

VTA 28th Street Little Portugal Design Development Framework (DDF)
Public Comment Responses: Frequently Asked Questions (FAQ)

January 2026

VTA received public comments from over 500 individuals regarding VTA's 28th Street/Little Portugal Design Development Framework in late 2025 and has compiled this list of frequently asked questions to address the various topics. Responses are organized into three broad categories based on the comments received:

- A) New items to be incorporated into the Design Development Framework (DDF).
- B) Existing items that can be referenced in the DDF.
- C) Items for referral to other agencies or teams.

Thank you to the stakeholders who raised these comments about improving VTA's 28th Street/Little Portugal Design Development Framework, which are noted for inclusion or enhancement in the document in 2026.

INTRODUCTION

VTA has an opportunity for a large ~12-acre transit-oriented development (TOD) site here in Little Portugal because of the incoming major transit investment – a BART station (www.vtabart.org) that will provide passenger rail service connecting Little Portugal directly to the broader Bay Area and California, including:

- The East Bay (Alameda and Contra Costa Counties) and San Francisco via BART
- San Mateo County and the Peninsula via a Caltrain rail transfer point at Diridon (two stations west)
- Sacramento via Amtrak Capitol Corridor and Stockton via ACE – also at Diridon
- A future transfer point at Diridon to California High-Speed Rail (HSR) for access to Central and Southern California

This new regional and statewide mobility network will be accessible from the upcoming 28th Street/Little Portugal BART Station and is a community benefit designed to be shared by all local residents, businesses, students, and visitors of Little Portugal. The future Five Wounds Trail, bus transit reroutes, and micromobility opportunities (scooter share, bike share) will facilitate multimodal travel options for many people unable to drive or access personal vehicles, including youth and seniors – whether living in Little Portugal, visiting friends and relatives who already live there, or visiting the community organizations, spaces and small businesses based in Little Portugal today.

GLOSSARY OF TERMS/ACRONYMS

- **BSVII** = BART Silicon Valley Phase II extension project (Lead: VTA BSV) vtabart.org
- **CSJ** = City of San José
- **DDF** = Design Development Framework project (Lead: VTA) vta.org/28LPdevelopment
- **FWUVP or 5WUVP** = Five Wounds Urban Village Plan (Lead: City of San José)
- **TOC** = Transit-Oriented Communities
- **TOD** = Transit-Oriented Development
- **VTA** = Santa Clara Valley Transportation Authority

RECENT VTA & CITY INITIATIVES

VTA has developed a Design Development Framework which interconnects with the City of San José's Five Wounds Urban Village Plan Update for the station area:

The City of San José's Five Wounds Urban Village Plan (5WUVP) Update (sanjoseca.gov/fivewoundsuvp) provides the regulatory parameters for real estate development within a half-mile radius around the upcoming 28th Street/Little Portugal BART Station by consolidating and updating four existing urban villages. It will guide city approvals of future development proposals in the defined station area. The first Five Wounds Urban Village Plan was approved by City Council on November 19, 2013, and was last amended in 2022. The 5WUVP Update has been a collaborative effort of the City of San José, the Santa Clara Valley Transportation Authority (VTA), and community members since 2022 and will combine four existing smaller districts into a larger station area, in compliance with the Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities (TOC) Policy.

VTA's Design Development Framework (DDF) (www.vta.org/28LPdevelopment) is a conceptual vision for a subset of land at the core of the City of San José's Five Wounds Urban Village Plan Update, where VTA owns approximately 12 acres, and where future transit-oriented development (TOD) will be built out surrounding the upcoming transit center. The DDF provides a conceptual vision of how parcels, pathways, and roads can potentially be laid out for pedestrians, cyclists and vehicles to access the station and adjacent TOD, as well as potential future programming and land uses. It consists of three sets of principles to guide real estate developers as to what VTA will look for in proposals for projects on that land in the future. It is not a regulatory document.

A) New DDF Updates in Response to Public Comments

New introductory paragraphs summarizing highlights from public comments have been included at the top of each DDF chapter or section to reinforce community input, adding color to the principles and highlighting public sentiment as areas of focus.

Several resource documents have also been generated to document the public comment period and community engagement process of the DDF, including this Frequently Asked Questions document. All of these resources will be attached with the DDF in Appendix E: Engagement Summary when it goes to the VTA Board for acceptance.

