Five Wounds/Brookwood Terrace
BART Station Area Community Concept Plan

CommUniverCity San José
a partnership for service, learning, and empowerment

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Strong Neighborhoods Initiative

September 2010

CommUniverCity San José and
City of San José, Strong Neighborhoods Initiative

This page has been left blank intentionally.

Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan

A COMMUNIVERCITY SAN JOSÉ PROJECT IN COLLABORATION WITH THE CITY OF SAN JOSÉ'S STRONG NEIGHBORHOODS INITIATIVE

ENDORSED BY THE FIVE WOUND/BROOKWOOD TERRACE NEIGHBORHOOD ACTION COALITION

SEPTEMBER 28, 2010

CommUniverCity · San José
a partnership for service, learning, and empowerment

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Strong Neighborhoods Initiative

This page has been left blank intentionally.

Table of Contents

Table of Contents (Continued)

Table of Contents (Continued)

List of Figures

List of Figures (Continued)

This page has been left blank intentionally.

Acknowledgements

The following people are gratefully acknowledged for providing valuable assistance in the development of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.*

FIVE WOUNDS/BROOKWOOD TERRACE NEIGHBORHOOD ACTION COALITION

Joan Rivas-Cosby, *Chair*
Cecilia Alcarez
Connie Alvarez
Bob Gronachon
Huynh Kang
Tom Leddy
Henry Martinez
Sami Monsur
Maria Mustonen
Cesar Pascal
Imelda Rodriguez
Marie Sequeira
Graham Stichman
Sandi Stichman
Bob Van Cleef
Mary Van Cleef
Paula Velsey
Davide Vieira

City of San José Council District 3
Sam Liccardo, *Councilmember*
Ragan Henninger, *Chief of Staff*
Fred Buzzo, *Council Assistant*
Ruth Cueto, *Council Assistant*

COMMUNITY WORKSHOP PARTICIPANTS

Tina Amaraute
Frank Barnard
Saltina Beal
Liz Bowling
Eugene Bradley
Vincent Causey
Frank Costa
Rev. Curtis Covington
Carlos Dasilva
Rosylin Dean
Sara Deluceica
Dirtin Dicanic
David Dickey
Ourara Fargas
Henry Freles
Tom Fujii
Gerri Garcia
Maria Garpar
Helen Garza
Sarah Gaua
Amy Glanzman
Sara Gonzales
Karen Haas
Sandra Harden
Nancy Hickey
Jocelyn Hill
James Hohmann
Katja Irvin
Rev. Glen Johnson
Huynh Kang
An Kang
Mary Kang
Lillian Lee
Maria Margaret
Olga Martin
Jorge Martinez
Irdelisa Muro
Margaret Navarro
Joe Nunes
Borta Oguly
Dinah Owens
Scott Owens
Manual Peixoto
Melanie Peixoto
Belmvia Pmleino
Maria Raposa
Manual Rosa
Joe Rose
Karen Rourk
Goretti Silveiva
John Soares
Joe Sousa
Virginia Sousa
Mary Sousa
Frank Sraus
Gualter Torres
Olga Vargas
Tony Vargas
Terry Vargas
Joe Vieira
Carol Winn

Acknowlegements (Continued)

SAN JOSÉ REDEVELOPMENT AGENCY

Harry Mavrogenes, *Executive Director*

John Weis, *Assistant Executive Director*

Abi Maghamfar, *Deputy Executive Director*

Richard Keit, *Neighborhood and Business Development Director*

CITY OF SAN JOSÉ, STRONG NEIGHBORHOODS INITIATIVE

Sal Alvarez, *Strong Neighborhoods Manager*

Paul Pereira, *Neighborhood Team Manager*

Debbie Bybee, *Community Coordinator*

SANTA CLARA COUNTY VALLEY TRANSPORTATION AUTHORITY

Jody Littlehales, *Transportation Planner*

Oxo Slayer, *Transportation Planner*

Brandi Childress, *Outreach Manager*

CONSULTANT TEAM

CommUniverCity San José

Dayana Salazar, *Executive Director*

Terry Christensen, *Former Executive Director*

Ricardo Agredano, *AmeriCorps VISTA*

Public Vision Research, LLC

Daniel Krause, *Principal*

Anais Schenk, *Planner*

San José State University

Allen Green, *Former Project Coordinator*

David Vasquez, *Instructor*

Elisa Harvey, *Administrative Coordinator*

San José State University Research Foundation

Jeff Gordon, *Senior Director – Program Development and External Partnerships*

Yao-Eng Chang, *Sponsored Programs Manager*

LuAnn Chu, *Sponsored Programs Analyst*

Acknowlegements (Continued)

GRADUATE STUDENT (SERVICE-LEARNING) CONTRIBUTORS

San José State University Planning Problems I and II Classes
F all 2006 - Spring 2007

Steve Adams
Mowafig Al-Anazi
Elizabeth Alvarez
Robin Bolster
Noren Caliva
ChaoLun Cheng
Ember Crouch
Brandi de Garmeaux
Leila Forouhi
Michael Fossati
Gerard Fuentes
Morgan Galli
Jefferson Gamoning
Kristy Le
Christopher Lepe
Shaulin Liu
Matthew McCauley
Emy Mendoza
Priti Patil
Jill Pirog
Steve Prosser
Fagun Rajkotia
Manira Randev
Robert Ramirez
JenJoy Roybal
Aaron Scott
Brian Stankievich
Marlene Subhashini
Ben Van Dale
Daniel Vanwie
Melanie Villanueva
Jeanette Warne
Alex Weis
Brian Williams
Travis Yokoyama

San José State University Planning Problems I and II Classes
Fall 2007 - Spring 2008

Theresa Alster
Yangchen Chou
Gabriella Condie
Marian Duran
Riad Elbdour
Amy Fauria
Taryn Hanano
Marja Hickey
Seon Joo Kim
Jeff Krump
Jen Langfield
Anna Le
Tim Maier
Scott Mckay
Adam Metaxas
Kate Minott
Pallavi
Indira Penmetsa
Abraham Prado
Shalini Rjkumar
Pixan Serna
Aanal Shah
Vicki Sherman
Brent Slama
Tiffany Telles
Marc Wiener
Bruce Wolff

HIGH SCHOOL TEACHER AND STUDENT CONTRIBUTORS

San José High Academy

Valerie Kahn, *Teacher (5th and 6th Grades)*

5th and 6th Grade Students (2007)

This page has been left blank intentionally.

Executive Summary

This page has been left blank intentionally.

COMMUNITY VISION

Community members envision a vibrant community life centered at a new public plaza (known as the Town Square) located at the planned Alum Rock BART Station. This Town Square would be framed by a mixed-use, transit-oriented development (TOD) that includes housing (with an emphasis on senior housing), numerous locally-run shops, restaurants, entertainment, and a neighborhood center. The community also envisions very strong connections to the Town Square and the surrounding TOD by way of a new pedestrian and bicycle trail. This trail would connect residential neighborhoods located to the north and south, while the revitalized East Santa Clara Street/Alum Rock Avenue (ESC/AR) corridor would connect all points from the east and west. The community also envisions a neighborhood more residential in character, with a comfortable coexistence with remaining industrial land uses. Finally, they envision an increase in the supply and management of parking to accommodate the automobiles accessing the BART station and surrounding activities.

INTRODUCTION

This 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) documents a conceptual vision and implementation strategies for the area surrounding the planned Alum Rock BART Station. During the Renewing the Action Agenda (RAA) planning process, the idea for creating a concept plan was formulated by the community itself. The community members, Strong Neighborhoods Initiative (SNI) staff, and San José State University's Urban and Regional Planning Department undertook the project to create a concept plan by working with CommUniverCity San José.

Several objectives inform the 2010 *CCP* and include the following: 1) documentation of the community planning process; 2) development of a plan for a TOD and the Town Square at the planned Alum Rock BART Station; 3) creation of plans to guide future development and circulation improvements related to the small- to medium-sized industrial sites in the vicinity of the planned Alum Rock BART Station; 4) development of plans for a trail along the inactive railroad right-of-way (ROW); 5) development of plans to revitalize and traffic calm the ESC/AR corridor; 6) and the creation of short-term and long-term parking strategies for the entire Planning Area.

The Planning Area is located along the inactive railroad ROW, from Highway 101 to the north and East William Street to the south, and along the ESC/AR corridor, from Coyote Creek to the west and King Road to the east. The Planning Area consists of six geographic areas that are studied by 2010 *CCP*. These study areas are termed components. The six components are San José Steel (SJS), Town Square, Industrial Sites, Rail-to-Trail (RTT), East Santa Clara Street/Alum Rock Avenue (ESC/AR), and Parking (applied to the entire Planning Area). At the center of the Planning Area is the planned Alum Rock BART Station.

COMMUNITY PLANNING PROCESS

The community planning process, sponsored by CommUniverCity San José, consisted of four community-wide workshops, two youth workshops, and one Spanish-speaking-only workshop that took place during 2007 and 2008.

Community Workshop #1 included a Design Preference Survey and workgroups to identify participants' preferences for each of the six Planning Area components. Community Workshop #2 focused on the SJS and Town Square Components. Groups of participants created model site plans of a TOD and the Town Square at the SJS site. Community Workshop #3 focused on finalizing community preferences for a TOD and the Town Square at the SJS site. At Community Workshop #4, participants gave their final input on the Industrial Sites, Rail-to-Trail, East Santa Clara Street/Alum Rock Avenue, and Parking Components.

During Youth Workshop #1, San José High Academy students created model site plans for a TOD and the Town Square at the SJS site. Youth Workshop #2, again conducted with San José High Academy students, focused on the creation of plans for the RTT corridor. The Spanish Speakers' Workshop focused

on obtaining general input from participants for the six Planning Area components.

Several Five Wounds/Brookwood Terrace (FWBT) Neighborhood Action Coalition (NAC) meetings were conducted so that neighborhood leaders could provide input into the drafts of this 2010 *CCP*. The NAC endorsed this 2010 *CCP* on September 28, 2010.

EXISTING CONDITIONS

The Planning Area and the area immediately surrounding it are characterized by numerous community and public facilities, including churches, schools, parks, community centers, a library, and other facilities such as band halls. Due to the high density of community and public facilities in and around the Planning Area, the area is a popular destination for a wide range of events and services. Several key streets provide excellent local and regional access to and from the Planning Area. Santa Clara County Valley Transportation Authority (VTA) bus service provides additional access to the Planning Area via nine bus lines.

The demographics, obtained for the entire FWBT SNI Area, consist of a predominately Hispanic/ Latino neighborhood with a high percentage of the population under the age of 18 years. Median household size is higher than the citywide value, while household income is significantly less than the citywide average.

The Planning Area is characterized by a tremendous diversity of existing land uses, all within very close proximity of one another, creating a dynamic area, while also causing conflicts at times. The broad land use categories include residential, commercial, industrial, public, and quasi-public categories.

The land use designations specified for the Planning Area in the *San José 2020 General Plan* (*General Plan)* encourage a TOD at the SJS site, while potentially preventing the development of other TODs at industrial sites to the north and west of the planned Alum Rock BART Station. The *General Plan* also communicates an intention to allow the development of a trail along the RTT corridor and TOD development along the ESC/AR corridor, through the application of the Floating Park and Transit-Oriented Development Corridor Overlays, respectively. However, in both instances, the underlying land uses may encourage future development that conflicts with the long-term intent. The *General Plan* clearly intends infill residential development at small- and medium-sized industrial sites south of East Santa Clara Street within the Planning Area.

According to the zoning maps associated with the *San José Municipal Code: Title 20 - Zoning Ordinance,* parcels adjacent to the Planning Area's north-south axis (i.e., along the inactive railroad ROW) consist predominately of Light Industrial and Heavy Industrial Zoning Districts. A mix of residential and industrial zoning districts are located at the northern and southern portions of the Planning Area. The Commercial General Zoning District predominates along the east-west axis (i.e., the ESC/AR corridor) of the Planning Area.

A large percentage of the Planning Area falls under San José's enterprise zone, a state-designated area located in the center of the City. The enterprise zone encourages the continuation of industrial land uses, which could discourage the development of TOD development in the Planning Area. The policies contained in the 2007 *Framework for Preservation of Employment Lands* document also have the potential to discourage TOD development in the Planning Area, though they may not apply to some land that is located within an area defined by a 3000' radius around the planned Alum Rock BART station.

SAN JOSÉ STEEL AND TOWN SQUARE COMPONENTS EXISTING CONDITIONS

The SJS site, which encompasses the location of the envisioned Town Square, is approximately 13 acres. Several light industrial businesses operate currently at the site. Most of the SJS parcels are owned by Honco Investments. The soil at the SJS site may include petroleum hydrocarbon contaminants.

Conceptual plans for a TOD and the Town Square at the SJS site are included in the 2002 *Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan* (2002 *NIP*). The 2006 *Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Amendment* (2006 *DNIPA*) calls for additional planning of the SJS site and Town Square. The 2010 *Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San*

Jose, and Santa Clara Final Environmental Impact Statement (2010 *BART FEIS*) includes a layout of BART-related infrastructure at the SJS site.

INDUSTRIAL SITES COMPONENT EXISTING CONDITIONS

The land comprising the Industrial Sites Component generally surrounds the inactive railroad ROW between East William Street to the south to Highway 101 to the north. The area is composed of a mix of small- to medium-sized industrial parcels that are in close proximity to residential parcels, and are generally occupied by automobile-related or construction-related businesses. Due to the number of parcels that make up the Industrial Sites Component, a great deal of variation exists in site conditions. Many sites occupied by automobile-servicing businesses are dirty, grease-stained, and littered with numerous automobiles in poor condition. Other industrial businesses have debris and other on-site clutter, dilapidated fences, and run-down buildings. Given the area's long history of industrial uses, various types of soil contamination are likely.

The 2002 *NIP* contains plans for the conversion of industrial sites to residential development north of East Julian Avenue, three- to five-story mixed-use development west of North 28th Street, and the complete conversion of industrial sites to residential, between Shortridge Avenue and East San Antonio Street. The 2006 *DNIPA* discusses the "Work-Live" concept as a strategy to preserve jobs while increasing housing. ROEM Development Corp. recently completed a low-income residential development just east of the Mobile Home Manor mobile home park on the south side of East San Antonio Street.

RAIL-TO-TRAIL COMPONENT EXISTING CONDITIONS

The RTT corridor, which runs from Highway 101 to the north to East William Street to the south, bisects a highly urbanized area, mostly along the inactive railroad ROW, and is currently owned by VTA. The RTT corridor intersects many streets, including several at mid-block between East William Street and East Santa Clara Street.

The inactive railroad ROW is vacant and generally blighted. Abandoned vehicles, litter, broken glass, and illegal encroachments are present. Numerous adjacent fences are in poor condition. The inactive railroad ROW is often used for unauthorized parking. Dumping has also been reported by local residents to be a regular occurrence. Soil contaminants are likely present. There is the possibility that portions of the inactive railroad ROW could be sold to developers, imperiling the chances of completing plans for the RTT corridor.

The 1999 San José State University study called *Collaborative Plan: Bonita, Brookwood, Five Wounds, McKinley, and Olinder Neighborhoods* recommended formalizing a path that would share the inactive railroad ROW with the trains operating in the corridor at the time. The 2002 *NIP* assigns a medium-to-high priority to completing the RTT corridor. The 2006 *DNIPA* includes the RTT corridor in the community's list of Top Ten Actions. The 2009 *Greenprint Update* includes the Five Wound Trail, a trail envisioned to run from Highway 101 at its northern end, to Keyes Street in the Spartan Keyes neighborhood at its southern end. The 2007 *Lower Silver Creek Master Plan* also identifies a possible future connection between Lower Silver Creek Trail and the Five Wounds Trail where the two corridors intersect at the site of the wooden rail-only bridge.

EAST SANTA CLARA STREET/ALUM ROCK AVENUE COMPONENT EXISTING CONDITIONS

Between 20,000 to 30,000 automobiles travel daily along the ESC/AR corridor in the Planning Area. Very short blocks characterize the ESC/AR corridor between Coyote Creek and Highway 101, creating numerous intersections, many of which are T-intersections. Blocks on Alum Rock Avenue are generally much longer than on East Santa Clara Street. Crosswalks are present at each of the signalized intersections. Generally, these crosswalks are not very visible. Non-signalized intersections have no crosswalks. This means that pedestrians frequently run across the street unassisted. Eight westbound bus stops and six eastbound bus stops lie within the Planning Area

along the ESC/AR corridor. These bus stops are irregularly spaced. The corridor includes no bicycle lanes.

The ESC/AR corridor is predominately a commercial area, consisting of a mix of specialty stores, restaurants, neighborhood services, and automobile services and dealerships. Numerous public and quasi-public uses line the ESC/AR corridor, including churches, social organizations, a library, a park, and a plaza. The building types are predominantly one-story commercial buildings and two- or three-story mixed-use buildings.

Most storefronts along the ESC/AR corridor appear dated, and some have unattractive window security grills. Signs, in general, are unattractive and inconsistent from storefront to storefront. Building entrances often face away from the street, toward surface parking lots located at the sides of buildings.

Streetscape conditions along the ESC/AR are characteristically inconsistent. Sidewalks vary in width; condition varies, but is generally good. Seating along sidewalks is limited to bus stops. Most intersections are intimidating to pedestrians, as they are designed for automobile movement, not for pedestrian safety. Numerous mature street trees line the corridor, but they are not spaced consistently. Streetlights along the ESC/AR corridor consist mainly of low-pressure sodium cobra lights and a few pedestrian-scaled, single-acorn lights. The presence of street banners is sporadic, mainly due to a lack of maintenance. Billboards are randomly placed along the ESC/AR corridor, usually on vacant land or on top of buildings. There is a mix of fully-sheltered bus stops and bus stops that consist of exposed benches.

Two Neighborhood Business Districts apply to the ESC/AR corridor, providing resources for various improvements. There are also two business associations, but they are not very active at this time.

The 2002 *NIP* proposes a mix of land uses for the ESC/AR corridor where commercial uses currently exist. The 2003 *Roosevelt Park Master Plan Amendment* serves as the guiding document for improvements at Roosevelt Park. The 2004 *BART FEIR* calls for the BART extension to run in a subway directly under East Santa Clara Street, from just west of 27th Street to downtown San José. The 2006 *DNIPA* calls for traffic calming improvements at selected intersections along the ESC/AR corridor. The 2007 *BART SEIR* removes a planned ventilation structure near South 20th Street while adding an electrical facility near South 22nd Street. The 2008 *Santa Clara-Alum Rock Transit Improvement Project Final Environmental Impact Report* documents plans for a bus rapid transit (BRT) line along the ESC/AR corridor, with two BRT stations in the Planning Area. The 2008 *Coyote Creek Trail Master Plan: Story Road to Lower Silver Creek* discusses how the planned Coyote Creek Trail will cross the ESC/AR corridor at South 19th Street. The 2009 *East San José Community-Based Transportation Plan* encourages the improvement of bus stops, new feeder bus services to the future BART station, neighborhood van-based transit, and transportation for seniors to medical services.

PARKING COMPONENT EXISTING CONDITIONS

Limited parking exists in and around the SJS site. The 2010 *BART FEIR* is planning for 2,500 parking spaces at the Alum Rock BART Station. No legal restrictions exist for on-street parking in and around the small- to medium-sized industrial sites within the Planning Area, but parking is limited. Illegal parking frequently takes place in the inactive railroad ROW. The ESC/AR corridor consists of intermittent on-street parking (unmetered and restricted to one or two hours) and off-street surface parking lots. There are no parking garages. Large events, such as weddings and concerts, create parking demand that often exceeds available off-street parking supply, straining the capacity of on-street parking along the ESC/AR corridor and surrounding streets.

CONCEPTUAL PLANS AND URBAN DESIGN GUIDELINES

Conceptual plans are outlined for each of the six Planning Area components below.

Urban design guidelines are omitted from this Executive Summary and can be found at the end of each chapter section (of the Conceptual Plans and Urban Design Guidelines Chapter) covering the six Planning Area components. Goals, based on community input, precede discussion of each Planning Area component, and form the foundation of the plans and urban design guidelines contained in this 2010 *CCP*. The objectives for each goal are omitted in this executive summary but can be found at the beginning of the Conceptual Plans and Urban Design Guidelines Chapter.

GOALS

Goal #1: Strengthen community bonds.

Goal #2: Promote a strong community identity in the built environment.

Goal #3: Designate a dynamic mix of land uses in the Planning Area to encourage a high level of pedestrian activity throughout the day and evening.

Goal #4: Accommodate the needs of seniors and children in new development.

Goal #5: Create a "small town" character in the overall environment.

Goal #6: Create a safer and more pleasant environment for pedestrians.

Goal #7: Minimize the impacts of automobile traffic generated by the Alum Rock BART Station and new development.

Goals #8: Reduce conflicts between residential and industrial land uses.

Goal #9: Emphasize art throughout the Planning Area.

Goal #10: Create an effective system of parking that accommodates the needs of local residents and BART commuters.

SAN JOSÉ STEEL COMPONENT

Land Use Plan

The land use plan for the SJS Component is organized around its central element: the Town Square (described in more detail in the Town Square Component section). The new Town Square is envisioned to be located at the center of the former SJS site, framed by a TOD. A mix of residential, commercial, and office land uses would immediately surround the Town Square, and would include some senior housing, a clock tower, and possibly a neighborhood center. A mix of residential, commercial, and office uses is envisioned along both sides of the proposed promenade that would run easterly from the Town Square, and would include a regional entertainment center and hotel. To ensure a quality pedestrian experience, residential, commercial, and office uses would also wrap the southern façade of the planned BART parking garage, and would possibly include a grocery store.

The southern blocks of the TOD would be generally residential uses. Alternative housing types, such as cohousing, are envisioned at this location. Residential and commercial uses would flank a promenade from the Town Square to Five Wounds Church, and include an arts district. An office building is proposed along Highway 101 at the southeastern corner of the SJS site.

Space for businesses conducting research and development in clean and green technology is also envisioned just south of the planned electrical substation associated with the Alum Rock BART station (which will be located at the northeastern corner of the SJS site). The BART parking garage, at the northern portion of the SJS site would also include other land uses above the ground-floor story, including senior housing and a recreation center.

This land use plan assumes the locations of much of the BART station infrastructure as defined by the 2010 *Silicon Valley Rapid Transit Corridor Final Environmental Impact Statement* (2010 *BART FEIS)*. Planned BART infrastructure unaltered by this land use plan includes a 2,500-space parking garage, an electrical substation, two BART station entrances, an emergency exit, a venting structure, and an underground subway train station box. The locations of other planned BART infrastructure,

including a bus depot, kiss-n-ride areas, streets, and plaza areas, are modified by this land use plan to better meet the goals of the community.

This land use plan also contains proposals for incorporating other land uses with certain types of BART infrastructure (e.g., the parking garage), such that higher levels of TOD would be possible at the SJS site than currently anticipated by the 2010 *BART FEIS*. These proposals would likely require some form of joint development and additional environmental clearance.

Circulation Plan

The central location and importance of the Town Square makes it the primary organizing element in the layout of the circulation plan for the SJS Component. A unique design is proposed for North 28th Street that provides high traffic capacity from East Julian Street to the planned BART parking garage, while significantly narrowing south of the parking garage, to limit the impact of automobiles in areas where people will congregate. East Saint James Street is reconfigured by the plan so that it does not cross the RTT corridor. East of the RTT corridor, East Saint John Street is relocated south. East Saint John Street is proposed to be extended from North 27th Street to the RTT corridor as a pedestrian/bicycle pathway. The street would then resume as a new segment east of North 28th Street. A new north-south street is also proposed (possibly named North 29th Street) within to the SJS site TOD. Five Wounds Lane would also be decoupled from North 30th Street to reduce through-traffic along the periphery of the SJS site.

The streets that surround the block containing the Town Square would also function as a bus loop to allow VTA buses to efficiently access the BART station. This bus loop is designed to avoid impeding pedestrian flows between BART portals and the Town Square, and to create a buffer between the buses and the space of the Town Square.

The circulation plan calls for three broad pedestrian-only promenades radiating out from the Town Square, supplemented by various smaller, pedestrian-only pathways. Bicycles are also accommodated in this plan by providing dedicated bicycle trail surfaces across major streets, within the RTT corridor, and to a planned bicycle parking facility located in a visible location within the BART parking garage. Bicycle racks are envisioned throughout the SJS site TOD (though not on the Town Square) to provide short-term bicycle parking.

TOWN SQUARE COMPONENT

The Town Square, the envisioned heart of community life, is planned to be located at the center of the SJS site TOD, between the planned BART parking garage to the north and Five Wounds Church to the south. Three broad, pedestrian-only promenades are planned to provide connectivity to the surrounding TOD, BART station facilities, Five Wounds Church, and East Santa Clara Street (including the planned BRT station). These promenades would also provide views from the Town Square to the foothills to the east, as well as Five Wounds Church and East Santa Clara Street to the south.

The space of the Town Square is designed to have a "cozy" primary area as well as secondary areas (created from the space of the aforementioned promenades) where the space of the Town Square can expand to accommodate large gatherings associated with community events and festivals. Food stands, a farmers' market, bazaars, and outdoor café/restaurant seating are envisioned to occupy the primary area of the Town Square at designated times, while a wide variety of local businesses are envisioned for the ground floors of adjacent buildings. Public facilities and amenities, such as a BART station portal, neighborhood center, playground, public fountain, public art sculpture, movable public seating/tables, and a portable stage would be located on and around the Town Square.

INDUSTRIAL SITES COMPONENT

Land Use Plan

The land use plan for the Industrial Sites Component is applied to sites that are likely to be redeveloped piecemeal as infill sites. This land use plan proposes changes to the *General Plan* where

the Light Industrial Land Use Designation and Mixed Industrial Overlay are currently applied to parcels north of East Julian Street and west of North 27th Street. North of East Julian Street, residential, and park/open space land uses are envisioned. West of North 27th Street, residential and office uses are planned. The intent of these changes is threefold: 1) to reduce conflicts between existing residential and industrial uses; 2) to encourage a high level of usage of the Town Square and TOD at the SJS site by increasing the number of people in the vicinity; 3) and to increase ridership of future BART service by employing land uses near the planned Alum Rock BART Station that stimulate use of public transportation.

Due to the *Framework for Preservation of Employment Lands (FPEL)*, the proposed conversion of areas currently specified with the Light Industrial Land Use Designation with Mixed Industrial Overlay to non-industrial land uses may trigger the necessity of replacing all the lost industrial land elsewhere in San José. However, these industrial parcels also fall under the purview of a *General Plan* BART Station Area Node because they are located within 3000 feet of the planned Alum Rock BART Station. Therefore, it may be that the *FPEL* does not apply to these parcels.

Residential areas are envisioned at a slightly higher density west of Wooster Avenue than that designated in the *General Plan*. The mix of land uses for parcels between North 27th Street and North 28th Street (between East Julian Street and East Santa Clara Street) are planned for residential, commercial, and office land uses.

For areas south of East Santa Clara Street, this land use plan proposes four changes to existing *General Plan* land use designations. First, a greater mix of uses is proposed for the former Empire Lumber site to allow for business offices. Second, the land use plan strengthens the intention for the development of a trail along the inactive railroad ROW. Third, higher residential densities are envisioned, over that designated in the *General Plan*, for much of the block bounded by East San Antonio Street to the north, Peach Court to the south, South 24th Street to the west, and Bonita Avenue to the east. Fourth, a mix of residential, commercial, and office uses is encouraged in lieu of strictly neighborhood-serving commercial uses for parcels in the vicinity of the East William Street and South 24th Street intersection.

Circulation Plan

Several street modifications are proposed by this circulation plan. East Court is proposed for a short extension over Lower Silver Creek to allow access to a large vacant parcel. North 28th Street would also extend north of the East Julian Street and terminate at a new east-west running street. This would allow for the elimination of a portion of East Julian Street frontage road and reduce traffic problems at the East Julian Street/North 28th Street intersection. East Julian Street would also be widened between North 27th Street and North 28th Street to allow for full block left-turn lanes in both directions. The East Julian Street/North 27th Street intersection would receive a new traffic signal. The South 24th Street/Peach Avenue intersection would also receive a new traffic signal, allowing for a safer street crossing for the planned RTT corridor. Finally, South 23rd Street would be realigned (just north of East William Street) to the west to allow for the creation of more contiguous space for the planned RTT project.

The circulation plan calls for sidewalk upgrades along Wooster Avenue and South 24th Street. Four mid-block neck-downs would be placed where the RTT corridor intersects streets at mid-block (including Shortridge Avenue, East San Fernando Street, Whitton Avenue, and East San Antonio Street). Corner bulb-outs or the tightening of curb radii would be installed where South 24th Street intersects with East San Antonio Street, Peach Court, and East William Street. The South 23rd Street/East William Street intersection would also receive corner bulb-outs.

A new bus line would be established that runs north-south through the Five Wounds/Brookwood Terrace SNI Area to connect residents to the planned Alum Rock BART Station from areas to the south. Class I bicycle paths would run along the RTT corridor and along the extended East Saint James Street (from North 27th Street to

North 28th Street).

RAIL-TO-TRAIL COMPONENT

The RTT corridor is approximately 1.5 miles in length and is divided into five segments. Plans for the RTT corridor envision the creation of segregated pedestrian and bicycle trail surfaces (except in areas of lighter use, where there would be one shared trail surface) and landscaping within the inactive railroad ROW and along Wooster Avenue, between Highway 101 at the northern end to East William Street at the southern end. The RTT corridor is designed to generally be a minimum 40 feet in width. The RTT corridor plan also envisions four special use areas. A special use area is an additional open space at a selected location along the RTT corridor. Special use areas consist of active recreational facilities, such as exercise stations or playgrounds; and passive recreational facilities, such as seating areas or interpretive signage.

Plans for Segment #1 of the RTT corridor include a northern trail terminus, just east of Highway 101, to provide additional access to areas beyond the Planning Area, the reuse of the rail bridge (which crosses over Highway 101) for the RTT corridor, and a connection to the planned Lower Silver Creek Trail immediately north of Lower Silver Creek.

Plans for Segment #2 of the RTT corridor include the reuse or rebuilding of the existing bridge over Lower Silver Creek, the creation of a special use area by expanding Hacienda Park to the west (just south of Lower Silver Creek), and the routing of the RTT corridor on the east side of Wooster Avenue to allow for more efficient development to the east.

Segment #3 of the RTT corridor is designed to be free of intersections from East Julian Street to East Santa Clara Street. A special use area would be created just west of the McDonald's site and would help define the gateway into the San José Steel site TOD from the East Santa Clara Street. The RTT corridor would be widened adjacent to new development at the former Empire Lumber site.

Segment #4 of the RTT corridor intersects, at mid-block, Shortridge Avenue, East San Fernando Street, Whitton Avenue, and East Santa Clara Street. Therefore, plans for this segment focus on providing traffic calming measures and increasing the visibility of the RTT corridor to drivers. A special use area is also proposed on the north side of East San Antonio Street to provide park-like space to the existing residents and to future residents from new development on the south side of the street.

Segment #5 includes designs for the trail that will provide good connections to future TOD between East San Antonio Street and Peach Court. The intersection of South 24th Street and Peach Court is also given special attention to allow for the safe crossing by trail users. A special use area is also created just north of East William Street by moving a small portion of South 23rd Street to the west. Finally, the sidewalk along the south side of East William Street is proposed for widening to accommodate the RTT corridor between South 22nd Street and South 23rd Street.

EAST SANTA CLARA STREET/ALUM ROCK AVENUE COMPONENT

Land Use Plan

The land use plan covers most parcels adjacent to the ESC/AR corridor, with the exception of the former Empire Lumber site and the existing McDonald's site, both of which are examined in the Industrial Sites Component section.

Most parcels that are currently designated with the General Commercial Land Use Designation would be reclassified to a land use designation that allows a mix of commercial, residential, and office land uses. This change would allow for the redevelopment of existing buildings (now, typically one or two stories with deep setbacks) to street-facing three- to seven-story buildings containing commercial space on ground floors and office and residential space on upper floors. As part of any new development, the preservation of the numerous social organizations is encouraged within future commercial spaces. The site of the former Mexico Theater is the only parcel planned for a continuation of the General Commercial

Land Use Designation to preserve the historically significant theater building for future use as a community theater and/or cinema.

Most parcels already classified with the Public/Quasi-Public Land Use Designation are planned to retain that classification. However, the site of the Santa Clara County Multi-Services Center (SCCMSC) would be reconfigured to allow for other land uses while maintaining the current public services at the site. The site of the Five Wounds School (now closed), would be reclassified to Transit Corridor Residential Land Use Designation to allow for the creation of senior housing. The I.E.S. Hall site would also be reclassified to allow for a mix of commercial (which would include the preservation of the I.E.S. Hall), residential, and office land uses.

If feasible, the parcel located at the northwest corner of Alum Rock Avenue and King Road would be reclassified with the Public/Quasi-Public Land Use Designation to allow for new public facilities, such as a new children's learning museum and parking garage. This change is designed to promote a hub of public activity at the Alum Rock Avenue/King Road intersection.

No changes are proposed for lands designated as Public Park and Open Space, which applies to the Roosevelt Park and Roosevelt Park Community Center.

Circulation and Traffic Calming Plan

To meet the goals for the community for a walkable corridor with small town character, and to improve the safety of pedestrians and drivers, this plan envisions significant improvements to all intersections between Coyote Creek and King Road. These improvements would include highly visible crosswalks, bulb-outs at most corners, and pedestrian refuges in the middle of most crosswalks. Additionally, all intersections would have traffic signals, though some would be activated only by pedestrians. Some intersections would no longer allow left turns in order to increase automobile safety and to minimize the need for fully-signalized intersections along the ESC/AR corridor.

