Action 6: Meet with property owners to inform them about the Urban Village Plan and how they could benefit from the Plan, and then connect them with potential developers.

RESOLUTION NO. _____

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN
JOSE AMENDING THE FIVE WOUNDS URBAN VILLAGE
PLAN**

**Fall 2018 General Plan Amendment Cycle (Cycle 4)
File No. GPT16-010**

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in furtherance of the goals and policies of the General Plan, on November 19, 2013, the Council adopted the Five Wounds Urban Village Plan; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on October 24, 2018, the Planning Commission held a public hearing to consider proposed changes to the Five Wounds Urban Village Plan, attached hereto and incorporated herein by reference as Exhibit "A" (the "Plan"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed Plan

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the Plan; and

WHEREAS, on December 4, 2018, the Council held a duly noticed public hearing; and

WHEREAS, copies of the Plan are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on December 4, 2018 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the Plan; and

WHEREAS, prior to making its determination on the Plan, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041) and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan EIR (certified by Resolution No. 77617), and the November 1, 2016 Addendum thereto; and

WHEREAS, the Council is the decision-making body for the proposed Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Plan specified and set forth in Exhibit “A” attached hereto and incorporated herein by reference is hereby adopted

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

EXHIBIT "A"

Five Wounds Urban Village Plan

GPT16-010. The Five Wounds Urban Village Plan, attached hereto as Exhibit A-1 and incorporated herein by reference, is hereby adopted.

Council District 3.

DRAFT

Five Wounds Urban Village Plan



Approved by the City Council on November 19, 2013

As amended by the City Council on December 4, 2018

TABLE OF CONTENTS

INTRODUCTION54

BACKGROUND AND PLANNING PROCESS65

LAND USE87

A. Planned Growth Capacity and Objectives98

1. Employment Growth98

2. Housing Growth109

3. Phasing of Growth109

B. Land Use Diagram1140

1. Interim Land Uses1211

2. Interim Land Use Policies1211

3. Land Use2014

4. Land Use Designations2115

5. Land Use Policies2620

URBAN DESIGN2923

A. Building Height2923

B. Architectural Elements3226

C. Street Frontage3327

D. Setbacks and Building Placement3428

E. Gateways3529

Formatted: Small caps

Formatted: Small caps

STREETSCAPE	3730
A. Street Trees	3730
B. Streetscape Amenities	3831
C. Public Art	3932
CIRCULATION	4234
A. Circulation Network	4436
B. Pedestrian Facilities	4537
1. Sidewalks	4638
2. Corner Curb Bulb-outs	4638
3. Crosswalks	4638
4. Pedestrian Refuge Areas and Roadway Medians	4638
C. Bicycle Facilities	4840
PARKING	4941
A. Parking Component	4941
TRAILS AND URBAN PLAZAS	5344
A. Urban Plazas	5445
B. Five Wounds Trail	5647
IMPLEMENTATION	5849
A. Implementation Strategies	5849

This ~~Page~~-page is intentionally left blank.

INTRODUCTION

The Five Wounds Urban Village Plan (Village Plan), together with the Little Portugal, Roosevelt Park, and ~~Twenty-Fourth Street~~24th & William -Urban Village Plans, are part of the first group of Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the Envision San ~~Jose~~ José 2040 General Plan (General Plan). As a City Council approved policy document for the future growth of the Five Wounds Urban Village, this Village Plan establishes a framework for the transition of the Five Wounds Urban Village into a vibrant mixed-use and pedestrian-oriented district that complements and supports the ~~planned~~-Santa Clara – Alum Rock Bus Rapid Transit (BRT) System (~~BRT~~) project along East Santa Clara Street, the extension of Bay Area Rapid Transit (BART) to the area, and creates a safe environment for all modes of travel, a healthy mix of uses, and public gathering places... a great place to live, work, and play. This Village Plan includes goals, objectives and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the Five Wounds Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for the area that now encompasses four Urban Villages including the subject Five Wounds Urban Village, as well as, the Little Portugal, Roosevelt Park, and ~~Twenty-Fourth Street~~^{24th} & William Urban Villages. For the Five Wounds Urban Village area, the vision of the SNI Plan was for a 3- to 5-story, and in limited cases 6- or 8-story, mixed-use and pedestrian oriented corridor with ground floor storefronts. This SNI plan also included a "Town Square", which was central to this area and desired by the community as its small town focal point. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds/Brookwood Terrace Area, the SNI Plan and its Land Use recommendations for the Five Wounds Urban Village area were not approved by the City Council and did not become official City Policy.

Formatted: Superscript

In 2010, the vision and recommendations for the future of the Five Wounds planning area, including the Five Wounds Urban Village, were further developed in the Five Wounds/Brookwood Terrace Bay Area Rapid Transit (BART) BART Station Area Community Concept Plan. This Plan was developed by the community and San ~~Jose~~^{Jose} State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this BART Station Area Plan refined the Land Use, ~~urban~~^{Urban} ~~design~~^{Design}, ~~circulation~~^{Circulation}, and ~~parks~~^{Parks} and ~~open~~^{Open} ~~space~~^{Space} recommendations for Five Wounds and the aforementioned three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this BART Station Area Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San ~~Jose~~^{Jose} 2040 General Plan (General Plan) Update process, the first Urban Village planning process was started in the Five Wounds/Brookwood Terrace area, using the CommUniverCity BART Station Area plan ~~Plan~~ ~~plan~~ concept as the starting point. The vision, goals, and many policy recommendations of the CommUniverCity BART Station Area Plan ~~have been~~^{were} integrated into the Five Wounds Urban Village Plan, as they are consistent with the strategies of the Envision San Jose ~~2040~~²⁰⁴⁰ General Plan. Unlike the prior planning processes, this Village Plan is approved by the City Council as the City's policy for future growth within this Urban Village. Additionally, when new public or private developments are proposed on or adjacent to the planned BART station site, or when new public improvements are being planned, the CommUniverCity Plan should be consulted to understand the community's full vision for the Five Wounds BART station area and the Five Wounds Trail. ~~Additionally, when new development is proposed, the~~

~~Community Plan should be consulted to ascertain the community's full vision for the Five Wounds Village area.~~

The Planning Process for the Five Wounds Urban Village Plan was combined with the Planning process for the Little Portugal, Roosevelt Park, and ~~Twenty-Fourth~~^{24th} & William Street Urban Villages. The process first consisted of two community meetings where staff explained the ~~Envision San José 2040~~ General Plan's Urban Village ~~Major s~~Strategy and how it would be implemented in the Five Wounds/Brookwood Terrace area. Following this outreach, two additional community workshops were held, each attended by approximately 40 to 50 residents, and property and business owners. At the first workshop, on July 23, 2011, the community provided comments and direction on a draft ~~land use plan~~Land Use Plan. At the second community workshop, on January 26, 2012, the community reviewed and provided input on the refined ~~land use~~Land Use and ~~urban design~~Urban Design Plans~~plan~~, as well as the ~~C~~irculation, ~~S~~treetscape, ~~P~~arks and ~~T~~rails, and ~~P~~arking recommendations.

In 2018, additional coordination with community leaders was completed to establish the Implementation Priorities for this Urban Village plan. These Implementation Priorities are the same priorities that are identified in the Roosevelt Park, Little Portugal, and Five Wounds Urban Village Plans.

Formatted: Superscript

LAND USE

Land Use Goal: Create a pedestrian- and transit-oriented, complete community in the Five Wounds Urban Village by developing the area around a Town Square with a mix of uses including retail sales and services, public facilities, offices, and other commercial uses integrated with high-density housing, to serve the surrounding neighborhoods, create a neighborhood center, and help create a vibrant great place.

Currently, the Five Wounds Urban Village contains a variety of land uses including; large, two- to three-story industrial building with uses such as the Monarch Truck Center and the Kellogg Eggo Factory; public/quasi-public uses such as the Rocketship Discovery Prep Elementary School, the Five Wounds Portuguese National Church and the I.E.S. Hall; a few small one-story commercial buildings containing a convenience market and a salon, a drive-through McDonald's; and one-story single-family detached residences, and two-story apartments.

Industrial uses encompass a majority of the land area in the Five Wounds Urban Village. These industrial uses once benefited from the access to the Union Pacific Railroad that previously had tracks running along the west side of North 28th Street. The [Santa Clara](#)-Valley Transportation Authority ([VTA](#)) now owns this former railroad right-of-way.

The Five Wounds Urban Village is also the location of a future planned Bay Area Rapid Transit (BART) station as a part of the BART Silicon Valley project. BART Silicon Valley is a 16-mile, six-station extension of the existing San Francisco Bay Area Rapid Transit District (BART) system into Silicon Valley. This extension is being managed by the Santa Clara Valley Transportation Authority (VTA) in cooperation with BART and will be constructed in phases. The Berryessa Extension, located approximately [1-one](#) mile north of the Five Wounds Urban Village, is a part of the first phase and is currently under construction. The future phase of BART Silicon Valley will include a 5-mile-long subway tunnel through downtown San [JoseJose](#) and will extend the BART system from the Berryessa Extension terminus for approximately six miles, ending at-grade in Santa Clara near the Caltrain Station.

What is currently known as the [Alum Rock28th Street BART](#) Station is planned to be located between US 101 and 28th Street on the entirety of the former San [JoseJose](#) Steel site ([generally bounded by East Saint James Street, North 28th Street, and North 30th Street](#)) within the Five Wounds Urban Village. The [Alum Rock28th Street BART](#) Station features include a ground-level plaza, below-ground concourse and boarding platform, bus transit center, bicycle storage facilities, passenger drop-off/pick-up areas, a multi-level parking structure and an on-site surface parking lot.

Formatted: Font: Not Italic

This Urban Village Plan recognizes the location of BART facilities and sees it as an opportunity to achieve the job goals of the Envision San José 2040 General Plan ([General Plan](#)) for the Five Wounds Urban Village. In this [Village](#) Plan, the BART Station area is envisioned to be a part of a Town Square with a mix of office, commercial and residential land uses and not solely the BART facilities that are currently anticipated by the BART Silicon Valley project.

Additionally, the Valley Transportation Authority's (VTA) ~~planned~~ Santa Clara – Alum Rock Bus Rapid Transit System (BRT) project will run along East Santa Clara Street at the southern border of the Five Wounds Urban Village. A BRT stop is ~~planned~~ at the intersection of 24th and East Santa Clara Streets, just two blocks west of the Five Wounds Village; however, it is anticipated that this stop will be moved to 28th Street once the BART station is constructed. This project is an upgraded bus transit service between Downtown San ~~Jose~~ José and the Eastridge Transit Center. The BRT project will consist of improvements in technology and infrastructure, as well as new vehicles that will allow riders on the Rapid 522 and Limited 323 routes to travel faster with more frequent service. This additional transit option will further support the transformation of the Five Wounds Urban Village into a dense mixed-use area.

The goal of this plan is to support and complement the planned Bus Rapid Transit System (BRT) along East Santa Clara Street and the [Alum Rock 28th Street](#) BART Station by creating a mix of neighborhood-serving uses, employment opportunities, and high-density housing around a town square that would provide residents with the opportunity to meet many of their daily needs by walking, bicycling or taking transit, thereby furthering the City's General Plan goals to support a healthy community, and reduce traffic congestion and resulting greenhouse gas emissions and energy consumption.

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

This [Village](#) Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the overall Village. The commercial objectives and residential capacities indicated are totals, consisting of the existing number of residential units and commercial square footage, plus the new development in units or square footage.

1. EMPLOYMENT GROWTH

The areas within the Five Wounds Village that encompasses existing single-family detached residences along East and West Courts, and the property encompassing the Five Wounds Portuguese National Church and the I.E.S. Hall are not anticipated for any additional commercial/employment uses. For the remaining areas of the Village, the overall objective is to

develop approximately an additional approximately 1,215,000 square feet of commercial/employment space over the existing in addition to the existing approximately 597,594 commercial square footage.

The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Five Wounds Urban Village. The Urban Village objective of approximately 1,215,000 additional square feet is based upon the “jobs first” Envision San Jose José 2040 General Plan planned capacity of 4,050 new jobs for the Five Wounds Urban Village. These jobs were translated into commercial square footage through calculations that considered the type of jobs that would likely occur and the typical amount of gross building square footage required by job type. The 1,215,000 additional square feet over the existing 597,594 existing square feet, recorded existing square footage at the time of the adoption of the General Plan in 2013, represents over a 200 percent increase in job growth. The employment numbers are calculated utilizing a one job per 300 square feet ratio, consistent with the methodology utilized in the General Plan. Therefore, based on a planned capacity of 4,050 new jobs, this commercial square footage equates to 1,215,000 square feet.

2. HOUSING GROWTH

The planned dwelling unit capacity for the residential portion of mixed-use developments is 845 units for the entire Village area^s. This overall residential unit capacity is the maximum residential growth planned for the Five Wounds Urban Village as stated in the Envision San Jose 2040 General Plan. In this Village Plan, the community recognizes the importance of providing new housing in the Five Wounds Urban Village as a means of creating a more vibrant and active place; however, because the Envision San Jose 2040 General Plan is a jobs focused Plan and, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Urban Village.

3. PHASING OF GROWTH

Under the San Jose José 2040 General Plan, residential development on property within an Urban Village is planned to occur in three growth phases, referred to as Horizons. The Five Wounds Urban Village is located within the second Horizon, Horizon II. Residential growth is not supported within a Horizon II Urban Village on lands with an Urban Village or non-residential land use designation until the City Council determines that the City is moving towards achievement of its employment and fiscal goals, and then allocates residential growth capacity to this Horizon; non-residential or employment development, is not subject to Horizons and can occur at any time consistent with the goals and policies of the General Plan and this Urban Village Plan.

In the Five Wounds Urban Village, the allocation of residential growth capacity is also tied to the planned completion of the [Alum Rock 28th Street](#) BART station. The [San Jose 2040](#) General Plan includes a policy (Industrial Preservation Policy LU-6.1) that states that, in the Five Wounds Urban Village Area, lands designated for Light Industrial, Heavy Industrial or other employment uses can only be converted to non-employment uses with completion of the [Alum Rock 28th Street](#) BART station, and provided that the Village maintain capacity for the overall total number of existing and planned jobs. On the Existing/Interim Land Use Diagram ([Figure 1](#)) there is grouping of properties designated Light Industrial north of Julian Street and on the east side of North 26th Street. Given [General Plan](#) Policy LU-6.1, even if the City Council allocates residential growth to Horizon II growth areas, these properties could not have their land use designation changed to Urban Village or another land use designation that allows residential development, until the [Alum Rock 28th Street](#) BART station is also planned for completion.

To further the interim preservation of existing commercial and industrial uses, the Five Wounds Village Plan also contains a land use policy that prohibits residential uses on properties designated Urban Village on the Existing/Interim Land Use Diagram until the BART Station is planned for completion. As a result of both General Plan Policy LU-6.1 and [Land Use Policies contained in the Land Use Chapter of this the Five Wounds Urban Village Plan's interim commercial and industrial use policy](#), residential development will not be supported by this [Village Plan](#) until both the City Council allocates growth from Horizon II and the [Alum Rock 28th Street](#) BART station is scheduled and planned for completion.

The General Plan contains two implementation policies for properties within Urban Village areas. These two [General Plan](#) policies, known as “Signature Projects” and “Pool Projects” give the City Council some flexibility to approve the development of housing units before a Horizon is “opened” (General Plan Policies [IP-5.10](#) and [IP-2.11](#) and [IP-5.10](#)). Given the BART station trigger for residential development, this [Village Plan](#) does not support the use of either of these policies until such a time that the [Alum Rock 28th Street](#) BART station is planned for completion.

The Five Wounds Urban Village Plan includes properties designated Residential Neighborhood or Mixed-Use Neighborhood on the Existing/Interim [Land Use Diagram \(Figure 1\)](#) and Future Land Use Diagram ([Figure 2](#)). Residential growth on properties with either of these land use designations are not subject to the policies related to the phasing of residential development, and can be approved at any time, consistent with the given land use designation of the site, and the goals and policies of the General Plan and this Urban Village Plan.

B. LAND USE DIAGRAM

The Five Wounds Urban Village Plan is centered on the development of the planned Alum Rock 28th Street BART station located on the San Jose Steel site (generally bounded by East Saint James Street, North 28th Street, and North 30th Street). High density, mixed-use, and commercial development is envisioned to surround a “Town Square” to support the two BART Station entrances that are planned to be located on this site. (See Five Wounds Village Future Land Use Diagram)

Formatted: Font: Not Italic

The Bay Area Rapid Transit (BART) extension from Warm Springs in Fremont to San Jose is split into two phases. Phase I, which is scheduled to open for passenger service in 2018/2019, will terminate at the planned Berryessa BART Station a mile north of the planned Alum Rock 28th Street BART Station located in the center of the Five Wounds Urban Village. Phase II will run from Berryessa to downtown San Jose and then on to the City of Santa Clara. However, given that funding is not secured for this phase, no completion date has been determined. Therefore, it is likely that BART service will not commence in the planning area for well over a decade. Due to this situation, this Plan includes land use policies specifically to address the area around the planned Alum Rock 28th Street BART Station prior to the arrival of BART.

1. INTERIM LAND USES

Given the uncertainty of the timing on the arrival of BART to the Five Wounds Urban Village, the interim land use plan for this Urban Village are the land uses as designated on the existing Envision San Jose 2040 General Plan Land Use/Transportation Diagram (See Five Wounds Village Existing/Interim Land Use Diagram Figure 1). In addition, this Village Plan includes land use policies that support interim uses that are consistent with the Combined Industrial/Commercial General Plan Land Use designation. The Existing/Interim Land Use Plan and Interim Land Use Policies will remain in effect until such time that the Alum Rock 28th Street BART Station becomes fully funded, permitted, and scheduled for commencement of construction, and at which time the Five Wounds Village Future Land Use Plan will then become effective.

2. INTERIM LAND USE POLICIES

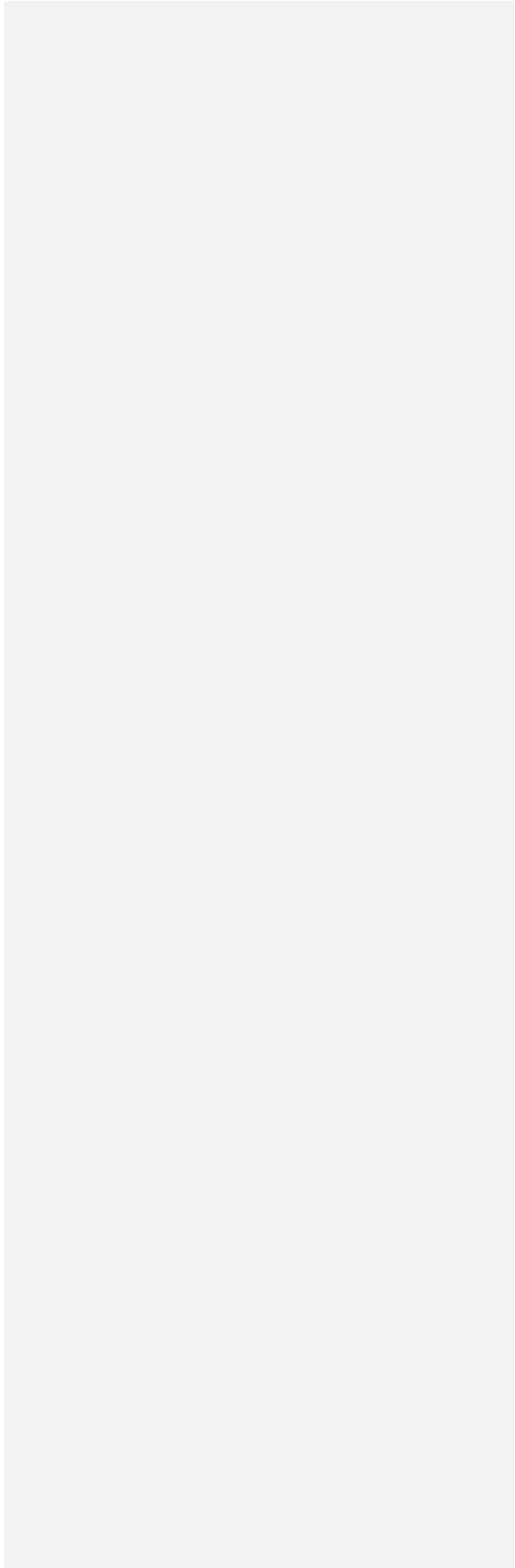
Interim Land Use Policy 1: Until such time as the planned Alum Rock 28th Street BART station is fully funded, permitted, and scheduled for commencement of construction, this Plan supports uses consistent with those allowed by the Combined Industrial/Commercial General Plan Land Use designation on those properties designated as Urban Village on the Existing/Interim Land Use Diagram (Figure 1) Plan.

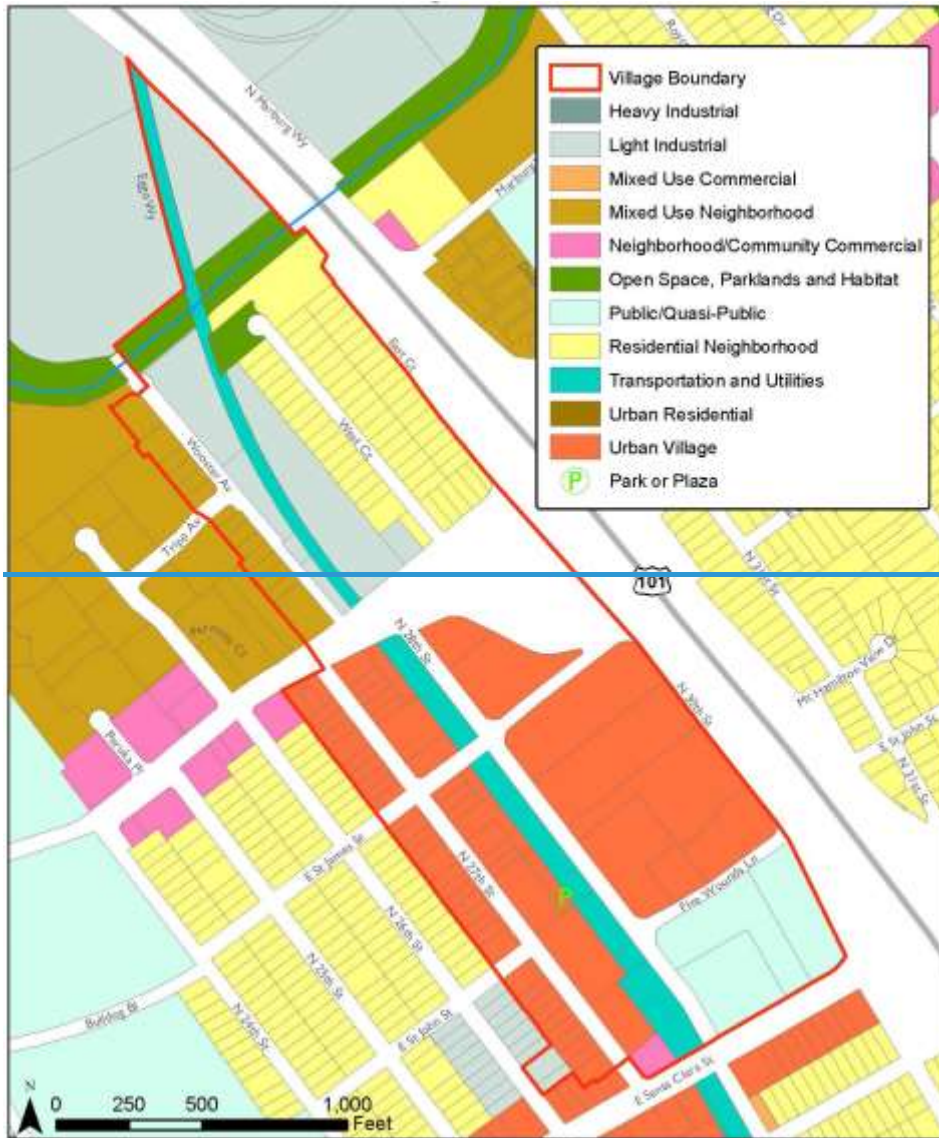
Interim Land Use Policy 2: No residential development may occur on properties designated Urban Village until the City Council allocates residential growth from Horizon II and the [Alum Rock 28th Street](#) BART station is fully funded, permitted, and scheduled for commencement of construction.

Interim Land Use Policy 3: Significant redevelopment in the area of the Five Wounds Village located between East Julian Street, North 30th Street, Five Wounds Lane, and North 28th Street is discouraged prior to the planned [Alum Rock 28th Street](#) BART station being fully funded, permitted, and scheduled for commencement of construction.

Interim Land Use Policy 4: The [General Plan](#) “Signature Project” policy (General Plan Policy [IP-5.10](#)/[IP-2.11](#)) and the [General Plan](#) “Pool Project” policy (General Plan Policy [IP-2.115](#)-[10](#)) shall not be applicable on properties with an Urban Village [L](#)and [U](#)se designation until the [Alum Rock 28th Street](#) BART station is fully funded, permitted, and scheduled for commencement of construction.