1) Interest in Stronger Portuguese Design Elements in DDF Visuals

DDF public comments noted an interest in seeing more illustrative graphics integrating Portuguese and multicultural architectural features, cultural signage and designs, open space program ideas, and small businesses that may be aspects of the future development. The DDF ground floor views (Figure 3, 17, 19) will be updated to include more culturally representative design styles and indicators of active uses, such as potential businesses and services, rather than general building forms only. Additionally, Principles 10 (Portuguese heritage) and 11 (Multiculturalism) identify the strong importance of cultural representation and placemaking within the plan area.

Though this document is not regulatory, the visual graphical additions can help provide a conceptual idea or representation of intended styles/look-and-feel guidance as a sample of fulfilling the principles of the DDF.

2) Interest in Building Height Adjustments

Several public comments expressed enthusiasm for the densities and heights shown in the DDF, to open up more housing options for younger generations and seniors/the elderly who would be able to live near transit and walk to more destinations and activities from home. Meanwhile, a number of public comments expressed concerns about tall building heights in relation to neighboring Five Wounds Portuguese National Parish affecting the beauty and visibility of the church. Several additional comments also expressed concerns about the building heights in relation to neighboring IES Hall and Cristo Rey High School.

Given the DDF public comments regarding building heights near the church, Principle 51 (Tower locations) of the DDF – which previously assumed the development of two tall/high-rise towers on the site – will be updated to retain flexibility, recognizing that future generations and the community needs and preferences may evolve and that fewer tall structures may ultimately be appropriate. The DDF also stipulates physical separation of any tall buildings so that there is visual distinctiveness.

Many VTA TOD sites face mixed public sentiment: some community members want taller development near stations, while others prefer no development at all. Given VTA's significant transit investments and the need for ridership-supportive land uses, some level of increased density around stations is essential. VTA's TOD sites also help local jurisdictions meet their Housing Element and RHNA commitments, reflecting statewide efforts to address decades of underbuilding relative to job and population growth. While densification is necessary, VTA will continue to shape each site with careful consideration for its neighbors and surrounding context.

Knowing that the area will see more development interest, the City of San José is updating the zoning to proactively preserve existing neighborhoods, small businesses, and homes – while being able to accommodate anticipated growth and determine how much housing and employment to plan for in this neighborhood. Please see DDF Section 4.3 (Buildings) discussing building heights controlled by the Urban Village Plan.

3) Interest in Office and Retail Flexibility

DDF Section 4.2 (Land Use) describes the land use flexibility between office, institutional, and residential uses offered by the concept vision, given the current market challenges in attracting large office tenants in 2025. Since substantial completion of the BART Silicon Valley Phase II (BSVII) Extension Project (www.vtabart.org) construction will take approximately a decade, there may be new demand for office or institutional uses upon completion of the 28th Street/Little Portugal BART Station.

The need for flexibility in the office and commercial/retail components of the DDF has been noted in Appendix B: TOD Framework Memo, and the DDF will be updated to include similar language in Section 4.2.

4) Interest in a version of the DDF translated into European Portuguese

DDF public comments noted a desire to have a version of the DDF made available in European Portuguese. Demographic data for the 28th Street/Little Portugal area also identifies that approximately 2% of the households speak primarily Portuguese at home, speaking English less than well or not at all. The current draft DDF is available in English, Spanish, and Vietnamese. A fourth version in European Portuguese will be provided.

5) Interest in Consulate Partnership/Co-Location

DDF public comments highlighted an interest in seeing the Portuguese Consulate as a potential institution to explore establishing a programmatic partnership or lease with. The DDF will be updated to include the Portuguese Consulate in Principle 8 (potential CBOs/institutional partnerships).

The Consul General of Portugal in San Francisco attended VTA's DDF Public Meeting in August 2025 and noted two brief comments – the importance of Five Wounds Portuguese National Parish and appreciation that VTA would offer the DDF in Portuguese.

6) Interest in Walking Trails, Parks, Plazas and Shops from Prior Plans

The DDF concept vision carries forward many defining characteristics of the CommUniverCity/SJSU 2010 Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan. These characteristics include a range of block sizes and land uses, direct sightlines and pedestrian connection with the Five Wounds Portuguese National Parish, presence of a central plaza, a variety of smaller open spaces with varied character, and an internal circulation network of new streets and pedestrian-only paseos, as noted in Appendix B: TOD Framework Memo. The DDF will be updated to include additional text from the TOD Framework Memo.

