

Appendix B
General Plan Policy Table

Appendix B: Five Wounds Urban Village Plan Policies, Guidelines, and Action Items

Table B-1

Policy/Guideline	Description
Chapter 3 – Land Use	
Goal LU-1	Create a pedestrian, transit-oriented, complete community by fostering a mix of uses, including neighborhood service retail, public facilities, general commercial uses, and other active uses to serve the surrounding neighborhoods and help create a vibrant, connected, healthy, equitable, and prosperous place.
Policy LU-1.1	Enforce the minimum and maximum residential densities and commercial FARs established in the land use designations of this Plan, supportive of the urban form, neighborhood character, and vision established for each of the four Districts and the Plan in general.
Policy LU-1.2	Implement all residential densities and commercial FARs on a net floor area basis, excluding parking (parking garage) and public right-of-way.
Policy LU-1.3	Encourage ground-floor level activation uses such general neighborhood commercial or service uses, on mixed-use, or multifamily residential buildings at key intersections (and in all corners) as identified in Figure UD-1 in the following Urban Design chapter. If provided, these uses shall occupy at least 30% of the building's frontage length, at the corner. Depth shall be regulated by the Citywide Design Guidelines and Standards, as amended. 100% affordable housing projects are exempt but conformance is encouraged.
Policy LU-1.4	Prohibit retail greater than 25,000 square feet, with the exception of full-service grocery stores, as a single use, within the entire Five Wounds Urban Village planning area. Encourage ground-floor level neighborhood-serving retail. When there are no alternatives, displaced local small businesses should be relocated nearby in the area.
Policy LU-1.5	Consider educational/institutional spaces for use by Cristo Rey San Jose Jesuit High School, San Jose State University, or other institutions in the buildings around the BART station, including buildings on the west side of 28th Street.
Guideline LU-1.1	Design high-density, multi-story residential, commercial, or mixed-use projects along East Santa Clara Street and Alum Rock Avenue with architectural design references of the cultural heritages of the surrounding neighborhoods, including Spanish, Mexican, Vietnamese, and Portuguese, and Mediterranean. A cultural corridor for (La Avenida Cultural District Corridor) which could extend from 28th Street by the Five Wounds Portuguese National Parish down Alum Rock Avenue past King Road by the Mexican Heritage Plaza (which marks the east border of the Urban Village) and all the way east to Jackson Street should explored and developed to help advance cultural preservation, placemaking, economic development and community investment.

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Goal LU-2	Grow the Five Wounds Urban Village into an economically vibrant area that incentivizes residential development within a roughly ½-mile radius of the future 28th Street/Little Portugal BART Station.
Policy LU-2.1	Support high-density residential or mixed-use projects on a horizontal or vertical mixed-use use approach around the BART station, between East Julian and Five Wounds Lane, and between 28th Street and US Highway 101.
Policy LU-2.2	Allow land uses that generate employment along the west side of 28th Street in a mixed-use format with residential.
Policy LU-2.3	Enforce the residential or commercial land use intensities established for each of the four Districts: Five Wounds, Little Portugal, Roosevelt Park, and 24th Street and William, as well as for the Julian-McKee corridor and neighborhood quadrants. These land use intensities support each area's specific urban design character.
Guideline LU-2.3	Discourage new development on parcels that presently serve the operation of small businesses (defined by the City's Office of Economic Development as equal or less than 35 employees), until the BART transit system and station at 28th Street /Little Portugal is built. In addition, if new development occurs on parcels occupied by small businesses, it should be developed at a minimum residential density of 75 du/ac or minimal allowed intensities established in this Plan.
Policy LU-2.4	Prohibit development of new motor vehicle-oriented and auto-centric uses such as drive-throughs, strip malls, gas stations, auto repair, automobile sale and rental lots, auto parts sales, and car washes. Existing motor vehicle uses that occupy an existing building uniquely designed for a specific motor vehicle use may remain as an existing non-conforming use until a site is redeveloped. Existing motor vehicle-oriented uses are expected to be redeveloped over time with pedestrian and transit-supportive uses established in this Plan.
Policy LU-2.5	Allow existing industrial uses located along both sides of the future Five Wounds Trail or existing Union Pacific Railroad right-of-way to operate until new development at the required intensities established in the Plan receives construction permits. As a condition of approval for new development, existing residential, industrial, manufacturing, or commercial tenants (whether considered small businesses or not by the Office of Economic Development) shall be provided with notice of any application for building, demolition or grading permits, whichever comes first, within 30 days of application. The City shall require that developers provide notice to tenants as a condition for issuing development permits and ministerial approvals. Such industrial uses are considered non-conforming uses
Goal LU-3	Support office, Research and Development (R&D), and similar land uses that will be the engine of employment generation in the Urban Village, while supporting transit ridership and enhancing the pedestrian character around the 28th Street/Little Portugal BART Station.
Policy LU-3.1	Concentrate employment generation adjacent to the BART station, between East Julian and 5 Wounds Lane, and between 28th Street and US Highway 101, with high-intensity office development on a vertical or horizontal mixed-use approach.

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Policy LU-3.2	Support employment uses along the East Santa Clara – Alum Rock corridor and along the Julian – McKee corridor, on the ground floor level of multi-family buildings. While horizontal mixed-use commercial and residential projects are allowed, a vertical mixed-use approach is preferred.
Policy LU-3.3	Support neighborhood-serving businesses, services, institutions, storefronts, co-working, entertainment, civic, community, cultural, and similar uses on the ground floor of buildings around the BART station, between 28th Street and 30th Street, and between East San James and Five Wounds Lane. If provided, these land uses shall have direct pedestrian access from any public street and must occupy at least 50% of the building frontage facing the street. Ground floor residential in those buildings shall be directly accessible from the street.
Goal LU-4	Protect the historical and cultural character of the four Districts.
Policy LU-4.1	Preserve, rehabilitate and/or adaptively reuse historic resources listed on the City's Historic Resources Inventory as City Landmarks, Candidate City Landmarks, listed or eligible for listing on the National Register of Historic Places and/or California Register of Historical Resources. Design new development and alterations to be compatible with the character defining elements of the historic resource in massing, size, scale, and architectural features to protect the historic integrity of the property.
Policy LU-4.2	Properties of lesser significance listed on the City's Historic Resource Inventory as Structures of Merit and Identified Structures should be retained and preserved and incorporated into future development with the preservation of their character, a key consideration in project development.
Policy LU-4.4	Prior to issuance of any discretionary approval all future discretionary projects that propose demolition, relocation, exterior alteration, major addition/s or new construction on a parcel that contains structures listed on the Historic Resources Inventory as City Landmarks, Candidate City Landmarks, listed or eligible for listing on the National Register of Historic Places and/or California Register of Historical Resources shall complete the following project review process • Project-Specific Impacts Analysis. At the discretion of the Historic Preservation Officer, proposed discretionary projects shall be reviewed by a qualified historic resources consultant meeting the Secretary of the Interior's Professional Standards. The qualified professional shall evaluate the proposed project plans for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and prepare an effects analysis determining whether the proposed project would cause a substantial adverse change to the historical resource. • If the qualified historic resources consultant determines that a proposed project does not conform with the Secretary of the Interior's Standards for the Treatment of Historic Properties and would have a significant impact on a historical resource, the following requirements shall be completed. • Modification of Project Design. The applicant shall work with the qualified historic resources consultant and the Historic Preservation Officer to design modifications to the project that would avoid or minimize the significant impacts identified in the project-specific analysis (e.g., retain in place; shift footprint; adaptive reuse; partial retention).