Significant improvements to the street right-of-way between intersections are also proposed, such as increased delineation of street lanes and on-street parking, establishing consistent lane widths, and the elimination of excess street space, in order to provide space for traffic calming features. A center-median is proposed to run along the entire ESC/AR corridor within the Planning Area to increase safety for drivers by physically separating opposing traffic.

To achieve the goals of the community, two trade-offs that favor pedestrian- and transit-orientation over that of providing more capacity for automobiles are required. First, on-street parking would be reduced in some areas to accommodate traffic calming features, including the proposed center median. Replacement parking is planned for in the short-term parking plan in the Parking Component. Second, all bus stops would utilize bulb-outs to speed service. This would likely impact traffic flow, but the alternative is to encroach on sidewalk space and eliminate the center median, greatly impact walkability and safety for automobile drivers. This plan proposes pre-paid tickets to speed boarding and thereby mitigate the impact on traffic flow.

PARKING COMPONENT

Short-Term Parking Plan

Generally, current parking supply in the Planning Area is adequate. However, due to poor management of existing parking assets, at times not enough parking is accessible for public use, especially during large events such as weddings and community festivals. Additionally, some parking loss is anticipated associated with traffic calming measures proposed in this document.

Therefore, this short-term parking plan proposes addressing parking shortages during events and replacing lost parking by increasing access to parking in three ways: 1) the creation of approximately 126 new parking spaces in the form of four new surface parking lots; 2) the opening of three existing surface parking lots for large community events; 3) increasing utilization of parking spaces by combining small surface parking lots, located at the rear of adjacent parcels, into larger, single parking lots (at eight locations).

The short-term plan also seeks to delineate on-street parking to create a more organized and

unified streetscape along the ESC/AR corridor, South 24th Street, and a small section of East William Street. No changes are proposed for the regulation of on-street parking or to requirements for off-street parking (in the short-term).

Long-Term Parking Plan

The long-range parking plan covers the period that coincides with the commencement of BART service at the planned the Alum Rock BART Station. The long-term parking plan identifies eight potential sites in the Planning Area for parking garages. These are envisioned to replace surface parking lost due to the intensification of land uses. To supplement new parking garages, the plan also proposes general public parking at the BART parking garage in the evenings and weekends.

Metered parking is recommended along the ESC/AR corridor (including along the blocks of cross streets immediately adjacent to the corridor) and along the entire length of North 27th Street. A parking permit system is proposed in residential areas to prevent long-term BART commuters from parking on neighborhood streets.

The long-term parking plan calls for the inclusion of parking minimums and maximums in new residential development. To ensure the viability of parking maximums, mandating distribution of transit passes is proposed. Unbundled parking, reserved parking spaces for car sharing services, and bicycle parking are also proposed. Commercial parking requirements are maintained, but it is recommended that they be reexamined as necessary. Additionally, this plan recommends that much of the commercial parking be accommodated in parking garages, which would also include bicycle parking.

IMPLEMENTATION STRATEGIES

ENTIRE PLANNING AREA

a) Where feasible, incorporate the various land use and transportation plans contained in this 2010 *CCP* into the *Envision 2040 General Plan* document currently being created.

b) If further study is necessary for the plans contained in this 2010 CCP, create an area plan that covers the entire Planning Area and those surrounding areas deemed necessary.

c) Establish a new, community-based, non-profit organization, or partner with an existing organization, that would initially work to promote and implement the concepts in this 2010 *CCP* (and those in an area plan, if performed).

SAN JOSÉ STEEL AND TOWN SQUARE COMPONENTS

a) Create a development agreement between the City of San José and developers, in consultation with the NAC, for TOD at the San José Steel (SJS) site.

b) Establish the exact locations and layout of the Town Square, pedestrian promenades, and streets (based on this 2010 *CCP) during* the engineering of the BART station and ancillary facilities. Create a memorandum of understanding between the City of San José and VTA that outlines how the two entities will coordinate site design efforts and how the City of San José will take ownership and management of the land for the Town Square, pedestrian promenades, and streets.

c) Pursue joint development of the BART parking garage so as to allow for other land uses to be integrated into the structure. Consider arrangements where developers would contract with VTA to build the parking garage in conjunction with mixed-use development..

d) Pursue joint development of the land immediately above the BART subway box and tunnel structures. Ensure that the subway box accommodates the foundations for four- and five-story structures and that these structures would be built either at the same time or immediately after construction of the box.

e) Encourage multiple developers, including a master developer, for the entire SJS site, as well as other developers to develop smaller portions of the site. Allow and encourage

community-based developers, such as cohousing organizations, to participate in developing portions of the SJS site. Consider establishing a community development corporation to serve as a coordinating partner to ensure that community priorities are met.

f) Establish a community-based organization and/or business district to program activities on the Town Square and pedestrian promenades.

INDUSTRIAL SITES COMPONENT

a) Determine whether the *Framework for Preservation of Employment Lands* policy applies to the industrial parcels that lie within Santa Clara/28th Street Station Area Node..

b) Closely monitor all development proposals for the small- to medium-sized industrial sites in the Planning Area for consistency with the land use and transportation plans for industrial sites in this 2010 *CCP*.

RAIL-TO-TRAIL COMPONENT

a) Create a community-based task force to pursue development of the RTT corridor.

b) Consider partnering with the Rails-to-Trails Conservancy to develop support and to obtain funding for the development of the RTT corridor.

c) Work closely with the local council member and council at large to develop a funding package for the development of the RTT corridor (including the associated special use areas).

d) Conduct a feasibility study or master plan to further the designs presented in this 2010 *CCP*.

e) Obtain agreements with future developers to develop segments of the RTT corridor in conjunction with the development of properties adjacent to the RTT corridor.

f) Establish a community facilities district, benefit assessment district, or another similar entity to finance maintenance (including capital repairs/replacement) of the special use areas located along the RTT corridor.

g) Pursue a change to City policy to allow for lighting along trails where deemed necessary.

EAST SANTA CLARA/ALUM ROCK AVENUE COMPONENT

a) Coordinate with VTA to include the street modifications, traffic calming features, and streetscape improvements (proposed in this 2010 *CCP*) in the final designs for the BRT project along the ESC/AR corridor.

b) Strengthen the East Santa Clara Street Business Association and the Alum Rock Village Business Association.

c) Encourage the creation of a Business Improvement District along the ESC/AR corridor.

d) Work with policy makers to change the current policy requiring property owners to fund all maintenance of landscaping of adjacent newly constructed bulb-outs.

e) Form a NAC-committee to partner with non-profit theater groups, such Teatro Campesino, Teatro Vision, and/or Northside Theater, to develop a community theater (along with an independent cinema) in the former Mexico Theater building.

f) Form a NAC committee to partner in efforts to improve the Mexican Heritage Plaza and to establish a permanent farmers' market.

g) Utilize the same NAC committee noted above (in item f) to explore the possibility of creating a public facility, such as a children's museum, in the vicinity of Mexican Heritage Plaza.

h) Create a streetscape and traffic calming master plan for the ESC/AR corridor.

i) Construct street modifications, traffic calming features, and streetscape improvements along the ESC/AR corridor.

j) Work with policy makers to develop zoning policies that encourage/facilitate the mixed-use typology desired by the community.

PARKING COMPONENT

a) Work with property owners along the ESC/AR corridor to combine rear-lot parking lots

where possible.

b) Work with existing property owners to open underutilized surface parking lots for public use.

c) Procure property for the creation of surface parking lots (as proposed in the short-term parking plan in the Parking Component). Construct the parking lots.

d) Work with VTA to develop a shared parking management system for the future BART parking garage.

e) Partner with developers to construct public parking garages in conjunction with future development projects in the Planning Area.

f) Install on-street parking meters in the Planning Area, per the long-term parking plan detailed in the Parking Component.

g) Establish neighborhood parking permit zones in the Planning Area (and areas outside the Planning Area) once BART service commences, per the long-term parking plan detailed in the Parking Component.

Community Vision

This page has been left blank intentionally.

Community members envision the creation of a place where residents gather and strengthen already strong community bonds. Such a place is seen as the heart of community life, where people of all ages and ethnicities "hang out" and intermingle, where residents frequent locally-owned shops, eat at restaurants and cafés with outdoor seating, and where large community events, such as weddings, concerts, and festivals, are held. This place is a new public plaza, known by the community as the "Town Square," and it would be located directly above the planned Alum Rock BART Station.

The Town Square is envisioned as being a "cozy" space, while also being flexible to accommodate large events that enrich community life. A "small town" atmosphere is envisioned to permeate the Town Square, and would be achieved by framing the space with mixed-use, transit-oriented development. This transit-oriented development is envisioned to include a variety of housing types to accommodate a diversity of residents (with an emphasis on seniors), numerous locally-run shops, venues that have regional draw, restaurants with outdoor seating, and a neighborhood center. Five Wounds Church would be integrated into the transit-oriented development, and linked directly to the Town Square via a broad pedestrian promenade, lined with artists' studios, shops, and housing.

The community sees a new pedestrian and bicycle trail connecting residential neighborhoods to the Town Square and the encircling transit-oriented development. They also imagine a revitalized East Santa Clara Street/Alum Rock Avenue corridor, connecting points from the east and west to the nexus of the entire area: the intersection of East Santa Clara Street and 28th Street. Visible from this key intersection would be a clock tower identifying the Town Square and Alum Rock BART Station.

The community imagines neighborhoods that are more residential in character, and that have a comfortable coexistence between residential land uses and the industrial land uses that remain.

Finally, the community envisions an increase in the supply and management of parking to efficiently accommodate the automobiles accessing the BART station and surrounding activities.

This page has been left blank intentionally.

Introduction

Chapter I

This page has been left blank intentionally.

The 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) documents conceptual plans, urban design guidelines, and associated implementation strategies for the area surrounding the planned Alum Rock Bay Area Rapid Transit (BART) Station. The impetus for conducting the 2010 *CCP* came directly from the Five Wounds/ Brookwood Terrace (FWBT) community. Community members have expressed a strong desire to be deeply involved in formulating the characteristics of future public investments and private development for this strategic area.

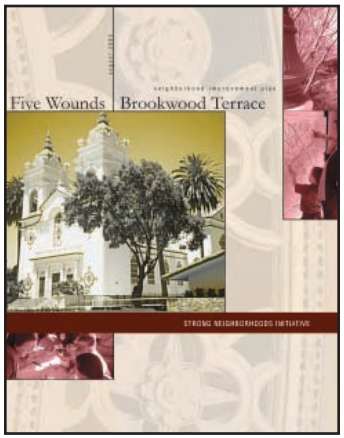
THE STRUCTURE OF THIS PLAN

The 2010 *CCP* is divided into five chapters and an appendices section, as follows:

- **Chapter 1 – Introduction:** provides an overview of the CommUniverCity San José partnership, objectives of the 2010 *CCP*, location of the Planning Area of the 2010 *CCP*, the BART-to-San José project, how the Planning Area is defined, and definition of the six Planning Area components.
- **Chapter 2 – Community Planning Process:** reviews the extensive community planning process conducted for the 2010 *CCP*, which included four community workshops (that were open to all residents), two youth-only workshops, and one workshop devoted to Spanish speakers, along with follow-up meetings with the FWBT Neighborhood Action Coalition (NAC).
- **Chapter 3 – Existing Conditions:** discusses the key features, demographics, existing land uses, land use designations, zoning districts, the Enterprise Zone, the employment lands preservation policy, and the existing conditions of the six Planning Area components.
- **Chapter 4 – Conceptual Plans and Urban Design Guidelines:** discusses the goals and objectives underlying the plans and urban design guidelines contained in this 2010 *CCP*, and provides an integrated overview of all conceptual plans and urban design guidelines created for the Planning Area. Then, conceptual plans and urban design guidelines for each of the six Planning Area components are examined in detail.
- **Chapter 5 – Implementation Strategies:** examines strategies to implement the conceptual plans and urban design guidelines, first from the perspective of the entire Planning Area, and then for each of the six Planning Area components.
- **Appendices:** includes a Glossary of Acronyms and References.

THE STRONG NEIGHBORHOODS INITIATIVE AND THE COMMUNIVERCITY SAN JOSÉ PARTNERSHIP

Launched in 2000, the City of San José's Strong Neighborhoods Initiative (SNI) is a partnership between the City of San José, the San José Redevelopment Agency (SJRA), and the communities served. This initiative led to the creation of 19 SNI Planning Areas, including the FWBT SNI Area. Each of these SNI Planning Areas generated a neighborhood improvement plan which included a list of Top Ten Actions. Most of these plans



Cover of the 2002 *Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan.*

were completed in 2002. In 2005, under the auspices of the SNI, staff from the SJRA and other City agencies launched a community planning process called Renewing the Action Agenda (RAA), with the purpose of creating amendments to all of the original 19 neighborhood improvement plans. The development process for these plans was designed to produce a new list of Top Ten Actions and to strengthen leadership and organizational capacity at the neighborhood level.

Community members began to define their vision for the area surrounding the planned Alum Rock BART Station during the SNI community planning process that led to the creation of the 2002 *Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan* (2002 *NIP*). Contained in the 2002 *NIP* were several high-priority Actions related to the BART project, including the redevelopment of the San José Steel (SJS) and Empire Lumber sites (both near Five Wounds Church), the creation of a Town Square, the preservation of the small town character of the East Santa Clara Street/Alum Rock Avenue (ESC/AR) corridor, the creation of a parking strategy for the ESC/AR corridor, and the conversion of the inactive railroad right-of-way (ROW) into a public trail (see Figure 1).

Following the release of the 2002 *NIP*, progress

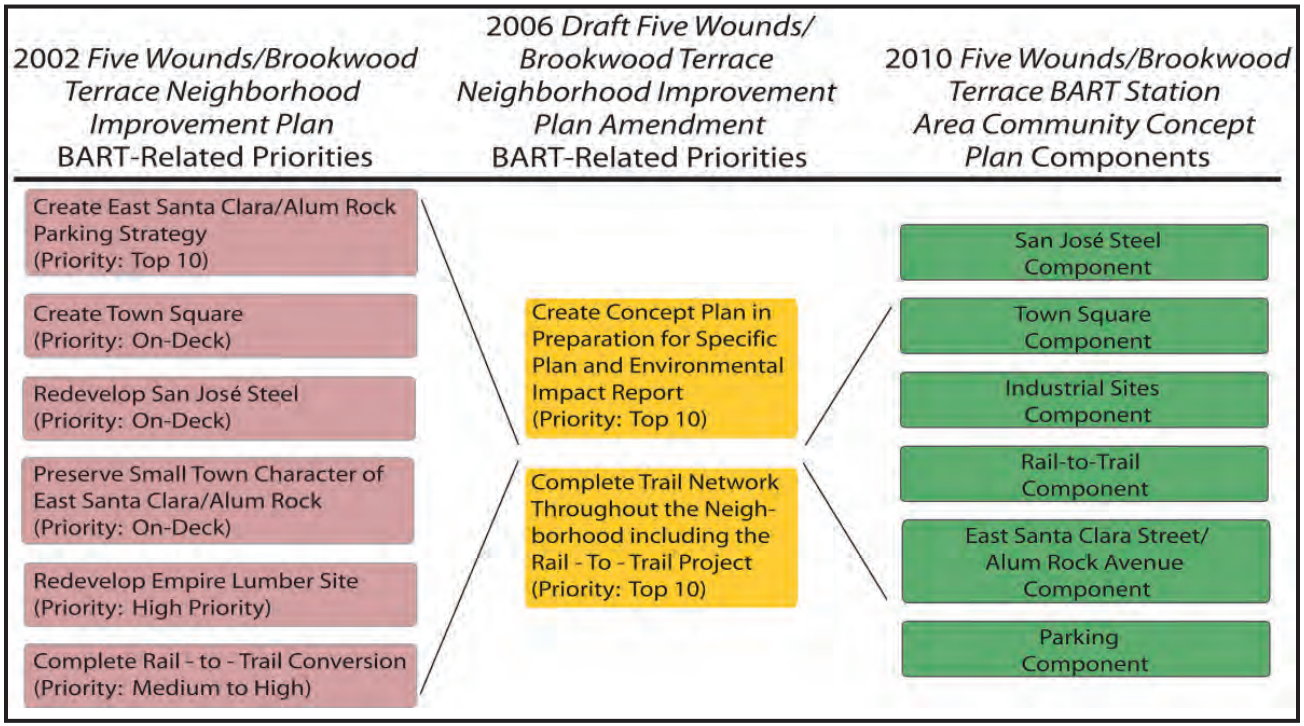


Figure 1. Planning process leading to the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan*.

toward implementing these Actions was slow due to the long planning timeframe and the continued delay in extending BART to the area. During the RAA community planning process of 2005 and 2006, in an effort to produce some progress on the BART-related Actions identified in the 2002 *NIP,* the community decided to prioritize the creation of a separate planning process to develop their vision in more detail for the area surrounding the planned Alum Rock BART Station. The idea of creating a specific plan was prioritized in the 2006 *Draft Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan Amendment* (2006 *DNIPA*). It was later decided to first pursue a concept plan in preparation for more detailed planning and environmental studies.

During the RAA community planning process, community members and SNI staff participated in a unique partnership called CommUniverCity San José. Created in 2005, CommUniverCity San José was conceived with the purpose of formally establishing an on-going partnership between the City of San José, San José State University (SJSU) and a San José community (with the FWBT community being the first community partner for a period of approximately five years). The partnership provided a hands-on learning experience for students participating in service-learning courses at SJSU, while bringing additional resources to City projects connected to these courses. During the RAA process, graduate students from the SJSU Urban and Regional Planning Department helped to plan and facilitate the community workshops in the FWBT SNI Area and to contribute to the creation of the 2006 *DNIPA*.

Building on the successful experience with the RAA community planning process, the FWBT community and SNI staff decided to re-engage in the CommUniverCity San José partnership in the effort of creating a concept plan for the area surrounding the planned Alum Rock BART Station. This effort resulted in this document, the 2010 *CCP*. Once again, graduate students from the SJSU Urban and Regional Planning Department participated in the community planning process.

CommUniverCity San José logo.

OBJECTIVES OF THE 2010 *FIVE WOUNDS/ BROOKWOOD TERRACE BART STATION AREA COMMUNITY CONCEPT PLAN*

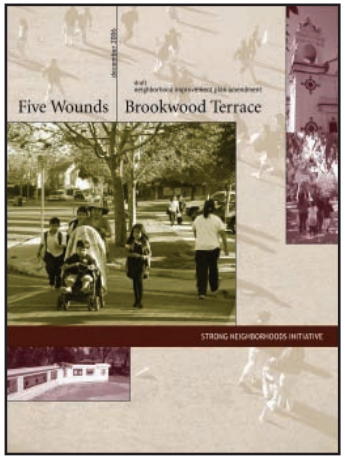
The objectives for this 2010 *CCP* are as follows:

1) Document the extensive community planning process conducted in the FWBT SNI Area to plan the area surrounding the planned Alum Rock BART Station.

2) Develop a plan for a transit-oriented development (TOD) that includes a public plaza (i.e., the Town Square), at the site immediately surrounding the planned Alum Rock BART Station.

3) Create plans to guide future development and circulation improvements related to the small- to medium-sized industrial sites in the vicinity of the planned Alum Rock BART Station.

4) Develop a plan for the creation of a new trail along the inactive railroad ROW within the FWBT SNI



Cover of the 2006 *Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Plan Amendment.*

Area that provides a strong connection to the planned Alum Rock BART Station.

5) Develop plans to revitalize and traffic calm the ESC/AR corridor within the FWBT SNI Area.

6) Develop a comprehensive set of short-term and long-term parking strategies for the entire Planning Area to address existing parking issues and changes in parking patterns anticipated due to the commencement of BART service.

LOCATION OF THE PLANNING AREA

The Planning Area examined by the 2010 *CCP* is located in the Santa Clara County city of San José, approximately one mile east of the City's downtown (see Figure 2). The Planning Area lies almost entirely within the FWBT SNI Area (see Figure 3). The Planning Area encompasses portions of several individual neighborhoods that are located within the FWBT SNI Area, including Little

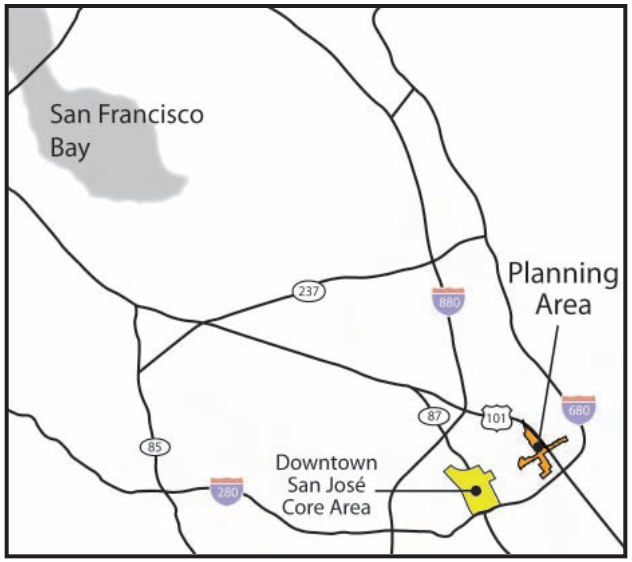


Figure 2. Regional context of the Planning Area.

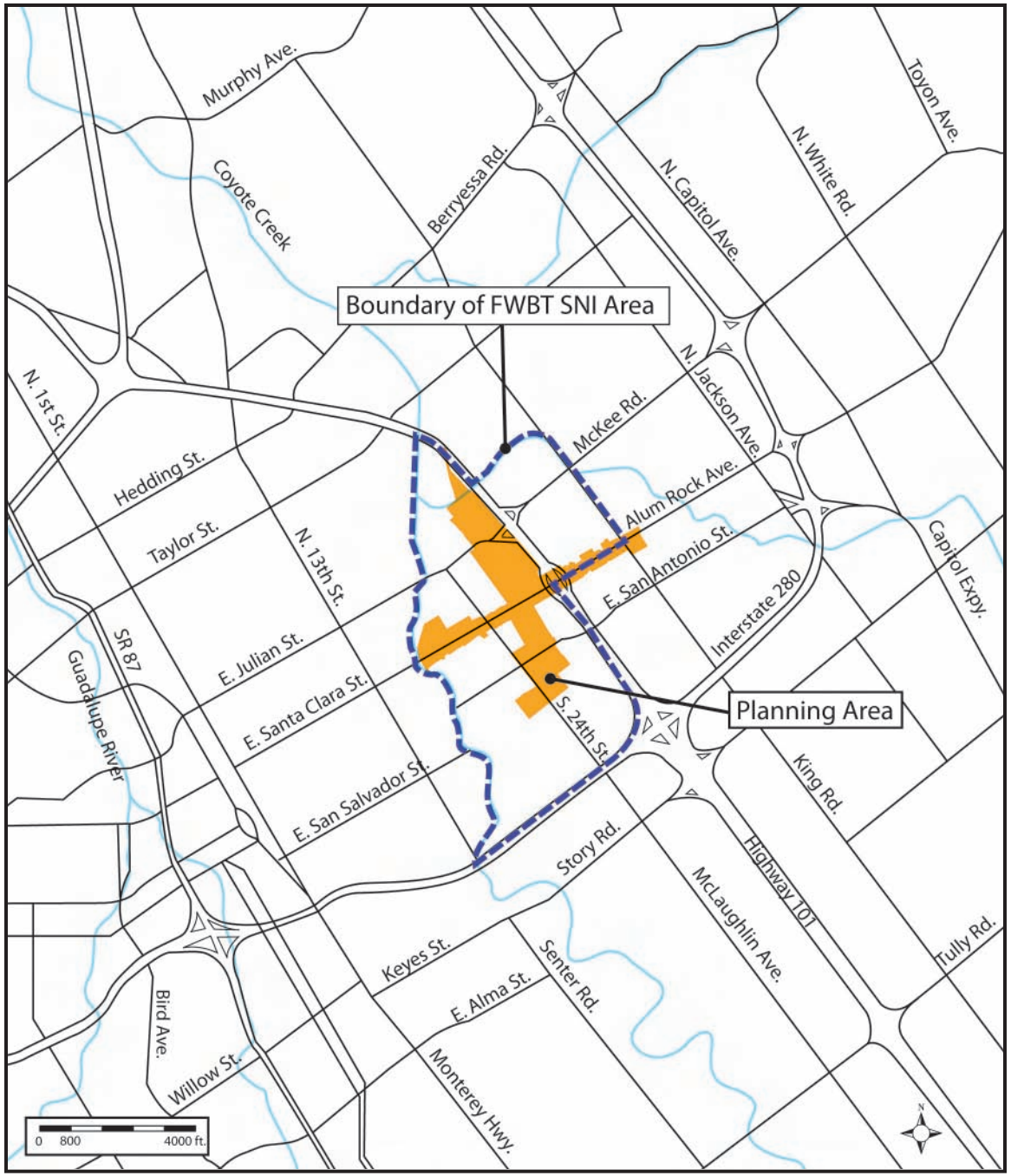


Figure 3. Vicinity of the Planning Area.

Portugal, Anne Darling, San José Steel, Wooster East/ West Courts, Roosevelt North, Roosevelt South, Five Wounds, Bonita, McKinley, and Olinder.

Small portions of the Planning Area lie outside of the FWBT SNI Area (see Figure 3). The portions of the Planning Area that lie immediately south of Alum Rock Avenue, between Highway 101 and King Road, and immediately northeast of the Alum Rock Avenue/King Road intersection, are within the Gateway East SNI Area. Additionally, the Planning Area includes a few parcels at the southeast corner of the Alum Rock Avenue/King Road intersection. These parcels are located in the Mayfair SNI Area.

BART-TO-SAN JOSÉ PROJECT

The Santa Clara County Valley Transportation Authority (VTA) is currently planning a two-phase, 16.1-mile extension of BART service from the planned Warm Springs BART Station in Fremont to San José and Santa Clara. The first phase will consist of a two-stop extension from Warm Springs and will include the Milpitas BART Station and the Berryessa Station in San José (see the inset of Figure 4). The second phase is planned to consist of four additional stations, of which one would be located at the heart of the Planning Area just north of Five Wounds Church at the SJS site (the site of the former San José Steel factory). This station is currently referred to as the Alum Rock BART Station.

The Alum Rock BART Station will be the first of three subway stations along the BART extension. Due to its location near downtown, the area surrounding the

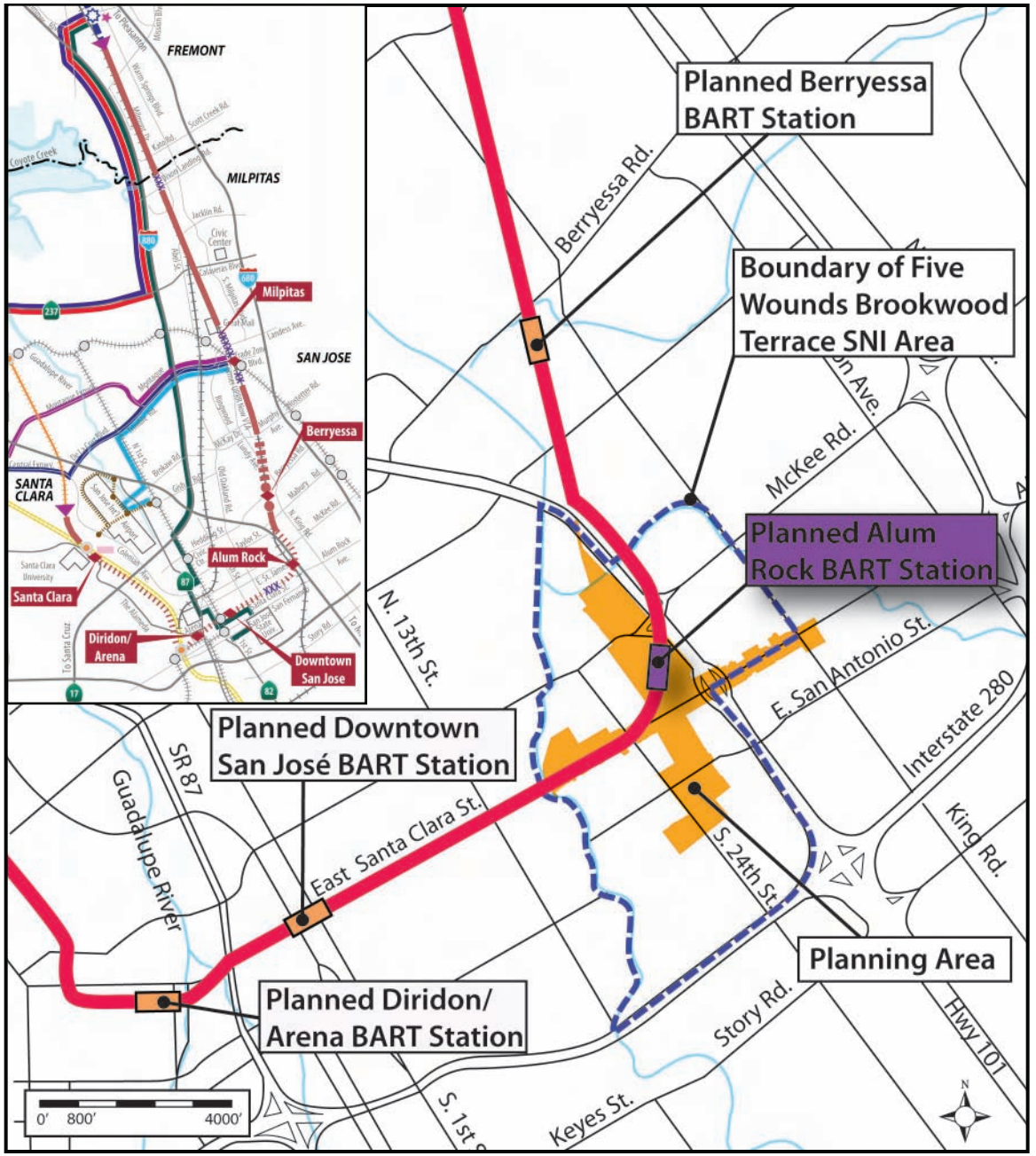


Figure 4. BART extension to San José.
Note: The large map shows the BART extension alignment within San José. The inset is a VTA map showing the entire extension. Insert courtesy of VTA, 2010.

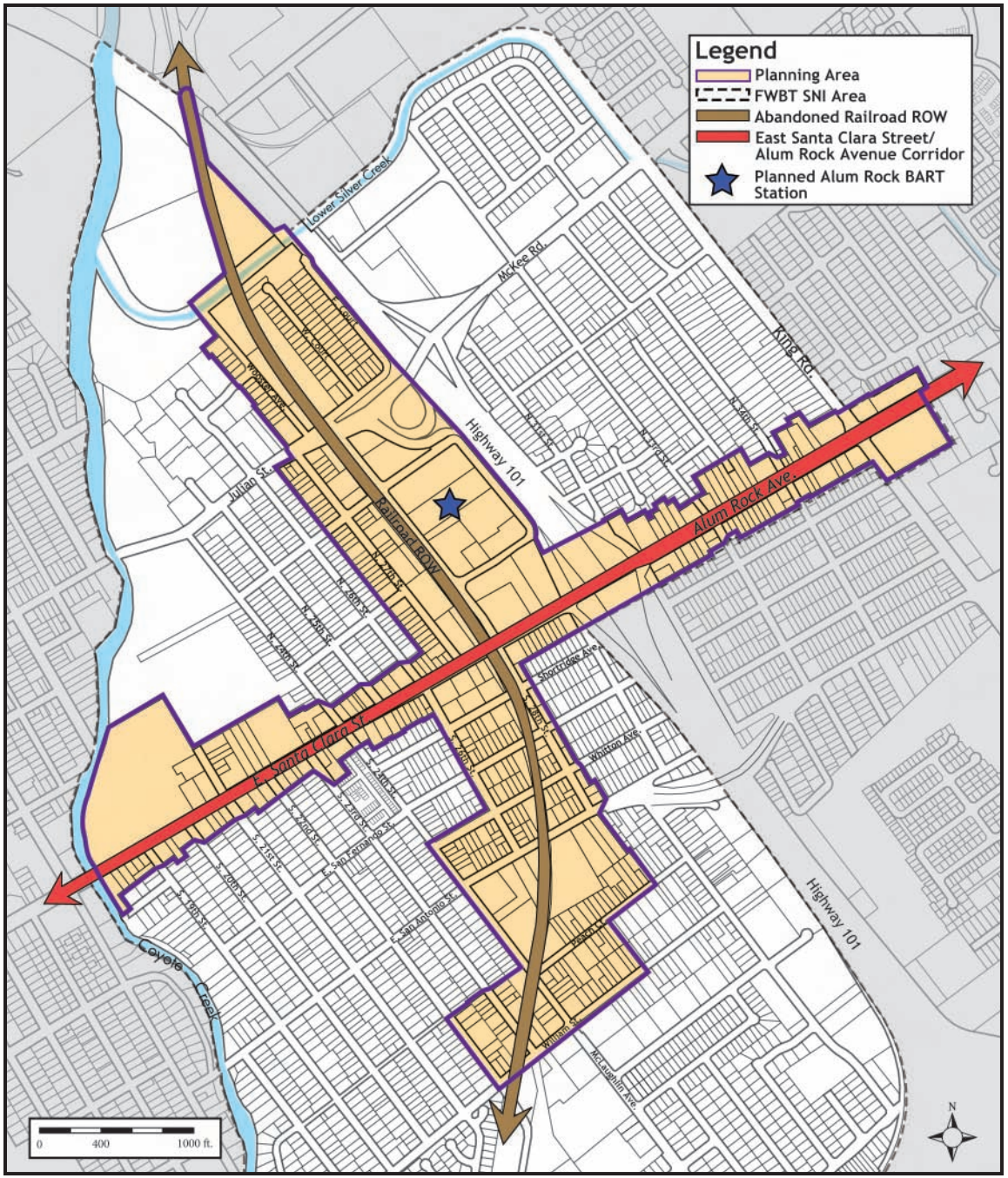


Figure 5. Planning Area.

planned Alum Rock BART Station is being considered for TOD by the City of San José. The Alum Rock BART Station is also being planned as the one of two park-and-ride stations serving central, eastern, and southern San José (the other being the Berryessa BART Station). VTA is planning for a 2,500 space parking garage adjacent to the Alum Rock BART Station. Originally, VTA was planning for more parking at the station but decided to limit it to 2,500 spaces. The size of this garage will present a challenge in the planning of TOD. The Alum Rock BART Station would also include access (in the form of a pedestrian connection) to the planned VTA bus rapid transit (BRT) line along the ESC/AR corridor at the intersection of East Santa Clara Street and North 28th Street.

