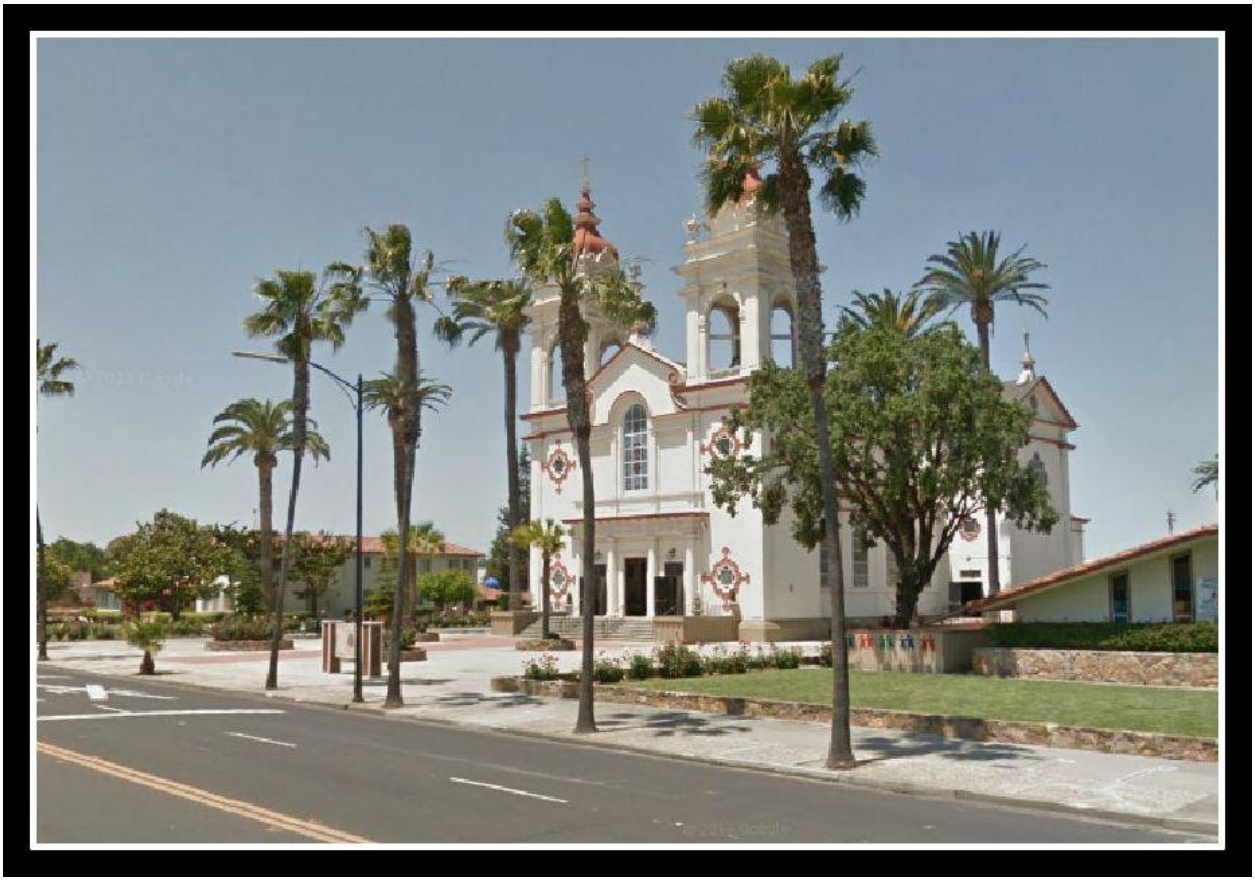
Five Wounds
Urban Village Plan



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INTRODUCTION

The Five Wounds Urban Village Plan (Village Plan), together with the Little Portugal, Roosevelt Park, and 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 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 Santa Clara – Alum Rock Bus Rapid Transit (BRT) System 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 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.

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) Station Area Community Concept Plan. This BART Station Area Community Concept Plan was developed by the community and San 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 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 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 concept as the starting point. The vision, goals, and many policy recommendations of the CommUniverCity BART Station Area Plan were integrated into the Five Wounds Urban Village Plan, as they are consistent with the strategies of the 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.

The Planning Process for the Five Wounds Urban Village Plan was combined with the Planning process for the Little Portugal, Roosevelt Park, and 24th & William Urban Villages. The process first consisted of two community meetings where staff explained the 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 Plans, 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.