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	• Modification of Project Modification Feasibility Analysis. If it is infeasible to design the project in a manner that conforms with the Secretary of the Interior’s Standards for the Treatment of Historic Places or modify the design in a way that would minimize the impacts, the applicant shall demonstrate why project modifications are infeasible and the historical resource cannot be adaptively reused and/or rehabilitated and activated. • Referral to the Historic Landmarks Commission. The project modification analysis prepared by the qualified historic resources consultant to avoid or reduce significant impacts shall be referred by the Historic Preservation Officer to the Historic Landmarks Commission for comment at a public meeting. • Consideration by Decision-Making Body. Documentation and project analysis prepared by the qualified historic resources consultant, feasibility analysis and the comments of the Historic Landmarks Commission and the public shall be presented to the decision-making body for the project for consideration when approving or denying a project and imposing any project design and/or construction conditions to avoid material impairment of the integrity of the historical resource.
Policy LU-4.5	Buildings and structures on the former San Jose Steel Company property located at 195 North 30 th Street should be salvaged and reused on site or within the surrounding area as determined to be feasible.
Policy LU-4.6	The significance of the Five Wounds Portuguese National Parish and views of the church from adjacent streets shall be preserved by conforming to the building height diagram in this Plan.
Policy LU-4.7	The creation of a cultural district program and the establishment of a cultural district (e.g. La Avenida Cultural District) along East Santa Clara Street and Alum Rock Avenue in Little Portugal and beyond should be explored and developed if feasible. Buildings in Little Portugal are encouraged to provide ground-floor uses that support the arts and culture of East San José’s community and also to provide neighborhood services, neighborhood commercial, cultural, and similar uses that are compatible with the historic, cultural, and ethnic character of this neighborhood.
Goal LU-5	Protect the historic and residential character of neighborhoods outside the four Districts that were not documented and evaluated as part of the Five Wounds Urban Village Update Historic Resources Survey.
Policy LU-5.1	Prior to issuance of any discretionary approval all future discretionary projects that propose demolition, relocation, exterior alteration, major addition/s or new construction on a parcel containing structures 45 years or older (or age unknown) that are not listed on the Historic Resources Inventory shall complete the following project review process: • Documentation and Evaluation. Parcels containing structures that are 45 years or older and not listed on the Historic Resources Inventory shall be documented and evaluated by a qualified historic resources consultant meeting the Secretary of the Interior’s Professional Standards to Requirement for eligibility for listing in the California Register of Historical Resources and/or the San Jose Historic Resources Inventory as a Candidate City Landmark. This requirement does not apply to properties with current

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	DPR 523 forms prepared by a qualified historic resources consultant meeting the Secretary of the Interior’s Professional Standards that have been previously accepted by the City as the lead agency. If the property is determined to be a historical resource (eligible for listing on the California Register of Historical Resources and/or the San Jose Historic Resources Inventory as a Candidate City Landmark) project review and analysis shall comply with LU-4.4
Policy LU-5.2	Allow infill development that is compatible with the existing residential uses.
Policy LU-5.3	Restrict commercial development in the areas outside the four Districts to uses that are compatible with the existing residential character.
Policy LU-5.4	Allow low to medium-density residential infill projects within the existing quadrants outside the four Districts but within the Urban Village boundary. Meet the development standards in accordance with the land use designation in which such parcels are located and urban design standards of this document and the Citywide Design Standards and Guidelines.
Policy LU-5.4	Implement height policies which concentrate taller development near the future 28th Street/Little Portugal BART Station to minimize impacts of new development on adjacent existing neighborhoods’ character. Utilize height policies to protect the visual integrity and prominence of the Five Wounds Portuguese National Parish. Implement step-back standards for new development that interface with lower scale neighborhoods.
Goal LU-6	Reduce the impacts of parking by ensuring that development is designed to support multi-modal mobility and a pedestrian-oriented urban environment consistent with the vision for a Regional Transit Urban Village plan.
Policy LU-6.1	Prohibit new standalone surface parking in the Urban Village, other than temporary surface parking lot on the BART station block to serve the future station.
Policy LU-6.2	If provided on ground-floor levels of commercial or residential buildings, parking shall be fully screened from any public-right-of-way using vegetative elements, architectural elements, and/or neighborhood serving commercial space, institutional, community activating uses or residential uses, such that vehicles are not visible from the ground level.
Policy LU-6.3	Stand-alone parking structures in all Districts are prohibited. This Policy excludes the future BART parking structure in the Five Wounds District, which may be used as a district parking or shared-parking solution in this district. (For a definition of stand-alone parking structures see the definitions section at the end of this chapter.)
Goal LU-7	Support a range of housing types within the Five Wounds Urban Village and facilitate development to achieve the planned residential capacities.
Policy LU-7.1	Within buildings containing more than ten residential units, projects are encouraged to provide a mix of unit sizes from studios to 3-bedrooms, and must at a minimum provide a combination of two-unit sizes (example studios and one-bedrooms). This policy does not apply to 100% affordable development.
Policy LU-7.2	Encourage the development of senior housing, family housing, housing for individuals with developmental disabilities, and supportive housing for