The first phase of the BART extension is currently scheduled to open in 2018. The second phase is still under development and more funding must be obtained. Therefore, it is currently unclear when the second phase of the BART extension, including the Alum Rock BART Station, will open for service. Until the status of the second phase is resolved, plans for TOD at the area surrounding the planned Alum Rock BART Station will likely be on hold.

DEFINING THE PLANNING AREA

Most of the Planning Area is located around the north-south running inactive railroad ROW, owned by VTA, between Highway 101 and East William Street, and the east-west running ESC/AR corridor, from Coyote Creek to just east of King Road (see Figure 5). The rationale for focusing the Planning Area around these corridors is twofold. First, both provide direct access for much of the

FWBT SNI Area to the planned Alum Rock BART Station. Second, both corridors are characterized by numerous parcels with the potential to accommodate TOD that will complement future BART service. The ESC/AR corridor provides opportunities for TOD, due to the large number of low-density commercial properties. The parcels surrounding the inactive railroad ROW also present several opportunities for TOD on large development sites (including the SJS site), as well as numerous opportunities for smaller-scale infill TOD.

PLANNING AREA COMPONENTS

Due to the diverse scope of planning issues studied in the 2010 *CCP*, the Planning Area is divided into six geographic sub-areas (see Figure 6). Each of these sub-areas is studied individually (as well as in relation to one another). These areas of study are called components. The components are:

- **San José Steel Component**, which corresponds to the SJS site (also the location of the planned Alum Rock BART Station);
- **Town Square Component**, which corresponds to a small area in the central portion the SJS site;
- **Industrial Sites Component**, which corresponds to several areas surrounding the inactive railroad ROW;
- **Rail-to-Trail Component**, which corresponds to most of the inactive railroad ROW and land east of and adjacent to Wooster Avenue;
- **East Santa Clara Street/Alum Rock Avenue Component**, the ESC/AR corridor between Coyote Creek and King Road;

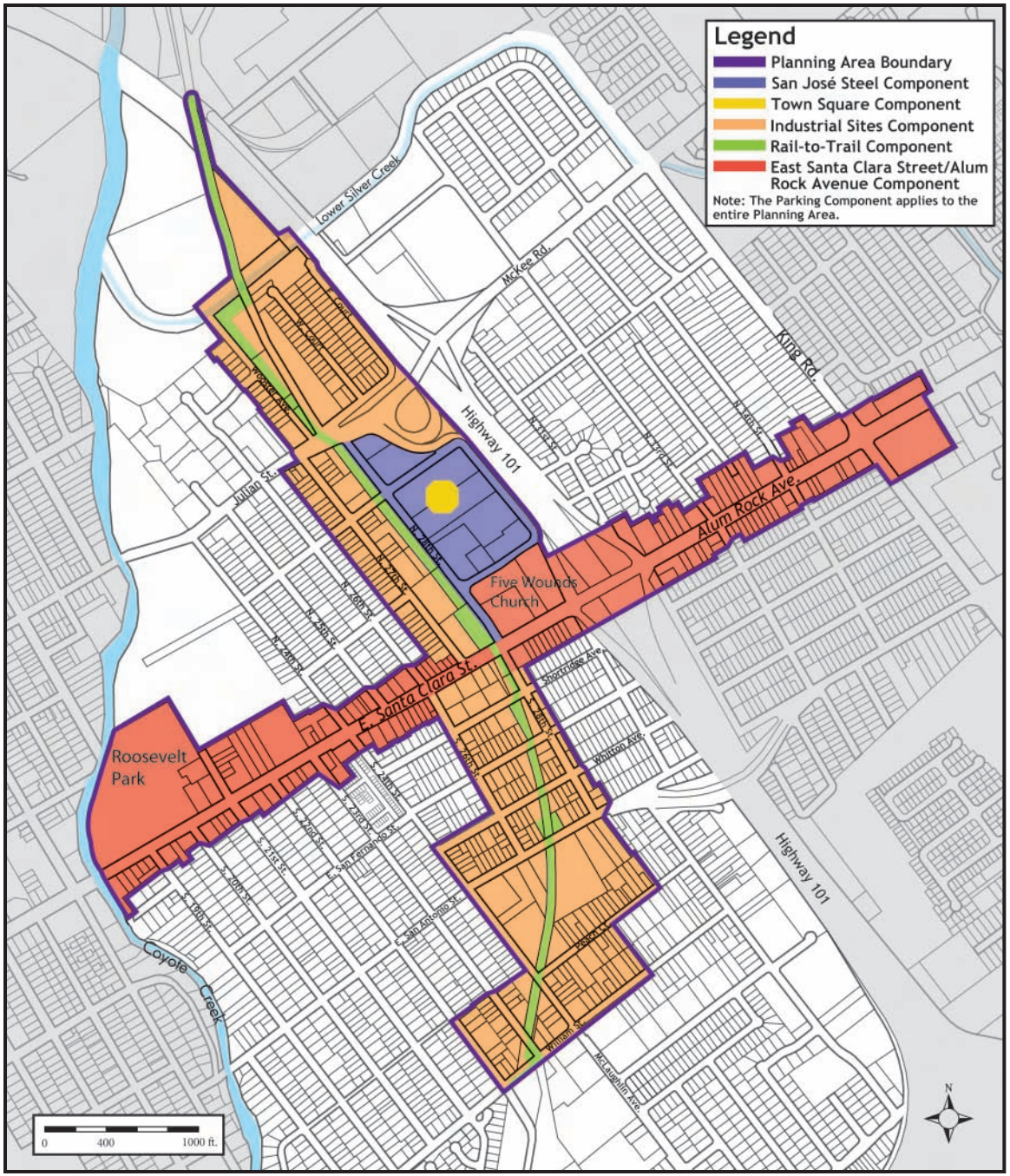


Figure 6. Planning Area components.

- **Parking Component**, which corresponds to the entire Planning Area.

Below is a brief introduction to each of the six components.

San José Steel Component

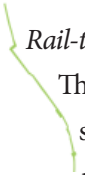
The San José Steel Component examines concepts for a future TOD at the SJS site, the location of a former steel factory and current site of the planned Alum Rock BART Station. This is the core component of the Planning Area. The area is bounded by East Julian Street to the north, North 28th Street to the west, Five Wounds Lane to the south, and Highway 101 to the east. The planned Alum Rock BART Station is designed as a subway station, located directly under the SJS site. Two entrances are planned at the surface of the SJS site to access the station below. Additionally, other BART infrastructure, including a large parking garage, is planned for the SJS site.

Town Square Component

The Town Square Component includes a focused examination of how to integrate a public plaza (referred to as the Town Square in the remainder of this 2010 *CCP*) within a TOD at the SJS site. The design of the Town Square is developed to reflect the community's vision for a strong public space where community bonds can be strengthened.

Industrial Sites Component

The Industrial Sites Component examines the numerous small-to-medium size industrial sites that surround the inactive railroad ROW. The primary focus of this component is to consider how to best integrate future development on these sites so that they support the vision of the community members. It is anticipated that development pressure for these sites will substantially increase with the commencement of the BART project. This component also includes concepts for a TOD at the Empire Lumber site.



Rail-to-Trail Component

The Rail-to-Trail Component examines strategies and designs for the creation of a public trail that generally follows the inactive railroad ROW. The planning area for the trail is referred to in this document as the Rail-to-Trail (RTT) corridor and runs from Highway 101 at the northern end to East William Street at the southern end. The actual trail that will result from this planning effort will be named Five Wounds Trail per the 2009 *Greenprint Update*.

Several potential recreational areas, called special use areas, are also envisioned within the RTT corridor. A small section of the Five Wounds Trail has already been completed as part of the KB Home development just south of East William Street.

East Santa Clara Street/Alum Rock Avenue Component

The East Santa Clara Street/Alum Rock Avenue Component examines the integration of traffic calming strategies, future development, and the planned BRT project along the ESC/AR corridor.

Parking Component

The Parking Component examines short-term and long-term parking strategies throughout the Planning Area. The commencement of BART service will change the nature of parking, not only around the BART station, but throughout the Planning Area.

Community Planning Process

Chapter II

This page has been left blank intentionally.

An extensive community planning process, sponsored by the CommUniverCity San José partnership, was conducted for the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*). This process took place from 2007 to 2009 and included four workshops open to the entire community, two workshops targeted at youth, one workshop for Spanish speakers, and several meetings with the Five Wounds/Brookwood Terrace (FWBT) Neighborhood Action Coalition (NAC).

The four community workshops were planned and conducted by a team consisting of CommUniverCity San José staff, Strong Neighborhoods Initiative (SNI) staff, San José State University (SJSU) faculty, project consultants, and SJSU urban planning graduate students taking a service-learning course.

With the experience the SJSU students gained in their involvement with the first community workshop, they took the initiative, with no assistance from other project partners, to organize and conduct a youth-only workshop at San José High Academy. The success of this event led to a second youth workshop. The impetus to conduct the youth workshops was two-fold. First, youth had proven themselves valuable contributors during the FWBT neighborhood planning process for the 2002 *Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan* (2002 *NIP*). Youth contributed the idea for the Town Square, which the entire community endorsed as the central element of their vision to transform the neighborhood. Second, during Community Workshop #1, workshop organizers observed that youth did not attend. Therefore, the SJSU graduate students decided that the most effective way to involve youth was to bring workshops to them. The youth workshops were a great success, demonstrating the success of service-learning programs in rapidly educating graduate students in community involvement.

Augmenting the community and youth workshops was a Spanish-only workshop conducted at Olinder Elementary School by SJSU graduate students, as well as several meetings with the FWBT NAC.

COMMUNITY WORKSHOP #1 – MARCH 17, 2007

Community Workshop #1 was held on March 17, 2007 at San José High Academy. The goal of this workshop was to gather ideas and design preferences from the community for each of the six Planning Area components. Gathering this input was accomplished through two means: 1) a Design Preference Survey (DPS), and 2) facilitated group discussion.

After welcoming remarks by Joan Rivas-Cosby, Chair of the FWBT NAC, Terry Christensen, then-Executive Director of CommUniverCity San José, and Councilmember Sam Liccardo, SJSU students gave an introductory presentation that summarized the six components of the Planning Area and described a general timeline for the entire community planning process. Santa Clara County Valley Transportation Authority (VTA) representatives followed with a brief

San José State University students organized a childrens' table and other daycare activities to allow parents to attend Community Workshop #1.

A resident views one of several posters with design option images during the Design Preference Survey.

Figure 7. Rail-to-Trail corridor map used by groups.

presentation of their tentative site plan for the planned Alum Rock BART Station at the San José Steel (SJS) site.

After the opening session, the DPS was conducted. The DPS was designed to register participants' general urban design preferences for various environments corresponding with the six Planning Area components. Numerous images were shown to participants for each component. Participants were then asked to rank their favorite images as well as to identify ones they disliked.

Following the DPS, participants were split into three groups, each focusing on two Planning Area components. Urban planning graduate students served as facilitators for the groups, leading discussions to gather participants' ideas for the future of their community. Other students, acting as note-takers and sketch artists, documented the discussion. Each group also used large format maps (see Figure 7 for an example) on which to write and sketch ideas.

A group of residents discuss the Rail-to-Trail and Industrial Sites components.

The workshop concluded by gathering all participants and sharing the main themes from each of the groups. The result was a tremendous volume of community input. The community also decided that Workshop #2 should focus exclusively on the SJS site and the Town Square, with subsequent workshops focusing on the other Planning Area components.

COMMUNITY WORKSHOP #2 – APRIL 28, 2007

Community Workshop #2 was held on April 28, 2007 at the Portuguese Community Center located on East Santa Clara Street. The agenda focused on developing planning concepts and site plans for a transit-oriented development (TOD) at the SJS site, including the envisioned Town Square. Welcoming remarks by Councilmember Sam Liccardo, FWBT NAC Chair Joan Rivas-Cosby, and then-Executive Director of CommUniverCity San José Terry Christensen kicked-off the workshop.

The opening presentation, given by consultants, began by reviewing themes that had emerged from Community Workshop #1. Then, various planning concepts were reviewed to prepare participants for the site planning exercise to follow. Given that the Town Square is the central organizing element of the TOD, the planning concepts focused on the Town Square's location, size, street access, and sense of enclosure (see Figures 8 through 11). VTA representatives followed with a presentation updating the community on the planning of the Alum Rock BART Station at the SJS

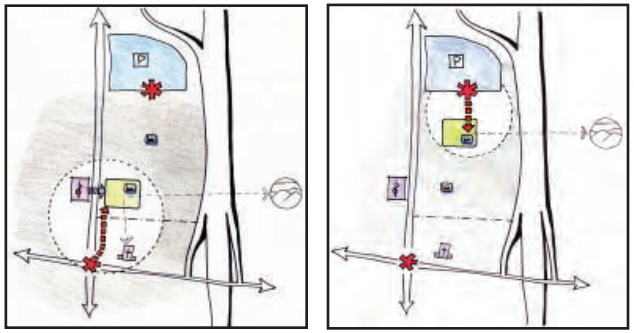


Figure 8. Town Square location diagrams.

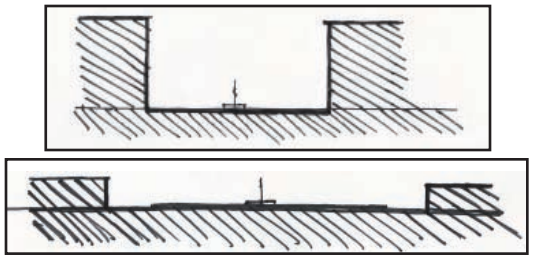


Figure 9. Town Square enclosure diagrams.

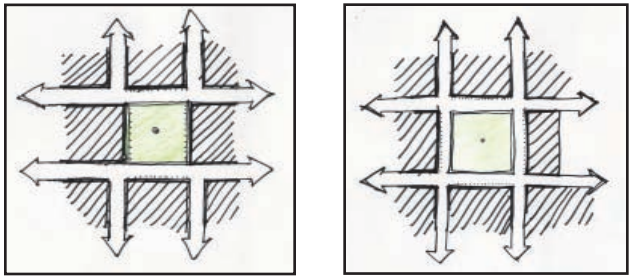


Figure 10. Town Square street access diagrams.

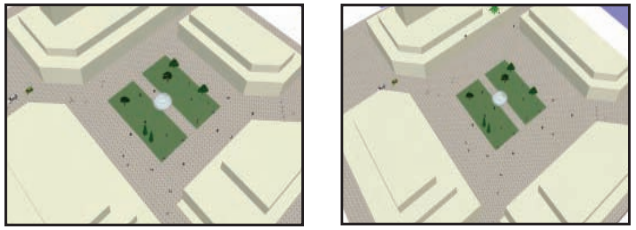


Figure 11. Town Square size diagrams.

site. This included recent changes made that addressed the concerns revealed at Community Workshop #1.

Following these presentations, the attendees split into five groups to lay out model site plans for the SJS site, including the Town Square. Each group was given a kit for planning the SJS site, which included a large site map, foam-core blocks for buildings, cardboard shapes to represent the Town Square, labels, markers, and other supplies. Once again, SJSU graduate students facilitated and documented the 90-minute group sessions. One unique form of documentation was the near-instant creation of 3-D digital models by graduate students (using SketchUp software) as decisions were being made (see examples in Figure 12). Once the groups had completed their model site plans, representatives from each group presented both their physical models as well as the digital SketchUp version of their models. During the presentations,

One of five groups at Community Workshop #2 designing a site plan for the San José Steel site and Town Square.

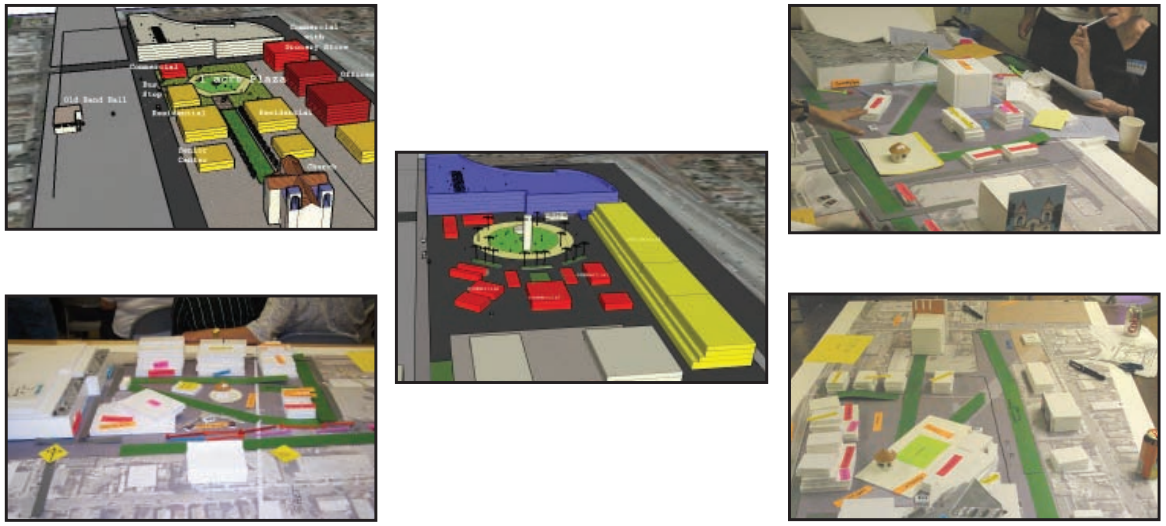


Figure 12. Model site plans created by Workshop #2 participants.

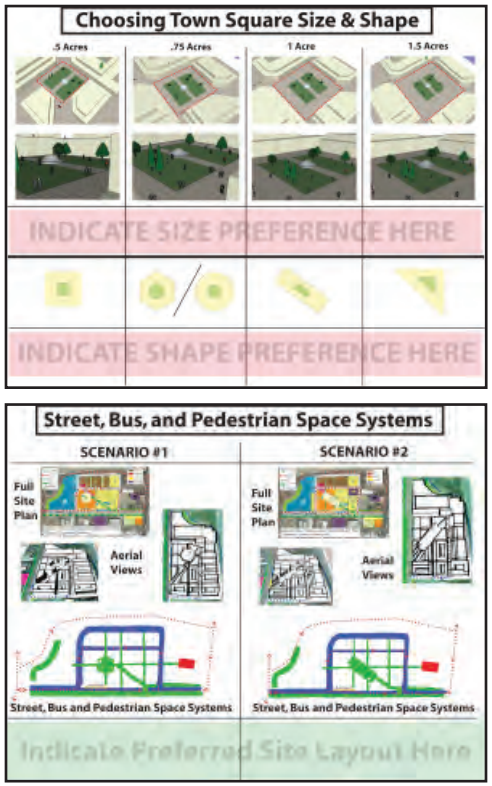


Figure 13. Posters used to guide the decision-making.

Participants engaging in group dialogue at Community Workshop #2 to finalize their decisions about the San José Steel site and Town Square.

participants were asked to rank each model on a scorecard.

COMMUNITY WORKSHOP #3 – AUGUST 4, 2007

Community Workshop #3 was held at the Portuguese Community Center on August 4, 2007. The goal of this workshop was to finalize planning and urban design concepts preferred by the community for the SJS and Town Square components of the Planning Area. Councilmember Sam Liccardo, FWBT NAC Chair Joan Rivas-Cosby, and then-Executive Director of CommUniverCity San José Terry Christensen again provided welcoming remarks.

The format of the workshop was different from the first two. Rather than splitting into groups, all participants remained in one large group. The format allowed for a rich community dialogue designed to ensure all decisions were brought to closure. Aiding the discussion were posters illustrating four site plan scenarios for the SJS site (see Figure 13). These posters were prepared by consultants based on the model site plans produced by the participants of Community Workshop #2 and the SJS site plan from the 2002 *NIP*. Other posters illustrated options for more detailed characteristics of the Town Square and SJS site. The posters also provided space for participants to vote by dots. However, this was not necessary as consensus was achieved through dialogue for all decisions throughout the day.

Initally, the discussion focused on the characteristics of the Town Square, including location, size, shape, and the number of adjacent streets. Once the Town Square characteristics were decided, a discussion ensued regarding the remainder of the SJS site and how best to lay out the street system and other key features. Following confirmation of the preferred layout for the Town Square and SJS site, participants confirmed which land uses they preferred at the SJS site. The final input of the day was in the form of a "Spending Spree" exercise. Residents were asked to choose at which types of businesses they would spend the most money while shopping at the Town Square.

At the conclusion of Community Workshop #3, the community had amassed a detailed list of their preferred urban design characteristics, land uses, and business types for the SJS site and Town Square.

COMMUNITY WORKSHOP #4 – DECEMBER 15, 2007

Community Workshop #4 was held at the McKinley Neighborhood Center on December 15, 2007. The goal of the workshop was to finalize planning and urban design concepts preferred by the community for the remaining four Planning Area components: Rail-to-Trail (RTT), Industrial Sites, East Santa Clara Street/ Alum Rock Avenue, and Parking. Terry Christensen, then-Executive Director of CommUniverCity San José, gave welcoming remarks. In attendance were Councilmember Sam Liccardo and representatives from San José Redevelopment Agency (SJRA) and VTA.

A short presentation by project consultants summarized the decisions made at the previous workshop regarding the SJS site and the Town Square. VTA representatives followed, briefly discussing their most recent designs for the planned bus rapid transit (BRT) project along East Santa Clara Street and Alum Rock Avenue (ESC/AR).

After the presentations, participants were asked to split into two groups. The first group was dedicated to the RTT and Industrial Sites components. The second group focused on the ESC/AR and Parking components. Each group then completed an exercise designed to determine community preferences and means of implementing these preferences, including strategies to overcome pre-identified obstacles residents might encounter in the planning process. Each table had a group of SJSU students fulfilling the roles of facilitator, recorder, rapid-sketch artist, and issue expert. Large-format maps of the RTT corridor and surrounding industrial parcels and of the ESC/AR corridor were placed on tables. After the first session, participants switched to the other table so all could participate in each topic area. A tremendous amount of input was provided, which refined community preferences obtained at Community Workshop #1.

The conclusion of Community Workshop #4 ended the community-wide outreach phase of the community planning process.

YOUTH WORKSHOP #1 – MAY 18, 2007

Youth Workshop #1 took place on May 18, 2007 at San José High Academy. The workshop was run for three classes, all taught by Ms. Valerie Kahn. The workshop included the same site planning exercise for the SJS site and the Town Square as used by the adults attending Community Workshop #2, as well as an exercise to create individual and group collages. Goals for the workshop included teaching students about the community planning process, encouraging their engagement in civic life, and receiving urban design ideas from the youth perspective.

To prepare the youth participants for planning the SJS site, graduate students worked with Ms. Kahn to set up class visits during the week leading up to the workshop. The high school students were asked by the graduate students what they wanted changed in their neighborhood and what activities they would like to see implemented. During these pre-meetings, one SJSU student acted as facilitator, leading a discussion about creating changes in urban spaces. The students were also given a homework assignment to be completed before the workshop. The intent of the assignment was to get the students thinking about basic planning concepts.

On the day of the workshop, youth were given approximately one hour to complete two activities. The first activity was the site planning exercise for the SJS site, which allowed the youth to brainstorm ideas for the entire site. Pre-cut foam blocks were provided for them to construct buildings. The students moved the blocks around on a large format map of the SJS site. They also labeled land uses for the buildings they constructed, using colored construction paper to represent buildings and open space. The second

One of two workgroups facilitated by San José State University graduate students at Community Workshop #4.

San José High Academy students designing a site plan for the San José Steel site and Town Square at Youth Workshop #1.

One of several collages created by San José High Academy students at Youth Workshop #1.

San José High Academy students envisioning activities along the proposed Rail-to-Trail at Youth Workshop #2.

San José High Academy students gained experience in public speaking by presenting trail plans they created at Youth Workshop #2.

exercise was the creation of a collage to gather preferences for various urban design elements. Minimal parameters were given for these exercises to encourage maximum creativity.

The result of the two exercises was a plethora of new ideas that the adults had not thought of during the community workshops. Many of the ideas generated by youth challenged the conventional thinking of what is possible, providing a rich set of ideas for consideration.

YOUTH WORKSHOP #2 – DECEMBER 7, 2007

Youth Workshop #2 took place on December 7, 2007 at San José High Academy. Youth Workshop #2 was designed to gather youth input on the RTT Component of the 2010 *CCP*. Ms. Kahn, the faculty contact for Youth Workshop #1, once again partnered with SJSU graduate students to organize the participation of her fifth and sixth period high school classes in Youth Workshop #2.

In preparation for Youth Workshop #2, SJSU graduate students made maps of the RTT corridor on which the youth could write or draw their ideas. Additionally, graduate students printed out and placed images of urban design concepts on the large format maps. These urban design concepts also included themes that the youth had raised at Youth Workshop #1, such as murals, active spaces, passive spaces, and public amenities.

At the workshop, youth produce many ideas for recreational activities along the RTT corridor. The workshop concluded with groups of youth presenting their ideas and sketches to both classes that participated.

SPANISH SPEAKERS' WORKSHOP – APRIL 4, 2007

Following Community Workshop #1, outreach to Spanish speaking residents was accomplished by holding a workshop at Olinder Neighborhood Center on April 4, 2007. SJSU graduate students coordinated the workshop with SNI staff. At the workshop, students facilitated a general discussion of each of the six Planning Area components and documented feedback.

NEIGHBORHOOD ACTION COALITION MEETINGS

Following the workshops, the community planning process continued with a series of presentations and exercises given by project consultants and SJSU graduate students at three FWBT NAC meetings. The first two NAC meetings were held on May 27, 2008 and June 24, 2008. Preliminary recommendations were presented to NAC members and comments were documented. A third NAC meeting was held on September 28, 2010. The purpose of this meeting was to present this 2010 *CCP*. Following the presentation, the NAC voted to endorse this 2010 *CCP*.

Existing Conditions

CHAPTER III

This page has been left blank intentionally.

This chapter discusses the existing conditions of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) Planning Area. The chapter begins with an examination of key features, demographics, existing land uses, land use designations, and the zoning districts of the Planning Area. Then, San José's Enterprise Zone and the 2007 *Framework for the Preservation of Employment* to the Planning Area are discussed. A closer examination of existing conditions for each of the six Planning Area components follows.

KEY FEATURES

The Planning Area and the immediately surrounding area are characterized by numerous community and public facilities, including churches, schools, parks, community centers, a library, and other facilities such as band halls (see Figure 14). Public facilities within the boundaries of the Planning Area include Hacienda Park, Roosevelt Park, Roosevelt Community Center, Mexican Heritage Plaza, East San José Carnegie Branch Library, and Santa Clara County Multi-Services Center. There are four churches in the Planning Area, including Five Wounds Church, Greater St. John Baptist Church, Iglesia del Dios Vivo, and Alpha y Omega. There are also numerous community-based establishments that include band clubs, social organizations, and a community center. Immediately outside of the Planning Area lie seven churches, three schools, five parks, a golf course, and the Kellogg's Eggo factory.

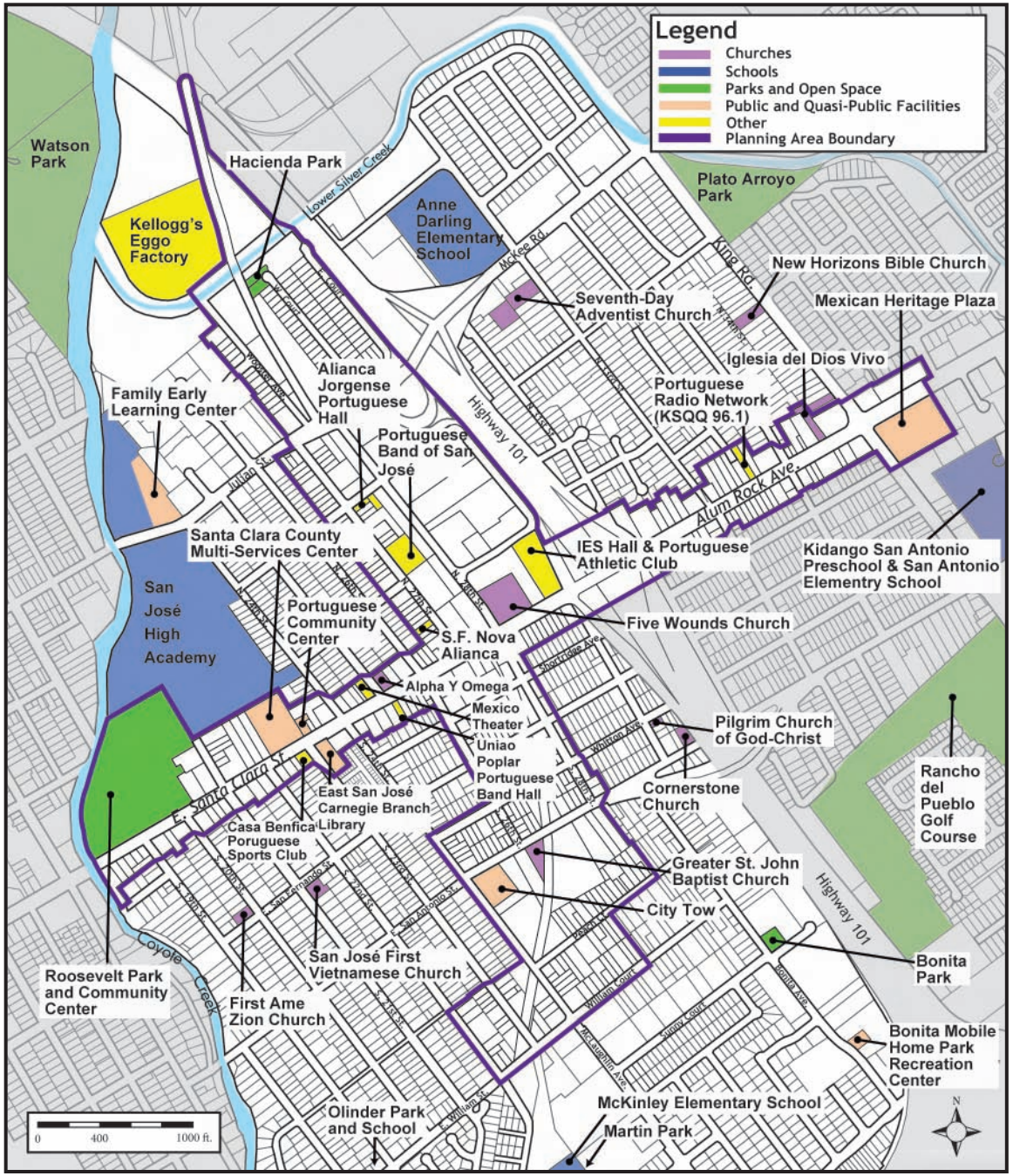


Figure 14. Key features of the Planning Area.

Due to the high density of community and public

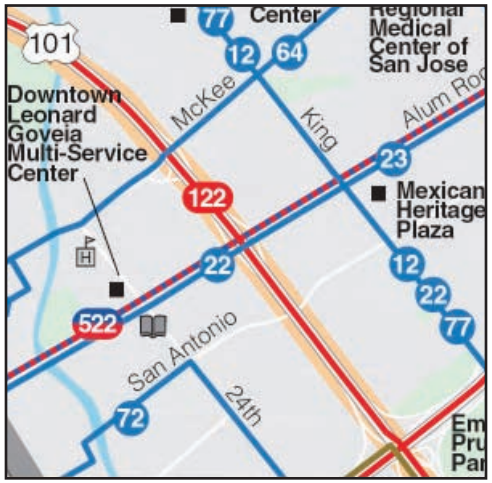


Figure 15. Santa Clara Valley Transportation Authority map of bus lines in the Planning Area.
Map created by Santa Clara Valley Transportation Authority.

facilities in and around the Planning Area, the area is a destination for a wide range of events and services. The numerous churches stimulate constant activity from services and related events. Weddings are held frequently in the area. Social organizations provide venues for public meetings and other community gatherings within the Planning Area. The presence of schools in and adjacent to the Planning Area generates additional activity. All this activity gives the Planning Area a very dynamic character.