Figure 1
Five Wounds Village Existing/Interim Land Use Diagram





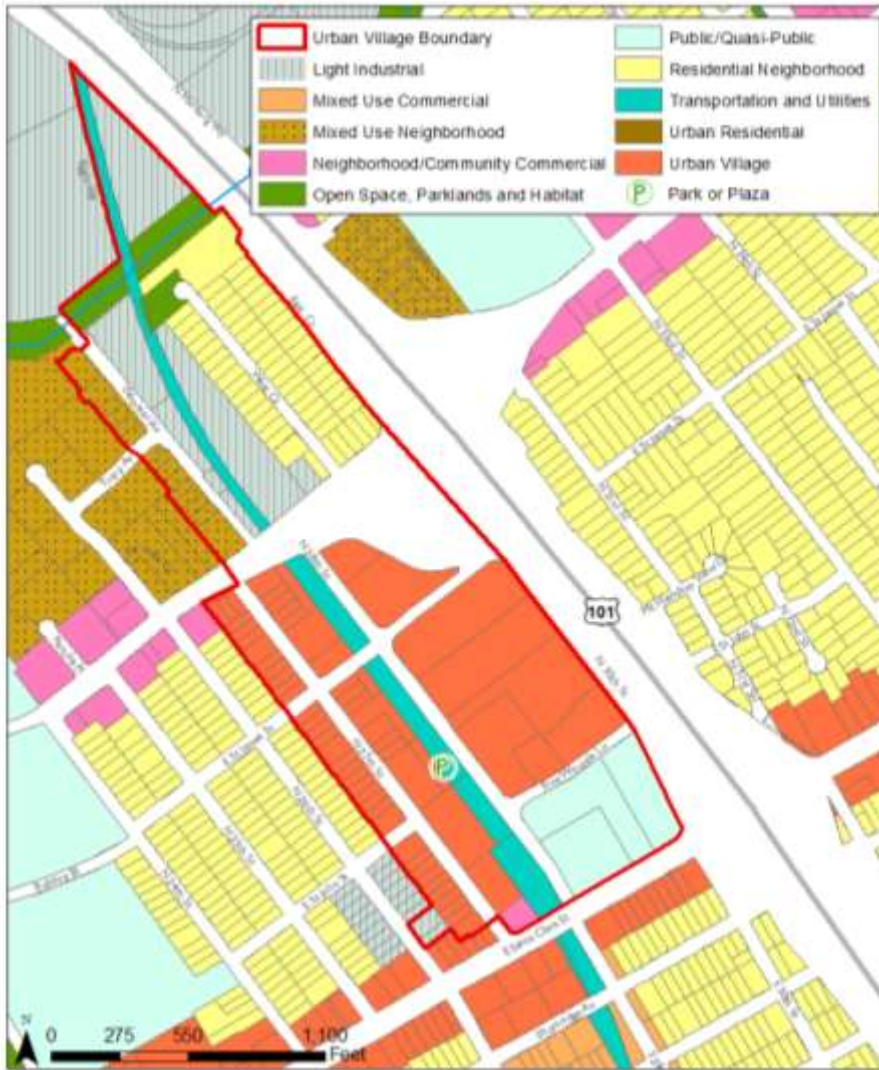
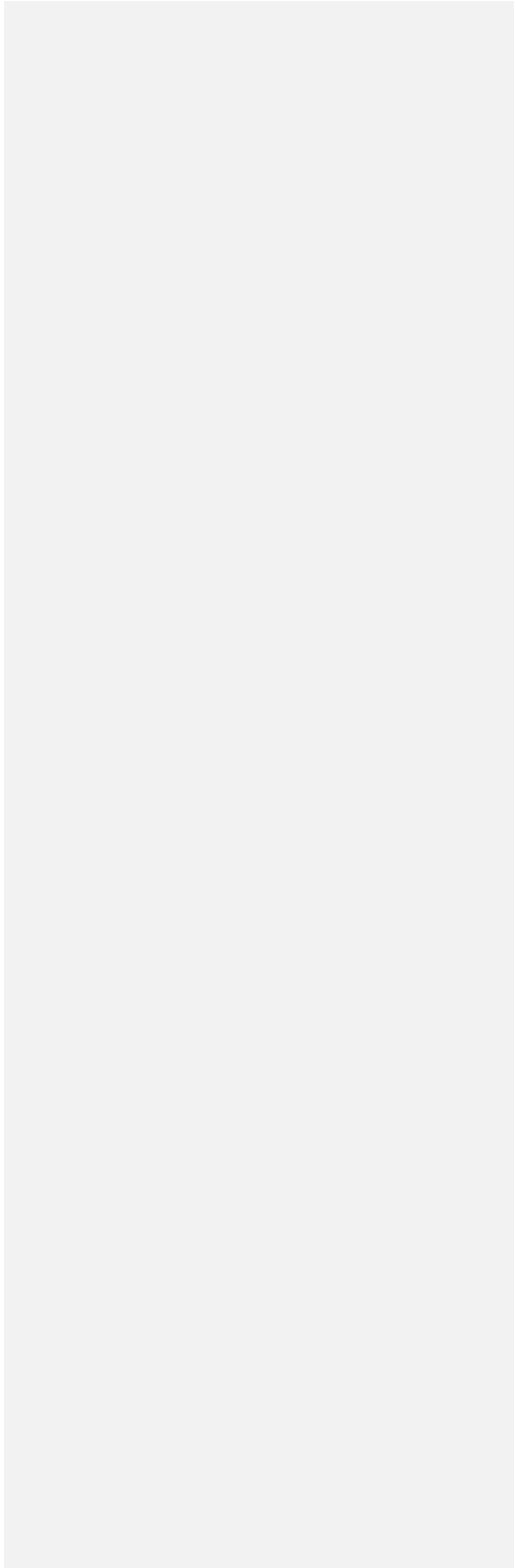
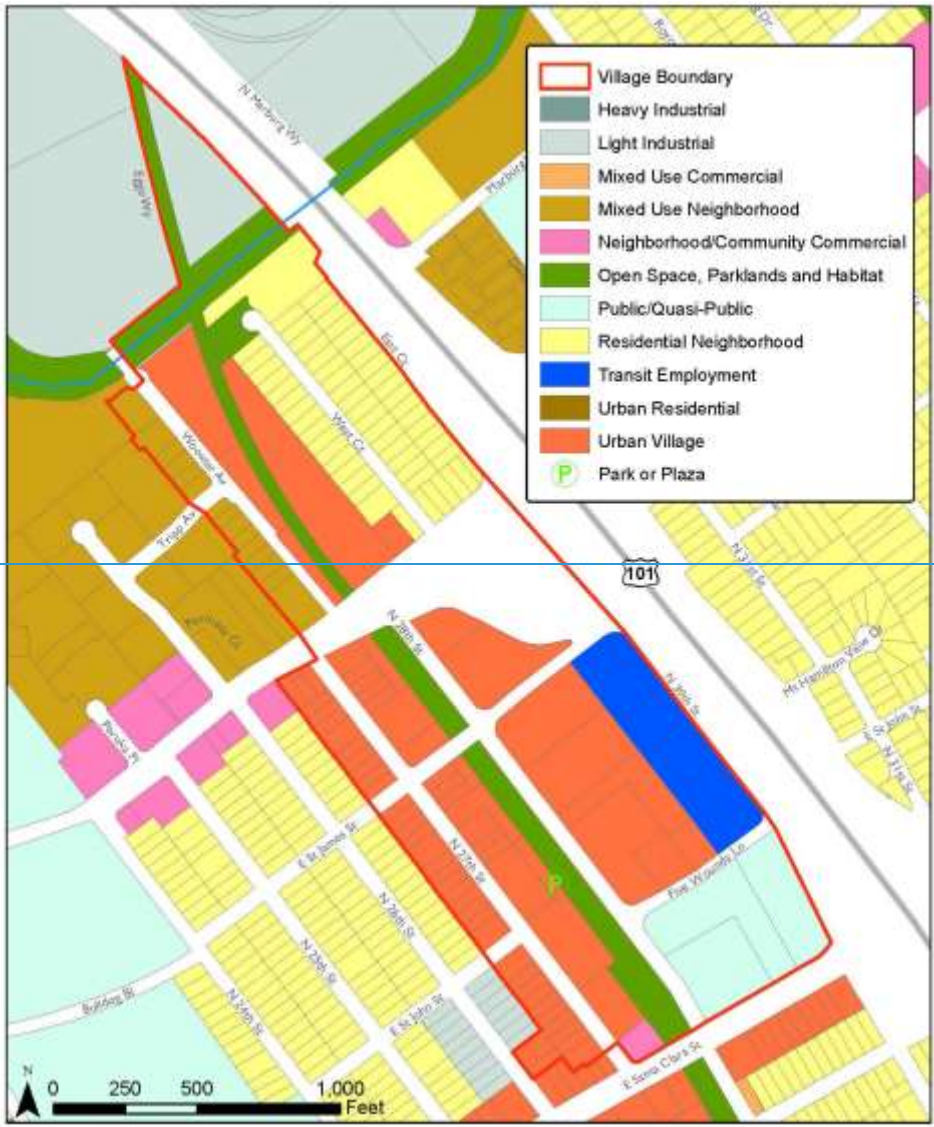


Figure 2
Five Wounds Village Future Land Use Diagram







3. LAND USE

A primary objective of this [Village](#) Plan is to grow the Five Wounds Urban Village into an economically vibrant commercial district that serves the surrounding communities and increases the commercial building square footage within the Village by 40 percent. This [Village](#) Plan does not establish specific objectives for the different types of commercial or employment uses, but these uses are largely generally envisioned to be a mix of retail shops and services, and professional and general offices. This [Village](#) Plan supports retail uses that are small or mid-sized in scale, and which serve the immediately surrounding neighborhoods, as well as communities within roughly a two-mile radius. Big box or “large format” format retail would not be appropriate in this pedestrian-oriented Village, given the auto-orientation of these uses.

While this Plan allows “low-intensity” [fully](#) commercial development, higher intensity development built with a Floor Area Ratio (FAR) of 0.75 or greater is encouraged: a building built at an FAR of 0.75 would typically be 4 stories in height.

This [Village](#) Plan also supports high density, mixed-use residential/[commercial](#) development. Residents of new housing will support local businesses, acting as a catalyst for more economic and commercial development. Given such, this [Village](#) Plan predominantly precludes the development of stand-alone residential projects within the Urban Village boundary in order to achieve the employment goals of the [Envision San Jose José 2040](#)-General Plan and of this Urban Village Plan. Based on recent history and development patterns, without this requirement for a commercial component in all projects [with a residential component](#), ~~predominantly most projects built would be stand-alone~~ residential projects ~~would likely be built in the Five Wounds Urban Village~~, consuming land that is [also](#) needed for job and commercial growth. Therefore, this [Village](#) Plan establishes a minimum amount of commercial square footage required as part of any residential project by establishing minimum commercial FARs [\(thereby producing a mixed-use residential/commercial project\)](#). A commercial development that includes a small number (e.g. three) residential units could be supported [as allowed under General Plan Community Development Policy CD-7.2](#). Nevertheless, this [Village](#) Plan encourages development of mixed-use residential/[commercial](#) projects at higher densities, where they can be designed to be compatible with the surroundings.

The only location where stand-alone residential is permitted are the areas designated with the Residential Neighborhood and Mixed-Use Neighborhood land use designations, which are generally located on East and West Courts and on the west side of Wooster Avenue.

Finally, since the Five Wounds Urban Village will have a pedestrian focus, this [Village](#) Plan does not support new drive-through or other auto-oriented uses such as auto repair, automobile sales and rentals, sales of auto parts, or car washes. In addition to detracting from the Village's walking environment, these uses would not support ridership on the planned Bus Rapid Transit ([BRT](#)) project or BART.

4. LAND USE DESIGNATIONS

Eight [Envision San José 2040](#) General Plan [L](#)and [U](#)se designations are applied within the Five Wounds Urban Village Future Land Use Plan and the Existing/Interim Land Use Plan ([See Figure 1: Existing/Interim Land Use Diagram and Figure 2: Future Land Use Plan](#)), as described below. These [L](#)and [U](#)se designations must be used in conjunction with the goals and policies of this Urban Village Plan.

[It should be noted that rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components \(e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential\) will be required to comply with the Framework.](#)

Urban Village

Density: Up to 95 DU/AC; minimum FAR 0.75 (3 to 9 stories)

The largest portion of the Village area is designated with the Urban Village [L](#)and [U](#)se designation. The Urban Village designation supports a wide variety of commercial, residential, institutional uses including stand-alone schools or other land uses with an emphasis on establishing an attractive urban form in keeping with the Urban Village concept. [The Urban Village Land Use designation is a commercial designation that also allows residential uses in a mixed-use format.](#) Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. Residential projects that “stand alone” and do not include a commercial component are not consistent with the Urban Village designation in this [Village](#) Plan.

The vision for the Five Wounds Urban Village is as an urban and pedestrian-oriented corridor with higher-intensity development than currently exists. This [Village](#) Plan establishes a long-term objective that properties redeveloped with [fully](#) commercial uses should have a minimum FAR of 0.75, and preferably higher. [Fully c](#)ommercial projects developed at less than an FAR of 0.75, while permitted, are intended to be interim uses to ultimately be replaced by high intensity commercial/employment uses in the future.

This [Village](#) Plan establishes a maximum FAR for mixed use residential/commercial development for properties designated Urban Village. To meet the employment lands and job development objectives for this Village, as described above in the Planned Growth Capacity and Objectives section, this Plan establishes a minimum FAR for the commercial/employment component of a mixed-use project to be 0.75.

The ultimate intensity or density of new development will effectively be limited by the maximum height limits established in this [Village](#) Plan and shown in *Five Wounds Village Height Diagram (Figure 3)* and by the parking requirements established in the Zoning Ordinance, [as may be amended in the future](#).

Transit Employment Center

Density: FAR Up to 10.0 (up to 12 stories)

The Transit Employment Center [L](#)and [U](#)se designation is located in the area of the planned future BART station along North 30th Street, between Five Wounds Lane and Saint James Street.

This designation is applied to this area to plan for intensive job growth. This area is appropriate for this designation due to its high degree of access to transit and other facilities and services. Uses allowed in the Industrial Park designation are appropriate in the Transit Employment Center designation, as are supportive commercial uses.

The Transit Employment Center area should reflect a more intense, transit-oriented land use pattern than that typically found in Industrial Park areas. This [land use](#) designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects. The development of large hotels of at least 200 rooms and four or more stories in height is also supported within [Transit Employment Centers](#)[this land use designation](#). New development should orient buildings toward public streets and transit facilities and include features to provide an enhanced pedestrian environment.

Light Industrial

Density: FAR Up to 1.5 (1 to 4 stories)

The Light Industrial [L](#)and [U](#)se designation is applied to a triangular shaped property [generally](#) located between Eggo Way, Highway 101, and Lower Silver Creek.

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Light Industrial designated properties may also contain service establishments that serve only employees of businesses located in the

immediate industrial area. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (start-up companies) or lower cost industrial operations.

Neighborhood / Community Commercial

Density: FAR Up to 2.0 (1 to 4 stories)

The Neighborhood-/Community Commercial [L](#) and [U](#) use designation is applied to northeast corner of East Santa Clara Street and North 27th Streets where currently a McDonald's restaurant is located.

This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood-/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals, and private community gathering facilities are also allowed in this designation.

Mixed Use Neighborhood

Density: up to 35 DU/AC; FAR 0.25 to 2.0 (1 to 4 stories)

The Mixed Use Neighborhood [L](#) and [U](#) use designation is applied to the west side of Wooster Avenue, north of East Julian Street. This area currently supports a mix of multi-family apartments and single-family detached residences.

This designation is intended for development primarily with either townhouse or small lot single-family residences. This designation supports commercial or mixed-use development integrated within the Mixed Use Neighborhood area. Existing neighborhoods with this designation are typically characterized by a prevalence of atypical lot sizes or shapes and a parcel-by-parcel development pattern where small townhouse development may exist adjacent to more traditional single-family development or more intense multi-family development.

This designation should be used to establish a cohesive urban form, to provide [a](#) transition between higher-density and lower-density neighborhoods, or to facilitate new infill development within an existing area that does not have an established cohesive urban character. ~~Small lot single-family neighborhoods with this designation may involve zero lot-line or other design features not available through a standard subdivision process.~~ Because, within such mixed neighborhoods, the established overall neighborhood density and character is more intense than that found in typical single-family detached neighborhoods, it is appropriate to allow for infill development in Mixed Use Neighborhood areas that includes medium density

residential uses such as townhouses or stacked flats and some opportunity for live/work, [mixed-use](#) residential/commercial, or small stand-alone commercial uses.

Hospitals and other healthcare facilities may potentially be located within Mixed Use Neighborhood areas provided that any potential land use impacts can be mitigated. This designation may also be appropriate for areas in close proximity to urban amenities (such as transit stations), but that are not within a proposed Urban Village area.

Residential Neighborhood

Density: Typically 8 DU/AC (Match existing Neighborhood Character); FAR up to 0.7 (1 to 2.5 stories)

The Residential Neighborhood [L](#)and [U](#)se designation is applied to existing single-family detached residences that are located in the neighborhood bounded by East Julian Street, West Court and East Court and the Hacienda Creek Senior Apartments located at the terminus of West and East Courts.

This designation is applied to encompass most of the established, single-family residential neighborhoods within the Village area. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.

Private Community Gathering Facilities compatible with the surrounding residential neighborhood are also supported under this land use designation.

Public/Quasi-Public

Density: FAR N/A

The Public/Quasi-Public [L](#)and [U](#)se designation is applied to the properties of the existing Five Wounds Portuguese National Church and the I.E.S. Hall.

The Public/Quasi-Public category is used to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation - such as a jointly administered public/private research institute or an integrated convention center/hotel/restaurant complex - are allowed. Private community gathering facilities, including those used for religious assembly or other comparable assembly activity, are also appropriate on lands with this designation. The appropriate intensity of development can vary considerably depending on potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site.

Transportation and Utilities

Density: FAR N/A

The former Western Pacific Railroad right-of-way and future planned Five Wounds Trail corridor is designated Transportation and Utilities. While this designation is applied to active or inactive railroad lines and high-voltage power line corridors, it also supports the development of a trail within the Five Wounds Urban Village, given that this is no longer an active railroad line. This designation also supports the use of the former railroad of way for staging and other activities needed for the construction of BART.

Open Space, Parklands and Habitat

Density: FAR N/A

The former railroad right-of-way is designated with the Open Space, Parklands and Habitat [Land Use](#) designation.

The Open Space, Parklands and Habitat [category-Land Use designation](#) is used to designate lands that can be publicly- or privately-owned that are intended for low intensity uses. Lands in this designation are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves and other permanent open space areas. This designation is applied within the Urban Growth Boundary to lands that are owned by non-profits or public agencies that intend their permanent use as open space, including lands adjacent to various creeks throughout the City.

New development on lands within this designation should be limited to minimize potential environmental and visual impacts and, for properties located outside of the Greenline-/Urban Growth Boundary, should avoid use of non-native, irrigated vegetation or development of new structures that would alter the environmental and visual quality of native habitat areas. Development of public facilities such as restrooms, playgrounds, educational/visitors' centers, or parking areas can be an inherent part of City or County park properties and are appropriate

for Open Space, Parklands and Habitat properties both within and outside of the Greenline-/ Urban Growth Boundary, but in the latter case should be sensitively located so as to minimize potential environmental and visual impacts. Within the Greenline-/Urban Growth Boundary, community centers, public golf courses, and other amenities open to the public would also be allowed within publicly-owned properties in this designation.

Floating Park or Plaza

Density: FAR N/A

As no specific site has yet been identified and details of surrounding development are unknown, the designation for a park or plaza is indicated by the letter “P.” This symbol represents a “floating” designation and is only intended to indicate a general area within which a park or plaza site will be located. The specific size, location and configuration of such a park or plaza site will be finalized only through acquisition of a particular parcel.

5. LAND USE POLICIES

Land Use Policy 1: Create a high-density, mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.

Land Use Policy 2: Create a “Town Square” or public plaza within a central location in the Five Wounds Urban Village area. Preferably on the [site that previously housed San Jose José Steel site \(generally bounded by East Saint James Street, North 28th Street, Five Wounds Lane, and North 30th Street\)](#) around the planned [Alum Rock 28th Street](#) BART Station. Pedestrian promenades that radiate out from this square are also encouraged.

Formatted: Superscript

Formatted: Superscript

Land Use Policy 3: Focus mixed-use development around the town square.

Land Use Policy 4: A significant public plaza should be included at the location of the planned [Alum Rock 28th Street](#) BART station.

Land Use Policy 5: New commercial development ~~should~~ shall be built at Floor Area Ratios of 0.75 or greater.

Land Use Policy 6: Mixed-use residential/[commercial](#) projects are encouraged to build at densities of 55 dwelling units to the acre or greater on sites those sites that are large in size, given that the site design is compatible with the surrounding neighborhood.

Land Use Policy 7: Types of uses in a mix and intensity that support ridership on Bus Rapid Transit [\(BRT\)](#) and [Bay Area Rapid Transit \(BART\)](#) are strongly encouraged.

Land Use Policy 8: The ~~combining-aggregation~~ of parcels is strongly encouraged to facilitate new development, especially mixed-uses, at a higher density or intensity, and to provide for the inclusion of public plazas and other private but publicly-accessible open spaces into new development.

Land Use Policy 9: Development of ground floor neighborhood-serving commercial uses along ~~East-~~ Santa Clara Street is strongly encouraged.

Land Use Policy 10: Drive-through uses ~~should~~ shall not be permitted within the Five Wounds Urban Village

Land Use Policy 11: Motor vehicle uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes are ~~strongly discouraged~~ prohibited.

Land Use Policy 12: New ~~mixed-use~~ residential/commercial development adjacent to the Five Wounds Trail corridor should provide primary entries, stoops, and/or porches facing the trail.

Land Use Policy 13: New residential development adjacent to the Five Wounds Trail corridor should provide ground floor units that face the trail.

Land Use Policy 14: Ensure that new public and private development adjacent to the Lower Silver Creek riparian corridor is consistent with the provisions of the City's Riparian Corridor Policies ~~y~~ while recognizing that this plan supports more intensive urban development adjacent to the riparian corridor.

Land Use Policy 15: Preserve the existing single-family detached residential neighborhood located between East and West Courts.

Land Use Policy 16: Preserve the existing Five Wounds Church.

Land Use Policy 17: Integrate active uses into the planned BART parking structure along the ground floor ~~fa~~ çades and above parking levels.

Land Use Policy 18: The triangular-shaped parcel located north of Lower Silver Creek and adjacent to Highway 101 is envisioned by the community as a possible future park, community garden or other green uses; however, this site is currently land locked and does not have public

access. This site should be considered by the Department of Parks, Recreation, and Neighborhood Services as a part of their Community Garden location study.

Land Use Policy 19: Encourage the development of high intensity office buildings adjacent to US Highway 101 to serve as a noise and pollution buffer between the highway and residential and commercial land uses.

Land Use Policy 20: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the Five Wounds Urban Village by prioritizing the application of the City's affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, as may be amended in the future.

Formatted: Underline

Urban Design ~~URBAN DESIGN~~

***Urban Design Goal:* Create an attractive Urban Village that is a catalyst for the economic vitality of the Five Wounds area, creates a vibrant pedestrian environment, and contributes towards a strong and positive community identity through high-quality and thoughtful design of buildings and public spaces.**

The quality of urban design, including both the architecture ~~and design~~ of new buildings and materials used, and the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in making Five Wounds a great place. Additionally, good urban design will contribute the success of creating the BART station area as a community gathering space with vibrant businesses. If successful, the high-quality ~~of~~ design in Five Wounds Urban Village will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop and work.

This Village Plan provides urban design policies intended to achieve the Urban Design Goal, to facilitate new development within this Urban Village that is of high quality and lasting design, pedestrian-oriented, and urban in scale. At the same time, this Village Plan includes design parameters to ensure that urban development in the area is compatible with the surrounding neighborhoods and the Five Wounds Portuguese National Church structure as it continues to be a visually prominent feature of the community. The Five Wounds Portuguese National Church is a historic landmark and a symbol of the long standing Portuguese presence in the area. Therefore, this Village Plan establishes a building height policy to protect the visual prominence of the church structure.

A. BUILDING HEIGHT

The building height limits of this Plan are designed to accommodate high density and intensified uses within the Five Wounds Urban Village, as well as ensure compatibility with the surrounding neighborhoods.

The surrounding community has expressed support for the redevelopment of the existing, predominately one- and two-story industrial buildings within the Five Wounds Village area with multi-story commercial or mixed-use residential/commercial development. However, the neighborhoods located to the west of the Village and within the Village on East and West Courts are largely composed of one-story single-family homes, with a few duplexes and small two-story apartment buildings interspersed. As the Village area redevelops, it will be critical to ensure that buildings do not ~~overshadow or~~ overwhelm these homes and that a sufficient rear setback adjacent to this lower density residential development is maintained. To ensure

neighborhood compatibility, this [Village](#) Plan establishes the height limit and “step down” policies for new development when adjacent to existing residential. Height limits for the Village are shown in *Five Wounds Village Height Diagram (Figure 3)*. ~~The height step down policies, for portions of new development adjacent to the surrounding residential neighborhood, are based upon the existing Main Street Zoning District established in the Zoning Ordinance.~~

Additionally, the community has expressed the desire to ensure that the Five Wounds Portuguese National Church structure continues to be a visually prominent feature of the community. Therefore, this [Village](#) Plan establishes a building height policy to protect the visual prominence of the church structure.

Building Height Policies

Building Height Policy 1: New development within the Five Wounds Urban Village shall ~~be~~ consistent/comply with the maximum height limits as shown in the Five Wounds Village Height Diagram (Figure 3).

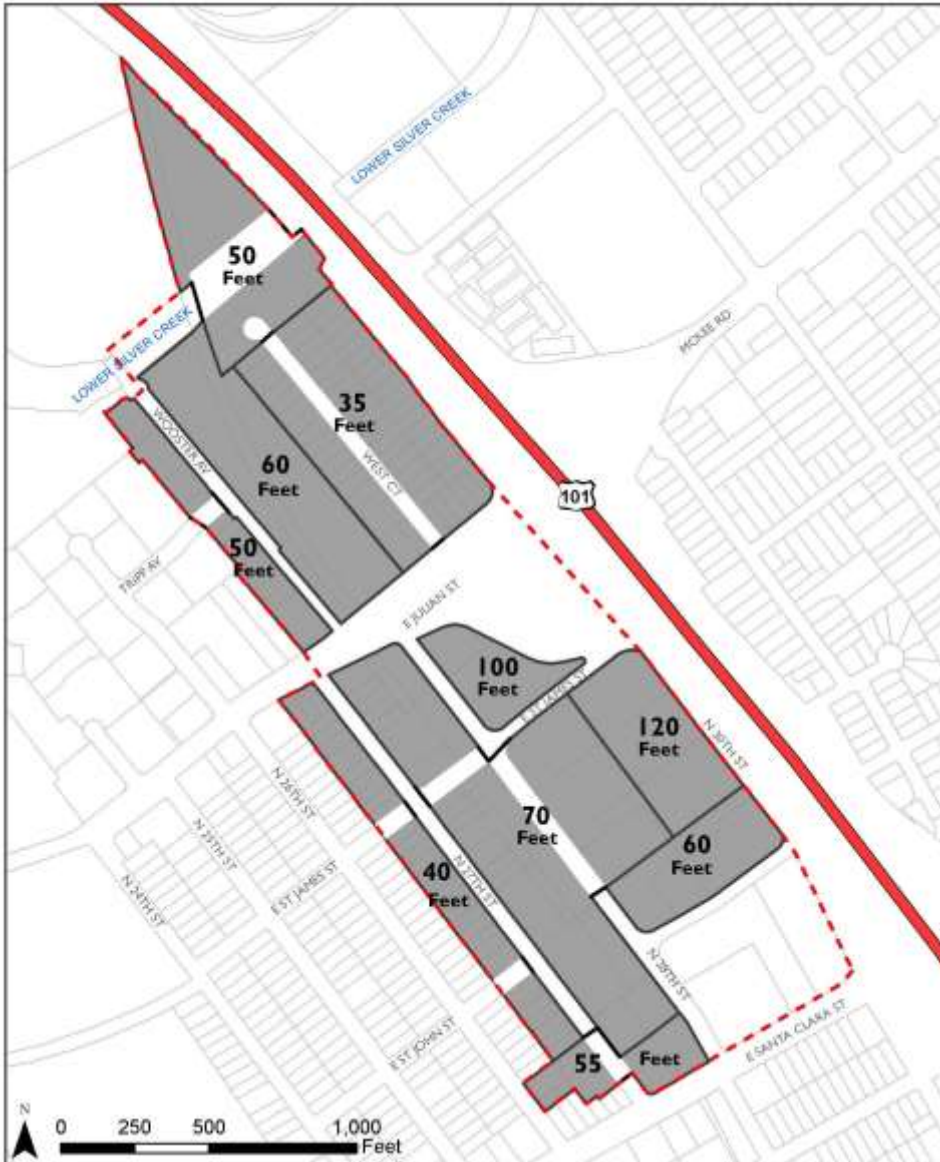
Building Height Policy 2: New development adjacent to property with an existing single-family home or with a General Plan land use designation of Residential Neighborhood, shall step down in height to 35 feet within 20 feet of such single-family properties, measured from the shared property line.

Building Height Policy 3: The height of new development on properties adjacent to, including immediately across a public right-of-way, the Five Wounds Portuguese National Church should protect the visual integrity and prominence of the church structure.

Building Height Policy 4: In order to provide the Village area with a buffer to Highway 101, locating taller buildings on the east side of the Village area is strongly encouraged.

Building Height Policy 5: Non-habitable architectural projections, and mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weather vanes, cupolas, pediments, etc.) shall be permitted to project above the maximum height limit by 10 feet.

Figure 3
Five Wounds Village Height Diagram



B. ARCHITECTURAL ELEMENTS

Building architecture, when thoughtfully designed, can have a positive effect in shaping the identity of a district. This [Village](#) Plan intends that new buildings are of a [high-high](#)-quality design that create and enhance the sense of place in Five Wounds Village and contributes to its economic and social vitality. While the policies below provide a great degree of flexibility, the community has expressed a strong preference for buildings built in a Mediterranean architectural style or other architectural styles that reflect the Portuguese, as well as the Mexican heritage of the area.

Architecture Policies

Architecture Policy 1: The design of new development in the Five Wounds Village should be of a high standard and should contribute to the positive image and vitality of the corridor.

Architecture Policy 2: New development within the Five Wounds Village is encouraged to be built in a Mediterranean or other similar architectural styles that reflect the ethnic heritage of the area.

Architecture Policy 3: To create a visually rich and interesting built environment, articulation of building façades ([including incorporation of high-quality material](#)) and variations in building planes and roof lines are encouraged in new development. New buildings should avoid a monolithic appearance.

Architecture Policy 4: Larger buildings should include changes in [building plane and roof lines](#) to reflect individual units or tenant spaces so that the [large building overall building mass is broken down and is viewed as appears to be several small buildings](#). [Buildings wider than 75 feet should be subdivided into portions or segments that read as distinct volumes, like a series of building fronts, of a maximum 50 feet in width.](#)

Architecture Policy 5: New development should include decorative elements on building facades and entryways, and are encouraged to integrate unique, artisan and artist-designed elements into façades and public spaces [that contribute to a Mediterranean or similar architectural style.](#)

Architecture Policy 6: New development should use [high-quality, durable building materials on the façades of buildings, and in publicly-visible areas.](#)

Architecture Policy 7: Use highly durable and distinctive building materials, such as stone, tile, and terracotta. Minimize the use of glass and steel and avoid extensive use of sprayed stucco for exterior wall finishes [on buildings](#).