7) Interest in Various Types of Recreation: Swimming Pool, Roller Skating, Badminton, YMCA

Public comment expressed interest in seeing potential new facilities that could serve as community spaces in the area, including suggestions for a swimming pool, roller skating rink, badminton court, and the YMCA. These will be incorporated into Principle 30 (Retail/services) as potential indoor recreational/athletic active use opportunities. Appendix E: Engagement Summary includes more detail than the DDF on the breadth of open space program suggestions heard from the public. Currently, the DDF includes top program ideas within each open space section (Station Plaza, Neighborhood Park, Gateway Park).

8) Interest in Housing for Teachers and Senior Living for Portuguese-Speaking Elderly

The DDF will be updated to incorporate the suggestion of potential teacher housing, student housing, and housing for elderly Portuguese-speaking community members as another potential group of interest. DDF Principle 50 (Affordable housing) discusses affordable housing and highlights the community interest expressed for inclusion of senior housing.

9) Interest in how TOD construction will be addressed

VTA requires that all TOD developers provide a pre-construction community meeting to alert nearby residents about what to expect during the construction period. Additionally, future development partners will conduct studies prior to starting construction activities to ensure adjacent properties are protected during construction. Each activated TOD site will

go through an outreach series of a minimum of three community meetings/open houses to provide information to the public on the TOD process, timeline, and anticipated construction impacts. These are targeted to the immediate neighbors within a ¼ or ½ mile around a physical site.

When the TOD parcels at 28th Street/Little Portugal are activated for development, towards the completion of the BART station construction, the community engagement series will initiate. Examples of active sites in VTA's TOD Portfolio today can be seen by visiting www.vta.org/TOC and selecting "Transit-Oriented Development." Section 3.3.3 of the DDF will be updated with language to call out careful coordination of TOD construction activity and street access, with consideration for neighboring institutions and homes during TOD buildout in future years.

10) Interest in improving the crossing at 28th and E. Santa Clara St. for pedestrian safety

Given pedestrian, transit, and car travel between E. Santa Clara Street and the future transit station, the intersection of N. 28th Street and E. Santa Clara Street is highlighted in the DDF as an important crossing to ensure pedestrian and cyclist safety.

The DDF will be updated with language in Section 5.1 (Block Structure) noting the importance of the crossing at E. Santa Clara Street and N. 28th Street, where nearby VTA local and rapid bus stops will connect passengers to and from downtown and East Side San José.

11) Interest in ensuring the voices of low-income families are uplifted

DDF community engagement activities, inclusive of low-income renters, families, seniors, non-English speakers, and youth, are detailed in Appendix E: Engagement Summary. This was a high priority population for the DDF principles and outreach.

B) Public Comments Already Addressed in the DDF

CULTURE + COMMUNITY

12) How will preservation of the existing cultural identity be prioritized?

Preservation of the existing cultural identity is a top priority of the DDF. The Engagement Summary (page 20) describes key takeaways from engagement that informed the DDF. This includes the importance of the Portuguese history and culture of the neighborhood, as well as the multicultural/immigrant communities. These findings have informed the positioning of Chapter 3 (Culture and Community) as the first design principles chapter of the DDF.

Principle 1 (Neighborhood histories and stories) encourages elevating neighborhood histories and stories that were shared during community engagement. Principle 11 (Multiculturalism) identifies the importance of cultural representation within the plan area. Section 3.2.1 Character highlights the importance of incorporating the area's Portuguese heritage (Principle 10), multiculturalism (Principle 11), community organizing legacy (Principle 12), and industrial heritage (Principle 13). Section 4.3.3 Character encourages finding inspiration in the unique design and architectural styles found in the neighborhood.

