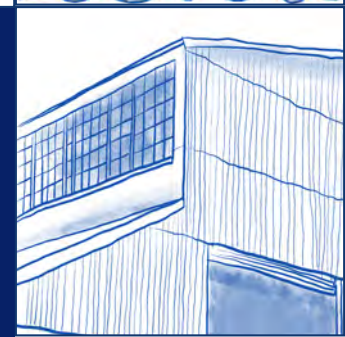
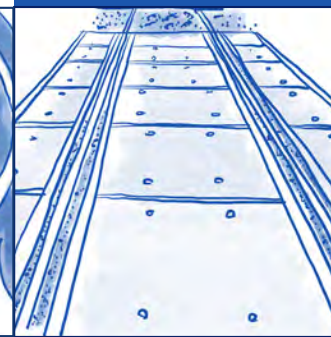


# 28TH STREET/LITTLE PORTUGAL STATION TRANSIT-ORIENTED DEVELOPMENT

## Design Development Framework (DDF)

ADMINISTRATIVE DRAFT  
August 2025



## ACKNOWLEDGMENTS

Santa Clara Valley Transportation Authority (VTA)

City of San José

Five Wounds Urban Village Plan Technical Advisory Committee

SITELAB urban studio

Art Builds Community

Economic & Planning Systems

Introba

*+ The many community members and organizations who engaged with the project and past planning efforts*

## TOD GRANTS FROM

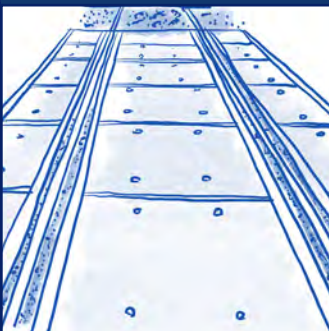
Federal Transit Administration

Metropolitan Transportation Commission

## FOR MORE INFORMATION

Visit the project website at [www.vta.org/28LPdevelopment](http://www.vta.org/28LPdevelopment)

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# EXECUTIVE SUMMARY

The Santa Clara Valley Transportation Authority's (VTA) Design Development Framework (DDF) for the 28th Street/Little Portugal Station was commissioned by VTA in 2022 to run parallel to the City of San José's Urban Village Plan Update. The DDF provides a concept vision and guiding principles for Transit-Oriented Development (TOD) on approximately 12 acres of VTA-owned property, informed by extensive community engagement, interagency convenings, economic and sustainability analyses, and urban design site studies. The 28th Street/Little Portugal Station is being constructed as part of the BART Silicon Valley Phase II (BSVII) Extension Project, with construction underway and passenger service estimated by 2040.

Envisioned with a diverse land use mix, the land use plan allocates:

- 2.9 acres of open space
- 7.1 acres of mixed-use TOD, including residential, office, institutional, parking, and ground floor commercial or community-serving active uses
- 1.8 acres of circulation

The development program consists of:

- Approximately 800 to 1200 units of housing
- 400,000 to 600,000 square feet of large format office or institutional uses
- 50,000 to 100,000 square feet of ground floor commercial or community-serving active uses (which may include retail, services, and small format office or institutional uses)

Extensive prior planning efforts—including the 2019 Transit-Oriented Communities Playbook and the 2010 Five Wounds/Brookwood Terrace Plan from CommUniverCity (a program of San José State University)—influenced the development program and concept vision. Also instrumental was feedback from community members in 2023, including over 750 stakeholder touch points across numerous events:

- 5 youth engagements
- 17 stakeholder meetings
- 9 large-scale popup events
- 4 major interagency convenings

The concept vision resulted in a parcel layout and preliminary massing that builds from design principles and provides a starting point for future coordination with development partners. Key features include walkable blocks, enhanced connectivity through new internal streets and car-free paseos, a network of open spaces that facilitate different experiences, and active ground floor uses that contribute to an enlivened environment with foot traffic at multiple times of day. Design principles establish guideposts for successful development at the site. Three main topic areas contain guidance ranging from building massing and orientation to streetscape design:

- Culture and Community
- Urban Fabric and Environment
- Mobility and Connectivity

It is important to note that the concept vision is ultimately flexible and represents one possible future to be refined with development partners, and that design principles may be expressed in a variety of ways. Drawings reference BART Silicon Valley Phase II Extension Project (BSVII) plan sets updated through April 2025. Future phases of work will need to accommodate final BSVII construction documents and the Five Wounds Urban Village Plan.

# INTRODUCTION

The Santa Clara Valley Transportation Authority's (VTA) Design Development Framework (DDF) provides a concept vision and guiding principles for real estate development at the 28th Street/Little Portugal Transit Center (the "Station") in San José, California. The DDF will be used by VTA and stakeholders to guide and evaluate developers' future proposals and designs for Transit-Oriented Development (TOD) on approximately 12 acres of VTA-owned property by the Station ([www.vta.org/28LPdevelopment](http://www.vta.org/28LPdevelopment)). The Station is being constructed as part of the BART Silicon Valley Phase II (BSVII) Extension Project ([www.vtabart.org](http://www.vtabart.org)).

The DDF provides design guidance to inform development partners delivering TOD at 28th Street/Little Portugal Station. The design principles build on the context and design direction provided in memoranda appendices, vision workshops with VTA's BART Silicon Valley Phase II Project (BSVII) team, and interagency workshops with City partners.

The diagrams and figures provided in this DDF document are conceptual and subject to change. They reference BART Silicon Valley Phase II Extension Project (BSVII) plan sets updated through April 2025. This content is for preliminary planning purposes only; it is not a formal planning application nor a regulatory document. Design principles are not comprehensive of all design considerations a developer and their design teams should consider. Unless otherwise noted, all figures in this document were created by SITELAB urban studio for VTA.

## 1.1 Organization

The DDF is organized into a vision section followed by three main sections that align to the project goals noted in Figure 1. Each section contains principles that support the intent of the future 28th Street/Little Portugal TOD.

- **Section 3 - Culture and Community:** principles that inform the open spaces, active uses, and placemaking aspects of the TOD
- **Section 4 - Urban Fabric and Environment:** principles about built form and adjacency guidance for the TOD, and building massing, character, and ground floor design
- **Section 5 - Mobility and Connectivity:** principles that establish a walkable and efficient network of paseos (pedestrian pathways), the Five Wounds Trail, and proposed streets with transit and vehicular access



## 1.2 Terms and Definitions



### Section 3

HIGHLIGHT CULTURAL IDENTITY AND ADDRESS SOCIOECONOMIC DISPARITIES



### Section 4

ENCOURAGE NEW DEVELOPMENT THAT IS BOTH ECONOMICALLY SUCCESSFUL AND GROUNDED IN PLACE



### Section 5

MAKE WALKING, BIKING, TAKING TRANSIT, AND ACTIVE MOBILITY THE PREFERRED MOBILITY EXPERIENCES

FIGURE 1. Project goals

### • **Transit-Oriented Development (TOD):**

Individual real estate projects that are compact, walkable, pedestrian-oriented and centered around high-quality transit, enabling a carless lifestyle with everyday access to residences, businesses, civic institutions, and amenities.

### • **28th Street/Little Portugal TOD (also referred to as “TOD” or “new development” in this document):**

The area of VTA-controlled parcels available for mixed-use, transit-oriented development surrounding the forthcoming 28th Street/Little Portugal BART Station—approximately 12 acres. Development(s) may be built by a single developer or multiple developers. The area is within the City of San José’s Five Wounds Urban Village Plan boundaries.

### • **Five Wounds Urban Village Plan (FWUVP):**

City of San José-led planning initiative for the approximately half-mile area surrounding the 28th Street/Little Portugal BART Station. The plan underwent an update in 2022-25, simultaneous to the creation of this DDF. The Urban Village Plan includes four Districts in the area— Roosevelt Park, Five Wounds, Little Portugal, and 24th & William. It identifies vision, principles, land use, urban design, streetscape, circulation, open space,

parking, and implementation policies and actions.

- **Row Block:** VTA-controlled developable area located west of N. 28th Street, north of E. Santa Clara Street, south of E. Julian Street, consisting of the former Union Pacific rail right-of-way along the west side of N. 28th Street. Former railroad tracks run through the parcels and would require removal, remediation and/or repurposing. The property shares a rear yard property line with adjacent parcels on the east side of N. 27th Street. The Five Wounds Trail will be located between the future Row Block and N. 28th Street.

- **Station Block:** VTA-controlled developable area located east of N. 28th Street, north of Five Wounds Lane, south of St. James Street, and west of N. 30th Street. This area includes the BART station owned by VTA and operated by BART.

Additional glossary of terms, definitions, and abbreviations used throughout the DDF are included in Section 6.

## 1.3 References

### 1.3.1 DDF Studies and Memoranda

The following DDF studies and memoranda provide further analysis that contributed to the concept vision and principles and can be found at [vta.org/28LPdevelopment](http://vta.org/28LPdevelopment).

- Appendix A: Market Study
- Appendix B: TOD Framework Memo
- Appendix C: Sustainability Memo
- Appendix D: Project Context Memo
- Appendix E: Engagement Summary
- Appendix F: Placemaking Memo
- Appendix G: Parcel Plan Evolution
- Appendix H: Plaza Comparisons

### 1.3.2 VTA Policies

The following VTA policies, guidelines, and studies informed and shaped the DDF and are available online at [vta.org](http://vta.org).

- Bicycle Technical Guidelines (2022)
- Bus Stop Placements, Closures, and Relocation (2022)
- Climate Action and Adaptation Plan (2024), [www.vta.org/climateplan](http://www.vta.org/climateplan)
- Community Design and Transportation Manual (2023), [www.vta.org/cdt](http://www.vta.org/cdt)
- Green Building Policy (2018)
- Land Use and Development Review Policy (2019)
- Station Access Policy (2018)
- Sustainable Landscaping Policy (2018)
- Transit-Oriented Communities Policy, including Affordable Housing Policy, TOD Parking Policy, and Transportation Demand Management Policy (2024), [www.vta.org/toc](http://www.vta.org/toc)

### 1.3.3 City Policies and Development Standards

The following City of San José policies, guidelines, and frameworks inform TOD at 28th Street/Little Portugal and are available online at [sanjoseca.gov](http://sanjoseca.gov).

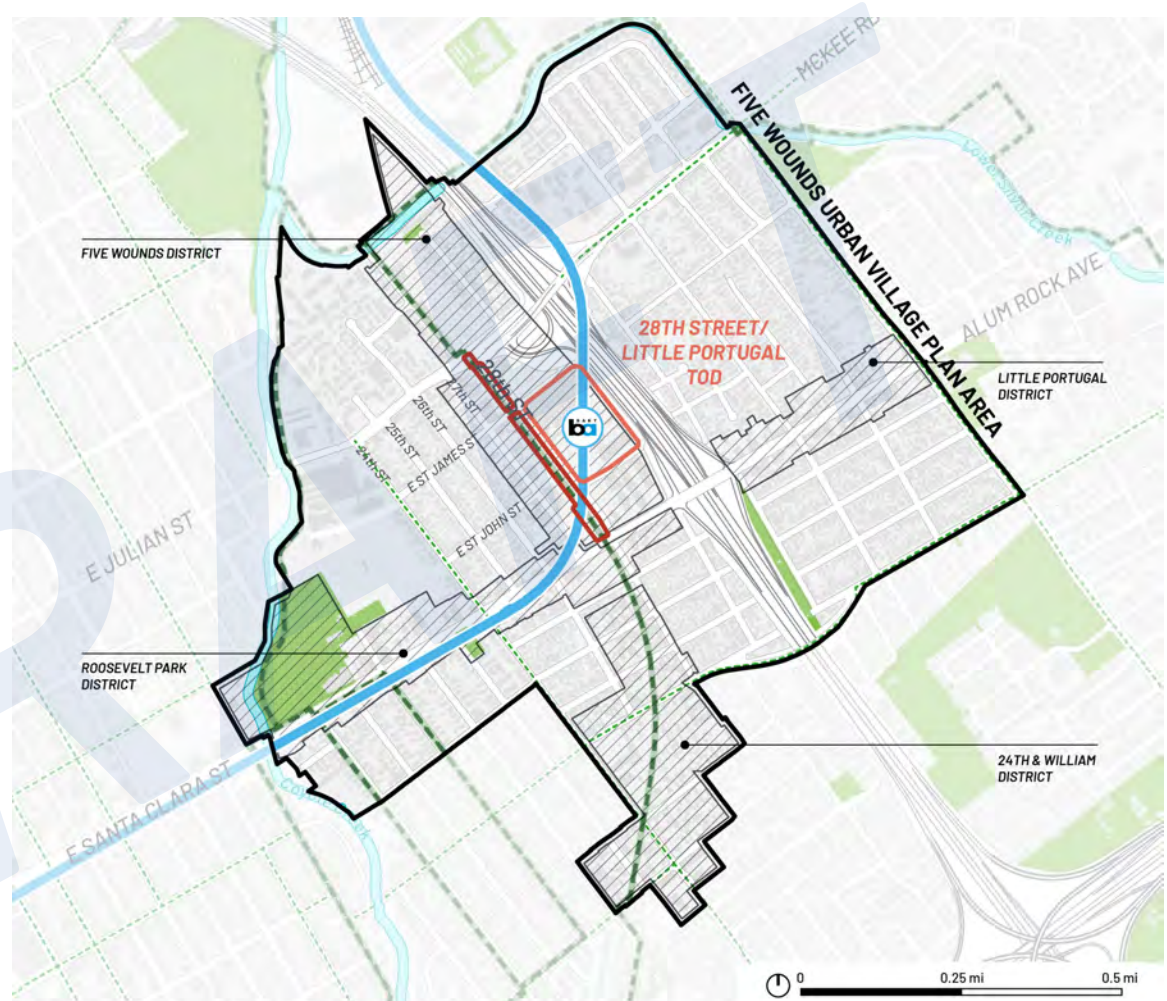
- Activate SJ Strategic Plan (2020-2040)
- Climate Smart San José (2018)
- East San José Multimodal Transportation Improvement Plan (ESJ MTIP) En Movimiento (2020)
- Envision San José 2040 (2024)
- Five Wounds Urban Village Plan Update (2013, update expected 2025)
- Municipal Code Title 20
- San José Better Bike Plan 2025 (2020)
- San José Citywide Design Standards and Guidelines (2022)
- San José Complete Streets Design Standards and Guidelines (2018)



### 1.3.4 Additional Guidance

The 28th Street/Little Portugal BART station area has an extensive planning history with many urban design and policy documents to build from. These detailed recommendations around land use, small businesses and commercial nodes, workforce and affordable housing, community identity, mobility, parking, and funding and implementation guided the DDF effort and helped shape priorities to carry forward.

- 28th Street/Little Portugal BART Station Area Playbook, VTA (2020)
- Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan, CommUniverCity (2010)
- Metropolitan Transportation Commission (MTC) Resolution 4530. MTC Administrative Guidance: Transit-Oriented Communities Policy (2022)



**FIGURE 2.** 28th Street/Little Portugal TOD boundaries within the Five Wounds Urban Village Plan Area

#### Legend

- |  |  |
|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> 28th Street/Little Portugal TOD: Station Block                       | <span style="border: 1px solid black; padding: 2px;"> </span> Five Wounds Urban Village Plan Area      |
| <span style="border: 1px solid red; padding: 2px;"> </span> 28th Street/Little Portugal TOD: Row Block                           | <span style="background-color: #cccccc; border: 1px solid black; padding: 2px;"> </span> District Area |
| <span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"> </span> BART Silicon Valley Phase II Extension | <span style="border-bottom: 2px dashed green; width: 20px; display: inline-block;"> </span> Trail      |

# VISION

Given the residential neighborhood character, multiculturalism, and local labor history surrounding the future station, the 28th Street/Little Portugal Station Transit-Oriented Development is envisioned to be unique from other stations in San José. It incorporates a significant residential program as well as space for office, institutional, and ground floor commercial or community-serving active uses to be integrated with the diverse neighborhood land use ecosystem—offering a central location for new homes, jobs, retail, and services in Five Wounds. Planning for housing in this area can help address the housing affordability crisis and create demand for other development types, ultimately fostering a mixed-use identity in the TOD. The concept vision for the DDF targets 800 to 1000 housing units, 400,000 to 600,000 square feet for large format office or institutional uses, and 50,000–100,000 square feet of active uses. This development program will be part of the approximately 8,000 housing units and 750,000 square feet of commercial space allocated to the Five Wounds Urban Village Plan. Large format office and institutional uses are located nearest to Highway 101 and the E. Julian Street on-ramp. Residential uses are largely located near the Station Entrance and along N. 28th Street. Priority ground floor active use frontage is located near the Station Entrance, framing the Station Plaza, and between E. St. James Street and E. Santa Clara Street—the gateway to the 28th

Street/Little Portugal Station. The entire TOD is located within a quarter mile of the Station Entrance.

Building on concepts from the CommUniverCity Plan (2010) and over a decade of community feedback, the concept vision explores the confluence of an active plaza, neighborhood-serving open spaces, paseos (pedestrian pathways), and the active ground floor uses that frame them. Each open space will include a different program and character, as well as considerations for future activation and anchoring. The Station Plaza is conceptualized as a central gathering place that both moves and hosts people—supporting active mobility and creating a platform for surrounding communities. It is meant to be flexible to accommodate different types of events while also being comfortable for people to linger in and travel through.

Walkability is a central priority, achieved through a variety of small block sizes, paseos, and intersections that are shaped by key connections and sightlines. Along these lines, the concept vision prioritizes the station arrival experience, particularly focusing on pedestrian flows to and from the Station Entrance to transit stops, pick-up/drop-off areas, and nearby points of interest. Approximately 43% of total riders are anticipated to arrive at the station via active mobility (bicycles, scooters, walking) and public transit (buses,

paratransit) in 2040.<sup>1</sup> The remainder of riders are anticipated to arrive at the station by car—21% arriving at pick-up/drop-off locations and 36% arriving at park-and-ride. There is a simultaneous need to make the street network function for park-and-ride and pick-up/drop-off, while making walking, biking, and taking transit the most convenient mobility experiences. This can be encouraged through establishing a safe and comfortable Five Wounds Trail, as well as a raised crossing or shared street zone on N. 28th Street in front of the Station Entrance between Paseo St. John and Five Wounds Lane.

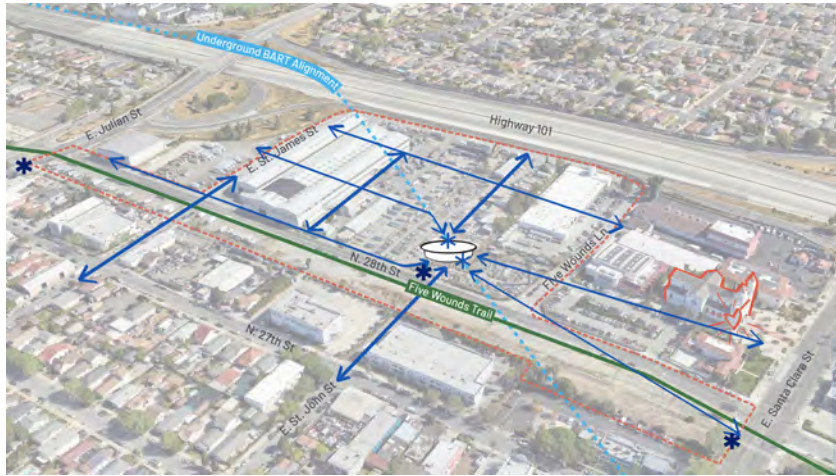
<sup>1</sup> AM Peak Hour Ingress + Egress Directionality, 28th Street/Little Portugal Station,” Fehr & Peers, 2021. Horizon year 2040



**FIGURE 3.** Conceptual view towards the station from N. 28th Street/E. Santa Clara Street







**WALKABILITY AS A CENTRAL PRIORITY**



**OPEN SPACES THAT OFFER A VARIETY OF EXPERIENCES FOR YOUTH, FAMILIES, AND SENIORS**

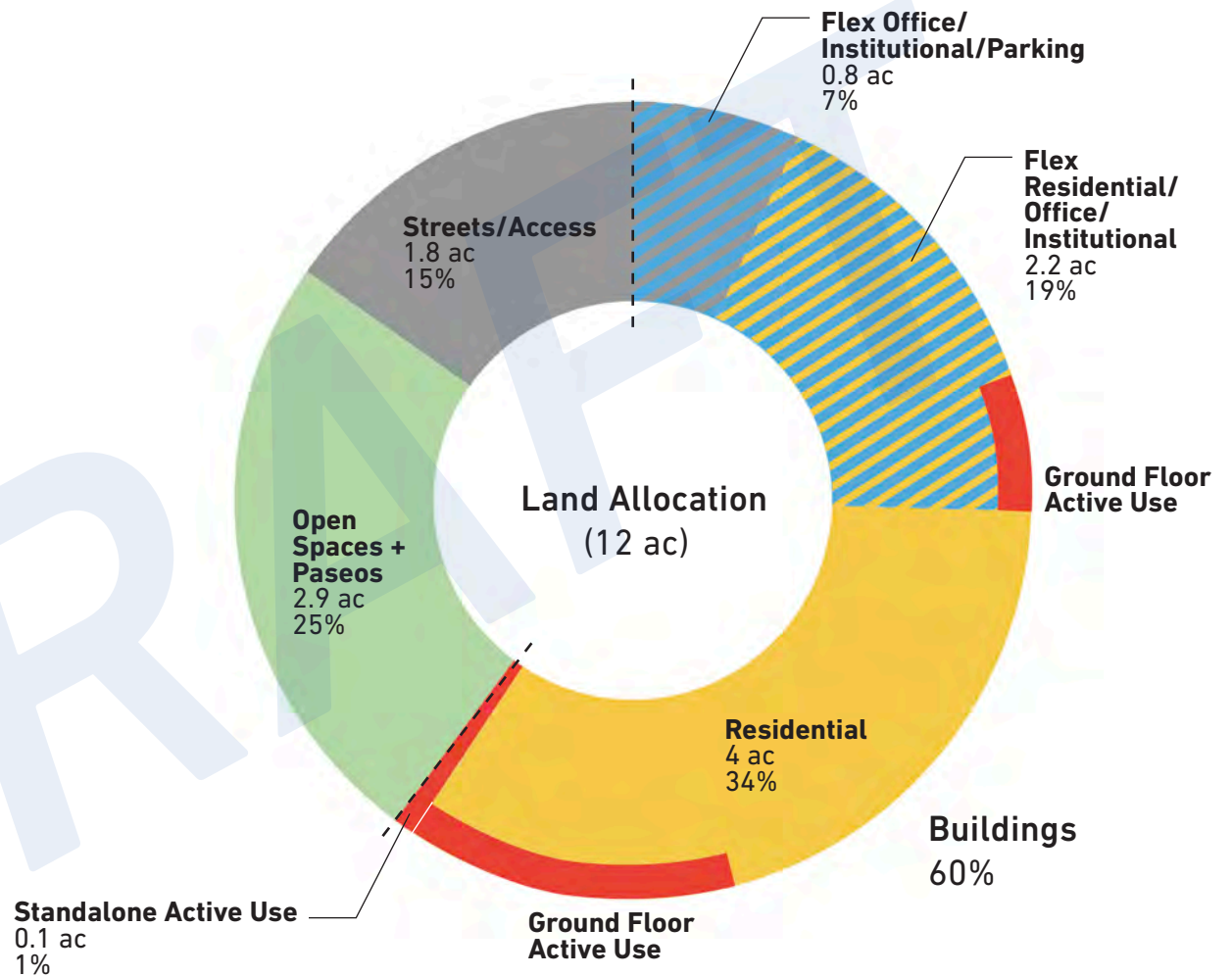


**AFFORDABLE HOUSING, JOB OPPORTUNITIES, AND COMMUNITY SERVICES THAT FRAME THE STATION**

**FIGURE 4.** Conceptual framework for a neighborhood station

The concept vision also strives to build on neighborhood context through character-defining features. This includes the potential of creatively repurposing the structural frame of a former steel building on site—subject to further analysis of remediation, safety, and structural integrity. This can help visualize the site's industrial history, frame a unique gathering place, and contribute to a sense of continuity and identity.

Of the roughly 12-acres available for development—which excludes existing public streets and BART infrastructure such as the Station Entrance and facilities building—one-third (5 acres) is located on the Row Block and two-thirds (7 acres) is located on the Station Block. The concept vision results in approximately half the site allocated to buildable area for new uses, with open space and paseos making up the remaining quarter of the site (Figure 5).