LAND USE

<u>Land Use Goal:</u> 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 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 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 José 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 28th Street BART Station is planned to be located between US 101 and 28th Street on the entirety of the former San José Steel site (generally bounded by East Saint James Street, North 28th Street, and North 30th Street) within the Five Wounds Urban Village. The 28th 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.

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) 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 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 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 Village Plan is to support and complement the planned Bus Rapid Transit System (BRT) along East Santa Clara Street and the 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.

The commercial square footage objective establishes the amount of employment growth that is desired and is planned to be accommodated in the Urban Village. The Urban Village jobs growth is based upon the Envision San Jose 2040 General Plan's planned capacity from Appendix 5: Planned Job Capacity and Housing Growth Areas.

2. HOUSING GROWTH

This overall residential unit capacity is the maximum residential growth planned for the Urban Village based upon the Envision San Jose 2040 General Plan's planned capacity from Appendix 5: Planned Job Capacity and Housing Growth Areas. In this Village Plan, the community recognizes the importance of providing new housing in the Urban Village as a means of creating a more vibrant and active place; however, because the General Plan is jobs focused 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

In the Five Wounds Urban Village, the allocation of residential growth capacity is also tied to the planned completion of the 28th Street BART station. The General Plan includes a policy (Industrial Preservation Policy LU-6.1) that states 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 when the Full Funding Grant Agreement (FFGA) is secured by the Valley Transportation Authority (VTA) for the 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. These properties cannot have their land use designation changed to Urban Village or another land use designation that allows residential development, until the VTA has secured a Full Funding Grant Agreement for the 28th Street BART station.

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 VTA secures a Full Funding Grant Agreement for the BART Station. As a result of both General Plan Industrial Preservation Policy LU-6.1 and Land Use Policies contained in the Land Use Chapter of this Urban Village Plan, residential development will not be supported by this Village Plan until the VTA has secured a Full Funding Grant Agreement for the 28th Street BART station.

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 28th Street BART station located on the San José 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.

The Bay Area Rapid Transit (BART) extension from Warm Springs in Fremont to San José is split into two phases. Phase I, which is scheduled to open for passenger service in 2019, will terminate at the planned Berryessa BART Station a mile north of the planned 28th Street BART Station located in the center of the Five Wounds Urban Village. Phase II will run from Berryessa to downtown San José 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 Village Plan includes land use policies specifically to address the area around the planned 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 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 VTA secures a Full Funding Grant Agreement for the 28th Street BART Station, and at which time the Five Wounds Village Future Land Use Plan will then become effective. The process by which the Five Wounds Village Future Land Use Plan will become effective is through a General Plan Amendment.

2. INTERIM LAND USE POLICIES

Interim Land Use Policy 1: Until such time the Valley Transportation Authority (VTA) has secured a Full Funding Grant Agreement for the planned 28th Street BART station, this Village

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). Proposed mixed-use developments exceeding 75 DU/AC on properties designated as Urban Village on the Future Land Use Diagram (Figure 2) may proceed ahead of VTA securing a Full Funding Grant Agreement for the planned 28th Street BART station.

Interim Land Use Policy 2: No residential development shall occur on properties designated Urban Village until the City Council allocates residential growth from Horizon II and the Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the 28th Street BART station, with the exception of residential developments with a minimum density of 75 DU/AC.

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 Valley Transportation Authority (VTA) secures a Full Funding Grant Agreement for the planned 28th Street BART station.