Architecture Policy 8: Employ a variety of architectural details, such as sloping roofs, dormers, gables, balconies, moldings, cornices, bay windows, deep window recesses, decorative trim, and arches over doors and windows.

Architecture Policy 9: Encourage use of mosaic tiling that reflects the local cultures of the surrounding neighborhoods on building façades and selected areas of the Town Square and promenades.

Architecture Policy 10: Encourage Five Wounds Church to create a more architecturally distinct entrance on the north side of the building. Additionally, encourage the creation of a promenade through the Five Wounds Church parking lot to the improved north entrance by installing pavers that match the public portion of the promenade to the north.

Architecture Policy 11: Apply architectural details to the any above ground BART parking structure so it does not appear to be a parking garage. Also encourage active uses to wrap a parking structure.

C. STREET FRONTAGE

The intent of this [Village](#) Plan is to provide a comfortable and visually engaging pedestrian environment through the creation of an inviting pedestrian-oriented building street frontage. For a pedestrian on the sidewalk, the most important element of a building is the design of the ground floor. This [Village](#) Plan establishes the following policies to guide the sidewalk-level design of new buildings and ensure that development contributes to a positive walking experience.

Street Frontage Policies

Street Frontage Policy 1: Orient entrances of ground floor residential units toward streets, plazas, trails, and promenades.

Street Frontage Policy 2: Maximize a building's active spaces by orienting entrances of ground floor commercial spaces toward streets, plazas, and promenades.

Street Frontage Policy 3: Large blank walls are discouraged along public streets, the Five Wounds Trail, and adjacent to public spaces such as plazas. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften the visual impact.

Street Frontage Policy 4: High visibility from the sidewalk into the interior of retail shops is encouraged through use of transparent openings and windows in building facades.

Street Frontage Policy 5: The installation of awnings and canopies is encouraged in retail commercial areas to create shelter and shade for pedestrians. Bulky awnings that obscure views of building facades are discouraged.

Street Frontage Policy 6: The use of tinted and reflective windows on first floor storefronts, the ground floor is discouraged.

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's facade, the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment. This Village Plan establishes policies for a consistent "building-defined" street edge with pedestrian-oriented, street-facing development along public streets with building facades located adjacent to the sidewalk.

Setback Policies

Setback Policy 1: New buildings along public right-of-ways should be built adjacent to the sidewalk, with ~~no~~-zero or just minimal front and side street setbacks for the majority of the front or side building facades.

Setback Policy 2: Greater setbacks along a public right-of-way should be accommodated in order to; (1) provide any additional needed pedestrian walkway/sidewalk to widen the public right-of-way to the desired consistent sidewalk width of 20 feet; (2) provide one or more recessed pedestrian entries at the ground level; (3) a pedestrian plaza; (4) to accommodate

pedestrian ramps [for compliance with the Americas with Disabilities Act \(ADA\)](#); or (5) to accommodate residential balconies at the elevation of the second finished floor or above.

***Setback Policy 3:** Parking lots or structures should be located behind [buildings](#) or [placed](#) under [buildings ground](#), and surface parking should not be located [between the sidewalk and the front building façades](#) [directly adjacent](#) along public right-of-ways.*

***Setback Policy 4:** For residential and commercial uses, no setback should be required for building [walls](#) adjacent to a Plaza, Town Square, or promenade. Additionally, [keep building entrances on the same plane as the surfaces of the Town Square and promenades](#) [building entrances shall front onto the Town Square and promenades and be designed at the same grade as the Plaza, Town Square, or promenade.](#) ~~S~~stairs and ramps to [the building entrances](#) should be avoided.*

E. GATEWAYS

The purpose of a Gateway is to provide an Urban Village identifier that announces that one is entering a distinct district [within San Jose José](#). A Gateway feature is envisioned to be placed at the corners of North 28th Street and East Julian Avenue and North 28th Street and East Santa Clara Street.

A Gateway would not need to include a formal or traditional column-like structure, but instead could include distinctive architectural elements [on buildings](#), public art, landscaping, and/or paving treatments. A Gateway could also include signage identifying the [Urban Village](#), consistent with the City's Sign Ordinance, Title 23, [as may be amended in the future](#). As with the streetscape amenities discussed below, it is not anticipated that the City will have funding available for development of a Gateway, so funding will likely need to be secured through grants or private sources. As the adjacent properties redevelop, some gateway elements could potentially be funded by developers and integrated into their proposed development.

[All community identification and wayfinding signage and systems must conform with the City Council Policy 9-3, Community Identification Signs and Wayfinding.](#)

Gateway Policies

***Gateway Policy 1:** When new development is proposed along North 28th Street near the corner of East Julian Street and near the corner of East Santa Clara Street work with the property owners to incorporate Gateway elements into their project.*

Gateway Policy 2: Gateways should visually identify the primary entrance points to the Five Wounds Urban Village, ~~and~~ the planned ~~Alum Rock~~28th Street BART Station, and Town Square.

Formatted: Don't adjust space between Latin and Asian text, Don't adjust space between Asian text and numbers

STREETSCAPE

Streetscape Goal: *Create an attractive pedestrian-friendly street environment with large canopy street trees and public art that contributes to the positive identity of the Five Wounds Urban Village, encourages walking, bicycling, and transit ridership, and acts as a catalyst for private investment and business activity.*

The character of the street and sidewalk play an important role in defining the identity of a place and in creating an environment where people feel comfortable walking and frequenting the shops and services. Establishing an attractive and interesting streetscape in the Five Wounds Urban Village ([Urban Village](#)) will help create a place where people want to socialize, shop and live, and therefore, a place where businesses want to locate and invest. This [section](#) [Chapter](#) identifies improvements and design elements within the public right-of-way that will, in conjunction with new high quality development, promote the success of the [Five Wounds](#) Urban Village.

A. STREET TREES

The Five Wounds Village area has little to no street trees. Where street trees do exist there isn't a consistent tree species. Street trees make an area more attractive, contributing towards the areas positive identity, thereby encouraging private investment, and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and [by providing](#) a physical and visual barrier between pedestrians and the automobile activity on the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorists to perceive a narrower street and [slow down](#) [reduce speed](#). Trees, large canopy trees in particular, produce shade which can reduce building energy costs [by](#) naturally reducing the need for air conditioning, [and](#) [T](#)rees improve air quality by filtering particulates from the air.

Street Tree Policy

Street Tree Policy 1: *Create and maintain a consistent row of street trees along all streets in the Five Wounds Village Area that provides a wide and dense canopy of shade over the sidewalk and extends over the street.*

B. STREETScape AMENITIES

The [Bay Area Rapid Transit \(BART\)](#) Station Area Community Concept Plan identified a number of public amenities recommend to be included within the Five Wounds Village. These improvements include self-cleaning public restrooms, pedestrian-scale lighting, drinking fountains, historic placards, street banners, and attractive and numerous trash and recycling receptacles. It is not anticipated that the City of San ~~Jose~~ José will be able to provide these and other amenities within the Five Wounds Urban Village, or maintain them if funded by an outside source, due to limitations in City funding. Nevertheless, funding for the installation and maintenance of some of the identified streetscape elements could be provided by property and business owners through a business assessment district. Some capital improvements could also be installed as part of new development projects. The City's role in installing these amenities will primarily be to work with property and business owners to help facilitate there installation and maintenance, identifying and pursuing opportunities as they arise.

One possible tool for developing some desired streetscape amenities is the City's Public Arts Program. If streetscape elements such as street banners, street furniture, pedestrian-scale lighting, historic placards, and the like are designed by artists as unique but functional public art pieces, existing and proposed sources of public art funding could potentially be used for their installation, as discussed in the Public Arts section below. Funding could also be provided as a part of the BART station project.

[Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as enhanced lighting, landscaping, streetscapes, and connections to public transit.](#)

Streetscape Amenities Policies

Streetscape Amenities Policy 1: Develop streetscape amenities throughout the Five Wounds Urban Village, with a focus on and around the planned town square that contributes to a positive image of the area, supports businesses, and creates an attractive and engaging pedestrian environment.

Streetscape Amenities Policy 2: When funding becomes available, work collaboratively with property and business owners to identify a prioritized list of streetscape amenities and develop improvement plans for priority improvements, as needed.

Streetscape Amenities Policy 3: During the development entitlement process, encourage developers to contribute towards or construct streetscape amenities.

Streetscape [Amenities Policy 4](#): As a part of the BART station project, work with the Valley Transportation Authority (VTA) to identify opportunities to develop identified streetscape amenities within the BART Station Area and plaza.

C. PUBLIC ART

Public Art Goal: Create an attractive and culturally rich environment that helps to establish a unique identity for the Five Wounds area by integrating public art and artist-designed elements into the trail corridor, the plaza, and BART Station Area and in other areas within the Five Wounds Urban Village.

The community encourages the creation of an arts district within the Town Square area of the Five Wounds Urban Village. Additionally, public art throughout the Village can play a key role in reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development.

Public art could occur as stand alone art pieces; however, it is envisioned to be integrated into the streetscape, town square, and buildings and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, and gateway elements such as columns and landscaping. While this [Village Plan](#) does not limit the development of public art pieces to local artists, it does encourage consideration of local artists in the selection process and encourages the development and retention of local talent.

There are some limited funding mechanisms for public art. One, which applies only to public projects on City property, is the “percent for art” program. A “percent for art” is an allocation of one percent of all capital project costs for the design, fabrication and installation of public artworks to enhance the design and add to the character of the community served by the capital improvement. Percent for art funds within the City of San ~~Jose~~[José](#) are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholders and capital project managers. Public projects that are developed by outside agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case-by case basis. The City ~~is currently negotiating~~[negotiated](#) with [Valley Transportation Authority \(VTA\)](#) ~~to fund the for funding for~~ public art ~~that was installed~~ along the East Santa Clara and Alum Rock Avenue corridor as part of the Bus Rapid Transit project.

A potential funding source for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for

private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, just to Five Wounds or to all Urban Villages and other growth areas. Regardless of how widely such a funding- tool would apply, the funds collected in a given area would need to be spent within that area.

Another potential funding source for public art in the Five Wounds Urban Village, as well as, for other physical improvements and for streetscape maintenance, could be the establishment of a special financing district. Such a district would need to be established by a vote of the property owners and/or business owners, depending on the financing mechanism. While the City would need to manage the process to establish a district, the property and/or business owners would need to express interest in initiating the process.

In addition to special financing districts or requirements for private contributions towards public art, developers can be encouraged, through the entitlement process, to integrate unique and/or artist-designed building and site elements into their projects. [Private art must be publicly viewable. Future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing place making art installations that are viewable to the public.](#)

[Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces \(POPOS\) such as plazas.](#)

Public Art Policies

Public Art Policy 1: Continue to collect the one percent for art from public projects on City-owned property and allocate money collected within or proximate to the Five Wounds Urban Village to public arts projects within this [Urban Village](#). [This may be coordinated with the Office of Cultural Affairs.](#)

Public Art Policy 2: Integrate public art and artist-designed streetscape elements, such as street furniture, bicycle racks, tree wells, and pavement treatments, into the streetscape and public right-of-way along the streets within the Urban Village.

Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. [Private art must be publicly viewable.](#)

[This policy could be implemented through the Urban Village Implementation and Amenity Framework.](#)

Public Art Policy 4: Encourage and nurture the development of an Arts District within the Five Wounds Urban Village preferably between the Town Square and the Five Wounds Church (as envisioned in the BART Station Community Concept Plan).

[The following action items are contingent upon receipt of future funding.](#)

Public Art Actions

Public Art Action 1: Explore establishment of a public art fee, [either through the Urban Village Implementation and Amenity Framework or through a special arts district](#), on new private development in the Five Wounds Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San ~~Jose~~José 2040 General Plan.

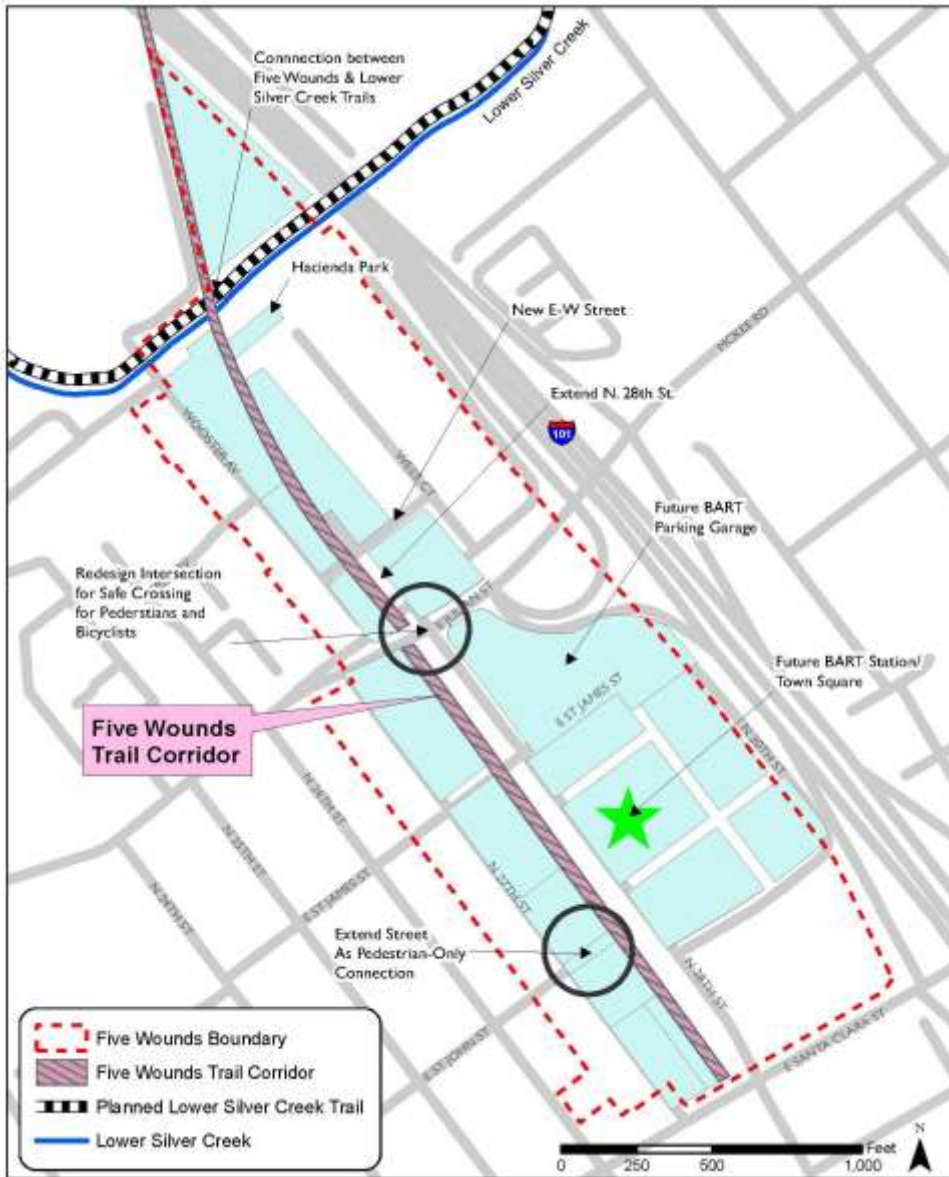
Public Art Action 2: Continue to negotiate with VTA for monies as part of the [Bus Rapid Transit project and the BART Silicon Valley project](#) to develop public art along East Santa Clara Street and in the BART station area.

CIRCULATION

Circulation Goal: Create a safe, attractive, and inviting pedestrian and bicycle environment that provides direct and convenient access within the Urban Village and between the [Urban Village](#) and the surrounding neighborhoods.

A key goal of the Envision San ~~Jose~~[José](#) 2040 General Plan and this Village Plan, is to create an urban fabric where walking is a convenient way to get from one place to another, and where the built environment is refocused from the automobile towards the pedestrian or cyclist. This [Village](#) Plan ~~also~~ addressed automobile circulation as improvements were identified as part of the CommUniverCity planning process. The Five Wounds Urban Village should be a place where people are encouraged and feel comfortable walking and bicycling, and where surrounding community members are encouraged to walk from their homes to the [Urban Village](#). This section focuses on the vehicular, pedestrian, and bicycle infrastructure needed to create a walkable and bicycle friendly Urban Village.

Figure 4
 Five Wounds Village Circulation Network Diagram



A. CIRCULATION NETWORK

Circulation within the Five Wounds Village should be designed with publicly-accessible streets that are connected to the existing street network and encourage walking and bicycling. Clear and direct connections for pedestrians and bicyclists should be provided. Vehicular movement across sidewalks (curb cuts) should be minimized by locating driveways, parking courts, and parking garage entrances along the side or back of a building, or along streets with less pedestrian traffic, thus enhancing the pedestrian environment and minimizing potential conflicts between pedestrians, bicyclists, and vehicles.

To improve the vehicular, pedestrian, and bicycle circulation and safety within the Village the [Village Plan](#) proposes several street modifications- (See [Five Wounds Village Circulation Network Diagram, Figure 4](#)) Currently, the Five Wounds Village area has a grid street network. The Circulation Network [Plan-Chapter](#) will enhance that grid street network by breaking up the few large blocks of land into shorter more walkable blocks and reconfiguring the complex and disorganized intersection at East Julian Street and North 28th Street (See [East Julian/North 28th Streets Intersection Detail, Figure 5](#)).

Figure 5
East Julian/North 28th Street Intersection



East Julian/North 28th Streets Intersection

Circulation Network Policies

Circulation Network Policy 1: Design new streets as a logical extension of the existing public street grid.

Circulation Network Policy 2: Preclude the development of new dead-end streets and cul-de-sacs.

Circulation Network Policy 3: New curb-cuts should be minimized, particularly along North 28th Street.

Circulation Network Policy 4: Connect streets, paseos and pathways to the larger public street network and to the open space system.

Circulation Network Policy 5: Where feasible, encourage shared and consolidated site access.

Circulation Network Policy 6: To the extent possible, locate vehicular circulation, including parking, service, and loading zones, on the side or the rear of a building, away from the main building front.

B. PEDESTRIAN FACILITIES

Developing pedestrian improvements throughout the Five Wounds Urban Village area will create a comfortable and inviting walking environment. Targeted pedestrian improvements around the BART Station entrances are also important to ensure that clear, easy access to the BART station is provided.

Pedestrian improvements would include enhanced crosswalks, pedestrian refuge areas at crossings, as well as, sidewalk bulb-outs, or curb extensions at intersections that shorten intersection crossings for pedestrians. Each one of these enhancements is discussed further below.

1. SIDEWALKS

The existing sidewalks within the Five Wounds Village area are generally narrow to non-existent along some of the industrial sites. To achieve the goal of wider sidewalks, existing sidewalks should be maintained, and expanded. Along N. 28th Street and East Santa Clara Street, two major pedestrian circulation routes within the Village, the goal is to achieve a 20-foot wide sidewalk.

2. CORNER CURB BULB-OUTS

In order to calm traffic and improve the comfort of the pedestrian, corner bulb-outs are desired where feasible. Bulb-outs will extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations. If installed, the installation of drought tolerant landscaping within bulb-outs is preferred over hardscape. Landscaping would need to be low in height and could not interfere with the line of site for motorists. A maintenance program would also need to be established before landscaping could be installed and such a program would likely need to be paid for by surrounding businesses and property owners through the establishment of a business assessment district and/or another private funding source.

3. CROSSWALKS

Enhanced crosswalks could consist of attractive stamped concrete that is colored differently from the surrounding pavement. Such a treatment would effectively communicate to motorists the presence of a crosswalk and the ~~potential for~~ pedestrian presences. Another possible treatment is the installation of inlaid thermo-plastic material that is imprinted into the street asphalt. This treatment is relatively affordable and has more permanence than the standard painted crosswalks which can fade quickly with heavy traffic.

4. PEDESTRIAN REFUGE AREAS AND ROADWAY MEDIANS

The installation of pedestrian refuges and landscaped roadway medians will provide the Five Wounds Urban Village with a more walkable corridor with a small town character and improve the comfort for pedestrians crossing wide streets and streets with high traffic volumes.

Pedestrian Facilities Policies

Pedestrian Facilities Policy 1: Pursue opportunities, when they arise, for the installation of curb bulb-outs in locations that are feasible.

Pedestrian Facilities Policy 2: Design wide, highly-visible crosswalks. Consider ~~as a crosswalk~~ surface treatment that is imprinted into the street asphalt for crosswalks.

Pedestrian Facilities Policy 3: Include planter strips along all sidewalks to provide a buffer between street traffic and the pedestrian zone.

Pedestrian Facilities Policy 4: Facilitate an inviting and comfortable pedestrian environment by maintaining and developing wide sidewalks within the Five Wounds Urban Village.

Pedestrian Facilities Policy 5: New development should be set back from the property line to provide the additional needed pedestrian walk way to achieve the goal of a 20-foot wide sidewalk. Setback areas should be paved to match the sidewalk in the public right-of-way to give the appearance of a broad sidewalk.

Pedestrian Facilities Policy 6: For consistency with the policies of the adjacent Roosevelt Park Urban Village Plan, where there is not a conflict with the BRT line, install pedestrian refuge and landscaped median in the center of East Santa Clara Street.

Pedestrian Facilities Policy 7: Where there is not a conflict, install pedestrian refuge and landscaped median in the center of East Julian Street as part of intersection reconstructions associated with the BART project in the Five Wounds Village.

Pedestrian Facilities Policy 8: As a part of the street improvements for the BART project in the Five Wounds Village, provide enhanced pedestrian access at the main pedestrian BART entrance on N. 28th Street. This could include enhanced crosswalks with special paving and a pedestrian refuge and landscaped median in the center of N. 28th Street.

C. BICYCLE FACILITIES

Providing safe bicycle circulation and storage is an important element of [circulating-promoting better circulation](#) throughout the Five Wounds Urban Village. This is particularly important as it is likely that many people from outside of the Village area will bicycle into the Five Wounds Village in order to access the planned [Alum Rock 28th Street](#) BART station.

Bicycle [Facilities](#) Policies

***Bicycle Facilities Policy 1:** Include adequate bicycle parking areas throughout the Five Wounds Village and use site design measures to promote bicyclist and pedestrian safety.*

***Bicycle Facilities Policy 2:** As part of the entitlement process, ensure that new development provides off-street bicycle parking spaces as required by the City's Zoning code and that the spaces are located conveniently to shoppers and other patrons.*

Bicycle Actions

***Bicycle Action 1:** Work with the Valley Transportation Authority (VTA) to provide a secured bicycle parking facility within the planned [Bay Area Rapid Transit \(BART\)](#) parking structure.*

***Bicycle Action 2:** As funding opportunities arise, proactively install bicycle parking in the public right-of-way in front of existing development.*

PARKING

A. PARKING COMPONENT

Parking Goal: Effectively manage the supply and demand for parking to ensure that a sufficient amount of parking is provided to meet the needs of businesses and residents, while ~~at the same time~~ ensuring that an oversupply of parking is not created, which would detract from the pedestrian environment, the development potential of the area, and the overall vitality of the Five Wounds Urban Village.

Providing sufficient parking for customers and residents will be essential to the creation and continued success of a vibrant Urban Village, particularly one surrounded by largely suburban development. Sufficient parking will also be critical for the successful operation of the BART Station. While it is anticipated that a significant number of people will walk, ride bicycles or take transit to the Five Wounds Urban Village in the future, many will also want to drive some or most of the time. In addition, many new residents will still own a car. Nevertheless, the goal is to create a pedestrian-friendly and more urban environment in the Village. The provision of large quantities of off-street parking, particularly in highly visible areas, will detract from the type of urban and walkable environment that this [Village Plan](#) and the community intend to achieve. The goal of this [Village Plan](#) is to effectively balance the demand for parking with the supply provided by new development and on public streets.

The largest demand for parking in the Five Wounds Urban Village will likely be from users of the BART Station. Currently, the conceptual plan for the [Alum Rock 28th Street](#) BART station depicts a 4 to 6 story parking structure and two large surface parking lots, which surround a central plaza where the portals to the under-ground BART Station will be located. This parking configuration can significantly impact the ability of the Five Wounds Urban Village to develop into a vibrant mixed-use and pedestrian-oriented district that complements and supports BART as the BART station and associated facilities are located in the center of this Village. This site is also the largest potential development site within the Village comprising of approximately 13 acres of a [55-74-acre](#) Village. The City and VTA will need to work together in order to achieve land uses that are appropriate to the vision of the Urban Village and that will complement and enhance the BART station entrances. The goal of this Urban Village Plan is to create an urban and walkable environment and deemphasize vehicle parking.

The parking policies included in this [Village Plan](#) are intended to reduce the amount of land dedicated to parking and thereby increase the amount of land available for other more active uses such as landscaping and open space, and pedestrian circulation areas. At the same time, this [Village Plan](#) includes strategies to more efficiently manage both the off-street and on-street

parking supply to ensure that the demand for parking by customers, residents, and employees is appropriately met.

One potential strategy to manage parking supply along East Santa Clara Street, and potentially along N. 28th Street, is to install parking meters. Parking meters, if priced correctly, can ensure that a portion of the on-street parking supply is always available for customers. To ensure that customers are not parking in the adjacent neighborhoods or are discouraged from shopping in the Five Wounds Urban Village, the cost of parking should be set at a low price; however this price must also be set high enough to ensure that at least a small number of on-street spaces are always available, by discouraging motorists from using on-street spaces for long periods of time. With the establishment of parking meters, the City and business owners within the [Urban](#) Village should consider the establishment of a Parking Improvement District, which would set aside parking meter revenues for maintenance of the streetscape and/or the installation of streetscape amenities such as the ones discussed in the Streetscape section above.

To more effectively manage the supply of private off-street parking, this [Village](#) Plan encourages the sharing of parking between uses within a single development and between different uses on separate properties, through parking agreements amongst the private property owners. Different uses often have different peaks in their parking demand. For example, office uses typically need most parking from 8 [a.m.](#) to 5 [p.m.](#) during the weekday, and restaurants often need more customer parking on week nights after 6 [p.m.](#) and on weekends. By encouraging these two different uses to share available parking, and not build dedicated spaces reserved exclusively for each use, the overall cost of development is reduced and more land can be dedicated to active, often revenue-generating uses.

Parking Policies

Parking Policy 1: Minimize the space demands of off-street parking through the efficient design (e.g. utilizing carlifts or tandem parking), ~~provision~~provision, and management of parking (e.g. shared parking arrangements) in new development, and through the efficient management of on-street parking.

Parking Policy 2: In the BART Station area, provide parking in multi-story parking garages and not in surface parking lots.

Parking Policy 3: Ground floor commercial space should wrap garage structures for portions of the parking garage that abut a primary pedestrian circulation route, including N. 28th Street, or a public plaza.

Parking Policy 4: Encourage new residential and non-residential development to provide no more than the minimum number of parking spaces required by the Zoning code, as may be amended in the future.

Parking Policy 5: Encourage new residential and commercial development to “unbundle” or separate the sale or lease price of private parking spaces from the sale or lease price of the residential unit or commercial tenant space.

Parking Policy 6: Encourage the sharing of parking between uses that have different peaks in parking demand within the same development and between developments throughout the Urban Village area within reasonable walking distance between the use that requires the parking and the off-site parking arrangement location.

Parking Policy 7: Support the use of car ~~elevators~~ lifts in new development, valet parking, car sharing programs, and other creative techniques to reduce the amount of space dedicated to parking.

The following action items are contingent upon receipt of future funding.

Parking Actions

Parking Action 1: ~~Explore zoning code reductions in commercial and residential parking requirements for Urban Villages citywide, including for the Five Wound Urban Village. Parking Action 1: When rezoning the Five Wound Urban Village, include reduced parking requirements for residential and commercial uses.~~

Formatted: No underline

Parking Action 2: Work with BART and VTA on the site design of the BART Station to ensure that the station and parking facilities support the creation of an urban, pedestrian oriented environment and allow for the redevelopment of the surrounding area with the planned mix of uses including the Town Square.