There are principles of inclusion across the entire DDF that identify ways to carry forward the neighborhood's multifaceted heritage in partnership with local community members -- including but not limited to Section 3.1 Art and Culture: Principle 1 (Neighborhood histories and stories), 5 (Cultural district), 7 (Arts organization partnerships), 8 (CBOs/institutional partnerships), 9 (Continued community engagement); Section 3.2.1 Character: Principle 10 (Portuguese heritage), 11 (Multiculturalism), 12 (Community organizing legacy); Section 3.2.3 Station Plaza: Principle 20 (Program); Section 4.3 Buildings: Principle 53 (Five Wounds Parish relationship), 59 (Views from buildings), 60 (Distinguished tower tops), 62 (Fenestration detail), and 63 (Multicultural references).

13) How will this be a welcoming space for immigrants and tourists?

DDF Chapter 3 is framed with a large quote from a community member (page 16): "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." Principle 1 (Neighborhood histories and stories), 10 (Portuguese heritage), and 11 (Multiculturalism) directly encourage elevating neighborhood histories and stories that were shared during community engagement, which includes the multicultural and immigrant community.

14) How will affordable art studio spaces and murals/art from local artists be prioritized?

Section 3.1.2 (Process and Partnerships) encourages working with an art advisory group in Principle 6 (Art advisory group), and in Principles 7 (Arts organization partnerships) and 8 (CBOs/institutional partnerships). Additionally, live/work and artist housing is one of the encouraged attractor/anchor uses identified in the DDF Market Study, as noted in Principle 27 (Attractors/anchors).

15) Is a POSSO partnership/co-location possible?

DDF Principle 8 (CBOs/institutional partnerships) names the Portuguese Organization for Social Services and Opportunities as a nearby community-based institution to explore establishing a programmatic partnership or lease with. POSSO staff provided valuable input on neighborhood culture, future visions for the area, and existing gaps in services and access during community engagement for the DDF.

16) How will small businesses be prioritized?

Section 3.3.1 Use Types encourages the inclusion of at least 20% small and local businesses within the tenant mix, particularly Principle 29 (Small and local businesses).

17) How will Portuguese design elements and architecture reflective of the Five Wounds Portuguese National Church be prioritized?

Principle 63 (Multicultural references) names the Five Wounds Portuguese National Parish as a local landmark to draw architectural inspiration from.

Principle 10 (Portuguese heritage) encourages incorporating the Portuguese heritage of the neighborhood and describes different ways to incorporate Portuguese culture, names, and motifs. Potential motifs include the Rooster of Barcelos from folklore, among others.

The Engagement Summary (page 20) also describes key takeaways from engagement that informed the DDF. As shown in Figure 9 (Stories of Little Portugal that community members most connected with during community engagement in 2023), the Portuguese community and legacy is important. Additionally, the multicultural and immigrant community of this area (including Mexican, Portuguese, Vietnamese, and Filipino communities, among others) was also highly uplifted by community members for thoughtful representation in future developments.

The 28th Street/Little Portugal BART Station look-and-feel will directly incorporate Portuguese-inspired large format art elements and/or local art through its own design process incorporated into the BART Silicon Valley Phase II Extension Project's (BSVII) Community Working Group (CWG), which consists of representatives of local community-based organizations.

URBAN FABRIC + ENVIRONMENT

18) How will preserving views of the Church be prioritized?

Throughout the iterations of the DDF conceptual vision over time, Five Wounds Portuguese National Parish has consistently been upheld as a priority neighborhood institution to celebrate, visibly enhance, and connect to with strong bicycle and pedestrian multimodal access. The National Parish is a visible beacon that can be seen from afar along the future Five Wounds Trail corridor.

The DDF highlights the importance of unobstructed sightlines between Five Wounds Portuguese National Parish and the Station Entrance in Figure 55 (Conceptual priority view corridors). It also names the church bell towers directly in Principle 59. Details on the preservation of views of the church throughout the development of the DDF can be seen in Appendix G: Parcel Plan Evolution.

19) How will local parks, playgrounds, and green space be prioritized?

Section 3.2 Open Space describes the conceptual open space network, which includes approximately three acres of new public open space. Section 3.2.4 Neighborhood Park, particularly Principle 22 (Program), describes intentions for this local park.

Section 3.2.4 Neighborhood Park, particularly Principle 22 (Program), names the importance of this open space in supporting family gatherings and recreation. A play area is also shown in Figure 21, the conceptual program diagram.

Future individual transit-oriented developments built out across the site may also contain privately-owned, public open spaces (also known as POPOs) which may be park-like and open to use by all.