Figure 1

Five Wounds Village Existing/Interim Land Use Diagram

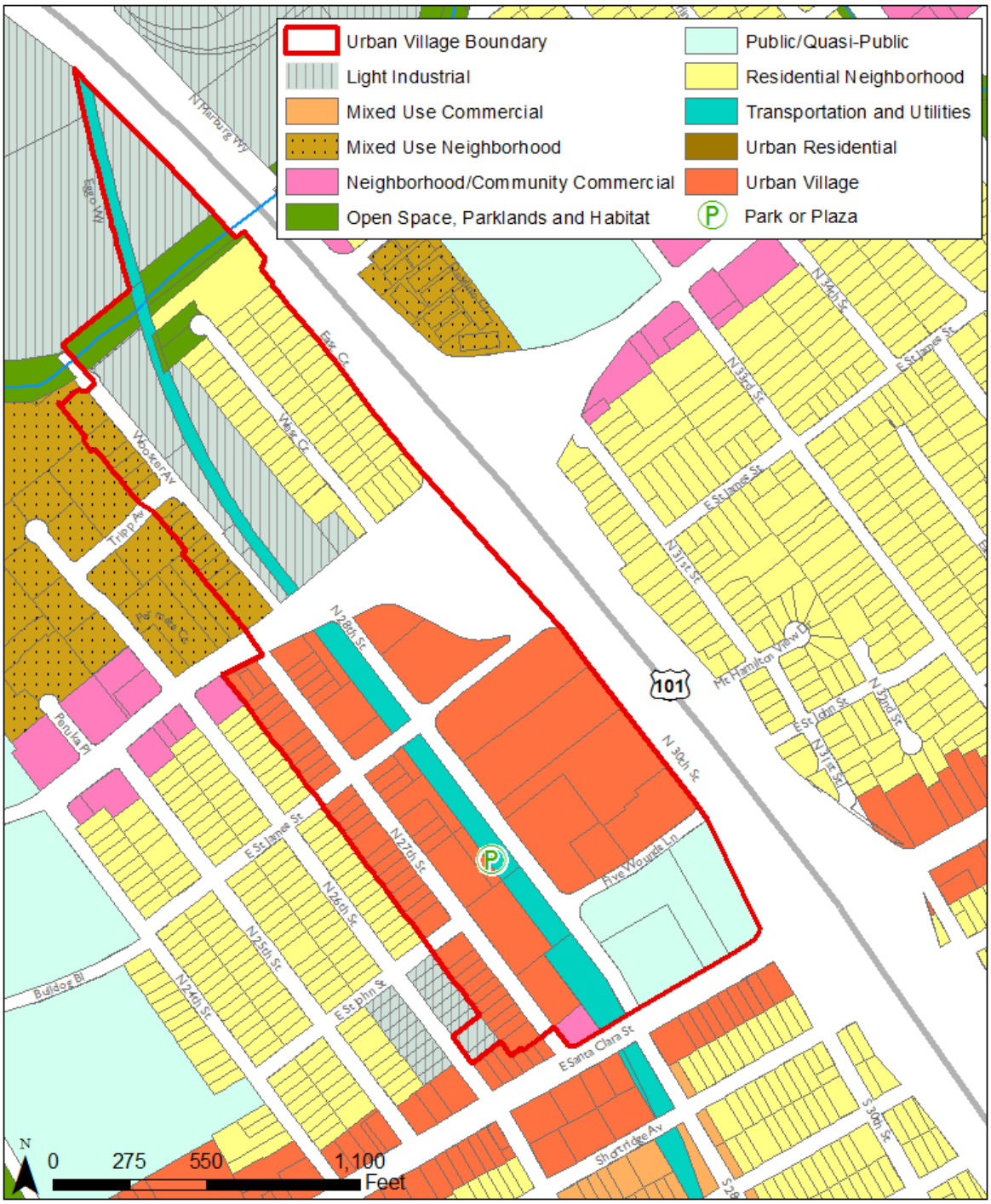
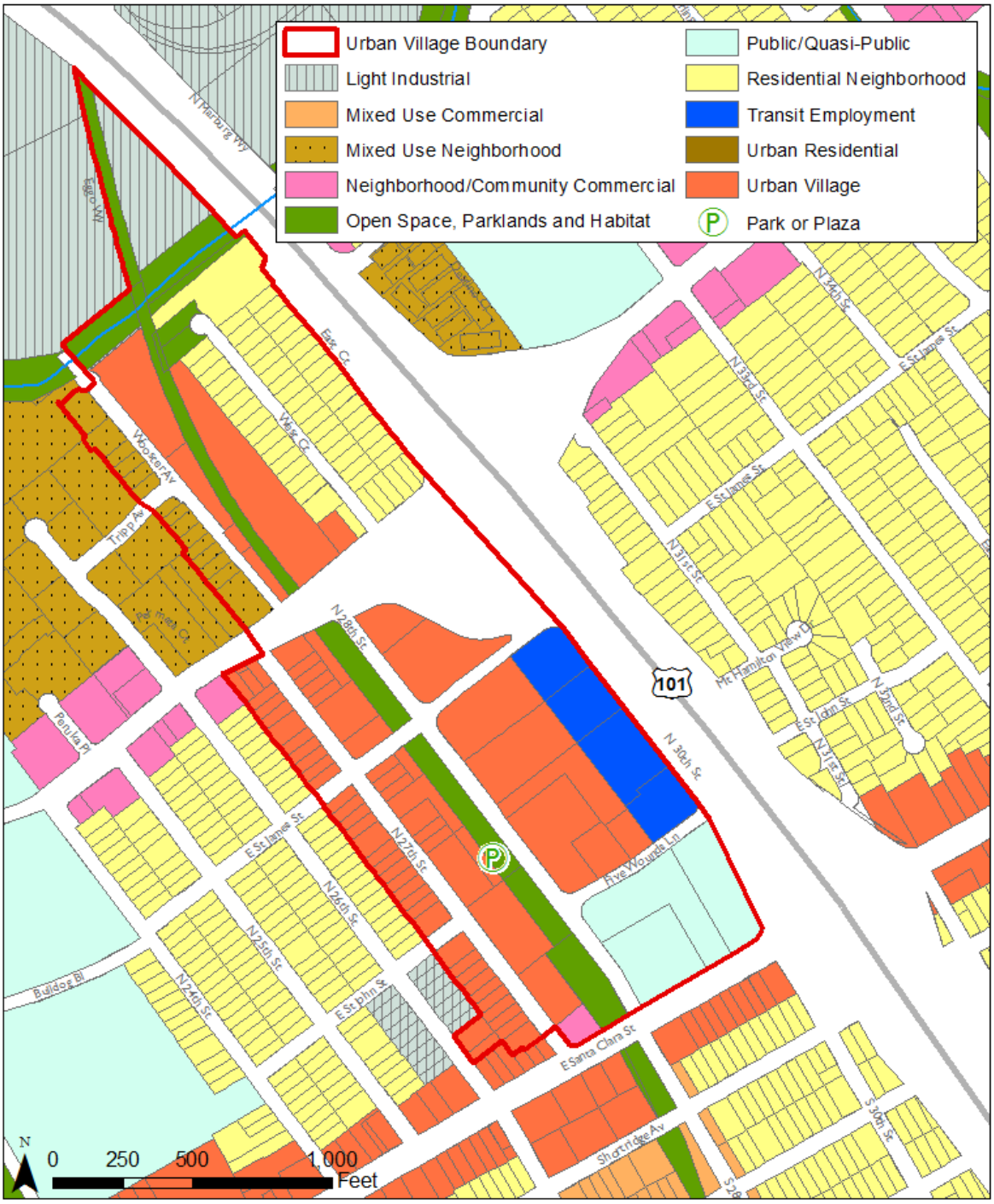