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	formerly homeless households within the Urban Village and with easy access to transit options.
Goal LU-8	Encourage at least 30% of new dwelling as affordable to very low-, low-, and moderate-income households within the Five Wounds Urban Village.
Policy LU-8.1	Enforce implementation of the Inclusionary Housing Ordinance, Commercial Linkage Fee Ordinance, Rent Stabilization Program, Apartment Rent Ordinance, Tenant Protection Ordinance, Ellis Act Ordinance, and other City housing laws and policies, including amendments thereto.
Policy LU-8.2	If projects are proposed as 100% affordable, they should be designed and built with a comparable construction quality as market-rate housing projects. Affordable housing projects should be seamlessly integrated with market-rate projects from the architecture and urban design standpoints.
Policy LU-8.3	Encourage the development of affordable-by-design using, for example, innovative construction techniques, smaller unit sizes, micro-units, co-op housing, and inter-generational housing.
Goal LU-9	Create an urban plaza in front of the 28th Street and Little Portugal BART station, and support placemaking, civic, cultural, community-oriented and other uses that “activate” the public space.
Policy LU-9.1	Create a public plaza adjacent to the BART station inspired by the notion of a “Town Square”, defined as a public and civic space open to the public, surrounded by buildings with ground-floor activating uses, with multiple pedestrian access points in various directions, and capable of supporting public and community activities. The public plaza shall be located near the northwest corner of 28th Street and Five Wounds Lane. Pedestrian promenades that radiate out from this square are also encouraged.
Policy LU-9.2	A new pedestrian paseo shall be established upon the redevelopment of the properties located directly south of the Eastwood Court dead end in the Little Portugal District. This paseo will connect the neighborhood with Alum Rock Avenue. The paseo shall be provided with pedestrian access and activating, civic, community or other similar uses at both sides of the paseo.
Chapter 4 – Urban Design	
Goal UD-1	Concentrate taller and higher density development near the future 28th Street/Little Portugal BART Station to minimize impacts of new development on adjacent existing neighborhoods’ character, while protecting the visual integrity and prominence of the Five Wounds Portuguese National Church structure.
Standard UD-1.1	New development within the Five Wounds Urban Village Plan shall not exceed the maximum heights established in Figure UD-5 Building Height Limits.
Standard UD-1.2	Within the Roosevelt Park District, all portions of new development over 65 feet in height shall be stepped back 5 feet minimum so that the massing of the building does not overwhelm the sidewalk and the street.
Standard UD-1.3	New development on the two blocks between East Santa Clara Street, 26th Street, Shortridge Avenue, and the interchange 101 shall be restricted to a height of 65 feet.
Standard UD-1.4	Buildings on the future BART station block and along Five Wounds Lane between 28th Street and 30th Street, and buildings on the block on the north

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	side of East Santa Clara Street between 27th Street and 28th Street, shall stepback 60 feet at a building façade height of 60 feet. (See Figure UD-7).
Standard UD-1.5	Limited projections of non-habitable architectural elements, mechanical and equipment rooms, and special architectural treatments (e.g., chimneys, weathervanes, cupolas, pediments, etc.) shall be permitted up to 17 feet above the maximum height limit established in Figure UD-8. The maximum roof area coverage by all structure(s) and equipment shall not exceed thirty (30%) percent of the total roof area. Only limited projections of non-habitable architectural elements, mechanical and equipment rooms, and architectural treatments to extend over the maximum height limit are allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.
Standard UD-1.6	In all areas where new development from the Urban Village land use designation abuts the side of a Mixed-Use Neighborhood (MUN) designated parcel, a minimum 5 feet building setback along that side shall be provided.
Standard UD-1.7	Provide screening techniques (i.e. shrubs, fences, walls) with a minimum of seven feet in height along all shared property lines in all areas where new development from the Urban Village land use designation abuts the side and rear of an existing residential parcel.
Standard UD-1.8	Within the 24th & William District, provide a minimum building stepback of 5 feet at a height of either two stories or 40 feet (whichever is less) when fronting the street rights-of-way.
Goal UD-2	Design of new development is of a high standard that contributes to the positive image and vitality of the Five Wounds Urban Village and creates a comfortable and visually engaging pedestrian environment.
Standard UD-2.1	For residential development less than four floors in height, each unit with habitable space on the ground floor that fronts a public street right-of-way shall incorporate a pedestrian building entry, porch, or stoop along the public street right-of-way.
Standard UD-2.2	For Large Sites, as defined by the Citywide Design Standards and Guidelines, design buildings so all residential units face a public right-of-way or private street, or to an open space courtyard area. If provided on floors other than the ground floor level, an exterior courtyard or terrace shall be at least 20 feet in width on the side that faces a public street, right-of-way, alley, or mid-block connection.
Standard UD-2.3	Design the primary pedestrian building access directly to a public street, sidewalk, public open space, or paseo—uninterrupted by a parking area or vehicular circulation. Do not create a main pedestrian entrance from an internal private courtyard.
Standard UD-2.4	Ground-floor, street-fronting residential units must have a primary “front door” access from the street, mid-block connection, or public open space, rather than entering from interior corridors, lobbies, or the garage.
Standard UD-2.5	If commercial, residential, or mixed-use buildings are provided with ground-floor neighborhood commercial space, the main entrance to the commercial space shall be provided directly from a public street. If a building is located on a block corner, the main entrance to the commercial space must be placed along the public street with the highest priority or pedestrian orientation.

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	Secondary access can be provided from an interior hall, mid-block connection, public open space, paseo, walkway, courtyard, or similar.
Standard UD-2.6	Along East Santa Clara Street, Alum Rock Avenue, and McKee Road, any building containing ground floor active uses shall devote at least 70 percent of the ground-floor linear frontage of that active use to windows and entrance areas. Along Julian Street, and along 28th Street between East Santa Clara Street and Julian Street, any building containing ground floor active uses or with frontage on the ground floor shall devote at least 50 percent of the ground-floor frontage area of that active use to windows and entrance areas.
Guideline UD-2.1	Buildings wider than 75 feet should include changes in building plane, materials and/or rooflines of a maximum of 50 feet in width to segment individual units or tenant spaces so that the overall building mass is broken down into distinct volumes and is viewed as a series of building fronts or several small buildings.
Guideline UD-2.2	Design new development to relate to historic architectural styles and to be designed in a manner that is compatible with and contributes to the ethnic and cultural heritage of the Five Wounds Urban Village, including the integration of unique, artisan, and artist-designed elements into the façade or public spaces.
Guideline UD-2.3	Design new development with a variety of architectural features, such as sloping roofs, dormers, gables, balconies, canopies, enhanced window or doorway moldings, cornices, bay windows, deep window recesses, porches, tile, cornices, columns and/or pilasters, decorative trim, belt courses (horizontal trim above the ground floor), and arches over doors and windows present in the Five Wounds Urban Village. Prioritize decorative elements on building façades and entryways.
Guideline UD-2.4	Use distinctive building materials such as mosaic and other tiling, stone, and terracotta, on building façades and selected areas of any public plazas and promenades to reflect the local cultures and communities of the Five Wounds Urban Village
Guideline UD-2.5	Minimize the use of glass and steel and avoid extensive use of sprayed stucco for exterior wall finishes on buildings, with the exception of new development along North 28th Street between East Santa Clara Street and East Julian Street projected to be high-rise, mixed use using glass and steel.
Guideline UD-2.6	Where solid walls adjacent to sidewalks are necessary, the walls should include architectural elements, landscaping, and/or murals that reflect the local cultures of the surrounding neighborhoods to add visual interest and soften the visual impact.
Guideline UD-2.7	Work with property owners and/or developers in the following areas to incorporate into new development “gateway” elements like unique architectural features (i.e. building corner design elements, roof design, volumetric design, etc.); artist-designed gateway elements; landscaping; art (i.e. signage, sculpture elements, etc.); and/or other decorative and ornamental elements. • Along North 28th Street near the corner of East Julian Street and near the corner of East Santa Clara Street • Western side of the intersection of Alum Rock Avenue and King Road