Several key streets provide excellent local and regional access to and from the Planning Area, including the East Santa Clara Street/Alum Rock Avenue (ESC/AR) corridor, Highway 101, King Road, and 24th Street. Santa Clara County Valley Transportation Authority (VTA) bus service provides additional access to the Planning Area via nine bus lines (see Figure 15), including Line 23 and Rapid Line 522, which run along the ESC/AR corridor; Lines 12 and 77, which run along King Road; Line 22, which runs along both the ESC/AR corridor and King Road (Line 22 is the only 24-hour bus line in Santa Clara County, has the highest frequency of service, and carries the greatest number of passengers); Line 64, which runs along East Julian Street; and Line 72, which runs along East San Antonio Street and South 24th Street. Lines 121 and 122 also traverse the Planning Area along Highway 101, but make no stops.

DEMOGRAPHICS

The following demographic information covers the entire Five Wounds/Brookwood Terrace (FWBT) Strong Neighborhood Initiative (SNI) Area and is based on data contained in the Seifel Consulting, Inc. document, *Report on Investment in the Strong Neighborhoods Initiative Area*, completed in 2007 for the San José Redevelopment Agency (SJRA). All FWBT residents are included because the Planning Area is a large portion of the FWBT SNI Area, and the transformation brought by BART will affect a much larger area than the Planning Area.

In 2000, the FWBT SNI Area had a total population of 18,284 people. Sixty-six percent (66%) of the FWBT residents identified their ethnicity as Hispanic/Latino, far higher than the 30% reported citywide. The population was composed of the following ethnicities: 39% White, 12% Asian, 2% Native American, 1% African American, 1% Pacific Islander, 38% other, and 7% were of two or more ethnicities.

The FWBT SNI Area had a very youthful population, with 31% of residents below 18 years of age, compared to 26% citywide. The 18 to 64 year old age category comprised 63% of the population, while residents aged 65 years and older made up 7%.

The FWBT SNI Area had a much lower percentage of homeowners than the City of San José, with only 37% of residents owning their homes versus 62% citywide. Household size averaged 3.83 persons per household, compared to 3.19 persons per household for San José as a whole.

In 2006, the median annual household income was $55,369, significantly lower than the citywide median income of $89,717.

EXISTING LAND USES

The Planning Area is characterized by a tremendous diversity of land uses, all within very close proximity to one another. The broad land use categories include residential, commercial, industrial, public, and quasi-public (refer to Figure 16).

Residential land uses are generally located north of East Julian Street and south of Shortridge Avenue. For the most part, residential parcels are not assembled in large contiguous areas, and are often mixed in between small- to medium-sized industrial parcels. Residential areas are dominated by single-family homes, some of which have secondary units. There are also a few duplexes and a few apartment buildings, along with one mobile home park.

Commercial land uses are generally concentrated along the east-west running ESC/AR corridor, and include a wide variety of retail and service businesses. Some commercial land use is combined with office or residential uses in mixed-use buildings.

Industrial land uses generally run along a north-south axis within the Planning Area. This north-south axis is defined by the inactive railroad right-of-way (ROW). The industrial land uses consist mainly of manufacturing, construction-related, and automobile-servicing businesses.

Most public and quasi-public land uses within the Planning Area are located along the ESC/AR corridor, providing public services and activities in the midst of an active commercial corridor. A few commercial and quasi-public land uses are mixed in with residential and

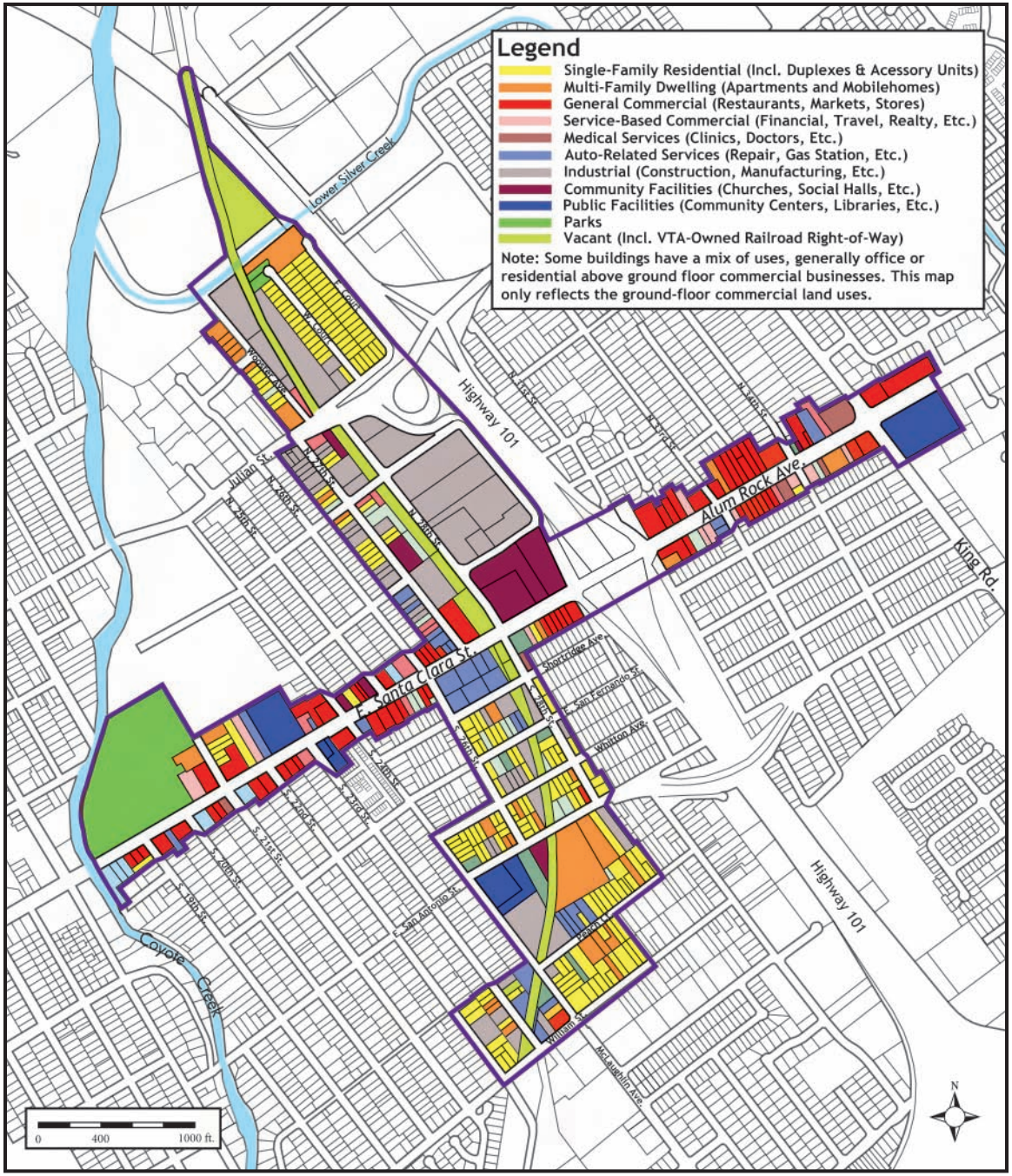


Figure 16. Existing land uses of the Planning Area.

Construction-related industrial land use is very common in the Planning Area...

...as is automobile-related industrial land use.

Residential land use is located in very close proximity to commercial, industrial, and public/quasi-public land uses, producing a dynamic atmosphere while also creating land-use conflicts at times.

industrial uses between East Santa Clara Street and East Julian Street.

There are two parks in the Planning Area. Roosevelt Park is a very large park at the western edge of the Planning Area. Hacienda Park is a neighborhood pocket park, located in the northern portion of the Planning Area off of West Court.

Numerous quasi-public land uses, such as churches, community centers, and social organizations enrich community life within the Planning Area.

Public uses of land such as parks and trails are limited in the Planning Area, but likely to increase in coming years.

Example of commercial land use in the Planning Area.

GENERAL PLAN LAND USE DESIGNATIONS

The *San José 2020 General Plan* (*General Plan)* applies the Mixed Use Overlay with No Underlying Land Use Designation for the area immediately surrounding the planned Alum Rock BART Station (see Figure 17). This designation is very flexible and allows for residential, commercial, public/quasi-public, and other land uses. Additionally, a Transit Mall Overlay is applied to portions of this area, covering North 28th Street and the adjacent inactive railroad ROW. This overlay encourages the creation of pedestrian and transit amenities to complement the planned Alum Rock BART Station. This flexibility and the transit- and pedestrian-orientation provided for in the *General Plan* for this area will likely encourage the creation of a high level of transit-oriented-development (TOD).

The *General Plan* designates a continuation of industrial land uses for parcels located just north and west of the planned Alum Rock BART Station by applying the Light Industrial Land Use Designation. The presence of a Mixed Industrial Overlay for these areas provides some flexibility to add other compatible commercial or public/quasi-public uses as secondary land uses. However, residential land uses are excluded. Therefore, this designation does not encourage the development of mixed-use TOD on these parcels, conflicting with the goals for TOD in the vicinity the planned Alum Rock BART Station. However, the *General Plan* also applies the Santa Clara/28th Street Station Area Node for an area covering a 3000 foot radius surrounding the planned Alum Rock BART Station (which includes the aforementioned industrial parcels). The *General Plan* has created BART Station Area Nodes

to encourage not only job generating land uses, but also encourage increased residential densities. Therefore, there may be an opportunity to expand the land uses for industrial parcels in the vicinity of the planned Alum Rock BART station, depending on the interpretation of the *General Plan*.

The General Plan does provide for the conversion of industrial parcels to residential uses in the southern portion of the Planning Area. In general, existing industrial uses are located on smaller parcels that are mixed in with residential parcels, as opposed to the larger industrial parcels north of East Santa Clara Street. This policy encourages infill residential development. Additionally, the policy works to resolve existing conflicts between residential and industrial properties.

The Floating Park Overlay is applied to the inactive railroad ROW and some adjacent parcels south of East Santa Clara Street, and allows for the development of a trail and/or a park. While this designation provides some opportunity to implement the envisioned Rail-to-Trail (RTT) corridor, it retains the underlying residential designations. Potentially, this could lead to residential development on the inactive railroad ROW that would compromise the integrity of the route specified for the RTT corridor in the 2002 Five Wounds/Brookwood Terrace Neighborhood Improvement Plan (2002 NIP) and in this 2010 *CCP*.

For the most part, the General Plan maintains the wide range of commercial uses along the ESC/AR corridor by applying the General Commercial Land

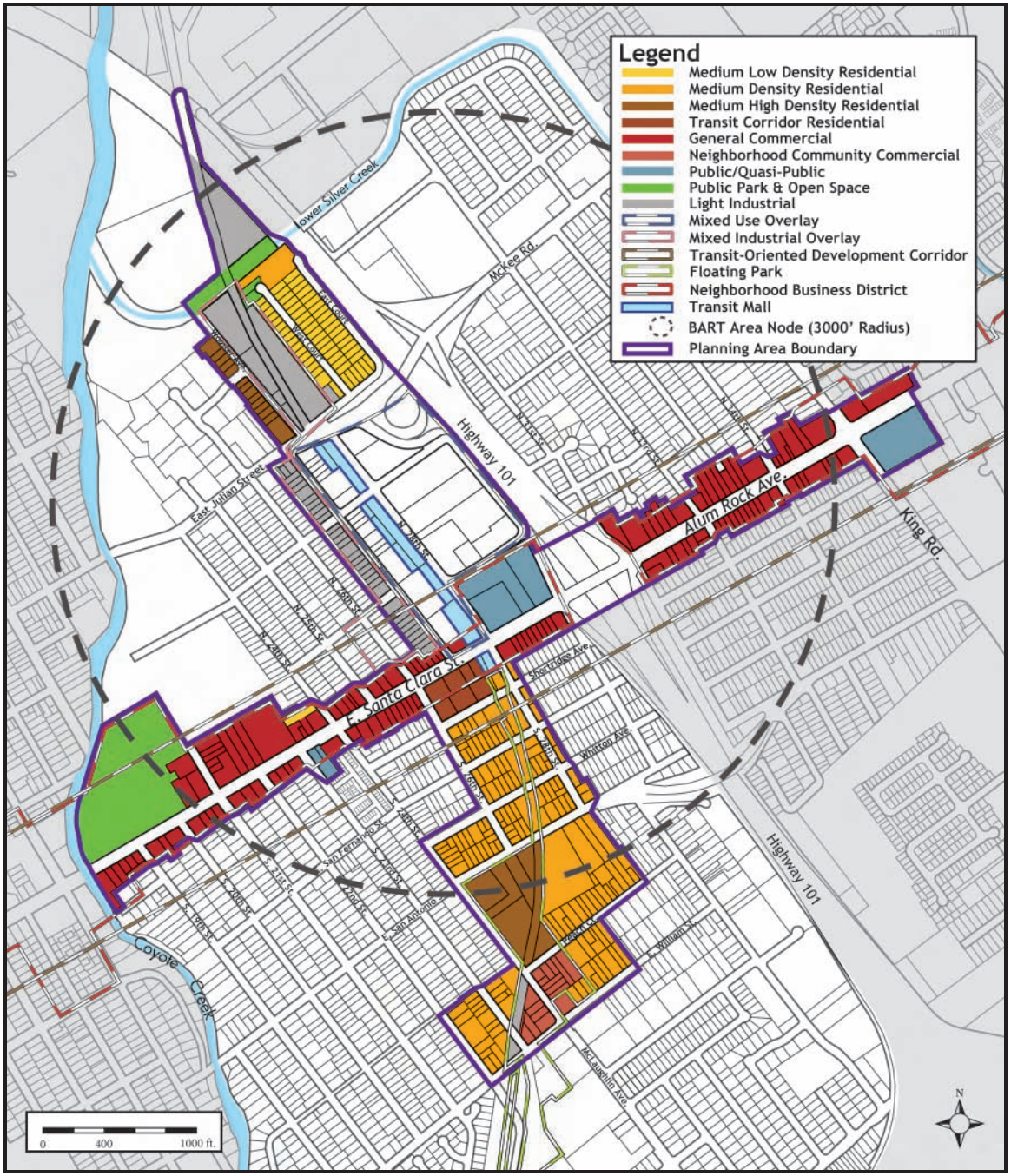


Figure 17. ***General Plan*** **Land Use Designations of the Planning Area.**

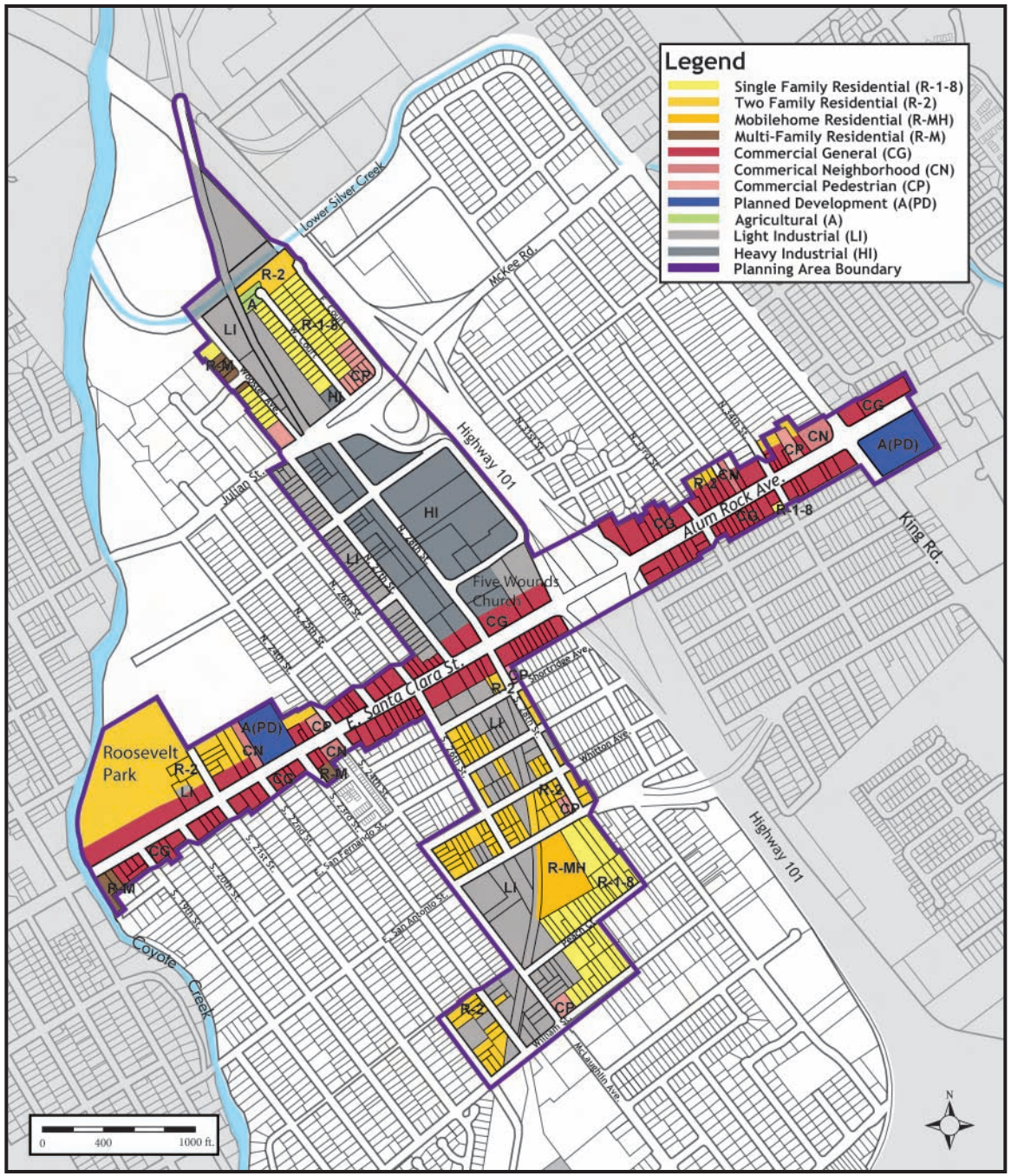


Figure 18. Zoning Districts of the Planning Area.

Use Designation to most parcels. This is not consistent with the 2002 NIP, which envisions a mixture of three- to five-story mixed-use buildings and a high level of pedestrian orientation. However, the intent to move toward allowing mixed residential and commercial developments is demonstrated by the presence of the Transit-Oriented Development Corridor that encompasses the entire ESC/AR corridor within the Planning Area. This Designation encourages land uses consistent with future TOD. However, the recent approval of the Pacific Carwash indicates that the intent of transit-orientation (provided for by the Transit-Oriented Development Corridor status) may not be closely observed at this time.

The General Plan acknowledges the continuation of all public and quasi-public uses along the corridor. The existence of two Neighborhood Business Districts (NBD) along the ESC/AR corridor will continue to encourage public improvements, and will help support future TOD along the corridor.

ZONING DISTRICTS

According to the zoning maps associated with the *San José Municipal Code: Title 20 - Zoning Ordinance*, the Planning Area's north-south axis consists predominately of Light Industrial and Heavy Industrial Zoning Districts that are adjacent to the inactive railroad ROW (see Figure 18). A mix of residential and commercial zoning districts are found at the northern and southern portions of the Planning Area, including Single-Family Residential, Two-Family Residential, Mobile-Home Residential, and Commercial Pedestrian. The current zoning along the

north-west axis of the Planning Area generally reflects existing land uses, except that the Heavy Industrial zoned areas tend to contain light industrial businesses. The current zoning does not reflect the community's goals for a trail along the inactive railroad ROW and a TOD on industrial lands near the future BART station and at the San José Steel (SJS) site.

The Commercial General Zoning District predominates along the east-west axis (the ESC/AR corridor) of the Planning Area. A few parcels are designated Commercial Neighborhood and Commercial Pedestrian. Additionally, a few residential parcels are found mixed in with commercial zoning districts along this corridor, including Single-Family Residential, Two-Family Residential, and Multi-Family Residential. The Commercial General Zoning District along the ESC/AR corridor allows for a wide range of business types, which may lead to the approval of numerous businesses that are not consistent with the long-term goals of the community to preserve the small town character of the street and to improve the pedestrian environment. The approval of the aforementioned carwash on East Santa Clara Street, adjacent to Santa Clara County Multi-Services Center, will likely generate a large volume of traffic crossing the sidewalk, degrading the pedestrian experience.

ENTERPRISE ZONE

A large percentage of the Planning Area falls under San José's Enterprise Zone, a state-designated area of approximately 10 square-miles located in the center of the city (see Figure 19). In 2008, the Sate of California renewed the Enterprise Zone for another 15 years, retroactive to the beginning in 2007. This extension has the potential to slow the creation of TOD in the vicinity of the planned Alum Rock BART Station by encouraging property owners to maintain industrial and commercial land uses on their properties for a longer period of time. In early 2009, the State of California also approved several expansion areas to the Enterprise Zone. One expansion area runs along Alum Rock Avenue. Due to this expansion, a higher percentage of the Planning Area is now included in the Enterprise Zone.

The Enterprise Zone provides several types of benefits to help businesses. Benefits include a sale and use tax credit for the purchase of machinery and equipment, tax credits for hiring new employees, up to $20,000 in business expense deductions, an extension of reportable time for net operating losses, and individual tax credits for qualified employees.

FRAMEWORK FOR PRESERVATION OF EMPLOYMENT LANDS

The City of San José City Council adopted the *Framework for Preservation of Employment Lands* (2007 *FPEL*) in 2007. The 2007 *FPEL* specifies that there should be "no-net loss" of employment capacity due to any *General Plan* Amendment. This generally applies to parcels currently designated with a commercial or industrial land use designation. In addition to maintaining the employment capacity within San José, the 2007 *FPEL* specifies that there should be a "no-net loss" of light or heavy industrial acreage due to land conversions of industrial lands.

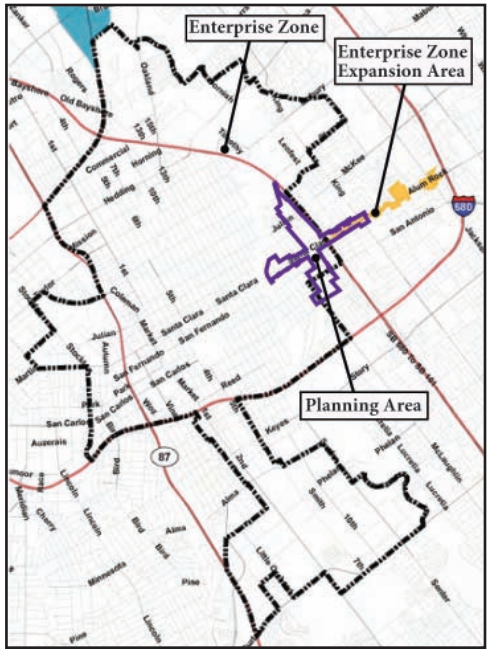


Figure 19. San José's Enterprise Zone and the Planning Area.
Base map created by City of San José Office of Economic Development.

Aerial view of the San José Steel site.
Image courtesy of Google Earth.

A view of the San José Steel site looking southeast from North 28th Street.

There is some flexibility in how to achieve a "no-net loss" of industrial lands. While 2007 *FPEL* encourages existing industrial lands to be preserved, land conversions related to the support of public infrastructure, such as a BART station, are allowed if industrial land is found elsewhere in San José to replace the lost industrial acreage. The only possible scenario where the "no-net loss" of industrial lands would be waived is the case of industrial land being used to create public infrastructure.

The *General Plan* does not apply the Light Industrial Land Use Designation or the Heavy Industrial Land Use Designation to the SJS site. Therefore, TOD at the SJS site would not be restricted by the 2007 *FPEL*. However, for numerous parcels specified with the Light Industrial or Light Industrial with Mixed Industrial Overlay Land Use Designation in the vicinity of the planned Alum Rock BART Station, the "no-net loss" requirement could cause difficulty in pursuing TOD. However, it should be noted that many of these industrial parcels are located within a 3000-foot radius of the planned Alum Rock BART station and are therefore a part of the Santa Clara/28th Street Station Area Node. General Plan policies that govern station area nodes encourage both job generating land uses and increased residential densities. Therefore, the *FPEL* may not apply to these industrial parcels, potentially allowing for TOD.

The 2007 *FPEL* should not impact any plans for land use intensification along the ESC/AR corridor, as long as new development retains commercial uses. For example, if a single-story commercial building is replaced by a three-story mixed-use building, 2007 *FPEL* requirements will be considered satisfied as long as an equivalent amount of commercial space is included in the new building, and roughly the same number of jobs are anticipated for the new commercial space as were present in the original building.

SAN JOSÉ STEEL AND TOWN SQUARE COMPONENTS EXISTING CONDITIONS

LOCATION, ROADS, AND CIRCULATION

The SJS site, which also encompasses the location of the envisioned Town Square, is an approximately 13-acre site sandwiched between several heavily used roads, including East Julian Street, East Santa Clara Street, and Highway 101. Three small streets that form a half loop east of North 28th Street access the site.

EXISTING LAND USE

The parcels that comprise the SJS site are zoned Heavy Industrial, but are currently used for light industrial purposes. Light industrial users at the site include the Della Maggiore Tile Company, Silicon Valley Granite, Monarch Trucking Center, Security Contractor Services, and Ad-Way Signs.

Despite the planned Alum Rock BART Station and the application of the flexible Mixed Use Overlay with No Underlying Land Use Designation, no redevelopment plans have yet been submitted for the parcels at the SJS site. The hitherto uncertainties of when the BART extension project will commence, whether

VTA will purchase a portion or all of the land for the construction of the Alum Rock BART Station, and the current economic situation are likely factors affecting new development. Further, the recent decision by VTA to construct the BART line only as far as the Berryessa BART Station, and to delay extending the line to the Alum Rock BART Station and downtown until additional funding is obtained, will likely delay development at the SJS site.

SITE CONDITIONS

According to the 2004 *Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San José, and Santa Clara Final Environmental Impact Report* (2004 *BART FEIR*), petroleum hydrocarbon contaminants will likely be encountered during the construction of the Alum Rock BART Station and the BART parking garage. Since VTA is planning to remove all structures at the SJS site during construction, the issue of whether they will remove contaminants will have important implications for future TOD developers. If the remediation of soils is left for future developers, development costs could go up.

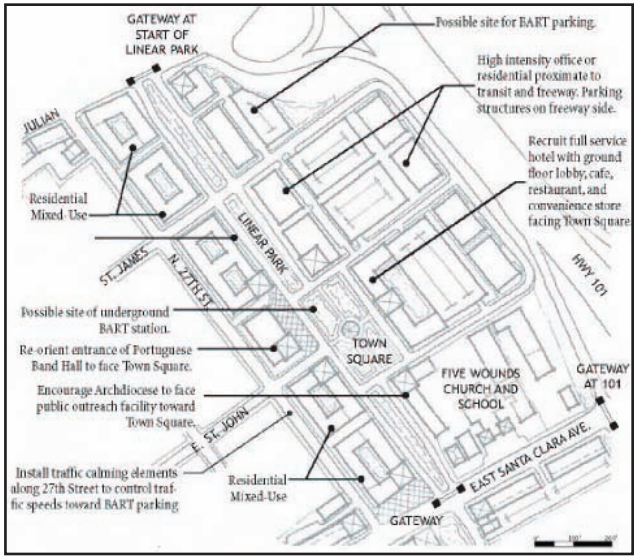


Figure 20. San José Steel site plan from the 2002 ***Five Wounds/Brookwood Terrace Neighborhood Improvement Plan*****.**

OWNERSHIP

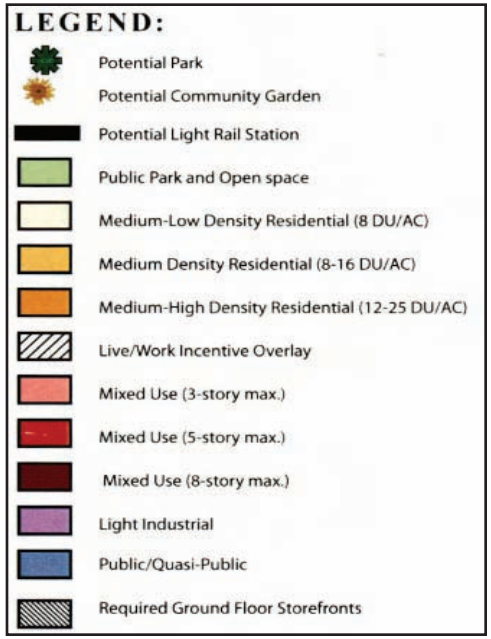
Honco Investments owns five of the eight parcels that comprise the SJS site. Della and Maggiore own two parcels just across the street from Five Wounds Church and I.E.S Hall. The northern-most parcel is owned by an individual with the surname Hill.

PLANS AND PROPOSED DEVELOPMENTS

A conceptual land use plan and site plan for the SJS site (including the Town Square) are contained in the 2002 *NIP* (see Figures 20 and 21). These plans represent the first steps in the community visioning process for the SJS site, and are the genesis of the development of this 2010 *CCP*. Since the creation of these plans, VTA has clarified their own plans for BART infrastructure at the SJS site. Due to these changes, many of the specific ideas in the 2002 *NIP* related to the SJS site are no longer possible. However, the core concepts are still very relevant.

The 2006 *Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Amendment* (2006 *DNIPA*) calls for a new planning process to promote the redevelopment of the SJS site along with other

Figure 21. San José Steel land use plan from the 2002 ***Five Wounds/ Brookwood Terrace Neighborhood Improvement Plan*** **(Legend Below).**



Large industrial factory north of East Julian Street and west of West Court.

Large vacant industrial land just east of the abandoned railroad right-of-way and the Kellogg's Eggo factory.

BART-related planning goals. As part of this planning process, the 2006 *DNIPA* suggests the creation of a specific plan and an environmental impact report.

The 2010 *Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San Jose, and Santa Clara Final Supplemental Environmental Impact Statement* (2010 *BART FEIS*) contains a thorough description of the planned Alum Rock BART Station. This description includes two BART entrances to a mezzanine level 8 feet to 15 feet in depth, two emergency entrances (with one planned to be located on the plaza), two kiss-n-ride areas along North 28th Street, a police station, five vent shafts (with two near the plaza area), two intake/exhaust facilities, a train control room, traction power and auxiliary power substations located at the north end of the site, a five-level parking garage, and various modifications to the street system.

Currently, there are no proposed private developments for the SJS site that have been publicized.

INDUSTRIAL SITES COMPONENT EXISTING CONDITIONS

LOCATION

The land that comprises the Industrial Sites Component generally surrounds the inactive railroad ROW between East William Street to the south and Highway 101 to the north. The area is composed of a mix of small- to medium-sized industrial parcels that are in close proximity to residential parcels.

ROADS AND CIRCULATION

Major east-west running roads that traverse areas covered by the Industrial Sites Component and that provide access over Highway 101 include East Julian Street (four lanes), East Santa Clara Street (four lanes), and East San Antonio Street (two lanes). Freeway access to Highway 101 is located on East Julian Street and East Santa Clara Street, but not on East San Antonio Street. The main north-south running streets are 24th Street and 28th Street. Parking is generally unrestricted, except for small stretches on street-sweeping days.

EXISTING LAND USE

The numerous small- to medium-sized industrial sites that lie within the Industrial Sites Component are generally in use, predominately by automobile-related or construction-related businesses. However, some industrial-zoned parcels are currently vacant. One vacant site, a large triangular-shaped parcel, sits just north of Lower Silver Creek. The possibility of this land being developed for housing is low due to its close proximity to the operating Kellogg's Eggo factory, and to the fact that no road exists to the site. Residents at Hacienda Villa, a senior housing development just southeast of the Kellogg's Eggo factory, have reported a constant humming noise that is audible 24 hours a day. Therefore, any development at the site would likely be subjected to the same environmental conditions.

One of the largest clusters of industrial parcels is

located between East Julian Street and Lower Silver Creek. This land contains several large warehouses just to the east of the inactive railroad ROW. The warehouse fronting East Julian Avenue is occupied by Vintage Roof Tile (although a sign on the building says it is available). The open land on the northern portion of the area is utilized for storing terracotta roof tiles. A number of smaller buildings are located to the west of the inactive railroad ROW and are utilized by a printing company and an electrical company.

Just west of the inactive railroad ROW, between East Julian Street and East Santa Clara Street, a number of light industrial businesses are located on small parcels, including a paint shop, a drywall company, and a car repair shop. A McDonald's fast-food restaurant is also located in the southern portion of this area. Community facilities are interspersed with these industrial businesses and include the Portuguese Band of San José, Alianca Jorgense Portuguese Hall, and S.F. Nova Alianca. Residential properties exist in this area as a "nonconforming use," creating a situation where homes are in very close proximity to industrial uses.

Just south of East Santa Clara Street and west of South 28th Street sits the former Empire Lumber site, a three-acre group of parcels. The site is the largest industrial site outside of the SJS site in the Planning Area. The building which previously housed Empire Lumber is mostly vacant. However, Alberto's Auto Sales, a used car dealership, occupies the parking lots located at the site with its stock of cars.

The portion of the Planning Area between the former Empire Lumber site and East William Street generally consists of a mixture of small industrial parcels interspersed with single-family homes, duplexes, and small apartment buildings. The City Tow and Clean Carts sites are medium-sized industrial sites that lie south of East San Antonio Street and west of South 24th Street. All industrial sites in this area have a high potential for conversion to residential land uses in the future, due to their close proximity to existing residential parcels and to the fact that the *General Plan* classifies them with the Medium Density Residential Land Use Designation.