Figure 2
Five Wounds Village Future Land Use Diagram



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 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, most projects built would be fully residential projects, 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 Urban Villages Design 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 General Plan Land Use designations are applied within the Five Wounds Urban Village Future Land Use Plan and the Existing/Interim Land Use Plan (*Figure 1 and Figure 2*), 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.

Urban Village
Density: Up to 250 DU/AC; minimum FAR 0.75 (3 to 9 stories)

The largest portion of the Village area is designated with the Urban Village Land Use 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 commercial 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 Land Use 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 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 Land Use 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 un-mitigated 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 Land 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 Land 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 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 Land Use 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 Land Use 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 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 José Steel (generally bounded by East Saint James Street, North 28th Street, Five Wounds Lane, and North 30th Street) around the planned 28th Street BART Station. Pedestrian promenades that radiate out from this square are also encouraged.

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 28th Street BART station.

Land Use Policy 5: New commercial development 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 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.

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

<u>Land Use Policy 10:</u> Drive-through uses shall not be permitted within the Five Wounds Urban Village.

<u>Land Use Policy 11:</u> Motor vehicle uses such as auto repair, automobile sale and rental lots, auto parts sales, and car washes are prohibited.

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

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

<u>Land Use Policy 14:</u> 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 while recognizing that this plan supports more intensive urban development adjacent to the riparian corridor.

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

<u>Land Use Policy 16:</u> Preserve the existing Five Wounds Church.

<u>Land Use Policy 17:</u> Integrate active uses into the planned BART parking structure along the ground floor façades and above parking levels.

<u>Land Use Policy 18:</u> 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.

<u>Land Use Policy 19:</u> 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.

<u>Land Use Policy 20:</u> 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.

URBAN DESIGN

<u>Urban Design Goal:</u> 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 hig- quality and thoughtful design of buildings and public spaces.