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	At the western edge of the Roosevelt Park District boundary, near Coyote Creek
Goal UD-3	Ensure that new development is designed with a consistent “building-defined” street edge with street-facing development while integrating design elements that contribute to the pedestrian environment and public realm.
Standard UD-3.1	New buildings shall be designed to have the primary entrance and building façade oriented toward the primary street, if there are multiple street frontages. Primary streets in the Five Wounds Plan Area are East Santa Clara Street, Alum Rock Avenue, East Julian Street, McKee Road, 24th Street, William Street, 28th Street, and San Antonio Street. All other public streets are secondary streets.
Standard UD-3.2	New buildings along the public rights-of-way of East Santa Clara Street, Alum Rock Avenue, and 28th Street in the Five Wounds, Roosevelt Park, and Little Portugal Districts shall be built with a zero- to 5-foot setback for a minimum of 75% of the front façades of the buildings, to create a pedestrian environment that allows for transitions and frontage zones for active uses.
Standard UD-3.3	New buildings along the public right-of-way of 24th Street/McLaughlin Avenue, William Street, William Court, Peach Court, and San Antonio Street in the 24th & William District shall be built with a maximum 10-foot front and side yard setbacks for a minimum of 50% of the front-facing façades of the buildings.
Standard UD-3.4	New buildings along the public right-of-way of McKee Road and East Julian Street shall be built with a 10-foot setback for a minimum of 75% of the front façades of the buildings. New buildings along the side streets off McKee Road and East Julian Street shall be built with a 5-foot-setback minimum and 10-foot-setback maximum for a minimum of 75% of the front façades of the buildings. The required setbacks shall contain landscaping and/or public open space or plazas (see Figure UD-9).
Standard UD-3.5	New buildings adjacent to the plaza in front of the future 28th Street & Little Portugal BART station shall be constructed with no setbacks from the plaza.
Standard UD-3.6	Buildings fronting the BART plaza shall have active uses and building entrances on at least 75% of linear frontage or building elevation facing the BART plaza. These active uses and building entrances shall be required to be provided at the same grade as the plaza. Avoid blank walls and design these ground floor street frontages with window transparency.
Standard UD-3.7	Buildings facing a public street and located between East Saint James Street and Five Wounds Lane, and between 28th Street and 30th Street, shall be designed to have a streetwall or podium level for at least 60 percent of the elevation facing the public street. The height of the podium or building base shall not exceed 60 feet. The portion of the building stepping back from the streetwall or podium shall be five feet minimum, as measured from the outer edge of the building elevation. When terrace and green use areas are proposed utilize the stepback areas for these purposes. The following standards shall apply to the specific street right of way around the BART block, bounded 28th street, East Saint James, 30th Street, and Five Wounds Lane. (See Figure UD-10 and Figure UD-11 for illustrations)

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Standard UD-3.8	The following standards shall apply to the specific street right of way around the BART block, bounded 28 th street, East Saint James, 30 th Street, and Five Wounds Lane. (See Figure UD-10 and Figure UD-11 for illustrations):				
	Standard (In Feet)	E Saint James Street	Five Wounds Lane	W of 28 th Street between E Santa Clara and E Julian	E of 28 th Street between E Santa Clara and E Julian
	Front Stepback above Streetwall (minimum)	10	60	5	10
	Front Streetwall Height (maximum)	60	60	60	60
	Front Setback (minimum)	0	0	0	0
	Rear Setback (minimum)	0	0	0 (ground level only) 5 (above ground level)	0
Standard UD-3.9	Except as set forth in Standard UD-3.7 for the BART station block, greater setbacks along a public right-of-way shall 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 15 feet or consistent with San Jose Complete Streets Design Standards and Guidelines; (2) provide one or more recessed pedestrian entries at the ground level; (3) create a public plaza; (4) accommodate pedestrian ramps for compliance with the Americans with Disabilities Act (ADA); or (5) integrate residential balconies at the elevation of the second finished floor or above.				
Standard UD-3.10	For blocks with a single development with a frontage longer than 400 feet, require a public passage to permit pedestrian traffic through the block between buildings. Such a passage shall have a minimum of a 6-foot-wide unobstructed walkway from one side of the block to the opposite side such that the passage runs generally perpendicular to the length of the building plane. In addition, a 6-foot-wide unobstructed walkway shall be ensured for all building entrances to the public right of way.				
Guideline UD-3.1	Encourage the creation of a paseo pathway through the Five Wounds Church parking lot to the BART station entrance, by installing pavers that match the public portion of the promenade to the north.				
Guideline UD-3.2	Encourage the creation of a landscaped public paseo or street connection between 33rd Street and 34th Street on the north side of Alum Rock Avenue leading to Eastwood Court.				
Guideline UD-3.3	Consider extending St. John Street south of the Portuguese Band Hall building, between N. 27th Street and N. 28th Street, to create a landscaped public paseo				

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	or bicycle/pedestrian pathway (Paseo St. John) that enables a direct neighborhood connection to and from the station entrance.
Goal UD-4	Minimize the visual impact of parking by using urban design strategies that mitigate its scale, intensity, and location throughout the Urban Village.
Standard UD-4.1	New parking lots loading and service areas shall be located behind buildings or to the side, including along private streets along the side and rear of the property, and surface parking shall not be located between the building and the public rights-of-way.
Standard UD-4.2	For new development with multiple street frontages, place service and loading entries on a separate frontage from the primary pedestrian and bicycle entrance. For new development with a single frontage, locate parking and service entrances no closer than 20 feet from the primary pedestrian and bicycle entrance for properties with more than 60 feet of frontage.
Standard UD-4.3	On the east side of 28th Street between East Santa Clara and East Julian, prohibit new curbcuts and driveways beyond what is planned by the future planned BART station project. On the west side of 28th Street between East Santa Clara and East Julian, limit curbcuts from the roadway into the block to a maximum of three.
Standard UD-4.4	For buildings that provide podium level parking, a maximum of three levels of parking from ground level, not including underground parking levels, is allowed, provided that the above ground parking levels are screened by active uses, or architectural or landscape screening. The parking shall be accommodated within the overall building podium or building base which shall not exceed 60 feet.
Standard UD-4.5	New stand-alone parking shall be prohibited except for the future planned 28th Street/Little Portugal BART Station parking structure.
Guideline UD-4.1	Apply architectural details, such as articulation of openings to emulate window openings, enhancement of vertical circulation through materials or colors, and/or landscape elements to any above ground parking structure to integrate the design of the parking garage with surrounding development.
Guideline UD-4.2	At least 40 percent of the top floor roof of the planned 28th Street/Little Portugal BART Station parking structure should have shading or screening, with one or combination of the following design elements: trellises, solar PV collectors, green walls or roofs, hardscape or landscape elements, trees, glass canopies, or other elements that screen views, eliminate glare, and mitigate the urban heat island effect.
Goal UD-5	Develop an inviting, attractive, and safe environment adjacent to the creek and trail corridors through trail-oriented design of new development.
Standard UD-5.1	Buildings with elevations facing the Five Wounds Trail shall provide doors, windows, porches, balconies, or artwork for not less than 50 percent of the linear length of the elevation facing the Trail. Such buildings shall not provide blank walls or back-of-house design features, such as storage and waste containers, facing the trail.
Standard UD-5.2	New residential and mixed-use residential/commercial development adjacent to the Five Wounds Trail corridor shall provide at least one direct pedestrian entrance to the trail for occupants of the development.