Parking Action 3: After significant new development occurs within the Village, if necessary, work with residents, property owners, and business owners to explore installing short-term parking meters along East Santa Clara Street and N. 28th Street for on-street parking in the Five Wounds Urban Village.

Parking Action 4: With the installation of parking meters in the Five Wounds Urban Village, work with property owners and business owners to explore the establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the

District. Any Parking Improvement District will need to be established in conjunction with the adjacent Roosevelt Park and East Santa Clara Street Urban Villages as East Santa Clara Street traverses all three of these Villages.

TRAILS AND URBAN PLAZAS

Urban Plazas and Trails Goal: Maintain, enhance, and expand the opportunities for community recreation and interaction for both existing and future community members of the Five Wounds Urban Village.

The Five Wounds Urban Village and the neighborhood surrounding ~~the~~ [the Urban Village](#) are well served by parks and community spaces. The 11-acre Roosevelt Park and the Roosevelt Community Center are located approximately a ~~1/2~~ [0.5](#) mile west along East Santa Clara Street from the Five Wounds Urban Village and the East San ~~Jose~~ [José](#) Carnegie Branch Library is located approximately 0.3 miles west along East Santa Clara Street. Additionally, Watson Park, a 26-acre park, is located just north of the Five Wounds Urban Village across Lower Silver Creek. There is no connection across the Lower Silver Creek, however the park is easily accessed from the Five Wounds Village via an approximately 1 mile route along public streets (e.g. from East Julian Street to North 21st Street to East Empire Street).

Given the close proximity of these public facilities to the Five Wounds Urban Village, a traditional new park of at least one acre may not be necessary. Therefore, this [Village](#) Plan focuses on the development of new publicly-accessible, but privately-owned and maintained plazas that are integrated into new urban development. These urban plazas would not provide the typical range of recreational opportunities found in the City's parks, but instead would be publicly-accessible areas framed by commercial and mixed-use development that provide opportunities for community celebrations and gatherings, informal interaction by neighbors, and events such as farmers' markets.

This [Village](#) Plan also supports the development of the Five Wounds Trail as local and regional transportation and recreation corridors that would serve the Five Wounds community. The Five Wounds Trail bisects the Urban Village, and is an identified future trail in the City's trail program. This trail would provide the Five Wounds community with a direct bicycle and pedestrian connection to Kelley Park and the future ~~Alum Rock~~ [28th Street](#) and Berryessa BART stations. The alignment of this trail proceeds along the former Western Pacific Rail Road corridor adjacent to 28th Street.

Both privately-funded plazas and the Five Wounds Trail can be opportunities to celebrate community identity and history through artist or artisan-designed elements.

[Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.](#)

Formatted: Font: 12 pt

A. URBAN PLAZAS

This Urban Village Plan seeks to create a highly urban environment that is attractive and vibrant with a publicly accessible “Town Square” or main plaza, and smaller plazas located throughout the Village that will provide space for community members to interact with each other and space for community activities.

The Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan envisioned a large public plaza or “Town Square” to be located centrally on the San ~~Jose~~~~José~~ Steel site [\(generally bounded by East Saint James Street, North 28th Street, and North 30th Street\)](#). This town square would be surrounded on at least three sides by mixed-use, transit oriented development and provide space for community events, connections to the BART station portal or portals, a visual and possible direct connection to the Five Wounds Portuguese National Church, and a visual connection to East Santa Clara Street where transit riders may connect to the Bus Rapid Transit (BRT) line. The community’s vision is depicted below in the BART Station Area Concept Plan taken from the CommUniverCity plan. While this Village Plan supports locating publicly-accessible plazas in any location within the Five Wounds Urban Village, the community’s preference is for a “town square” or plaza to be located on North 28th Street in the center of the San ~~Jose~~~~José~~ Steel site [\(generally bounded by East Saint James Street, North 28th Street, and North 30th Street\)](#). A “town square” or plaza at this location is central to the Village and could contribute towards the area’s strong, positive, and unique identity.

Opportunities for the development of new urban plazas will occur as properties within the Village redevelop with higher-intensity uses. Urban plazas should be designed to provide visually engaging gathering spaces for community members to socialize informally, ~~as well as,~~ ~~and a~~ space for neighborhood events. These ~~spaces-plazas~~ could also be used for commercial activity ~~(including outdoor seating for restaurants and cafés),~~ and ~~spaces for~~ food carts and small farmers’ markets. The ~~spaces-plaza~~ should be framed ~~and surrounded~~ by businesses ~~uses~~ that could potentially expand seasonally onto the plaza ~~and to~~ serve as “eyes” on the ~~space plaza~~ to ensure a more secure operation. Larger plazas of 20,000 to 40,000 square feet are desired and would provide the most flexibility in use. Nevertheless, the minimum size of private, but publicly-accessible plazas should be 2,000 square feet, which would provide sufficient space for street furniture, trees and landscaping, public art and small community gatherings or events.

Figure 6
BART Station Area Concept Plan from the CommUniverCity Plan



Outside of Downtown and Santana Row, few urban plazas have been successfully developed in San José. Because of capital, operational and maintenance constraints, the City is not likely to finance construction of plazas within the Five Wounds and other Urban Villages. Urban plazas would need to be developed and maintained by private developers [and private associations and organizations](#). The City and the community will need to work with private developers, as projects are proposed, to facilitate the development of public plazas, including any public art requirement. The City's Parkland Dedication Ordinance (PDO) requires that new residential or mixed-use residential commercial development either dedicate land for public parks, pay an [fee in lieu of dedication](#), construct new park facilities, or provide a combination of these [options](#). The total funding obligation is based on the number of residential units built. The PDO ordinance allows residential or residential mixed-use developments to receive up to a [50% percent](#) credit toward meeting the park funding obligation by providing private, but publicly-accessible plazas. It must be noted that currently plazas or portions of plazas that are counted towards meeting a development's park obligation cannot be used for or include commercial uses.

Urban Plaza Policies

Urban Plaza Policy 1: Integrate publicly accessible plazas into new development within the Five Wounds Urban Village.

Urban Plaza Policy 2: In the development of a large urban plaza at the future [Alum Rock 28th Street](#) BART Station, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

Urban Plaza Policy 3: In the development of a large urban plaza at the future [Alum Rock 28th Street](#) BART Station, incorporate, small landscaped areas within larger hardscape areas, and plant shade trees in locations that do not obscure views into the plaza.

Urban Plaza Action

Urban Plaza Action 1: Explore policy or ordinance changes that would facilitate the development and maintenance of private, public or public/private plazas within Urban Villages and other growth areas throughout the City.

B. FIVE WOUNDS TRAIL

The Five Wounds Trail is an identified future trail in the City's trail program and is located adjacent to North 28th Street along the former Western Pacific Railroad line that bisects the Five Wounds Urban Village. Development of this former railroad line into a multi-use trail is a key community recreation objective of this [Village](#) Plan. It will provide bicycle and pedestrian connections to Kelley Park to the south, the planned [Alum Rock 28th Street](#) BART Station within the Five Wounds Village, the ~~planned~~ Berryessa BART Station at the San ~~Jose~~ José Flea Market site north of US Highway 101, the planned Lower Silver Creek Trail, and the expanded Coyote Creek Trail. Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan.

This [Village](#) Plan recommends consideration of a reserve fund where [Parkland Dedication Ordinance](#) (PDO) monies collected could be earmarked for the future development of the Five Wounds Trail. Upon evaluation of priority park projects as park impact fees are collected within, or in vicinity of, the Five Wounds Urban Village, the Director of Parks, Recreation and Neighborhood Services could recommend establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second-level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase

requirements for the project and the anticipation that it will take many years to complete project.

Trail Policies

Trail Policy 1: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Policy 2: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which Park Dedication Ordinance (PDO) moneys from development occurring in the Five Wounds Urban Village could be set aside for the development of the Five Wounds Trail.

Trail Policy 3: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

Trail Policy 14: Prioritize public art as a key element of the design of the Five Wounds Trail.

The following action items are contingent upon receipt of future funding.

Trail Actions

Trail Action 1: Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.

Trail Action 2: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which Park Dedication Ordinance (PDO) monies from development occurring in the Five Wounds Urban Village could be set aside for the development of the Five Wounds Trail.

Trail Action 3: In the development of the Rail-Trail, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

IMPLEMENTATION

A. IMPLEMENTATION STRATEGIES

This Chapter provides the framework for the implementation of the Five Wounds Urban Village Plan (Village Plan). The private development community will play a key role in the implementation of this Village Plan as it relies on development investment within the Village Plan area to achieve the identified improvements and many of the Village Plan’s goals. While some sites in the Village Plan may generate early development interest, others could take significantly longer and implementation of the entire Five Wounds Urban Village (Urban Village) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Village Plan.

The City of San José (City) does not have the level of resources needed to achieve the capital improvements identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.

Implementation topics covered in this Chapter include:

- Consistency with the Envision San José 2040 General Plan
- Land Use Regulation
- Zoning
- Affordable Housing
- Urban Village Implementation Framework
- Implementation Priorities, Policies, and Actions

Consistency with the Envision San José 2040 General Plan

The Five Wounds Urban Village Plan is consistent with the Envision San José 2040 General Plan (General Plan), and furthers implementation of the General Plan’s Urban Village Major Strategy. The Urban Village Major Strategy was established as the policy framework to focus new job and housing growth to create walkable and bike friendly urban villages with good access to transit, services, amenities, and other existing infrastructure and facilities.

Formatted: Space Before: 0 pt, After: 0 pt, Line spacing: single

Formatted: Font: Bold

Formatted: Font: Bold, Italic

Formatted: Font: Bold

The General Plan phases the development of urban village areas into three development Horizons. The Five Wounds Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.

This 74-acre area is considered one of the main connections between East San José and the adjacent East Santa Clara, Roosevelt Park, 24th & William, and Five Wounds Urban Villages, and the City's Downtown. East Santa Clara Street is one of seven "Grand Boulevards," which stands out as having great potential to connect City neighborhoods and to contribute to the City's overall identity through cohesive design. Due to its importance as a major transportation route, and because of the land uses it supports, this Grand Boulevard plays an important role in shaping the City's image for its residents, workers, and visitors with the potential to act as a major urban design catalyst at a citywide scale. The Valley Transportation Authority's (VTA) Bus Rapid Transit (BRT) service runs down East Santa Clara Street, connecting East San José to Downtown San José's Diridon Station, and then continuing northwest along El Camino Real to Palo Alto. Given this location and access to transit, the Five Wounds Urban Village area is anticipated to experience significant new development and growth in the coming years.

Land Use Regulation

The Five Wounds Village Plan is a long-term plan for new development within the Village Plan area and has the same implementation timeframe as the General Plan. New development within the boundaries of the Urban Village must conform to the standards included in this Village Plan, the most important of these standards being land use. The City of San José has the following two primary land use controls (among others such as specific plans, area development plans, etc.) that guide future development: 1) General Plan Land Use Designations, and 2) Zoning Districts found in Title 20 of the Municipal Code. With the adoption of this Village Plan, the land use designations identified on the Land Use Diagram of this document are also incorporated into the General Plan Land Use/Transportation Diagram. Any future changes to the land use designation in the Village Plan will require an amendment to the General Plan Land Use/Transportation Diagram.

The General Plan land use designation identifies locations, types, and intensities of future development. New development is required to conform to the General Plan land use designation, which may require a rezoning of the property as part of the entitlement process for a proposed project; this Village Plan does not change the Zoning Districts to be consistent with the land use designations in this Village Plan and the General Plan.

Zoning

[Rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components \(e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential\) is required to comply with the Urban Village Implementation and Amenities Framework.](#)

[Affordable Housing](#)

[Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the General Plan. In addition, the Village Plan also contains a policy to integrate affordable housing within the Urban Village. Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.](#)

[There are both financing and programmatic tools available to increase the amount of affordable housing in San José. The financing tools include Tax Exempt Bond Financing, where developers of mixed-income or 100% affordable rental properties can work with the City to issue tax-exempt bonds, the proceeds of which are administered as loans by conventional lenders. Developers that build 100% income-restricted housing can assemble a variety of funding sources to finance their project, including federal and State low-income housing tax credits, tax-exempt bond financing, federal project-based rental vouchers, and low-cost “soft” financing subsidies from the City, County, State, and the Federal Home Loan Bank. The availability of some tax credits and most subsidy sources is typically very limited and not predictably available in all locations or at a large scale.](#)

[Two programmatic tools that support the development of affordable housing are the City’s Inclusionary Housing Ordinance and the Affordable Housing Impact Fee. Developers may satisfy their Inclusionary Housing requirement for market rate rental or for-sale units \(when building 20 or more units\) by providing a percentage of affordable homes on-site within their projects, or through a variety of developer options including off-site construction of affordable units, payment of the in-lieu fee, dedication of qualifying land in lieu of construction, purchasing surplus inclusionary housing credits from another developer, the acquisition and rehabilitation of existing units, providing deed-restricted units that are available to lower-income households through agreement between the developer and the U.S. Department of Housing and Urban Development, or any combination of these methods that will achieve the requisite amount of affordable housing. Because of litigation over the validity of this ordinance, the City was only able to implement this requirement in 2016 after it prevailed in the lawsuit.](#)

[With regard to market-rate rental housing, the City Council adopted the Affordable Housing Impact Fee \(AHIF\) Program on November 18, 2014, and which took effect on July 1, 2016. AHIF](#)

requires new market-rate rental housing developments with between three to 19 rental residential units to currently pay a one-time Affordable Housing Impact Fee as determined by the adopted ordinance, as may be amended in the future. The City will use collected fees to subsidize the development of restricted affordable housing in San José for units serving prescribed income levels. While sources of funding now exist for creating more affordable housing, additional measures are needed to encourage its production.

Urban Village Implementation Framework

Formatted: Underline

This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City’s established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.

Parks and Plazas

Formatted: Space After: 6 pt, Line spacing: single

The goal of maintaining, enhancing, and expanding parks and plazas within the Plan area is discussed in the Parks, Plazas, and Placemaking Chapter of the Village Plan. Public parks and plazas are overseen by the City’s Department of Parks, Recreation, and Neighborhood Services (PRNS). PRNS has a number of approaches to the development and financing of new public parks and plazas, all of which contribute to the PRNS’s Capital Improvement Program (CIP):

Formatted: Space Before: 0 pt

- The Parkland Dedication (PDO) and Park Impact (PIO) Ordinances.
- Construction and Conveyance Taxes (C&C).
- Outside funding sources from grants, gifts, and other agencies like the County and State.
- Cooperative and Joint Use Agreements (most often with school districts or other public agencies).
- Bond Funding (when available).

Formatted: Space Before: 0 pt, After: 0 pt, Line spacing: single

The PRNS CIP implements the Parks and Community Facilities component of the City’s adopted Capital Budget, which is approved by Council each June for the following fiscal year. The CIP is comprised of park, trail, and recreation facility projects throughout the City and is planned over a five-year forecast; the most recent 2016-2021 Adopted CIP includes approximately \$309 million in open space and park projects. Projects within the CIP are financed through a variety of funding mechanisms, described below. The City is, however, constantly in search of new tools to improve the City’s park, trail, and recreational facilities, as well as vital services offered through PRNS. One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.

Streetscape Amenities and Circulation Improvements

[Street and public infrastructure projects will need to be financed and implemented through a combination of public and private funding mechanisms. Through the entitlement process for new construction, a developer will be required to plant street trees where they do not exist in front of their development, as well as dedicate right-of-way as necessary for the widening of the sidewalk. In some instances, private developers could propose funding identified improvements because these improvements would add substantial appeal to their projects. Such improvements could include special pedestrian scale streetlights, sidewalk furniture, corner curb bulb-outs, enhanced landscaping or public art. Street improvements could also include Green Infrastructure. Green Infrastructure incorporates stormwater management techniques into the built environment through enhanced landscaping and pervious surfaces rather than channeling water and runoff directly to the storm drain system.](#)

[Regional, State and federal funds are another potential funding source for the implementation of streetscape and circulation improvements. These sources do not, however, typically fund all on-going maintenance costs. To fund maintenance costs, as well as the capital improvement costs for additional services required by new development, a Special Financing District could be formed for the Five Wounds Urban Village.](#)

[Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.](#)

[Public Art](#)

[The integration of public art within this Urban Village is a placemaking strategy of the Village Plan. Public art can play a key role in reinforcing the visual identity of the area and add significant value to both public infrastructure and private development.](#)

[The City's public art program adds one percent of all eligible City of San José capital project costs towards the design, fabrication and installation of public artwork to enhance the design and add to the character of the community served by its capital improvements. Public art funds within the City are managed by the Public Art Program/Office of Cultural Affairs, and specific projects are implemented in collaboration with stakeholders and capital project managers. Public art projects that are developed by outside public agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case by case basis. For example, VTA funded the public art enhancement program as part of the Bus Rapid Transit project along the East Santa Clara Street and Alum Rock Avenue corridor.](#)

[The inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. It should be noted that future](#)

developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.

A Special Financing District, such as a Business Improvement District, which has been established in Downtown San José and the Willow Glen neighborhoods, could be a resource for the creation and maintenance of public art and other amenities.

IMPLEMENTATION PRIORITIES

Formatted: Font: Bold

Formatted: Heading 2

As it is anticipated that there will continue to be strong interest in building new housing in San José and in the Five Wounds Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village. The Five Wounds Trail Improvements is the top priority for the community.

The following is the list of public improvements and amenities that are desired by the community. The UVA program could be used to provide them as part of development projects:

Five Wounds Trail Improvements

Development of the Five Wounds Trail is a high priority Urban Village Amenity for which there is limited funding. Residential development is encouraged to contribute towards the design and development of the trail. Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required contributions of the Parks Impact Fee would be considered an Urban Village Amenity Framework option.

Affordable Housing

Market rate projects could provide affordable housing units above and beyond City ordinance requirements, however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be

consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.

Urban Plazas

Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Village Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces. The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.

Streetscape Amenities

Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond and are a compliance option for projects subject to the Implementation Framework. These can include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles.

Circulation Improvements

Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements as a compliance option for projects subject to the Implementation Framework.

Public Art

To encourage the integration of public art features within the 24th & William Urban Village, development could incorporate publicly viewable private art within the given project, or provide public art or money to fund public art elsewhere within the Urban Village area. The provision of such art is a compliance option for projects subject to the Implementation Framework.

Commercial Development

Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.

Special Financing District

Special Financing Districts are established by local businesses and/or property owners as a “special benefit assessment” to fund maintenance and capital enhancements in a District. They can be used for these purposes, and for marketing, small business assistance, maintenance, security services, public art, streetscape improvement and special events.

Implementation Policy

Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.

The following action items are contingent upon receipt of future funding.

Implementation Actions

Implementation Action 1: If, by January 1, 2026, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

Implementation Action 2: Actively market the Five Wounds Urban Village to potential developers who build urban walkable commercial and mixed-use development.

Implementation Action 3: Develop a Multimodal Transportation and Streetscape Plan for East Santa Clara Street/Alum Rock Avenue, from Coyote Creek to King Road. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City’s CIP program or by outside grant funding.

Implementation Action 4: Actively seek external funding to finance and implement advancement of these Village Plans.

The Five Wounds Urban Village Plan is in the second Horizon of the Envision San Jose José 2040 General Plan. The Horizons are intended to phase the amount and location of housing

development that gets built in the City of San Jose José; the Horizons do not phase jobs development, and jobs development can move forward in any of the Urban Villages at any time. This being said, housing uses are not planned until the City Council allocates growth from growth Horizon II, and not until the Alum Rock BART station becomes fully funded, permitted, and scheduled for commencement of construction.

The Five Wounds Urban Village Plan will largely be implemented as the individual private properties redevelop. The City does not redevelop properties, but the City can and should take proactive steps to encourage development in the Village area. One Key Step will be to rezone the area with a zoning district that is consistent with and will further the goals of this Plan. Properties within the Five Wounds Urban Village are presently designated with six (6) different Zoning Districts, a majority of which are designated with the HI—Heavy Industrial and the LI—Light Industrial Zoning Districts. This Plan does not, however, support the rezoning of industrial or commercial property for residential until such a time that the City Council allocates growth from Horizon II. Once Horizon II growth is allocated, the rezoning of properties in the Five Wounds Urban Village would clear away a major entitlement hurdle for urban, pedestrian-oriented, mixed-use type development. In order for most properties to develop consistent with the policies of this Plan, a developer would currently need to rezone a given property to an urban zoning district before proceeding with other development permits.

With the end of the Redevelopment Agency program in California and San Jose José, the City does not have the same level of eminent domain authority to proactively assemble private properties for redevelopment. Nevertheless, there are other steps the City can take to facilitate development in addition to rezoning within the corridor. For example, the City can proactively seek potential developers and inform them of development opportunities within the Five Wounds Urban Village. The City can also meet with existing property owners to discuss the potential for redevelopment on their properties and then connect property owners with potential interested developers.

The one major public investment recommend in this Village Plan is the development of the Five Wounds Trail. The development of this trail will require a significant amount of funding. In addition, to the cost of acquiring the right-of-way from the Valley Transportation Authority and then building the paved trail, there is the costs of adding amenities and landscaping along the trail right-of-way, and constructing improvements at the trail's intersection with the roadway network. While the City does have an existing Parks Dedication Ordinance (PDO) that generates funding for new parks facilities from new housing development, and while this Plan recommends that any PDO funds generated from new development within the larger Five Wounds area be dedicated towards trail development, it is anticipated that additional funding will need to be secured to complete the communities vision for the Five Wounds Trail. To fill this anticipated funding gap, this Plan recommends pursuing state and federal grant funds, and identifying potential funding from private foundations.

In addition to these funding sources, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund public improvements, such as the Five Wounds Trail. This Strategy would not be developed solely for the Five Wounds Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt Park, Little Portugal, Five Wounds, and 24th and William Street Villages. In addition to funding the development of the Trail, the Strategy would be used to fund other identified improvements within the Urban Village Plans including public plazas, pedestrian improvements, street trees and streetscape amenities. This Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements, including the maintenance of the Five Wounds Trail.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose José and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development and/or enhancement of the Five Wounds Trail and other identified improvements. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

While new housing is not anticipated in the Five Wounds Urban Village prior to the development of an Implementation Financing Strategy, if new housing development was proposed before completion of this Strategy, the City should obtain an agreement with the developer (i.e. a Development Agreement) that would determine how the proposed development would contribute towards the implementation of the improvements identified in the Five Wounds Urban Village Plan.

Implementation Actions

Implementation Action 1: If, by January 1, 2017, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

Implementation Action 2: Develop an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the implementation of the 24th and William Street, Little Portugal, Roosevelt Park and Five Wounds Urban Village Plans.

~~*Implementation Action 3: Housing shall not be approved prior to the City Council approval of an Urban Village Implementation Finance Strategy for the entire plan area.*~~

~~*Implementation Action 3: The City shall work with the VTA to develop an implementation plan around the development of the Five Wounds BART Station, including possibly hiring a master developer for the station area.*~~

~~*Implementation Action 4: Rezone properties within the Five Wounds Urban Village consistent with the goals and polices of this Plan.*~~

~~*Implementation Action 5: After the funding and planned construction of the Alum Rock BART Station, actively market the Five Wounds Urban Village to potential developers of urban scale and type commercial and mixed use development*~~

RESOLUTION NO. _____

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN
JOSE AMENDING THE 24TH & WILLIAM URBAN VILLAGE
PLAN**

**Fall 2018 General Plan Amendment Cycle (Cycle 4)
File No. GPT16-010**

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in furtherance of the goals and policies of the General Plan, on November 19, 2013, the Council adopted the 24th & William Urban Village Plan; and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on October 24, 2018, the Planning Commission held a public hearing to consider proposed changes to the 24th & William Urban Village Plan, attached hereto and incorporated herein by reference as Exhibit "A" (the "Plan"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed Plan

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the Plan; and

WHEREAS, on December 4, 2018, the Council held a duly noticed public hearing; and

WHEREAS, copies of the Plan are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on December 4, 2018 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the Plan; and

WHEREAS, prior to making its determination on the Plan, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041) and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan EIR (certified by Resolution No. 77617), and the November 1, 2016 Addendum thereto; and

WHEREAS, the Council is the decision-making body for the proposed Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Plan specified and set forth in Exhibit “A” attached hereto and incorporated herein by reference is hereby adopted

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

ADOPTED this _____ day of _____, 2018, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA

COUNTY OF SANTA CLARA

)
) ss
)

I hereby certify that the amendments to the 24th & William Urban Village Plan attached hereto as Exhibit A were adopted by the City Council of the City of San José on _____, as stated in its Resolution No. _____.

Dated: _____

TONI J. TABER, CMC
City Clerk

EXHIBIT "A"

24th & William Urban Village Plan

GPT16-010. The 24th & William Urban Village Plan, attached hereto as Exhibit A-1 and incorporated herein by reference, is hereby adopted..

Council District 3.

DRAFT

24th ~~and~~ & William Urban Village Plan



Approved by the City Council on November 19, 2013

Amended by the City Council on December 4, 2018

TABLE OF CONTENTS

TABLE OF CONTENTS	32
INTRODUCTION	54
BACKGROUND AND PLANNING PROCESS	65
LAND USE	87
A. Planned Growth Capacity and Objectives	98
B. Phasing of Residential Development	109
1. Phasing of residential growth on land designated Light Industrial or Combined Industrial/Commercial	1140
2. Phasing of residential growth on lands designated Neighborhood/-Community Commercial	1140
C. Land Use Diagram	1244
1. Current Land Use Diagram	1244
2. Future Land Use Diagram	1244
D. Land Use Designations	1945
1. Current Land Use Designations	1945
2. Land Use Designations added to the Future Land use Diagram	2248
E. Land Use Policies	2349
URBAN DESIGN	2520
A. Building Height	2520
C. Street Frontage	3324
D. Trail Frontage	3425
E. Setbacks and Building Placement	3526
PUBLIC ART	3728
STREET AND PEDESTRIAN CIRCULATION SYSTEM	4030

A. Sidewalks	4030
B. Street Trees	4134
C. Roadway/Trail Intersections	4232
PARKING	4736
FIVE WOUNDS TRAIL.....	4937
IMPLEMENTATION	5239

INTRODUCTION

The 24th ~~and &~~ William ~~Street~~ Urban Village Plan, together with the Roosevelt Park, Five Wounds, and Little Portugal Urban Village Plans, ~~is~~ are part of the first Urban Village Plans prepared by the City and the community to further the Urban Village strategy of the new Envision San ~~Jose~~ José 2040 General Plan (General Plan). As a City Council approved policy document for the future growth of the 24th ~~and &~~ William ~~Street~~ Urban Village, this Village Plan establishes a framework for the transition of the 24th and William Street Urban Village into a vibrant mixed-use and ~~pedestrian-pedestrian-~~ oriented district that supports the surrounding neighborhoods and is integrated with the planned Five Wounds Trail. This Village Plan includes goals and policies designed to shape both future public and private development.

BACKGROUND AND PLANNING PROCESS

The planning process for the 24th ~~and &~~ William ~~Street~~ Urban Village really began with the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Plan that was completed in August of 2002. This SNI Plan outlined the community's vision and land use direction for this Village as well as the other three Urban Villages located within its boundary. While the SNI Plan was accepted by the City Council in 2002 as the community's vision and priorities for the Five Wounds Area, the SNI Plan and its Land Use recommendations for the 24th ~~and &~~ William ~~Street~~ Urban Village area were not approved by the City Council and did not become official City Policy.

In 2010, the vision and recommendations for the future of the Five Wounds area, including the 24th ~~and &~~ William ~~Street~~ Urban Village, were further developed as part of the Five Wounds/Brookwood Terrace Bay Area Rapid Transit (BART) Station Area Community Concept Plan. This BART Station Area Plan was developed by the community and San Jose State University, with support from the City, under the umbrella of CommUniverCity. Completed in September of 2010, this BART Station Area Plan refined the land use, urban design, circulation and parks and open space recommendations for 24th ~~and &~~ William ~~Street~~ and the three other Urban Villages in the Five Wounds/Brookwood Terrace area. The recommendations of this BART Station Area Plan were not, however, formally approved as City policy by the City Council.