**FIGURE 5.** Conceptual land allocation in acres (ac)





**FIGURE 6.** Conceptual Transit-Oriented Development site plan

**Legend**

- |   |   |   |   |
|---|---|---|---|
| <span style="border: 2px dashed red; padding: 2px;"> </span> Project Boundary | <span style="border: 1px dashed black; padding: 2px;"> </span> Parcel Boundary (Tentative)                    | <span style="background-color: #f8d7da; border: 1px solid #f5c6cb; padding: 2px;"> </span> Plaza      | <span style="background-color: #fff3cd; border: 1px solid #ffee58; padding: 2px;"> </span> Paseo or Crosswalk |
| <span style="border: 1px solid black; padding: 2px;"> </span> Parcel Boundary | <span style="background-color: #d4edda; border: 1px solid #c3e6cb; padding: 2px;"> </span> Station Facilities | <span style="background-color: #d4edda; border: 1px solid #c3e6cb; padding: 2px;"> </span> Open Space | <span style="background-color: #d1ecf1; border: 1px solid #bee5eb; padding: 2px;"> </span> Five Wounds Trail  |

## 2.1 Concept Visioning

The concept vision in Figure 6 has been used as the base for all drawings in this document. However, the concept vision is ultimately flexible and represents one possible future to be refined with development partners. As Figure 7 illustrates, the design principles within this document may be expressed in a variety of alternative parcel, land use, and circulation arrangements. Drawings utilized the BART Silicon Valley Phase II (BSVII) plans provided April 2025, but future phases of work will need to accommodate final BSVII construction documents and the Five Wounds Urban Village Plan.

This concept vision and alternatives demonstrate a transit plaza with high visibility from Five Wounds Parish and E. Santa Clara Street, proximity to the Neighborhood Park and Paseo St. John, and potential for activation on multiple sides. Parcel E7 and a pavilion/kiosk are tentatively shown as framing the Station Plaza with ground floor commercial or community-serving uses activating the open space.



**FIGURE 7.** Concept flexibility: alternative parcel arrangements

“

*Embrace this as a landing spot for new immigrants to feel a sense of home and welcome. Hope for this to continue: mix of old and new... ”*

*—Stakeholder Feedback, 2023*

# 3 CULTURE + COMMUNITY

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# CULTURE AND COMMUNITY

During a stakeholder meeting in September 2023, a community member remarked, “The hard work is already done.” He expanded on this to explain that the neighborhood already consists of thriving small businesses, organizations, and a strong sense of identity and community voice. The discussion that followed further reinforced that the work ahead is to ensure that the 28th Street/Little Portugal TOD fits within this context—uplifting and amplifying, rather than replacing, what thrives today.

Along these lines, authors of this DDF apply the concepts of placekeeping and placeknowing to center lived experiences, engagement, and partnerships with community stewards—endeavoring to go beyond “placemaking” at 28th Street/Little Portugal Station TOD.<sup>2,3</sup> Genuine placekeeping and placeknowing strategies require long standing commitments by VTA and its development partners to engage and partner with local organizations, building upon the seeds planted during community engagement throughout 2022-2025. This also includes enabling processes and frameworks for public art in the TOD, collaborating with local artists to reflect stories of the neighborhood, and facilitating interim uses that deliver early public benefits.

Within the concept vision, open space and active uses are complementary in enabling a thriving public realm that facilitates varied experiences. The open space network includes a new public plaza at the station, smaller-scale neighborhood parks which may be public or privately-owned public open spaces (POPOS), and walkable paseos, which collectively provide a platform for everyday activities to special events. These open spaces include principles of universal design for accessibility and contain the opportunity for a mix of programs (ranging from passive to active recreation, appealing to families and seniors), facilitated by a balance of hardscape (non-living) and softscape (living) elements that enable circulation and also comfort throughout the day and year. Ground floor commercial or community-serving active uses—including large format uses that serve as attractors to the neighborhood as well as small-format community facilities and retail kiosks—support these open spaces and offer destinations beyond residential, office, and institutional uses.

<sup>2</sup> “Belonging is a Sticky Word: Roberto Bedoya in Conversation with Tom DeCaigny,” Roberto Bedoya + Tom DeCaigny, February 2021, <https://openspace.sfmoma.org/2021/02/belonging-is-a-sticky-word-roberto-bedoya-in-conversation-with-tom-decaigny/>

<sup>3</sup> “To Know a Place: A Conversation with Roberto Bedoya,” Anjolie Rao, <https://www.justplace.us/bedoya>





**FIGURE 8.** Community engagement events for the DDF, including stakeholder meetings, pop-ups, and youth engagement

## Engagement Summary

DDF engagement in 2023 informed the priorities, narrative, and design of the concept vision. Engaged stakeholders included future immediate neighbors of the station, local public institutions, nonprofit groups, faith-based groups, artists, youth, and community-based organizations. Key takeaways across engagements:

- What makes the neighborhood special and unique is the Portuguese history and culture, the multicultural/immigrant communities, a sense of community that is tight-knit and multigenerational, the diverse and working-class legacies of advocacy and community organizing, and love for local places and landmarks. Prioritized stories of Little Portugal to highlight within development include the multicultural and immigrant communities (including Mexican, Portuguese, Vietnamese, and Filipino, among others), local businesses, and local art and artists.
- Parks and open spaces are highly desired. They should be safe and friendly for many age groups (youth, families, seniors) and support different activities, from passive to active recreation. Prioritized open space activities include a farmer's market area, athletic facility, and play area.
- A variety of retail, services, and community uses are desired, with highest interest in food and retail services. Prioritized uses include a food hall, grocery store, retail/shopping center, and dining.
- Community members also articulated broader desires and concerns. These sentiments included wanting to see the area cleaner and safe for children, families, and seniors; preserving culture and sense of identity; enabling people to stay in place and enjoy new opportunities and amenities; concerns around existing homelessness, commercial vacancies, construction effects, and gentrification.

It is important to community members that the themes with the highest votes (as shown in Figure 9) be carried out through buildout.





**FIGURE 9.** Stories of Little Portugal that community members most connected with during community engagement in 2023

## 3.1 Art and Culture

East San José is one of the most ethnically diverse areas of the city. It is where many immigrants begin their journeys and has welcomed people from Mexico, Vietnam, the Philippines, Portugal (the Azores), and many other countries. The East Side is also home to many multi-family affordable housing complexes as well as numerous churches and social services which support these communities.

San José is also home to hundreds of artists, some working in the public and others working in small collectives within their communities. The arts and cultural landscape of San José reflects its diversity, and for people in East San José, it is important that they see themselves in the art that is presented there. Arts and cultural experiences bring people together and tell stories of place. Examples include various performances, visual, literary, music, murals, and food. While East San José's cultural expressions are continuously evolving, they remain firmly rooted in the histories of its diverse population.

A well-considered public art process includes thorough research and a transparent artists' outreach and selection process. In addition, partnerships with cultural organizations, small businesses, non-profit arts and social services agencies can promote safety, inclusion, family-oriented events, and ridership.

### 3.1.1 Art and Heritage

#### PRINCIPLES

##### 1. **Neighborhood histories and stories.**

Elevate neighborhood histories and stories that were shared during community engagement, including the multicultural and immigrant community, local businesses, and local art and artists. Art should prioritize and reflect the history and diversity of the community.

##### 2. **Art locations.** Integrate art from day one through full buildout. Potential applications include construction fencing, streetscape, gateways, Five Wounds Trail, mixed-use and retail spaces, open space, and building design. Locations of art elements include:

- Gateways. Demarcate the thresholds into the new development and orient views toward the Station Entrance. Examples include the Gateway Park at E. Santa Clara, at E. Julian Street, along N. 28th Street and the Five Wounds Trail, and within the Station Plaza. The gateway element on E. Santa Clara Street should have adequate scale and height to clearly identify itself as an arrival moment to the station. The gateway at E. Julian Street

may have a different, more subtle character. Each location should include adequate structural and electrical capacity for lighting, signage, and/or hanging decoration. A literal example of a gateway may make reference to "Portas da Cidade," the city gates in Ponta Delgada, the capital city of the island of São Miguel in the Azores. Additional cultural references are noted in Section 3.2.1.

- Five Wounds Trail. Include a series of feature elements or a continuous motif along the Five Wounds Trail.

##### 3. **Art forms.** Incorporate art in a variety of ways, potentially including functional art (such as seating areas with stories and images embedded in their design), sculptural work that can be walked through and around, narrative murals, and platforms (such as a stage or bandstand) for performing art where stories can be told in music, dance, theater and spoken word.

**FIGURE 10.** (Next Page) "Our Journey is Sacred" mural at Cristo Rey High School by San José artist Carlos Rodriguez







### 3.1.2 Process and Partnerships

#### PRINCIPLES

- 4. On-site art or district art fee.** Expand access to public art surrounding the station through either direct commission of on-site art or contribution to a district art fee that commissions art within the TOD at the time of the development agreement. A public art budget of up to 1% of the development project cost is encouraged.
- 5. Cultural District.** Work with the School of Arts and Culture at Mexican Heritage Plaza to support the establishment of the La Avenida Cultural District along East Santa Clara Street / Alum Rock Avenue corridor and activation through public art, events, and programming.
- 6. Art advisory group.** Work with an advisory group of community leaders, a public art consultant, VTA staff, and arts and design professionals to support artist selection and art project development.
- 7. Arts organization partnerships.** Ensure open space design includes a platform for local professional arts organizations to share their work and host events, such as the Portuguese Band of San José, Teatro Vision, San José Jazz, San José Multicultural Arts Guild, Mosaic, and San José Taiko. Consider a partnership with a local community-based organization (CBO); City of San José Department of Parks, Recreation, and Neighborhood Services (PRNS); and/or parks management group to liaise with organizations and support on-going programming.
- 8. CBOs/institutional partnerships.** Establish programmatic partnerships or leases with nearby CBOs/ institutions that currently provide cultural or youth-oriented programs and events in the neighborhood, such as the Portuguese Community Center (POSSO), IES Hall, East San José Carnegie Library, Rocketship Discovery Prep, Cristo Rey High School, and San José High School. Consider incorporating a commitment of at least 1% of project-wide non-residential space to community-supportive programming.
- 9. Continued community engagement.** Developers are encouraged to select partners who will engage community members in order to deepen project team understanding of priorities and preferences regarding building use and open space programs. Ensure resonance with local values, history, and aspirations for the Little Portugal neighborhood. Engage immediate station neighbors, including but not limited to Five Wounds Portuguese National Parish, Cristo Rey San José Jesuit High School, IES Hall, and Portuguese Band of San José. Outreach to current residential neighbors of the project as well as future stakeholders through partnerships with City and County housing programs. Engagement should be multilingual, multimedia, both in-person and hybrid, and actively engage youth and elderly participants. Refer to the DDF Engagement Memo for a summary of engagement efforts, including a list of recommended neighborhood groups that have been engaged historically.

**FIGURE 11.** (Next Page) DDF art engagement with artist Rayos Magos



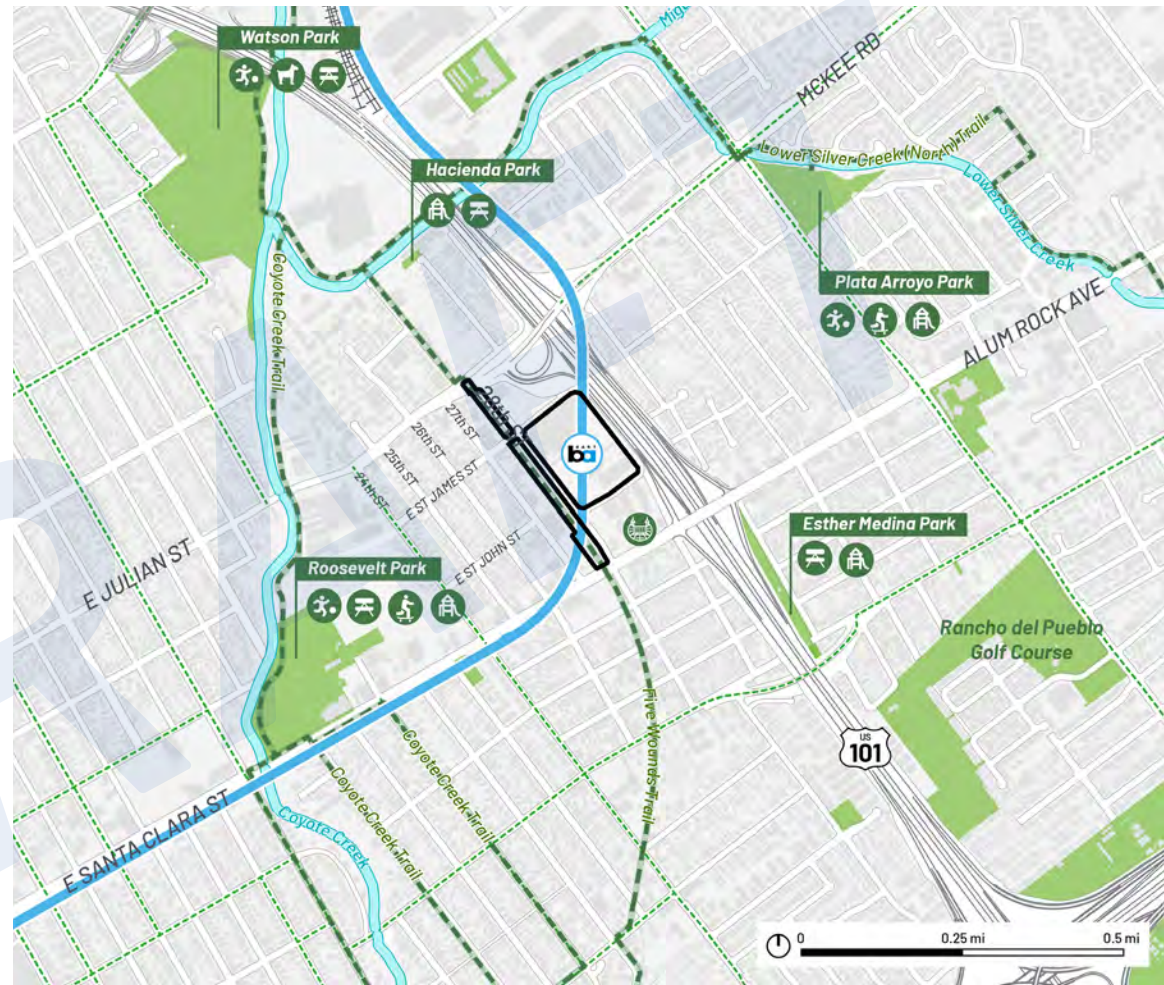




## 3.2 Open Space

The open space network (approximately three acres in total) includes a new public plaza anchored around the station, smaller-scale neighborhood parks that may be public or privately-owned public open spaces (POPOS), and walkable paseos, with the goal of facilitating different experiences and scales of gathering. This should be done in ways that complement the neighborhood's existing open spaces and address gaps, not just for residents of the new development, but for all. This site is situated within an area of rich history involving many different immigrants and industries (agriculture, canneries, dairy farms, industrial manufacturing). Finding ways to carry forward remnants of these legacies into open spaces can reinforce a sense of history on the site. A balance will also be needed between highlighting Portuguese heritage and the cultural multiplicity of the area.

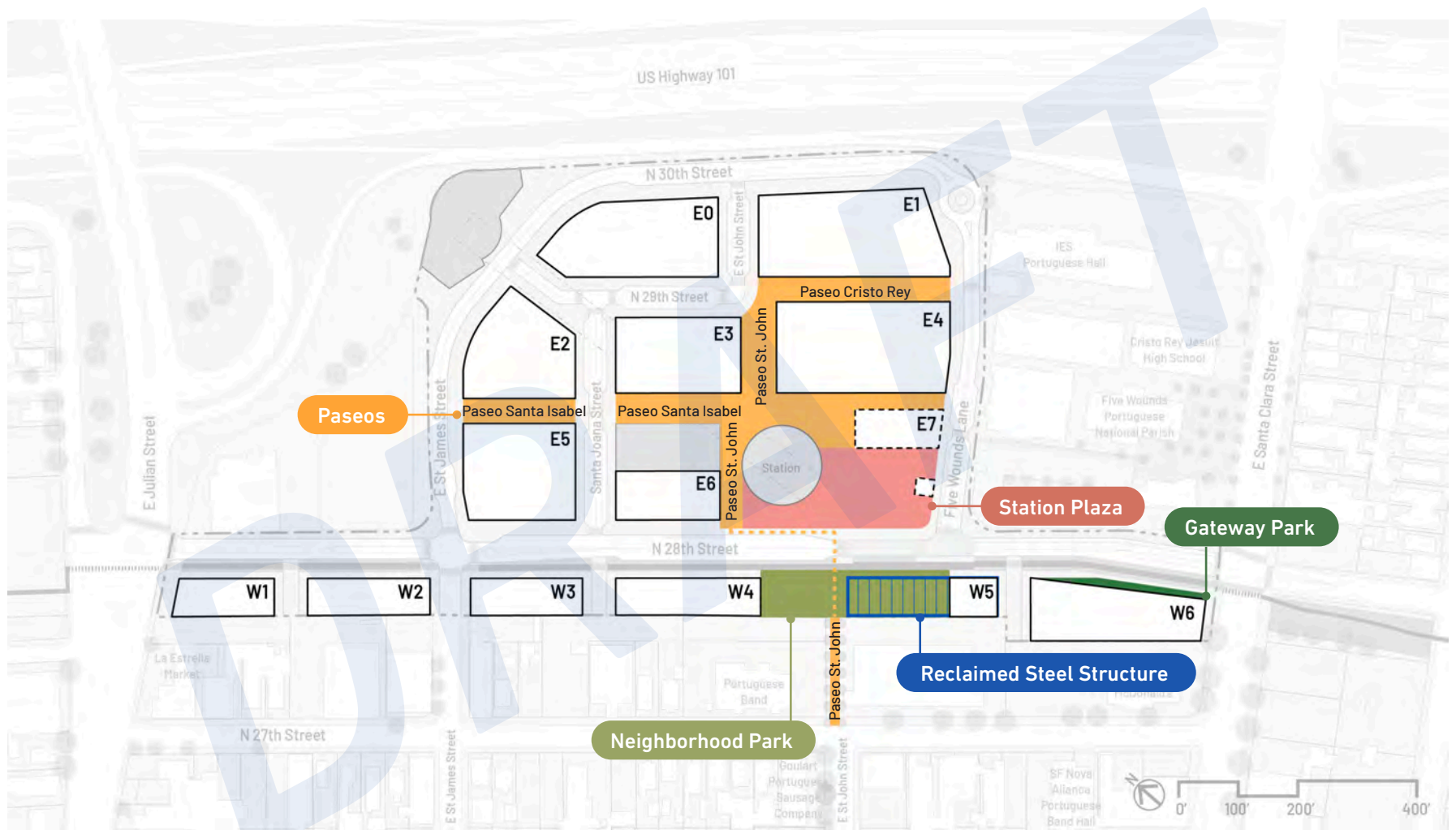
Given the combination of a warm and sunny climate, limited street trees around the site today, and many paved surfaces with few outdoor places for respite, there is a clear need for increased canopy cover and plantings to facilitate shade and cooling. Shade is also important for people waiting for trains between transfers, and increasingly important during extreme weather event days. Selecting native and low-maintenance species can support the local ecosystem, contribute to biodiversity, provide habitat for pollinators, and enhance our sense of connection with nature.



**FIGURE 12.** Existing public spaces

### Legend

28th Street/Little Portugal TOD	Open Spaces	Sports
BART Silicon Valley Phase II Extension	Dog Park	Playground
Trails	Skate Park	Plaza
Bikeways	Picnic Area	



**FIGURE 13.** Conceptual open space network



### 3.2.1 Character

#### PRINCIPLES

- 10. Portuguese heritage.** Incorporate the Portuguese heritage of the neighborhood. This is of specific importance within the Station Plaza, which will serve as an important neighborhood gathering place with views of the Five Wounds Parish and include art and material references to Portuguese culture. References may include Portuguese names for open spaces or proposed streets, or embedding Portuguese motifs such as blue and white azulejo tiles (Figure 14), cobblestones (Calçada Portuguesa), hydrangeas, carnations, the Rooster of Barcelos from folklore, and city gates to São Miguel Azores (Portas da Cidade). Many of these specific motifs were identified by San José High School students in their Portuguese class during a youth engagement activity in 2023. See Section 4.3.3 for more information on incorporating culturally relevant materials within building facades.



**FIGURE 14.** Portuguese azulejo tile

- 11. Multiculturalism.** Incorporate the multiculturalism and legacy of immigration in the neighborhood, as well as tying into efforts of the La Avenida Cultural District. The area has welcomed people from Portugal (the Azores), Mexico, Vietnam, the Philippines, and many other countries. This is of specific importance between the Station Entrance and the Gateway Park, connecting to the cultural district along E. Santa Clara Street. References may include multilingual signage, use of colors representing different countries, or art that conveys stories of local cultural landmarks and influential people.
- 12. Community organizing legacy.** Incorporate the area's legacy of organizing and advocacy culture, including Cesar Chavez and Sofia Mendoza who were both referenced in 2023 community engagement as important activists from this area. Cesar Chavez's family home—at 53 Scharff Avenue—is a San José historical landmark and located within a mile of the station area.
- 13. Industrial heritage.** Incorporate the industrial heritage of the neighborhood. The area surrounding the station was historically tied to the Union Pacific Railroad, with the primary track alignment running parallel to N. 28th Street near the location of the Five Wounds Trail and numerous rail spurs entering the Station Block. The connection to rail and adjacent freeway led to the station area having a history of industrial uses that have continued to the present day, ranging from steel manufacturing and construction materials to repair facilities. Opportunities to reappropriate the remnants of the rail and industrial heritage are encouraged where feasible through repurposed building components, art, or interpretive exhibits to create continuity from the station area's past to its future—particularly along the Five Wounds Trail.



### 3.2.2 Landscape Features

#### PRINCIPLES

14. **Environmental comfort.** Incorporate landscape elements and passive design strategies to improve environmental comfort across seasons. Examples may include canopies to shade from summer sun and planting coniferous trees to block winter winds within the Station Plaza and Neighborhood Park. Ensure elements do not obstruct sightlines as identified in Section 5.1.3.
15. **Range of seating types.** In alignment with the principles of universal design, incorporate a range of shaded public seating elements including different lengths, heights, and character, to provide greater choice and inclusion for a diversity of multigenerational users (strollers, wheelchairs, etc.).
16. **Layered plantings.** Incorporate layered plantings—including trees with generous canopy, groundcover, and perennial plantings—for shade, planting diversity, texture, and visual interest.

17. **Low impact landscapes.** Site landscaping should be designed to have low or no irrigation requirement. This includes using native, drought tolerant plantings. Where irrigation is needed, utilize municipal recycled water or on-site greywater collection and filtration to collect polluted water, and rainwater systems to capture and reuse water. The nearest recycled water pipeline provides recycled water to San José High School and Roosevelt Park along E. Santa Clara Street up to approximately N. 22nd Street.<sup>4</sup> Refer to the DDF Sustainability Memo as well as VTA's Sustainable Landscaping Policy which includes guidance on ways to conserve water resources, reduce or prevent pollution, and improve wildlife habitat and biodiversity.

18. **Hardscape materials.** Select hardscape materials that reduce the urban heat island effect and balance light reflectivity and sun exposure to help improve inhabitants' thermal comfort during increasingly hot days as a result of climate change. This could include materials with high-albedo (reflectivity) and sustainable paving materials such as recycled or sustainably-sourced materials to reduce embodied carbon.

19. **Lighting.** Incorporate ample pedestrian-scale lighting within parks, by transit stops, and along building frontage to increase pedestrians' perceived levels of safety and security, and invite usage of spaces outside of peak commute times and into the evening and overnight.<sup>5</sup> Avoid uplighting to reduce light pollution.



**FIGURE 15.** Example of shade trees and layered plantings (South Park, San Francisco)

<sup>4</sup> "Recycled Water Pipeline System," South Bay Water Recycling, <https://www.sanjoseca.gov/home/showpublisheddocument/522/638089592815200000>

<sup>5</sup> "Pedestrian Lighting Primer," US Department of Transportation Federal Highway Administration, 2022, [https://safety.fhwa.dot.gov/roadway\\_dept/night\\_visib/docs/Pedestrian\\_Lighting\\_Primer\\_Final.pdf](https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf)

### 3.2.3 Station Plaza<sup>6</sup>

#### *“Move and Host”*

The Station Plaza is the largest proposed open space (up to about an acre in size), located on the Station Block. The Station Plaza is located directly adjacent to the Station Entrance and should be framed by ground floor active uses, anchoring/ attractor uses, and a potential small pavilion, kiosks, or pop-up structures that support plaza activation while enabling sightlines between the Station Entrance and Five Wounds National Parish, E. Santa Clara Street, and the Neighborhood Park. At the highest level, the plaza is meant to both move people efficiently to and from the station and host people for gatherings.

#### PRINCIPLES

20. **Program.** Collaborate with VTA; community partners (e.g. IES Hall, Five Wounds Parish, Mexican Heritage Plaza); and the City of San José Department of Parks, Recreation, and Neighborhood Services to enable a variety of events, including farmers’ markets, food stands, bazaars, performances, concerts, cultural festivals which were activities highlighted during community engagement. Incorporate flexible programmatic features, including outdoor café/restaurant seating, an interactive water feature, or a stage/ bandstand that can serve multiple purposes and a diversity of users. Seating that frames larger open areas and smaller pockets of space are encouraged to accommodate space for people-watching and small gatherings. A small pavilion, kiosk(s), or cart(s) to activate the plaza may be included (additional suggestions are noted in Section 3.3.1).

21. **Transit stop integration.** Integrate a bus shelter for northbound VTA bus route(s) as well as paratransit waiting areas into the transit plaza improvements for easy, intermodal transit-to-transit connections. Transit access should be clearly marked and visible from station entrances, and should be designed to support the comfort of waiting passengers, including covered seating and waiting areas that feel a part of the plaza.