20) How will active ground floor spaces, popups, and development that enhances economic growth be prioritized?

A primary DDF goal highlighted in Figure 1 (Project goals) is to encourage new development that is both economically successful and grounded in place. This means ensuring

businesses have sufficient foot traffic to thrive and that storefronts and other active uses face out onto the plaza surrounding the new transit station and future Five Wounds Trail along N. 28th Street.

During DDF community engagement, small business owners from the Alum Rock/East Santa Clara Street Business Association expressed hopes that this neighborhood could become more of a year-round destination and point of interest that could attract visitors above and beyond those visiting for annual festivals and major events hosted by IES Hall and the Parish. Likewise, the School of Arts and Culture at the Mexican Heritage Plaza (MHP) expressed interest in seeing that wayfinding and activation encourage people to continue beyond the station area and farther down Alum Rock Avenue along the path of the La Avenida Cultural District MHP is working to establish – a partnership opportunity highlighted in DDF Principles 5 (Cultural district) and 11 (Multiculturalism) to spur broader economic vitality.

DDF Section 3.3.2 Ground Floor Activation – particularly Principles 33 and 35 – encourages locating businesses and services in areas of high pedestrian activity where they can activate the station area. Appropriate lighting for pedestrian comfort and safety is encouraged in Principle 19 (Lighting). Junior and senior students from the Portuguese class at San José High School named a variety of active uses for consideration. There were multiple mentions of a gym, supermarket, restaurant, fast food, coffee shop, library, and cafe, all of which are named in Section 3.3 Active Uses.

21) How will restaurants, bakeries, cafes, fast food, and a grocery store be prioritized?

The DDF Market Study identified a grocery store as one of the main potential attractor/anchor tenants and a food hall as a major ground floor-activating use. During public comments and community engagement events, the community expressed a desire to see both of these. These have been noted in DDF Principle 27 (Attractors/anchors).

Restaurants and cafes as potential smaller-format retail and services to include are noted in Principle 30 (Retail/services). This principle also addresses the DDF's approach to retail chains, which could include fast-food and fast-casual options, a need expressed by local students.

22) How will high density development that creates housing options and opportunity for younger generations be prioritized?

VTA has been working to convert empty parking lots into affordable apartments and mixed-use developments to address the county-wide and statewide affordable housing

shortages, ensuring local families have an opportunity to stay in the community and not be displaced by new development or gentrification. VTA's TOD Program provides housing that aims to serve many income levels and ages. In 2025, VTA had 10 active affordable housing developments.

DDF Principle 50 (Affordable housing) prioritizes a minimum of 25% of units as affordable housing in alignment with VTA's Transit-Oriented Communities Policy (www.vta.org/TOC). Any future development on VTA's land at 28th Street/Little Portugal will be subject to VTA's TOC Policy, including its Affordable Housing Policy and minimum density goals of over 75 units per acre. This high-density development near accessible transit creates a pathway for overcrowded or newly forming/young adult households to afford a place of their own, in communities close to where they already live.

Staff and students of the two local high schools and staff of the local elementary school, Rocketship Discovery Prep, were all engaged during DDF outreach to share on the needs of children and teenagers/young adults living or studying in the area. Young adults of the San Jose Youth Commission were also engaged, and a few themes they raised included concerns for housing affordability, mobility, and environmental sustainability.

These themes have been reflected throughout the DDF in Section 4: Urban Fabric and Environment – particularly Section 4.3.2: Massing and Orientation – and in Section 5: Mobility and Connectivity.

23) How will environmental sustainability be prioritized?

Several comments arose throughout DDF community engagement encouraging density and commercial activation to improve walkability and access to local businesses and services. This type of a development pattern – positioning points of interest and employment near transit, along with high-density housing – is a strong way to build sustainability into the urban environment by making it easy to manage errands and daily trips car-free. The 2023-24 Bay Area Household Travel Survey indicated that the majority of Bay Area driving trips less than a mile in length were for purposes such as shopping, meals, and errands.

Additional input during the DDF public comment period emphasized sustainable development in landscaping, inclement weather solutions, and addressing heat island concerns. During DDF Engagement Season 3, students highlighted the need for shading, greenery, cooling, and other heat-shielding elements, in addition to other concerns such as the need for more youth and pet-friendly activities in the neighborhood (such as recreational space, food options, and businesses).