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Standard UD-5.3	For new residential and mixed-use development adjacent to the Five Wounds Trail corridor, orient at least 50% of active uses, lobbies, amenities, and ground floor primary units' entries, stoops, and porches to face the trail. If the new development provides a public open space or plaza adjacent to the trail, residential stoops, porches, and building entries shall face onto the public open space or plaza rather than directly onto the trail. For applicable properties adjacent to both the Five Wounds Trail and a public right of way, primary entrances shall face the public right-of-way. (See Figure UD-12).
Standard UD-5.4	Any ground floor enclosure of open space, such as walls or fencing, located within 10 feet of the property boundary along the trail, shall have a maximum height of 6 feet and minimum transparency of 50 percent.
Standard UD-5.5	In all areas north of Julian Street within the Five Wounds District, buildings adjacent to the trail shall have a maximum height of three stories or 35', whichever is less, for a minimum horizontal distance of 20 feet measured from the property line adjacent to the trail. Buildings shall be setback from the trail property line a minimum of 10 feet to allow for landscaping, stoops, porches and seating.
Guideline UD-5.1	Large blank walls or solid (non-visually permeable) fences longer than 20 feet along the Five Wounds Trail corridor are discouraged. Where solid walls adjacent to the trail are necessary, the walls shall include architectural elements (i.e., decorative posts, post caps, and/or panels), landscaping, and/or murals to add visual interest and soften the visual impact.
Goal UD-6	Use street trees, landscaping, and lighting to create a series of comfortable and inviting places throughout the Urban Village.
Standard UD-6.1	New development shall plant and maintain a row of street trees, on both public and private streets to City standards.
Guideline UD-6.1	New development should plant and maintain landscaping along the Five Wounds Trail. If provided, new development should plant trees every 20 feet along the development's private frontage of the Five Wounds Trail, and plant shrubs along at least 70% of any frontage along the Five Wounds Trail, except in trail section between East Santa Clara and East Julian Street.
Guideline UD-6.2	The design of the urban plaza at the future 28th Street/Little Portugal BART Station should not obscure the views of the station headhouse or into the plaza. If hardscape, placemaking, and/or activating structures such as vendor kiosks are provided, pedestrians should be able to still see the BART station entrances, the plaza edges, and generally be able to orient themselves easily in the area.
Guideline UD-6.3	Future development projects should use appropriate landscaping that matches the scale and architectural vernacular of the building façade and features to be framed and articulated, such as using trees along roadways and parking areas, grasses in and near wide open spaces, and shrubs near building entrances and seating areas.
Chapter 5 – Open Space and Placemaking	
Goal OS-1	Develop a connected multi-modal trail and linear open space system that provides safe, convenient, accessible, and visually attractive connections among parks, open spaces, transit facilities, neighborhoods, and destinations within and beyond the Five Wounds Urban Village.

Five Wounds Urban Village Plan

Policy/Guideline	Description
Policy OS-1.1	Strengthen connections among parks, recreational open spaces, and community destinations by developing and utilizing the Coyote Creek, Five Wounds, and Lower Silver Creek Trails as a safe and accessible network that serves people of all ages and abilities.
Policy OS-1.2	Develop the former Union Pacific Railroad corridor into a multi-use trail that supports implementation of the Five Wounds Trail to connect the future 28th Street/Little Portugal BART Station, Berryessa BART Station, Kelley Park, Lower Silver Creek Trail, Coyote Creek Trail, and other regional destinations.
Policy OS-1.3	Preserve and enhance public connections to Coyote Creek and Lower Silver Creek while supporting restoration, habitat enhancement, and recreational opportunities along these riparian corridors.
Policy OS-1.4	Connect streets, paseos, pathways, and other circulation systems to the broader public street network and open space system to improve access and connectivity.
Policy OS-1.5	Encourage private development adjacent to the Five Wounds Trail to orient buildings, publicly accessible open spaces, and private open spaces toward the trail to improve visibility, activation, and safety.
Policy OS-1.6	Reinvest in existing park and recreation facilities by expanding programming, improving access, and enhancing amenities to create high-quality community destinations.
Goal OS-2	Maintain, enhance, and expand parks, plazas, and publicly accessible open spaces that support recreation, gathering, community interaction, and a vibrant connected public realm.
Policy OS-2.1	Acquire and develop new parkland and publicly accessible open spaces at identified opportunity sites to address future demand. Prioritize acquisition and development of new parkland where it improves access to quality open spaces within a 10-minute walk of residents.
Policy OS-2.2	Encourage new development at key locations, including major intersections and properties with significant frontage along the Five Wounds Trail, to incorporate publicly accessible open spaces such as plazas, Trail Gateway Amenity Nodes, POPOS, and seating areas.
Policy OS-2.3	Design parks, plazas, and publicly accessible open spaces to be visible, welcoming, comfortable, well-designed, and supportive of pedestrian activity.
Policy OS-2.4	Ensure that parks and publicly accessible open spaces are designed to maximize accessibility and usability for people of all ages, abilities, and backgrounds.
Policy OS-2.5	Incorporate shade through landscaping, tree canopy, and shade structures to improve comfort and reduce urban heat.
Policy OS-2.6	Encourage publicly accessible open spaces to include a variety of passive and active recreation amenities, including community gathering areas, playgrounds, sports courts, fitness equipment, and other neighborhood-serving features.
Policy OS-2.7	Coordinate future development and street improvements to incorporate the Five Wounds Trail into intersection designs between East Julian Street and East Santa Clara Street.
Goal OS-3	Encourage the development of permanent, interim, and temporary public plazas that support community gathering, cultural activities, and public life.