**FIGURE 16.** Example VTA bus shelter

<sup>6</sup> This section describes aspirations for the Station Plaza beyond the FTA-funded station plaza that will be delivered by BSVII.



**FIGURE 17.** Conceptual view of the Station Plaza from N. 28th Street/Five Wounds Lane





### 3.2.4 Neighborhood Park

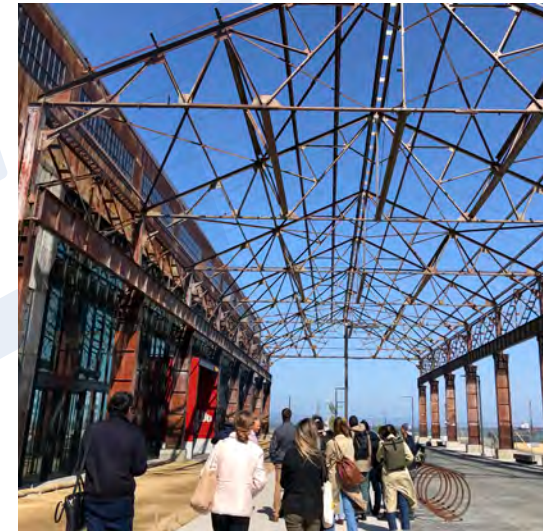
*“A family-oriented place to belong, linger, and play”*

The Neighborhood Park is the second largest proposed open space (up to about half an acre in size), located on the Row Block. It facilitates clear and intuitive connections to the station along Paseo St. John, provides public access to N. 27th Street, and allows for respite while traveling along the Five Wounds Trail. Given its proximity to neighborhood residences, the park incorporates a mix of passive and active areas that support family gatherings and recreation.

In addition, the Neighborhood Park would be the ideal location for a repurposed structural frame from the existing industrial buildings within the project as a sculptural element nodding to the site's history, if components are able to be reclaimed during station construction. Creative reuse of this structure can help visualize the site's industrial history, frame a unique gathering place, contribute to a sense of continuity and identity, and mediate between the Station Entrance and adjacent development.

#### PRINCIPLES

- 22. Program.** Encourage active, family-friendly opportunities in the Neighborhood Park by incorporating some combination of active and passive programming, potentially including a multipurpose athletic facility, play area, and lawn with picnic areas. Incorporate both hardscape and softscape areas that support family gatherings and serve the surrounding neighborhood and new residents. Given the array of activities present in the Neighborhood Park, its materiality is more diverse than the Station Plaza, including semi-permeable materials, softscape materials, and play elements.
- 23. Industrial character.** Carry forward the industrial legacy of the area and honor the history of labor—reinforcing a “Built in San José” pride. Pending preservation feasibility, the structural frame of an existing industrial building within the project is envisioned as an open air structure in or adjacent to the Neighborhood Park or Station Plaza. To make a visual impact, the length of the structure should be roughly the length of nearby new buildings. The spacing of the structural bays need not maintain the dimensions of the existing building, nor their existing orientation or alignment with each other.



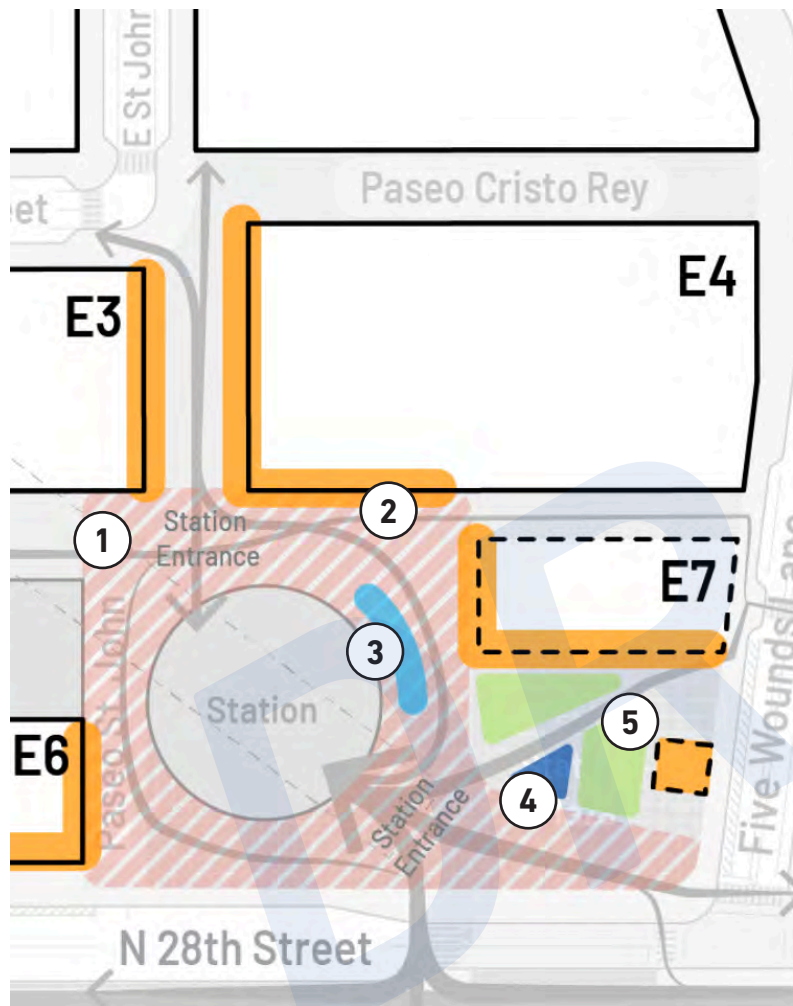
**FIGURE 18.** Example structural frame creative reuse: Pier 70 Building 15 over 22nd Street in San Francisco





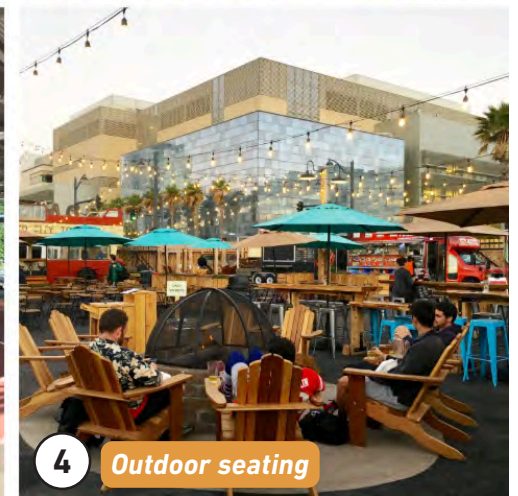
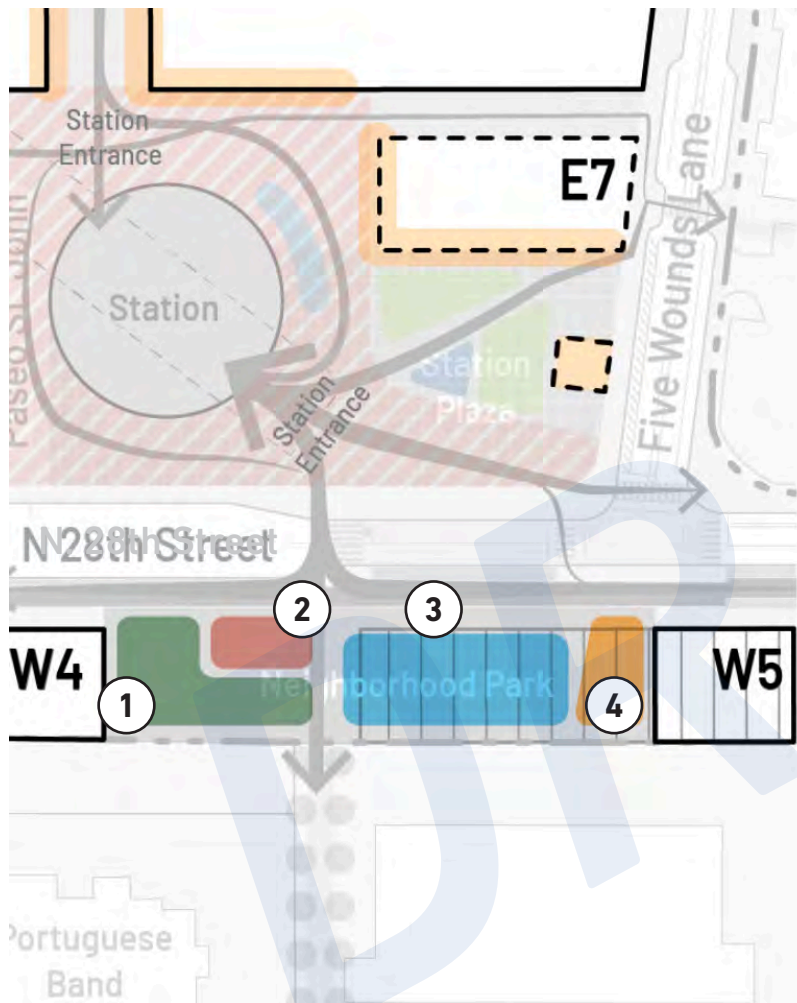
**FIGURE 19.** Conceptual view of the Neighborhood Park from Paseo St. John





**FIGURE 20.** Conceptual Station Plaza program





**FIGURE 21.** Conceptual Neighborhood Park program

### 3.2.5 Gateway Park

#### *“Signal station arrival”*

The Gateway Park (up to about 3,000 square feet in size) physically demarcates a gateway to the station, expands the adjacent Five Wounds Trail, and enables sightlines to the Station Entrance. Located on the Row Block near E. Santa Clara Street, it creates a place to pause on the busy commercial corridor, incorporates spill out space for adjacent ground floor active uses, and supports a welcoming environment for transit passengers at the VTA Rapid bus stop.

#### PRINCIPLES

- 24. Program.** Incorporate seating, lighting, landscape features, and literal or metaphorical gateway art to signal a sense of arrival to the station and provide a welcoming connection. Recreational amenities to support of the Five Wounds Trail are also encouraged.



**FIGURE 22.** Example Gateway Park: Mechanics Monument Plaza, San Francisco

### 3.2.6 Paseos

#### *“Increase walkability and connectivity”*

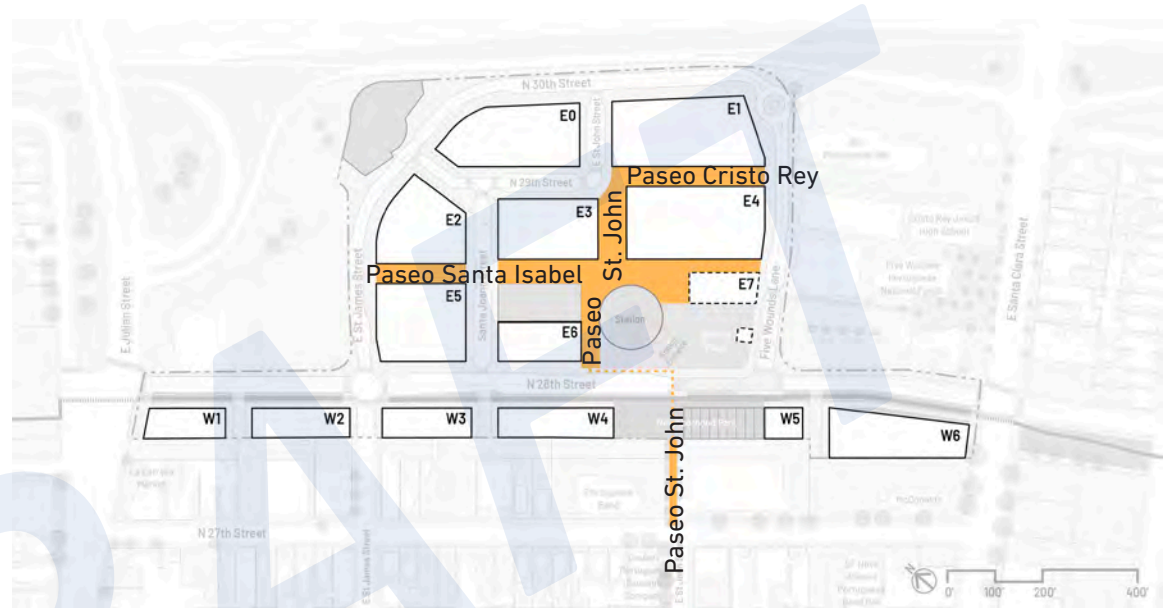
Paseos complete the open space network and provide publicly-dedicated pedestrian passages between larger blocks (Figure 23):

- Paseo Santa Isabel provides a north/south connection between E. St. James Street and Five Wounds Lane along the northeast side of the Station Entrance—providing off-street station access from future development on the adjacent block north of E. St. James Street.
- Paseo Cristo Rey provides a north/south connection between N. 29th Street and Five Wounds Lane—home to Cristo Rey High School, Five Wounds Parish, and IES Hall.
- Paseo St. John provides an east/west connection extending from N. 27th Street along the alignment of E. St. John Street, across N. 28th Street, and along the north side of the Station Entrance to N. 29th Street.

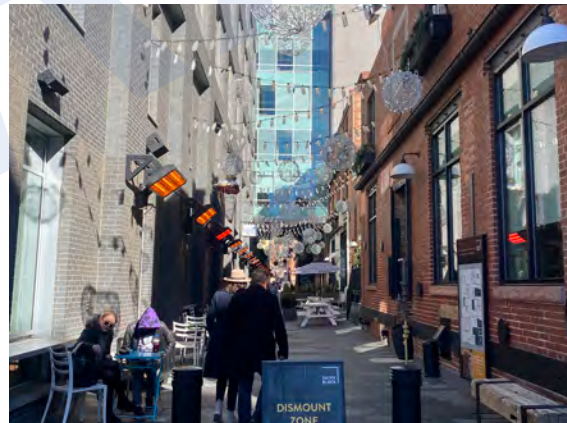


## PRINCIPLES

25. **Scale and orientation.** Within the Station Block, include car-free mid-block pathways (paseos) measuring approximately 30 to 60 feet in width. Provide a minimum of 20 feet for sufficient clear space for emergency vehicles. Add up to 40 additional feet for landscaped areas, furnishings, seating, programmatic elements, or outdoor seating near active ground floor uses.
26. **Program.** Incorporate seating, lighting, art, and landscape features—including temporary or movable furnishings—to provide welcoming and inviting access in paseos.



**FIGURE 23.** Conceptual paseo network



**DAIRY BLOCK, DENVER**



**PASEO DE SAN ANTONIO, SAN JOSÉ**

**FIGURE 24.** Examples of paseos

## 3.3 Active Uses

Active uses encompass a wide range of land use types that create a more complete neighborhood, expanding beyond typical residential, office and institutional uses. These active uses are often referred to as “third spaces”: places where people spend time outside of work and home life, or the commute in between. This can include diverse business types (including small and local businesses and organizations), sizes, and layouts to allow for adaptability as needs change over time. For greatest impact, active uses should be in highly visible locations. This includes key corners of buildings and towards streets, intersections, or where public open space or paseos intersect with sidewalks.

A mix of active uses—those that encourage foot traffic and engage the public realm with activity, including retail, services, civic, educational, creative, community-serving, live-work, and flex uses—are prioritized near the Station Entrance, framing the Station Plaza, and along N. 28th Street between E. Santa Clara Street and E. St. James Street. These locations are anticipated to have high pedestrian volumes, high visibility from transit, and/or the potential to anchor and activate open space.

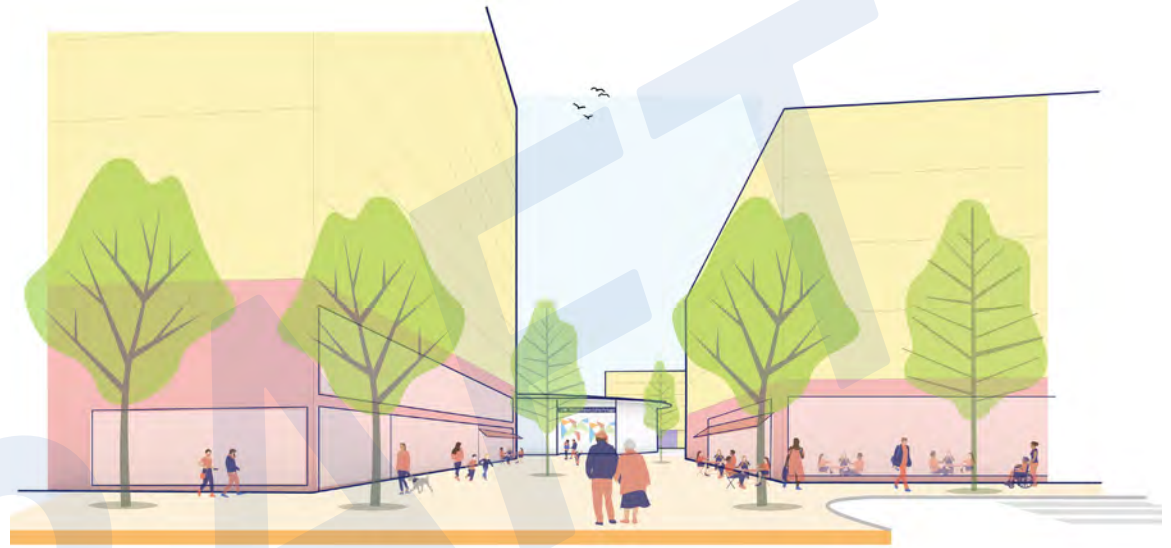
### 3.3.1 Use Types

#### PRINCIPLES

- 27. Attractors/anchors.** Include larger-format attractors and anchors that address gaps in existing needs of the surrounding neighborhood or establish a destination. Ideas identified in the DDF Market Study include a grocery store, health services or patient care, live/work and artist housing, food hall, non-profit educational space, and incubator/accelerator space for local businesses. An interest in senior housing was raised multiple times during community engagement given the proximity to commercial attractors and transit in this station area.
- 28. Community amenities.** Incorporate smaller-format community uses, which may include a childcare center, educational center, creative maker space, gallery/performance space, and cultural center.
- 29. Small and local businesses.** Development should demonstrate a good faith effort to include small and local business as at least 20% of the tenant mix to support local representation around the station. Small and local businesses are those who are exclusively located within or founded within Santa Clara County. New or expanding businesses started or based in the Five Wounds Urban Village area in particular should be prioritized. Additionally, consider small business incubator spaces or food halls as a starting point for burgeoning businesses.
- 30. Retail/services.** Incorporate smaller-format retail and services (local small businesses preferred), which may include a cafe, butcher, restaurant, salon, dentist, and post office annex. Larger format uses may include a shopping center, movie theater, creative maker space, gym, and bank, and are limited to 25,000 square feet or below by the Five Wounds Urban Village Plan. Limit formula retail to the extent possible—including national chains with multiple locations and headquarters outside of the Bay Area, which typically have a standardized look and layout. Refer to Figure 27 for priority retail street frontage locations.
- 31. Neighborhood Park micro retail.** Include micro retail within the Neighborhood Park, such as utilizing basic pre-fabricated structures with exposed wood or metal frames to match an industrial character, ensure durability, keep construction costs to a minimum, and support low rents.

Micro retail structures should not exceed 25 feet in height and typical tenants might occupy 400-800 square feet. Micro retail may function as a small business incubator.

- 32. Station Plaza pavilion/kiosk.** Include a small pavilion, kiosk(s), or cart(s) that support activity within the Station Plaza, which may include commercial or community-serving program in partnership with local artists, organizations, and businesses. An example idea surfaced during DDF youth engagement with Cristo Rey High School included a student-managed coffee shop which could support job readiness while also providing a service to the surrounding area. Incorporating bike parking and/or bathrooms is also encouraged. The structure(s) should not disrupt a direct sightline from the station entrance to the corner of N. 28th Street and E. Santa Clara Street nor to the bell towers of the Five Wounds Parish. The pavilion or kiosk(s) should not inhibit emergency vehicle access to all sides of the Station Entrance.



**FIGURE 25.** Conceptual view of Station Entrance and active ground floors from N. 29th Street





### 3.3.2 Ground Floor Activation

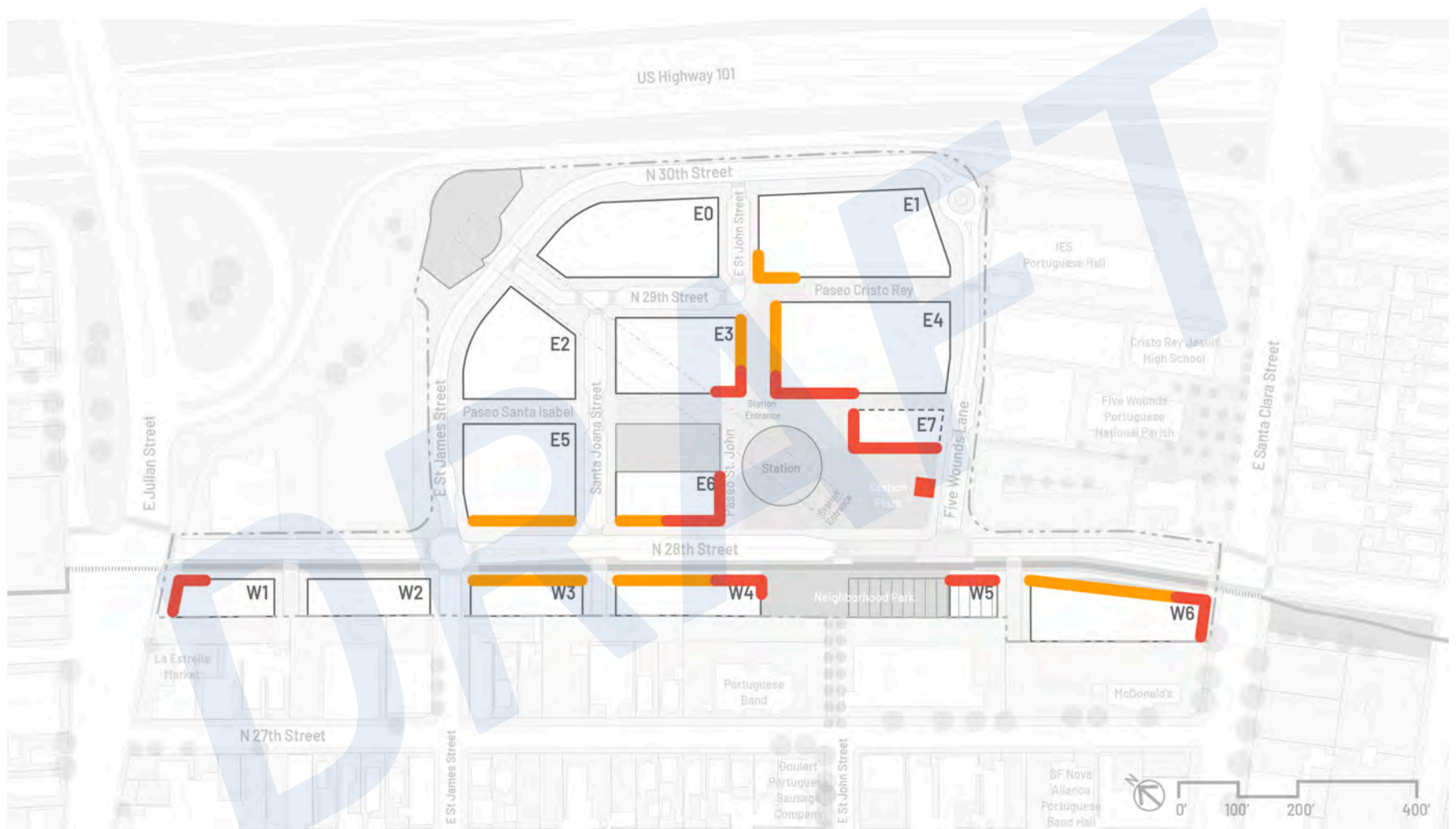
#### PRINCIPLES

- 33. Active Use locations.** Active uses on the ground floor of buildings should be prioritized in this order:
- Framing the Station Plaza
  - Along the existing commercial corridors of E. Santa Clara Street and E. Julian Street
  - N. 28th Street within one block of the Station Entrance
  - Between the Station Entrance and Paseo Cristo Rey
  - Remainder of N. 28th Street
- 34. Commercial space flexibility.** Design for spaces that can accommodate a diversity of business types, sizes, orientation, and layouts that allow for adaptability as needs change over time. A minimum depth of 40 feet (50 to 60 feet preferred) is encouraged to support a range of potential active uses.

- 35. Active use entry orientation.** Orient active use entries in highly visible locations to encourage robust pedestrian activity throughout the day and evening. Incorporate pedestrian-scale lighting on building frontage as noted in Principle 19. Entry locations to active ground floor uses should be prioritized in the following order:
- Nearest the Station Entrance
  - Toward an open space
  - Toward an intersection
  - Toward a public street or paseo



**FIGURE 26.** Examples of ground floor activation



**FIGURE 27.** Conceptual priority ground floor active use frontage

**Legend**

- Primary Active Use Frontage
- Secondary Active Use Frontage

### 3.3.3 Phasing and Interim Use

#### PRINCIPLES

**36. Prioritizing early phase development.**

Early phases of development should frame and activate areas that support walking, biking, and taking transit—priority modes for station arrival—and also support the needs of the surrounding community to encourage activity at the heart of the TOD. The areas surrounding the Station Plaza and along N. 28th Street at the E. Santa Clara Street gateway are priority locations for first phase development. Further, early development in this priority area would mitigate construction impacts on the gateway to the station during subsequent phases of development.