The quality of urban design, including both the architecture 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 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 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)*.

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 comply with the maximum height limits as shown in the Five Wounds Village Height Diagram (Figure 3).*

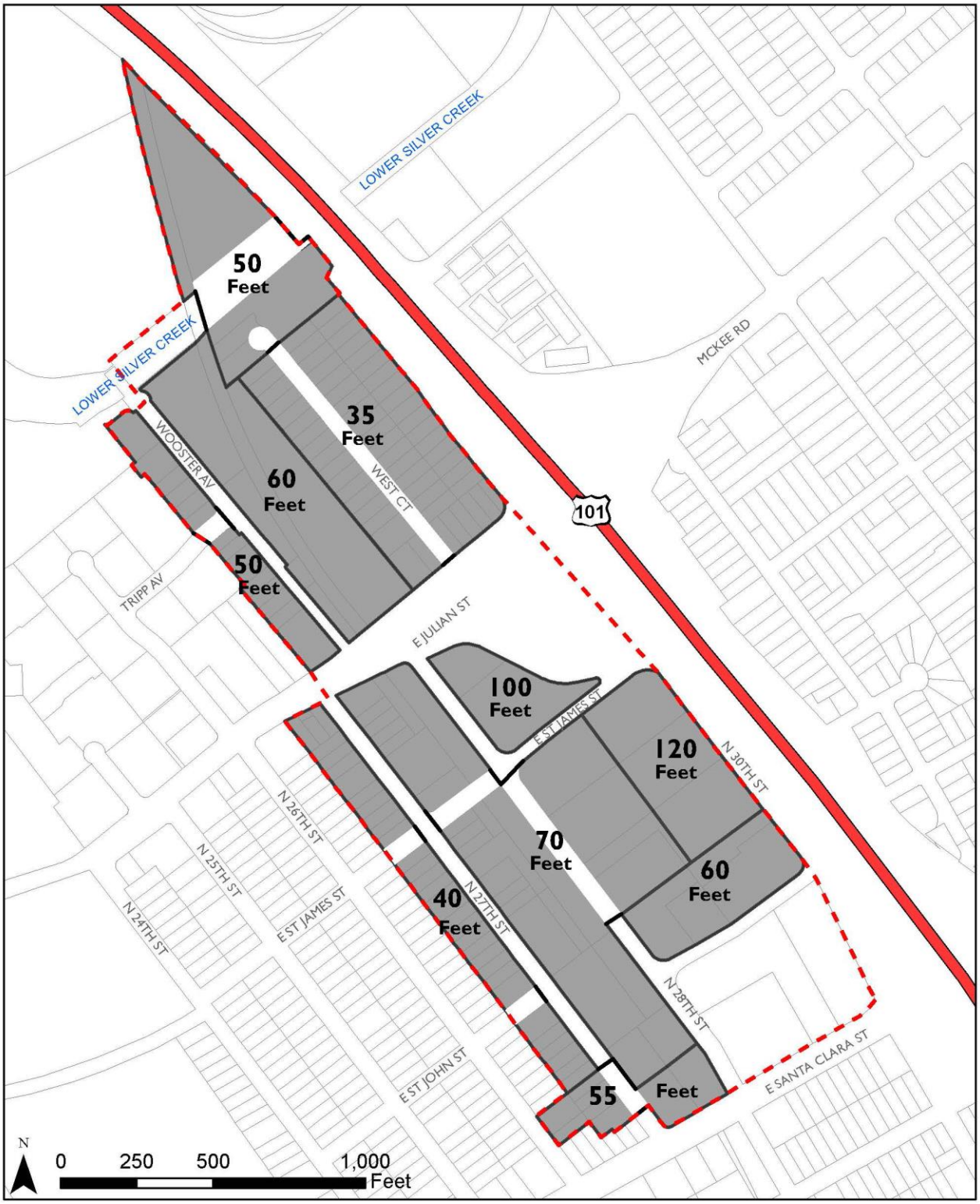
Building Height Policy 2: *New development adjacent to property with an existing single-family home or with a General Plan land use designation of Residential Neighborhood, shall step down in height to 35 feet within 20 feet of such single-family properties, measured from the shared property line.*

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 as allowed per San José Municipal Code Section 20.85.040, as may be amended in the future.*

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-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 overall building mass is broken down and is viewed as 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 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 façades.*

Street Frontage Policy 5: *The installation of awnings and canopies is encouraged in 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 the ground floor is discouraged.*

D. SETBACKS AND BUILDING PLACEMENT

In addition to the design of a building's façade, 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 façades located adjacent to the sidewalk.