SITE CONDITIONS

Due to the number of parcels that make up the Industrial Sites Component, a great deal of variation exists in site conditions. Many businesses service automobiles, resulting in visual blight from dirty, grease-stained automobile repairs shops and the presence of numerous automobiles in poor condition. Other industrial businesses also add to the visual blight of the area, due to debris and on-site clutter, dilapidated fences, and run-down buildings. However, many relatively clean and well-maintained businesses exist in the area. Some land is vacant. These parcels tend to have weeds, illegally parked cars, and strewn trash.

According to 2004 *BART FEIR*, moderate levels of petroleum hydrocarbons contaminate the industrial property at 1325 Julian Avenue. No other specific

One of the many small industrial businesses located between East Julian Street and East Santa Clara Street.

Example of a residential parcel located adjacent to an industrial parcel along East San Antonio Street.

industrial sites located within the Industrial Sites Component are mentioned in the 2004 *BART FEIR*, but given the area's long history of industrial uses, various types of soil contamination are likely.

OWNERSHIP

Ownership of parcels varies and includes individuals and families, as well as a mix of small and large companies. Individuals and families typically own relatively small parcels and often own several contiguous parcels. Companies typically own relatively large parcels or large groupings of parcels, including Burch Investments (former Empire Lumber site); Hidden Brooks LP; GI Julian, LLC, and Gerald Eric (parcels surrounding the inactive railroad ROW north of East Julian Street); and Bar's Leaks Western, Inc.

PLANS AND PROPOSED DEVELOPMENTS

The 2002 *NIP* presents a land use plan for FWBT industrial parcels. North of East Julian Avenue, the plan focuses on the conversion of industrial lands to residential, with mixed-use fronting East Julian Avenue. West of North 28th Street and on sites adjacent to East Santa Clara Street, the plan calls for three- to five-story mixed-use. The plan also calls for a complete conversion of industrial sites to residential in the area between the former Empire Lumber site and East San Antonio Street, with the exception of allowing for live/work units adjacent to the planned RTT. South of East San Antonio Street, the plan specifies mainly three-story mixed use.

In 2003, Burch Investments proposed a TOD at the former Empire Lumber site. The proposal consisted of seven stories of development with retail on the first two floors facing East Santa Clara Street and apartments on upper floors (see Figure 22). However, due to the delay in the BART project, this proposal was withdrawn.

The 2006 *DNIPA* discusses the community's ongoing support for transforming underutilized industrial land to uses that integrate better with the surrounding residential properties. The 2006 *DNIPA* proposes a new type zoning district called Work/Live (as opposed to the more common Live/Work) for industrial properties along the inactive railroad ROW between East San Antonio Street and East William Street. According to the 2006 *DNIPA*, "Work/Live zoning enables a mix of light industrial uses with housing, thus retaining businesses while also providing continuity

Figure 22. Illustrative elevation of a withdrawn proposal for a transit-oriented development at the former Empire Lumber site.
Image produced by EDI Architecture, Inc.

to the residential fabric of the community."

ROEM Development Corporation recently constructed 84 units of attached, affordable rental housing immediately east of the Mobile Home Manor mobile home park (on the south side of East San Antonio Street). This development has significantly increase the residential character in the area.

Just outside the Planning Area a development was recently proposed to replace an existing industrial warehouse space with townhomes. The site is located just west of the recently built KB Home 105-unit Autumn Terrace development. However, this development proposal has been withdrawn.

William Lyon recently submitted a plan to develop the collection of parcels north of East Julian Street along the inactive railroad ROW, but the plan was also withdrawn.

RAIL-TO-TRAIL COMPONENT EXISTING CONDITIONS

LOCATION, ROADS, AND CIRCULATION

The RTT corridor generally follows the inactive railroad ROW within the FWBT SNI Area between East William Street to the south and Highway 101 to the north (refer to Figure 5). The RTT corridor bisects a highly urbanized area; therefore, it intersects many streets. From the southern boundary of the Planning Area at East William Street, the RTT corridor follows the inactive railroad ROW and heads north. The RTT corridor bisects the T-intersection of South 24th Street and Peach Court at a diagonal angle, creating a significant challenge to designing a safe three-way intersection (when including the RTT corridor). No intersections are encountered between the South 24th Street/Peach Court intersection and East San Antonio Street, resulting in a somewhat isolated atmosphere.

North of East San Antonio Street, the RTT corridor follows the inactive railroad ROW and takes a northwesterly direction as it proceeds to East Santa Clara Street. This segment of the RTT corridor intersects four streets at mid-block approximately every 300 feet. This presents two challenges in the design of a future trail. First, it will be difficult to maintain a sense of continuity with such frequent crossings. Second, the safety of pedestrians and bicyclists will be a challenge as the feasibility of installing signaled traffic lights or stop signs at these mid-block crossings is unlikely.

East Santa Clara Street is the first major street that the RTT corridor crosses. Therefore, a future trail would encounter a high level of traffic at this intersection.

The RTT corridor continues northwesterly along the inactive railroad ROW between East Santa Clara Street and East Julian Street, running immediately west of North 28th Street and the SJS site. The RTT corridor intersects only one street along this stretch, which is East St. James Street. At East Julian Avenue and North

One of several intersections where the Rail-to-Trail corridor crosses a street at mid-block.

View of the Rail-to-Trail corridor along the east side of Wooster Avenue and just south of Lower Silver Creek (looking south).

Cars parked illegally in the abandoned railroad right-of-way.

An encroachment into the abandoned railroad right-of-way just south of East San Antonio Street. Graffitti and dumped items are also present.

28th Street, the RTT corridor encounters its second major street intersection with high traffic levels. The intersection is complex and poorly defined due to the presence of a frontage road along the northern side of the East Julian Street.

Between East Julian Street and Lower Silver Creek, the RTT corridor leaves the inactive railroad ROW (which shifts to a more northerly direction as it cuts diagonally through a group of large industrial parcels) and runs adjacent to and on the east side of Wooster Avenue until it reaches Lower Silver Creek. There are no crossroads along the entire stretch. As the RTT corridor approaches Lower Silver Creek, it turns east and runs along the creek's southern edge until it rejoins the inactive railroad ROW at the southern end of an existing wooden railroad bridge. The RTT corridor crosses over Lower Silver Creek on this bridge. Between Lower Silver Creek and Highway 101, the RTT corridor runs along side Kellogg's Eggo factory to the west and a large vacant parcel owned by VTA to the east. The RTT corridor then crosses a steel railroad bridge over Highway 101 and terminates immediately east of Highway 101. The inactive railroad ROW continues north toward other industrial areas.

EXISTING LAND USE AND SITE CONDITIONS

As described above, the majority of the RTT corridor runs along the inactive railroad ROW. The inactive railroad ROW is vacant and generally blighted. Abandoned vehicles, litter, glass, and illegal encroachments are all part of the scene. Various fences, many in poor condition, separate much of the inactive railroad ROW from adjacent parcels. The inactive railroad ROW is often used for unauthorized parking. One resident from Mobile Home Manor, located just south of San Antonio Street, has gone so far as to create an encroachment into the inactive railroad ROW by constructing a fence that contains a private parking space. Dumping along the inactive railroad ROW has also been reported by local residents to be a regular occurrence.

The 2004 *BART FEIR* discusses soil contaminants likely present along the inactive railroad ROW. Possible contaminants include arsenic, lead, copper, and zinc. However, no official soil tests or ground inspections have been completed to date.

OWNERSHIP

The inactive railroad ROW within the Planning Area is entirely owned by VTA. As previously mentioned, a portion of the RTT corridor is located on privately owned land between East Julian Street and Lower Silver Creek. Three parcels just north of East Julian Street and adjacent to Wooster Avenue are owned by Gerald Erich. GI Julian, LLC, owns the large parcel north of these three parcels.

Although the City of San José recognizes the inactive railroad ROW as an official trail corridor, VTA retains the rights to sell portions of it to developers or others. This has already occurred along the inactive railroad ROW between East William Street and Interstate 280 where KB Home purchased and developed the land.

After initially omitting the trail from its development plans, KB Home agreed to construct a 10-foot-wide sidewalk (plus decomposed granite adjacent to the sidewalk, where feasible) along the eastern edge of the abandoned railroad ROW as its contribution to the development of the RTT corridor. The funding came entirely from KB Home as no public funding was available for the trail. However, KB Home provided no amenities that give the RTT corridor the feel of a trail. The design has not met community expectations. With the opening of the expanded Martin Park in 2010, the perception of the trail may improve, as a portion the trail will be adjacent to open space. Nevertheless, the experience with KB Home has led residents to push harder for strong design guidelines for the remaining segments of the trail.

The portion of the RTT corridor that runs along Wooster Avenue and Lower Silver Creek is not identified as a trail corridor by the City of San José. The development of this land will be more difficult to control, as it is privately owned as opposed to the publicly-owned inactive railroad ROW.

EXISTING PLANS AND PROPOSED DEVELOPMENTS

The idea of developing a path within the inactive railroad ROW was initially discussed in a 1999 San José State University study called *Collaborative Plan: Bonita, Brookwood, Five Wounds, McKinley, and Olinder Neighborhoods*. This plan recommended formalizing a path that would share the inactive railroad ROW with the trains operating in the corridor at the time. It also recommended that a BART connector train replace the freight trains while maintaining the adjacent path.

The idea of converting the inactive railroad ROW for use as a trail was further developed in the 2002 *NIP*. At this point, the idea of BART connector train was dropped. One of the 69 Strategies/Actions outlined in the 2002 *NIP* (Action Item 30) entitled "Complete Rail-to-Trail Conversion," was given a medium-to-high priority ranking. Following the completion of the 2002 *NIP*, no progress was made on planning for the RTT corridor, except for the portion built by KB Home south of East William Street. Given this fact, community members decided to assign a higher priority to the project during the Renewing the Action Agenda community workshops associated with the 2006 *DNIPA*. Conversion of the RTT corridor into a trail was upgraded to a Top 10 Action in the 2006 *DNIPA*, as part of the larger Strategy/Action to complete the entire trail network (which also includes Lower Silver Creek Trail and Coyote Creek Trail) in the FWBT SNI Area. The 2006 *DNIPA* has not been adopted by the City Council yet, so the Top 10 Actions contained in the document are still not official. However, the City recognizes the development of the RTT corridor as a high priority of the community.

The 2009 *Greenprint Update* includes the Five Wound Trail, a trail envisioned to run from Highway 101 at its northern end, to Keyes Street in the Spartan

Section of completed trail, built as part of the KB Home development just south of the Planning Area.

Keyes neighborhood at its southern end. Within the Planning Area, the Five Wounds Trail would follow the inactive railroad ROW. City staff has also indicated strong support to extend the Five Wounds Trail to the planned Berryessa BART station The Five Wounds Trail is identified as an unfunded, priority-two trail.

The 2007 *Lower Silver Creek Master Plan* (2007 *LSCMP*) is another document relevant to the RTT corridor. According to this document, a pedestrian bridge is being planned as part of the Lower Silver Creek Trail to cross over Highway 101 and enter into the Planning Area on the north side of Lower Silver Creek. However, the 2007 *LSCMP* states that a hydraulic study is needed to determine whether this bridge is feasible. If it is not feasible, another route will need to be identified. The bridge, as planned, will extend to just east of the inactive rail bridge that crosses Lower Silver Creek. The 2007 *LSCMP* identifies this location as a possible link between Lower Silver Creek Trail and the RTT corridor (referred to as Five Wounds Trail in the 2007 *LSCMP*). However, the 2007 *LSCMP* also mentions that the Santa Clara Valley Water District (SCVWD) wants to remove the inactive rail bridge at some future date. In the absence of the completion of the Five Wounds Trail, the 2007 *LSCMP* plans to provide access to the Lower Silver Creek Trail from points south of Lower Silver Creek via a bridge along Wooster Avenue.

The SCVWD recently issued documents under the title "Coyote Creek Flood Protection Project" which describes plans to construct a series of levees and bypass culverts, as well plans to deepen and widen the Coyote Creek channel in selected locations. This project had the potential to impact the segment of the RTT corridor already built (south of the Planning Area) where it intersects the Coyote Creek Trail. SCVWD had been planning for large levees at this location. However, due to community opposition, this project is being reconfigured and will likely have less impact on the RTT corridor and on planned Coyote Creek Trail.

STATUS OF TRAIL DEVELOPMENT

Currently there is no funding identified for the development of the RTT corridor. Additionally, the RTT corridor is not protected from other types of development, as the *General Plan* designates housing along much of the corridor. The Floating Park General Plan Overlay and the Transit Mall Overlay do signal an intention to provide public facilities in portions of the RTT corridor. However, the Public Park and Open Space Land Use Designation, which would help protect the RTT corridor from development that may disrupt the continuity of a future trail, was not approved by City Council when proposed in 2003. This situation, coupled with the fact that PRNS has not identified funds for the development of a master plan or the construction of the trail, leaves the corridor at great risk for conflicting land uses, threatening the viability of the trail itself.

Given the experience with KB Home's Autumn

Terrace development, the FWBT Neighborhood Action Coalition (NAC) is aware of the threat that even a single future development (within the inactive railroad ROW or on the private land along Wooster Avenue) poses to the continuity of the trail. Therefore, monitoring any future development proposals on or adjacent to the inactive railroad ROW is a high priority for the community.

EAST SANTA CLARA STREET/ ALUM ROCK AVENUE COMPONENT EXISTING CONDITIONS

LOCATION, ROADS, AND CIRCULATION

The ESC/AR component encompasses East Santa Clara Street between Coyote Creek and Highway 101 and Alum Rock Avenue between Highway 101 and King Road. Together, they function as a single main east-west corridor within the core of San José. According to the 2008 *Santa Clara-Alum Rock Transit Improvement Project Final Environmental Impact Report* (2008 *SC-AR Transit Improvement Project FEIR*), East Santa Clara Street carries 26,000 vehicles per day (measured at 24th Street), while Alum Rock carries 30,000 vehicles per day east of Highway 101. The level of service (i.e. a measure of the level of traffic congestion, with A being the best and F being the worst) along East Santa Clara Street ranges from B (at 28th Street) to C+ (at 24th Street), while Alum Rock Avenue sees conditions that range from B (at the northbound Highway 101 ramps) to D+ (at King Road).

Within the Planning Area, the ESC/AR corridor is a four-lane arterial. Dedicated left turn lanes are located at 24th Street, 28th Street, 33rd Street, and King Road. East Santa Clara Street is approximately 54 feet wide from Roosevelt Park to 23rd Street. East of 23rd Street, the street widens to approximately 64 feet. The street widens further as it approaches the southbound Highway 101 on-/off-ramps. As the street crosses the bridge over Highway 101, it expands to 90 feet wide. East of the bridge, Alum Rock Avenue narrows gradually to approximately 66 feet and maintains this width until it reaches 34th Street. Between 34th Street and King Road, the street widens significantly to 80 feet. East of King Road, it widens again to 94 feet.

Very short blocks characterize the ESC/AR corridor between Coyote Creek and Highway 101, creating numerous intersections. There are eleven intersections along this stretch, which include the southbound Highway 101 on-/off-ramps. Out of the eleven, six are T-intersections. Blocks on Alum Rock Avenue, between the northbound Highway 101 on-/off-ramps are much longer than blocks along on East Santa Clara Street. There are four intersections along this stretch.

Traffic signals are present where the ESC/AR corridor intersects South 19th Street, 21st Street, 24th Street, 26th Street, 28th Street, both northbound and southbound Highway 101 on-/off-ramps, 33rd Street, and King Road. Crosswalks are present at each of the signalized intersections. Generally, these crosswalks are not very

Several T-Intersections along East Santa Clara Street do not have traffic signals, requiring cars to make dangerous left turns.

The intersection of Alum Rock Avenue and 34th Street has no crosswalk. Adjacent blocks with crosswalks are quite far, encouraging pedestrians to make a "run-for-it."
Image courtesy of Google Earth.

visible, as paint is often faded and there are no special pavement treatments. According to the 2002 *NIP*, community members desire traffic calming measures at five of these intersections, indicating that pedestrian safety is a critical problem along the entire corridor. After a traffic signal upgrade and the installation of new bulb-outs at the East Santa Clara Street/28th Street intersection in 2007, residents reported the intersection much safer. Pedestrian access over Highway 101 is also of great concern for residents, especially as dedicated right-turn lanes encourage a large volume of traffic entering the freeway via existing ramps.

No traffic signals exist where the ESC/AR corridor intersects with South 20th Street, South 22nd Street, South 23rd Street, North 25th Street, North 27th Street, and 34th Street. This situation can be dangerous for automobiles turning left, as they often have to navigate across two directions of heavy traffic. Additionally, there are no crosswalks present or any other means to aid pedestrians in crossing the street safely at these intersections. Consequently, pedestrians frequently run across the street near these intersections. Adding to this pedestrian safety problem, long stretches along the ESC/AR corridor are without any crosswalks, including a gap of approximately 1,160 feet between 33rd Street and King Road, and an approximately 940-foot gap between 21st Street and 24th Street.

Eight westbound bus stops and six eastbound bus stops service the Planning Area along the ESC/AR corridor. These bus stops are irregularly spaced, with some being quite close together and others much farther apart. The corridor has no bicycle lanes.

EXISTING LAND USES

The ESC/AR corridor is predominately a commercial area. Four types of businesses are prominent along the corridor, including specialty stores, restaurants, neighborhood services, and auto services/dealerships. The specialty stores include party supply stores, wedding dressmakers, religious-oriented retail, western clothing, and crafts. Restaurants are mostly Mexican or Vietnamese cuisine, although there are a few Portuguese restaurants. Most of the businesses within the category of neighborhood services are oriented toward financial consulting. These include certified public accountants, tax services, and bail bond agencies. The area also has many beauty parlors and a few real estate agencies. Businesses toward King Road on Alum Rock Avenue tend to advertise in either Portuguese or Vietnamese, whereas businesses along East Santa Clara Street west of 28th Street advertise mostly in English and Spanish.

Several significant public and quasi-public land uses exist along the ESC/AR corridor. Sites include Roosevelt Park, Santa Clara County Multi-Services Center (also referred to as the Downtown Leonard Goveia Multi-Service Center), East San José Carnegie Branch Library, Five Wounds Church, Mexican Heritage Plaza, and numerous social organizations. Built in 1908, East San José Carnegie Branch Library, located between 23rd Street and 24th Street, is included in the National Register of Historic Places. Less than

a decade later, Five Wounds Church was constructed. Five Wounds Church is a historic landmark and a symbol of the longstanding Portuguese presence in the area.

The area has a mix of commercial-only buildings (typically one story) and mixed-use buildings (typically two stories, with commercial uses on the ground floor and either offices or residential uses on the second floor). A few residential homes, generally Victorian in architectural style, are located between commercial buildings. Some of these homes are in use by businesses, while others continue to be residential.

BUILDING HEIGHTS, BUILT FORM, AND STOREFRONTS

Building heights in the area are typically one or two stories, with an occasional three-story building. Only one building is four stories, an apartment building along Alum Rock Avenue. The low-rise buildings in juxtaposition to a relatively wide street profile, especially along Alum Rock Avenue, diminish the level of enclosure along much of the corridor, leading to an uncomfortable environment for pedestrians. East Santa Clara Street has a slightly higher sense of enclosure because much of it is narrower than Alum Rock Avenue and has a denser tree canopy.

The sense of enclosure varies greatly along the ESC/AR corridor due to the frequent gaps in the built form that fronts the street. This situation is a result of the large number of driveways that access parking lots (in front of and behind buildings), the presence of surface parking lots located adjacent to the sidewalk, and the open spaces in front of buildings due to deep setbacks. Parking lots, in particular, tend to diminish the sense of enclosure, producing unpleasant spaces for pedestrians.

Overall, storefronts along the ESC/AR corridor appear dated. The condition of the storefronts varies, with some quite clean while others cluttered with various goods and signs. Signs, in general, are unattractive and inconsistent from storefront to storefront. Some signs extend over sidewalks. Numerous protective storefront grills and gates detract from the visual quality of the corridor and give the sense that the corridor is a high crime area. Furthermore, many building entrances face away from the street, often oriented toward an adjacent surface parking lot, leaving blank walls adjacent to the sidewalk. Architectural detail of storefronts varies from detailed and interesting to plain and barren.

STREETSCAPE

Streetscape conditions along the ESC/AR vary greatly and lack unifying urban design themes. The sidewalks vary in width. Along East Santa Clara Street, sidewalks are generally 10-12 feet wide, with 15-foot widths near Five Wounds Church. The pedestrian zone (the area of sidewalks available for pedestrian movement) is approximately six feet in most areas. This estimate takes into account the numerous street trees, streetlights, newspaper boxes, bicycle racks, and bus stops that are within the planter/furniture zone

Examples of one-story commercial buildings and two-story mixed-use buildings along the East Santa Clara Street/Alum Rock Avenue corridor.

Many buildings have grills on windows, impacting the look and feel of the East Santa Clara Street/Alum Rock Avenue corridor.

(the area of the sidewalk adjacent to the street). Along Alum Rock Avenue, sidewalks range from seven to twelve feet wide. These sidewalks have fewer items in the curb zone, increasing the space available for pedestrians. However, in relation to road widths, the sidewalks seem narrower along Alum Rock Avenue than along East Santa Clara Street. The condition of the sidewalks is generally good, with sidewalk surfaces being fairly even with minimal cracks. The sidewalks show some wear and discoloration. Generally, the sidewalks lack seating, except at bus stops. The lack of bulb-outs along the ESC/AR corridor within the Planning Area makes many of the intersections intimidating for pedestrians.

Segments of the ESC/AR corridor contain numerous, mature deciduous street trees, providing a nice canopy and shade during warm months. However, the number of street trees is not consistent along the entire corridor. This is often due to the numerous driveways (both narrow and wide) and bus stops that preclude the planting of trees. Additionally, some areas that could accommodate street trees lack them. Consequently, during the warmer weather months, the lack of consistent tree canopy means less cooling. This creates conditions where pedestrians are sheltered from the sun in some spots, while directly exposed to heat and sun at others. Other landscaping is almost non-existent, except in front of the recently opened Roosevelt Community Center and at the center roadway median between 34th Street and King Road and just east of King Road.

Many banners along the East Santa Clara Street/Alum Rock Avenue corridor are either missing from brackets on light poles or are mangled.

Streetlights along the ESC/AR corridor consist mainly of low-pressure sodium cobra lights. As funding permits, the City of San José plans to replace these with LED lights to improve lighting and save energy. A few pedestrian-scaled, single-acorn streetlights are located along East Santa Clara Street between 23rd Street and 26th Street, as well as some at the entrance to Roosevelt Park across from South 19th Street. New pedestrian-scaled acorn streetlights will be installed along South 24th Street from East Santa Clara Street to East William Street. This project will greatly improve access along a key pedestrian route from surrounding neighborhood areas to East Santa Clara Street. No pedestrian-scaled streetlights line Alum Rock Avenue in the Planning Area. The fact that pedestrian-scaled streetlights exist mainly along three blocks demonstrates again the inconsistent character of the ESC/AR corridor.

The presence of street banners is also inconsistent. Though brackets for banners are consistently present on streetlight polls along the ESC/AR corridor, many of the banners are missing or mangled. The maintenance of banners along the ESC/AR corridor may be a challenge. On blocks where there are no missing or mangled banners, the ESC/AR corridor has a more colorful appearance and a greater sense of community identity.

Numerous large billboards are located along the ESC/AR corridor, typically placed on vacant land or on building rooftops. One billboard, located immediately west of Five Wounds Church, creates a visual barrier

to the dramatic view of the church from some angles. Another billboard, located on the north side of East Santa Clara Street at Highway 101, is the dominant visible element drivers experience as they entering East Santa Clara Street from the east. Removing existing billboards will be a challenge for any future revitalization efforts, due to the extensive cost often required to buy-out leases.

Few public amenities are available along the ESC/AR corridor. Items such as seating (excluding seating at bus stops), water fountains, sculptures, and public art are non-existent. The only public amenities provided include bus stop-related seating and shelters, waste receptacles, and bicycle racks. The presence of bus shelters is not consistent, with some stops consisting of simply an unsheltered bench. Attractive trash receptacles are consistently present at intersections along most of the ESC/AR corridor. Bicycle racks are consistently present along much of the corridor, especially along East Santa Clara Street.

The street surface is primarily asphalt, except for concrete pads at bus stops. In many areas, painted street lines (including lines that define crosswalks) are chipped and faded. Additionally, concrete pads are stained with oil spots. The poor condition of painted street lines gives the street a run down feel. Furthermore, no special street treatments, such as stamped and textured concrete or brick, serve to call attention to or improve safety of crosswalks.

OWNERSHIP

Numerous properties along the ESC/AR corridor are owned by individuals or families. Many own only a single parcel, although a few individuals or families own several parcels.

NEIGHBORHOOD BUSINESS DISTRICTS / BUSINESS ASSOCIATIONS

In addition to the Neighborhood Business District Overlay as part of the *General Plan*, two separate NBDs function as Redevelopment Areas and provide funding for various improvements along the ESC/AR corridor. The East Santa Clara NBD, adopted as a Redevelopment Project Area in 1988, has led to numerous storefront upgrades, the extensive renovation of Roosevelt Park, the installation of new sidewalks and antique streetlights, and the renovation of the bridge over Coyote Creek. The Alum Rock NBD, also adopted as a Redevelopment Project Area in 1988, led to the creation of Mexican Heritage Plaza. Other improvements, such as façade improvements and the addition of parking, were completed along Alum Rock Avenue east of the Planning Area.

One goal of an NBD is to strengthen business associations. The Alum Rock Business Association (ARBA) serves Alum Rock Avenue between Highway 101 and White Road, but is currently inactive. The East Santa Clara Street Business Association (ESCBA) is active along East Santa Clara Street within the Planning Area, as well as areas to the west. However, improvements have slowed in recent years, as many business owners have expressed satisfaction with the current conditions along East Santa Clara Street.

Numerous billboards are present along the East Santa Clara Street/Alum Rock Avenue corridor.

Bicycle racks are installed along much of the East Santa Clara Street/Alum Rock Avenue corridor.

The recently opened Roosevelt Community Center.

Efforts are currently underway to strengthen ESCBA.

PLANS AND PROPOSED DEVELOPMENTS

The 2002 *NIP* proposes a mix of land uses for the ESC/AR corridor where commercial uses currently exist, while maintaining the existing public and quasi-public uses. The 2002 *NIP* also specifies building heights that range from three to five stories. The 2002 *NIP* outlines several specific recommendations along the corridor, including a restaurant and terrace at Coyote Creek, a gateway at Coyote Creek, increased parking with a garage at Santa Clara County Multi-Services Center, and the re-use of the former Mexico Theater as a community theater. The 2002 *NIP* also envisions a small plaza at the entrance of a linear park at North 28th Street, a community garden at vacant land just south of East Santa Clara Street, adjacent to the Highway 101, the creation of a "Boulevard" with street-facing architecture, and landscaping along the ESC/AR corridor.

The 2003 *Roosevelt Park Master Plan Amendment* (2003 *RPMPA*) serves as the guiding document for improvements at Roosevelt Park, including Roosevelt Community Center. Roosevelt Community Center is already complete, built on land formerly a part of North 20th Street and parkland to the west. The final configuration of Roosevelt Community Center differs from the plan contained in the 2003 *RPMPA*. The 2003 *RPMPA* plan calls for 82 parking spaces on land where residential properties currently exist. However, this parking is now located to the west where a portion of the Roosevelt Community Center was originally to be located.

The 2003 *RPMPA* also discusses the possible expansion of Roosevelt Park, between North 20th Street (now closed) and North 21st Street. Park expansion did take place on land formerly occupied by North 20th Street and on adjacent parcels. However, the entire park expansion, as envisioned in the 2003 *RPMPA*, was not fully completed. The parcels of land, where Bank of the West, a used car lot, and the 99 Cent Store currently reside, were never purchased for park expansion. The 2003 *RPMPA* envisions the purchase of these properties combined with the purchase of the aforementioned residential parcels as laying the groundwork for the construction of a three-level parking garage to serve a variety of users.

The 2004 *BART FEIR* calls for the BART extension to run in a subway directly under East Santa Clara Street, from just west of 27th Street to downtown San José. Impacts on businesses along East Santa Clara Street within the Planning Area will be minimized for two reasons. First, no BART stations are planned along East Santa Clara Street in the Planning Area, eliminating the need to do any excavation from the surface. Second, a tunnel-boring machine deep under the surface of East Santa Clara Street will create the subway tunnels, minimizing the need to perform work at the street surface.

The 2006 *DNIPA* outlines high priority actions related to East Santa Clara Street that the community would like to see implemented. These actions include streetscape improvements at the 24th Street/ East Santa Clara Street intersection. Traffic calming improvements are also a high priority where East Santa Clara Street intersects 21st Street, 24th Street, and 28th Street.

The 2007 *BART SEIR* discusses two design changes along East Santa Clara Street within the Planning Area. The first removes a ventilation structure near 20th Street. The second change adds an electrical facility near South 22nd Street. The design of this facility could affect the streetscape and future land uses of nearby areas.

According to the 2008 *SC-AR Transit Improvement Project FEIR*, the Bus Rapid Transit (BRT) alternative replaced the Enhanced Bus project alternative in 2007. Construction of the BRT project is slated to begin in 2012. BRT service is projected to commence in 2013. BRT service will include two BRT lines. The first will be the 522 El Camino, which will upgrade the existing 522 Rapid Line to BRT. The second will be a new BRT line, the 523 Stevens Creek, which will share the ESC/ AR corridor with the 522 El Camino, but will split off to run along Stevens Creek Boulevard. Furthermore, VTA is considering an upgrade of BRT service to light-rail in the future. VTA is planning two BRT stations within the Planning Area. The first is at the East Santa Clara Street/28th Street intersection. This station will consist of 160-foot bus platforms extending as bulb-outs from the sidewalks. The westbound bus platform will be located in front of Five Wounds Church, just east of 28th Street. The eastbound bus platform is will be located in front of the former Empire Lumber site, just west of 28th Street. The second BRT station is planned at the Alum Rock Avenue/King Road intersection. VTA is also planning to add traffic signals at the East Santa Clara/North 27th Street intersection and the Alum Rock Avenue/34th Street intersection. The installation of these traffic signals will likely improve pedestrian safety along the ESC/AR corridor.

The 2008 *Coyote Creek Trail Master Plan: Story Road to Lower Silver Creek* (2008 *CCTMP*) plans for Coyote Creek Trail to run along the north side of East Santa Clara Street (adjacent to Roosevelt Park), from just west of Coyote Creek to South 19th Street. From this segment, Coyote Creek Trail would continue north into Roosevelt Park and south via South 17th Street and South 19th Street (the trail would split into two branches south of East Santa Clara Street). Special attention to street design will be necessary to integrate trail corridor segments north of East Santa Clara Street with the segments to the south. Additionally, the 2008 *CCTMP* specifies the creation of bicycle-related infrastructure along South 21st Street (between East William Street and East Santa Clara Street) that includes signs identifying the street as a bike route.

The 2009 *East San José Community-Based Transportation Plan* identifies several improvements

Simulation of the planned BRT station along East Santa Clara just west of 28th Street (looking southwest).
Image courtesy of VTA.

in transit service that would affect the Planning Area. The plan calls for the extension of VTA's Rapid Line 522, a feeder bus service to the future BART system, upgrades to key bus stops, installation of electronic information displays of bus arrival predictions at bus stops, installation of public art at BRT stations, door-to-door transportation services to health services for seniors, and neighborhood van services.

Pacific Carwash is currently in the development process on the north side of East Santa Clara Street, just east of the East Santa Clara Street/South 22nd Street intersection.

PARKING COMPONENT EXISTING CONDITIONS

SAN JOSÉ STEEL AND TOWN SQUARE

Parking is limited along North 28th Street. The roads that form the loop around the edge of the SJS site (East Saint James, North 30th Street, and Five Wounds Lane) provide some on-street parking. Along East Saint James, a large amount of diagonal parking is available on both sides of the street. The west side of North 30th Street has a few diagonal parking spaces and other, ill-defined areas that can be utilized for parking in front of industrial businesses. However, these areas are confusing and may not be perceived as public parking. No parking is allowed on the east side North 30th Street. Along the north side of Five Wounds Lane, a dirt strip is located between the street and a chain link fence. It is not clear whether parking is allowed, though cars do park there. Some on-street parking is available on the south side of Five Wounds Lane, but it is restricted in front of Five Wounds School. It is not clear whether parking is allowed adjacent to I.E.S Hall.

The 2004 *BART FEIR* estimates that the planned Alum Rock BART Station will require 2,500 parking spaces. However, the plan includes the possibility of shifting 1,000 of these spaces to the planned Berryessa BART Station. The 2007 *BART SEIR* revises parking requirements for all planned BART stations due to higher ridership estimates. To accommodate the new ridership numbers, the planned Alum Rock BART Station would require an additional 1,000 parking spaces, for a total of 3,500 parking spaces. However, the 2007 *BART SEIR* recommends shifting 1,000 parking spaces to the Berryessa Station (as was previously contemplated in the 2004 *BART FEIR).* The 2009 *BART FEIS* settled on a total of 2,500 parking spaces in a five-level parking structure. The sheer size of the garage under consideration will greatly reduce the amount of TOD development possible at the SJS site, unless development is incorporated into the BART parking garage.