**37. Public benefit of pop-up uses.**

Include interim uses that can deliver public benefit, encourage community participation, and foster early connections in the new development throughout a phased period of construction. Uses may range from arts and creative social programming, addressing temporary needs that address the impact of construction, or offering food, retail, and entertainment pop-ups.

**38. Funding and timeframe of pop-up uses.**

Pursue short-term permits from the City of San José for interim structures, events, and pop-up uses in areas on site where TOD is not yet under construction. Continue special events and pop-up uses within the Station Plaza upon station opening and completion of surrounding TOD.

**39. Siting interim uses during active construction.**

Locate interim uses where they can support the needs of the adjacent neighborhood without interfacing with critical site access, heavy machinery, and active construction areas. Suitable locations may include the Row Block, specifically adjacent to E. Santa Clara Street and E. Julian Street to support commercial activity, or facing E. St. James Street if providing neighborhood services.





**SANTA CLARA COUNTY PUBLIC LIBRARY  
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**GROUND MURAL ON CROSSWALK AT  
PASEO DE SAN ANTONIO, SAN JOSÉ**



**PLAY INFRASTRUCTURE AT BOOM POP  
PARK, EAST PALO ALTO**



**FOOD TRUCK GATHERING AT SOUTH  
FIRST FRIDAYS ART WALK, SAN JOSÉ**



(c) Mu-Ping Cheng

**VINYL MAP AT LANDING AT  
LEIDESDORFF, SAN FRANCISCO**

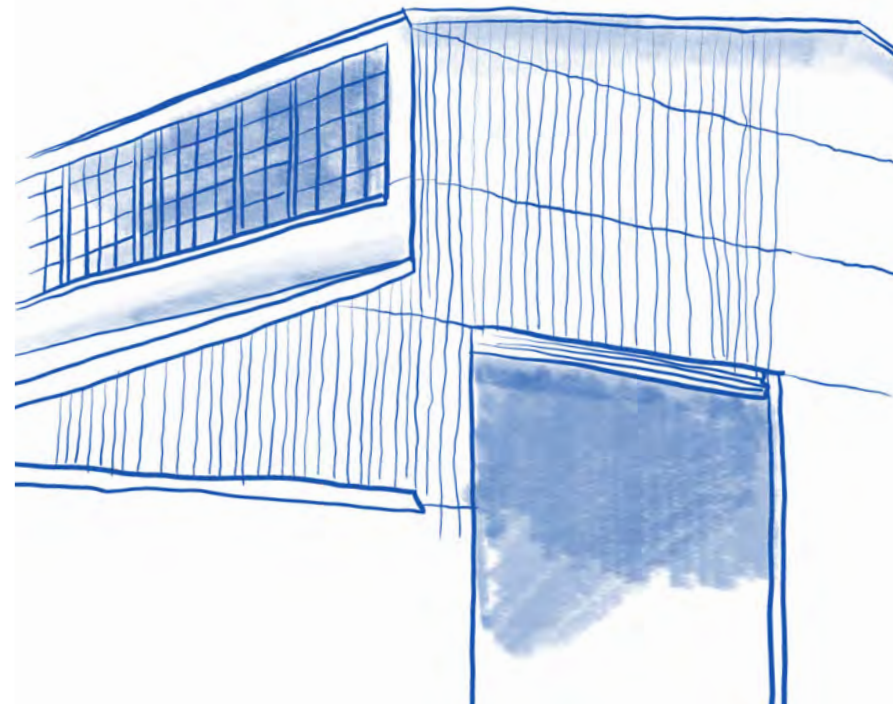
**FIGURE 28.** Example interim use and pop-up activation ideas

*“East San José needs economic development and affordable housing. This is a vital piece of lifting up East San José...”*

*—Stakeholder Feedback, 2023*

# 4 URBAN FABRIC AND ENVIRONMENT

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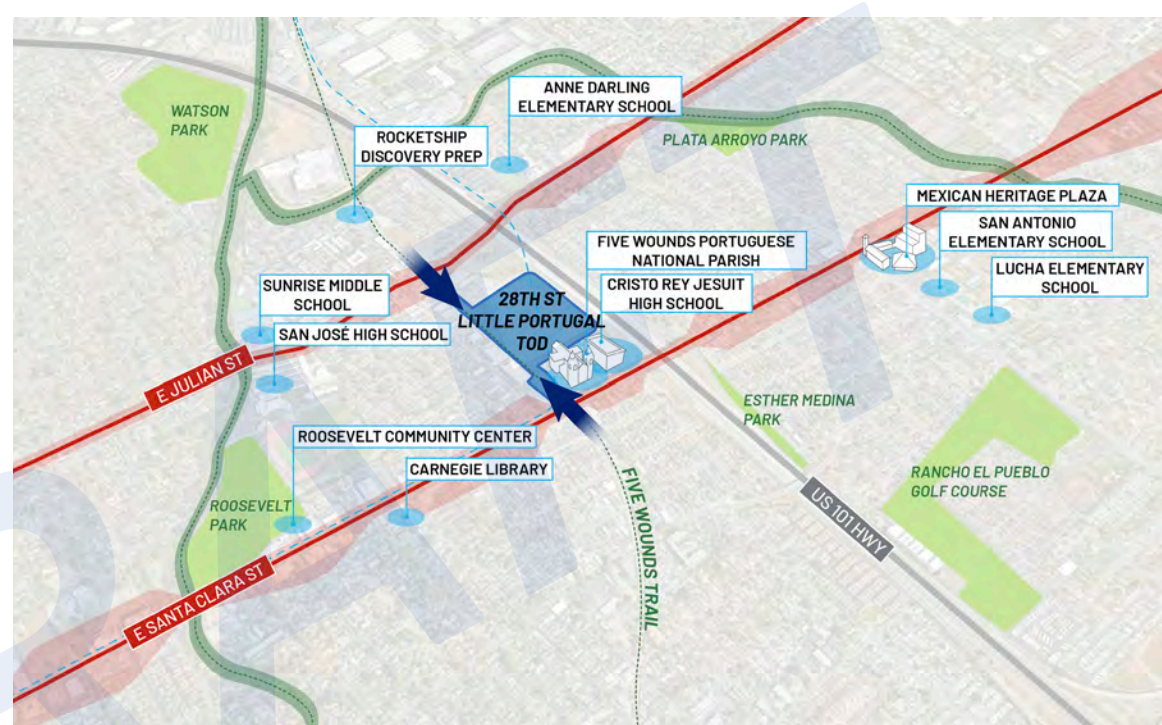


# URBAN FABRIC AND ENVIRONMENT

The block structure and land use of the concept vision balances efficiency, environmental responsiveness, and contextual integration. The layout of the building parcels—and the open space and connectivity in between—prioritizes inclusive design and walkability, and frames opportunities for ground floor activation and varied experiences that support patterns in the surrounding urban fabric.

Additional ambitions:

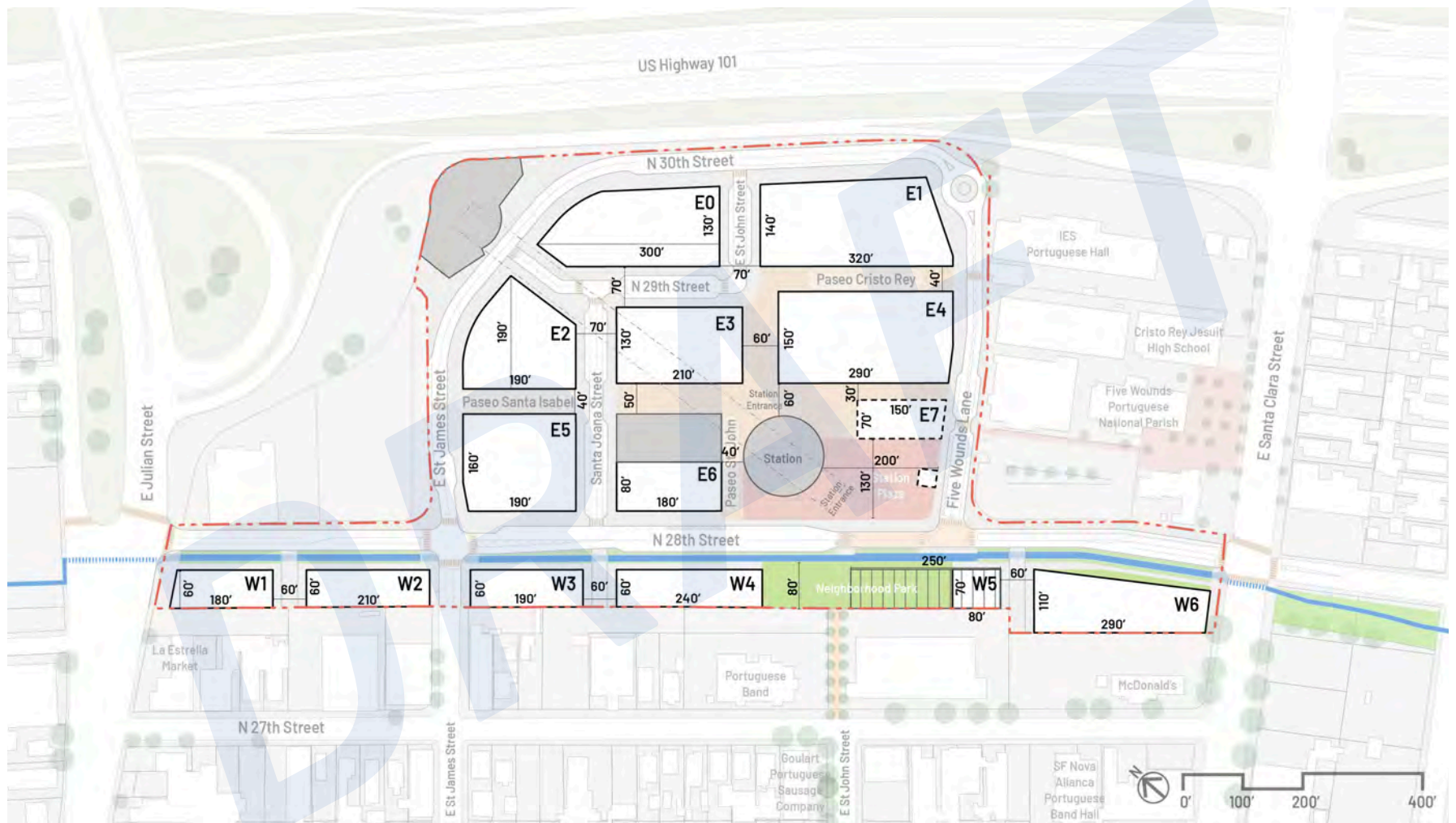
- Allocate land use to be compatible with adjacent uses and fill the gaps of needs for the surrounding communities.
- Establish an urban character and gateway skyline for East San José that simultaneously embraces context, building design that is specific to Little Portugal, and its identity as a neighborhood transit station.
- Optimize for environmental performance to adapt to future climate impacts and strive to meet sustainability goals through orientation, massing, and thermal comfort.



**FIGURE 29.** Neighborhood context map

## Legend

- 28th Street/Little Portugal TOD
- Educational/Cultural/Community Institutions
- Commercial Corridors
- Open Spaces
- Trails



**FIGURE 30.** Conceptual parcel plan

**Legend**

- |  |   |   |
|--|---|---|
| <span style="border: 2px dashed red; padding: 2px;"> </span> Project Boundary              | <span style="background-color: #d3d3d3; border: 1px solid black; padding: 2px;"> </span> Station Facilities | <span style="background-color: #f5deb3; border: 1px solid black; padding: 2px;"> </span> Paseo or Crosswalk |
| <span style="border: 2px solid black; padding: 2px;"> </span> Parcel Boundary              | <span style="background-color: #f08080; border: 1px solid black; padding: 2px;"> </span> Plaza              | <span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"></span> Five Wounds Trail  |
| <span style="border: 2px dashed black; padding: 2px;"> </span> Parcel Boundary (Tentative) | <span style="background-color: #90ee90; border: 1px solid black; padding: 2px;"> </span> Open Space         |   |

## 4.1 Block Structure

The existing urban fabric presents challenges for accessibility and connectivity. Due to the prevalence of large format industrial uses along the Union Pacific rail corridor, the site has a limited network of existing streets and right-of-way connections; and hazardously, most streets do not include sidewalks nor safe bicycle facilities. The Station Block is approximately 850 feet by 600 feet and the Row Block is about one-third of a mile in length. For reference, the predominant residential blocks in the surrounding neighborhood measure approximately 250 feet by 600 feet.

The DDF concept vision prioritizes walkability through blocks limited to 320 feet or less in any direction between the nearest street, paseo, or open space (with most blocks measuring under 200 feet long). Blocks are also designed for flexibility and efficiency through rectangular parcels. This increases the number of intersections for variety and more building frontage that engages the public realm. Blocks are scaled in relation to their context, with larger blocks buffering the site from Highway 101, and smaller blocks oriented towards the Station Entrance, open spaces, N. 28th Street, and the Five Wounds Parish.

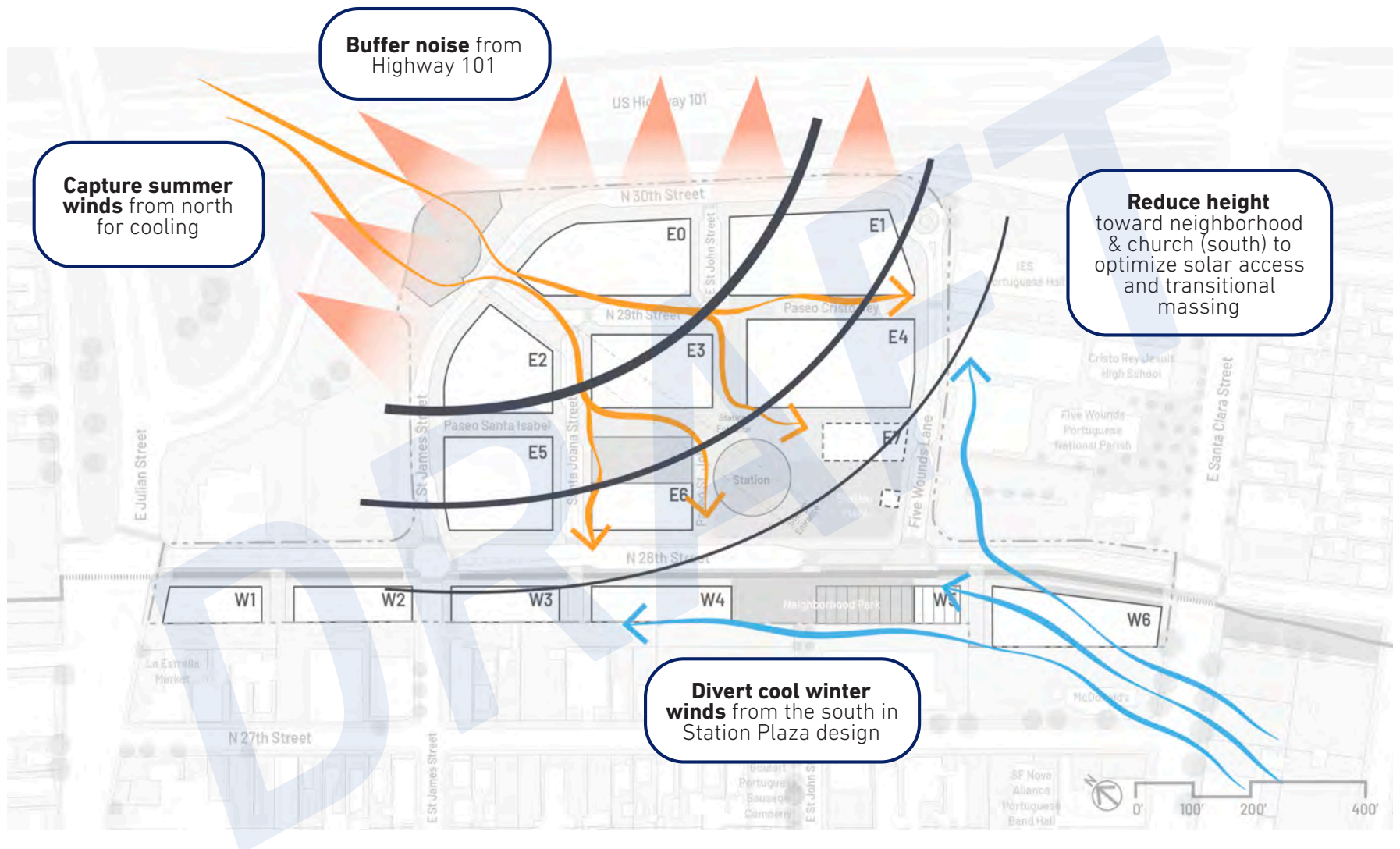
To optimize building performance and environmental comfort throughout the year, block orientation should consider

wind direction and solar aspects. The DDF concept vision captures summer winds from the north for cooling, with streets, paseos, courtyards, and open spaces arranged where possible to the north (NNW). Simultaneously, the DDF concept vision diverts cool winter winds from the south (SSE) utilizing building massing and landscape features to make a more comfortable public realm.

### PRINCIPLES

- 40. Frontage length near station.** Locate shorter continuous building frontage lengths (dimensions under 200 feet preferred) nearest the Station Plaza and Station Entrance to increase connectivity, walkability, and finer grain urban fabric.
- 41. Station Block perimeter frontage length.** Locate longer continuous building frontage lengths near Highway 101 and on-ramp near E. St. James Street to buffer traffic, noise, and views from the Station Plaza. Continuous building frontage should be limited to 320 feet in any direction.
- 42. Five Wounds Lane frontage length.** Continuous building frontage facing Five Wounds Lane and the Five Wounds Parish should be limited to 220 feet or less to support connectivity between the Station Block from the Five Wounds Parish and Cristo Rey High School.
- 43. Row Block frontage length.** Limit continuous building frontage length to 250 feet north of Paseo St. John and 300 feet south of Paseo St. John—in compliance with Fire Code (150-foot maximum hose length).
- 44. Row Block alignment for assemblage.** Where possible, align parcels on the west side of N. 28th Street with lot lines on the east side of N. 27th Street to enable potential parcel assembly or additional mid-block connections.





**FIGURE 31.** Conceptual TOD orientation opportunities informed by local climate

## 4.2 Land Use

TOD is most successful when it incorporates a mix of uses that support the overall transit ecosystem and the surrounding area, with greatest density occurring nearest the Station Entrance to make transit the most convenient mobility solution for the greatest number of riders. Benefits of increasing density near transit stations include increasing ridership, creating vibrant and walkable urban environments, generating more revenue for transit agencies that can be used to fund public benefits, and more.

The concept vision represents a balanced mixed-use program, including flexibility for evolving market conditions. While priority office and institutional locations are those closest to Highway 101 and E. Julian Street on-ramp, most blocks along E. St. James Street and Five Wounds Lane are arranged to be flexible parcels for either office, institutional, or residential use. Land use flexibility between office, institutional, and residential is important given the myriad challenges to attracting large office tenants—including long-term buildout, the shift to widespread adoption of hybrid work after the COVID-19 pandemic, office vacancy rates across the Bay Area, and the general lack of office use in the area rather than towards downtown.

### PRINCIPLES

- 45. Mix of uses.** Provide a mix of residential and employment uses and services—including office, retail, services, and institutional/civic/educational uses such as higher education, post office, community center, or library—in order to activate the public realm throughout various times of the day (Figure 32). Refer to VTA's Transit-Oriented Communities Policy for guidelines around land use.
- 46. Station Block residential uses.** Locate residential uses closer to the Five Wounds Parish, N. 28th Street, and near the Station Plaza. Residential uses are discouraged within approximately 250 feet of Highway 101 to buffer exposure to noise pollution, traffic emissions, as well as brake and tire wear particulates.
- 47. Station Block office and institutional use.** Locate office and institutional uses towards Highway 101 and E. Julian Street on-ramp to maximize their visibility, optimize for views and ambient light (north), and act as a buffer to the highway. Use of signage is encouraged for increased visibility from Highway 101 and the surrounding area.
- 48. Flexible land use locations.** Blocks north of the station along N. 29th Street and E. St. John Street are identified as flexible parcels which may be suitable for residential, office, or institutional use.
- 49. Row Block.** Due to constrained parcel depth and proximity to predominantly residential uses between N. 24th Street and N. 27th Street, uses along the Row Block should be predominantly residential with ground floor active uses fronting the Five Wounds Trail and the Neighborhood Park as noted in Section 3.3.
- 50. Affordable housing.** VTA's affordable housing policy commits to delivering 25% of the overall units within each VTA TOD site as affordable. Affordable housing strategies may include standalone buildings and inclusionary units within mixed-income buildings. Comply with the City of San José's requirements and VTA's affordable housing policy. VTA will not allow affordable housing requirements to be met off-site or through in-lieu fees even if the City's ordinance allows. Creative opportunities to exceed the minimum requirement are encouraged. Feedback through community engagement identified interest in local preference programs, senior housing, and supportive family housing as priority affordable housing opportunities for improved access to transit and the importance of retaining an intergenerational, multicultural, and mixed-income neighborhood.



**FIGURE 32.** Conceptual land use

**Legend**

<span style="border: 2px dashed red; padding: 2px;"> </span> Project Boundary	<span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, blue 2px, blue 4px); border: 1px solid blue; padding: 2px;"> </span> Flex Office/Institutional/Residential	<span style="background: repeating-linear-gradient(-45deg, transparent, transparent 2px, blue 2px, blue 4px); border: 1px solid blue; padding: 2px;"> </span> Flex Office/Institutional/Parking	<span style="background-color: lightgray; border: 1px solid gray; padding: 2px;"> </span> Station Facilities	<span style="background-color: lightorange; border: 1px solid orange; padding: 2px;"> </span> Paseo or Crosswalk
<span style="background-color: lightblue; border: 1px solid blue; padding: 2px;"> </span> Office/Institutional	<span style="background-color: yellow; border: 1px solid orange; padding: 2px;"> </span> Residential	<span style="background-color: red; border: 1px solid red; padding: 2px;"> </span> Ground Floor Active Uses	<span style="background-color: lightpurple; border: 1px solid purple; padding: 2px;"> </span> Industrial	<span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"> </span> Five Wounds Trail
		<span style="background-color: lightgreen; border: 1px solid green; padding: 2px;"> </span> Open Space	<span style="background-color: lightpink; border: 1px solid pink; padding: 2px;"> </span> Plaza	



## 4.3 Buildings

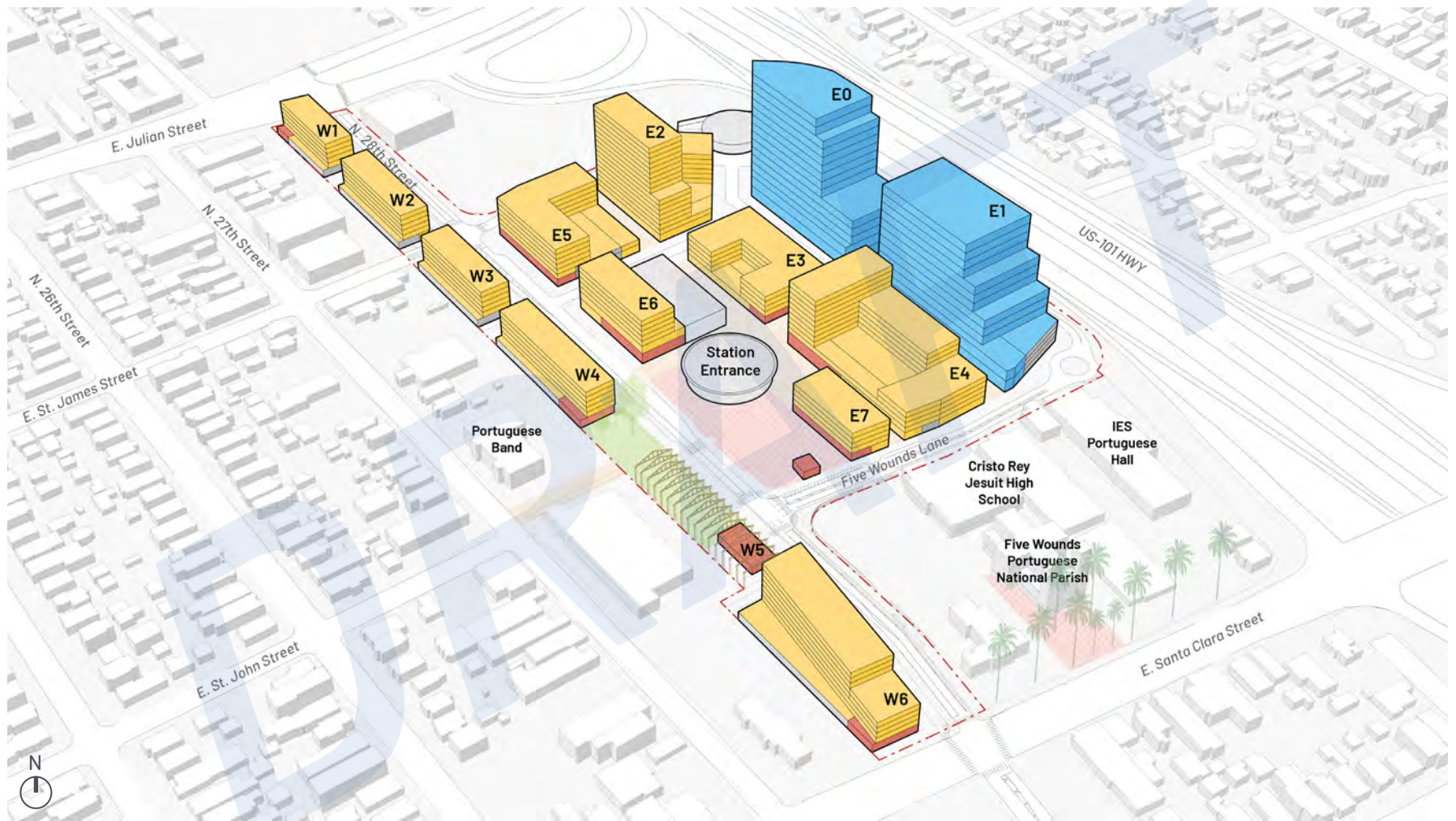
Building massing and architecture should respond to the physical and cultural character of the neighborhood while encouraging development that is both economically successful and grounded in place. Additionally, building height should transition from the tallest buildings on the north side of the site (near the E. Julian Street on-ramp to Highway 101) to lower buildings near the neighborhood, Cristo Rey High School, and Five Wounds Parish to the south in order to optimize solar access for renewable energy production and transition massing to context. As required by the Five Wounds Urban Village Plan (FWUVP), buildings along Five Wounds Lane and E. Santa Clara Street are limited in height given their proximity to the Five Wounds Parish. This section includes recommendations for context influences on building design, from building form to materials.