Setback Policies

Setback Policy 1: *New buildings along public rights-of-way should be built adjacent to the sidewalk, with zero or just minimal front and side street setbacks for the majority of the front or side building façades.*

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 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 underground, and surface parking should not be located directly adjacent along public rights-of-way.*

Setback Policy 4: For residential and commercial uses, no setback should be required for buildings adjacent to a Plaza, Town Square, or promenade. Additionally, building entrances shall front onto the Town Square and promenades and be designed at the same grade as the Plaza, Town Square, or promenade. 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. 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, the planned 28th Street BART Station, and Town Square.

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 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 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 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 reduce speed. Trees, large canopy trees in particular, produce shade which can reduce building energy costs by naturally reducing the need for air conditioning. Trees 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 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 their installation and maintenance, identifying and pursing 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.

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 with in 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 José are managed by the Public Art Program/Office of Cultural Affairs in collaboration with stakeholder 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 negotiated with Valley Transportation Authority (VTA) to fund the 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.

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.

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 envision 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, 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 José 2040 General Plan.

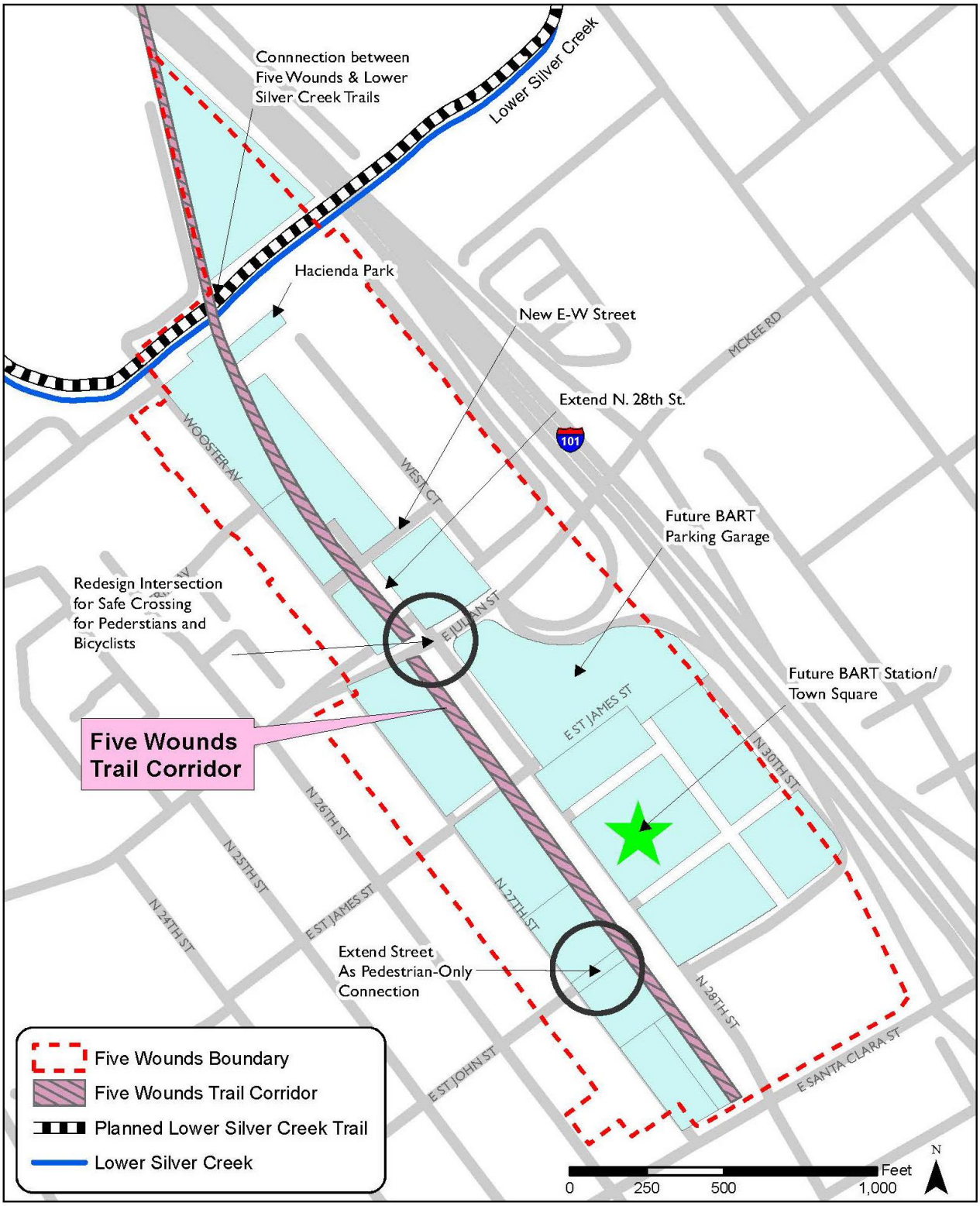
<u>Public Art Action 2:</u> Continue to negotiate with VTA for monies as part of the BART Silicon Valley project to develop public art along East Santa Clara Street and in the BART station area.