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Policy/Guideline	Description
Policy OS-3.1	Locate plazas near open space opportunity sites, commercial areas, transit facilities, and community destinations to support events such as farmers' markets, art fairs, performances, and other community programming.
Policy OS-3.2	Encourage plazas adjacent to retail, restaurants, and other active uses to support outdoor dining, displays, and other activities that contribute to an active public realm.
Policy OS-3.3	Incorporate public art, landscaping, seating, lighting, and other design elements into plazas to create attractive and engaging gathering spaces.
Policy OS-3.4	Design plazas to maximize visibility from surrounding streets and provide clear connections to adjacent pedestrian routes, transit facilities, and publicly accessible spaces.
Policy OS-3.5	Support temporary and interim plazas on underutilized public or private properties to activate vacant areas through events, art installations, markets, performances, and other community activities.
Policy OS-3.6	Design interim plazas with durable materials, defined edges, flexible furnishings, shade, lighting, electrical access, and other infrastructure needed to support temporary programming.
Goal OS-4	Expand publicly accessible open space through the integration of privately owned public open spaces (POPOS) within new development.
Policy OS-4.1	Encourage the integration of POPOS within higher-intensity development near the future 28th Street/Little Portugal BART Station and along East Santa Clara Street, Alum Rock Avenue, and East Julian Street.
Policy OS-4.2	Ensure POPOS provide meaningful public benefits, including opportunities for recreation, gathering, cultural activities, and community interaction, beyond serving adjacent commercial uses.
Policy OS-4.3	Allow consideration of reductions in required private open space for residential development where POPOS are well-designed, publicly accessible, and located near identified open space opportunity sites.
Policy OS-4.4	Ensure POPOS include appropriate access easements and design features that clearly communicate public accessibility.
Policy OS-4.5	Locate POPOS at ground level, maximize sunlight exposure, maintain visibility from the public realm, and provide direct relationships to streets, paseos, trails, or public parks.
Policy OS-4.6	Integrate public art, cultural programming, and community activities into POPOS.
Goal OS-5	Enhance ecological function, climate resilience, and habitat along Coyote Creek and Lower Silver Creek while supporting compatible recreational access.
Policy OS-5.1	Preserve, restore, and enhance riparian corridors along Lower Silver Creek and Coyote Creek while ensuring trail improvements are designed to minimize impacts to sensitive habitat.
Policy OS-5.2	Policy OS-5.2: Integrate green stormwater infrastructure, flood management strategies, and environmental education opportunities into open space improvements.
Policy OS-5.3	Promote native and drought-tolerant landscaping, Bay-friendly landscaping practices, and habitat-supportive planting strategies that reduce irrigation demand, improve infiltration, and support pollinators and wildlife.

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Policy/Guideline	Description
Policy OS-5.4	Ensure development adjacent to riparian corridors is consistent with applicable City policies regarding riparian protection, setbacks, and bird-safe design while supporting appropriate urban development patterns.
Policy OS-5.5	Incorporate interpretive signage along Coyote Creek Trail and the Five Wounds Trail/Lower Silver Creek crossing to educate visitors about local ecology, habitat restoration, stormwater management, and environmental stewardship.
Policy OS-5.6	Incorporate urban ecological planning strategies identified in The Urban Ecological Planning Guide for Santa Clara Valley into public and private development.
Goal PA-1	Foster a vibrant public life in the Five Wounds Urban Village through placemaking, community engagement, cultural programming, and public art.
Policy PA-1.1	Collaborate with community partners, local organizations, artists, and residents to support neighborhood-based art and cultural activities that reflect the history, identity, and values of the Five Wounds community. Consider outreach to local schools and youth organizations to support opportunities for community-based art creation and display.
Policy PA-1.2	Encourage local businesses, community organizations, and resident groups to initiate cultural events, artistic programming, and activities that strengthen the arts community and contribute to an active public realm.
Policy PA-1.3	Support activation of public spaces through events, performances, temporary installations, markets, and other activities that enhance the character, identity, and attractiveness of the Urban Village.
Policy PA-1.5	Explore opportunities to establish funding mechanisms for public art contributions associated with new private development within the Urban Village, including potential special arts districts or other approaches consistent with City policy.
Policy PA-1.6	Design the future 28th Street/Little Portugal BART Station Plaza to support public life by incorporating shade, power, data infrastructure, and other features that accommodate performances, temporary art installations, and community events.
Policy PA-1.7	Designate spaces within active pedestrian areas and plazas to support pop-up entrepreneurs, temporary vendors, and community-serving activities.
Goal PA-2	Promote a diverse and engaging public art program that strengthens the identity of the Five Wounds Urban Village, enhances the pedestrian experience, and supports community and economic vitality.
Policy PA-2.1	Prioritize public art as an integral component of the design of the Five Wounds Trail. Public art along trails should enhance the user experience while maintaining safe and accessible trail operations.
Policy PA-2.2	Policy PA-2.2: Integrate public art into the Coyote Creek Trail and other natural areas to provide educational, interpretive, and environmental experiences.
Policy PA-2.3	Consider opportunities to include public art funding as part of grant applications and funding strategies for trail, infrastructure, and public realm improvements.
Policy PA-2.4	Integrate public art into publicly accessible open spaces and public facilities, including parks, plazas, sidewalks, trails, transit facilities, wayfinding systems, bicycle facilities, community facilities, and green stormwater infrastructure.

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Policy/Guideline	Description
Policy PA-2.5	Encourage public art and artist-designed elements within new development, including commercial buildings, multifamily residential development, common open spaces, transportation facilities, and publicly visible private improvements.
Policy PA-2.6	Engage artists early in the planning and design process for public infrastructure and private development projects to enhance creativity, identity, and quality of place.
Policy PA-2.7	Design public art to contribute to both daytime and nighttime activity and enhance the experience of public spaces throughout the day.
Goal PA-3	Establish gateways and identity elements that define key entrances to the Five Wounds Urban Village, the future 28th Street/Little Portugal BART Station, and major community destinations.
Policy PA-3.1	When new development occurs at key gateway locations, work with property owners and developers to incorporate community-serving uses, gateway elements, and signature design features such as public art, plazas, landscaping, architectural features, signage, and other identity elements. Potential gateway locations include: • North 28th Street near East Julian Street and East Santa Clara Street. • The western side of the intersection of Alum Rock Avenue and King Road, to signify entry into Little Portugal. • The western edge of Roosevelt Park near Coyote Creek. • Highway 101 overpass at East Santa Clara Street/Alum Rock Avenue.
Goal PA-4	Enhance streetscape amenities throughout the Five Wounds, Little Portugal, 24th & William, and Roosevelt Park Districts and along East Julian Street and McKee Road to create attractive, comfortable, and pedestrian-oriented environments.
Policy PA-4.1	Reduce the urban heat island effect by establishing and maintaining a consistent network of street trees that provide shade and canopy coverage along key corridors, including: • East Santa Clara Street • Alum Rock Avenue • South 24th Street • East Julian Street • McKee Road • Five Wounds Trail
Policy PA-4.2	During development review, encourage projects to provide street trees along primary frontages and contribute to streetscape improvements, including landscaping, pedestrian amenities, lighting, and other public realm enhancements.
Goal PA-5	Create a culturally rich and distinctive Urban Village identity by integrating public art, cultural expression, and artist-designed elements into public and private spaces.