In 2011, at the conclusion of the Envision San Jose 2040 General Plan (General Plan) Update process, the City's first Urban Village planning processes were initiated in the Five Wounds/Brookwood Terrace area, using the CommUniverCity BART Station Area Plan as the starting point. The visions, goals and many of the policy recommendations of the CommUniverCity BART Station Area Plan ~~have been~~ were integrated into the 24th ~~and &~~ William ~~Street~~, and the three other Village Plans (i.e. Roosevelt Park, Little Portugal, and Five Wounds), as consistent with the strategies of the Envision San Jose 2040 General Plan. Unlike the prior planning processes, these four Village Plans were then approved the City Council as the City's policy for the future growth of these Urban Villages.

The planning process for the 24th ~~and &~~ William ~~Street~~ Urban Village Plan was combined with the Planning process for the Five Wounds, Roosevelt Park and Little Portugal Urban Village Planning processes. The planning process first consisted of two community outreach meetings where staff explained the strategies of the recently adopted Envision San Jose 2040 General Plan's Major Strategy and how they would be implemented in

the Five Wounds/Brookwood Terrace area. Following this outreach, two additional community workshops were held that each attended by approximately 40 to 50 residents, and property and business owners. At the first workshop, on July 23, 2011, the community provided comments and direction on a draft Land Use Plan. At the second community workshop, the community reviewed and provided input on the refined Land Use and Urban Design Plan, as well as the Circulation, Streetscape, Parks and Trails, and Parking recommendations.

In 2018, additional coordination with community leaders was completed to establish the Implementation Priorities for this Urban Village plan. These Implementation Priorities are the same priorities that are identified in the Roosevelt Park, Little Portugal, and Five Wounds Urban Village Plans.

Urban Village Implementation and Amenities Framework

As part of the preparation of an urban village plan, the General Plan states, “consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned with the Urban Village Plan.” On May 22, 2018, the City Council adopted City Council Resolution No. 78603 for the Urban Village Implementation and Amenities Framework (Framework), as maybe amended in the future, to facilitate a rezoning process to allow the conversion of employment lands to residential or residential mixed-use uses consistent with the Framework within adopted urban village plans. The role of the Framework is to:

1. Outline a zoning process that will provide a more streamlined entitlement process for developments that are consistent with an urban village plan.
2. Provide the community and developers with a mechanism to have residential or residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in an urban village plan.

This Framework was incorporated into an updated Implementation Chapter for the 24th & William Village Plan, which as approved by Council on December 4, 2018.

Formatted: Space Before: 0 pt, After: 0 pt, Don't add space between paragraphs of the same style, Line spacing: single, Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5", Don't adjust space between Latin and Asian text, Don't adjust space between Asian text and numbers

Formatted: Not Highlight

Formatted: Superscript, Not Highlight

Formatted: Not Highlight

Formatted: Font color: Auto

LAND USE

Land Use Goal: Maintain and enhance the 24th ~~and &~~ William ~~Street~~ Urban Village as a complete community by further integrating a mix of neighborhood serving commercial uses and employment uses within the Village, while also allowing for the integration of additional housing.

The 24th ~~and &~~ William ~~Street~~ Urban Village area has an existing land use fabric that is more common in older more established communities in the United States but is unique for most of San ~~Jose~~José. While the community is largely a ~~single-single~~-family neighborhood, it also contains a corner market, a grocery store, a bakery, a coin laundry and a number of other neighborhood serving retail uses that are within walking distance for many residents. The area also includes a number of industrial, auto related, small manufacturing and food processing businesses. While these uses at times contribute to the gritty character of the area, they also provide employment opportunities for people within the immediate and surrounding communities.

By containing housing, businesses and neighborhood serving retail, the 24th ~~and &~~ William ~~Street~~ Urban Village is in many ways a “complete” community, where people can live, shop and work within a small area. This is one of the key characteristics that define an Urban Village.

The goal of this Village Plan is to maintain and then expand this mix of land uses to reinforce the 24th ~~and &~~ William ~~Street~~ Urban Village as a complete mixed-use community. While light industrial type uses could remain, and expand in identified locations, this Village Plan does envision a transition to more commercial type uses over time. As part of the planning process, the community was very supportive of encouraging arts related uses within this Village, particularly in the area north of San Antonio Street and bisected by the planned Five Wounds Trail, an area that currently contains a mix of industrial businesses and ~~single-single~~-family homes. The industrial properties and buildings in the area are of the type that often works well for artists and arts organizations, as the rents are relatively low.

~~Twenty-Fourth~~24th -Street, and in particular, the intersection of 24th and William Streets, is intended to be the primary community hub for both this Village and the adjacent surrounding neighborhoods. The intersection of 24th and William Street presently contains a number of neighborhood serving retail uses. This Village Plan intends to retain these types of uses while allowing for additional neighborhood serving

retail and other small scale commercial or office uses through the intensification of existing commercial properties or the redevelopment of identified residential and underutilized commercial and industrial properties.

While, the primary land use emphasis of this Urban Village Plan is to maintain the existing level of employment and commercial uses, and then facilitate an approximately 1875 percent increase in the square footage of employment uses, this Village Plan ultimately will support mixed-use residential/commercial and fully commercial development along the 24th Street Corridor between San Antonio Street to just south of William Street. As discussed below, in the Phasing of Residential Development (Section B) of this Chapter, new residential uses integrated with employment uses, will be allowed by this Village Plan when the City Council decides to allocate housing capacity from Growth Horizon III and the Alum Rock 28th Street BART station is completed. The inclusion of additional residential development and residents would further support existing businesses in the area, as well as new businesses desired along 24th Street, and would contribute to the overall vitality of the area.

New residential development is envisioned in a vertical mixed-use format with apartments or condominiums located above retail stores or offices; however, on larger properties, or where properties are aggregated, residential and commercial uses could be developed side by side in a horizontal mixed-use format. As described under the description of the Urban Village Land Use designation section below, mixed-use development would need to maintain and potentially expand upon the existing amount of commercial space on a given site.

A. PLANNED GROWTH CAPACITY AND OBJECTIVES

This Village Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the overall Village as described below.

EMPLOYMENT GROWTH

÷The overall objective for the whole Village is to develop an additional 124,50030,000 square feet of non-residential/employment space-square footage over the existing amount of commercial and industrial square footage. With 167,000 square feet of existing industrial and commercial space, this objective represents an approximately 1875%-percent increase in the amount of employment square footage above existing levels. The Village employment growth objective is based upon the “jobs first” Envision

San ~~Jose~~José 2040 General Plan planned capacity of ~~415-100~~ new jobs for the 24th ~~and &~~ William ~~Street~~ Urban Village. The non-residential/employment square footage objective was calculated per the methodology outlined in the General Plan by assuming that each job requires, on average, 300 square feet of gross building area, and then multiplying ~~415-100~~ by 300.

HOUSING GROWTH

÷The planned dwelling unit capacity for the Village overall is 217 new housing units, to be developed as part of mixed-use development. This residential unit capacity is the maximum new residential growth planned for the 24th ~~and &~~ William ~~Street~~ Urban Village in the Envision San ~~Jose~~José 2040 General Plan. This ~~Village~~ Plan recognizes that housing can contribute to creating a vibrant Urban Village; however, because the Envision San ~~Jose~~José 2040 General Plan is a jobs-focused Plan, it does not establish a residential unit objective, but rather a maximum number of housing units that is planned to be accommodated in this Village.

B. PHASING OF RESIDENTIAL DEVELOPMENT

To achieve San ~~Jose~~José's economic and fiscal goals, the San ~~Jose~~José 2040 General Plan meters out planned residential growth into three Growth Horizons (~~Horizon I, II and III~~). Residential growth is not supported within an Urban Village until residential growth capacity is allocated from a given Horizon. The planned residential growth in the 24th ~~and &~~ William ~~Street~~ Urban Village is in Horizon III. Non-residential or employment development is not subject to the Growth Horizons and can occur at any time, consistent with the goals and policies of the General Plan and the applicable Urban Village Plan.

In addition, the General Plan contains policy LU-6.1 which only allows conversion of industrial or mixed industrial commercial areas to non-employment uses (i.e. residential uses) in the 24th ~~and &~~ William ~~Street~~ Urban Village, with the completion of the planned ~~Alum Rock~~28th Street BART Station. As a result of both of these policies, there are two different rules regarding when residential can occur within this Village. One set of rules applies to areas presently designated, and shown in ~~the 24th & William Current Land Use Diagram~~ (Figure 1), as Light Industrial or Combined Industrial/Commercial. The other rule applies to lands designated Neighborhood/Community Commercial. Both of these rules are described in the next section below.

Residential growth on lands designated by this Urban Village Plan as Residential Neighborhood, Mixed-Use Neighborhood or Mixed-Use Commercial are not subject to the policies related to the phasing of residential development, and can be approved at any time, consistent with the given land use designation of the area, and the goals and policies of the General Plan and this Village Plan.

1. PHASING OF RESIDENTIAL GROWTH ON LAND DESIGNATED LIGHT INDUSTRIAL OR COMBINED INDUSTRIAL/COMMERCIAL

Lands designated on the 24th & William Current Land Use Diagram (Figure 1) as Light Industrial or Combined Industrial/Commercial are subject to General Plan Policy LU-6.1. As such, residential uses are not supported in these areas until the planned ~~Alum Rock~~ 28th Street BART station is fully funded, permitted, and scheduled for commencement of construction. Consequently, the land use designation of these Light Industrial or Combined Industrial/Commercial areas will not be changed to Urban Village, as shown on the 24th & William Future Land Use Diagram (Figure 2), or another designation that allows housing, until the 28th Street BART station is planned for completion. Policy LU-6.1 precludes the allocation of planned residential capacity onto these employment lands though the use of either ~~t~~ The Signature Project policy (IP-5.10) or ~~R~~ Residential Unit Capacity “Pool” policy (IP-2.11) in the General Plan. The Phasing of Residential Growth on Lands Designation Neighborhood/Community Commercial (Section B.2) below discusses these policies in more detail.

2. PHASING OF RESIDENTIAL GROWTH ON LANDS DESIGNATED NEIGHBORHOOD/COMMUNITY COMMERCIAL

The phasing of residential uses on lands designated Neighborhood/Community Commercial is subject to the General Plan’s Growth Horizons. Given that the ~~24th and William Street~~ 24th & William Street Urban Village is in Growth Horizon III, the General Plan does not support residential growth on lands designated Neighborhood/-Community Commercial until the City Council decides to allocate residential growth capacity ~~from to~~ to Horizon III. ~~T~~ The City Council can also decide to move ~~into this Urban Village into another future~~ into another future growth Horizon as part of an Annual major review-Review of the General Plan, if the City is moving towards achievement of its employment and fiscal goals.

The General Plan however contains two implementation policies which gives the City Council some flexibility to approve housing before a residential Growth Horizon is ~~“turned on.”~~ activated. These two policies allow flexibility to allow mixed-use

commercial/-residential development within areas designated Neighborhood/Community Commercial prior to the allocation of residential growth from Horizon III, if this development is consistent with the goals and policies of this Urban Village Plan. The first policy allows mixed-use residential/commercial projects to be approved ahead of a Growth Horizon if a project includes a significant jobs component and meets the other criteria of a Signature Project (for a description of a Signature Project, see General Plan Implementation Policy IP-5.10). The second implementation policy provides a “pool” of 5,000 residential units that the Council can allocate to Signature Projects and/or Urban Villages that are not within a current Growth Horizon but have a Council-approved Village Plan (General Plan Policy IP-2.11).

C. LAND USE DIAGRAM

This Village Plan contains two Land Use diagrams. The first diagram (Figure 1) is the current Land Use diagram that identifies land uses and intensity of uses that are supported by this Plan, prior to the allocation of Horizon III growth and the completion of the Alum Rock/28th Street BART station. The second diagram (Figure 2) is the Land Use diagram that is proposed with the allocation of Horizon III growth and the planned completion of the 28th Street BART Station. Both are described in more detail below.

1. CURRENT LAND USE DIAGRAM

The current Land Use diagram is shown in Figure 1. This diagram is a largely a continuation of the Land Use diagram in the Envision San José General plan approved by the City Council on November 1, 2011. To further the achievement of the employment growth objective for this Village, this diagram includes opportunities for new commercial and industrial development; however, it does not support new residential development integrated into these employment areas. These employment areas are designated on the diagram as Neighborhood/-Community Commercial, Combined Industrial/Commercial, and Light Industrial. The Mixed-Use Commercial Land Use Designation is also largely an employment designation, but does allow some flexibility to include housing integrated with commercial uses.

2. FUTURE LAND USE DIAGRAM

The Future Land Use Diagram [\(Figure 2\)](#) is the planned land use diagram that would be approved by the City Council through a General Plan amendment process once the City Council allocates residential growth from Horizon III and once the [Alum Rock 28th Street](#) BART station is fully funded, permitted, and scheduled for commencement of construction. Because, as described in [the Phasing of Residential Development \(Section B\)](#) above, there are different policies that affect the phasing of new residential uses, this Future Land Use Diagram could be approved in stages. The areas designated Neighborhood/Community Commercial could be converted to Urban Village [L](#)and [U](#)se designation through a General Plan amendment process when the Council decides to allocate growth from Horizon III. Per General Plan Policy LU-6.1, the areas currently designated Combined Industrial/Commercial and Light Industrial might be converted later once BART station is planned and scheduled for completion.

While it is not anticipated that BART will be completed before allocation of Horizon III growth, if BART is completed first, the City Council could amend the General Plan to allow residential uses on the Combined Industrial/Commercial and Light Industrial areas [\(as shown in Figure 1\)](#) prior to Horizon III allocation.

FIGURE 1

24th ~~and~~ & William Current Land Use Diagram

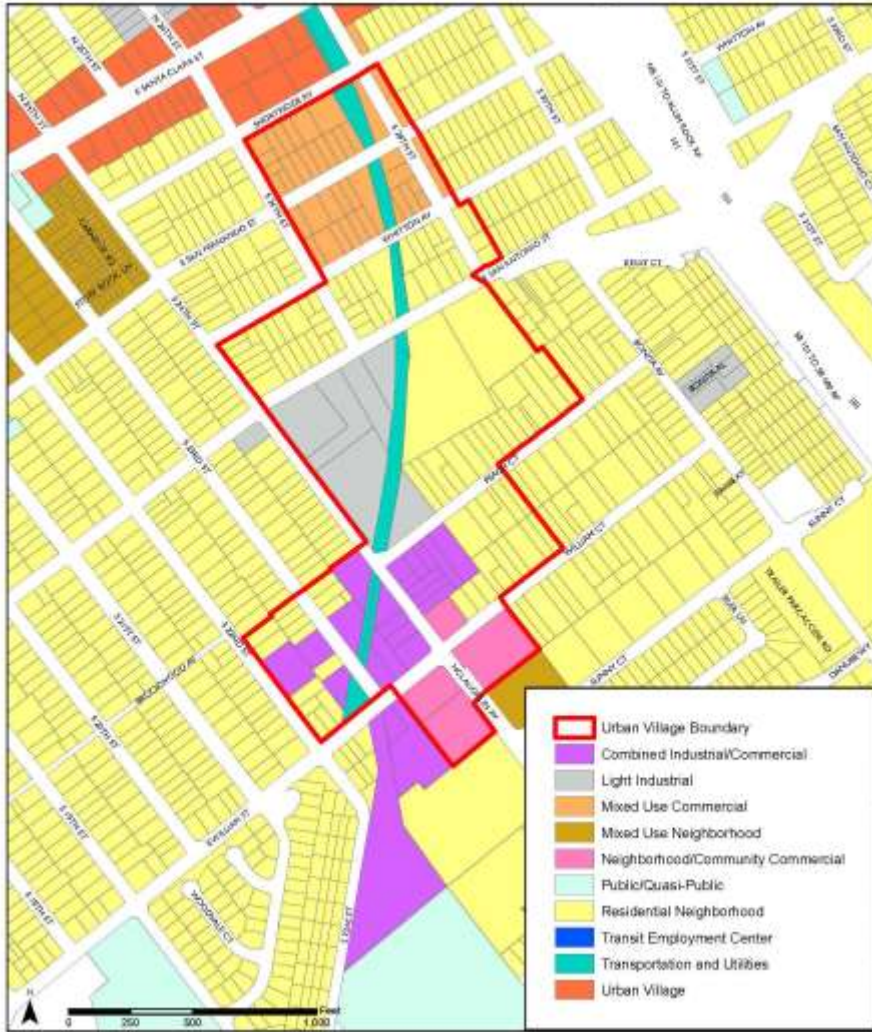
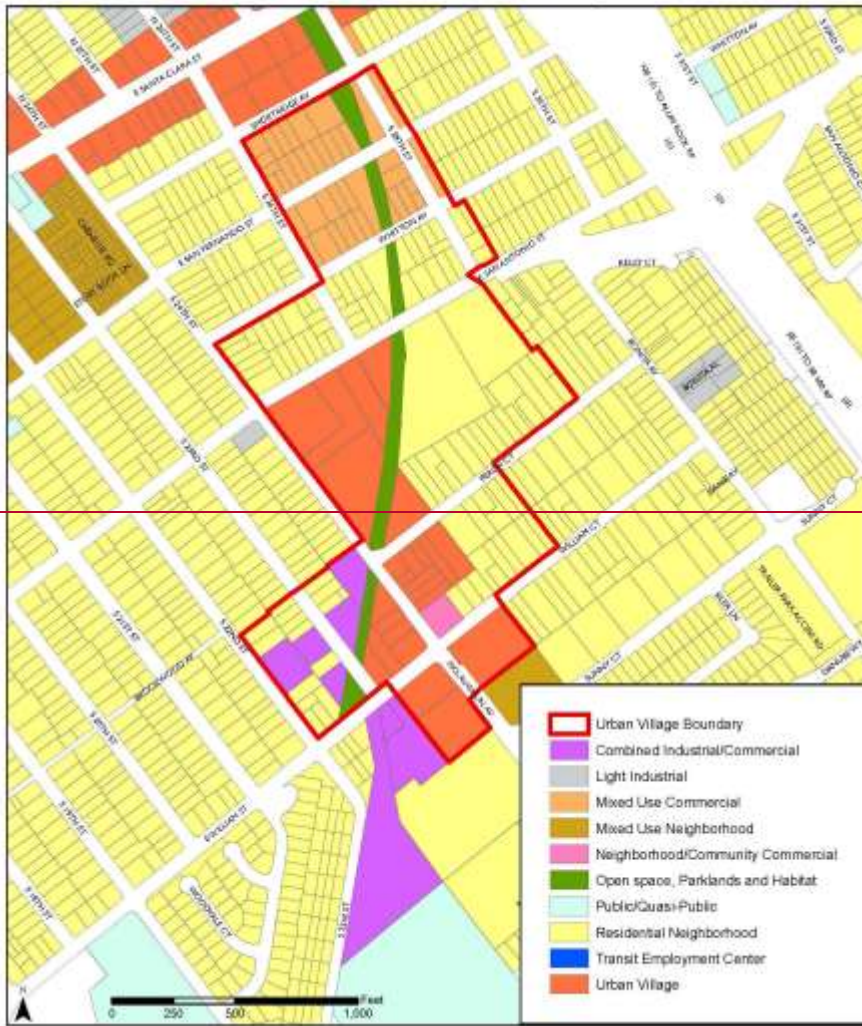
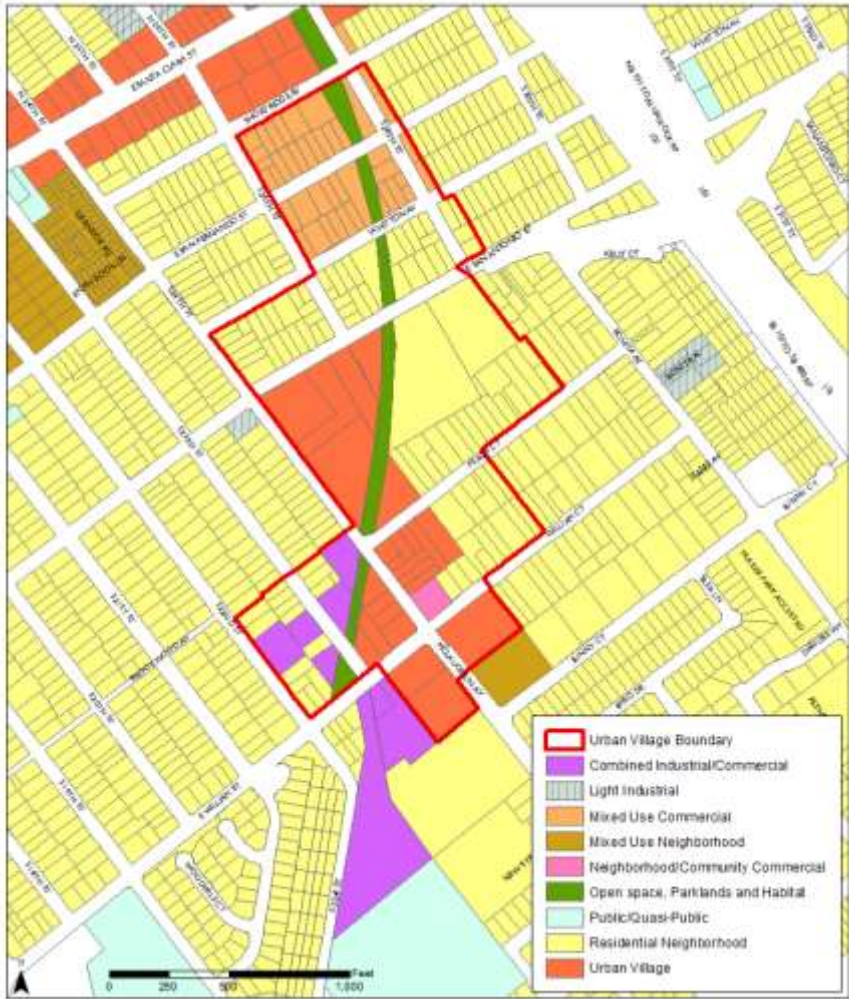


FIGURE 2

24th ~~and~~ & William Future Land Use Diagram





D. LAND USE DESIGNATIONS

Formatted: No underline

The Land Use Designations section is divided into two sections. The first only discusses those designations that are included in the Current Land Use Diagram, Figure 1. The second section discusses only those land use designations on the Future Land Use Diagram, Figure 2, which would be added through a General Plan amendment process.

It should be noted that rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential) will be required to comply with the Framework.

1. CURRENT LAND USE DESIGNATIONS

Below are descriptions of the land use designations that are applied in the current land use diagram, which together create the land use diagram (Figure 1) that is planned to be in place until the City Council allocates growth from Horizon III and until the ~~Alum~~ Rock28th Street BART Station is completed.

Mixed-Use Commercial

Density: Up to 35 DU/AC; FAR 0.5 to 1.5 (1 to 3 stories) for mixed-use projects that include residential, with a minimum commercial FAR of 0.5; FAR Up to 1.5 (1 to 3 stories) for stand-alone non-residential uses.

The Mixed-Use Commercial designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. Two blocks are designated with this land use designation. These blocks are bounded by Shortridge Avenue, South 28th Street, Whitton Avenue, and South 26th Street, and presently contain a mix of single family homes and industrial uses, with the industrial uses generally clustered around the former railroad right-of-way/planned Five Wounds Trail. The commercial uses that are envisioned and supported by this designation include neighborhood serving retail and small offices. This land use designation also supports arts related uses including artist studios, art education uses, and rehearsal and production uses. Low impact industrial or light manufacturing uses could be appropriate within this land use designation if they are compatible with and do not pose a hazard to surrounding residential uses.

The Mixed-Use Commercial land use designation does support residential uses as part of a mixed-use development, but not as a stand-alone use. New development that

includes residential ~~should~~ shall include a minimum commercial FAR of 0.5. The type of residential envisioned for this area includes live work uses. New non-residential uses that do not include residential do not have a minimum FAR.

The area designated Mixed-Use Commercial contains a number of existing single family homes and some duplexes. The intention of this Village Plan is that these existing residential only uses can remain indefinitely. Requirements for the inclusion of commercial or non-residential uses ~~would~~ only come into effect if and apply when an existing residential property is redeveloped.

Neighborhood/Community Commercial

Density: Varies

The Neighborhood/Community Commercial (NCC) Land Use Designation supports a broad range of commercial uses such as neighborhood serving retail stores and services, office uses and private community gathering facilities including places of worship. Residential uses are not supported by this Land Use Designation.

The only properties on the current land use diagram that are designated Neighborhood/Community Commercial are located at or adjacent to the northeast, southeast and southwest corner of 24th and William Streets. All, but one of these properties, are ultimately planned to be changed to an Urban Village Land Use designation with Council allocation Growth Horizon III. This one property that is intended to remain Neighborhood/Community Commercial is located on the northeast corner of 24th Street and William Court. This property contains a single-family house that is estimated to be over 100 years old. A historic analysis has not been conducted for this property; however, a survey of this property could determine that this property is eligible for the City's historic inventory. The goal of this Plan is to preserve this early 20th century single family house, while allowing the structure to be used for neighborhood serving commercial uses or offices uses. Although the NCC designation does not allow the redevelopment of the site to new residential uses, this Village Plan does support the continued residential use of this structure.

To encourage preservation of the structure on the northeast corner of 24th and William Street, the allowed density on this property is an FAR of up to 0.25 (1 to 2 stories). The allowed density on the other NCC properties, which are located south of William Street, is an FAR up to 2.0 (1 to 4 stories).

Combined Industrial /Commercial

Density: FAR Up to 1.5 (1 to 3 stories)

The Combined Industrial/Commercial (CIC) ~~Land Use~~ designation allows a significant amount of flexibility for commercial, office or industrial uses or a compatible mix of these uses. Most of the properties designated CIC contain existing industrial and commercial retail uses.

While this designation supports industrial uses, this ~~Village~~ Plan only supports industrial uses that are compatible with the surrounding residential neighborhood and to do not detract from the quality of life of surrounding residents either because of noise, air, operational, aesthetic or other impacts. Industrial uses adjacent to the Five Wounds Trail should also not negatively impact the functionally or visual character of the trail.

Light Industrial

Density: FAR Up to 1.5 (1 to 3 stories)

This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of the type of uses supported under this designation. The area designated Light Industrial on the Current Land Use Diagram is generally a triangular area south of San Antonio Street, east of 24th Street, and north of Peach Court. This area is planned to be changed to an Urban Village land use designation after completion of the ~~Alum Rock~~ 28th Street BART station, allowing for the conversion of this area to commercial type uses, and mixed ~~-use residential/-commercial and residential~~ developments.

Transportation and Utilities

Density: FAR N/A

The former Western Pacific Railroad right-of-way and future planned Five Wounds Trail corridor is designated Transportation and Utilities. While this designation is applied to active or inactive railroad lines and high-voltage power line corridors, it also supports the development of a trail within the 24th ~~and &~~ William ~~Street~~ Urban Village, given that the railroad is no longer active. This designation also supports the use of the former railroad of way for staging and other activities needed for the construction of BART.

Residential Neighborhood

*Density: Typically 8 DU/AC (Match existing Neighborhood Character);
FAR up to 0.7 (1 to 2.5 stories)*

A significant portion of the 24th ~~and &~~ William ~~Street~~ Urban Village is designated Residential Neighborhood. These largely single family areas were included as part of the

plan for contextual purposes and it is not the intent of this [Village](#) Plan to intensify or change the existing and predominately single family character of these areas. The residential density that would be supported under this designation is generally 8 dwelling units to the acre. In areas where there are higher prevailing densities (i.e. more than 50% [percent](#) of the development on both sides of a given block is greater than 8 dwelling units to the acre), higher residential densities could be allowed. For more information on the type and intensity of uses supported under the Residential Neighborhood land use designation refer to Chapter 5 ([Interconnected City](#)) of the General Plan.

2. LAND USE DESIGNATIONS ADDED TO THE FUTURE LAND USE DIAGRAM

Below is a description of the Urban Village Land Use Designation which will be applied with the City Council allocation of Growth from Horizon III and completion of the [Alum Rock 28th Street](#) BART Station. To identify where this designation is planned to be applied refer to Figure 2 ([24th & William Future Land Use Diagram](#)).

Urban Village

Density: Up to 95 DU/AC; FAR 0.3 to 2.5 (1 to 4 stories) for mixed-use projects that include residential, with a minimum commercial FAR of 0.3; FAR Up to 2.5 (1 to 4 stories) for stand-alone non-residential uses.