CIRCULATION

<u>Circulation Goal:</u> 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 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 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

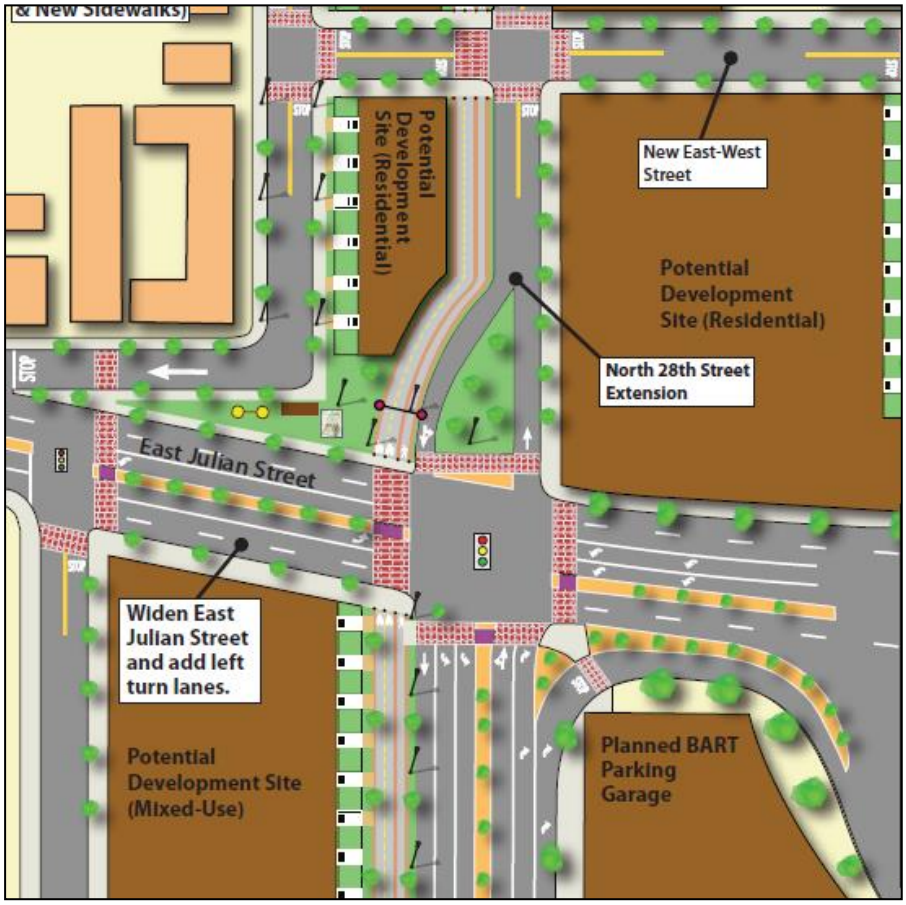


A. CIRCULATION NETWORK

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 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 motorist the presence of a crosswalk and the pedestrian 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 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 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.

<u>Pedestrian Facilities Policy 5:</u> 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.

<u>Pedestrian Facilities Policy 6:</u> 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.

<u>Pedestrian Facilities Policy 7:</u> 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.

<u>Pedestrian Facilities Policy 8:</u> 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. 28thStreet.

C. BICYCLE FACILITIES

Providing safe bicycle circulation and storage is an important element of 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 28th Street BART station.