Five Wounds Urban Village Plan

Policy/Guideline	Description
Policy PA-5.1	Encourage development of a Cultural and Arts Center within the Five Wounds District, preferably between the Town Square/BART Plaza and the Five Wounds Church, consistent with previous community planning efforts.
Policy PA-5.2	Integrate public art and artist-designed streetscape elements into key locations, including: • Streets within the Five Wounds neighborhood. • The Five Wounds Trail near East Santa Clara Street and East Julian Street crossings. • The public realm along Alum Rock Avenue and East Santa Clara Street.
Policy PA-5.3	Encourage private development to incorporate publicly visible artistic and cultural elements that celebrate the Latino, Portuguese, Vietnamese, and Native American/Indigenous heritage of the Five Wounds area.
Goal W-1	Develop a comprehensive signage and wayfinding system that reinforces the historic and cultural identity of the Five Wounds Urban Village, improves navigation, and creates a consistent visual identity throughout the Urban Village.
Policy W-1.1	Reflect the history, culture, and identity of the Five Wounds and Little Portugal neighborhoods through the design of wayfinding and community identification signs.
Policy W-1.2	Provide clear and visible signage around the future 28th Street/Little Portugal BART Station to improve connections among surrounding neighborhoods, trails, destinations, and public spaces.
Policy W-1.3	Incorporate intuitive symbols, multilingual considerations where appropriate, and accessibility features for people with disabilities, including wheelchair users and people with visual impairments.
Policy W-1.4	Promote transit use, trail access, mobility hubs, and community destinations through coordinated signage.
Policy W-1.5	Extend the wayfinding system beyond the Urban Village boundary through consistent, predictable, and appropriately located signage.
Chapter 6 - Circulation and Streetscape	
Goal	Reconnect neighborhoods on both sides of US-101 by creating east–west crossings that feel safe, comfortable, and easy to use for people walking and biking.
Policy C-1.1	Enhance the existing freeway overpasses at East Julian Street / McKee Road and East Santa Clara Street / Alum Rock Avenue to create a more cohesive Five Wounds Urban Village across both sides of US-101. Improvements shall include landscaping, pedestrian-scale lighting, separated bike facilities, pedestrian barriers, and other safety measures.
Policy C-1.2	Evaluate the feasibility of consolidating the existing freeway interchanges at East Julian Street / McKee Road and East Santa Clara Street / Alum Rock Avenue. Assess if and how the consolidating of freeway access points would improve pedestrian and bicycle safety and traffic circulation.
Policy C-1.3	If the project is deemed feasible, pursue funding to plan, design, and construct the recommended project.

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Policy/Guideline	Description
Goal	Create a safe, walkable, and community-oriented 28 th Street corridor that strengthens access to the 28 th Street / Little Portugal BART Station, supports local businesses, and improves connections to the Five Wounds Trail.
Goal C-2.1	Designate 28 th Street between Santa Clara Street and Julian Street as a Main Street to support a socially significant, pedestrian-oriented corridor that directly connects to the BART plaza.
Goal C-2.2	Prioritize pedestrian and bicycle access along 28 th Street by designing wide sidewalks, integrating the Five Wounds Trail, and adding pedestrian-scale lighting to enhance safety and comfort.
Goal C-2.3	Provide a raised, clearly marked pedestrian crossing on 28 th Street between the Five Wounds Trail and the BART Station Plaza. Include traffic-calming features and clear signage.
Goal C-2.4	Ensure the connection between 27 th Street, the Five Wounds Trail, and the BART Station Plaza as envisioned by the St. John Connection to BART project.
Goal C-2.5	Prioritize transit vehicles and passengers with mobility needs on the block of 28 th Street next to the BART Station by reserving curb space for buses, paratransit, and ADA-related pick-up and drop-off only. Direct general pick-up and drop-off, loading, and parking to nearby streets within a short walking distance of the station entrance.
Goal	Ensure a publicly accessible street network within the station block that prioritizes pedestrian comfort and supports multimodal access to the BART plaza.
Policy C-3.1	All new streets within the station block area shall be publicly accessible and designed to the City's Complete Streets Design Standards and Guidelines.
Policy C-3.2	Apply a typical right-of-way of 60 to 70 feet unless site constraints warrant variation, providing two 11-foot travel lanes and 8-foot curb space for pick-up and drop-off, loading, and service.
Policy C-3.3	Provide sidewalks wider than 10 feet wherever feasible, targeting 12 to 15 feet to accommodate trees, furnishings, lighting, and frontage activation.
Policy C-3.4	Incorporate traffic calming and intersection design elements such as raised crossings, reduced curb radii, and speed management features to support a pedestrian-priority environment.
Policy C-3.5	Design new station block streets to support emergency access, waste and delivery operations, and micromobility parking without degrading pedestrian comfort.
Goal	Improve bus speed, reliability, and travel time through transit-priority treatments such as dedicated lanes, signal upgrades, stop improvements, and curb management, consistent with the City's Transit First Policy.
Policy C-4.1	Plan, design, and construct transit priority improvements, such as transit-only lanes, queue jumps, transit bulb-outs, transit boarding islands, wayfinding, and signal prioritization, in compliance with the City's Transit First Policy.
Policy C-4.2	Coordinate with VTA to establish a Rapid Bus stop for Line 522 near the intersection of 28 th Street and East Santa Clara Street to provide a direct and convenient BART connection.
Goal 2	Create a safer, more walkable, and more vibrant corridor that supports local businesses, cultural institutions, and placemaking through streetscape

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Policy/Guideline	Description
	improvements, pedestrian safety enhancements, and thoughtful curbside design.
Policy C-4.3	Plan, design, and construct pedestrian improvements such as high-visibility crosswalks, pedestrian-scale lighting, curb extensions, and street trees to enhance walkability and corridor vibrancy.
Policy C-4.4	Conduct ongoing community and business engagement to shape project design and ensure local businesses and residents benefit from improvements.
Goal	Improve safety, accessibility, and traffic flow at the 28 th Street and Julian Street intersection, prioritizing pedestrian and bicycle crossings and strengthening connections to the Five Wounds Trail and future BART station.
Policy C-5.1	Implement the redesigned 28 th Street & Julian Street intersection, including signalization, simplified layout, hardscaped median, and enhanced pedestrian and cyclist crossings aligned with the Five Wounds Trail.
Policy C-5.2	Plan, design, and construct a multi-use crossing at the intersection for the Five Wounds Trail to provide safe passage for pedestrians and cyclists across Julian Street.
Goal	Provide an integrated multimodal mobility hub at the BART station that supports reliable first- and last-mile access and helps reduce private car use.
Policy C-6.1	Plan, design, and construct an urban district mobility hub near the BART station entrance. Include secure bicycle parking, micromobility parking and charging, real-time transit information, clear wayfinding, and a comfortable public space for people waiting or transferring. Pick-up, drop-off, and loading zones should be located near the hub, no more than a short walk away.
Policy C-6.2	Plan and implement neighborhood-scale, opportunity mobility hubs at locations that close access gaps to transit and trails (e.g., Roosevelt Park, San Antonio Street at 21 st , 28 th , and 33 rd).
Policy C-6.3	Integrate mobility hub curb operations with corridor curb management plans to minimize conflicts and dwell time.
Policy C-6.4	Provide accessible design features and fare/payment integration to support equitable access.
Policy C-6.5	Coordinate mobility hub implementation and operations with the Transportation Management Association.
Goal	Reduce vehicle trips and parking demand by implementing coordinated transportation demand management strategies, supported by a Transportation Management Association, to improve access to walking, biking, transit, and shared mobility for residents, employees, and visitors.
Policy C-7.1	Require qualifying new development within the Plan Area to comply with the Citywide TDM Ordinance as a condition of project approval.
Policy C-7.2	Require qualifying new development within the Plan Area to participate in the TMA, upon its formation. The TMA shall support the coordination, implementation, and monitoring of TDM measures across the Plan Area.
Policy C-7.3	Require residential development subject to the Citywide TDM Ordinance to achieve a minimum of one (1) TDM point through parking unbundling or an equivalent unbundling strategy, consistent with the Citywide TDM point system and project conditions of approval. Unbundling shall allow residents to choose whether to pay for parking and help reduce housing costs for households that do not own cars.