The properties in the Future Land Use Diagram planned to be designated Urban Village are generally located along 24th Street south of San Antonio road, with a cluster at the intersection of William and 24th Streets. The Urban Village Designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. ~~As applied in the 24th and William Street Urban Village, the Urban Village designation~~ This land use designation is a commercial designation that will support residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where the aggregation of properties creates a larger site, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one development. To meet the commercial/employment lands objective for this Village, mixed-use [residential/commercial](#) projects ~~must~~ shall include a minimum FAR of 0.3 for commercial uses. Stand-alone residential projects that do not include a commercial component are not supported by the Urban Village land use designation in this [Village](#) Plan.

Open Space, Parkland and Habitat

Density: N/A

This designation allows a broad range of recreation or open space uses, including parks and trail uses. This designation is planned to be applied to the planned Five Wounds Trail corridor after completion of the BART system through the Five Wounds area.

E. LAND USE POLICIES

Land Use Policy 1: Create a mixed-use Urban Village that is pedestrian focused, provides employment, housing, and shopping opportunities, and enhances the quality of life for residents in surrounding communities.

Land Use Policy 2: The development of ground floor neighborhood serving retail along 24th Street and along William Street at its intersection with 24th Street, is encouraged on properties with an Urban Village land use designation.

Land Use Policy 3: Stand-alone residential projects are ~~not supported~~ prohibited in areas with an Urban Village ~~land use~~ designation and residential projects ~~should~~ shall include commercial uses at an FAR of 0.3 or greater.

Land Use Policy 4: New mixed-use residential/commercial projects located in the Mixed-Use Commercial Land Use designation shall provide a minimum of 0.5 FAR for the commercial portion.

Land Use Policy 45: Industrial uses that could have health impacts on the surrounding residential neighborhood or would have significant operational or negative visual impacts should not be allowed.

Land Use Policy 56: Preservation of the approximately 100 year old home at the northeast corner of 24th and William Street is encouraged. Exterior modifications or use of materials that detract from the historic or architectural integrity of the structure are discouraged. To further its preservation, this structure could continue to be used as ~~single~~ family home, or could be converted to ~~live~~ work, small office, or neighborhood serving retail business.

Land Use Policy 67: Drive-through uses ~~should~~ not be permitted within the ~~Five Wounds Urban Village~~ 24th & William Urban Village Plan.

Land Use Policy 8: To achieve the goal that 25% or more of the units built are deed restricted affordable, with 15% of the units affordable to household with income below 30% of Area Median Income, integrate affordable housing within the 24th & William

Formatted: Superscript

Formatted: Superscript

Urban Village by prioritizing the application of the City's affordable housing programs within this Village, and by encouraging residential development to include deed restricted affordable units within a given project, as stated in General Plan Policy IP-5.1, as may be amended in the future.

URBAN DESIGN

Urban Design Goal: Create an attractive Urban Village that contributes to the economic vitality of the Five Wounds/Brookwood Terrace community, creates a vibrant pedestrian environment, and contributes towards a strong and positive community identity through the high quality and thoughtful design of buildings and public spaces.

The quality of urban design, from the architecture ~~and design~~ of new buildings and materials used, to the massing and placement of the buildings in relationship to the street, each other, and the surrounding neighborhood, will play a critical role in creating a great place. If successful, ~~high-high~~-quality design in the 24th ~~and~~ William Street Urban Village will contribute to the positive identity of the area and set it apart from other areas of the City as place to live, shop and work.

This Village Plan provides urban design policies intended to achieve the Urban Design Goal, and to guide the growth of this Village with development that is of ~~high-high~~-quality and lasting design, is pedestrian oriented, and is relatively urban in scale, with building along key properties along 24th Street envisioned to be between three and four stories.

A. BUILDING HEIGHT

The surrounding community has expressed support for the redevelopment of the existing, predominately ~~single-single~~-story commercial and industrial buildings along 24th and Williams Streets with multi-story commercial or mixed-use residential/commercial development. However, the surrounding neighborhood is largely composed of ~~one-one~~-story ~~single-single~~-family homes, and, as the area redevelops, it will be critical to ensure that new development is compatible and in scale and height. To ensure neighborhood compatibility, this Village Plan establishes the height limit for new commercial and high-density mixed-use residential/commercial development. Height limits for the Current Land Use Diagram (pre-BART) are shown in Figure 3. Height limits for the Horizon III and completed BART station land use diagram are shown in Figure 4. The height limits established in the Village Plan are lower than the illustrative height ranges established in the Envision San Jose 2040 General Plan for the Urban Village and Combined Industrial/Commercial Land Use Designations.

Building Height Policies

Building Height Policy 1: Accommodate relatively higher density and intensity development in multi-story buildings in locations that are compatible with the surrounding neighborhoods.

Building Height Policy 2: The height of new development within the 24th ~~and &~~ William Street Urban Village ~~should~~ shall not exceed the height limits shown in Figure 3, prior to allocation of growth from Horizon III and the planned completion of BART, and Figure 4, after allocation from Horizon III and the scheduled completion of BART.

FIGURE 3

24th ~~and~~ & William Height Limits Pre-BART Completion

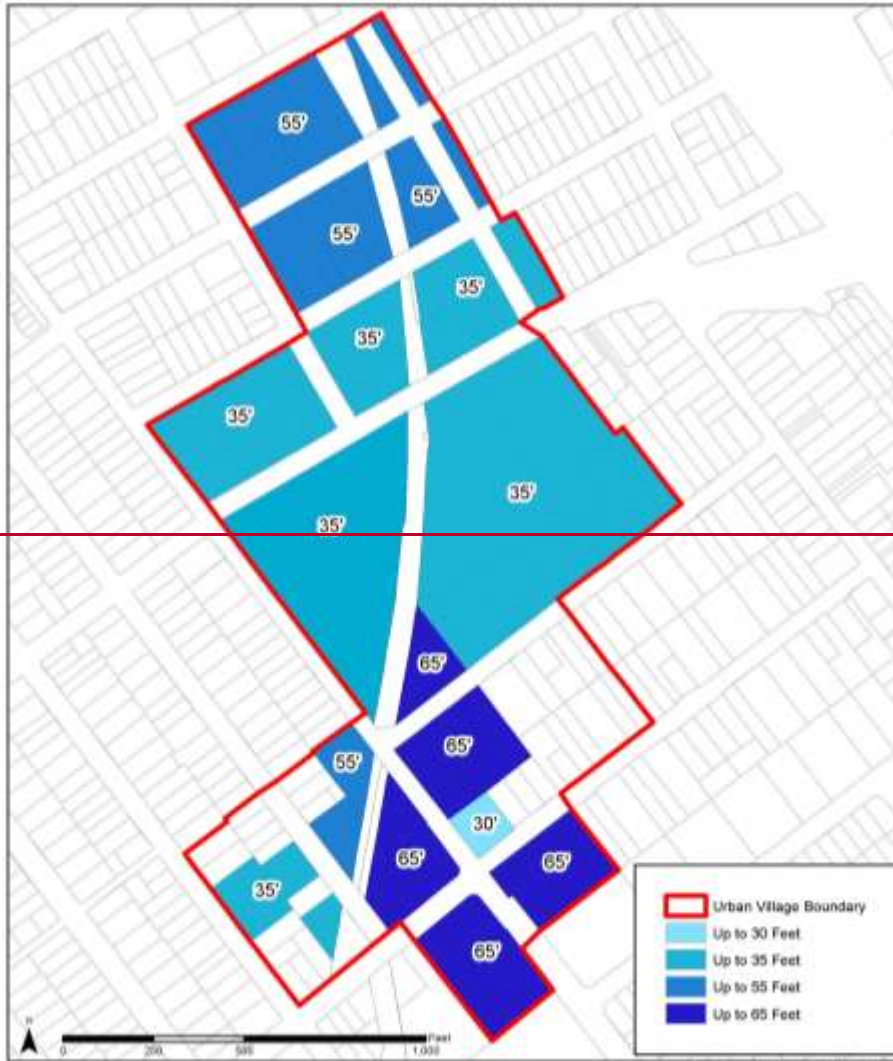
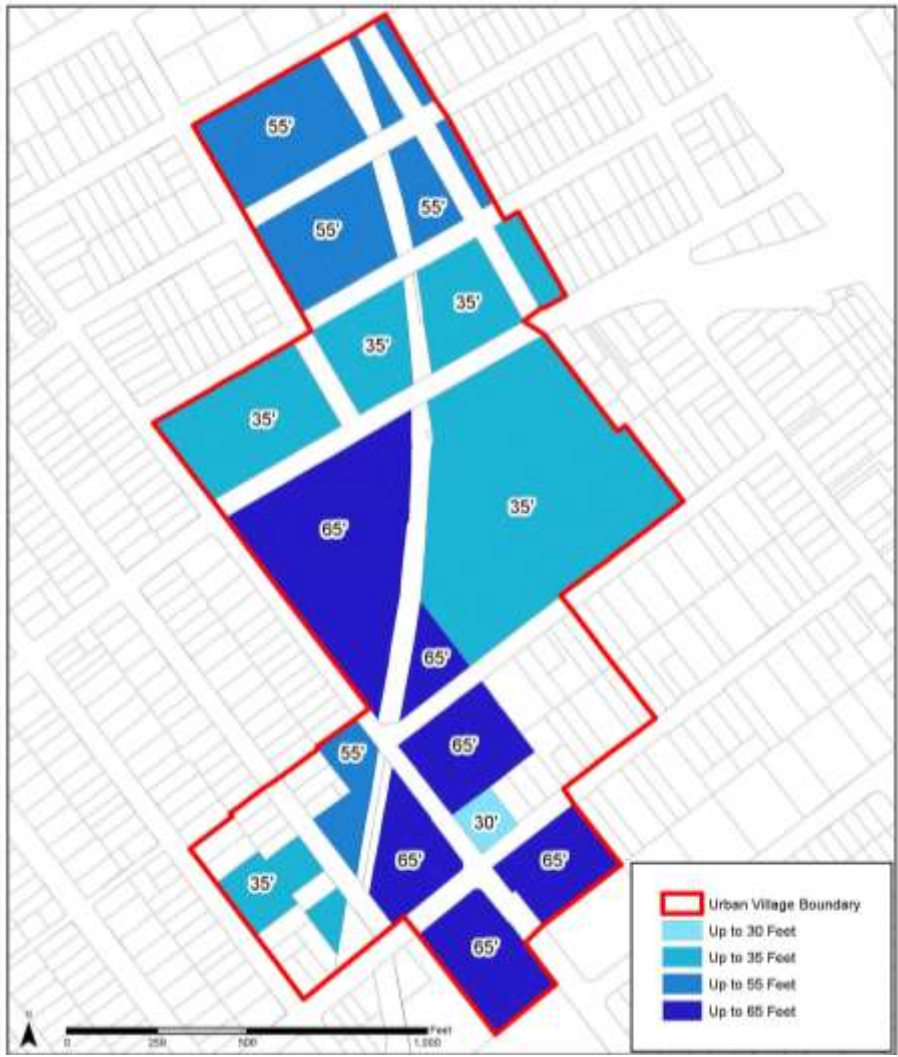
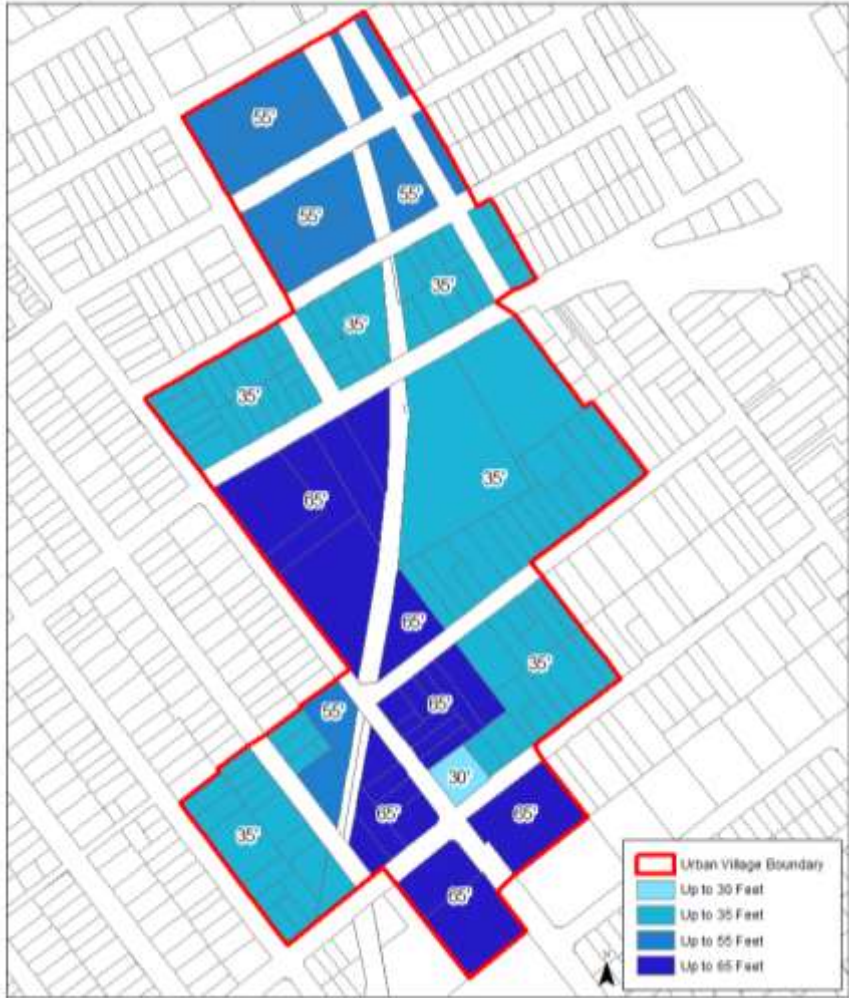




FIGURE 4

24th ~~and~~ & William Height Limits Post-BART Completion





B. ARCHITECTUREAL ELEMENTS

~~The architecture of buildings~~ Building architecture, when thoughtfully designed, can contribute positively towards the identity of a district. This Village Plan intends that new buildings are of high-high-quality design that contributes to the positive sense of place and contributes to its economic and social vitality of the community. While the policies below provide a great degree of flexibility, the Community expressed a strong preference for buildings built in a style that reflect the ethnic as well as architectural heritage of the area. The ethnic heritages of the area include the Portuguese and Mexican cultures. The architectural heritage includes styles that reflect these two cultures, as well as the Spanish Revival, Victorian, and Arts and Craft architectural styles.

Architectureal Elements Policies

Architectureal Elements Policy 1: The design of new development in the 24th and William Street Urban Village should contribute to the positive image and vitality of the area.

Architectureal Elements Policy 2: *New development within the 24th and William Street Village is encouraged to be built in architectural styles that reflect the ethnic and architectural heritage of the area.*

Architectureal Elements Policy 3: *To create a visually rich and interesting built environment, the articulation of building façades (including incorporation of high-quality material) and variations in building planes and roof lines are encouraged in new development. New buildings should avoid the appearance of monolithic projects.*

Architectureal Elements Policy 4: *New commercial or mixed-use residential/commercial development should include decorative elements on building façades and entryways. The integration of unique, artisan and artist-designed elements into the façade or public spaces is encouraged.*

Architectureal Elements Policy 5: *New fully commercial and mixed-use residential/commercial development should use high-high-quality and durable building materials on the façades of buildings.*

C. STREET FRONTAGE

For a pedestrian the most important element of a building is the design of the ground floor. This Village Plan establishes the following policies to guide the sidewalk level design of new buildings along 24th Street/McLaughlin Avenue, William Street, San Antonio Street and Peach Court to ensure that this development contributes to a comfortable and visually engaging walking experience.

Street Frontage Policies

Street Frontage Policy 1: At least ~~70%~~ percent of the frontage of buildings containing ground floor commercial uses should be devoted to windows and entrance areas.

Street Frontage Policy 2: Large blank walls along public sidewalks and the Five Wounds Trail are discouraged. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften a walls visual impact.

Street Frontage Policy 3: High visibility between the sidewalk and the interior of retail shops is encouraged through the abundant use of transparent openings in building facades.

Street Frontage Policy 4: The installation of awnings and canopies is encouraged in ~~retail~~ commercial areas to create shelter and shade. Bulky awnings that obscure views of building ~~fa~~çades are discouraged.

Street Frontage Policy 5: The use of tinted and overly reflective windows on ~~first floor storefronts~~ the ground floor is discouraged.

Street Frontage Policy 6: Ground floor commercial space should have their primary building entry adjacent to and fronting the adjacent ~~public~~ sidewalk.

Street Frontage Policy 7: New ~~residential uses~~ developments adjacent to public sidewalks should be designed with a strong street orientation, integrating design elements that contribute to the pedestrian environment.

D. TRAIL FRONTAGE

The development of the Five Wounds Trail is a top priority for the community. The success of this trail as a public space, where trail users and the surrounding community feel safe and make frequent use of the trail, will not only be affected by the design of the trail right-of-way, but will also be affected by the design of surrounding

development and how this development addresses the trail. New development that has windows and entries on to the trail will help create “eyes on the trail” that discourages criminal or nuisance activity. In contrast, development that walls or closes itself off from the trail could create a corridor that feels unsafe and, due to the lack of visibility onto the trail, could encourage nuisance and criminal activity. While this [Village Plan](#) does not require new development to be fully integrated with the trail corridor, without physical restrictions on public access to adjacent private property, this [Village Plan](#) does include policies to ensure that new development is visually open and connected to the trail.

Trail Frontage Policies

[Trail Frontage Policy 1](#): New development adjacent to the [trail/trail](#) should contribute to an inviting, attractive, and safe environment for trail users.

[Trail Frontage Policy 12](#): New development should have windows that face or “look on to” the trail.

[Trail Frontage Policy 23](#): Residential or mixed-use [residential/commercial](#) development adjacent to the trail should provide at least one or more direct entrances to the trail for residents of the development. Townhome developments are encouraged to have stoops and individual entries directly facing the trail.

[Trail Frontage Policy 34](#): Large blank walls or solid fences along the Five Wounds Trail are discouraged. Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping and/or murals to add visual interest and soften a walls visual impact.

E. SETBACKS AND BUILDING PLACEMENT

In addition to the design of building’s [façade](#), the placement of a building on a property can also significantly contribute towards, or detract from the pedestrian environment. Building that are set back from the sidewalk, with parking in front, are designed primarily for the automobile and do not contribute to a comfortable and inviting walking experience. In contrast, building that are located adjacent to the sidewalk are more intimate and pedestrian scale.

[Setback Policies](#)

Setback Policy 1: To establish a consistent street edge that is pedestrian oriented, new buildings along 24th Street/McLaughlin Avenue, and William and San Antonio Streets should be built up to and adjacent to the sidewalk, with ~~no~~-zero or minimal front and side street setbacks for the majority of the front or side street building façade.

Setback Policy 2: Parking lots should be located behind buildings or under groundbuildings, and surface parking should not be located between the sidewalk and the front façade of buildings.

Setback Policy 3: Parking located at the side of a building and adjacent to 24th Street/McLaughlin Avenue and San Antonio Street should not occupy more than 30 percent of a given property's street frontage and, for corner properties, should not be located adjacent to an intersection.

PUBLIC ART

Public Art Goal: Create an attractive and culturally rich environment that helps to establish a unique identity for the Five Wounds Trail and the 24th and William Street Urban Village by integrating public art and artist designed elements into both the trail and new development.

Public art integrated throughout the 24th and William Street Urban Village is key to reinforcing the visual identity of the area, celebrating its diverse cultural history, and providing significant added value to both public infrastructure and private development. Public art could occur as stand-alone art pieces; however public art in the 24th and William Street Urban Village is envisioned to be integrated into the streetscape, buildings, and the Five Wounds Trail, and to play a functional and not just aesthetic role. Examples of functional public art include street furniture, street or building lighting, paving treatments, bicycle racks, tree guards and grates, information signs, and gateway elements such as columns and landscaping. While this Village Plan does not intend to limit the development of public art pieces to local artists, it does encourage the consideration of local artists in the selection process and encourages the development and retention of local talent.

An existing funding mechanism that could fund public art projects is the Percent for Art Fund. This fund, which only applies to public projects on City property, allocates one percent of the total cost of a capital project towards the design, fabrication and installation of public artworks to enhance the public project's design and add to the character of the community served by the capital improvement. The Percent for Art funds within the City of San José are managed by the Public Art Program/Office of Cultural Affairs in collaboration with the stakeholders and capital project managers. Public projects that are developed by outside public agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case by case basis.

A potential funding sources for public art that should be explored is the establishment of a percentage for art program from new private development projects. The percent for art for private development would be calculated based on estimated building valuation calculated at the time of permit issuance. Such a funding tool could potentially be applied citywide, could be applied to the four Five Wounds Urban Villages or could be applied to all Urban Villages and other growth areas. Regardless of how widely such a funding tool would apply, the funds collected in a given area would need to be spent within that area.

In addition to requirements for City or private contributions towards public art, developers can be encouraged, as part of the entitlement process, to integrate unique and/or artist designed building and site elements into their project. Future developments that are the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards place making public art installations or publicly visible private art installations, as well as onsite privately owned and publicly accessible open spaces (POPOS) such as plazas.

Public Art Policies ~~and~~ Actions

Public Art Policy 1: Continue to collect the one percent for art from public projects on City property and allocate money collected within or in the vicinity of the 24th ~~and~~ & William ~~Street~~ Urban Village to public arts projects within this Village. This may be coordinated with the Office of Cultural Affairs.

Public Art Policy 2: Integrate public art and artist designed streetscape elements, such as street furniture, bicycle racks, tree wells, pavement treatments etc., into the Five Wounds Trail right-of-way.

Public Art Policy 3: Encourage the integration of unique and artist designed elements into private development. Examples of such elements could include façade treatments, building lighting, awnings, roof accents, pavement treatments etc. Private art must be publicly viewable. This policy could be implemented through the Urban Village Implementation and Amenity Framework.

Public Art Policy 4: Prioritize public art as a key element of the Five Wounds Trail.

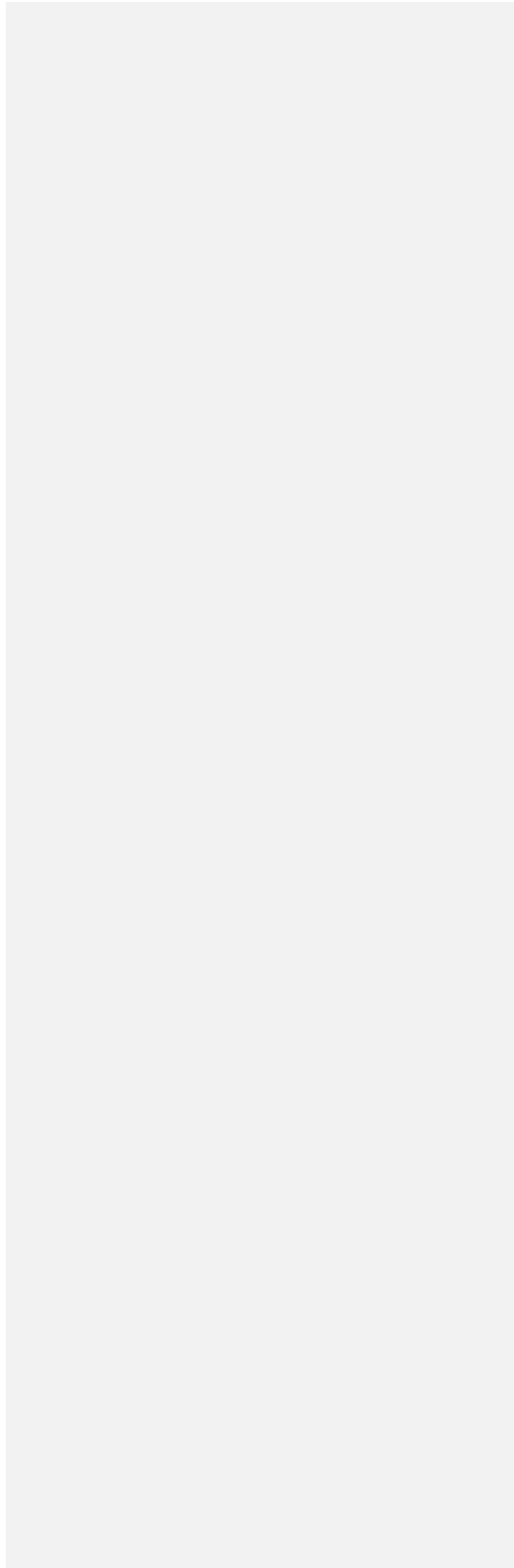
The following action items are contingent upon receipt of future funding.

Public Art Actions

Public Art Action 1: Explore the establishment of a public art fee on new private development in the 24th ~~and~~ & William ~~Street~~ Urban Village to fund the development of public art in this area and consider establishing this funding mechanism as a pilot project that could be expanded to other Urban Villages and growth areas identified in the Envision San ~~Jose~~ José 2040 General Plan.

Public Art Action 2: Integrate public art enhancement funding in all grant dollars solicited for trail development.

|



STREET AND PEDESTRIAN CIRCULATION SYSTEM

Street and Pedestrian Circulation Goal: Create a safe, convenient, and inviting pedestrian circulation system that provides direct and convenient access within the Urban Village and between the Village and the surrounding neighborhoods.

A key goal of the Envision San José 2040 General Plan, and therefore a key goal of this Village Plan, is create an urban fabric where walking is a viable way to get from one place to another and the built environment is shifted away from primarily accommodating the automobile and towards one that also accommodates the pedestrian. This Village Plan seeks to create an Urban Village where people are encouraged and feel comfortable walking, and where surrounding community members are encouraged to walk from their homes to the Village. This section focuses on public right-of-way improvements, and in a few locations, roadway modifications that will improve walking environment. In particular, this Village Plan makes recommendations for improvements to the intersections of the trail and roadway to improve access and convenience for future trail users.

A. SIDEWALKS

The existing sidewalks along the majority of 24th Street, William Street, San Antonio Street and the surrounding neighborhood streets are narrow, with typical widths between ~~four~~4 and ~~four and half~~4.5 feet. The widths of these sidewalks are not wide enough for two people to walk side-by-side. In addition, these narrow sidewalks do not meet the City's minimum sidewalk standard of 6 feet for residential neighborhoods. Unfortunately, it is not feasible to widen these sidewalks along most streets within this Urban Village; doing so would require expanding sidewalks onto the front yards of people's existing homes and businesses.

There are, however, opportunities to expand the width of sidewalks adjacent to the larger properties as they redevelop. New development along San Antonio and William Streets, streets with higher pedestrian volumes and with significant redevelopment opportunities, should provide a minimum public sidewalk width of at least 6 feet with a ~~4~~4-foot planter and tree well strip. Along 24th Street and McLaughlin Avenue new commercial development or the commercial portion of a mixed-use ~~residential/commercial~~ development should provide a ~~10~~10-foot wide sidewalk with an additional 5 feet for tree wells. To provide for the additional width for either a ~~10~~10-

foot or 15-foot wide combined sidewalk and planting/tree well strip, new development may need to be setback from the property line. The setback areas on private property would then need to be paved to match the sidewalk in the public right-of-way to give the appearance of a single wider sidewalk.

Sidewalk Policies

Sidewalk Policy 1: As properties redevelop with higher intensity and/or density development along William and San Antonio Streets and Peach and William Court, establish minimum 6-foot sidewalks with 4-foot planter strips or tree well strips.

Sidewalk Policy 2: Establish minimum 10-10-foot wide sidewalks with a 5-foot tree well strip along 24th Street/McLaughlin Avenue as properties redevelop with commercial development or with mixed-use residential/commercial development.

B. STREET TREES

Street trees provide many benefits to a corridor. Street trees can make an area more attractive, ~~contributing~~ contributes towards the positive identify of a corridor, ~~and~~ thereby encouraging private investment, increasing customers to businesses and potentially increasing property values. Street trees create inviting pedestrian areas that encourage walking by providing shade from the sun and ~~by providing~~ a physical and visual barrier between pedestrians and the street. In addition, street trees can increase pedestrian safety and reduce traffic noise by causing motorist to perceive a narrower street and ~~slow down~~ reduce speed. Trees, and large canopy trees in particular, can also reduce building energy costs by providing shade which naturally reduces the need for air conditioning. Trees also improve air quality by filtering pollution from the air.