Refer to the FWUVP and the Citywide Design Standards and Guidelines for more information on specific guidelines around buildings and their massing and treatment.

### 4.3.1 Height

#### PRINCIPLES

- 51. Tower locations.** Buildings up to 300 feet in height are permitted on the Station Block, however buildings over 150 feet in height should be located strategically to establish a distinctive skyline for East San José. The tallest towers should generally occur north of the Station Entrance near Highway 101 where there is high visibility yet low impact to the surrounding neighborhood.
- 52. Tower relationships.** Avoid flat, clustered towers that create a “mesa effect,” where several tall buildings appear monolithic from a distance. To ensure skyline variation, towers taller than 150 feet should differ in height from adjacent buildings by at least 20 feet and be horizontally separated from one another by at least 150 feet to ensure differentiation from a distance and allow for sufficient access to light at the ground level.
- 53. Five Wounds Parish relationship.** In alignment with the FWUVP, buildings located along Five Wounds Lane and E. Santa Clara Street should stepback a minimum of 60 feet above 60 feet in height to moderate between the scale of smaller structures of Five Wounds Parish, Cristo Rey High School, the Station Entrance, and taller new development. Any building along Five Wounds Lane located south of Paseo Santa Isabel should not exceed 60 feet in height to ensure views to the Five Wounds Parish.
- 54. BART alignment loading limits.** If structures are proposed above the BART station platform or tunnel alignment, building heights should be limited to no more than five stories above-grade. The structural load of the building requires coordination approval from VTA's BSV Program Manager. Building on above-grade BART facilities is prohibited.



**FIGURE 33.** Conceptual massing scenario

**Legend**

<span style="border: 1px dashed red; padding: 2px;"> </span> Project Boundary	<span style="background-color: #f08080; border: 1px solid black; padding: 2px;"> </span> Ground Floor Active Uses	<span style="background-color: #90ee90; border: 1px solid black; padding: 2px;"> </span> Open Space
<span style="background-color: #add8e6; border: 1px solid black; padding: 2px;"> </span> Office/Institutional	<span style="background-color: #d3d3d3; border: 1px solid black; padding: 2px;"> </span> Station Facilities	<span style="background-color: #f5deb3; border: 1px solid black; padding: 2px;"> </span> Paseo or Crosswalk
<span style="background-color: #ffd700; border: 1px solid black; padding: 2px;"> </span> Residential	<span style="background-color: #f08080; border: 1px solid black; padding: 2px;"> </span> Plaza	



## 4.3.2 Massing and Orientation

### PRINCIPLES

**55. Setbacks.** In alignment with the FWUVP, encourage minimal or zero front setbacks to maintain a consistent streetwall. Where required at entries, stoops, and along active frontage, include a ground floor setback up to six feet in depth allowing space for additional light, ventilation, buffer from pedestrian traffic, or outdoor seating.

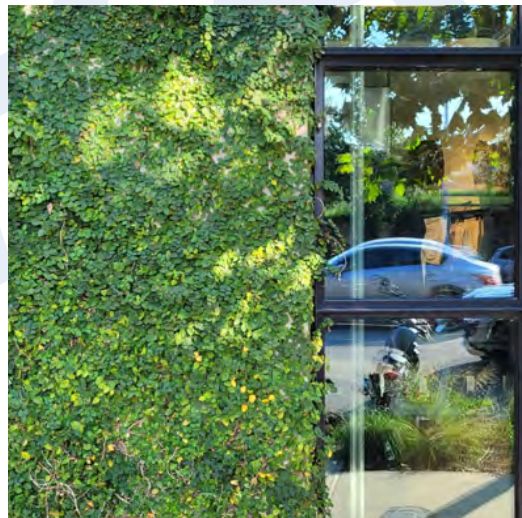
**56. Mitigating summer solar heat gain.** Consider shading strategies for facades that are oriented between 90 and 270 degrees from north (i.e. facades facing east, south, and west). For facades oriented toward the southeast and southwest, incorporate vertical shading elements or recesses that protect from the lower sun aspect in the morning and evening. For facades oriented toward the south, incorporate horizontal shading elements or overhangs to provide shade from direct heating during the summer but allow for solar access in the winter. Additional strategies include window treatments or planting on building facades. Refer to the Sustainability Memo for additional guidance.



VERTICAL FINS



RECESSED WINDOWS



PLANTING ON FACADES



HORIZONTAL OVERHANG

**FIGURE 34.** Examples of vertical and horizontal shading elements and recesses



**57. Outdoor space orientation.** Outdoor space within buildings—such as courtyards, terraces, and balconies—oriented toward the north-northwest direction captures summer wind flow for cooling and increased natural ventilation in units, reduces solar heat gain in the peak of summer, and protects from southerly cold winter wind flow. When orienting outdoor space within buildings between 90 and 270 degrees from north, ensure trees, canopies, or other winter wind protection from the south-southeast, as well as drought-resistant, sun-loving plants in the design of outdoor spaces.

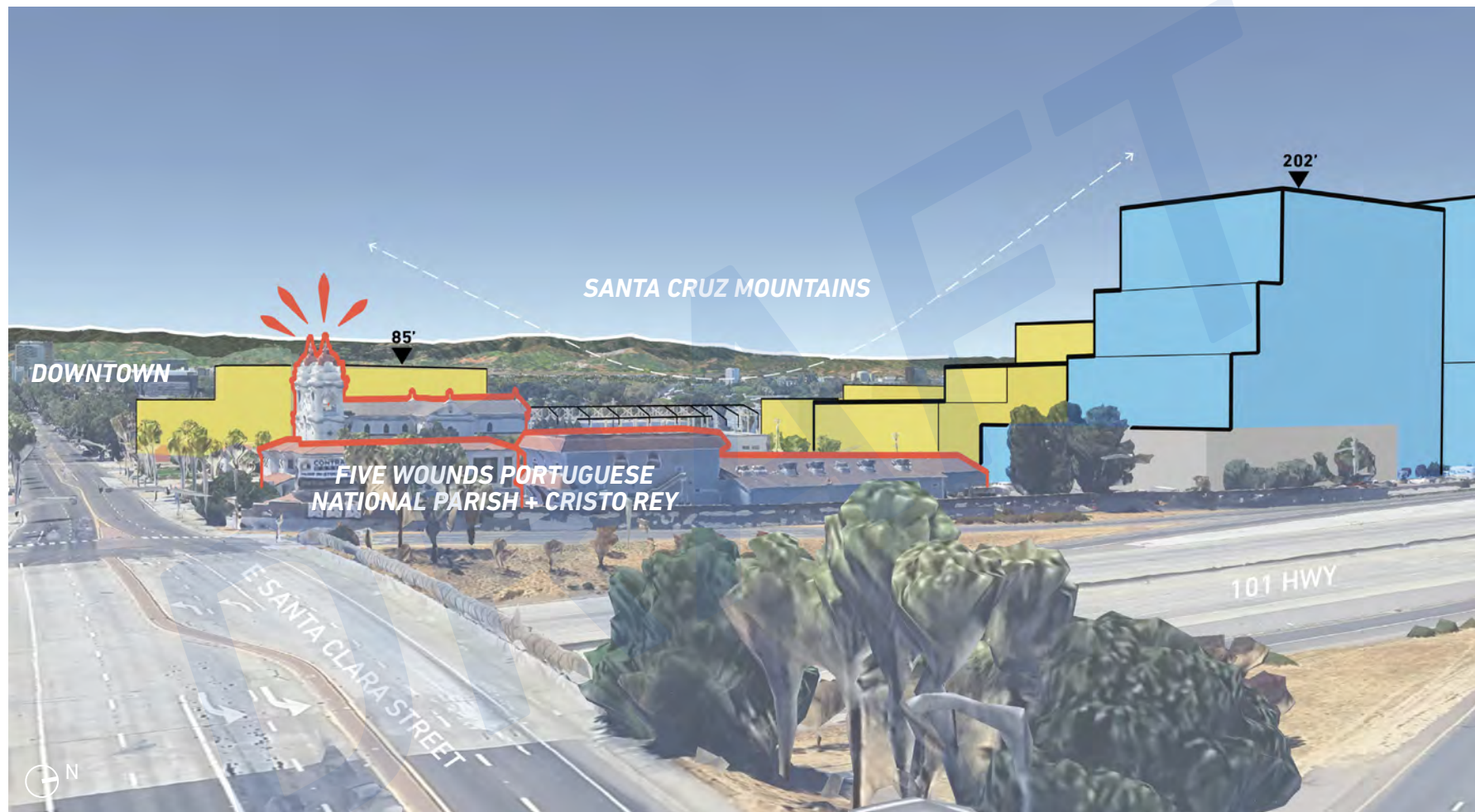
**58. Perspective views.** Proposed buildings should consider the views from these key vantage points:

- Station building entrances/exits
- All other sightlines identified in Section 5.1.3
- Westbound E. Santa Clara Street at Highway 101 overpass toward Station Entrance
- Westbound E. Julian Street at Highway 101 overpass toward Station Entrance
- From Highway 101 between exits 386A and 386B
- Northbound Five Wounds Trail from the south side of E. Santa Clara Street
- Eastbound through Paseo St. John
- Eastbound along E. St. James Street
- Southbound N. 28th Street near E. St. James Street

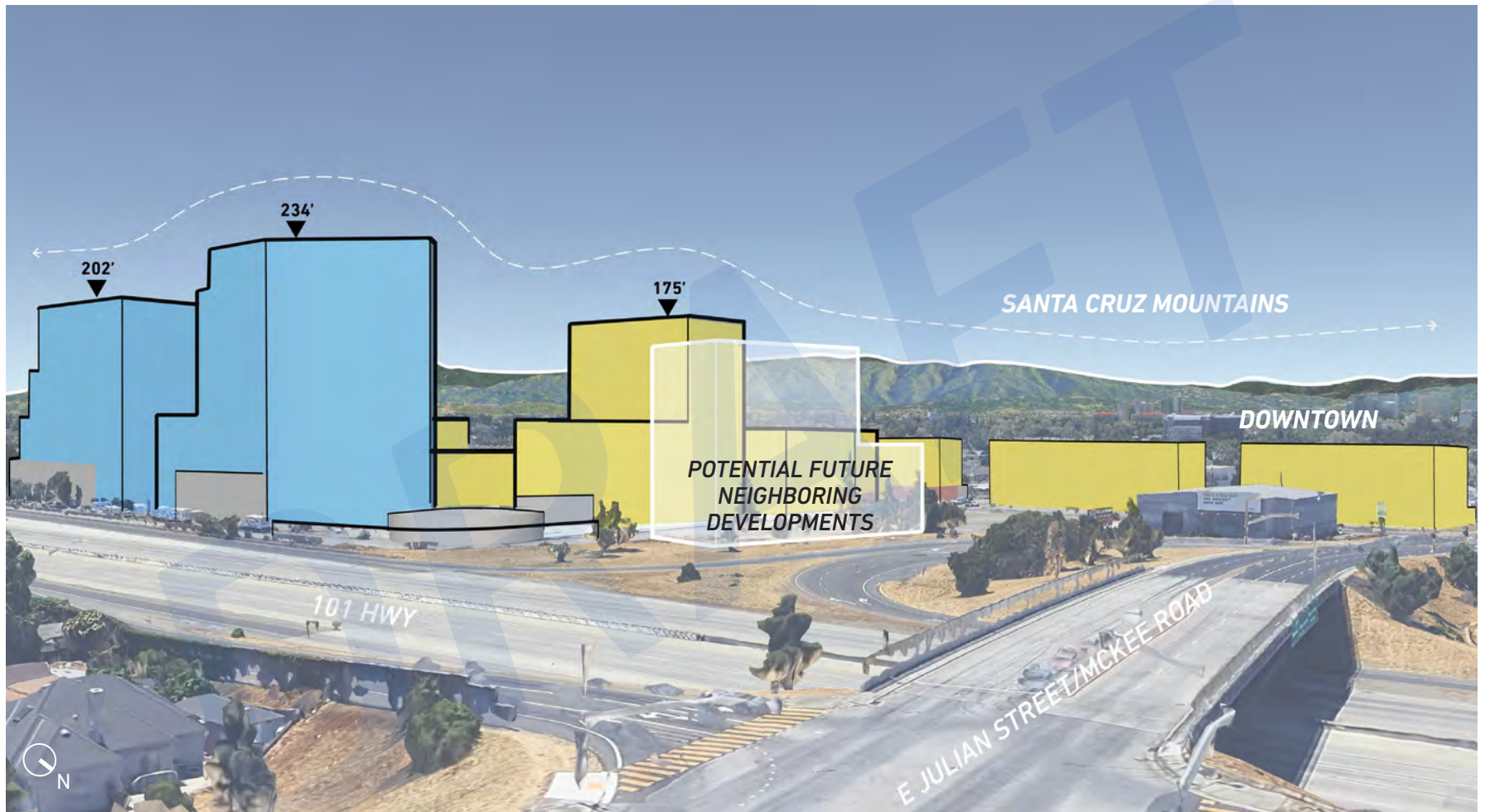
**59. Views from buildings.** Consider opportunities for buildings to highlight vistas and views that celebrate the immediate and distant context—particularly for buildings above

85 feet tall, which will be higher than heights allowed outside of the immediate urban village. Notable views include:

- The bell towers of Five Wounds Parish
- Diablo Mountain Range to the east
- Silver and Coyote Creek corridors
- San Francisco Bay to the north
- San José Downtown skyline to the west



**FIGURE 35.** Conceptual visualization of massing relationships (looking west from E. Santa Clara Street/Alum Rock Avenue)



**FIGURE 36.** Conceptual visualization of massing relationships (looking west from E. Julian Street/McKee Road)

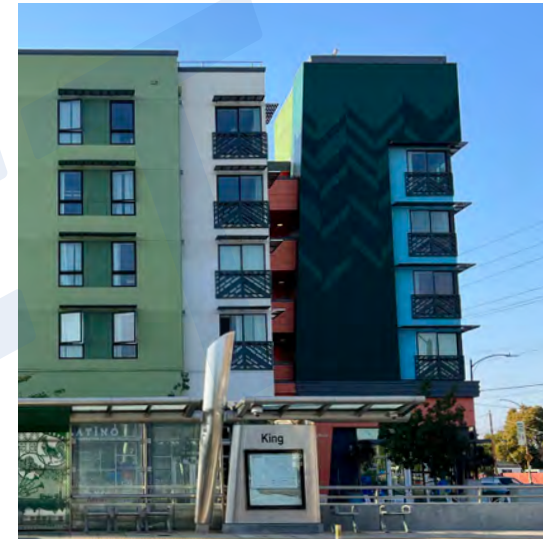


### 4.3.3 Character

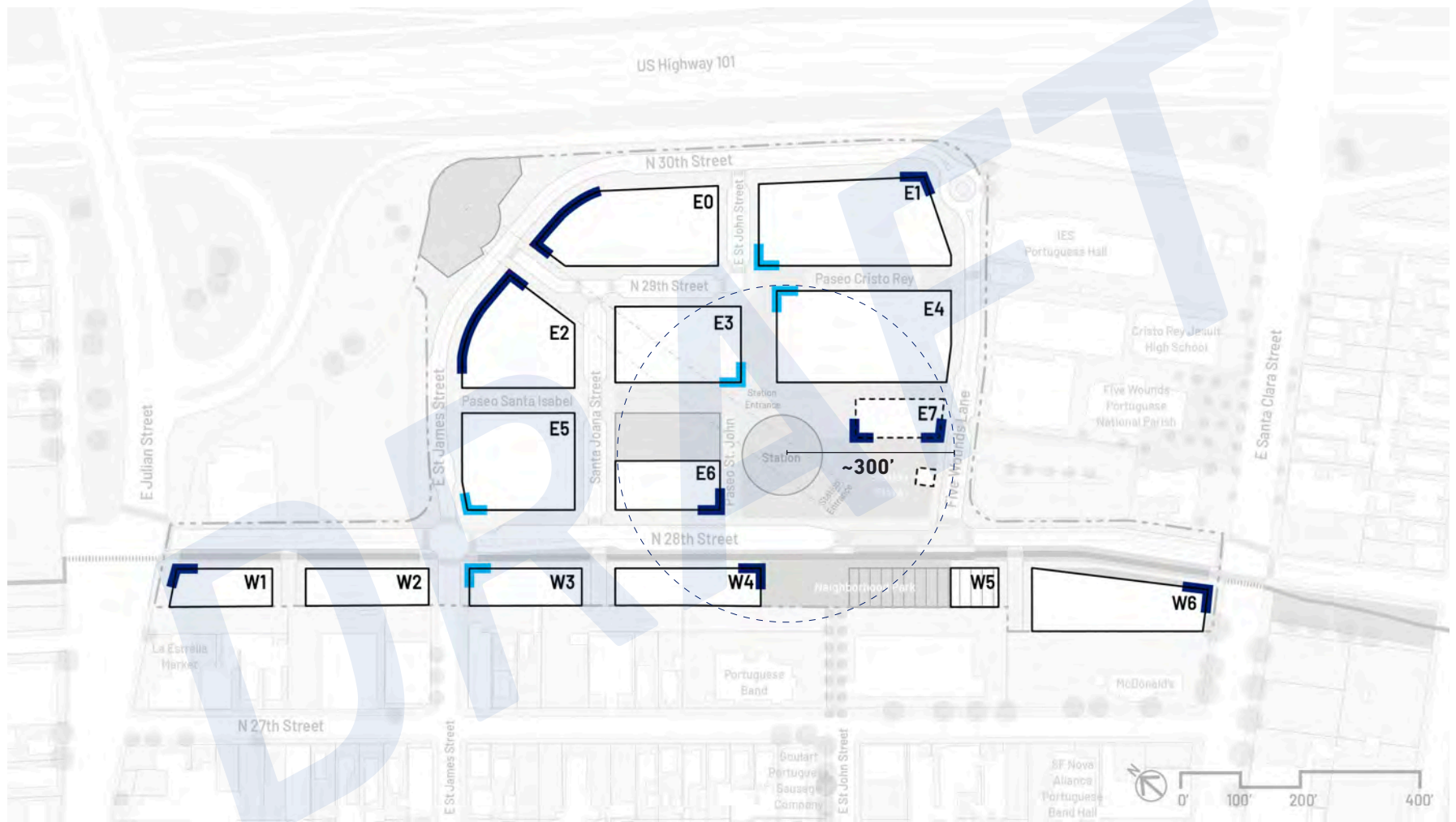
#### PRINCIPLES

**60. Distinguished tower tops.** As the tallest buildings between Downtown San José and Berryessa, towers will play an important role in defining the character of the Little Portugal neighborhood. Distinguish building tops of towers above 150 feet using materials, color, light, modulation, roofline variation, or setbacks within at least the top 10 percent of the building height. Signature or iconic architecture is encouraged if it represents recognizable architectural features of the Little Portugal neighborhood and East San José, or reflects thoughtful contemporary interpretations of aspects of multiculturalism in the area.

**61. Statement corners.** Statement corners are locations of high visibility that define the arrival in Little Portugal, and therefore require heightened architectural attention, such as horizontal or vertical projection, roofline, vertical facade orientation, elevated material preferences, increased transparency, pops of color, integrated art, or alternative iconic architectural features. Statement features should be distinct from the remainder of the building facade for emphasis. Statement corners in the project include corners facing the Station Plaza, Neighborhood Park, and key corridors (E. Santa Clara Street and E. Julian Street) to support pedestrian wayfinding, in addition to corners with visibility from Highway 101 and the E. Julian Street on-ramp. Primary statement corners are those visible from a longer distance and apply to the full height of the facade, whereas secondary statement corners are more visible closer to the building and special emphasis may be focused on the bottom 40 to 60 feet in height.



**FIGURE 37.** Examples of statement corners



**FIGURE 38.** Conceptual statement corners

**Legend**

- Primary statement corner
- Secondary statement corner

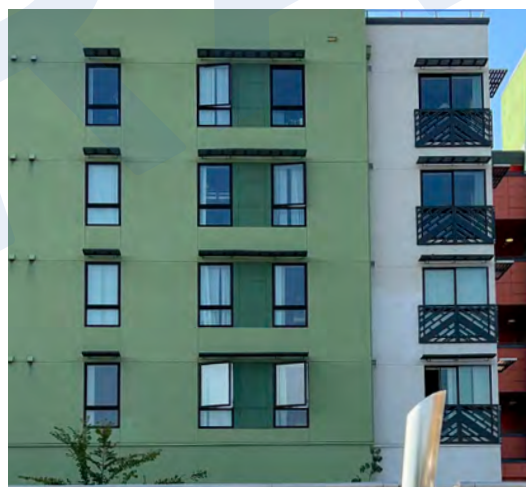
- 62. Fenestration detail.** Accentuate fenestration with depth and shadow through the use of trim, frames, shading devices, or other architectural elements, incorporating colors that contrast with the main facade color along highly visible facades of buildings similar to other buildings along E. Santa Clara Street. Less visible facades should also incorporate punched openings with a minimum of two inches in depth to cast shadow. The use of mullions within windows is also encouraged as a reference to Portuguese architecture and industrial uses that used to be more prominent in the area.



**PORTUGUESE BAND OF SAN JOSÉ**



**PORTUGUESE COMMUNITY CENTER**



**QUETZAL GARDENS APARTMENTS**



**I.E.S. PORTUGUESE HALL OF SAN JOSÉ**

**FIGURE 39.** Examples of window frames/fenestration throughout the neighborhood



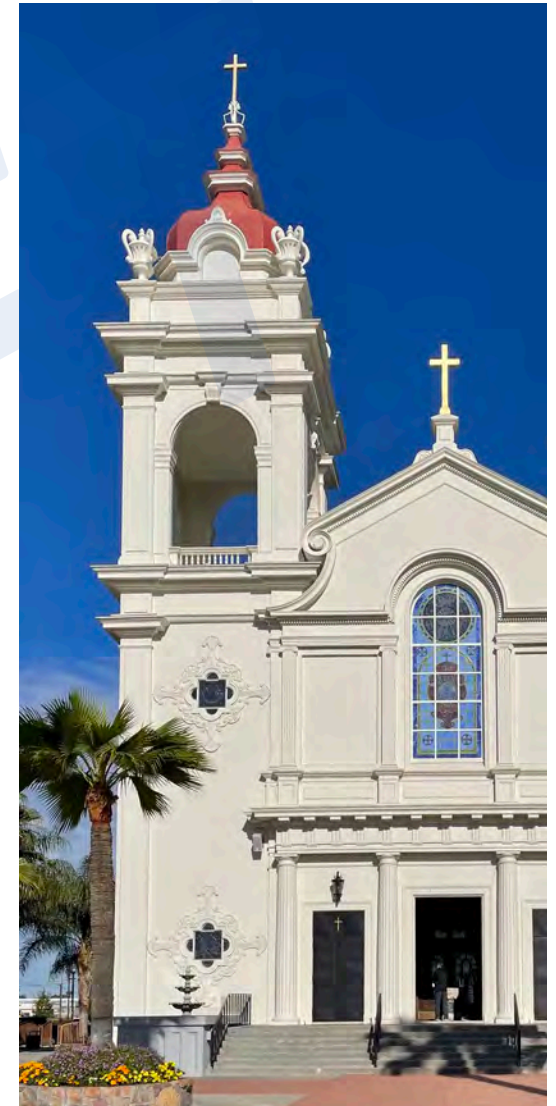
**63. Multicultural references.** Incorporate materials that highlight the multiculturalism of communities within the Five Wounds Urban Village area, drawing upon existing local buildings and landmarks for inspiration (Figure 40). Design motifs or architectural references to cultures in the area—Mexican, Portuguese, Vietnamese, and Filipino heritages, among others—may include but are not limited to color variation; expressed unit components and assembly; and range in pattern, depth, texture, craft, and visual interest. As a reference, the Mexican Heritage Plaza includes clay tiled roofs and vibrant colors (orange, yellow, pink). The Five Wounds Parish contrasts white walls with a bold accent color (maroon) that decorates the roof tower bells, window, and cornice. Statement corners, the ground floor, and other high visibility facades are areas where preferred materials and architectural references that tell stories of the neighborhood should be incorporated.