Bicycle Facilities Policies

<u>Bicycle Facilities Policy 1:</u> Include adequate bicycle parking areas throughout the Five Wounds Village and use site design measures to promote bicyclist and pedestrian safety.

<u>Bicycle Facilities Policy 2:</u> 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

<u>Bicycle Action 1:</u> Work with the Valley Transportation Authority (VTA) to provide a secured bicycle parking facility within the planned Bay Area Rapid Transit (BART) parking structure.

<u>Bicycle Action 2:</u> 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 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 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 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 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, 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 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 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 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.*

URBAN PLAZAS AND TRAILS

<u>Urban Plazas and Trails Goal:</u> 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 Urban Village are well served by parks and community spaces. The 11-acre Roosevelt Park and the Roosevelt Community Center are located approximately a 0.5 mile west along East Santa Clara Street from the Five Wounds Urban Village and the East San 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 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.

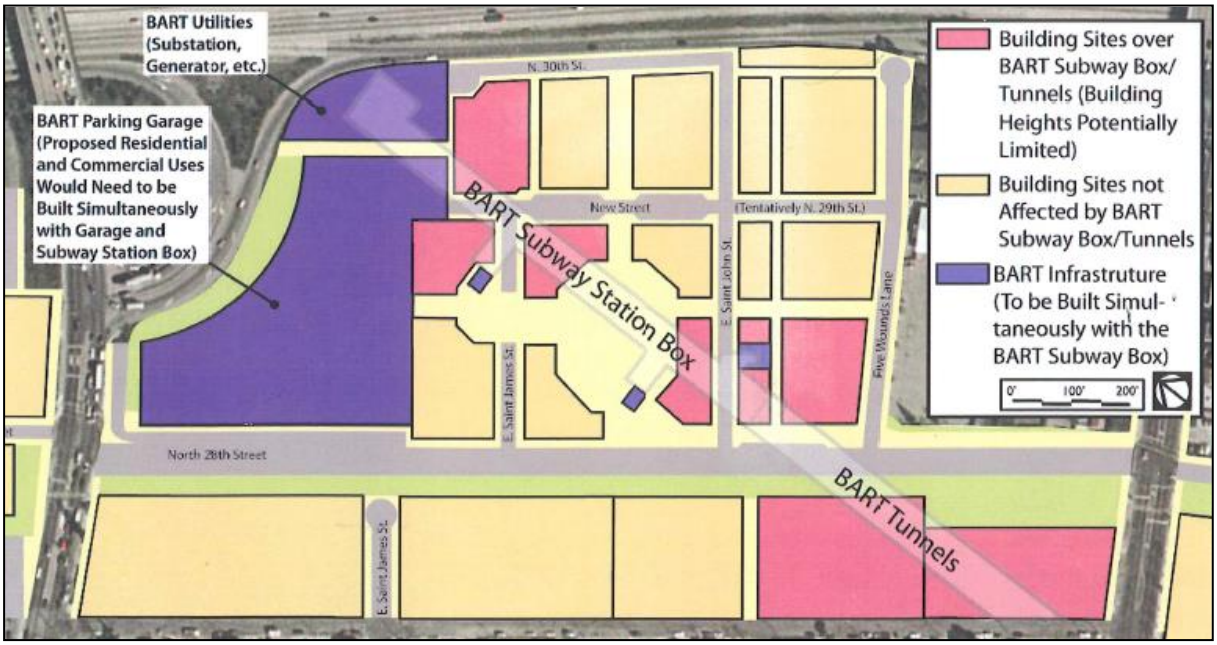
A. URBAN PLAZAS

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 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 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, and a space for neighborhood events. These plazas could also be used for commercial activity (including outdoor seating for restaurants and cafés), and food carts and small farmers' markets. The plaza should be framed and surrounded by businesses that could potentially expand seasonally onto the plaza to serve as "eyes" on the 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 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.

Urban Plaza Policies

<u>Urban Plaza Policy 1:</u> 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 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 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 28th Street BART Station within the Five Wounds Village, the Berryessa BART Station at the San 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 Policy

Trail Policy 1: *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

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.

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.

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.

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

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.

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.

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.

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.

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

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 following is the list of public improvements and amenities that are desired by the community.

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.

Affordable Housing

Market rate projects could provide affordable housing units above and beyond City ordinance requirements.

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.

Streetscape Amenities

Development projects may build or contribute to upgrades including attractive sidewalks, benches, and trees along its project frontage and beyond. 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.

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.

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 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.