The installation of street trees and other streetscape improvements along 24th Street/McLaughlin Avenue has been a top priority for the community. As a result of the community and the City's collaborative Strong Neighborhood Initiative (SNI) efforts many street trees were planted and other improvements installed, such as pedestrian scale antique street lights. There remains, however, gaps in the street trees along this corridor, either because planted trees died or were not planted in the first place. The focus of the Village Plan is to fill in these gaps that do not have street trees and to maintain the existing street trees. Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards off-site streetscape amenities such as

enhanced lighting, landscaping including street trees and other plantings, streetscapes, and connections to public transit.

William and San Antonio Streets, both of which are the primary east-west pedestrian routes to this Village, also have a significant number of street trees, many of which were planted in the last 10 years. Like with 24th Street/McLaughlin Avenue, however, the existing street tree canopy should to be maintained and the existing gaps in this canopy filled.

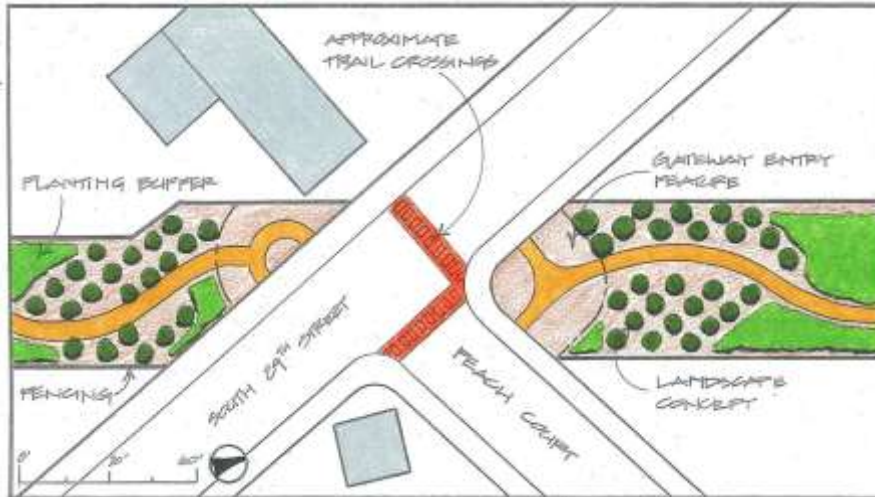
Street Tree Policy

Street Tree Policy 1: Establish a consistent rows of street trees, by maintaining, and expanding the existing street tree canopy throughout the Urban Village, prioritizing the maintenance of existing and the planting of new infill street trees on 24th Street//McLaughlin Avenue, San Antonio Street and William Street.

C. ROADWAY/TRAIL INTERSECTIONS

This Village Plan recommends a number of roadway improvements to improve the connectivity of the planned Five Wounds Trail, making it safe and more convenient for trail users to cross intersecting streets. The first location of recommend trail connectivity and access improvements is at the T-intersection of Peach Court and 24th Street. The abandoned rail line crosses through this intersection at a diagonal creating an awkward interface and potentially making the intersection a barrier for trail users. To facilitate bicycle and pedestrian travel through this intersection this Village Plan recommends exploring the installation- of a traffic light that could be activated by both pedestrians and bicyclists. If pedestrian and trail volumes warrant ~~it~~ a traffic light, a pedestrian “scramble” traffic light should be installed. ~~Such~~ A pedestrian scramble signal would halt all motor vehicle traffic and allow pedestrians to cross in any direction, and could allow bicycles on the trail to cross 24th Street. To slow traffic and to shorten crossing distances, curb extensions and bulb outs should also be installed. The trail crossing at this intersection should then receive a special and distinct paving treatment making motorists more aware of the trail crossing. Other pedestrian circulation improvements that should be considered include enhanced crosswalks for pedestrians on the other legs of the intersection, as well as center roadway medians adjacent to the intersection. Figure 5 illustrates some of these recommended improvements.

Figure 5
South 24th Street/Peach Court Trail Intersection Concept



To facilitate ~~north-north~~-south trail travel across San Antonio Street, this [Village](#) Plan also recommends improvements at San Antonio Street, and 23rd and William Street’s intersection with the planned Five Wounds Trail. At these intersections, the San Antonio, 23rd and William Street trail crossing could be narrowed by extending the curbs into the street to create “trail head bulb-out.” The trail street crossing could also be paved with a distinctive paving treatment. In addition, raising the pavement of the trail crossing relative to the roadway could also help improve the visibility of the trail to motorist and slow down traffic, much like a speed hump. Conceptual plans of these intersections are shown on Figures 6 and 7. [Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards these types of improvements.](#)

Figure 6
 East San Antonio Street Trail Intersection Concept

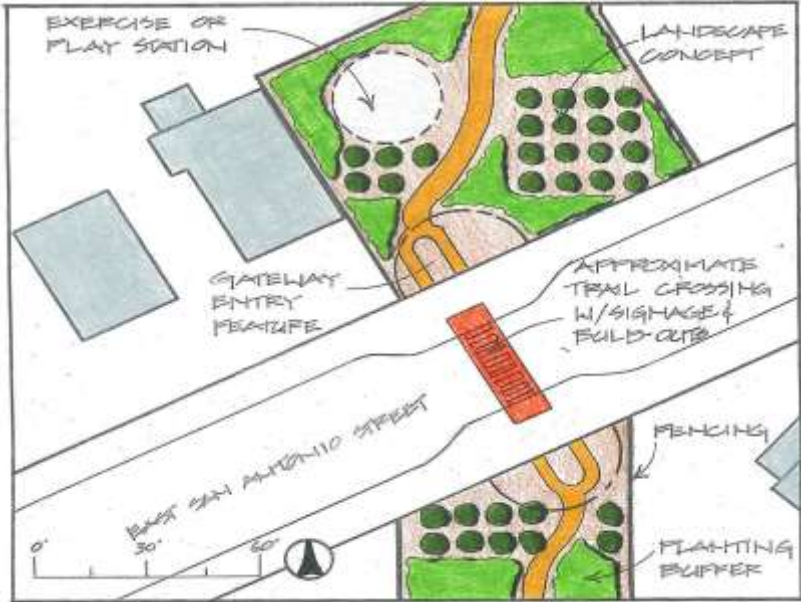
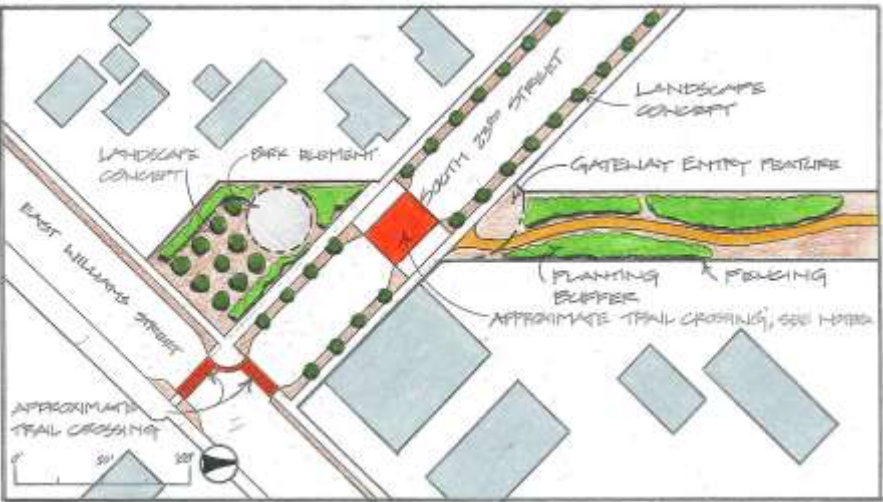


Figure 7
 South 23rd St. Trail Intersection Concept



While the trail's intersections with William and 23rd Streets, 24th Street and Peach Court, and San Antonio Street are the locations needing the most attention, improvements should also be considered at the trail's intersection with more minor neighborhoods streets. These streets include: Shortridge Avenue, East San Fernando Street, and Whitton Avenue. The improvement that could best make the trail feel more continuous or less broken into short segments by cross streets, include the installation of a raised trail crossing across these streets that includes a distinct pavement treatment, consistent with the pavement treatments applied at the other trail and roadway intersections.

All of the recommended trail and roadway intersection improvements are intended to be developed in conjunction with the development of the Five Wounds Trail. In addition to capital or construction money, funding will need to be identified to maintain any enhanced pavement treatments, given that the City does not currently have a dedicated funding source for maintaining such non-standard facilities. [Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing off-site streetscape amenities or multi-modal improvements, such as roadway improvements, enhanced lighting; landscaping, sidewalks, or streetscapes and connections to public transit.](#)

Roadway/Trail Intersection Policy

Roadway/Trail Intersection Policy 1: Modify and improve identified roadway segments and intersections that intersect the [Trail-Five Wounds trail](#) to provide a safe and convenient experience for trail users.

[The following action items are contingent upon receipt of future funding.](#)

Roadway/Trail Intersection Actions

Roadway/Trail Intersection Action 1: As a means to provide a safe and convenient trail crossing across South 24th Street, consider, and install, if feasible and warranted, a traffic signal and pedestrian enhancements at the intersection of Peach Court and South 24th Street. Pedestrian enhancements to be considered should include enhanced crosswalks and trail crossing, bulb-outs, medians and a pedestrian scramble traffic signal.

Roadway/Trail Intersection Action 2: Develop an enhanced trail crossing at the intersection of the Five Wounds Trail and San Antonio Street, 23rd Street, and William Street. Enhancements to be considered should include curb/sidewalk extensions to

narrow the street and pedestrian crossing distances, and a trail street crossing that is raised and includes a distinctive paving treatment.

Roadway/Trail Intersection Action 3: Develop enhanced trail crossings at the Trail's trail's intersection with Shortridge Avenue, East San Fernando Street, and Whitton Avenue. Enhancements to be considered should include the installation of a raised trail crossing with a distinctive paving treatment.

PARKING

***Parking Goal:* Minimize the space demands of parking through the efficient design, provision, and management of off-street parking in new development.**

Accommodating automobiles through the provision of parking spaces consumes a significant amount of land, land that could be used for new development, landscaping and open spaces, and pedestrian circulation areas. For example, a typical modern suburban development in San José often has more than three times as much land dedicated for surface parking than is occupied by the commercial building the parking is intended to serve. The space demands from parking can, if not effectively managed and designed, detract from the goal of creating a walkable and vibrant Urban Village. Requiring suburban amounts of parking would also make it infeasible to redevelop many of the properties in the 24th and William Street Urban Village with more urban and pedestrian-oriented development. These properties are small, and, even if they are combined with adjacent properties, accommodate both significant new development and suburban levels of parking to serve this development would be impossible. The parking policies included in this Village Plan are intended to reduce the amount of land dedicated to the parking of motor vehicles and thereby increasing the amount of land available for other more active uses.

Parking Policies and Action

Parking Policy 1: Encourage new development with residential components, and non-residential development to provide no more than or close to the minimum parking spaces required by the Zoning Code, as may be amended.

Parking Policy 2: Encourage new development with residential components, and commercial office development to unbundle or separate the sale or lease price for private parking spaces from the sale or lease price of the residential unit or commercial tenant spaces.

Parking Policy 3: Encourage the sharing of parking between uses that have different peaks in parking demand within the throughout the Urban Village area within reasonable walking distance between the use that requires the parking and the off-site parking arrangement locations same development and between developments.

Parking Policy 4: As part of the entitlement process, ensure that new development provide off-street bicycle parking spaces as required by the City's Zoning Code, as may be amended.

Parking Action

Parking Action 1: Continue to explore the reduction of off-street parking requirements for the 24th ~~and &~~ William ~~Street~~ Village and other Urban Villages in San ~~Jose~~ José.

FIVE WOUNDS TRAIL

Trail Goal: Establish the former Western Pacific Railroad right-of-way through the 24th and William Street Urban Village and the Five Wounds/Brookwood Terrace Community as a multi-purpose Trail that provides both recreational opportunities and improved bicycle and pedestrian access to the planned Alum Rock 28th Street and Berryessa BART stations and, with a connection to the Coyote Creek trail, to destinations south of Interstate 280.

The former Western Pacific Railroad's San José spur line bisects the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Area and the 24th and William Street Urban Village, providing potential bicycle and pedestrian connections from Five Wounds/Brookwood Terrace community to the planned Berryessa BART Station north of US Highway 101, the planned Alum Rock 28th Street BART station and Kelley Park in the south. In addition, the trail will provide connections to the planned Lower Silver Creek Trail, the planned Three Creeks Trail (also on the former Western Pacific right-of-way) and an expanded Coyote Creek Trail. This interconnected trail system would be a component of the City's planned 100-mile trail network and serve recreational and commute needs.

Completion of the Five Wounds Trail is a priority for the community, and design concepts for the Trail were developed in the BART Station Area Community Concept Plan. This BART Station Area Community Concept Plan provides a detailed understanding of the community's vision for Trail. This Village Plan incorporates many of the general recommendations for improvement to planned trail and street intersections; improvements to these intersections are discussed above in Street and Pedestrian Circulation System section Chapter. This Village Plan also addresses the interface of new development with the trail; this interface is discussed above in the Urban Design Section Chapter.

The BART Station Area Community Concept Plan recommends two "special use" areas along the portion of the trail that is within the 24th and William Street Urban Village. The first special use area is located at the intersection of the Trail and San Antonio Street and the second area is at the trails intersection with William Street; these special use areas are shown in Figure 6 and 7, respectively. These areas could be developed as small pocket parks, open spaces with exercise equipment or as gateways to the trail depending on the location and identified needs of the community. Creating these areas

will require the need for the acquisition of additional property beyond the railroad right-of-way.

This Village Plan recommends considering the establishment of reserve fund where Parkland Dedication Ordinance (PDO) monies collected from new development with residential development components within the Five Wounds/Brookwood Terrace community, which includes the Roosevelt, Little Portugal, Five Wounds and 24th and William Street Urban Village, be earmarked for the future development of the Five Wounds Trail. Upon evaluation of planned priority park projects that serve or benefit this Five Wounds Brookwood Terrace community, the Director of Parks Recreation and Neighborhood Services may recommend the establishment of a Five Wounds Trail reserve within the Parks Trust Fund with the intent to develop the Five Wounds Trail.

It must be noted that the Five Wounds Trail is presently listed as an unfunded second level priority in the City's 2009 Council Adopted Greenprint for Parks, Recreation Facilities and Trails. The trail is a second level priority in part because of the significant funding and land purchase requirements of the project and it therefore anticipated that it will take a number of years to complete project. Future developments that are subject to the Urban Village Implementation and Amenities Framework have a compliance option under the Framework to provide or contribute towards providing additional open space or park amenities and improvements.

Rail ~~Trail~~ Policies and Actions

Rail Trail Policy-Action 1: Consider establishing a Five Wounds Trail reserve within the Parks Trust Fund in which Parkland Dedication Ordinance (PDO) monies from development occurring in the 24th and William Village and the larger Five Wounds Brookwood Terrace community could be set aside for the development of the Five Wounds Trail.

Rail Trail Policy-Action 2: In the development of the Trail, consider and incorporate, where feasible an appropriate, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

Rail Trail Policy-Action 3: Explore the development of special use areas along the trail, and if feasible, work with the community on the design and programming of these spaces.

Rail Trail Policy-Action 4: Work with neighborhood residents and surrounding property and business owners to develop a design for the Five Wounds Trail that meets the community's needs.

***Rail Trail Action 51:** Continue to pursue opportunities with VTA and the County to fund and develop the Five Wounds Trail from the planned Berryessa BART station to Kelley Park, building the trail in phases if needed.*

***Rail Trail Action 62:** Work with Santa Clara County to pursue state and federal grants to fund the development of the Five Wounds Trail, and identify other potential funding sources such as private foundations.*

IMPLEMENTATION

This Chapter provides the framework for the implementation of the 24th & William Urban Village Plan (Village Plan). The private development community will play a key role in the implementation of this Village Plan as it relies on development investment within the Village Plan area to achieve the identified improvements and many of the Village Plan's goals. While some sites in the Village Plan may generate early development interest, others could take significantly longer and implementation of the entire 24th & William Urban Village (Urban Village) could take many years. Continued community interest and political will is needed for the Urban Village to become the engaging, mixed-use, walkable, bikeable, and well-designed neighborhood that creates the sense of place that is envisioned in the Village Plan.

Formatted: Superscript

Formatted: Superscript

The City of San José (City) often does not have the level of resources needed to build the capital improvements and amenities identified in this Village Plan. Nevertheless, the City has taken steps to implement the Plan, including requirement for the provision of Village amenities and improvements in the Urban Village Implementation and Amenities Framework which apply to projects requesting a rezoning from employment uses to residential use and mixed-use residential/commercial uses. The Framework is intended to provide partial funding for urban village improvements and amenities.

Implementation topics covered in this Chapter include:

- Consistency with the Envision San José 2040 General Plan
- Land Use Regulation
- Zoning
- Affordable Housing
- Urban Village Implementation Framework
- Implementation Priorities, Policies, and Actions

Consistency with the Envision San José 2040 General Plan

Formatted: Font: Bold, Not Italic

Formatted: Font: Bold

Formatted: Font: Bold, Not Italic

Formatted: Superscript

The 24th & William Urban Village Plan is consistent with the Envision San José 2040 General Plan (General Plan), and furthers implementation of the General Plan's Urban Village Major Strategy. The Urban Village Major Strategy was established as the policy framework to focus new job and housing growth to create walkable and bike friendly urban villages with good access to transit, services, amenities, and other existing infrastructure and facilities.

The General Plan phases the development of urban village areas into three development Horizons. The 24th & William Urban Village Plan is part of the first Horizon of the General Plan to facilitate near-term redevelopment.

Formatted: Superscript

This 52-acre area is considered one of the main connections between East San José and the adjacent East Santa Clara, Roosevelt Park, 24th & William, and Five Wounds Urban Villages, and the City's Downtown. East Santa Clara Street is one of seven "Grand Boulevards," which stands out as having great potential to connect City neighborhoods and to contribute to the City's overall identity through cohesive design. Due to its importance as a major transportation route, and because of the land uses it supports, this Grand Boulevard plays an important role in shaping the City's image for its residents, workers, and visitors with the potential to act as a major urban design catalyst at a citywide scale. The Valley Transportation Authority's (VTA) Bus Rapid Transit (BRT) service runs down East Santa Clara Street, connecting East San José to Downtown San José's Diridon Station, and then continuing northwest along El Camino Real to Palo Alto. Given this location and access to transit, the 24th & William Urban Village area is anticipated to experience significant new development and growth in the coming years.

Land Use Regulation

The 24th & William Village Plan is a long-term plan for new development within the Village Plan area and has the same implementation timeframe as the General Plan. New development within the boundaries of the Urban Village must conform to the standards included in this Village Plan, the most important of these standards being land use. The City of San José has the following two primary land use controls (among others such as specific plans, area development plans, etc.) that guide future development: 1) General Plan Land Use Designations, and 2) Zoning Districts found in Title 20 of the Municipal Code. With the adoption of this Village Plan, the land use designations identified on the Land Use Diagram of this document are also incorporated into the General Plan Land Use/Transportation Diagram. Any future changes to the land use designation in the Village Plan will require an amendment to the General Plan Land Use/Transportation Diagram.

The General Plan land use designation identifies locations, types, and intensities of future development. New development is required to conform to the General Plan land use designation, which may require a rezoning of the property as part of the entitlement process for a proposed project; this Village Plan does not change the Zoning Districts to be consistent with the land use designations in this Village Plan and the General Plan.

Zoning

Rezoning may be required for consistency with the land use designations. Furthermore, any future development proposal requiring rezoning for residential components (e.g., land use designation of Urban Village, Mixed-Use, and Urban Residential,) is required to comply with the Urban Village Implementation and Amenities Framework.

Affordable Housing

Providing more affordable housing is one of the greatest challenges facing San José and providing affordable housing within the Urban Villages is a major goal of the General Plan. In addition, the Village Plan also contains a policy to integrate affordable housing within the Urban Village. Affordable housing developments that meet the criteria stated in the Urban Village Implementation and Amenities Framework may not be subject to amenities and other framework requirements.

There are both financing and programmatic tools available to increase the amount of affordable housing in San José. The financing tools include Tax Exempt Bond Financing, where developers of mixed-income or 100% affordable rental properties can work with the City to issue tax-exempt bonds, the proceeds of which are administered as loans by conventional lenders. Developers that build 100% income-restricted housing can assemble a variety of funding sources to finance their project, including federal and State low-income housing tax credits, tax-exempt bond financing, federal project-based rental vouchers, and low-cost “soft” financing subsidies from the City, County, State, and the Federal Home Loan Bank. The availability of some tax credits and most subsidy sources is typically very limited and not predictably available in all locations or at a large scale.

Two programmatic tools that support the development of affordable housing are the City’s Inclusionary Housing Ordinance and the Affordable Housing Impact Fee. Developers may satisfy their Inclusionary Housing requirement for market rate rental or for-sale units (when building 20 or more units) by providing a percentage of affordable homes on-site within their projects, or through a variety of developer options including off-site construction of affordable units, payment of the in-lieu fee, dedication of qualifying land in lieu of construction, purchasing surplus inclusionary housing credits from another developer, the acquisition and rehabilitation of existing units, providing deed-restricted units that are available to lower-income households through agreement between the developer and the U.S. Department of Housing and Urban Development, or any combination of these methods that will achieve the requisite amount of affordable housing. Because of litigation over the validity of this ordinance, the City was only able to implement this requirement in 2016 after it prevailed in the lawsuit.

With regard to market-rate rental housing, the City Council adopted the Affordable Housing Impact Fee (AHIF) Program on November 18, 2014, and which took effect on July 1, 2016. AHIF requires new market-rate rental housing developments with between three to 19 rental residential units to currently pay a one-time Affordable Housing Impact Fee as determined by the adopted ordinance, as may be amended in the future. The City will use collected fees to subsidize the development of restricted affordable housing in San José for units serving prescribed income levels. While sources of funding now exist for creating more affordable housing, additional measures are needed to encourage its production.

Urban Village Implementation Framework

Formatted: Underline

This Village Plan proposes a number of improvements to the Urban Village for which the City has some existing funding and implementation tools. The City's established mechanisms, however, are often not sufficient to implement all of the improvements identified in this Village Plan. The public projects/ improvements identified in the Village Plan are listed below with a discussion on existing funding and implementation tools, including the options for compliance that are required of projects that are subject to the Framework.

Parks and Plazas

The goal of maintaining, enhancing, and expanding parks and plazas within the Plan area is discussed in the Parks, Plazas, and Placemaking Chapter of the Village Plan. Public parks and plazas are overseen by the City's Department of Parks, Recreation, and Neighborhood Services (PRNS). PRNS has a number of approaches to the development and financing of new public parks and plazas, all of which contribute to the PRNS's Capital Improvement Program (CIP):

- The Parkland Dedication (PDO) and Park Impact (PIO) Ordinances.
- Construction and Conveyance Taxes (C&C).
- Outside funding sources from grants, gifts, and other agencies like the County and State.
- Cooperative and Joint Use Agreements (most often with school districts or other public agencies).
- Bond Funding (when available).

The PRNS CIP implements the Parks and Community Facilities component of the City's adopted Capital Budget, which is approved by Council each June for the following fiscal year. The CIP is comprised of park, trail, and recreation facility projects throughout the City and is planned over a five-year forecast; the most recent 2016-2021 Adopted CIP

includes approximately \$309 million in open space and park projects. Projects within the CIP are financed through a variety of funding mechanisms, described below. The City is, however, constantly in search of new tools to improve the City's park, trail, and recreational facilities, as well as vital services offered through PRNS. One of these mechanisms is the Implementation Framework whereby development subject to the Framework must select an option or options under the Framework to provide or contribute funds toward such improvements.

Streetscape Amenities and Circulation Improvements

Street and public infrastructure projects will need to be financed and implemented through a combination of public and private funding mechanisms. Through the entitlement process for new construction, a developer will be required to plant street trees where they do not exist in front of their development, as well as dedicate right-of-way as necessary for the widening of the sidewalk. In some instances, private developers could propose funding identified improvements because these improvements would add substantial appeal to their projects. Such improvements could include special pedestrian scale streetlights, sidewalk furniture, corner curb bulb-outs, enhanced landscaping or public art. Street improvements could also include Green Infrastructure. Green Infrastructure incorporates stormwater management techniques into the built environment through enhanced landscaping and pervious surfaces rather than channeling water and runoff directly to the storm drain system.

Regional, State and federal funds are another potential funding source for the implementation of streetscape and circulation improvements. These sources do not, however, typically fund all on-going maintenance costs. To fund maintenance costs, as well as the capital improvement costs for additional services required by new development, a Special Financing District could be formed for the 24th & William Urban Village.

Projects that are subject to the Implementation Framework have a compliance option under the Framework to provide or contribute funds towards these types of improvements, in addition to the funding sources mentioned above.

Public Art

The integration of public art within this Urban Village is a placemaking strategy of the Village Plan. Public art can play a key role in reinforcing the visual identity of the area and add significant value to both public infrastructure and private development.

The City's public art program adds one percent of all eligible City of San José capital project costs towards the design, fabrication and installation of public artwork to enhance the design and add to the character of the community served by its capital improvements. Public art funds within the City are managed by the Public Art Program/Office of Cultural Affairs, and specific projects are implemented in collaboration with stakeholders and capital project managers. Public art projects that are developed by outside public agencies could also contribute to public art; however, a public arts contribution would have to be negotiated on a case by case basis. For example, VTA funded the public art enhancement program as part of the Bus Rapid Transit project along the East Santa Clara Street and Alum Rock Avenue corridor.

The inclusion of public art and public art maintenance into private development projects is highly encouraged, and is a demonstrated benefit for developers. It should be noted that future developments that are subject to the Urban Village Implementation and Amenities Framework may consider providing placemaking art installations both public or private in locations viewable by the public. However, for this Urban Village to meet its public art goals, additional funding sources or strategies need to be identified.

A Special Financing District, such as a Business Improvement District, which has been established in Downtown San José and the Willow Glen neighborhoods, could be a resource for the creation and maintenance of public art and other amenities.

IMPLEMENTATION PRIORITIES

As it is anticipated that there will continue to be strong interest in building new housing in San José and in the 24th & William Urban Village area, the City Council adopted Urban Village Implementation and Amenities Framework (Framework) is the mechanism to require the community's desired amenities as part of a project. The Framework establishes an Urban Village Amenity (UVA) program that is a mechanism to acquire amenities and public improvements from new residential and residential mixed-use development, beyond what the City typically requires development to provide. The Framework provides direction for developers to choose amenities that are priorities for a given Urban Village.

The following is the list of public improvements and amenities that are desired by the community. The UVA program could be used to provide them as part of development projects:

Affordable Housing

Market rate projects could provide affordable housing units above and beyond City ordinance requirements, however, these affordable housing units are not considered amenities that can be counted towards the Village Amenity Contribution. Projects that are 100% affordable would not need to provide additional amenities under the Framework, but would need to be consistent with the goals and policies of this Village Plan, and provide at least the minimum amount of employment/commercial space identified for a given area by the Village Plan.

Five Wounds Trail Improvements

Development of the Five Wounds Trail is a high priority Urban Village Amenity for which there is limited funding. Residential development is encouraged to contribute towards the design and development of the trail. Through the Framework, new development could contribute funds or improvements for the development of the trail or special assistance to the City for acquisition of the trail right-of way, or improve and/or dedicate land for the trail; any of these efforts that are above and beyond the required Parks Impact Fee an Urban Village Amenity Framework option.

Urban Plazas

Fully publicly-accessible urban parks, plazas, and paseos for which there is limited funding are desired in the Village Plan. These spaces are often called Privately-Owned Public Open Space (POPOS). Types of spaces include dog parks and residential open spaces. The provision of POPOS is a compliance option for projects that are subject to the Implementation Framework.