**MEXICAN HERITAGE PLAZA**



**YUMMY TRIEU CHAU**



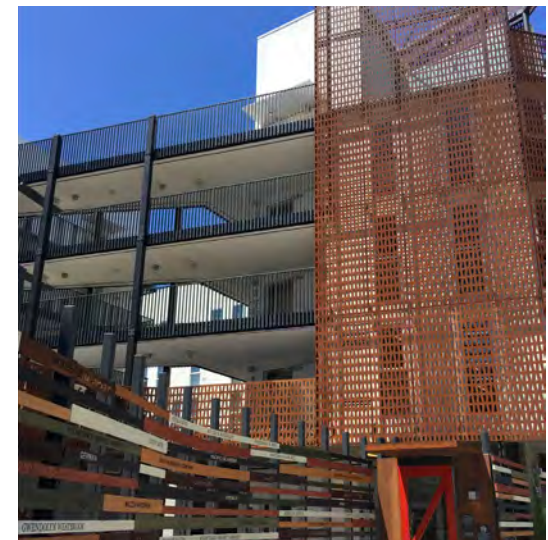
**FIVE WOUNDS PARISH**

**FIGURE 40.** Examples of Little Portugal multiculturalism

- 64. Industrial materials.** Incorporate materials/color that are characteristic of industrial and rail history in the area, including metals that are weathered, perforated or powder coated evoking a feeling of longevity, permanence, and a San José-made quality. Exposing structural systems and joinery can further complement industrial material strategies. Refer to Figure 41 of a former steel building on the site which use corrugated metal walls, and Figure 42 for contemporary interpretations of industrial materials.
- 65. Glazing limits.** Large expanses of continuous glazing greater than 30 feet in any direction above the ground floor are generally discouraged as a characteristic that is not commonly found in buildings in the surrounding area and instead reflects characteristics of Downtown San José.
- 66. Sustainable materials.** Consider materials that accommodate the neighborhood's warmer climate and reduce emissions, incorporating sustainability in building construction. Carbon-storing materials include wood, mass timber, laminated bamboo, wool, and cork and insulative materials with low to zero toxicity.



**FIGURE 41.** Former steel building on site



**FIGURE 42.** Examples of contemporary interpretations of industrial materials



#### 4.3.4 Ground Floor Design

##### PRINCIPLES

- 67. Articulation and rhythm.** Ground floor facades adjacent to open spaces, E. Santa Clara Street, E. Julian Street, or N. 28th Street should include architectural elements such as columns, fins, structural bays, mullions, changes in material, or faceted or staggered facades with average intervals of 30 to 50 feet in width to create rhythm and articulation similar to average lot sizes of successful existing active frontage along E. Santa Clara Street.
- 68. Building entries.** Maximize the number of ground floor building entries and design them to be directly accessible from an open space, paseos, and streets to encourage activity within the public realm. Direct access to ground floor residential lobbies and units, including stoops—is encouraged throughout the Station Block and along the Five Wounds Trail.
- 69. Demarcating entries.** Incorporate architectural elements such as awnings, canopies, sunshades, marquees, and projections to demarcate building entrances and active uses facing open space, paseos, and streets. A common characteristic

of buildings on E. Santa Clara Street, these architectural features visually separate the base from the middle of the building, framing the sidewalk more comfortably for pedestrians and demarcating building entrances or transparent facades that showcase the use inside. Such elements also help reduce solar heat gain and glare in buildings and provide shade for pedestrians on the sidewalks when located on the south and west building facades.

- 70. Transparency.** Ground floor frontage including lobbies and active uses along open spaces, E. Santa Clara Street, E. Julian Street, and N. 28th Street should be transparent for a minimum of 50 percent of the facade area between three and ten feet above-grade. The use of dark or mirrored glass is discouraged to encourage building uses engaging with the public realm.



**FIGURE 43.** Examples of ground floor articulation, rhythm, and entries



“

*Public transit for everyone...*

*—Stakeholder Feedback, 2023*

”

“

*More bike paths, safer bike paths...*

*—Stakeholder Feedback, 2023*

”

# 5 MOBILITY AND CONNECTIVITY

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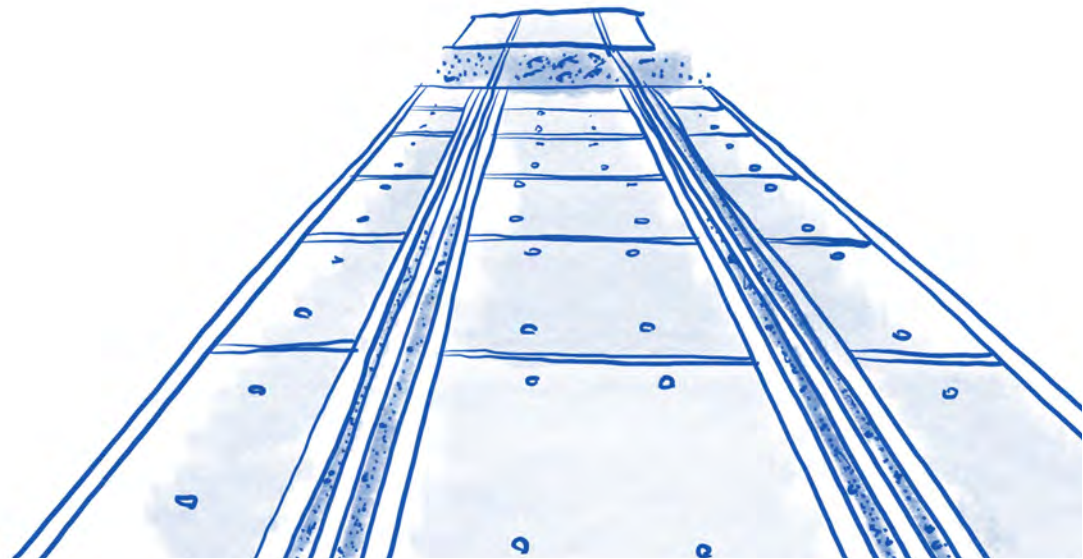
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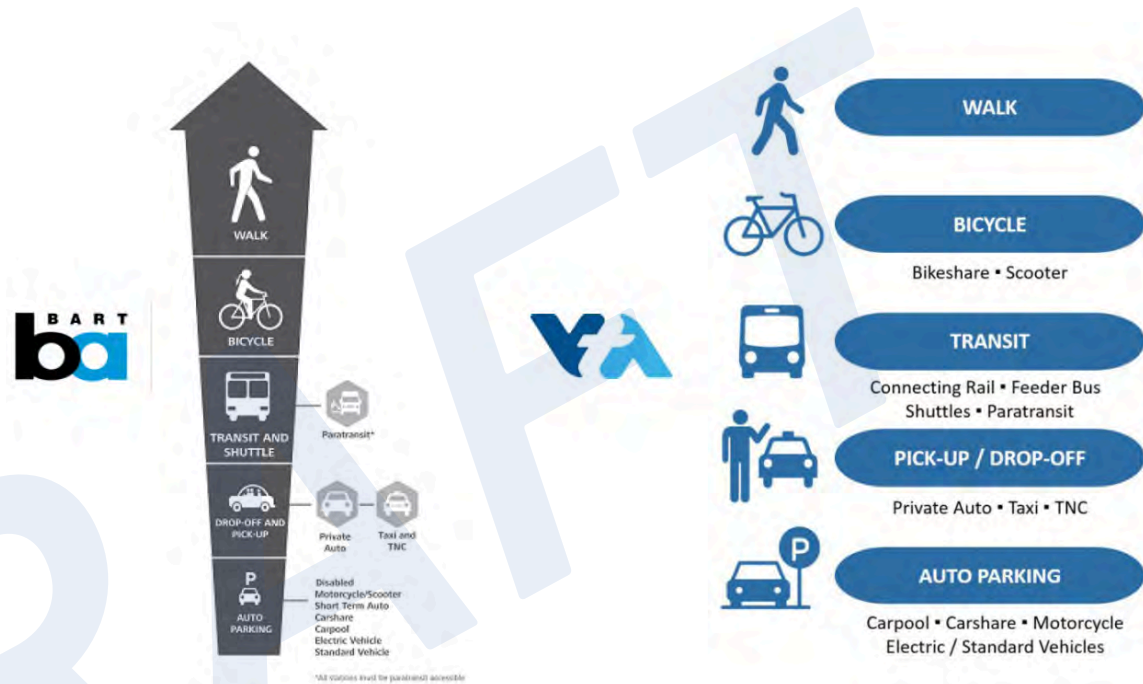


# MOBILITY AND CONNECTIVITY

VTA's Station Access Policy includes guiding principles to support VTA's station planning and design, with attention toward increasing ridership, prioritizing sustainable travel behavior, building effective partnerships, supporting sustainable development patterns, and promoting productivity and cost effectiveness.<sup>7</sup> Both VTA and BART prioritize pedestrian access and safety above other modes at the station. This is followed by bicycle access, transit services, and vehicle access (including pick-up/drop-off and park-and-ride).

Within the concept vision, priority emphasis is placed on the station arrival experience and opportunities to enable greater connectivity. This includes:

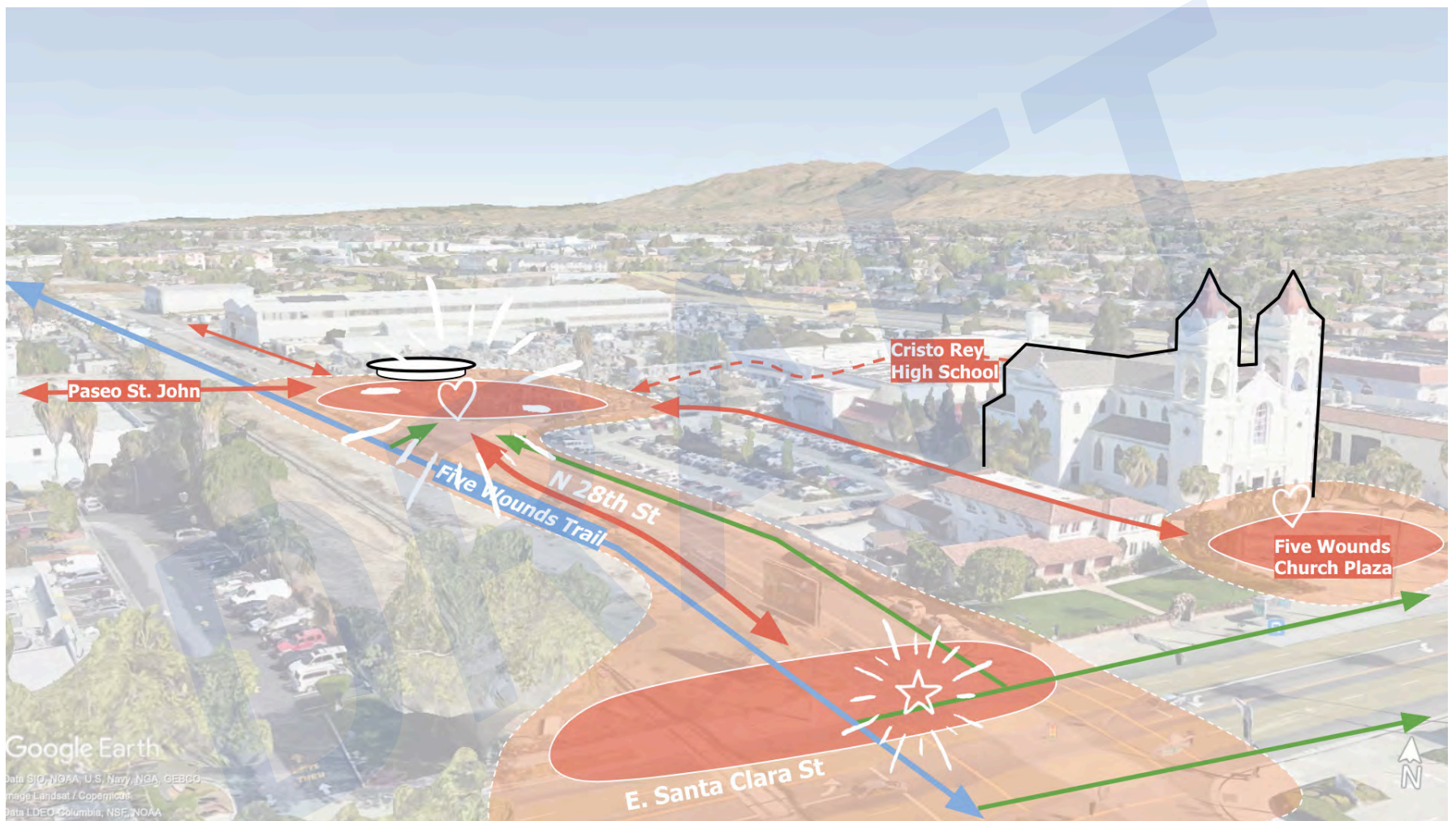
- Prioritizing the transit-to-transit experience along the Five Wounds Trail and N. 28th Street to/from the Station Entrance.
- Supporting intuitive sightlines and desire lines to the Station Entrance from multiple vantage points.
- Improving access to community landmarks such as Five Wounds Parish and Cristo Rey High School.
- Demarcating a gateway on E. Santa Clara Street that facilitates a sense of arrival as well as neighborhood identity.



**FIGURE 44.** Station access hierarchies

<sup>7</sup> "Station Access Policy", Santa Clara Valley Transportation Authority, October 10 2018, <https://www.vta.org/sites/default/files/2019-05/Station%20Access%20Policy.pdf>



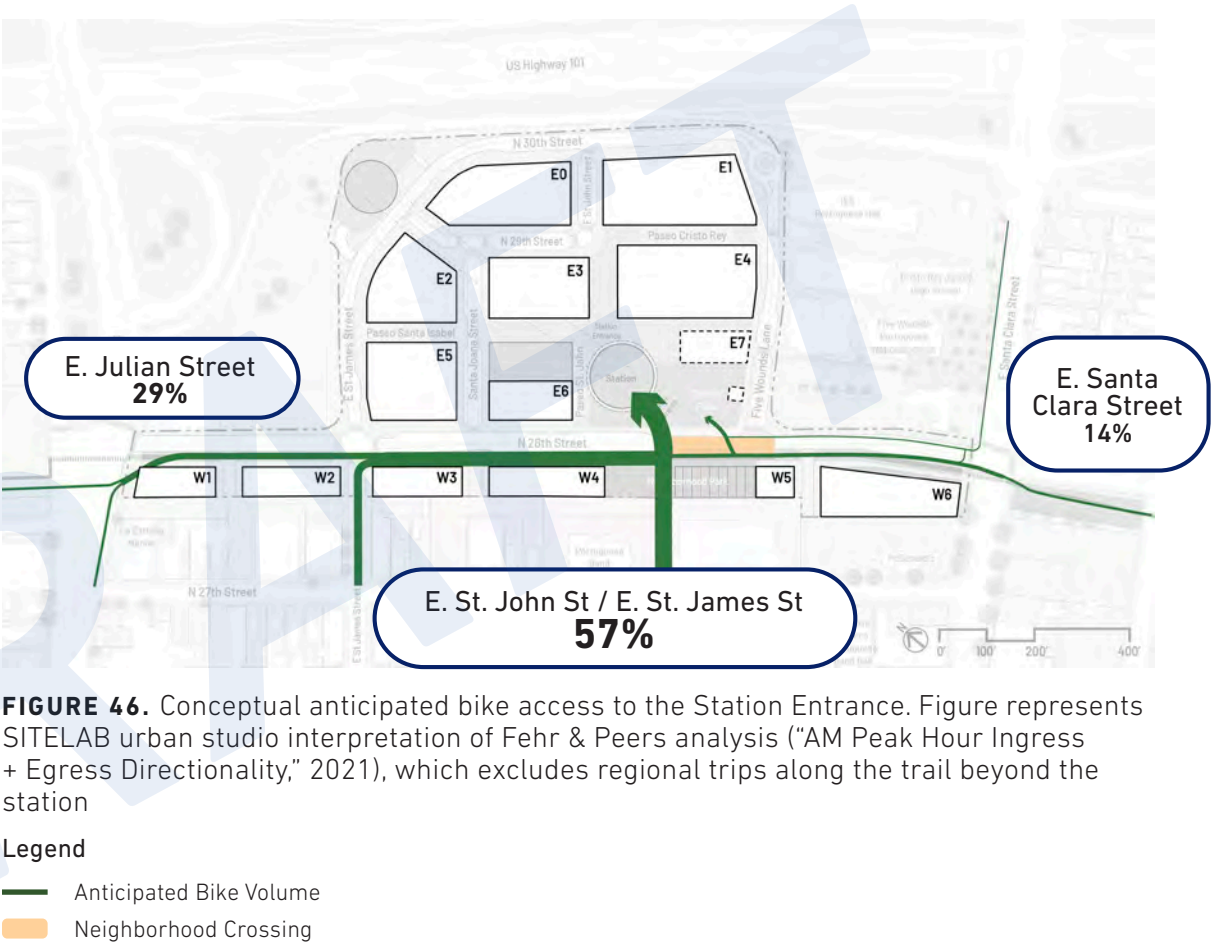


**FIGURE 45.** Conceptual station arrival experience

# 5.1 Active Mobility Network

Aligning with VTA's station access hierarchy, the 28th Street/Little Portugal TOD strives to create an environment that promotes walking/rolling, cycling, and transit as priority modes. The overall network is designed to prioritize people first, with considerable sidewalk widths, embedded trail network, inclusive design, and transit access to enhance livability and ridership as a BART neighborhood station.

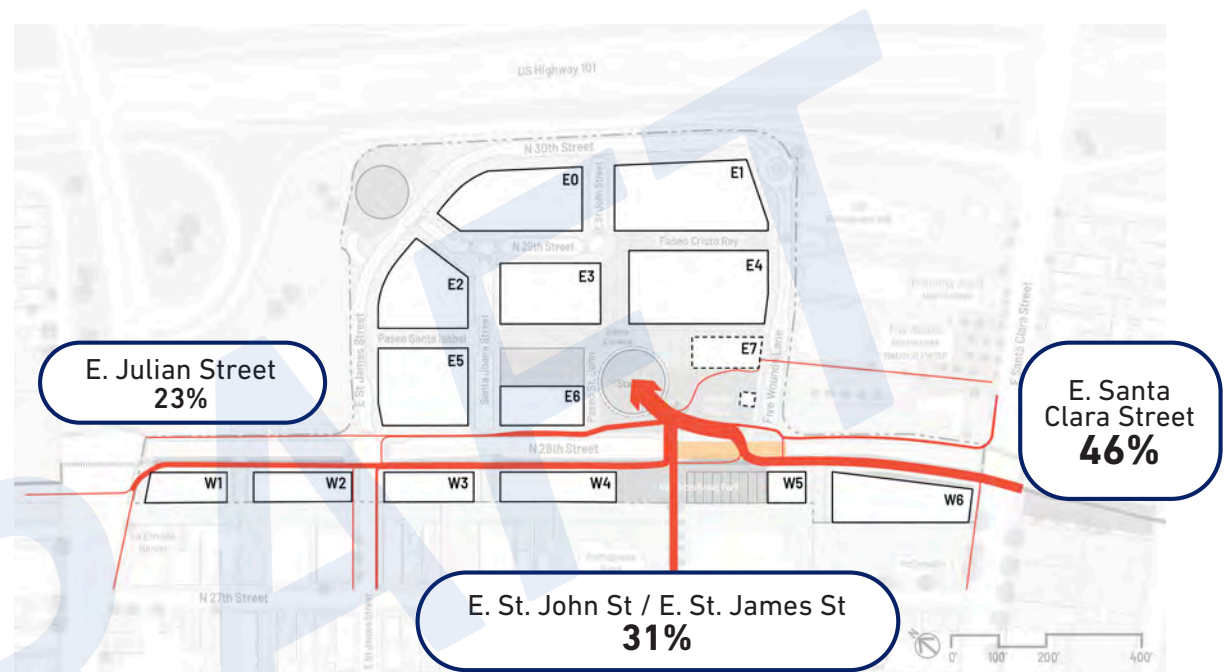
Pedestrian and bicycle flow analysis shown in Figures 46 and 47 identifies the intersection with the highest volume of transit riders arriving by walking or biking at peak commute is likely to be between Five Wounds Lane and Paseo St. John—herein referred to as “The Neighborhood Crossing.” This high-volume active mobility intersection is a priority for the project to get right—ensuring safety, supporting transit ridership, and reinforcing mode shift toward active modes.



**FIGURE 46.** Conceptual anticipated bike access to the Station Entrance. Figure represents SITELAB urban studio interpretation of Fehr & Peers analysis (“AM Peak Hour Ingress + Egress Directionality,” 2021), which excludes regional trips along the trail beyond the station

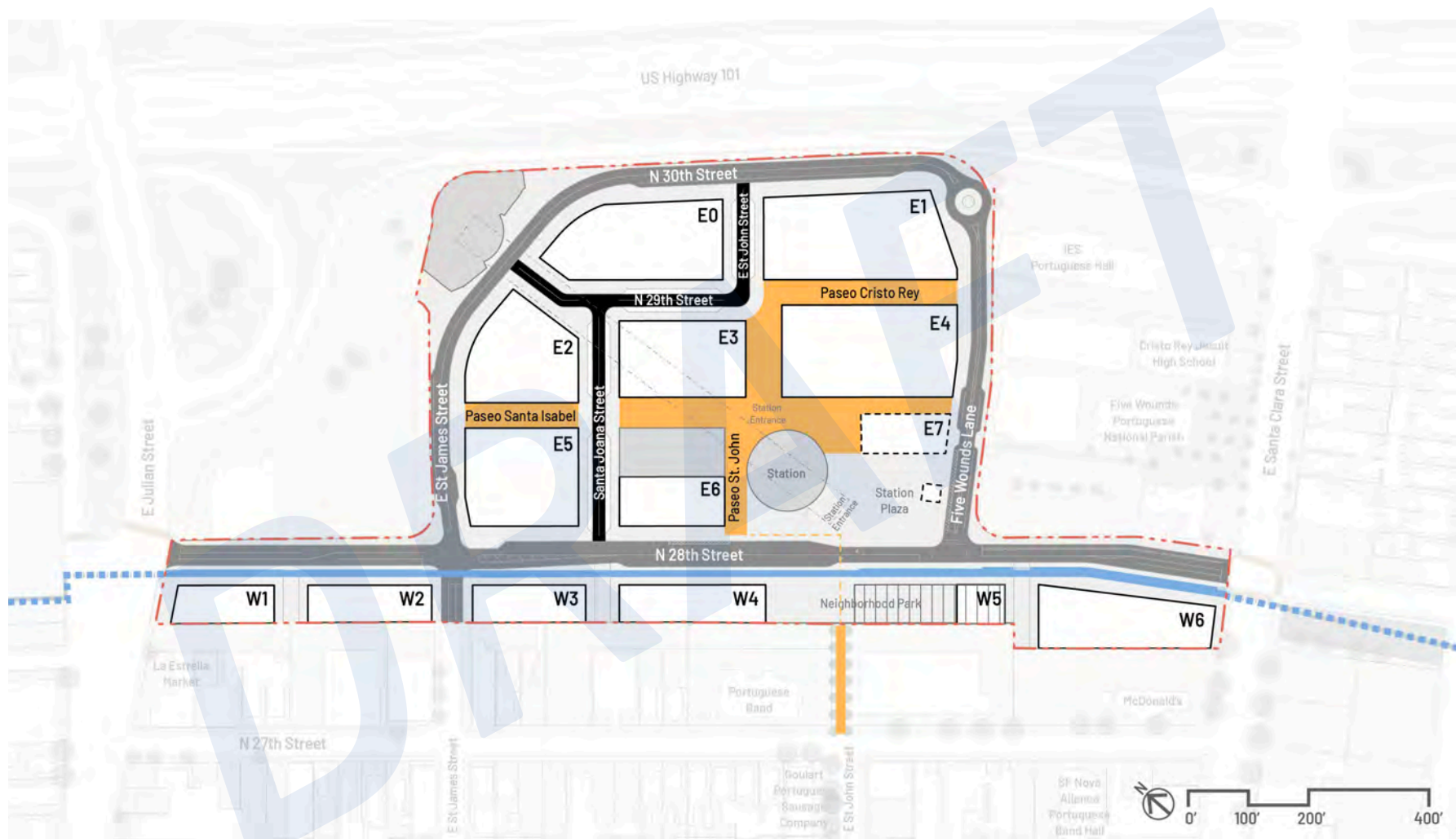
Creating safe bicycle and pedestrian access from the east side of Highway 101 to the BART station and westward to downtown San José remains a priority City improvement. One option currently under consideration is the consolidation of interchanges to either E. Julian Street or E. Santa Clara Street—which would eliminate the Highway 101 on-ramps and off-ramps at one of the exits to reduce conflicts.