RAIL-TO-TRAIL AND INDUSTRIAL SITES

No legal restrictions exist for on-street parking in and around the small- to medium-sized industrial sites within the Planning Area. However, on-street parking is limited. This situation will likely deter trail users

from attempting to access the trail with an automobile unless dedicated parking is provided.

Illegal parking within the inactive railroad ROW is common, mostly occurring just south of East Santa Clara Street adjacent to small-industrial businesses. Most segments of the inactive railroad ROW in this area have sufficient land on either side of the railroad tracks to allow for such parking.

EAST SANTA CLARA STREET/ALUM ROCK AVENUE

Within the Planning Area, the parking along the ESC/AR corridor is characterized by a mixture of intermittent on-street parking and small- to medium-sized off-street surface parking lots. Currently, there are no parking garages. The on-street parking is not metered. Additionally, on-street parking is restricted to two-hour time limits along some portions of East Santa Clara Street and to one-hour limits along Alum Rock Avenue. On-street parking is not defined by painted marks on the street.

Generally, the on-street parking is sufficient during most business hours. However, due to frequent events, such as weddings and concerts that take place at Five Wounds Church and the numerous social organizations that line East Santa Clara Street, parking demand often exceeds available off-street parking supply. This is especially true during evenings and weekends. As a result, visitors park all along East Santa Clara Street (as well as along side streets such South 28th Street, North 27th Street, North 30th Street, and Five Wounds Lane), and at times walk great distances to their destinations. The rich community life offered along this corridor creates a persistent challenge in providing convenient parking for such events.

Prior to February 2007, the *San José Municipal Code: Zoning Ordinance* required that any new commercial development provide off-site parking to meet the demand for the proposed use of the facility. The requirement was typically applied for general retail establishments at a ratio of approximately one parking space per 200 square feet of retail space. Auto repair and service facilities were required to have four parking spaces per vehicle work station, in addition to one space per employee. Given the spatial constraints and land costs in urban corridors, these requirements were so onerous that the feasibility of establishing new retail establishments was nearly impossible.

In response, the 2007 Ordinance 27955 relaxes off-street parking requirements for NBDs. The ordinance allows for the reduction of up to 10% of required off-street parking for businesses located within 2,000 feet of an existing or proposed rail station. More importantly for the ESC/AR corridor, the ordinance reduces the required off-street parking for ground floor retail in an NBD to one parking space per 400 square feet of retail space. This change should help to stimulate new business along the corridor.

The 2000 Transmetrics, Inc. document, entitled "East

On-street parking along the East Santa Clara Street/Alum Rock Avenue corridor is generally not defined with street paint.

Numerous surface parking lots exist along the East Santa Clara Street/Alum Rock Avenue corridor.
Image courtesy of Google Earth.

Santa Clara Street Parking Study Presentation," examines off-street and on-street parking opportunities along East Santa Clara Street, between 17th Street and Highway 101. The presentation suggests widening North 21st Street to accommodate additional on-street parking. It also suggests several off-street parking lots at the following locations:

- South side of East Santa Clara Street, just west of 19th Street (62 spaces).
- East side of South 20th Street, just south of East Santa Clara Street (12 spaces).
- West side of South 23rd Street, just south of East Santa Clara Street (20 spaces).
- North side of East Santa Clara Street, between North 25th Street and North 26th Street (28 spaces).
- East side of North 26th Street, just north of East Santa Clara Street (12 spaces).
- West side of North 28th Street, just north of East Santa Clara Street (36 spaces).
- West side of South 28th Street, just south of East Santa Clara Street (9 spaces).

Following the presentation of these ideas for increasing parking, the community requested further study on the issue. Consequently, community residents made it a top priority to develop a parking strategy for the ESC/AR corridor in the 2002 *NIP.* This was partly the result of anticipated parking loss due to the planned light-rail line (now being planned as a BRT line) along the corridor.

Contained in the 2002 *NIP* are two strategies for increasing parking. The first strategy is to combine surface parking lots between adjacent properties. The second strategy is to explore the possibility of constructing parking garages.

The 2003 *RPMPA* includes a proposal for a three-level parking garage adjacent to the new Roosevelt Park Community Center. This would require the acquisition of several parcels of land just west of Roosevelt Park.

According to the 2008 *SC-AR Transit Improvement Project FEIR,* a net gain of two on-street parking spaces would result from implementation of the BRT project along the ESC/AR corridor within the Planning Area. Eleven new spaces would be created along East Santa Clara Street, with the majority of new spaces being created between South 20th Street and South 23rd Street. However, nine spaces would be lost along Alum Rock Avenue. Four new spaces would be gained between 33rd Street and 34th Street, while all 13 existing on-street parking spaces between 34th Street and King Road would be eliminated to accommodate the planned exclusive bus lanes.

Conceptual Plans and Urban Design Guidelines

CHAPTER IV

This page has been left blank intentionally.

The 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) consists of conceptual plans and urban design guidelines for each of the six Planning Area components. This chapter describes these conceptual plans and urban design guidelines. The chapter is divided into six sections. Each section corresponds to a Planning Area component as follows:

- Section A: San José Steel Component
- Section B: Town Square Component
- Section C: Industrial Sites Component
- Section D: Rail-to-Trail Component
- Section E: East Santa Clara Street/Alum Rock Avenue Component
- Section F: Parking Component

Serving as a preface to the six sections of this chapter, the following is a list of goals and objectives, along with an overview of the conceptual plans and urban design guidelines from the perspective of the entire Planning Area.

GOALS AND OBJECTIVES

The following list of goals and objectives is based directly on the input received from the community members during the community planning process. Goals and objectives serve as benchmarks to measure the accomplishments resulting from the implementation of the plans and urban design guidelines contained in this 2010 *CCP*. In each of the six sections of this chapter, the goals and objectives are further refined into planning concepts that are associated with each of the Planning Area components. These planning concepts serve as instructions for the creation of conceptual plans and urban design guidelines for the six components. Furthermore, goals and objectives infuse the implementation strategies presented in Chapter 5.

Goal #1: Strengthen community bonds.

- Create a new outdoor public gathering space that is centrally located within the Planning Area and is easily accessible.
- Establish a small neighborhood center centrally located within the Planning Area.
- Strengthen existing local businesses and encourage the creation of new ones.
- Integrate community events into a central gathering place.

Goal #2: Promote a strong community identity in the built environment.

- Use architectural styles that represent the ethnic heritages of community members, including Portuguese, Mexican, and Vietnamese.
- Construct gateways at key locations, especially at the entrances to corridors and urban districts.
- Place a variety of banners and signs along main streets and trails that identify the community.
- Develop a system of placards throughout the Planning Area that describes the rich history of the area.
- Integrate art produced by local artists into the urban landscape, wherever feasible.

Many of the goals and objectives were identified in the large group session that concluded Community Workshop #1.
Photograph courtesy of Jefferson Gamoning.

Goal #3: Designate a dynamic mix of land uses in the Planning Area to encourage a high level of pedestrian activity throughout the day and evening.

- Integrate a diversity of land uses, including residential, commercial, and office (including green and clean reseach and development) within close proximity of one another.
- Provide a wide variety of housing types that accommodate a diversity of people, including rental apartments and for-sale properties that include condominiums of all sizes, townhomes, and live-work studios.
- Balance business types to ensure the presence of both those that cater to the needs of residents and those that attract visitors from the greater region.
- Allow businesses, such as restaurants and nightclubs, which promote activity in the evening.
- Set aside space for community and public facilities that serve a wide range of residents.

Goal #4: Accommodate the needs of seniors and children in new development.

- Provide a significant amount of senior housing in new residential development. Locate this housing close to shops and public spaces.
- Establish a mix of shops that cater to seniors and youth.
- Provide activities for seniors and youth at a new neighborhood center. Encourage activities and programs that seniors and children can do together (e.g., mentoring programs, gardening, etc.).
- Provide recreational facilities and activities that accommodate youth and seniors.

Goal #5: Create a "small town" character in the overall environment.

- Utilize architectural strategies that create a small-scale feeling to existing and new buildings.
- Create a sense of enclosure in the public realm, including streets, pedestrian promenades, and the Town Square. Members of the community have identified a "cozy" atmosphere as the key element in preserving and creating a "small town" character.
- Preserve locally owned businesses, and encourage the creation of new ones.

Goal #6: Create a safer and more pleasant environment for pedestrians.

- Implement traffic calming measures throughout the Planning Area, with a focus on high-traffic streets, to greatly improve safety for pedestrians.
- Implement streetscape improvements, which include numerous pedestrian amenities, to increase walkability for people of all ages.
- Establish an extensive system of pedestrian-only paths and trails within the Planning Area.
- Emphasize view corridors to important landmarks

and natural features from trails, paths, and main streets.

Goal #7: Minimize the impacts of automobile traffic generated by the Alum Rock BART Station and new development.

- Isolate the majority of automobile traffic accessing the BART parking garage to areas away from pedestrian routes, public spaces, and neighborhood streets.
- Provide numerous transportation alternatives to driving for access to the BART station and for travel within the Planning Area, such as increased bus service and more bicycle paths.

Goals #8: Reduce conflicts between residential and industrial land uses.

- Encourage the redevelopment of the small- and medium-sized industrial sites, adjacent to residential areas, into housing.
- Prioritize the conversion to residential development those businesses that currently produce truck traffic and/or that provide auto-mechanic services that are located in close proximity to existing residential areas.
- Improve the appearance of existing industrial businesses, especially in residential areas.

Goal #9: Emphasize art throughout the Planning Area.

- Establish an arts district within the Planning Area.
- Provide space for live-work (or work-live) art studios and galleries as part of an arts district and at other appropriate sites within the Planning Area.
- Integrate local art into the various forms of public space, infrastructure, and streets.
- Encourage educational art activities.

Goal #10: Create an effective system of parking that accommodates the needs of local residents and BART commuters.

- Prevent long-term, on-street parking by BART commuters.
- Provide adequate and convenient parking in commercial areas.
- Provide sufficient off-street parking for large events.
- Provide efficient access to the BART parking garage in a way that minimizes the use of local streets.

OVERVIEW

The conceptual plans and urban design guidelines that comprise the 2010 *CCP* are designed to incorporate all the goals and objectives of community members. These conceptual plans and urban design guidelines are described in the following sections of this chapter (each covering one of the six Planning Area components), and together constitute a single, integrated plan: this 2010 *CCP*. This overview provides an integrated description of these plans and

urban design guidelines from the perspective of the entire Planning Area. Refer to Figure 23 for a visual representation of the descriptions presented in this overview.

The foundation of the 2010 *CCP* is the Town Square, as envisioned by community members. Residents see the Town Square as a new community gathering place located at the San José Steel (SJS) site (also the site of the planned Alum Rock BART Station). The Town Square is intended to function as a welcoming and comfortable space that encourages residents and other visitors to gather and spend time on a daily basis. The Town Square is also intended to be a place where large gatherings, such as weddings, parades, concerts, and festivals, can be accommodated. Therefore, the Town Square is designed to be expandable by incorporating the space of three adjacent pedestrian promenades. Numerous public amenities are identified for incorporation into the design of the Town Square, including a variety of seating, a public fountain, a portable stage, beautifully patterned pavers and tiles, and landscaped areas.

The 2010 *CCP* envisions three broad pedestrian promenades that radiate out from the Town Square, providing views and access to East Santa Clara Street, Five Wounds Church, and the eastern portion of the SJS site (with views beyond to the hills of eastern San José). Supporting the public spaces of the Town Square and pedestrian promenades, a transit-oriented development (TOD), with a dynamic mix of land uses, is planned. These land uses would provide hundreds of housing units, a diversity of shops and services, an arts district, and a significant amount of space for offices and green/clean businesses.

The 2010 *CCP* also envisions a well integrate system of transit, bicycle, and pedestrian connections to the TOD at the SJS site. Plans for buses serving the Alum Rock BART Station are proposed for the pick-up and drop-off of passengers close to the BART station and the Town Square, and to then follow routes that protect and buffer the Town Square and pedestrian promenades from vehicular traffic. Pedestrian and bicycle connections to the SJS site from the adjacent Rail-to-Trail (RTT) corridor are designed to take the form of well-designed crosswalks. A clock tower is proposed to provide a visual landmark at the TOD, and to draw people from the East Santa Clara Street/ Alum Rock Avenue (ESC/AR) corridor to the Town Square and BART station.

Given the significance of the Town Square, the BART station, and the new TOD at the SJS site, the 2010 *CCP* envisions two main corridors providing access to this new heart of the community. The east-west ESC/AR corridor is planned for transformation into a true boulevard. Plans include traffic calming features at intersections designed to significantly improve pedestrian safety, a new full-length landscaped center median to beautify the street and improve safety for drivers, and numerous streetscape improvements along the sidewalks to beautify the pedestrian

environment and to encourage walking. Additionally, a broad pedestrian promenade is planned to connect the ESC/AR corridor directly to the Town Square along North 28th Street. Three- to seven-story mixed-use buildings are envisioned to frame the boulevard. The 2010 *CCP* also enumerates urban design guidelines to ensure that the development complements public improvements to the corridor and that a small town feel is preserved.

The other corridor envisioned to receive significant public improvements is the RTT corridor. The RTT corridor is planned to be transformed from an inactive railroad right-of-way (ROW) to an urban pedestrian and bicycle trail. This trail would provide multi-modal access to the planned Alum Rock BART Station and the Town Square. Specified trail amenities include several special use areas that would function as small parks, a series of exercise stations, plentiful seating, and provisions for high quality landscaping. A dual pedestrian/bicycle path is proposed to run along the majority of the RTT corridor. The trail, once completed, would provide access to a larger network of trails, connecting the RTT corridor and the SJS site to the greater South Bay region.

The 2010 *CCP* provides a land use plan and urban design guidelines for the transformation of the numerous small- to mid-sized industrial sites located in close proximity to the RTT corridor. The mid-sized industrial sites north of East Julian Street are envisioned for transformation into residential uses

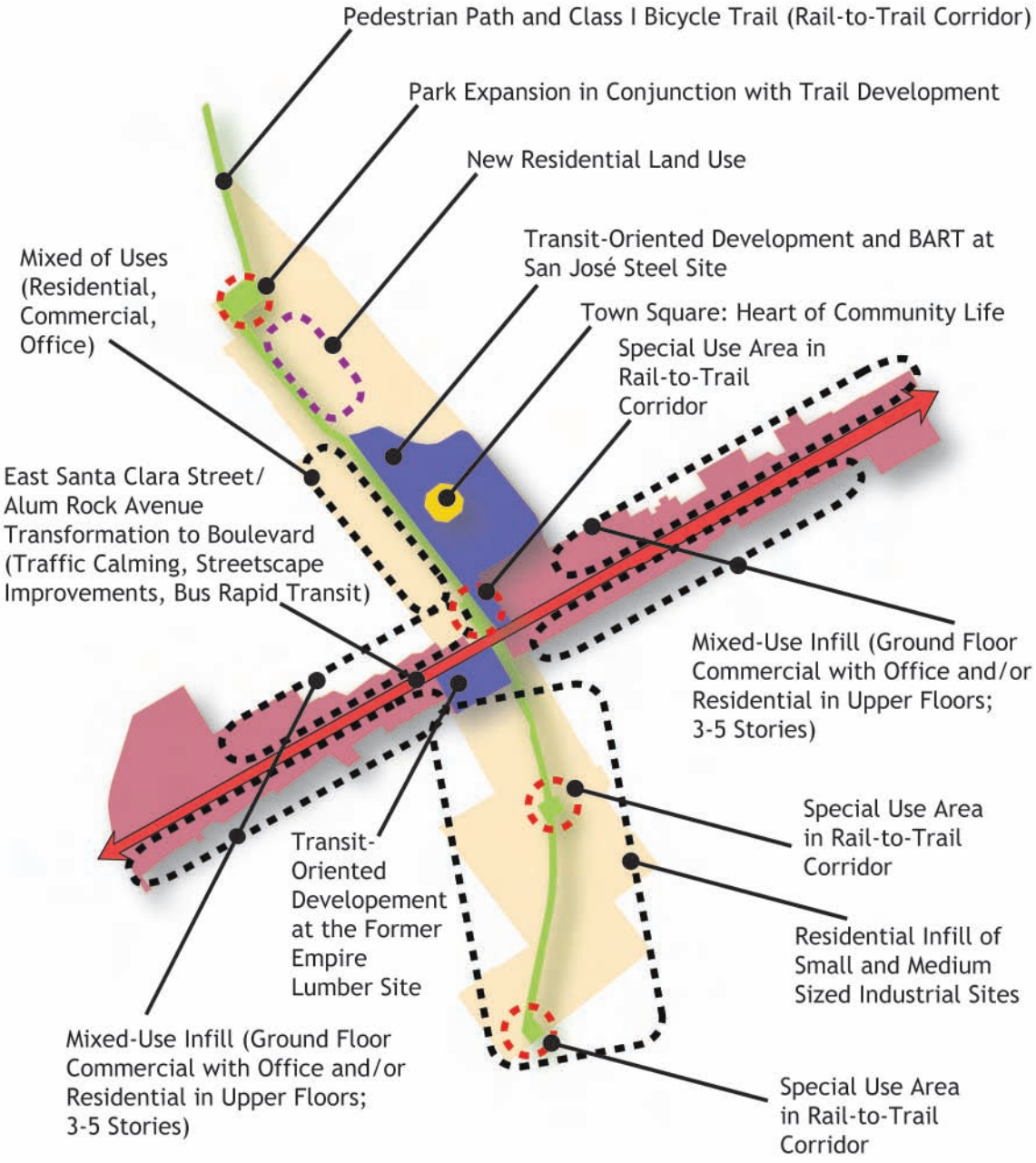


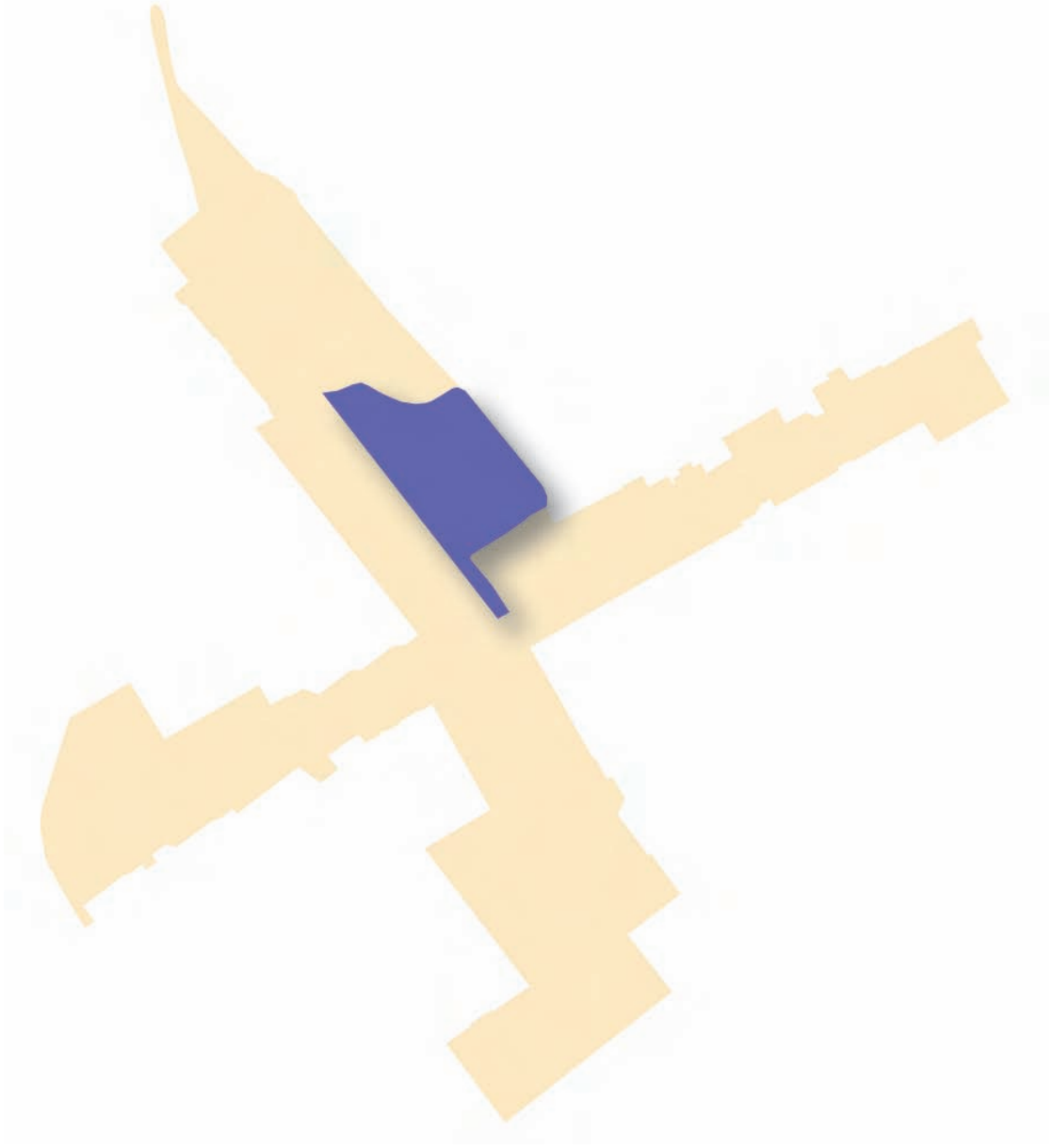
Figure 23. Planning Area conceptual plans.

to increase housing near the planned Alum Rock BART Station and to provide a land use more in harmony with the existing housing to the east and west. Industrial sites just west of the RTT Corridor (between East Julian Street and East Santa Clara Street) are planned as a dynamic mix of land uses that integrate seamlessly with the new TOD at the SJS site. Specified land uses include residential, commercial, and office. South of East Santa Clara Street, the mid-sized, former Empire Lumber site is planned for TOD that integrates with the larger TOD at the SJS site. South of the former Empire Lumber site, numerous small- to medium-sized industrial sites are envisioned for gradual conversion to residential development consistent with the surrounding area. One medium-sized site, at the corner of East San Antonio Street and South 24th Street, is envisioned for the development of housing adjacent to the RTT corridor.

Finally, the 2010 *CCP* contains short-term and long-term plans to improve parking in the Planning Area. The short-term plan provides strategies to address existing parking issues associated with insufficient parking capacity during large events that take place on evenings and weekends, and the anticipated loss of some on-street parking associated with the streetscape and traffic calming improvements called for in this document. Short-term solutions involve two types of off-street parking. First, the creation of shared-surface parking lots is proposed (by combining the rear lot areas of adjacent properties along the ESC/AR corridor). Second, several sites are identified for the creation of small, surface parking lots to serve retail along the ESC/AR corridor.

The long-term plan seeks to avoid parking shortages related to park-n-ride commuters accessing the planned Alum Rock BART Station and the anticipated land use intensification throughout the Planning Area. Strategies for the long-term focus on parking garages and improved parking management. Seven possible parking garage sites are identified along the ESC/AR corridor, as well as one site adjacent the SJS site. Several proposed parking management strategies include: 1) shared-use of the BART parking garage to allow non-BART users to park in the facility during evenings and weekends; 2) the implementation of permit parking along neighborhood streets to preserve on-street parking for the use of residents; and 3) the installation of parking meters along the ESC/AR corridor. Finally, the long-term parking plan recommends revisiting residential and commercial parking requirements for TOD development and the consideration of lowering parking requirements where feasible.

San Jose Steel Component



Chapter IV, Section A

This page has been left blank intentionally.

This San José Steel (SJS) Component section of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) includes conceptual plans and urban design guidelines for a transit-oriented development (TOD) at the SJS site. This plan also refers to the elements from other Planning Area components that interact with the proposed TOD, such as the Rail-to-Trail (RTT) and Town Square Components.

The planning for the SJS site has been carefully considered to reflect the goals and objectives of community members. Plans contained in this section are also designed to be as consistent as possible with Santa Clara Valley Transportation Authority's (VTA) BART-related plans for the SJS site. Additionally, the planning for the SJS site has considered conclusions from the Envision 2040 planning process, especially in terms of the housing/jobs balance.

This section is divided into three parts: land use plan, circulation plan, and urban design guidelines.

LAND USE PLAN

This SJS site land use plan is divided into three categories. First, land use planning concepts are enumerated. Second, an overview of the land use plan is given. Third, the proposed land uses for the SJS site are individually described. The proposed land uses are depicted in Figure 24.

LAND USE PLANNING CONCEPTS

The following land use planning concepts, derived from the goals and objectives of the community, in essence, are the planning and design instructions for the creation of this land use plan.

- Locate BART infrastructure, where necessary, to match that specified in the 2010 *Silicon Valley Rapid Transit Corridor Final Environmental Impact Statement* (2010 *BART FEIS*).
- Place the Town Square in a central location within the SJS site.
- Integrate an extensive public open space system into the site, consisting of the Town Square, pedestrian promenades, and smaller pedestrian paths.
- Incorporate a variety of land uses at the SJS site.
- Maximize residential, commercial, and office development at the SJS site, by using land efficiently, in order to create a critical mass of people so as to promote 24/7 activity that supports retail and transit ridership.
- Integrate and coordinate the design and construction of TOD with compatible BART infrastructure, including the BART parking garage structure and the land over the BART subway box.
- Include residential and office development throughout the SJS site, generally in the upper floors of mixed-use buildings.
- Ensure significant levels of senior housing, both market-rate and affordable, are included in residential development.

- Create residential development in the form of townhouses, condominiums, apartments, and live-work (or work-live) art studios.
- Focus commercial development around the Town Square and pedestrian promenades.
- Balance the proportions of neighborhood-based commercial and regionally-based commercial uses.
- Include a grocery store, hotel, and other regional businesses, such as an entertainment center, as part of the commercial land uses.
- Provide for a significant amount of office space so as to ensure the SJS site becomes a major job center in San José.
- Focus offices in buildings adjacent to Highway 101 to serve as a noise and pollution buffer between the highway and residential and commercial land uses, as well as along the blocks between North 27th Street and North 28th Street.

LAND USE PLAN OVERVIEW

This land use plan for the SJS Component is organized around its central element: the Town Square (described in more detail in the Town Square Component section). The new Town Square is envisioned to be located at the center of the former SJS site, framed by a TOD (see Figure 24). A mix of residential, commercial, and office land uses would immediately surround the Town Square, and include some senior housing, a clock tower, and possibly a neighborhood center. A mix of residential, commercial, and office uses are envisioned along both sides of the proposed promenade that would run easterly from the Town Square, and would include a regional entertainment center and hotel. To ensure a quality pedestrian experience, residential, commercial, and office uses would also wrap the southern façade of the planned BART parking garage, and would possibly include a grocery store.

The southern blocks of the TOD would generally be residential uses. Alternative housing types, such as cohousing, are envisioned at this location. Residential and commercial uses would flank a promenade from the Town Square to Five Wounds Church, and include an arts district. An office building is proposed along Highway 101 at the southeastern corner of the SJS site.

Space for businesses conducting research and development in clean and green technology is envisioned just south of the planned electrical substation associated with the Alum Rock BART station (which will be located at the northeastern corner of the SJS site). The BART parking garage, at the northern portion of the SJS site would also include other land uses above the ground floor story, including senior housing and possibly a recreation center.

This land use plan assumes the locations of much of the BART station infrastructure (see Figure 25) as defined by the 2010 *BART FEIS*. Planned BART infrastructure unaltered by this land use plan includes a 2,500-space parking garage, an electrical substation,

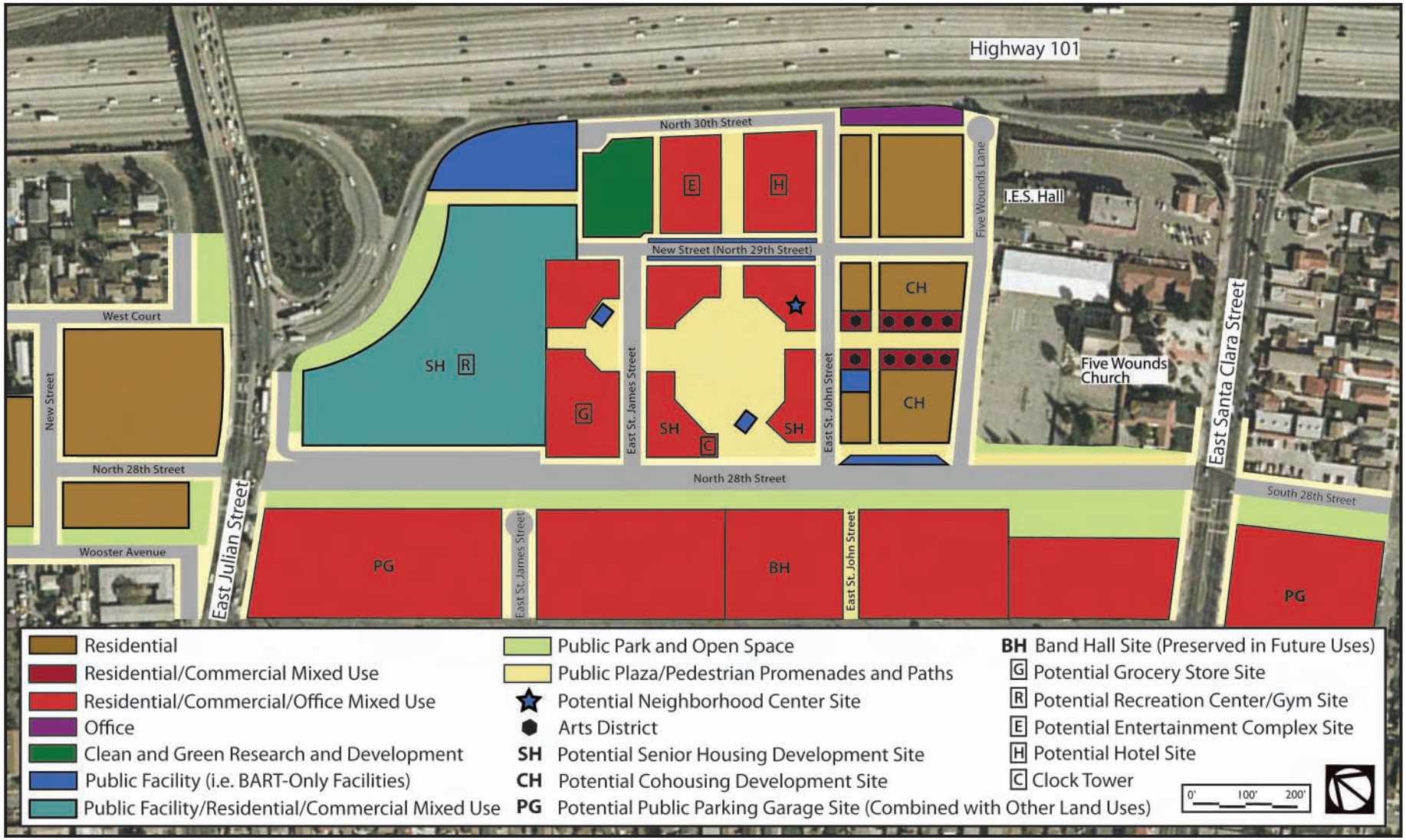
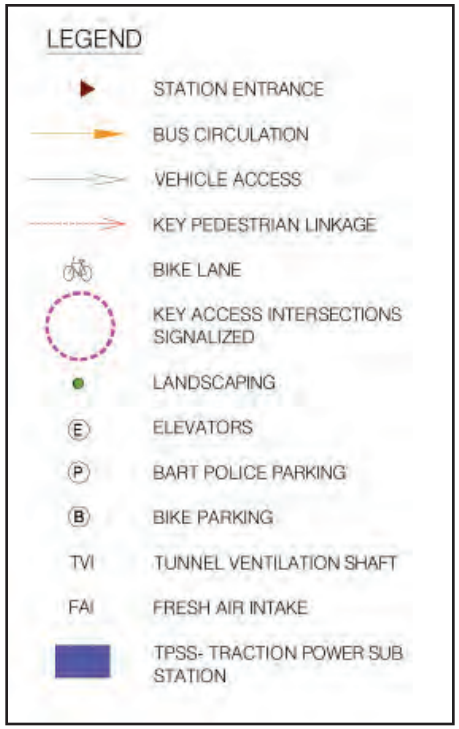


Figure 24. San José Steel site land use plan.



two BART station entrances, an emergency exit, a venting structure, and an underground subway train station box. The locations of other planned BART infrastructure, including a bus depot, kiss-n-ride areas, streets, and plaza areas, are modified by this land use plan to better meet the goals of the community.

This land use plan also contains proposals for incorporating other land uses with certain types of BART infrastructure (e.g., the parking garage), such that higher levels of TOD would be possible at the SJS site than currently anticipated by the 2010 *BART FEIS*. These proposals would likely require some form of joint development and additional environmental clearance.

Due to the conceptual nature of the 2010 *CCP*, this land use plan does not specify residential densities and square footage estimates for other land uses. Rather, the density should follow the form and general building heights envisioned for the SJS site. Building height limits are not rigidly defined. Instead, heights are referred to in terms of a range of stories. The overall approach to creating this land use plan is to ensure that the density and the mix of land uses contained in future development produces a critical mass of people, so as to maximize the potential for a financially feasible TOD, a vital Town Square, and high BART ridership.