The DDF conceptual design and orientation responds to weather and climate-related concerns as illustrated in Figure 31 (Conceptual TOD orientation opportunities informed by local climate), Principle 56 (Mitigating summer solar heat gain), and Principle 57 (Outdoor space orientation). It will also document student interests in businesses, services and activities within the station area in Appendix E: Engagement Summary. Additionally, DDF Section 3.2.2 Landscape Features details a number of principles focused on appropriate landscape design strategies and types of outdoor amenities to make the area an enjoyable and green place to shop, eat, hang out or recreate outdoors, including Principle 14 (Environmental comfort), 16 (Layered plantings), 17 (Low impact landscapes), and 18 (Hardscape materials).

DDF Sections 5.1 Active Transportation Network and 5.2 Transit Network include bus transit connectivity improvements and active transportation principles to better enable current and future residents and visitors to access the area on foot or with micromobility, personal mobility, or shared mobility devices, for greener “first and last mile” connections.

The DDF also demonstrates higher density and ground-floor activated land uses in Figure 33 (Conceptual massing scenario), to support more multimodal pedestrian activity at various times of the day, promoting business viability, transit utilization, and public safety.

MOBILITY + CONNECTIVITY

24) How will roadway infrastructure be improved to handle increased traffic flow near Five Wounds Lane and 28th Street?

DDF Figure 48 (Conceptual circulation network) illustrates the network of new internal streets within the Station Block that are designed to allow for multimodal access throughout the site, limit vehicular traffic in the southern half of the Station Block through a grid of pedestrian- and bicycle-only pathways (paseos) nearest to the existing institutions on Five Wounds Lane and the station entrance (as shown in Figure 15 (Conceptual open space network)), and direct more vehicular circulation towards the northern half of the Station Block farther from existing points of school traffic and pedestrian conflict points.

Active frontages are strategically located along 28th Street rather than Five Wounds Lane (Figure 29: Conceptual priority ground floor active use frontage) to focus more activity in the station area along or near the future Five Wounds Trail and in areas of the plaza and Station Block immediately surrounding the station entrance. These areas will be possible to access directly from N. 28th Street and from a new neighborhood connector extending a bicycle and pedestrian path from N. 27th Street and E. St. John Street immediately towards the neighborhood park and raised crossing to and from the BART station (Figure 15: Conceptual open space network).

Additionally, BSVII is building a new roundabout at the end of Five Wounds Lane as an improved safety measure that will allow for more effective and efficient pickup-drop off efforts for parents and students.

The 5WUVP Circulation Chapter contains additional area-wide planning measures to account for added multimodal pedestrian and vehicular travel anticipated in the area (<https://sanjoseca.gov/fivewoundsuvp>).

25) How will parking conditions be managed and improved?

Public comments expressed interest in shared parking arrangements with the BART station and the future surrounding developments. On station opening day, the BSV project will provide 1,200 parking spaces. As with other parking lots owned and operated by VTA (including at Milpitas BART and Berryessa BART), anyone from the general public can use the parking; it is not limited to BART riders.

As TOD gets built out on the site, the existing parking spaces will be reincorporated into the new developments, whether as levels of below-ground, at-grade, or above-grade parking wrapped by active frontages, commercial/institutional spaces, and/or residential units. This could be through district parking approaches, shared parking programs, or general parking, in tandem with transportation demand management programs and City programs. Parking demand and strategies will be evaluated at the time of each development.

In the DDF, Section 5.3.3 Off-Street Loading and Parking addresses parking for residents of the TOD, inclusive of pick-up/drop-off zone improvements as described in Principles 87 (Curb management plan) and 88 (BART pick-up/drop-off), and Figure 62 (Conceptual curb management plan).

C) Other Comments/Concerns for Outside Referral

These public comments received, which are outside of the realm of the Design Development Framework, will be forwarded to the proper interagency contacts at the City, San Francisco Bay Area Rapid Transit (BART), or other teams within VTA such as BSVII.

26) How will affordable housing and tenant protections for people who are from the area, low-income, or displaced be prioritized?

DDF Principle 50 (Affordable housing) describes VTA's affordable housing policy which commits to delivering 25% of the overall units within each VTA TOD site as affordable. The principle also expresses the community's interest in local preference programs as noted during DDF seasons of engagement.