The Five Wounds Trail, Neighborhood Crossing, and Highway 101 overcrossing were the subject of interagency workshops in 2023 which included VTA; BART; and the City of San José’s Department of Transportation (CSJDOT), Parks, Recreation & Neighborhood Services (PRNS), and Office of Economic Development (OED).







**FIGURE 47.** Conceptual anticipated pedestrian access to the Station Entrance. Figure represents SITELAB urban studio interpretation of Fehr & Peers analysis (“AM Peak Hour Ingress + Egress Directionality,” 2021), which excludes bike, pick-up/drop-off, park-and-ride, transit, and TOD uses





**FIGURE 48.** Conceptual circulation network

**Legend**

- |   |   |
|---|---|
|  Proposed Internal Streets |  Paseo             |
|  Existing Streets          |  Five Wounds Trail |

## 5.1.1 Streetscape Design

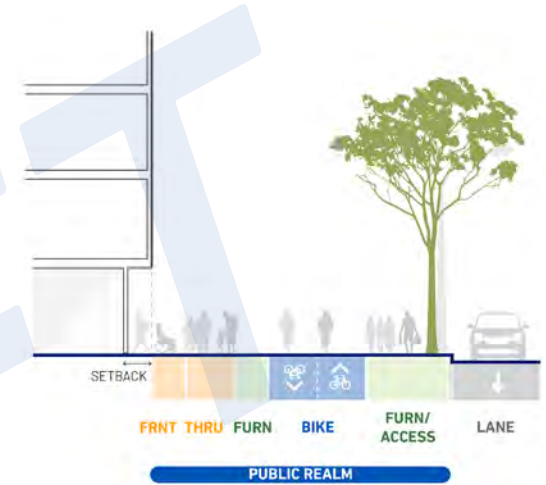
### PRINCIPLES

**71. New street sidewalks.** New streets in the Station Block support pedestrian comfort with minimum sidewalk widths of 12 feet to include space for street furniture, with 15 feet preferred where possible. Curb space may alternatively be used as sidewalk extensions for spill-out, parklets, planting, or infrastructure.

**72. Through zone width.** Ensure sidewalks are comfortable and sized appropriately to support the volume of ridership at the station. Through zones should be at minimum six feet in width to provide sufficient space for passing wheelchairs and strollers. This exceeds the minimum dimension of five feet noted in the City of San José's Complete Streets Design Standards and Guidelines. Through zones should be designed to be continuous in width and orientation along a block.

**73. Frontage zone width.** Frontage zones of three or more feet are encouraged along active use locations or where high frequency building entrances are located. However, sufficient space for spill-out space for active uses, stoops, or door swings may be accommodated within a shallow ground floor setback which should not exceed six feet in depth to avoid deep, unprogrammed recesses.

**74. Cycling infrastructure.** Provide a variety of bike parking racks, structures, or lockers that can secure bicycles for different bicycle types and lengths of time (short-term and long-term). Provide BART bike storage facilities within interior premises of at least one new building adjacent to the Station Entrance to encourage transit ridership and additional security for long-term parking. Include long-term bicycle parking within all new buildings. Consider opportunities to exceed minimum required bike storage or accommodate future expansion of bike facilities within new buildings in anticipation of increasing demand for active mobility. Refer to the VTA Bicycle Technical Guidelines for guidance on bicycle parking types, locations, and number of spaces that should be provided by land use type. Where possible, include self-service bike repair stations with tools and air pumps for minor repairs or maintenance within development.



**FIGURE 49.** Conceptual N. 28th Street typical streetscape design

#### Legend

- Sidewalk Zone**
  - FRNT: Frontage zone
  - THRU: Through zone
  - FURN: Furnishing zone
- Bicycle Facility**
  - BIKE: Separated bikeway
- Vehicular Zone**
  - LANE: Travel lane

### 5.1.2 Five Wounds Trail/N. 28th Street

The DDF focuses on the urban segment of the Five Wounds Trail that connects from E. Julian Street to the north to E. Santa Clara Street to the south, to support varied bicycle and micromobility adjacent to transit. The trail is envisioned to be located along the west side of N. 28th Street between the vehicle travel lanes of N. 28th Street and the adjacent proposed development. As part of the 2023 interagency workshops mentioned in the previous section, consensus was reached on some design and experiential ambitions of the Five Wounds Trail, including:

- Reinforce the Five Wounds Trail as the most desirable place to move through the neighborhood
- Facilitate safe, low-stress movement for pedestrians and cyclists along the trail as a regional connector, and enhance first mile/last mile connections
- Honor the industrial heritage of the corridor by incorporating artifacts and design characteristics
- Organize sidewalk through zones and frontage zones closer to building frontage to buffer pedestrians from N. 28th Street. Locate faster moving active mobility for bikes and scooters closer to the vehicle travel lanes.

#### PRINCIPLES

**75. Alignment.** Limit shifts in trail alignment to facilitate a consistent throughway, maintain clear sightlines, and limit visual obstructions. Where possible, maintain a consistent edge of the public right-of-way to establish a continuous streetwall of building frontage along N. 28th Street.

**76. Trail crossing.** Include clear visual demarcation, such as signage, materials, and high visibility markings, for locations of perpendicular crossings to alert trail users that a crossing is approaching and slow down speeds. Important locations are near the station building entrances/exits, main building entrances, intersections, Neighborhood Park, Gateway Plaza, and in proximity to pick-up/drop-off. Visual demarcation for vehicular traffic will also be included at street crossings.

**77. Bikeway dimensions.** Recommended dimensions of 14 to 16 feet for a shared-use path or 12 feet for a two-way bikeway prioritize safety and encourage cyclists with varied experience and bicycle types given the high ridership volumes anticipated. When providing a shared-use path, a separate sidewalk through zone may not be required; however, a

wider frontage zone (six or more feet) is encouraged to provide sufficient building access and spill-out to create transition zones that provides dwelling unit privacy or creates usable open space. This encourages engagement between the street and building frontage.

**78. Furnishing zone and buffers.**

Furnishing zones provide separation between pedestrian-only space and the shared-use path or bikeway, as well as between the pedestrian/cyclist zone and vehicular lanes.

- The minimum buffer between pedestrian-only space and the shared-use path should be a one-foot buffer that demarcates the change of speed through material or vertical posts.
- The minimum separation between the trail and pick-up/drop-off should be a two-foot door swing and vehicle access zone to limit conflicts with trail users.
- The minimum separation between the trail and moving vehicle traffic should be six feet to provide sufficient street trees and physical separation from vehicle weight and speed. This dimension supports larger tree canopy growth to increase shade and enhance comfort.



- At least one buffer (or furnishing zone) within each segment requires a width of four feet to accommodate seating, lighting, planting, stormwater, infrastructure elements, trash receptacles, signage, and bike parking as required.

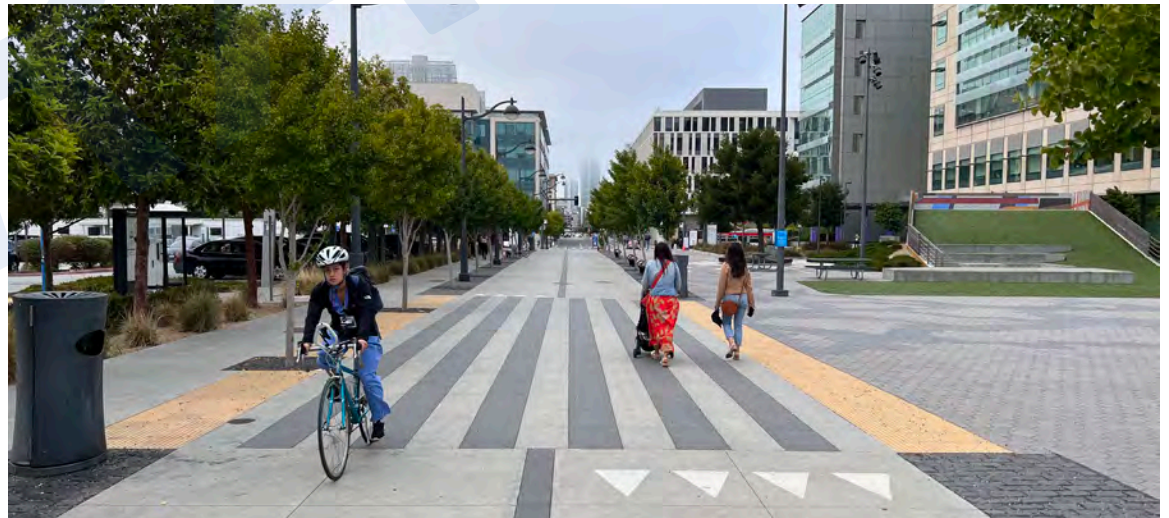
**79. Trail Investment.** VTA will build out an interim segment of the Five Wounds Trail as part of station improvements. Provide additional investment in the trail as a portion of the Parkland Obligation of the Parkland Dedication and Park Impact Program for trail improvements, which may include but not limited to surface treatment, signage, furnishing, and programming.



**ELLIOTT AVENUE, SEATTLE**

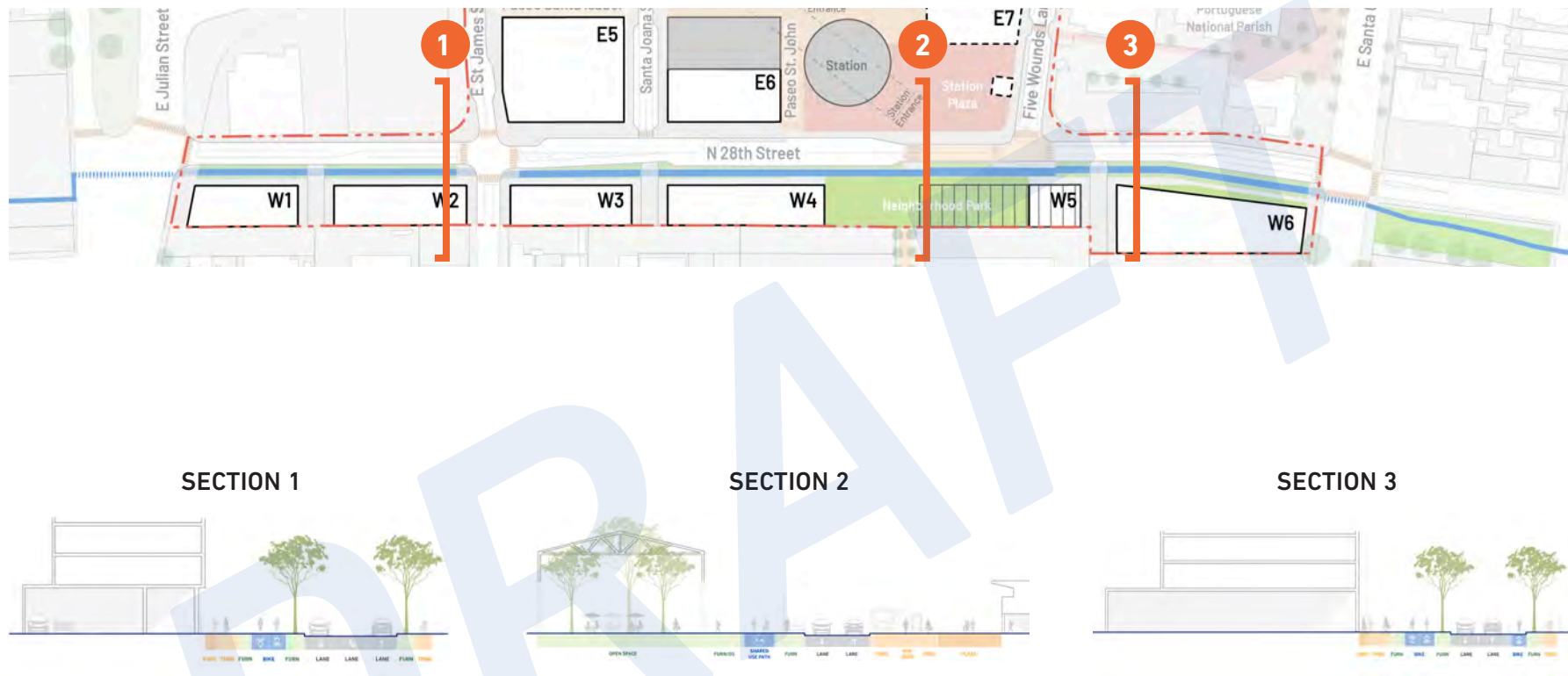


**QUEEN STREET, AUCKLAND**



**4TH STREET, SAN FRANCISCO**

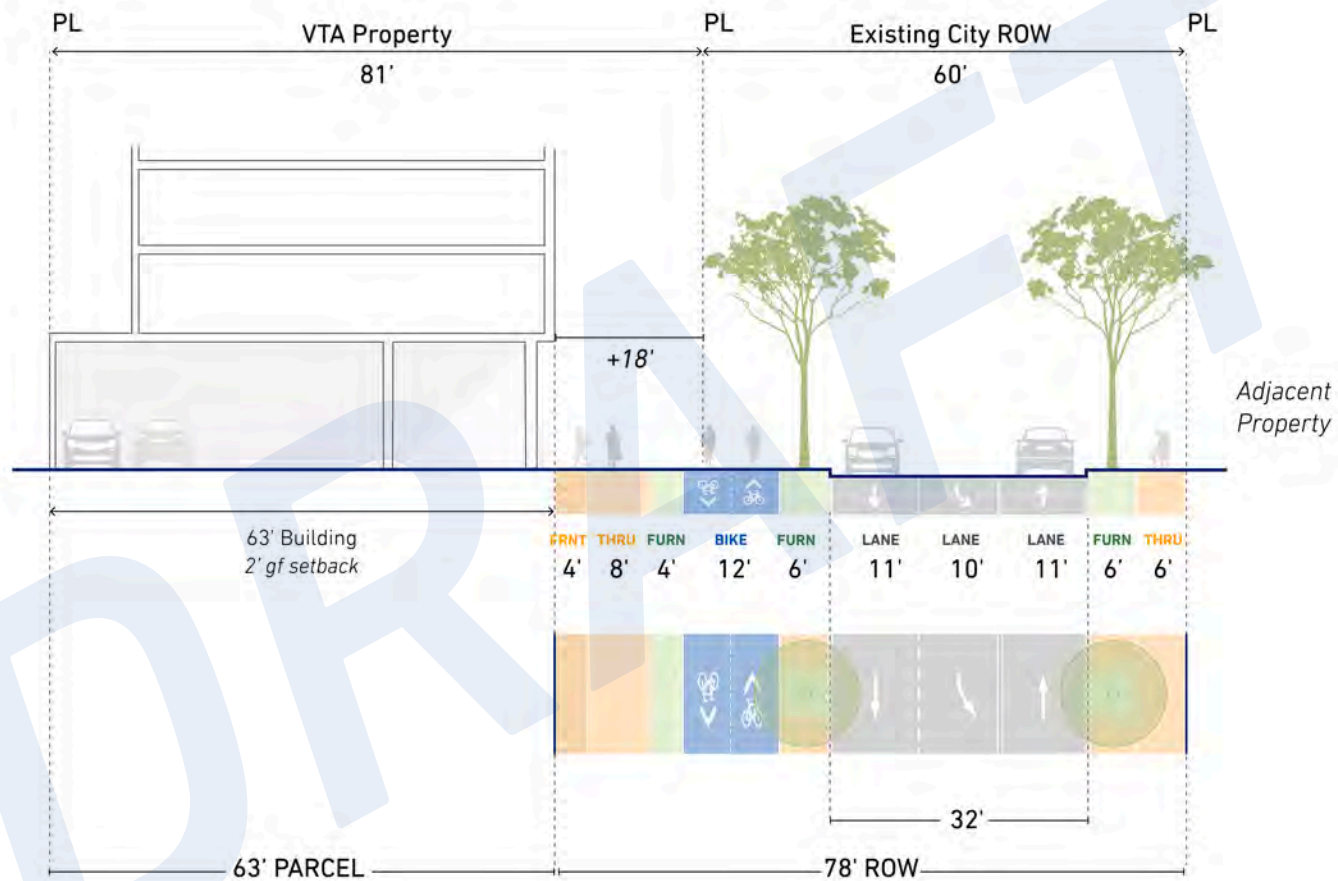
**FIGURE 50.** Example off-street bike facilities



**FIGURE 51.** Conceptual N. 28th Street sections key plan

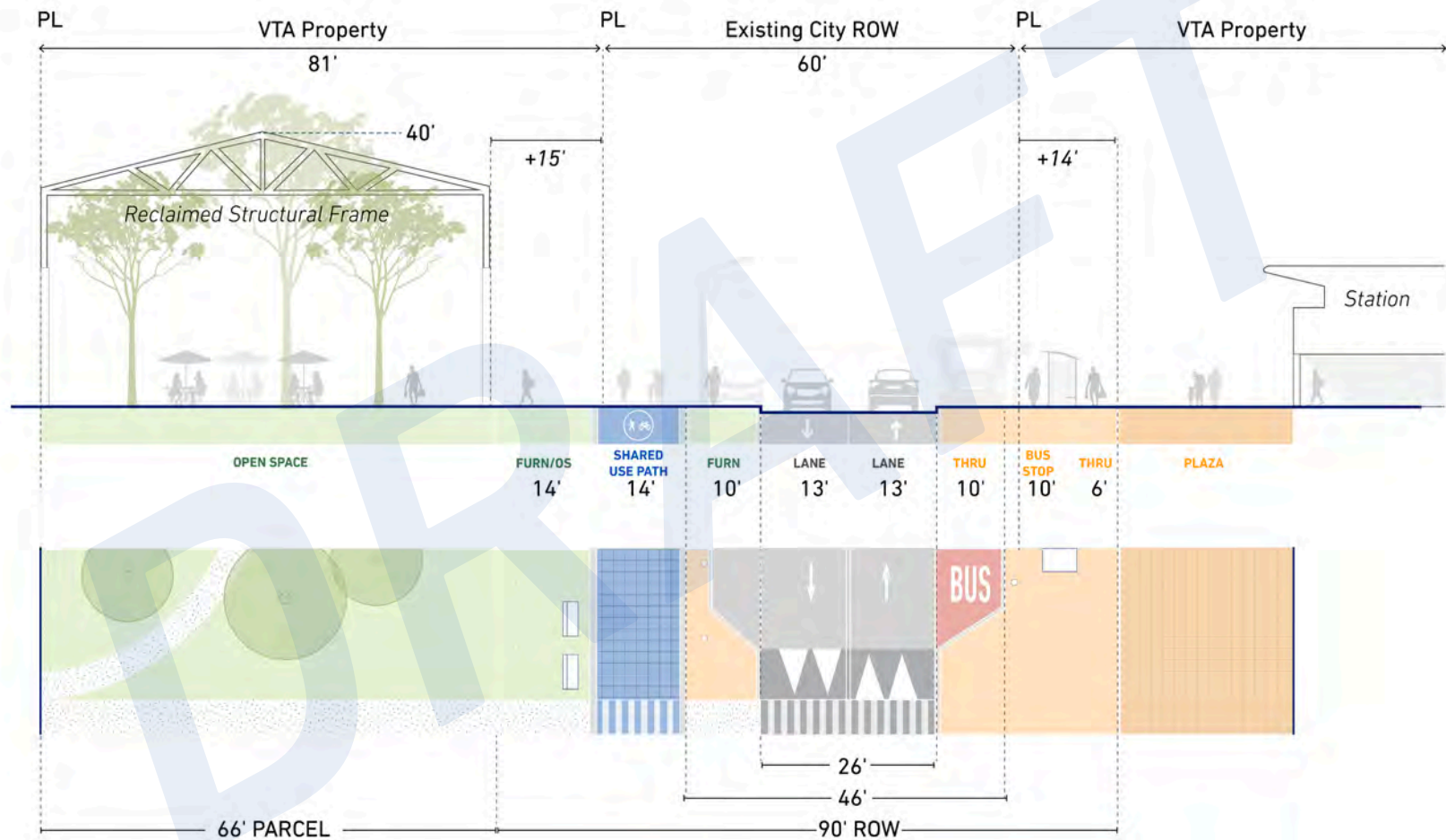
**Legend**

<span style="color: orange;">—</span> Sections	<b>Sidewalk Zone</b>	<b>Bicycle Facility</b>
<span style="background-color: #f9e79f; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Shared street	<span style="background-color: #f9e79f; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> FRNT: Frontage zone	<span style="background-color: #4f81bd; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> BIKE: Shared-Use Path or Separated bikeway
<span style="background-color: #c7e9c0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Open space (OS)	<span style="background-color: #f9e79f; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> THRU: Through zone	<b>Vehicular Zone</b>
	<span style="background-color: #c7e9c0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> FURN: Furnishing zone	<span style="background-color: #a6a6a6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> LANE: Travel lane

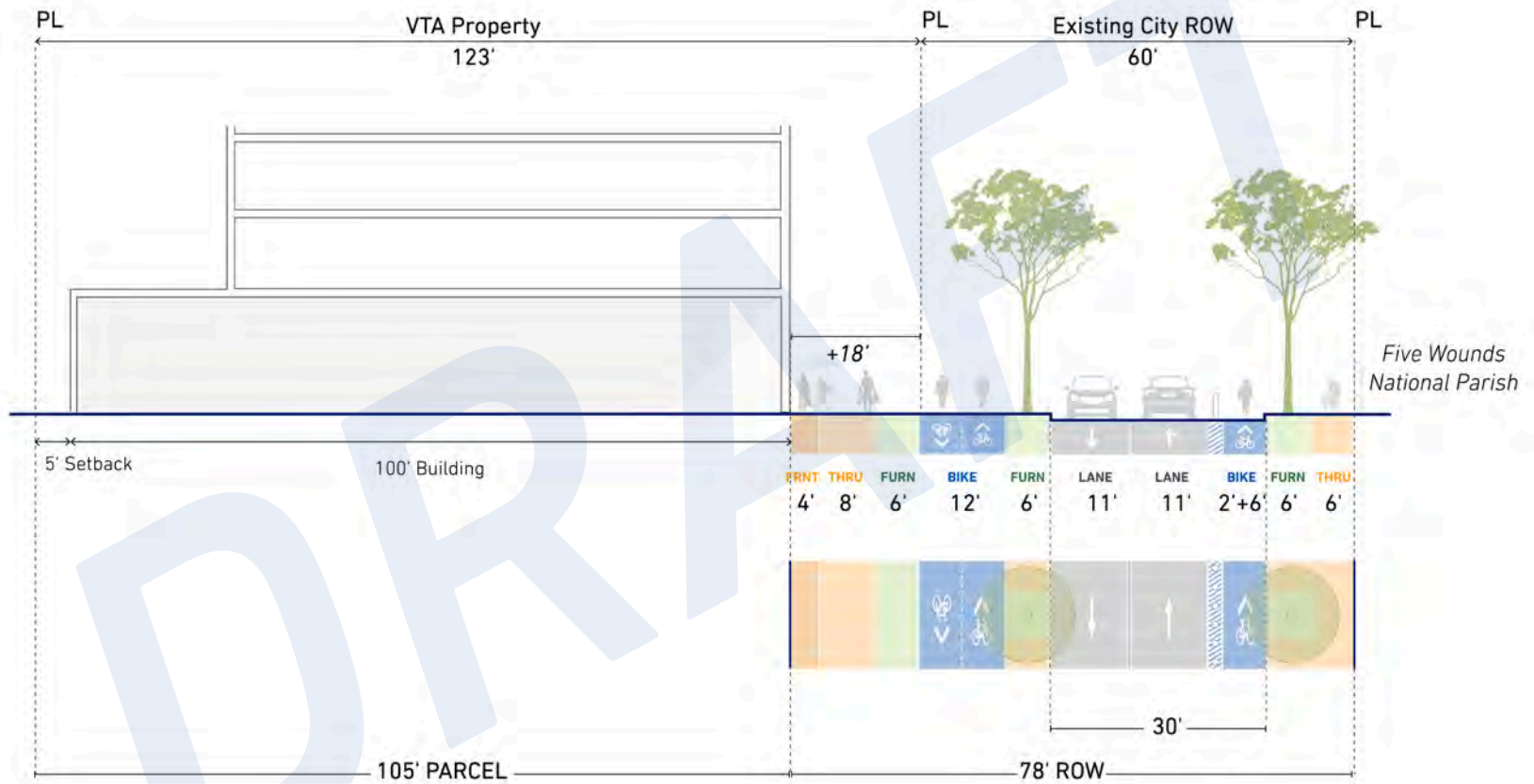


**FIGURE 52.** Conceptual N. 28th Street section #1 near E. Julian Street with separated sidewalk and bikeway





**FIGURE 53.** Conceptual N. 28th Street section #2 across from Station Entrance with shared-use path

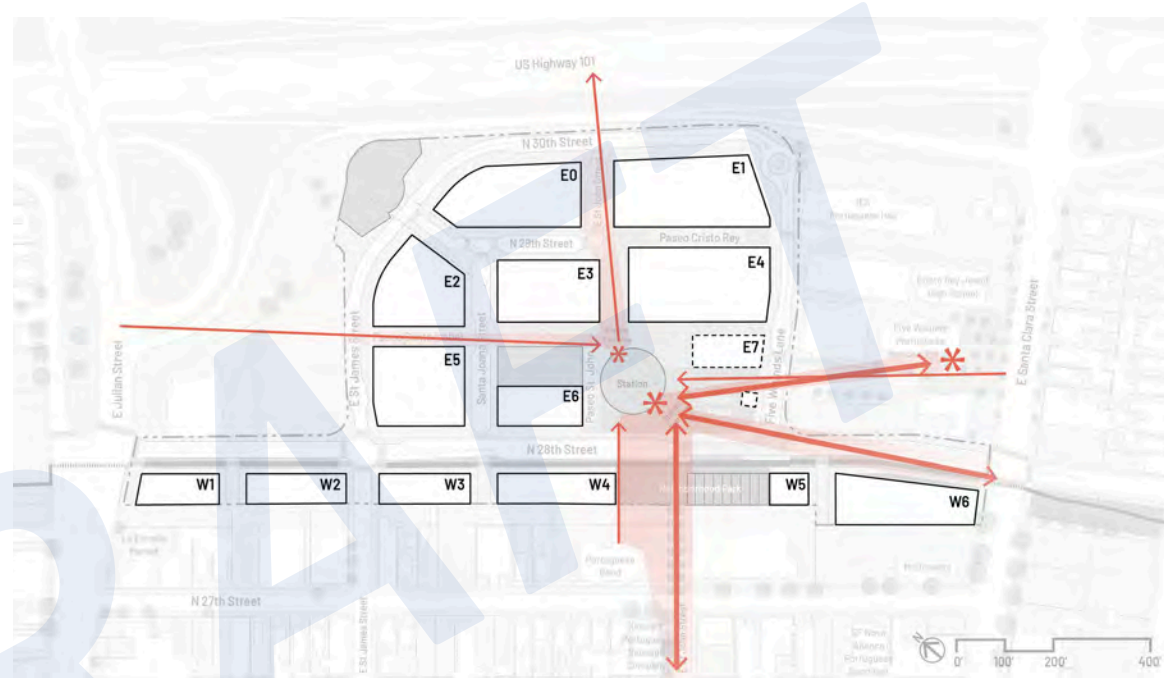


**FIGURE 54.** Conceptual N. 28th Street section #3 near E. Santa Clara Street with separated sidewalk and bikeway

### 5.1.3 Sightlines, Wayfinding, and Signage

#### PRINCIPLES

80. **Sightlines.** Ensure buildings, programmatic elements, structures, art, and landscaping allow unobstructed sightlines to the Station Entrance from as many pedestrian/ bicycle pathways and local points of interest as possible. Locations identified in Figure 55 should be prioritized.
81. **Wayfinding infrastructure.** Incorporate clear and consistent wayfinding strategies such as directional signage and pavement markings to guide pedestrians and cyclists along designated routes of access along the Five Wounds Trail and toward the station building entrances/exits. Signage should include multiple languages and universally understood symbols to support the diverse backgrounds of visitors, residents, and commuters in the neighborhood. Refer to the Metropolitan Transportation Commission's Regional Mapping and Wayfinding Project.