Streetscape Amenities

Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond and are a compliance option for projects subject to the Implementation Framework. These can include street furniture, pedestrian scale lighting, drinking fountains, historic placards, integrated public art, street banners, and attractive trash and recycling receptacles

Circulation Improvements

Development projects may build or contribute to circulation improvements like corner bulb-outs, enhanced sidewalks, enhanced crosswalks, and the incorporation of green infrastructure in sidewalks and urban plazas above and beyond standard requirements as a compliance option for projects subject to the Implementation Framework.

Public Art

To encourage the integration of public art features within the 24th & William Urban Village, development could incorporate publicly viewable private art within the given project, or provide public art or money to fund public art elsewhere within the Urban Village area. The provision of such art is a compliance option for projects subject to the Implementation Framework.

Commercial Development

Should a residential mixed-use project construct commercial space at 50% or more above the minimum commercial space requirement under approved Urban Village Plans, it can be considered as a community amenity that complies or partially complies with the requirements of the Framework for projects that are subject to the Framework.

Special Financing District

Special Financing Districts are established by local businesses and/or property owners as a “special benefit assessment” to fund maintenance and capital enhancements in a District. They can be used for these purposes, and for marketing, small business assistance, maintenance, security services, public art, streetscape improvement and special events.

Implementation Policy

Implementation Policy 1: Projects must conform to the City Council Urban Village Implementation and Amenities Framework, adopted May 22, 2018, as may be amended in the future.

The following action items are contingent upon receipt of future funding.

Implementation Actions

Implementation Action 1: If, by January 1, 2026, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.

Implementation Action 2: Actively market the 24th & William Urban Village to potential developers who build urban walkable commercial and mixed-use development.

Implementation Action 3: Develop a Multimodal Transportation and Streetscape Plan for East Santa Clara Street/Alum Rock Avenue, from Coyote Creek to King Road. This Plan should identify the design and location of specific streetscape and other transportation improvements that could be constructed by private development proposals, through the City's CIP program or by outside grant funding.

Implementation Action 4: Actively seek external funding to finance and implement advancement of these Village Plans.

The 24th and William Street Urban Village Plan will largely be implemented as the individual private properties within the Village redevelop. The City does not itself redevelop properties, but the City can and should take proactive steps to encourage new development and investment in the Village. This being said, housing uses are not planned until the City Council allocates growth from growth Horizon III and not until the Alum Rock BART station is completed. At that time of allocation the housing designation would result in the conversion of industrial lands.

The one major public investment recommend in this Village Plan is the development of the Five Wounds Trail. The development of this trail will require a significant amount of funding. In addition, to the cost of acquiring the right-of-way from the Valley Transportation Authority and then building the paved trail, there is the costs of adding amenities and landscaping along the trail right-of-way, and constructing improvements at the trail's intersection with the roadway network. While the City does have an existing Parks Dedication Ordinance (PDO) that generates funding for new parks facilities from new housing development, and while this Plan recommends that any PDO funds generated from new development within the larger Five Wounds area be dedicated towards trail development, it is anticipated that additional funding will need to be secured to complete the communities vision for the Five Wounds Trail. To fill this anticipated funding gap, this plan recommends pursuing state and federal grant funds, and identifying potential funding from private foundations.

In addition to these funding sources, this Plan recommends the development of an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund public improvements, such as the Five Wounds Trail. This Strategy would not be developed solely for the 24th and William Street Urban Village but would be developed as one strategy for all four of the Five Wounds area Urban Villages: Roosevelt, Little Portugal, Five Wounds and 24th and William Street Villages. In addition to funding the development of the Trail, the Strategy would be used to fund other identified

improvements within the Urban Village Plans including public plazas, pedestrian improvements, street trees and streetscape amenities. This Strategy will also need to include mechanisms to fund the on-going maintenance of these improvements, including the maintenance of the Five Wounds Trail.

Because it is anticipated that there will continue to be strong interest in building new housing in San Jose and in the Five Wounds area, this Plan recommends that the Urban Village Implementation Finance Strategy establish funding mechanics that would require new housing development to contribute towards the implementation of the Urban Village Plans and identified improvements above and beyond the City's normal requirements. With an ultimate planned housing capacity of 2,022 units, the four Urban Village Plans within the Five Wounds area could be a significant source of revenue that could contribute to the development and/or enhancement of the Five Wounds Trail and other identified improvements. Potential funding mechanisms that should be explored as part of the development of this strategy include Development Impact Fees, Improvement Districts, Infrastructure Financing Districts, Community Facilities Districts, and Development Agreements. Ultimately the Implementation Finance Strategy could include a combination of these funding mechanisms and not just one.

The proposed Implementation Finance Strategy would not likely generate significant revenue from new housing development within the 24th and William Street Urban Village, given that there is not a significant amount of housing planned in this Village. Because housing in this Village is not planned until City Council allocation of growth from Horizon III and the completion of the BART Station, what revenue would be generated would not likely be obtained in the near term. This being said, the Little Portugal and Roosevelt Urban Villages are within the first growth Horizon, and the 960 planned housing units could be development in the near term, generating revenue that could contribute to the development of the Five Wounds Trail.

While new housing is not anticipated in the 24th and William Street Urban Village prior to the development of an Implementation Financing Strategy, if new housing development was proposed before completion of this Strategy, the City should obtain an agreement with the developer (i.e. a Development Agreement) that would determine how the proposed development would contribute towards the implementation of the improvements identified in the 24th and William Street Urban Village Plan.

Implementation Actions

~~*Implementation Action 1: If, by January 1, 2017, the Federal Transit Administration has not approved a full funding grant agreement for the construction of "Phase II" of the Silicon Valley Rapid Transit (BART) extension that includes a station within the Five Wounds Urban Village Plan area, the City Manager shall place all four of the Five Wounds Area Village Plans on the Council agenda to re-examine the feasibility of development according to the plans.*~~

~~*Implementation Action 2: Develop an Urban Village Implementation Finance Strategy that will establish financing mechanisms to fund the implementation of the 24th and William Street, Little Portugal, Roosevelt and Five Wounds Urban Village Plans.*~~

~~*Implementation Action 3: Housing shall not be approved prior to the City Council approval of an Urban Village Implementation Finance Strategy for the entire plan area.*~~

**DETERMINATION OF CONSISTENCY WITH THE
ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPLEMENTAL PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH# 2009072096) AND ADDENDA THERETO**

Pursuant to Section 15168(c)(2) of the CEQA Guidelines, the City of San José has determined that the project described below is pursuant to or in furtherance of the Final Program Environmental Impact Report (Final Program EIR) and Supplemental Program Environmental Impact Report (Supplemental Program EIR) for the Envision San José 2040 General Plan and addenda thereto and does not involve new significant effects beyond those analyzed in the EIRs. Therefore, the City of San José may take action on the project as being within the scope of both the Final and Supplemental Program EIRs.

Project File No. and Name: GPT16-010, Update Implementation Chapters and Urban Village Implementation Framework Policies for Four Urban Villages

On November 19, 2013, the City Council approved Four Urban Village Plans including Roosevelt Park, Little Portugal, Five Wounds, and 24th and William (see table below). At the time, these plans did not include an implementation framework component. Without an implementation framework, residential development cannot occur through compliance with an adopted urban village plan. An implementation framework will provide financing strategies for the improvement of infrastructure to support infill development within each urban village as well as other amenities to further the goals of each urban village plan.

Urban Village*	Roosevelt Park	Little Portugal	Five Wounds	24th and William
File Number	GP13-022***	GP13-022	GP13-022	GP13-022
Assessor's Parcel Numbers	Various	Various	Various	Various
Council District	3	5	3	3
Residential Phase/Horizon	Horizon I	Horizon I	Horizon II	Horizon III
UV Approval Date	11/19/2013	11/19/2013	11/19/2013	11/19/2013

*See attachment for the boundary map of each urban village.

** The Urban Village (UV) Implementation Framework was previously identified as the UV Implementation Financing Strategy.

*** At the time of adoption, the four urban villages were collectively referred to as "Five Wounds Urban Villages." Moving forward, Roosevelt Park, Little Portugal, Five Wounds, and 24th and William will be collectively known as the "Four Urban Villages."

This CEQA environmental clearance covers the adoption of the implementation frameworks and any grammatical, clerical, and administrative updates to Roosevelt Park, Little Portugal, Five Wounds, and 24th and William urban village plans (Four Urban Village Plans).

ANALYSIS:

On November 19, 2013, the City Council approved the Four Urban Village Plans (File No. GP13-022) by City Council Resolution No. 76856 and determined that the urban village plans do not involve any physical changes to the environment and no new significant impacts will occur pursuant to CEQA Guidelines 15162 (see attachment). The environmental impacts of this project were addressed by a Final

Program EIR entitled, "Envision San José 2040 General Plan Final EIR," adopted by City Council Resolution No. 76041 on November 1, 2011, and addenda thereto; and Supplemental Program EIR entitled, "Envision San José 2040 General Plan Supplemental EIR," adopted by City Council Resolution No. 77617 on December 15, 2015, and addenda thereto. The Final Program EIR and Supplemental Program EIR were prepared for the comprehensive update and revision of all elements of the City of San José General Plan, including an extension of the planning timeframe to the year 2035. The following impacts were reviewed and found to be adequately considered by the EIRs:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Noise and Vibration |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Hydrology & Water Quality | <input checked="" type="checkbox"/> Hazardous Materials and Hazards | <input checked="" type="checkbox"/> Public Facilities & Services |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Public Facilities & Services |
| <input checked="" type="checkbox"/> Cumulative Impacts | <input checked="" type="checkbox"/> Growth Inducing Impacts | <input checked="" type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Hazardous Materials and Hazards | <input checked="" type="checkbox"/> Public Facilities & Services |

In accordance with the Envision San José 2040 General Plan Appendix Six: Urban Village Planning Guidelines, the implementation framework of an urban village can be utilized to identify a financing strategy for the construction and/or maintenance of public infrastructure, facilities, or amenities to further the interest of the community as identified by the urban village plan. The proposed project is within the scope of the Envision San José 2040 General Plan, General Plan EIR, General Plan Supplemental EIR, and addenda thereto, pursuant to CEQA and CEQA Guidelines Section 15168(c)(2). The Four Urban Village Plans conform to the Major Strategies, Goals, Policies, and assigned new housing and job growth for as identified for the Urban Villages in the Envision San José 2040 General Plan. Any further actions will require additional environmental review at the time such a permit application is submitted.

Kieulan Pham
Environmental Project Manager

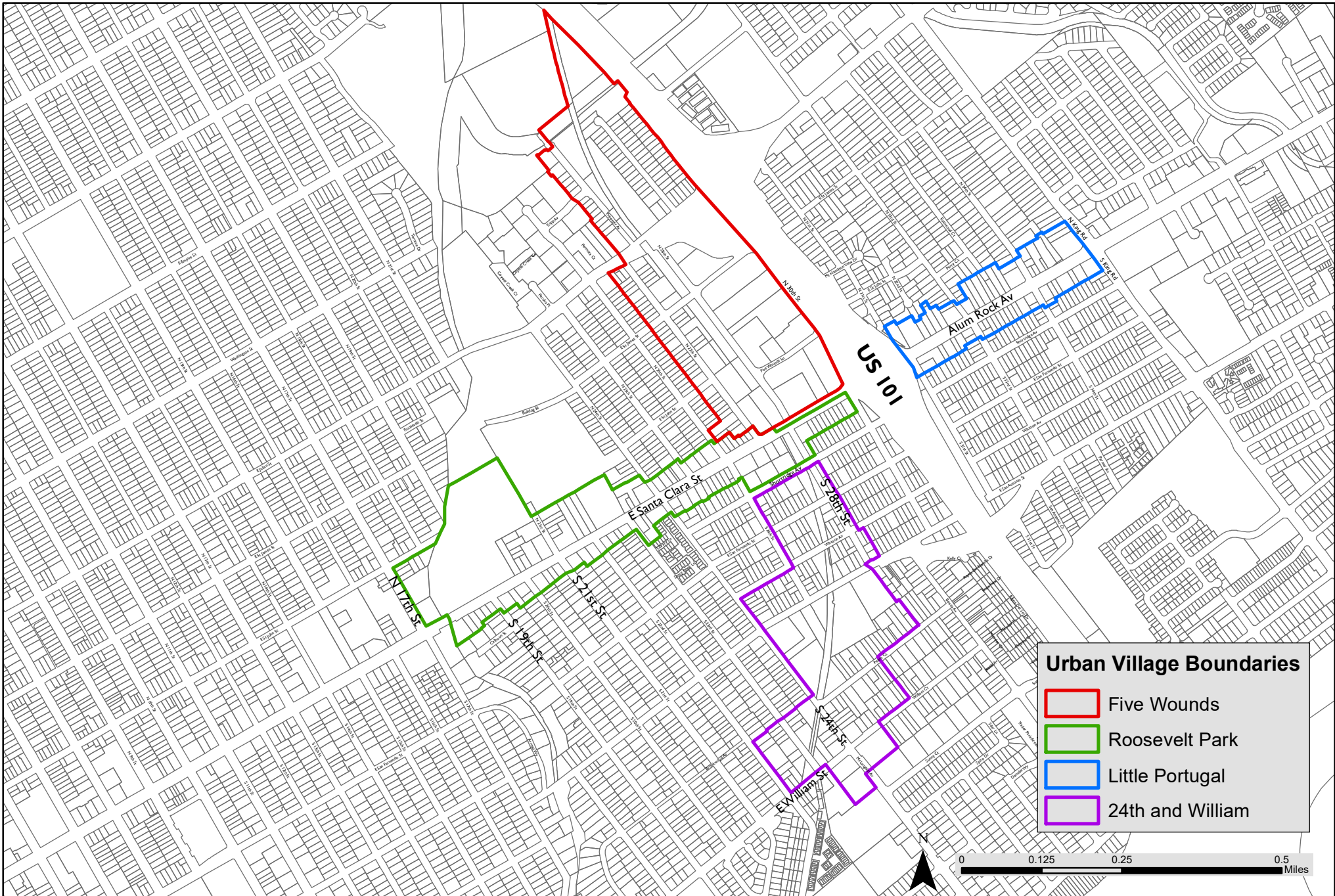
Rosalynn Hughey, Director
Planning, Building and Code Enforcement

10/1/18
Date


Deputy

Attachment:

- Urban Village Boundary Maps
- City Council Resolution No. 76856 Adoption all of the General Plan amendment actions including the Five Wounds/Four Urban Village Plans and all related CEQA resolutions
- Link to the Envision San José 2040 General Plan, General Plan EIR, General Plan Supplemental EIR, and the General Plan Four-Year Review Addendum



RESOLUTION NO. 76856

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE SPECIFYING THE COUNCIL'S DETERMINATIONS ON PROPOSED AMENDMENTS TO THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE AND ADOPTING THE FOUR (4) FIVE WOUNDS URBAN VILLAGE PLANS (ROOSEVELT PARK, FIVE WOUNDS, TWENTY FOURTH AND WILLIAM STREET, AND LITTLE PORTUGAL)

(2013 Annual General Plan Amendments and Five Wounds Urban Village Plans)

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José and;

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042 (hereinafter the "General Plan" and;

WHEREAS, the original copy of the General Plan is on file in the Office of the Director of the Department of Planning, Building and Code Enforcement and;

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all General Plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments and;

WHEREAS, on September 25, 2013 and October 30, 2013 the Planning Commission held a public hearing to consider the proposed amendments to the General

Plan for the 2013 General Plan Annual Review and Amendment Process that are listed in Exhibit "A" hereto ("2013 Annual General Plan Amendments", at which interested persons were given the opportunity to appear and present their views with respect to said proposed amendments and;

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, an original copy of the proposed 2013 Annual General Plan Amendments is on file in the Office of the Director of Planning, Building and Code Enforcement of the City, with a copy submitted to the City Council for its consideration and;

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on October 22, 2013, at 7:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard and present their views with respect to the proposed Fall 2013 General Plan Amendments and;

WHEREAS, at its October 22, 2013 meeting, the Council continued the public hearing to November 19, 2013 at 7:00 p.m. and;

WHEREAS, on November 19, 2013, at 7:00 p.m. the Council held the continued duly noticed public hearing and gave all persons full opportunity to be heard and to present their views with respect to the proposed Fall 2013 General Plan Amendments and;

WHEREAS, the Council reviewed, considered, and adopted Resolutions regarding the Mitigated Negative Declaration for Project GP13-006 and Addenda to previously adopted Mitigated Negative Declarations for Projects GP13-003 and GP13-005 prior to making its determination on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, the Council reviewed, considered, and adopted Resolutions regarding the Mitigated Negative Declarations for Project Nos. GP13-003 and GP13-006 and the addendum to the Mitigated Negative Declaration for Project No. GP13-006 prior to making its determination on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, the Council reviewed and considered that certain Environmental Impact Report certified as the Envision San José 2040 EIR Resolution No. 76041 for Project Nos. GP13-007 and GP13-019 and the Environmental Impact Report certified as the San José/Santa Clara Wastewater Facility Master Plan EIR Resolution No. 76858 for Project No. GP13-020 prior to the Council's determination on the proposed 2013 Annual General Plan Amendments and;

WHEREAS, at its public hearings, the Planning Commission and Council also considered the four (4) Five Wounds Urban Village Plans (Roosevelt Park, Five Wounds, 24th and William Street and Little Portugal) for adoption and reviewed and considered that certain Environmental Impact report certified as the Envision San José 2040 Resolution No. 76041 for these Urban Village Plans and;

WHEREAS, environmental clearance was incomplete for Project No. GP13-004 and;

WHEREAS, the Council is the decision making body for all of the proposed 2013 Annual General Plan Amendments and the Urban Village Plans.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Council's determinations regarding the 2013 Annual General Plan Amendments are hereby specified and set forth in Exhibit "A" attached here to and incorporated herein.

SECTION 2. The Council hereby approves the Urban Village Plans attached hereto as Exhibits "B", "C", "D" and "E".

SECTION 3. The Resolution and the Council's determinations on each of the 2013 Annual General Plan Amendments specified in Exhibit "A" and the Urban Village Plans attached hereto as Exhibits "B", "C", "D" and "E" shall take effect thirty (30) days following the adoption of this resolution.

ADOPTED this 19th day of November, 2013, by the following vote:

AYES: CAMPOS, HERRERA, KALRA, KHAMIS, LICCARDO,
NGUYEN, OLIVERIO, ROCHA; REED.


NOES: NONE.

ABSENT: CHU, CONSTANT.

ABSTAIN: NONE.



CHUCK REED
Mayor

ATTEST: 

TONI J. TABER, CMC
City Clerk

Attachments:

Exhibit A – 2013 Annual General Plan Amendments

Exhibit B -- Roosevelt Park Urban Village Plan

Exhibit C -- Five Wounds Urban Village Plan

Exhibit D -- 24th and William Street Urban Village Plan

Exhibit E -- Little Portugal Urban Village Plan

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

I hereby certify that the amendments to the San Jose General Plan specified in the attached Exhibit "A" and the Urban Village Plans attached as Exhibits "B," "C," "D," and "E" were adopted by the City Council of the City of San Jose on November 19, 2013, as stated in its Resolution No. 76856.

Dated: November 19, 2013



TONI J. TABER, CMC
City Clerk

EXHIBIT "A"

2013 ANNUAL GENERAL PLAN AMENDMENTS

GP13-003. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Open Space, Parklands and Habitat to Public/Quasi-Public to allow a public elementary school on a 1.4 gross acres site located on the south east corner of Goodyear St. and Pepitone Ave. (1197 Lick Avenue) (City Of San Jose, Owner). Council District 3. CEQA: Mitigated Negative Declaration. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval. (6-0-0-1; O'Halloran abstain). Council Action: Motion to approve failed (5-5-0-1; Oliverio, Chu, Kalra, Campos, and Rocha opposed, Liccardo abstain): Deferred to next General Plan hearing (10-0-1, Liccardo abstain)

GP13-004. A General Plan Amendment to change the Envision 2040 General Plan Land Use/Transportation Diagram designation from Light Industrial to Residential Neighborhood on a 9.73 gross acre site, located on the west side of South King Road, approximately 810 feet north of Aborn Road (2905 S King Road). Consideration of this application also requires an update to the Evergreen-East Hills Development Policy. (Principle Broadcasting Network, Owner). Council District 7. CEQA: EIR required, not prepared. Per applicant's request, the Director of Planning, Building and Code Enforcement and Planning Commission recommend withdrawal (7-0-0). Council Action: Approve Applicant's Withdrawal Request; Drop (10-0-1; Constant absent).

GP13-005 A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood to Urban Residential on a 2.4 gross acre site, located on the west side of Race Street, 170 feet south of Park Avenue (250 Grand Avenue) (Race Street Investments LLC, Owner). Council District 6. CEQA: Addendum to the Race Street Terrace Mitigated Negative Declaration (Zoning File No. PDC11-005). Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0-0). Council Action: Approved (9-1-1; Liccardo opposed, Constant absent).

GP13-006. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Residential Neighborhood to Mixed-Use Neighborhood on 1.0 gross acre site, located on the

west side of Thornton Way, approximately 260 feet northerly of Maywood Avenue. (Plaza III, Owner). Council District 6. CEQA: Mitigated Negative Declaration. Director of Planning, Building and Code Enforcement and the Planning Commission recommend approval (6-1-0; Cahan opposed). Council Action: Approved (11-0).

GP13-007. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Mixed Use Neighborhood to Transit Residential to align with the Jackson-Taylor Specific Plan on a 5.28 gross acre site, located at/on the Block bounded by E. Taylor St., N. 7th St., Jackson St., and N. 6th St. (City of San Jose, Owner). Council District 3. CEQA: Envision San José 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend approval (7-0-0). Council Action: Approved (10-0-1; Constant absent).

GP13-017. A General Plan Text Amendment to clean-up Policies LU-1.1 and LU-1.2 to eliminate redundant policy and mis-numbering, (City Of San José, Owner). Council District: Citywide. CEQA: Envision San Jose 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend withdrawal per staff request (7-0-0). Council Action: Dropped (10-0-1; Constant absent).

GP13-018. A General Plan Text Amendment clean-up to add the "Planned Job Capacity and Housing Growth Areas by Horizon" Table currently in Appendix 5 to the main body of the General Plan, Chapter 5. (City Of San José, Owner). Council District: Citywide. CEQA: Envision San Jose 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend withdrawal per staff request (7-0-0). Council Action: Dropped (10-0-1; Constant absent).

GP13-019. A General Plan Amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation from Rural Residential to Residential Neighborhood on approximately 1.38 acres and Open Space, Parklands and Habitat on approximately 0.44 acres to align with the previously approved General Plan Amendment (File No. GP07-10-01 approved in 2010) on a 1.82 gross acre site, located on the east side of Almaden Expressway, approximately 1,320 feet southerly of Winfield Boulevard (6082 Almaden Expressway) (Mazzone Benjamin W. Trustee & et al, Owner). Council District 10. CEQA: Envision San Jose 2040 EIR Resolution Number 76041. Director of Planning, Building and Code Enforcement and the Planning Commission recommend approval (6-0-0-1; Bit-Badal abstain). Council Action: Approved (9-1-1; Liccardo opposed, Constant absent).

GP13-020. A General Plan amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation of a 308-acre portion of the San Jose/Santa Clara Water Pollution Control Plant from Public/Quasi-Public to Industrial Park (81 acres), Light Industrial (31 acres), Neighborhood Community Commercial (5 acres), Combined industrial/Commercial (11 acres) and Open Space, Parklands and Habitat (80 acres) located at the southern end of the San Francisco Bay within the northernmost portion of the City of San Jose immediately north of State Route 237, west of Interstate 880. (700 Los Esteros Road, APN 015-31-024+) (Cities of San Jose and Santa Clara, Owners). Council District 4. CEQA: San Jose/Santa Clara Water Pollution Control Plant Master Plan EIR (File No. PP11-043) Resolution Number 76858. Director of Planning, Building and Code Enforcement recommends approval and Planning Commission recommends approval with the Nortech Parkway extension moved to the south of the designated Open Space, Parklands and Habitat area (5-0-2: Abelite and Bit-Badal absent). Council Action: Approved (8-3; Liccardo, Kalra, and Chu opposed).

Five Wounds Urban Village Plans: Roosevelt Park, Five Wounds, Twenty Fourth and William Street, and Little Portugal. Adoption of Four (4) Urban Village Plans to implement the Urban Village strategy of the Envision San Jose 2040 General Plan, including the following minor General Plan land use designation and Village Boundary line changes:

1. **Roosevelt Park Urban Village Plan.** A General Plan amendment to change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation on a 0.71 acre portion of the Urban Village area located on the south side of East Santa Clara Street, approximately 240 feet west of US Highway 101 from Urban Village to Neighborhood/Community Commercial.
2. **Five Wounds Urban Village Plan.** A General Plan amendment to expand the Plan area boundary in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram in one (1) location on the east side of North 26th Street, approximately 130 feet north of East Santa Clara Street to include two (2) parcels that are 0.12 and 0.23 acres in size.
3. **24th and William Street Urban Village Plan.** A General Plan amendment to expand the Plan Area boundary in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram in one (1) location that includes three (3) parcels that are 1.37, 0.66, and 1.07 acres in size and located on both sides of McLaughlin Avenue, approximately 340 feet south of William Street.

4. **Little Portugal Urban Village Plan.** A General Plan amendment to:
- (a) Expand the Plan boundary in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram in the following three (3) locations:
 - (i) The east side of South 33rd Street, south of Alum Rock Avenue;
 - (ii) The east side of North 34th Street, north of Alum Rock Avenue; and
 - (iii) The north side of Alum Rock Avenue between Highway 101 and North 33rd Street;
 - (b) Change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation on each of the three locations subject to the Plan boundary change in 4(a)(i)-(iii) above from Residential Neighborhood to Urban Village; and
 - (c) Change the Envision San Jose 2040 General Plan Land Use/Transportation Diagram designation on a 2 acre portion of the Urban Village Plan area located on the north and south side of Alum Rock Avenue, approximately 210 feet to the east from US Highway 101, from Urban Village to Neighborhood/Community Commercial.

Council Districts 3 & 5. CEQA: Use of the Envision San Jose 2040 General Plan Final EIR, Resolution No. 76041 Director of Planning, Building and Code Enforcement and Planning Commission recommend approval of all four (4) Urban Village Plans and related General Plan Amendments specified above (7-0-0). Council Action: Approved with changes noted in a Memorandum from Mayor Reed, and Councilmembers Campos and Liccardo with the deletion of their first recommendation (11-0).

Link to Documents:

Envision San José 2040 General Plan

<http://www.sanjoseca.gov/DocumentCenter/View/474>

Envision San José 2040 General Plan EIR

<http://www.sanjoseca.gov/index.aspx?NID=4974>

Envision San José 2040 General Plan Supplemental EIR

(File Nos. PP15-060 and GPT15-002)

<http://www.sanjoseca.gov/index.aspx?NID=4940>

Envision San José 2040 General Plan Four-Year Review Addendum

(File No. GPT16-009)

<http://www.sanjoseca.gov/index.aspx?nid=5270>

The following
items were
received after
packets were
distributed.

Davide B. Vieira
1439 Shortridge Avenue
San José, California 95116

October 22, 2018

Planning Commission
City of San José
200 East Santa Clara Street
San José, California 95113

Dear Commissioners:

Regarding the Urban Village Implementation Framework, I oppose the exemption for pipeline projects. Exempting pipeline projects will deprive neighborhoods of millions of dollars for much-needed public improvements.

For instance, one pipeline project represented by applications GPT15-007 and PDC15-067 has been inactive since October 24, 2016 when GPT15-007 was withdrawn by the applicant and the project was removed from the Planning Commission's November 2, 2016 calendar.

Based on the Planning Department presentation explaining the Urban Village Implementation Framework, the inactive project described by PDC15-067 could result in as much as \$4 million in implementation finance fees for public improvements. Four million dollars that could be used toward these projects as prioritized by residents in the Roosevelt Park Neighborhood:

- | | |
|-----------------------------------|-------------------------------|
| 1. Affordable housing | 5. Circulation Improvements |
| 2. Five Wounds Trail Improvements | 6. Public Art |
| 3. Urban Plazas | 7. Commercial Development |
| 4. Streetscape Amenities | 8. Special Financing District |

Please do not allow pipeline projects to be exempt from the Urban Village Implementation Framework so that deserving neighborhoods may realize much-needed public improvements.

Sincerely,



Davide B. Vieira