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Policy/Guideline	Description
Policy C-7.4	Require qualifying development, through implementation of the Citywide TDM Ordinance, to achieve a minimum of one (1) TDM point through provision of transit fare subsidies for residents and/or employees, consistent with the Citywide TDM point system. Subsidy levels shall be established during project review and be sufficient to meaningfully support regular transit use.
Policy C-7.5	Require TDM programs implemented under the Citywide TDM Ordinance to achieve a minimum of one (1) TDM point through education, outreach, and travel information measures that inform residents, employees, and visitors about available transportation options. Strategies may include travel information, wayfinding, real-time transit information, and programs coordinated through the TMA, consistent with the Citywide TDM point system.
Policy C-7.6	Encourage participation in shared mobility and car-share programs to reduce the need for individual vehicle ownership while preserving access to cars for occasional trips. Where provided, shared mobility programs should be coordinated with the TMA.
Policy C-7.7	Require TDM programs to include monitoring and reporting to evaluate effectiveness. TDM measures may be adjusted over time, as permitted by City regulations or conditions of approval, to ensure continued effectiveness in reducing vehicle trips and parking demand.
Policy C-7.8	Encourage qualifying new development within the Plan Area to construct, fund, or otherwise contribute toward transportation projects and programs identified in this Plan, where appropriate, as a means of fulfilling Transportation Demand Management (TDM) requirements and supporting the Plan's circulation, safety, and access goals.
Policy C-7.9	Support City-facilitated formation of a nonprofit TMA, in coordination with the first qualifying development project, to implement TDM strategies, manage shared mobility services, and coordinate parking and curbside management policies.
Policy C-7.10	Leverage the TMA as an implementation partner for strategies in this Plan, including mobility hub operations, shared parking programs, micromobility coordination, and curbside management.
Policy C-7.11	Assign the TMA a performance monitoring role, including collection and reporting of mode share, VMT, parking utilization, and curb activity data.
Goal	Manage parking and curb use to support neighborhood livability, local businesses, and access to transit while reducing conflicts on city streets.
Policy C-8.1	Implement parking management strategies, including priced parking and residential permit programs, to prevent spillover parking from new development, transit riders, and visitors into nearby residential streets and commercial corridors. Parking management strategies shall be tailored to local conditions and phased as demand increases, particularly with the opening of the future 28 th Street / Little Portugal BART Station.
Policy C-8.2	Establish a residential on-street parking permit program within the Plan Area when warranted by parking demand. Permit program design and pricing shall be calibrated to maintain reasonable parking availability for residents while discouraging long-term vehicle storage on public streets.
Policy C-8.3	Implement flexible curbside management strategies to allocate curb space for competing needs throughout the day, including short-term parking, passenger

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Policy/Guideline	Description
	pick-up and drop-off, deliveries and freight loading, transit operations, micromobility parking, ADA access, parklets, and streetscape uses. Curb regulations shall respond to time-of-day demand and corridor context.
Policy C-8.4	Price on-street and publicly accessible off-street parking along commercial corridors at market rates based on location, availability, and time of day. Pricing strategies shall support parking turnover, access to local businesses, and efficient use of curb space.
Policy C-8.5	Encourage shared parking arrangements among land uses with different peak demand periods. The City, in coordination with the TMA, shall support shared parking through data collection, coordination, and, where appropriate, formal agreements.
Policy C-8.6	Provide publicly accessible on-street and off-street parking for bicycles, as well as designated parking zones for shared micromobility devices, including bike corrals, particularly near commercial corridors, mobility hubs, and transit access points.
Policy C-8.7	Require new development within the Plan Area to provide at least minimum secure bicycle parking for residents, employees, and visitors. Bicycle parking requirements shall apply to residential, non-residential, and mixed-use development. Specific bicycle parking quantities and design standards shall be established through City regulations, guidelines, or conditions of approval.
Goal	Create a connected, comfortable, and attractive street network that makes it easy for people to walk, bike, and take transit. Streets and sidewalks should feel safe, welcoming, and lively, while supporting San José's goals for sustainability and mode shift.
Policy C-9.1	Streets in the Plan Area should be designed for people. This means wide sidewalks, shade from trees, pedestrian-scale lighting, and places to sit. These features create a safe and inviting public space.
Policy C-9.2	All streets and sidewalks must follow the City's Complete Streets Design Standards and Guidelines to make them safe and accessible for everyone, including people walking, biking, and riding transit.
Policy C-9.3	Keep curb cuts (driveway openings) to a minimum on key corridors like 28 th Street and East Santa Clara Street to protect continuous sidewalks and reduce conflicts between cars and pedestrians.
Policy C-9.4	Street-facing buildings should have transparent windows, front doors, or active ground-floor uses that face the street. This encourages activity and makes the street feel more welcoming.
Policy C-9.5	Provide public art, parklets, landscaping, or small gathering spaces where feasible to make the streetscape more interesting and encourage community interaction.
Policy C-9.6	Add paseos (mid-block walkways) to shorten walking distances and improve access to key destinations like transit stops, parks, and businesses.
Policy C-9.7	Provide frequent, safe, and convenient pedestrian crossings throughout the Plan Area to support a dense, walkable environment. On key pedestrian corridors and streets serving schools, parks, transit stops, and commercial areas, crossings should generally be spaced no more than one short city block apart and supplemented with mid-block crossings where long blocks, barriers,

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Policy/Guideline	Description
	or high pedestrian demand would otherwise create indirect or unsafe crossings.
Policy C-9.8	All transportation improvements should support low-carbon travel, including walking, biking, transit, and shared mobility. These actions contribute to the City's Pathway to Carbon Neutrality by 2030.
Policy C-9.9	Include micromobility parking and charging stations for e-scooters and e-bikes in street and sidewalk designs, especially near mobility hubs, to make shared travel easier and more reliable.
Policy C-9.10	Use speed-control tools like raised crosswalks, speed humps, and curb extensions to slow vehicles and make walking safer.
Policy C-9.11	Install a clear and easy-to-follow wayfinding system for people walking, biking, and taking transit so they can move through the neighborhood confidently.

Source: City of San José, 2026.