The City's Five Wounds Urban Village Plan has a chapter on Anti-Displacement that provides more information on policies and programs to prevent displacement and support affordable housing. The City of San José also has its own Tenant Preferences Program to fight displacement, which was approved by City Council in 2024.

27) How will parking use for neighboring institutions be prioritized?

DDF Principle 90 (Shared parking) describes how off-street parking for all uses should be part of a program that allows for different users at different times of the day and that aligns with the Five Wounds Urban Village Plan policies on shared parking. Neighboring institutions will be able to access this parking and the VTA paid parking for the BART station.

The 5WUVP Parking Chapter contains additional area-wide parking and transportation demand management (TDM) tools to support shared parking, a district parking approach, and other parking solutions (<https://sanjoseca.gov/fivewoundsuvp>).

28) How will tall buildings affecting the church and environmental impacts on existing neighbors be addressed?

As required by the Five Wounds Urban Village Plan and supported by DDF Principle 53 (Five Wounds Parish relationship), buildings along Five Wounds Lane and E. Santa Clara Street should step back at upper levels a minimum of 60 feet wherever they are above 60 feet in height (or approximately six stories), to create various depths rather than only a rectangular structure. In addition, any building along Five Wounds Lane south of Paseo Santa Isabel should not exceed 60 feet to ensure views to the church. Figure 35

(Conceptual visualization of massing relationships) depicts the continued visibility of the church, even in relation to conceptual adjacent buildings.

Principle 53 also applies to IES Hall and Cristo Rey High School to moderate between the scale of these institutions and future TOD.

The City of San José is also conducting an environmental impact report for the entire Five Wounds Urban Village Plan area. Updates will be available on the City's website: www.sanjoseca.gov/fivewoundsuvp.

29) How will traffic from new offices be addressed?

The 5WUVP Circulation Chapter contains area-wide planning measures to account for the anticipated volume of travel in the area with development surrounding the future 28th Street/Little Portugal BART Station (https://sanjoseca.gov/fivewoundsuvp).

Data from the City Department of Transportation (DOT) shows that there is a higher rate of walking, cycling, and nonriver modes of travel in the 28th Street/Little Portugal neighborhood than in other parts of San José. The DDF builds on this by creating strong design enhancements prioritizing the experience for pedestrians, cyclists, and transit riders to easily access the DDF area for their employment at current or future businesses, offices or institutions to proactively target congestion prevention.

Several employers already exist in the 28th Street/Little Portugal area such as Cristo Rey San José, Rocketship Discovery Prep, San José High School and others who have employees with long commutes that stand to benefit from more region-wide commuting options that the BART station will provide, and that enhanced connectivity with VTA bus services and the future Five Wounds Trail will also provide, increasing employers' opportunities to attract a broader range of candidates and aid in staff retention.

Best practices in city planning prioritize the placement of employment centers near transit stations in order to provide multimodal options for employees to reach their jobs without a car, reducing road congestion and increasing mobility and employment opportunity, especially when as many as 1 in 3 people in the United States do not drive due to vision impairments, age, cost, and other factors (https://americawalks.org/when-driving-is-not-an-option-takeaways-from-community-design-and-nondrivers/).

DDF Principle 89 (Parking ratios), which reiterates the DDF's emphasis on transit ridership and active modes, also further refers to the Transportation Demand Management (TDM) Policy within VTA's TOC Policy. VTA has TDM guidelines that are applied to each TOD development and require developers to implement an impactful set of multimodal

transportation and onsite strategies to provide better car-free connectivity to and from each new development.

30) How will public safety, encampments, and loitering in the future station area be addressed?

The VTA-owned BART stations in San José will all be patrolled by a special Transit Unit of SJPD, which currently patrols Berryessa BART Station today and coordinates with/reports directly to VTA Protective Services. These 8-10 officers patrol the station grounds 24/7, and do not take calls from elsewhere in the city. They patrol all areas of the station property, while BART PD focuses on the trains and station platforms.

The Transit Unit officers are instructed to be highly visible whether patrolling the area on bicycle or in patrol cars.

To report any public safety, encampment, or loitering issues to SJPD today, please dial (408) 277-8900.