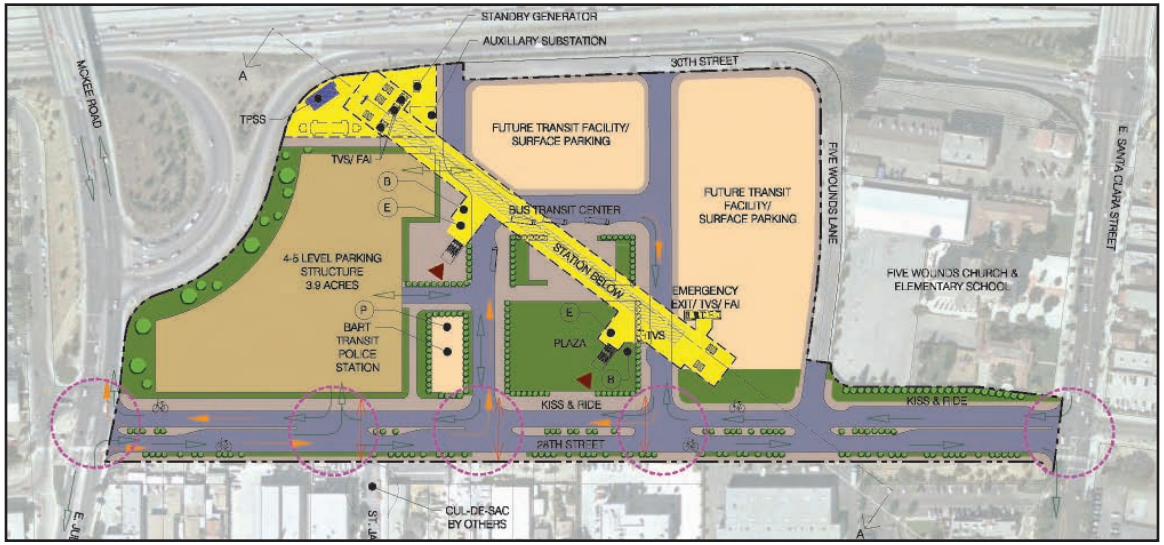


Figure 25. Conceptual plan produced by VTA for the Alum Rock BART Station (legend above).
Image from the 2010 *Final Silicon Valley Rapid Transit Corridor Environmental Impact Statement*.

LAND USES

A large variety of land uses are included in this plan for the SJS site. Figure 24 depicts the land use plan for this area. For the most part, these land uses are consistent with the very flexible Mixed Use with No Underlying Land Use Designation that currently governs the SJS site. However, this land use plan is not meant to conform entirely to the parameters of this designation. The primary purpose of this land use plan is to specify individual land uses that serve to implement the vision of community members for the SJS site. Therefore, land uses are defined in a way that accommodates the specific aspects of their vision.

Residential

A large portion of the block planned for the southeastern corner of the SJS site, bordered by Five Wounds Lane to the south, East Saint John Street to the north, a new north-south street (possibly to be named North 29th Street) to the west, and Highway 101 to the east, is devoted exclusively to residential land use. The

exclusivity of this land use is intended to provide a quiet environment so as not to disturb the activities at Five Wounds Church. Residential structures on this block should be no more than five stories. Taller buildings are possible, but the impact would need to be carefully considered so the views of Five Wounds Church are not overwhelmed by the buildings.

The block west of the residential area described above is also predominately specified for exclusive residential uses (except for mixed-use adjacent to the pedestrian promenade). Residential structures on this block should range from three to five due to their close proximity to the Five Wounds Church.

Residential/Commercial Mixed Use

The one area specified for a mix of residential and commercial land uses runs along the east and west sides of the planned pedestrian promenade that extends south from the Town Square to Five Wounds Lane (shaded dark burgundy in Figure 24). The ground floor commercial uses in this area are envisioned to provide a significant number of art studios to encourage the creation of an arts district (see sidebar entitled "Arts District and San José Steel"). Some commercial space for neighborhood-serving businesses is also encouraged to promote additional pedestrian movement along the promenade.

Above these art studios and shops would be housing. These mixed-use structures should range between three and five stories, with some variation to create visual interest. Given the eclectic mix of land uses specified for the ground floor, unique housing types, such as cohousing are encouraged at this location and the adjacent residential sites to create a stronger sense of community (see sidebar entitled "Cohousing: An Example of Innovative Housing").

Residential/Commercial/Office Mixed Use

A primary intention of this land use plan is to provide maximum flexibility in meeting the housing and jobs goals of the City of San José, as well as encouraging a wide diversity of users at the TOD to increase vitality. Therefore, a large portion of the SJS site is envisioned to allow for a mix of residential, commercial and office uses (shaded light burgundy in Figure 24).

The first location to allow for this mix of uses lies immediately in front of the southern façade of the BART parking garage (facing the Town Square). This site would incorporate ground floor commercial uses with residential and/or office uses above. Locating mixed-use buildings immediately in front of the BART parking garage is intended to obscure the garage façade while also providing retail opportunities that support the vitality of both the Town Square and the BART station. Building heights should match the height of the garage, which will likely range between five and six levels. This location is a possible site for a mid-sized grocery store (a high priority for the community members).

The second area specified to allow for a mix of commercial, residential, and office land uses consists of four building sites that border and enclose the Town

AN ARTS DISTRICT AT SAN JOSÉ STEEL

Community members are interested in creating an arts district at the SJS site. They envision supporting local artists by setting aside affordable ground floor commercial space for art studios (this land use plan proposes locating these studios along a promenade between the Town Square and Five Wounds Church). Art studios would allow artists and craftspeople to produce, display, and market their arts and crafts. An arts district is also seen as a way to further enrich community life, contributing to the other activities at the Town Square. Locally-based shops would also be allowed amongst the art studios so as to induce additional pedestrian activity to the arts district. Though not specified in this land use plan, allowing for a live-work (or work-live) arrangement in the art studios should be considered as a way to make the area more affordable for artists to live.

COHOUSING: AN EXAMPLE OF INNOVATIVE HOUSING

"A cohousing community is a type of intentional community composed of private homes with full kitchens, supplemented by extensive common facilities. A cohousing community is planned, owned and managed by the residents, groups of people who want more interaction with their neighbors. Common facilities vary but usually include a large kitchen and dining room where residents can take turns cooking for the community. Other facilities may include a laundry, pool, child care facilities, offices, internet access, game room, TV room, tool room or a gym. Through spatial design and shared social and management activities, cohousing facilitates intergenerational interaction among neighbors, for the social and practical benefits. There are also economic and environmental benefits to sharing resources, space and items."

-Kathryn McCamant and Charles Durrett

Square. The success of the Town Square will depend largely on sufficient and steady activity taking place. Therefore, community members strongly encourage the relocation to the Town Square of some existing locally-based businesses, as well as the location of new businesses that support community life. Ground-level commercial space would be reserved for cafés, small restaurants, and various neighborhood-serving businesses. Upper floors would include residential with some senior housing (preferably on the western building sites away from the entertainment complex) and offices to encourage the presence of residents and office workers at mid-day. Buildings heights would range from four to six stories. A small neighborhood center and clock tower should also be considered within the buildings surrounding the Town Square.

A third area planned for a mix of residential, commercial is a large portion of the block planned for the northeastern area of the SJS site (bordered by the BART substation to the north, East Saint John to the south, North 30th Street to the east, and the proposed North 29th Street to the west). Commercial space would occupy lower floors, while office space and/or residential uses would be occupy upper floors. Along with the northern portion of the SJS site, the northeast area is envisioned to accommodate buildings taller than those in the southern portion of the TOD because shadow impacts would be minimized on surrounding development and the Town Square. Therefore, buildings in this location are envisioned to range from eight to twelve stories. Buildings would also gradually step up towards the north.

Ground floor commercial businesses would have entrances just off the east-west running, pedestrian-only promenade. This location is appropriate for an entertainment complex (including a cinema) and a hotel. The presence of these larger commercial businesses is envisioned to attract more visitors to the SJS site from the greater region, thereby increasing the pedestrian activity and the general vitality of the Town Square and other public areas.

The prevalence of offices would support City goals to locate jobs in San José. Additionally, high numbers of office workers coming to the site on a regular basis would further support the commercial businesses of the TOD. Residential units would also be accommodated. Allowing for some residential uses in the taller buildings of the TOD is intended to create another type of housing (high-rise) that would promote an increase in the diversity of residents at the TOD. However, it may make sense to face housing westward and place office space in the eastern portion of buildings to buffer residential uses from Highway 101.

Just west of the SJS site, the area bordered by North 27th Street to the west, North 28th Street to the east, East Julian Street to the north, and East Santa Clara Street to the south (shown in Figure 24), is also envisioned for a mix of residential, commercial, and office land uses. Parcels include the current locations of the Portuguese Band of San José and McDonald's. Another site included in this group of parcels, located at the southwest corner of the East Julian Street/

North 28th Street intersection, should be considered for a public parking garage. The Empire Lumber site, programmed for a mix of residential, commercial, and office land uses, is also considered a potential site for a public parking garage. For a detailed description of these sites, refer to the Industrial Sites Component section.

Office

Only one site in the TOD is planned as exclusively office land use. This site lies immediately adjacent to Highway 101 at the southeast corner of the SJS site (shaded purple in Figure 24). This land use is intended to provide a buffer between the pollution and noise of Highway 101 and the planned residential area immediately to the west. The height of an office building at this location should be studied carefully due to its proximity to Five Wounds Church, and I.E.S. Hall. This structure should not be as high as the mixed-use buildings to the north. Community members endorse the concept of having a significant amount of office development at the SJS site. They see office buildings as a good land use for areas directly adjacent to Highway 101. Additionally, the community sees tremendous value in providing a jobs base at the SJS site, not only to replace jobs lost from redevelopment, but also to stimulate foot traffic that supports shops and increases the vitality of the public spaces.

Clean and Green Research and Development

The area immediately south of the BART substation (depicted dark green in Figure 24) is reserved in this 2010 *CCP* for businesses that are oriented towards research and development in clean and green technology, such as alternative energy technologies. The intention is to increase the jobs base at the TOD, as well as provide space to help the City of San José implement the goals from the 2008 *San José's Green Vision*. The location of the site is intended to serve as a buffer between the BART substation to the north and the rest of the TOD at the SJS site. Also, the site's location in the northeast area of the TOD should allow for building height of 15 stories or more. More research is required to determine exactly what types of businesses would be able to operate efficiently in a building of this height and would not be a nuisance to the surrounding TOD.

Public Facility

Sites dedicated *solely* to public facilities (depicted dark blue in Figure 24) consist entirely of BART station infrastructure and other infrastructure associated with BART operations. The location of this infrastructure is specified as:

- An electrical substation at the northeast corner of the SJS site.
- Two BART station portals in and adjacent to the Town Square.
- An emergency exit just south of the Town Square.
- A bus depot immediately east of the Town Square.
- A kiss-and-ride drop off area along North 28th Street (on the east side of the street between East

POTENTIAL IMPACTS OF THE BART STATION SUBWAY BOX AND TUNNELS

According to VTA engineers, the concrete subway station box that is planned to lie diagonally under the SJS site, and the tunnels that extend southwest of the SJS site, will limit heights to one story for buildings with foundations directly above these facilities. Taller buildings are permissible only if the buildings' foundations are designed in conjunction with the subway station box and tunnels. This is not an uncommon practice, especially in cities where land values are at a premium, such as New York. In fact, VTA is planning to build a small portion of the BART parking garage over the subway box. By exploring joint development of the SJS site (and sites to the southwest, also affected by the tunnels) with the developers, the possibility of accommodating the levels of development called for in this land use plan become possible. Figures 25 and 26 illustrate the extent to which the subway station box and tunnels could limit development at the SJS site without joint development.

Saint John Street and Five Wounds Lane).

- An exhaust/intake venting structure just south of the Town Square.

Community members have often discussed the possibility of incorporating the venting structure as part of a public landmark, such as a clock tower. The idea would be to vent the exhaust out of a tall structure to avoid impacting residents. Incorporating public art into a venting structure would also help integrate the facility into the TOD.

Another major piece of BART-related infrastructure is the subway station box planned for construction directly under much of the SJS site. While it is planned to be more than 50 feet underground, the subway station box has the potential to impact this land use plan by reducing the amount of development possible at the SJS site. Sites immediately southwest of the SJS site may also be impacted by tunnels that extend out from the subway station box. See Figure 26 and the sidebar entitled "Potential Impacts of the BART Subway Station Box" for further discussion.

Public Facilities/Residential/Commercial Mixed Use

The amount of development at the SJS site can be greatly increased by combining certain BART-related infrastructure and private development projects. Therefore, this land use plan calls for the joint development of the approximately 3.9 acre site reserved for the BART parking garage (north of the Town Square, shaded light blue in Figure 24) with private development that would include commercial and residential uses. More specifically, this land use plan envisions a recreation center/gym to be located above the parking garage, along with several stories of senior-focused housing. Other forms of housing would also be appropriate as

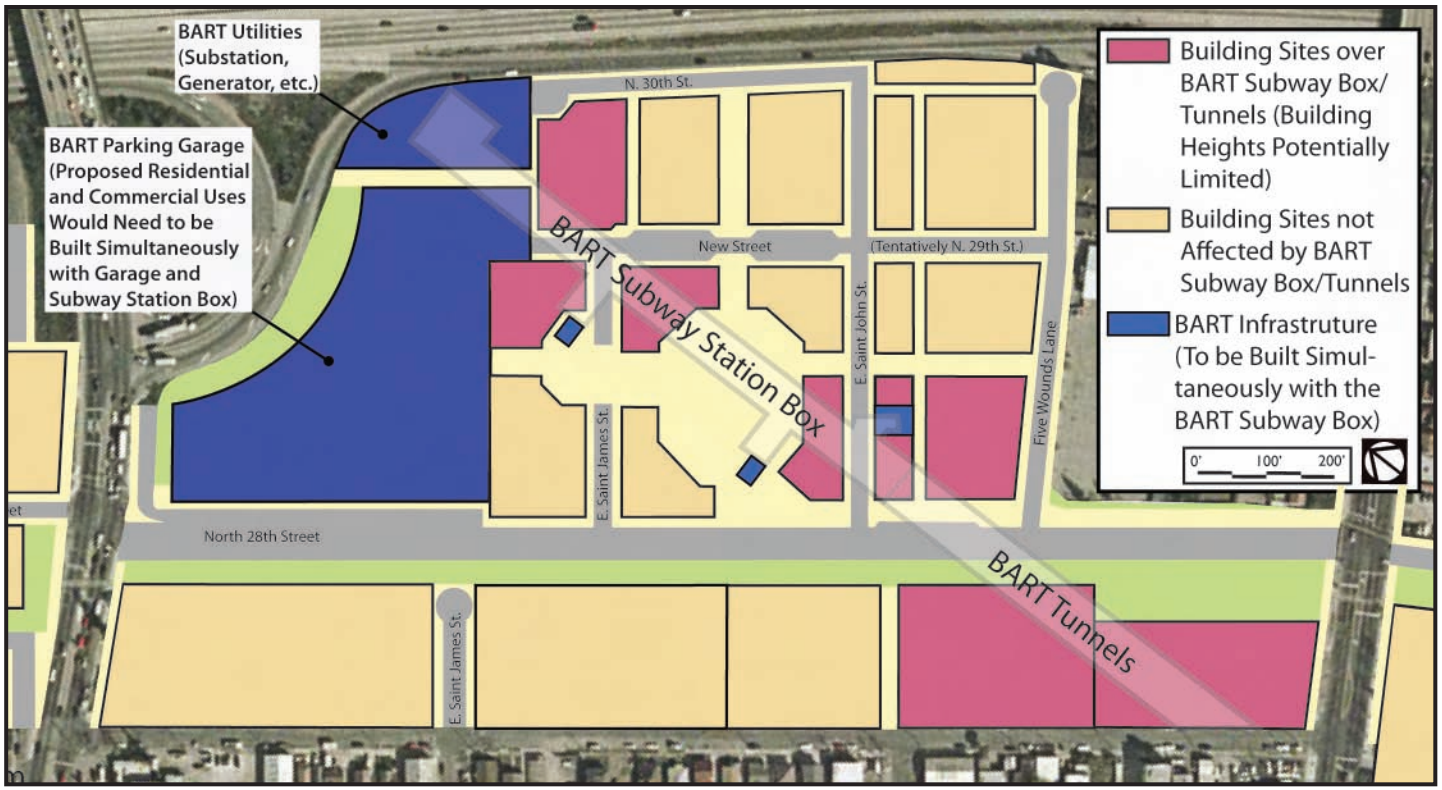


Figure 26. Building sites over planned BART station subway box and tunnels.

Figure 27: San José Steel site illustrative plan.

well. Building heights at this location could potentially reach as tall as 20 stories (including the five- or six-story BART parking garage, though currently only a five-story garage is environmentally cleared).

The residential structures envisioned would be set back from the edges of the garage, reducing the scale of the building to the surrounding TOD. Additionally, little or no parking should be necessary for any senior housing. However, some parking would be necessary for other types of housing. It may be necessary to increase the garage to six levels from the current five to accommodate parking for housing as well as for people visiting the TOD during business hours, when commute parking will likely be full.

The idea for a recreational facility (possibly a YMCA) was generated by San José High Academy students at Youth Workshop #1. Specific features desired by youth include a pool, gymnasium, dance studio, and handball courts.

The community, at first concerned by the size and scale of the BART parking garage, now sees the facility as a great opportunity to incorporate many community priorities into the structure. The large area of land required for the parking structure is seen as too valuable to be used solely for parking, considering the proximity of the site to Downtown San José, the planned BART station, and the planned Town Square. The location of the garage site, at the northern portion of the SJS site, is also the best location at the SJS site for tall buildings because the impact of shadows on the Town Square and other areas of TOD to the south would be minimal.

Public Trail Corridor and Open Space

The Rail-to-Trail (RTT) corridor runs along the western side of North 28th Street (depicted in light green in Figure 24, and illustrated in Figure 27). For a further description of the RTT corridor, refer to the circulation plan in this section, as well as the Rail-to-Trail Component section.

Two small open space areas are planned within the boundaries of the SJS site. The first is a small strip of land that would run between the north side of the planned BART garage and the southbound Highway 101 on-ramp. This space is envisioned as well-managed and secured open space (locked and gated when not in use) where youth and others can express themselves by creating murals on the walls of the BART parking garage. The second is a narrow strip of land envisioned between the planned pedestrian promenade (running from the Town Square to East Santa Clara Street on the east side of North 28th Street) and the western property line of Five Wounds Church. Distinctive landscaping is envisioned for this site, including a new wrought-iron fence that will run along the Five Wounds Church property line.

Public Plaza/Pedestrian Promenades and Paths

The Town Square and three broad promenades are meant to work together as an integrated, car-free public space, where people can gather, shop, eat, and attend community functions. Ancillary public

pedestrian-only paths are specified in the land use plan to provide easy access to the Town Square and public promenades.

For a detailed description of the Town Square, refer to the Town Square Component section that follows the San José Steel Component section. For a detailed description of the promenades, see the circulation plan of the San José Steel Component that immediately follows this land use plan.

CIRCULATION PLAN

This circulation plan is divided into six categories: circulation concepts; overview of the circulation plan; street system; transit system; pedestrian system; and bicycle system. Figure 28 and Figure 29 illustrate the elements of the circulation plan.

CIRCULATION PLANNING CONCEPTS

- Traffic engineering designs that are "ideal" for the movement of automobiles usually create an automobile-oriented environment. Therefore, in order to promote a "small town," pedestrian-oriented atmosphere, design streets at the SJS site to be as narrow as possible while meeting minimum street width standards for the movement of automobiles, buses, and shuttles.
- Design streets to include high levels of traffic calming features, such as bulb-outs, medians, etc.
- Prioritize automobile access to the BART parking garage from East Julian Street. Limit automobile circulation between East Santa Clara Street and the BART parking garage to reduce traffic volumes on all TOD streets south of the BART parking garage.
- Accommodate all long-term BART-related commuter parking (over two hours) within the planned BART parking garage. Do not provide such parking at other locations within the SJS site or surrounding areas.
- Provide a public parking garage (in addition to the BART parking garage), in close proximity to the SJS site, for users of the Town Square and TOD. Do not allow on-street parking along the streets within the SJS site east of North 28th Street, in order to discourage traffic from circulating through the site. See the Industrial Sites Component and Parking Component sections for a detailed discussion of proposed parking garages.
- Prevent access to the BART parking garage from neighborhood streets west of the SJS site.
- Situate a kiss-n-ride drop off area for BART riders along North 28th Street, to discourage traffic from circulating on streets to the east.
- Redesign Five Wounds Lane to limit traffic to primarily users of Five Wounds Church.
- Locate bus routes and the bus depot in a way that minimizes the impact on the Town Square and pedestrian promenades.
- To preserve a strong visual and pedestrian connection between the BART parking garage (and the adjacent BART entrance) and the Town

Square, do not locate bus stops (including other transit vehicles such as paratransit shuttles) between the Town Square and the BART parking garage.

- Screen from public view any dedicated loading areas.
- Develop an extensive system of publicly-owned, pedestrian-only promenades to enable pedestrians to circulate around most of the SJS site within pedestrian-only areas.
- Design promenades to be broad enough so that they also function as view corridors leading from the Town Square to other areas of the TOD and surrounding areas. Specifically, ensure that East Santa Clara Street, Five Wounds Church, and the hills east of San José are visible from the Town Square promenades.
- Use distinctive pavers to form the surface of promenades. The pavers should match or complement the pavers of the Town Square to promote a seamless public realm that has a strong identity.
- Incorporate a dedicated pedestrian path along the RTT corridor that lies just west of the SJS site.
- Design crosswalks with maximum pedestrian visibility and safety to promote pedestrian traffic to and from the SJS site where North 28th Street intersects East Julian Street/East Santa Clara Street, and from the RTT corridor to the Town Square.
- Create a bicycle route that connects the RTT corridor to a secure bicycle parking area within the SJS site.

CIRCULATION PLAN OVERVIEW

The central location and importance of the Town Square makes it the primary organizing element in the layout of the circulation plan for the SJS Component. A unique design is proposed for North 28th Street that provides high traffic capacity from East Julian Street to the planned BART parking garage, while significantly narrowing south of the parking garage to limit the impact of automobiles in areas where people will congregate. East Saint James Street is reconfigured by this plan so that it does not cross the RTT corridor. East of the RTT corridor, East Saint James Street is relocated south. East Saint John Street is proposed to be extended from North 27th Street to the RTT corridor as a pedestrian/bicycle pathway. The street would then resume as a new segment east of North 28th Street. A new north-south street is also proposed (possibly named North 29th Street) within the SJS site TOD. Five Wounds Lane would also be decoupled from North 30th Street to reduce through-traffic along the periphery of the SJS site.

The streets that surround the block containing the Town Square would also function as a bus loop to allow VTA buses to efficiently access the BART station. This bus loop is designed to avoid impeding pedestrian flows between BART portals and the Town Square and to create a buffer between the buses and

the space of the Town Square.

This circulation plan calls for three broad pedestrian-only promenades radiating out from the Town Square, supplemented by various smaller pedestrian-only pathways. Bicycles are also accommodated in this plan by providing dedicated bicycle pathways across major streets, within the RTT corridor, and to a planned bicycle parking facility located in a visible location within the BART parking garage. Bicycle racks are envisioned throughout the SJS site TOD (though not on the Town Square) to provide short-term bicycle parking.

STREET SYSTEM

The community members carefully considered the layout of the streets, locating them in such a way as to facilitate the community's goals and objectives for future development at the SJS site. The street layout in the circulation plan is designed to discourage fast moving traffic and to provide buffers between motorized vehicles and public spaces (see Figure 28). A modified North 28th Street and a loop of streets surrounding the block containing the Town Square, would form the core of the street system at the SJS site.

North 28th Street

The community envisions North 28th Street as a pleasant street for pedestrians, with limited traffic. VTA intends North 28th Street to be the primary automobile access for thousands of cars accessing the BART parking garage. These divergent objectives pose a significant challenge in the planning of North 28th Street. To reconcile these objectives, a compromise design solution was generated during the community planning process. This solution creates two distinct segments of North 28th Street between East Santa Clara Street and East Julian Street.

The first segment, adjacent to the BART parking garage, is designed to facilitate rapid movement of high levels of traffic in and out of the BART parking garage. The design specifies three southbound lanes, including two left-turn lanes that go directly into the BART parking garage, accompanied by a new traffic signal. Three northbound lanes would facilitate traffic out of the garage, including a lane leading to the Highway 101 on-ramp (see Figure 28).

The second segment, south of the BART parking garage, is designed to be a pedestrian-friendly environment by discouraging and slowing traffic. The design includes one southbound lane, one northbound lane, single left-turn lanes (running southbound) at signaled intersections, a northbound left-turn lane (for u-turns only) at East Saint John Street, and a wide landscaped median. This segment of North 28th Street is designed to accommodate the automobiles of on-site residents, delivery vehicles, and buses. Additionally, a small portion of commute traffic is envisioned to use this segment of North 28th Street to access the BART parking garage entrance at the north end of North 29th Street. However, this traffic would be limited by plans to charge a premium for guaranteed parking spaces

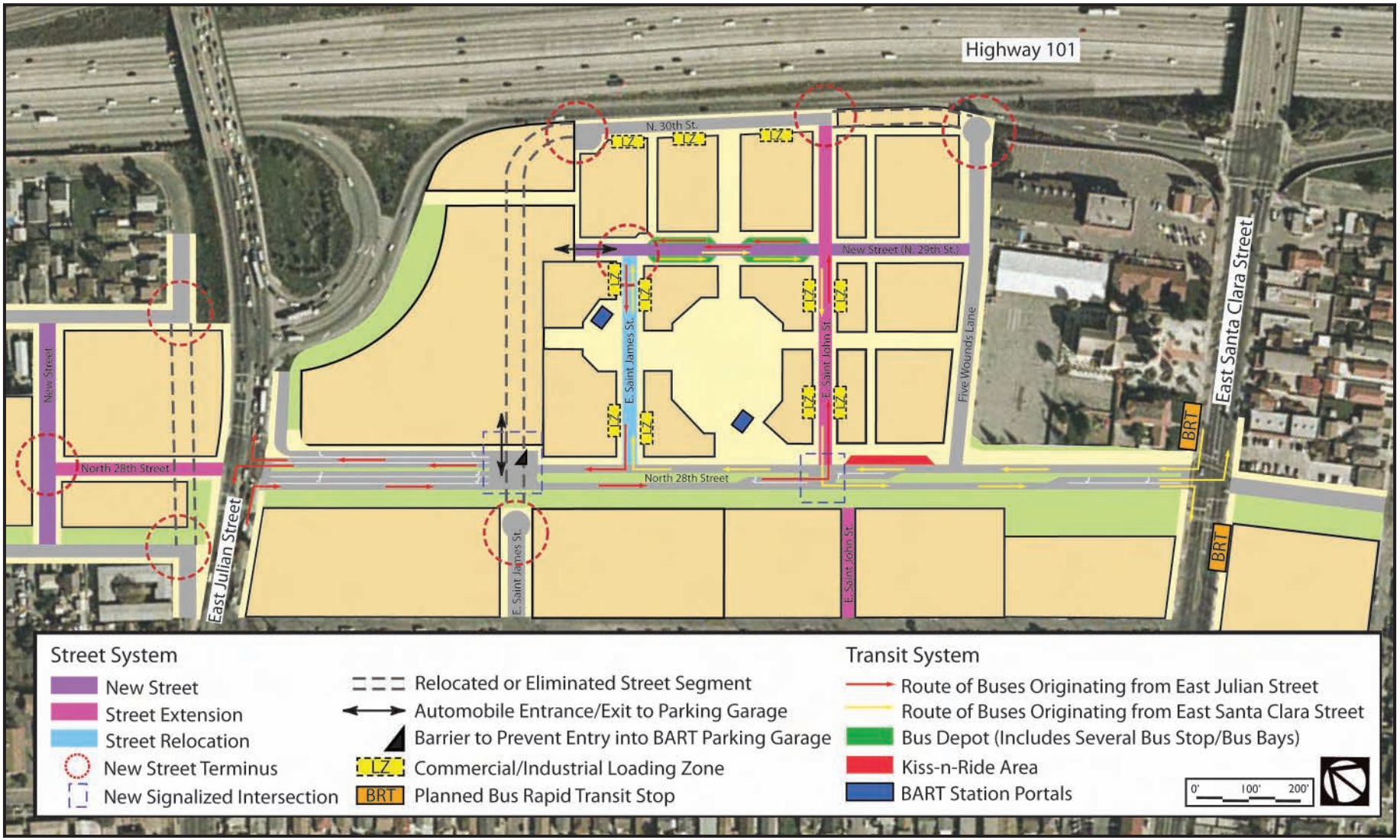


Figure 28. San José Steel site street and transit systems plan.

accessed through this garage entrance. Furthermore, to prevent traffic from using North 28th Street to access the BART parking garage, a physical barrier would be installed in the street to prevent right turns by northbound traffic into the main entrance of the BART garage (see Figure 28).

An extension of North 28th Street is also planned north of East Julian Street, in conjunction with the closure of the East Julian Street frontage road from Wooster Avenue to West Court. The purpose of these proposed street modifications is to expand the capacity of the North 28th Street/East Julian Street intersection to accommodate new residential development at sites to the north. See the Industrial Sites Component section for more details.

East Saint James Street

Currently, East Saint James Street is a through-street that enters the SJS site from the neighborhoods to the west. A major concern of the community is the impact increased automobile traffic accessing the BART parking garage could have on neighborhood streets. To address this concern, this circulation plan calls for the elimination of automobile through-traffic along East Saint James Street to the SJS site from west of the RTT corridor, while still allowing for pedestrian and bicycle access. Under this plan, East Saint James Street would resume east of North 28th Street as a two-lane, two-way street. Due to the location of the BART parking garage and development immediately in front of the garage called for in this *CCP*, the current location of East Saint James would be moved a short distance to the south and terminate at North 29th Street (see Figure 28).

East Saint John Street

In the 2006 *Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Plan Amendment* (2006 *DNIPA*), the community members expressed interest in creating a "pedestrian corridor" along East Saint John Street that would link Roosevelt Park (and possibly Saint James Park) with the envisioned Town Square at the SJS site. East Saint John Street currently terminates west of North 27th Street, preventing a direct connection between this street and the SJS site. To address this issue, two separate extensions are planned for East Saint John Street. First, the street would extend from North 27th Street to the west edge of the RTT corridor as a pedestrian path and bicycle path. This extension would allow pedestrians and bicyclists to access the RTT corridor, the SJS site, and the Town Square from neighborhoods to the west. Second, East Saint John Street would extend into the SJS site, all the way to North 30th Street, as a two-lane, two-way street. To accommodate future development, this stretch of the street would be located a short distance north of the segment west of the RTT corridor (see Figure 28).

New Street (North 29th Street)

A new street is planned to run north-south between the BART parking garage and Five Wounds Lane. To maintain a consistent street naming system, one possible name for this new street could be North 29th

Street. However, the community may wish to designate its own name for this street. For the sake of simplicity, the street will be referred to as North 29th Street in the remainder of this document.

Five Wounds Lane and North 30th Street

Five Wounds Lane and North 30th Street currently work as a single street that wraps around the southern and eastern edges of the SJS site. The community would like to see traffic limited along Five Wound Lane, due to the proximity of the street to Five Wounds Church. Therefore, a de-coupling of Five Wounds Lane and North 30th Street is planned so they no longer connect, thereby preventing through-traffic. Specifically, a cul-de-sac is planned for the eastern terminus of Five Wounds Lane. Traffic that needs to access North 30th Street would still be able to use the extended East Saint John Street.

North 30th Street is also modified in the circulation plan. The street would be truncated, with a new southern terminus at East Saint John Street. The purpose of this is to increase the amount of developable land at the southeast corner of the SJS site.

Loading Zones

Loading zones for commercial and industrial areas of the TOD are located in the circulation plan so that they are not easily visible from the public spaces of the Town Square and promenades (shown in yellow in Figure 28). For commercial businesses immediately in front of the BART parking garage, loading zones are designated along East Saint James Street. For buildings immediately surrounding the Town Square, loading zones are specified at the back of buildings along East Saint James Street and East Saint John Street. For shops and art studios facing the promenade between East Saint John and Five Wounds Lane, loading zones are specified along the southern side of East Saint John Street. For the commercial and industrial sites identified in the northeastern portion of the SJS site, loading zones are designated along North 30th Street.

Kiss-n-Ride

A kiss-n-ride drop off area is planned to be located adjacent to the northbound lane of North 28th Street, between East Saint John Street and Five Wounds Lane. A northbound, left-turn lane is provided to allow cars exiting the kiss-n-ride area to make U-turns at the planned signalized intersection of North 28th Street and East Saint John Street.

TRANSIT SYSTEM

The proposed transit system in this circulation plan provides for a bus depot and bus routes very similar to VTA's current plans. However, there are a few differences, primarily due to the fact that this circulation plan specifies no left turns to North 28th Street from East Saint James Street, while VTA plans call for the intersection to be signalized. In addition, this circulation plan does not locate any bus stops along East Saint James Street, whereas VTA plans call for at least one bus stop.

Bus Depot and Bus Loop

A bus depot is planned along both sides of the

proposed North 29th Street between East Saint John Street and East Saint James Street (see Figure 28). The bus depot is designed to include space for several parallel-parked bus and shuttle stops. A bus loop formed by East Saint James Street to the north, North 29th Street to the east, East Saint John Street to the south, and a small portion of North 28th Street to the west, provides access to the depot.