**FIGURE 55.** Conceptual priority view corridors



**FIGURE 56.** Examples of directional signage



## 5.2 Transit Network

The 28th Street/Little Portugal BART Station is a critical neighborhood piece of the BART Silicon Valley Phase II extension, servicing VTA routes local 64A, 64B, 72, 22, 23, and Rapid 522. The location of the bus stop immediately in front of the Station Entrance is critical for VTA operations, which is aiming to improve accessibility and ease transit connections throughout Santa Clara County. For more specific information, reference VTA's Bus Stop & Passenger Facility Design Criteria and Standards and coordinate with VTA's Service Planning department on the appropriate local routes to align.

### PRINCIPLES

- 82. Transit-ready streets.** All streets in the TOD should maintain a minimum lane width of 11 feet to accommodate buses. Wider lanes may be required where aerial staging zones are not required by the San José Fire Department. Making all streets transit-ready ensures future flexibility in transit route alignment and supports the ability to operate bus bridges in instances during BART service disruptions.
- 83. Operator rest area.** VTA will provide an operator rest area, including a dedicated bathroom facility and waiting room, within one block of the designated local bus route layover space. If a standalone facility or integration within existing BART infrastructure is not feasible, a developer should provide a dedicated VTA operator rest area within a building near the layover space.



FIGURE 57. Example VTA bus stop



FIGURE 58. VTA system map (April 2024)

## 5.3. Vehicular Network

While active mobility and transit is the priority mode of transportation for VTA and BART, vehicular access—including park-and-ride and pick-up/drop-off—is the anticipated highest initial modes share for BART riders.<sup>8</sup> Proposed streets within the Station Block facilitate circulation of these vehicles, supply intuitive pick-up and drop-off locations, support TOD uses, enable servicing and loading access, and alleviate congestion on Five Wounds Lane—especially important for neighbors Cristo Rey High School, Five Wounds Parish, and IES Hall who have high-demand drop-off times.

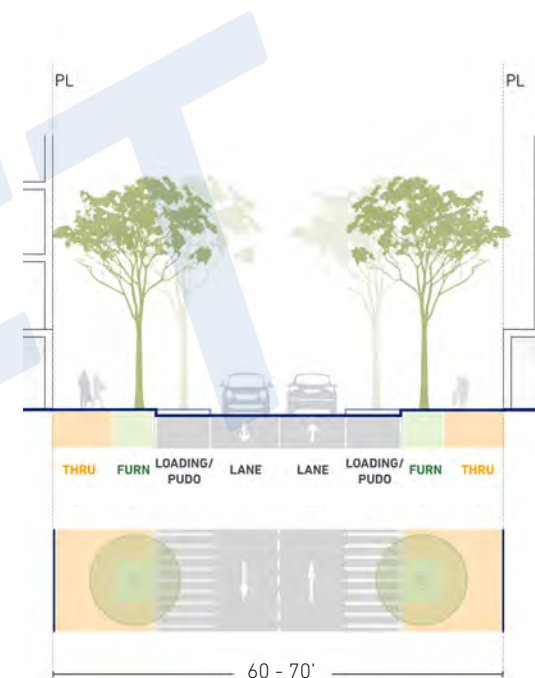
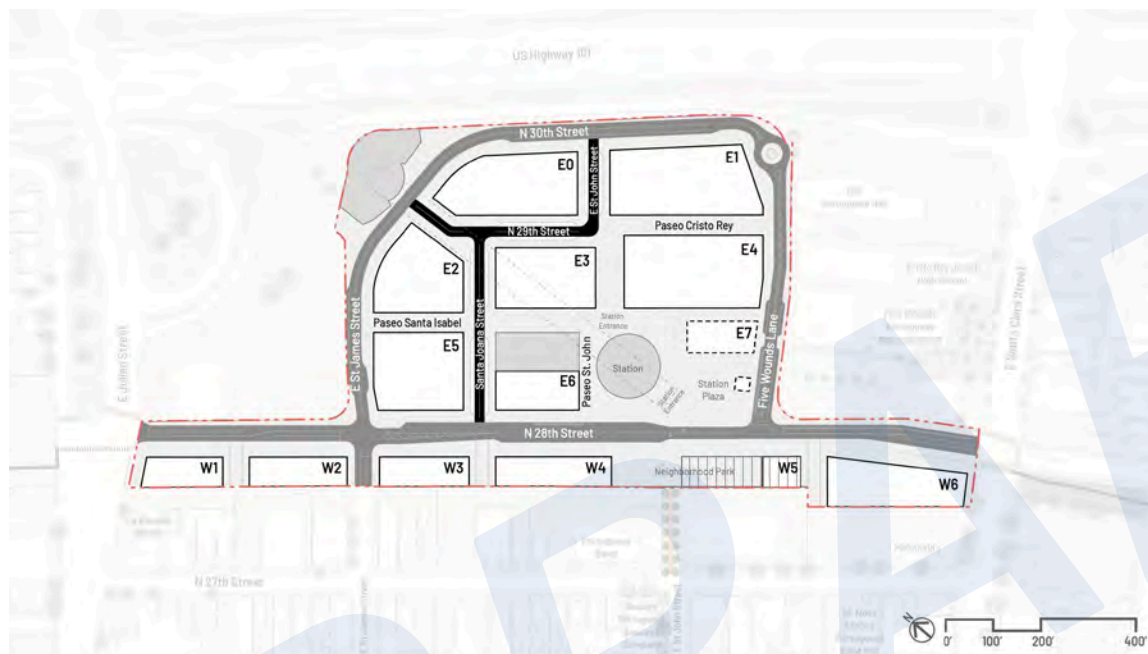
Managing curb space—for transit users, adjacent uses, and new TOD uses—is critical to maintain a functioning network and prioritize the experience of accessing the Station Entrance and TOD for pedestrians, cyclists, and transit riders. The incorporation of new, publicly-dedicated streets within the Station Block adds over 1,000 linear feet of curb space to support the range of access needs for the station and TOD. Prioritization and balance across managed curb uses should reinforce the modal hierarchy while supporting station and TOD access.

### 5.3.1 Vehicular Access

#### PRINCIPLES

- 84. New Station Block streets.** Create new streets within the Station Block that support a redundant grid network; reduce block scale for walkability; provide parking, loading, and service access to each block; and enable emergency vehicle access to buildings. The streets should be located to enable vehicular function that minimizes congestion on N. 28th Street, while also providing a sizable conflict-free, pedestrian-only zone surrounding the Station Entrance. Coordinate with VTA Paratransit and VTA's Accessibility, Civil Rights, and Equity Department (ACRE) in discussions and review of street designs.
- 85. New street dimensions.** New streets in the Station Block should maintain as narrow a right-of-way width as possible to reduce vehicle speed and make streets more comfortable for pedestrians, ideally between 60 to 70 feet. This dimension would typically consist of two 11- to 13- foot wide travel lanes, 7- to 8- foot wide curb-space for pick-up/drop-off and loading on one or both sides, and 12- to 15-foot sidewalks. Travel lanes narrower than 13 feet are encouraged where aerial staging zones are not required by the San José Fire Department. Refer to Figure 60 which illustrates a typical street section.
- 86. Traffic calming.** Implement traffic calming on all streets to ensure safety for pedestrians and cyclists. Refer to the City of San José's Traffic Calming Toolkit for measures, approaches, and intended applications. Traffic calming strategies include:
- Raised tabletop crossings or highly visible crossing markers at all intersections and mid-block crossings.
  - Bulb-outs or curb extensions replacing pick-up/drop-off where appropriate to narrow roadway, reduce vehicle speeds, and expand the streetscape for spill out or additional planted buffer.
  - Additional shared street segments which are best suited in areas of high volumes of pedestrian traffic and low volumes of vehicular traffic.

<sup>8</sup> "AM Peak Hour Ingress + Egress Directionality, 28th Street/Little Portugal Station" Fehr & Peers, 2021. Horizon year 2040.







**SHARED STREET**



**RAISED INTERSECTIONS**



**CURB EXTENSIONS AND HIGH VISIBILITY CROSSWALKS**



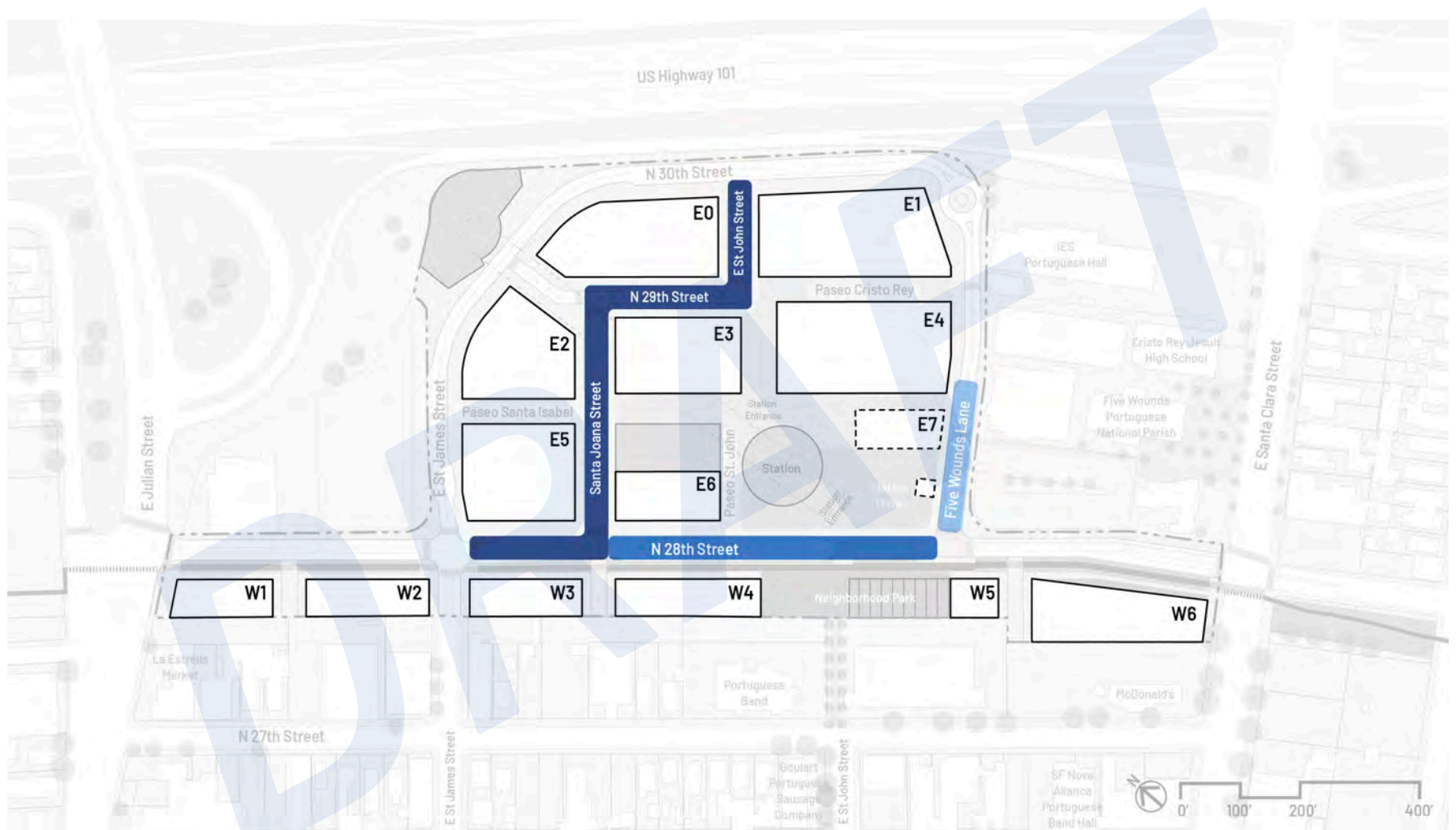
**PATTERNED OR PAINTED CROSSWALKS**

## 5.3.2 Curb Management

### PRINCIPLES

- 87. Curb management plan.** Implement curb management plan to isolate distinct uses, which include transit stops and layover, paratransit stops, ADA-accessible passenger loading, BART pick-up/drop-off, and Cristo Rey High School pick-up/drop-off, as well as loading zones and pick-up/drop-off for TOD uses to support the increased demand for ride-share and online/on-demand app-based services that constitute frequent deliveries. Coordinate future studies of curb management with VTA Planning's Station Access Study. Refer to the 28th Street/Little Portugal TOD Access Study (VTA, 2025).
- 88. BART pick-up/drop-off.** Locate BART pick-up/drop-off within one block of the Station Entrance or as close as possible, including along N. 28th Street and new Station Block streets to limit the number of street crossings required for passengers to the station. BART pick-up/drop-off includes passenger loading, ADA passenger loading, rideshare app loading, taxi loading, private shuttle loading, and 15-minute waiting zones. Coordinate with BART's access team to appropriately size and locate each facility when available curb space has been identified.

**FIGURE 61.** Example traffic calming strategies for intersections



**FIGURE 62.** Conceptual curb management plan

**Legend**

- Transit and Accessible Priority
- Cristo Rey and Accessible Priority
- BART Pick-up/Drop-off Priority

### 5.3.3 Off-Street Loading and Parking

In 2022, the City of San José eliminated minimum parking requirements. The 28th Street/Little Portugal BART Station Area Playbook (2020) encouraged implementing a robust Transportation Demand Management (TDM) plan and further reducing target parking ratios to as low as 0.8 spaces per residential unit and 1 space per 1,000 gross square feet of office or institutional uses.<sup>9</sup> Parking allocated to retail or community uses should be limited to the extent possible, which instead should utilize unbundled parking within the new development.

The BSVII project will provide 1,200 total spaces for transit riders. These spaces could be accommodated in various ways, including a standalone district garage, underground podiums that span multiple parcels, or a shared parking strategy integrated within TOD buildings. Opportunities to reduce the cumulative parking on-site should be reassessed when BART service begins.

#### PRINCIPLES

- 89. Parking ratios.** To encourage transit ridership and active modes, TOD parking beyond the minimum replacement volume for the surface lots should be minimized. Refer to the Transportation Demand Management (TDM) Policy within the VTA's TOC Policy regarding reduced parking ratios.
- 90. Shared Parking.** Off-street parking for all uses should be part of a shared parking program among such uses within the TOD. Align with the City of San José's Five Wounds Urban Village Plan policies on shared parking between various land uses.
- 91. Unbundled parking.** TOD parking should be unbundled from units and opted into through a paid parking program. Align with the City of San José's Five Wounds Urban Village Plan policies on unbundled parking.
- 92. Off-street loading and parking entries.** To the extent possible, driveways and off-street loading and parking access should be located to minimize the impact on street frontage. An important example is frontage across Five Wounds Lane from Cristo Rey High School, where driveways are not permitted directly facing a Cristo Rey High School building entrance.

<sup>9</sup> "28th Street/Little Portugal BART Station Area Playbook," VTA, 2020, [https://www.vta.org/sites/default/files/2020-07/28-LP%20TOC%20Playbook\\_Final\\_ADA\\_spread\\_0.pdf](https://www.vta.org/sites/default/files/2020-07/28-LP%20TOC%20Playbook_Final_ADA_spread_0.pdf)

**FIGURE 63.** (Next Page) "Corazon y Espiritu de Mayfair" mural at the Mexican Heritage Plaza by Precita Eyes Muralists







# GLOSSARY

The following glossary provides definitions for acronyms, concepts, and urban design terms that are used within the DDF.

## 6.1 Acronyms

**BART:** Bay Area Rapid Transit

**BSV(I/II):** BART Silicon Valley (Phase I/ Phase II)

**CSJ:** City of San José

- DOT: Department of Transportation
- PBCE: Planning, Building, and Code Enforcement
- PRNS: Parks, Recreation, & Neighborhood Services
- OED: Office of Economic Development

**DDF:** Design Development Framework

**FWUV:** Five Wounds Urban Village

**FWUVP:** Five Wounds Urban Village Plan

**MTC:** Metropolitan Transportation Commission

**TOC:** Transit-Oriented Community

**TOD:** Transit-Oriented Development

**VTA:** Santa Clara Valley Transportation Authority

## 6.2 Terms and Definitions

**Accelerator/Incubator:** Organizations or specialized hubs that support startup or early-stage businesses and ventures through low-cost or free office space, training facilities, and access to investors or capital.

**Accessibility:** The quality and design of all buildings, streets, and open spaces as reachable by people of various ages, abilities/disabilities, and with or without walking aids.

**Active Frontage:** Building frontage with occupied spaces that encourage engagement between the building tenants and the public realm. They allow visual or physical access to the active uses within the building from streets, sidewalks, and paseos. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Active Mobility:** Non-vehicular modes of transportation, including walking, cycling, scooters, and other personal transportation.

**Active Ground Floor Uses:** Programming that generates pedestrian activity on the ground level of buildings, particularly those fronting streets and open spaces, as well as parks, plazas, and paseos. These uses may be commercial, educational, artistic, cultural, retail, or institutional in nature. Examples include

but are not limited to food and beverage, retail, libraries, daycare centers, creative spaces, non-profit offices, post offices, banking institutions, and professional services (dental, salon).

**Anchors/Attractors:** Larger-format uses that address gaps in existing needs of the surrounding neighborhood or establish a destination. Examples include but are not limited to grocery stores, medical services or patient care, performing arts venues, and museums.

**Bus Bridging:** Buses provided between BART stations when trains are unable to operate due to scheduled maintenance, emergencies, or other infrequent occurrences.

**Community-Based Organization (CBO):** Non-profit organization providing services for local communities.

**Emergency Vehicle Access (EVA):** A clear path of travel for emergency response vehicles, including fire trucks, ambulances, and police cars to rapidly reach their destinations during emergencies. Access should be a minimum width of 20 to 26 feet without permanent fixtures or obstructions.

**Facade:** Any exterior face or wall of a building. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Fenestration:** The arrangement and design of openings, including windows and doors, in a building's facade.

**Five Wounds Trail:** A rail-to-trail project along the former railroad right-of-way, connecting Coyote Creek to Lower Silver Creek. The document refers specifically to the segment of the trail that is part of the TOD from E. Santa Clara Street to E. Julian Street along N. 28th Street. For additional guidance on trails, see San José Municipal Code Section 14.25.105.

**Floorplate:** The area of a given floor, as bounded by the exterior walls of the floor.

**Frontage Zone:** Portion of the sidewalk that provides space between the building façade and where the public sidewalk begins. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Furnishing Zone:** Portion of the sidewalk used for street trees, landscaping, transit stops, street lights and site furnishings. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Gateway:** A primary means of access or entry to a place, often defined by a physical demarcation.

**Glazing:** Glass panels in buildings, often windows, doors, or other openings that may be tempered and treated to allow for light or transparency.

**Ground floor:** The component of the building that enhances the pedestrian experience by relating architectural expression to human scale. Ground floor design encompasses entrances, facade transparency, and active frontage.

**Massing:** Components of a building that guide the general shape, form, height, width, and depth.

**Micromobility:** Transportation using smaller personal vehicles, including bicycles, e-bikes, scooters, electric skateboards, and roller-skates.

**Parcel:** A contiguous unit of land that defines the limit of ownership. See San José Municipal Code 20.200.850. Also synonymous with "Lot" per San José Municipal Code Section 20.200.660.

**Paseo:** A landscaped pathway exclusively for walking, rolling, and biking. Paseos are mid-block connections that improve circulation along extra-long blocks. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).



**Pick-up/drop-off:** Designated areas along the curb for the temporary stopping of vehicles to pick up or drop off passengers or goods that serve adjacent uses, public spaces, and transit. It is more similar to loading zones than on-street parking.

**Property Line (PL):** The edge of a block or lot that defines the outer extents of the buildable zone for new development.

**Right-of-Way (ROW):** An easement, allowing an individual or entity to pass through a property or street. See San José Municipal Code Section 11.92.070.

**Setback:** The distance by which buildings, structures, and parking must be separated from any lot line, as defined in the San José Municipal Code. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Shared-Use Path:** Paved, off-road facilities designed for travel by a variety of active modes in combination with pedestrians.

**Station entrance:** The above ground structure where transit riders access the primary entrance of an underground BART station.

**Stepback:** The required or actual placement of a building a specified distance away from a road, property line, or other structure at a level above the first floor. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Streetwall:** The building façade(s) along a public street, public open space, or a paseo from ground level to 70 feet above. For a portion of the façade to count as a streetwall, it must lie within ten feet of the property line or setback line, if there is one, from ground level to the top of the highest occupied floor of that portion of the building. See Appendix A1 of San José Citywide Design Standards & Guidelines (October 2022).

**Through Zone:** A sidewalk zone within the streetscape that provides continuous unobstructed pedestrian passage.

**Tower:** The uppermost levels of a high-rise building, generally classified as floors above 75 feet in height. Towers establish the vertical appearance and skyline of a project.

**Transit-Oriented Communities:** Vibrant, livable places near transit, with homes, jobs, parks, and shops that connect well to the surrounding neighborhoods, where traveling by bus, light rail, train, bike, scooter, skateboard, other personal mobility devices, or on foot is safe, reliable, and convenient.

**Transit-Oriented Development (TOD):** Individual real estate projects that are compact, walkable, pedestrian-oriented and centered around high-quality transit, enabling a carless lifestyle with everyday access to residences, businesses, civic institutions, and amenities. VTA seeks to create mixed-use and mixed-income equitable Transit-Oriented Development on sites it owns through public-private and public-public partnerships that will increase ridership, catalyze Transit-Oriented Communities in the surrounding station area, and generate revenues to support transit investments and operations.

**Travel Lanes:** A segment of the street designed for vehicular movement, and generally a space from which active mobility should be buffered.



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## FOR MORE INFORMATION

Visit the project website at  
[www.vta.org/28LPdevelopment](http://www.vta.org/28LPdevelopment)