Buses from East Julian Street

Buses originating from East Julian Street would have designated bus stops at the bus depot on the east side of the North 29th Street. The route followed by these buses would begin southbound on North 28th Street, then turn left onto East Saint John Street, followed by another left turn onto North 29th Street. Buses would return to East Julian Street by turning left on East Saint James Street and right on North 28th Street (see Figure 28).

Buses from East Santa Clara Street

Buses originating from East Santa Clara Street would have designated bus stops at the bus depot on the west side of North 29th Street. The route followed by these buses would begin northbound on North 28th Street, then turn right at East Saint James Street, followed by a right turn onto North 29th Street. Buses would return to East Santa Clara Street by turning right on East Saint John Street and left on North 28th Street (see Figure 28).

PEDESTRIAN CIRCULATION SYSTEM

The core of the pedestrian circulation plan at the SJS site is the set of three broad, pedestrian-only, public promenades that connect to the Town Square (see purple highlighted paths in Figure 29). Additionally, several smaller pedestrian-only paths are designed to connect various sites of the TOD to the promenades (see lavender highlighted paths in Figure 29). Highly visible and spacious crosswalks are designed to provide safe connections across streets.

Promenade from East Santa Clara Street to the Town Square

To attract pedestrians from East Santa Clara Street to the Town Square, a strong visual link is needed. To accomplish this, a wide pedestrian-only promenade is

View of the proposed location for the promenade within the Five Wounds Church parking lot. This promenade would have restricted access while still encouraging a strong connection between Five Wounds Church and the Town Square.

Rua Augusta, a promenade in Lisbon, Portugal with patterned pavers.
Source: http://commons.wikimedia.org/wiki/File:Rua_Augusta_Lisboa.JPG.; Copyright: Osvaldo Gago.

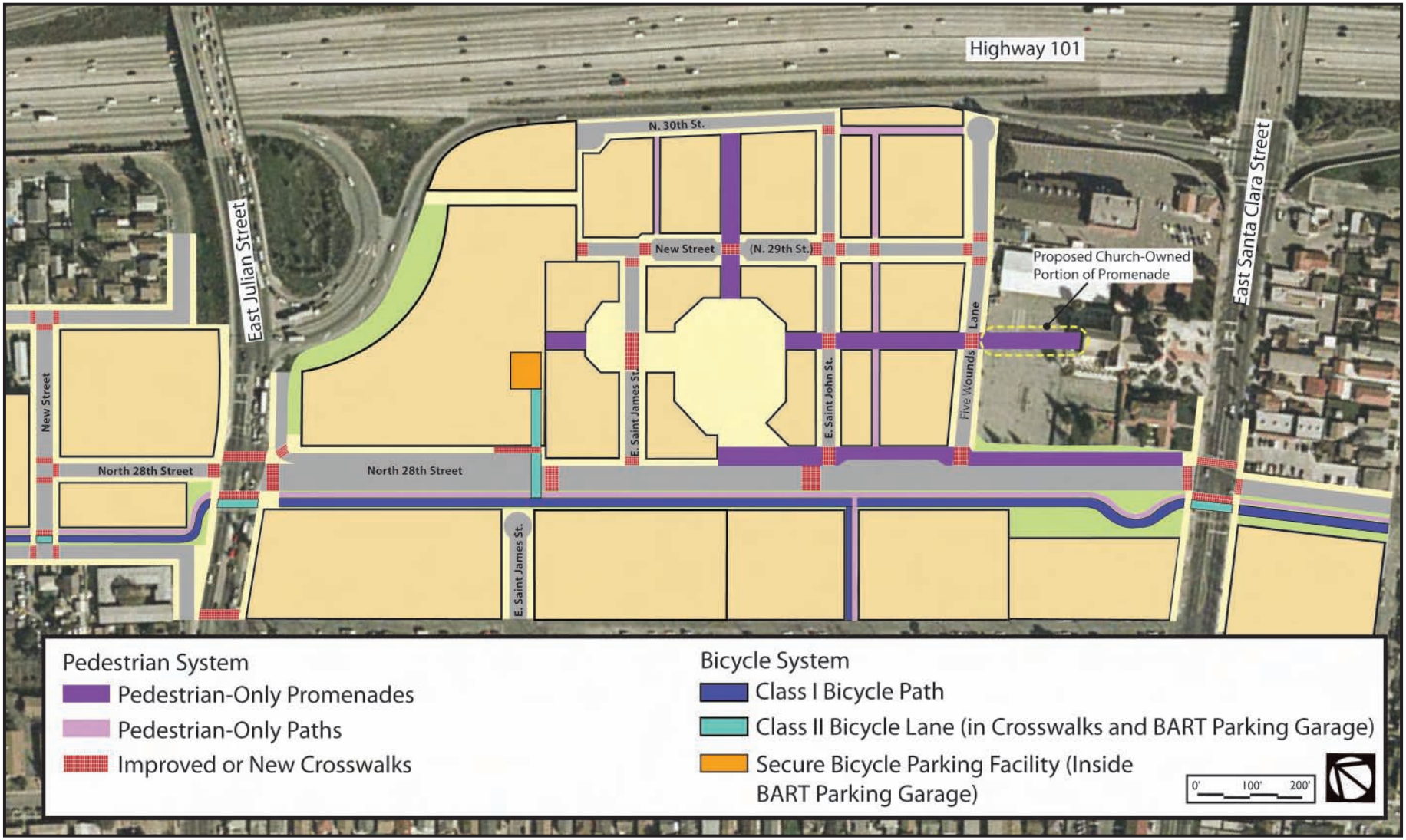


Figure 29. San José Steel site pedestrian and bicycle systems plan.

planned on the east side of North 28th Street between East Santa Clara Street (at the proposed bus rapid transit station seen in Figure 28) and the Town Square. This promenade is designed to allow pedestrians to view clearly the western portion of the Town Square. A clock tower (shown in Figure 24) would also anchor the Town Square at the northwest end of the promenade, creating an attractive focal point. Well-designed signage identifying the location of the Town Square and the planned Alum Rock BART Station would also be plentiful along the promenade.

Promenade from Five Wounds Church to the Town Square and BART Parking Garage

A second pedestrian promenade is planned as an urban axis anchored by Five Wounds Church to the south and the northern-most BART entrance along with a distinctive mixed-use development to the north (see Figure 29). At the center of this axis would be the Town Square and a grand public fountain visible from all points along the promenade. To the south, the two historic spires of Five Wounds Church would also be visible from the promenade to dramatic effect.

The portion of the promenade running between Five Wounds Lane and the north entrance of Five Wounds Church (through the existing church parking lot) would be privately owned with restricted access, but would be opened for the public accessing the church at designated times. Ideally, this portion of the promenade would have pavers matching the public portion.

The promenade is designed to induce interaction between users of the BART parking garage and the Town Square, as well as to encourage patrons of Five Wounds Church to enjoy the Town Square. Additionally, ground-level art studios and galleries, and other spaces for neighborhood businesses and services, are envisioned to face the promenade, as part of the proposed arts districts (see the sidebar "An Arts District at San José Steel").

Promenade from the Town Square to the Bus Depot and the Eastern Portion of the TOD

A third pedestrian promenade is planned to extend east from the Town Square to the bus depot, and then to new mixed-use development, which would include regional-serving commercial uses such as a hotel and an entertainment complex (see Figure 29). Entrances to these commercial businesses would face the promenade. Space for offices and residential units would be provided on upper floors of these mixed-use buildings. This broad promenade would also serve as a view corridor from the Town Square to the hills east of San José.

Other Pedestrian Paths at the SJS Site

In addition to the three promenades, the planned TOD at the SJS site includes several pedestrian-only paths (see Figure 29). These paths are designed to provide pedestrian-only access from residential areas and commercial buildings that are not directly adjacent to the pedestrian promenades. The paths are also designed to prevent buildings from getting too large, and to provide public access to the interior of

Example of a crosswalk with a bicycle-only lane in Japan.

blocks at the SJS site.

Plans for other pedestrian-only paths that connect areas surrounding the SJS site to the TOD include one along the RTT corridor and another between North 27th Street and North 28th Street (as part of the proposed extension of East Saint John Street).

Crosswalks

To encourage pedestrians to walk to the planned TOD and Town Square, dramatic improvements to existing crosswalks are proposed where North 28th Street intersects East Julian Street and East Santa Clara Street, the main entry points into the SJS site (note red crosswalk symbols in Figure 29). These crosswalks would be widened and made to be much more visible and include segregated bicycle lanes (discussed further below in the bicycle circulation system subsection).

All new crosswalks planned for the SJS site TOD would be designed to the highest safety and aesthetic standards. Of particular importance is the new crosswalk planned from the RTT corridor pedestrian path to the western entrance of the Town Square at the North 28th Street/East Saint John Street intersection. This crosswalk would be wider than average crosswalks and be made highly visible. See the RTT Component section for a detailed discussion of the pedestrian path along the RTT corridor.

BICYCLE CIRCULATION SYSTEM

Encouraging bicycling to the SJS site is a very high priority for the community residents. Achieving high levels of bicycling to the SJS site, the planned Alum Rock BART Station, and the Town Square will require safe bicycling conditions and secure bicycle parking.

Connection from the RTT Corridor Bicycle Lane to the SJS Site

A Class I bicycle path, planned for the RTT corridor, is envisioned to provide the primary bicycle access to the SJS site from the surrounding areas (dark blue designation in Figure 29). However, since the RTT corridor is on the west side of North 28th Street and the SJS site is on the east side, it is important to provide a safe crossing if a good connection is to be established. Therefore, a Class II bicycle lane is proposed in the form of a bicycle-only crosswalk, located at the intersection of North 28th Street and the main automobile entrance of the BART parking garage (light blue designation in Figure 29). Examples of crosswalk space devoted exclusively to bicycles can be found in Japan (see picture at left).

For a detailed discussion of the Class I bicycle path within the RTT corridor, see the Rails-to-Trails Component section.

Bicycle Parking in the BART Parking Garage

Another key attribute of the circulation plan is secure bicycle parking inside the BART parking garage. This type of bicycle parking facility works best as an enclosed area that is staffed by an attendant so that bicyclists can check-in their bicycles. A good example of this concept is the bicycle station at the Caltrain station at 4th Street and King Road in San Francisco, California. The location of such a bicycle parking facility within

the BART parking garage should be positioned so its entrance is highly visible and accessible from the north-south running pedestrian promenade and the northernmost BART station entrance.

Bicycle Racks

Bicycle racks are provided in the circulation plan along the sidewalks of streets at the SJS site. The purpose of providing bicycle racks, in addition to the bicycle parking area in the BART parking garage, is to provide short-term bicycle parking for bicyclists who do not want to spend the time to check-in a bicycle.

URBAN DESIGN GUIDELINES

The urban design guidelines for the San José Steel Component seek to create an environment that can accommodate an urban TOD while also promoting an atmosphere with a small town character. These two goals are a challenge to reconcile. Therefore, the following urban design guidelines provide for a high level of development, but also encourage an intimate environment at the street level. The guidelines are split into six categories: building heights, building scale and grain, street frontage elements, architectural elements, streetscape, and public amenities.

BUILDING HEIGHTS

- Limit buildings heights between three and five stories immediately north of Five Wounds Church.
- Step-up the heights of buildings gradually from the southern portion of the SJS site to the northern portion.
- Locate the tallest buildings on the northern and northwestern portions of the SJS site, and along Highway 101. These are the best locations to avoid casting shadows on the TOD.
- Construct buildings immediately south of the BART parking garage at the same height as the garage (five or six stories) to conceal the south face of the BART parking garage.
- Specify building heights adjacent to the Town Square between four and six stories to provide a sense of enclosure. It should be noted that two of the four proposed building sites that surround the Town Square are located immediately above the BART subway station box, potentially limiting building heights to one story. Therefore, encourage the design and construction of buildings at these locations in conjunction with the BART subway station box.
- Vary building heights, even within a single development, to avoid a monolithic feel to structures.

BUILDING SCALE AND GRAIN

- Avoid creating large blocks.
- Create development that has a finer grain (i.e., smaller individual buildings) than a typical TOD by constructing buildings with smaller footprints, especially around the Town Square and the promenade between Five Wounds Lane and the Town Square.

The stoops in Brooklyn's Park Slope neighborhood are higher than most modern stoops, providing a larger transition between public and private zones and more space to linger. For modern residential complexes that use a podium structure, higher stoops can lower costs because parking lots require less or no excavation under the residential units.

- For buildings with large footprints, employ frequent changes to building planes, colors, and materials to a degree that makes a large building appear as several smaller structures.

STREET FRONTAGE ELEMENTS

- Avoid large expanses of blank walls along all streets and public spaces.
- In retail areas, promote high visibility between the sidewalk and the interior activities of shops. Avoid bulky columns at storefronts.
- Provide awnings and canopies in retail areas to create shelter and shade. However, avoid bulky awnings that obscure views of building façades.
- Prohibit tinted and overly reflective windows on ground floor storefronts.

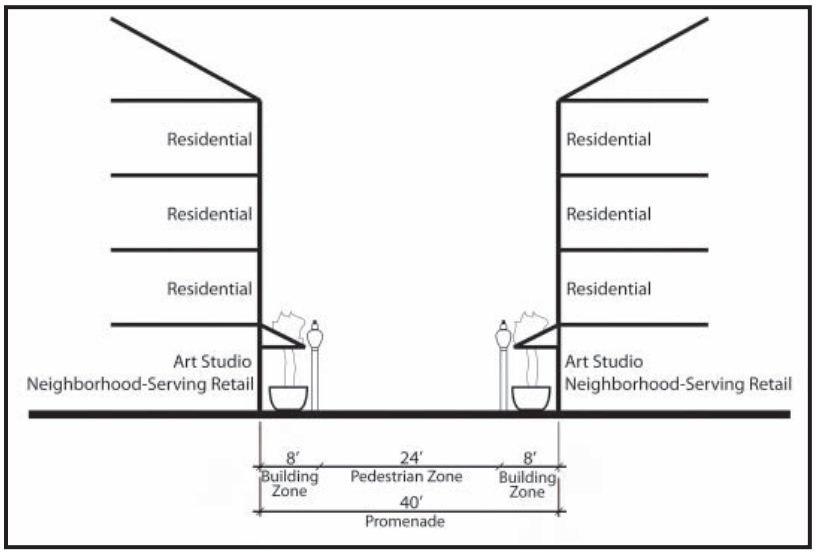


Figure 30. Cross section of the proposed promenade between the Town Square and Five Wounds Lane showing no setbacks.

- Prohibit interior appliqués that obstruct windows.
- Orient entrances to ground floor residential units toward streets and promenades.
- Work with Five Wounds Church to replace the existing solid stucco wall along North 28th Street and Five Wounds Lane with a fence that is more open to increase visibility. Consider installing wrought iron fencing.

ARCHITECTURAL ELEMENTS

- Employ a variety of architectural details, such as sloping roofs, dormers, gables, balconies, moldings, cornices, bay windows, deep window recesses, decorative trim, and arches over doors and windows.
- Use highly durable and distinctive building materials, such as stone, tile, and terracotta. Minimize the use of glass and steel.
- Avoid the use of sprayed stucco for exterior wall finishes.
- Encourage the use of architectural styles that represent the local cultures of this community, including Portuguese, Spanish, and Vietnamese.
- Use mosaic tiling that reflects the local cultures of the surrounding neighborhoods on building façades and selected areas of the Town Square and promenades.
- Encourage Five Wounds Church to create a more architecturally distinct entrance on the north side of the building. Additionally, encourage the creation of a promenade through the Five Wounds Church parking lot to the improved north entrance by installing pavers that match the public portion of the promenade to the north.
- Apply architectural details to the western face of the BART parking garage so it does not appear to be a parking garage.

SETBACKS

- Where residential complexes meet streets, provide setbacks sufficient to accommodate stoops and porches to encourage residents to frequently use the outdoor space. Many contemporary developments design stoops that are too low and porches that are too small to encourage residents to use them.
- Specify no setbacks adjacent to the Town Square and along promenades for residential and commercial uses. Additionally, keep building entrances on the same plane as the surfaces of the Town Square and promenades (see Figure 30).
- Provide a mix of setback specifications for new commercial structures that face streets to allow for some sidewalk seating, landscaping, etc.
- Allow for sidewalk seating to extend past setbacks for restaurants and cafés, as long as a minimum clearance of six feet for the pedestrian zone is maintained. Alternatively, if no setbacks are desired, provide wider sidewalks to accommodate seating.

STREETSCAPE

- Create sidewalks of a generous width, 10 feet or wider.
- Include planter strips (between three and five feet wide) along all sidewalks to function as a buffer between street traffic and the pedestrian zone. This is needed since on-street parking is not provided for along the streets of the TOD at the SJS site in this 2010 *CCP*.
- Provide bulb-outs at all street intersections, where feasible.
- Design wide, highly-visible crosswalks. Consider as a crosswalk surface treatment, an inlaid thermo-plastic material that is imprinted into street asphalt.
- Provide pedestrian-scale streetlights along all sidewalks, promenades, and pedestrian paths, and in selected areas within the Town Square.
- Provide street trees consistently along streets that provide sufficient shade. Consider evergreen trees to reduce maintenance.
- Carefully design landscaping, including the placement and selection of trees, for the Town Square and promenades, to preserve views and provide the ability to assemble large groups of people at community events, while also ensuring sufficient shade.
- Provide sufficient public signage to identify transit options and civic and community facilities.
- Construct gateways along North 28th Street near East Julian Avenue and East Santa Clara Street to create thresholds that visually identify the primary entrance points to the TOD and Town Square at the SJS site.
- Place banners along North 28th Street, East Santa Clara Street, and East Julian Street identifying the new urban district.
- Develop a system of placards around the site (as part of any future development) that describes the history of the site. These would include references to the former Union Pacific railroad line, the San José Steel factory, and Five Wounds Church.
- Preserve historical references in the built form, such as train crossing guards.

PUBLIC AMENITIES

- Incorporate senior-oriented and children-oriented public amenities at the SJS site. Provide sculptures that children can climb on. For seniors and others, provide tree-shaded seating.
- Provide numerous bicycle racks along the streets of the SJS site. Do not place any racks within the Town Square or along the pedestrian promenades.
- Place seating throughout the SJS site in various forms.
- Create a landmark identifying the location of the Town Square in the form of a clock tower. Integrate the BART venting structure within the clock tower structure, if feasible.

This page has been left blank intentionally.

Town Square Component

Chapter IV, Section B

This page has been left blank intentionally.

This Town Square Component section of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CPP*) examines in detail the Town Square envisioned by community members. The section is divided into two parts: Town Square plan and urban design guidelines.

TOWN SQUARE PLAN

The plan for the Town Square is divided into six categories: Town Square planning concepts, Town Square plan overview, location and circulation, size and expandability, business types, and public facilities and amenities.

TOWN SQUARE PLANNING CONCEPTS

- Locate and design the Town Square such that BART users may view the square when entering or exiting *either* station portal.
- Design the Town Square to be an intimate space that elicits the community's desire for a "cozy" feeling.
- Prevent isolation of the Town Square from the adjacent areas by making it visible from the surrounding streets.
- Design and size the Town Square to accommodate a wide range of community events, including those of as many as 10,000 people.
- Provide activities on the Town Square for people of all ages, with a special focus on the youth and the elderly.
- Configure openings of the Town Square so that Five Wounds Church, East Santa Clara Street, the bus depot, and the BART parking garage are visible and directly connected to the square.
- Design BART station portals in the Town Square with traditional architectural motifs that compliment the architecture of Five Wounds Church. Additionally, minimize the size and bulk of the BART station portals. Consider integrating BART station portals into planned buildings that would immediately surround the Town Square.

TOWN SQUARE PLAN OVERVIEW

The Town Square, the envisioned heart of community life, is planned to be located at the center of the San José Steel (SJS) site transit-oriented development (TOD), between the planned BART parking garage to the north and Five Wounds Church to the south. Three broad, pedestrian-only promenades are planned to provide connectivity to the surrounding TOD, BART station facilities, Five Wounds Church, and East Santa Clara Street (including the planned bus rapid transit station). These promenades would also provide views from the Town Square to the foothills to the east, as well as Five Wounds Church and East Santa Clara Street to the south.

The space of the Town Square is designed to have a "cozy" primary area as well as secondary areas (created from the space of the aforementioned promenades) where the space of the Town Square can expand to accommodate large gatherings associated with community events and festivals. Food stands, a

farmers' market, bazaars, and outdoor café/restaurant seating are envisioned to occupy the primary area of the Town Square at designated times, while a wide variety of local businesses are envisioned for the ground floors of adjacent buildings. Public facilities and amenities, such as a BART station portal, neighborhood center, playground, public fountain, public art sculpture, movable public seating/tables, and a portable stage would be located on and around the Town Square.

LOCATION AND CIRCULATION

The location of the Town Square was carefully considered during Community Workshops #2 and #3. An important factor in determining the location of the Town Square is its visibility and pedestrian connectivity to East Santa Clara Street. The site plan for the SJS site in the 2002 *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan* (2002 *NIP*) locates the Town Square in the middle of North 28th Street so that it is visible from East Santa Clara Street. However, with the planned locations of the BART parking garage and station portals clarified in the 2010 *Silicon Valley Rapid Transit Corridor Final Environmental Impact Statement* (2010 *BART FEIS*), the community now supports a new location for the Town Square, between the BART parking garage to the north and Five Wounds Church to the south. Additionally, the new location is planned to be east of North 28th Street, to ensure that at least one of the two planned BART portals lies within the Town Square and the other in close proximity so that BART patrons would be able to clearly see the Town Square.

The new location has the potential to obscure the view of the Town Square from East Santa Clara Street. A lack of visibility between the Town Square and East Santa Clara Street could reduce the viability of the space by isolating it from the main commercial corridor in the area. To address this issue, the Town Square plan locates the main entrance adjacent to North 28th Street, from which a broad public promenade extends south along the east side of North 28th Street, all the way to East Santa Clara Street. This promenade is designed to create a strong visual link to East Santa Clara Street (see Figure 29). To further increase the visibility of the Town Square from East Santa Clara Street, a prominent clock tower is planned at the northern end of the promenade at the entrance to the Town Square. The community is interested in exploring whether the venting structure associated with the planned Alum Rock BART station could be integrated into the structure of the clock tower.

An additional pedestrian promenade would project eastward from the Town Square, providing a direct connection to the planned bus depot and mixed-use buildings located at the eastern edge of the TOD at the SJS site. In addition, this broad promenade would afford views of the hills east of San José.

The presence of a BART station portal within the space of the Town Square, and near to the bus depot to the east, will likely produce heavy pedestrian flows through the Town Square at peak commute times. Therefore, informal pedestrian routes are designed into the layout of the Town Square to avoid impacts

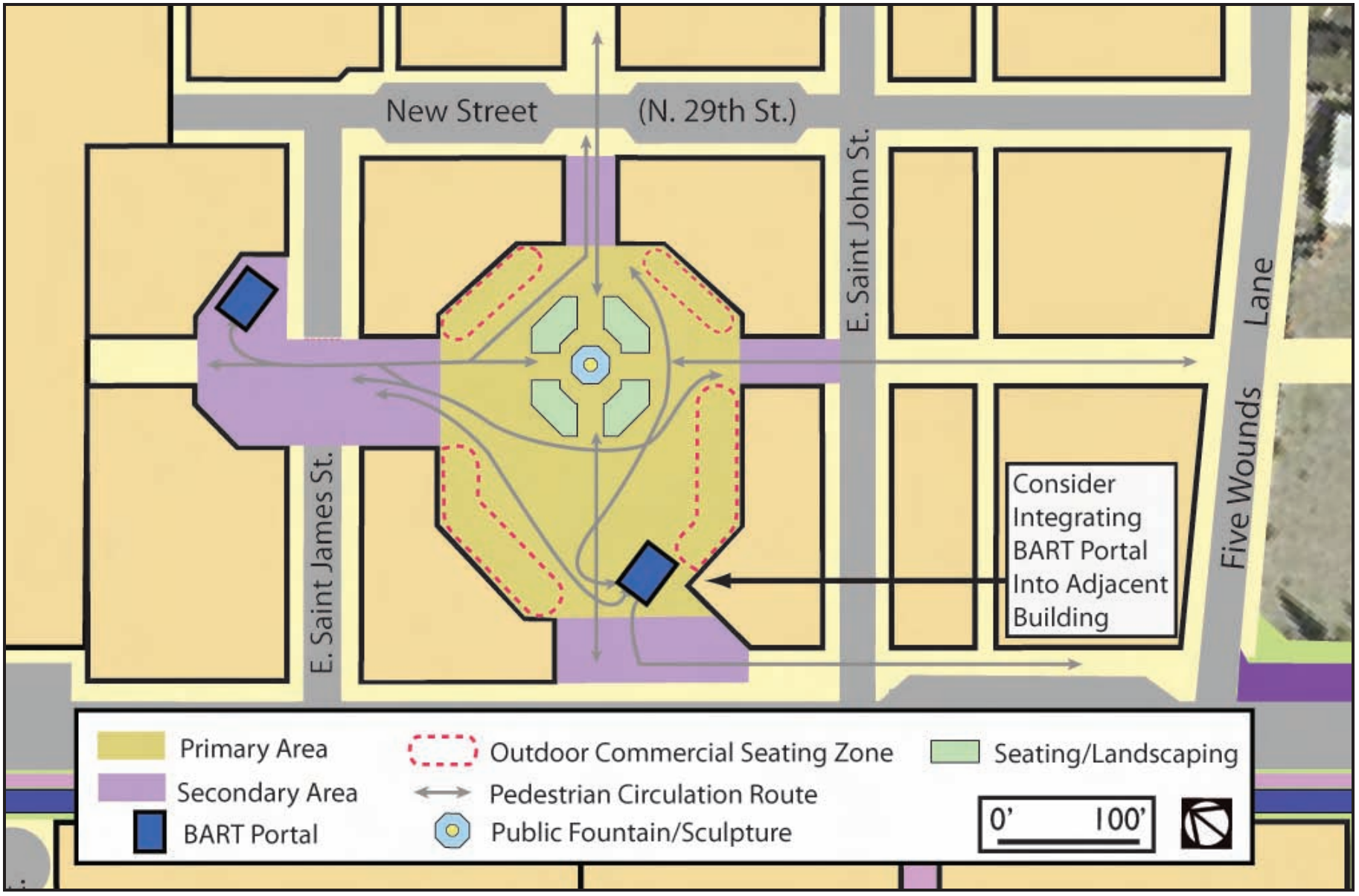


Figure 31. Pedestrian circulation flows and primary/secondary areas of the Town Square.

An example of an interactive water feature in City Hall Plaza, Seoul, Korea.
Source: http://commons.wikimedia.org/wiki/File:City_Hall_Plaza,_Seoul.jpg; Picture by The Chosin Bimbo.

An example of "climbable" sculpture in Central Park in New York City.
Source: http://upload.wikimedia.org/wikipedia/commons/d/db/Central_Park_Alice_in_Wonderland_Mad_Hatter.jpg; Picture by B.D.'s world.

on passive spaces such as seating areas. Furthermore, integrating the BART portal into one of planned buildings immediately around the Town Square could further reduce potential circulation conflicts. See Figure 31 for an illustration of pedestrian flows within the Town Square.

Community members are concerned that the northernmost BART portal, with a planned location adjacent to the BART parking garage, may lead to BART park-n-ride commuters going from the parking garage straight into the portal without ever visiting the Town Square. Therefore, the proposed design establishes clear sight lines and pedestrian connections from this BART portal to the Town Square with the purpose of encouraging commuters to visit the Town Square.

SIZE AND EXPANDABILITY

A public plaza space that is too large can destroy its vitality by diffusing people and activities. Public policies are often oriented by the premise that more open space is always better. While spacious parks are often desirable, public plazas, such as the proposed Town Square, are generally more vital when sized to provide a sufficient density of users throughout the space. With this in mind, the community settled on an approximate size of one acre for the primary area of the Town Square.

In addition to prioritizing an intimate, "cozy" space that is not too big, the community gives high priority to utilizing the Town Square for large public events of up to 10,000 people. Events envisioned include weddings, outdoor concerts by local marching bands, farmers' markets, bazaars, flea markets, and festivals. Such events are considered by community members to be the heart and soul of community life. However, accommodating so many people within the confines of a one acre Town Square is impossible to achieve safely. To address this constraint, the location and orientation of the three promenades (discussed above) are designed to provide auxiliary space for people to gather during large events, in such a way that people will feel they are still within the space of the Town Square. In other words, these promenades will serve as secondary areas of the Town Square when needed, making the Town Square, in effect, expandable. See Figure 31 for an illustration of primary and secondary areas of the Town Square.

BUSINESS TYPES

The types of businesses located on or facing the Town Square are crucial to attracting sufficient numbers of people. The following types of businesses were identified by community members as ones they would like to see operate on the open plaza space of the Town Square:

- Food stands.
- Farmers' markets.
- Bazaars with local arts and crafts.

The following business types were preferred by community members to be located in buildings with entrances facing the Town Square:

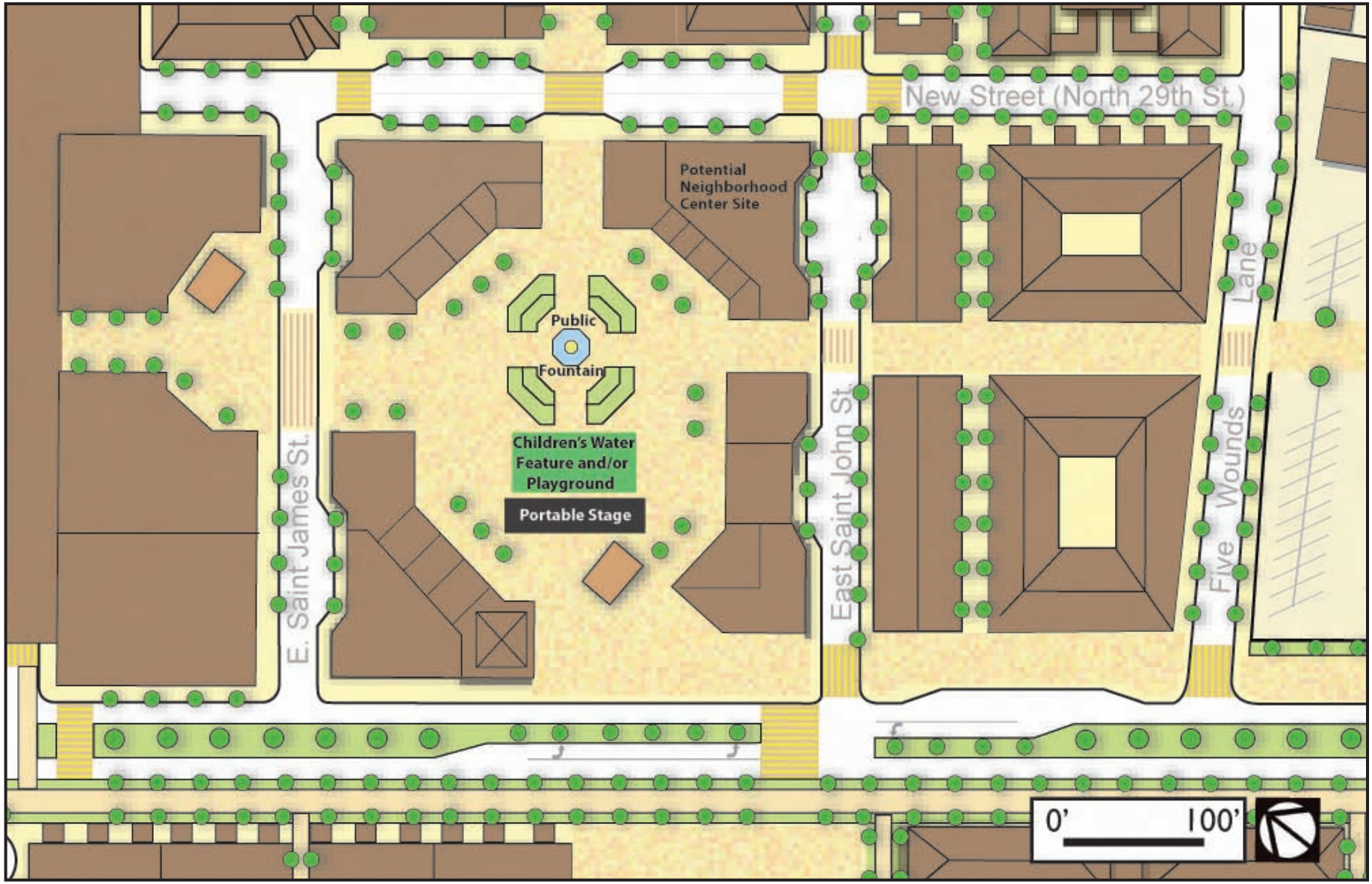


Figure 32. Town Square illustrative plan.

Praca da Figueira, a square in Lisbon, Portugal, with a high level of enclosure.
Source: http://commons.wikimedia.org/wiki/File:Praca_da_Figueira_Lisboa.JPG; Copyright: Osvaldo Gago.

- Restaurants, bakeries, and cafés.
- Wedding-related businesses.
- Children's arts and crafts venues.
- Dance/Yoga studio.

PUBLIC FACILITIES AND AMENITIES

High quality and plentiful public facilities and amenities are important for promoting a vibrant Town Square. The following public facilities and amenities were identified by the community for inclusion into the Town Square space or within adjacent buildings (see Figure 32):

- Small neighborhood center with activities focused on youth and seniors. (Roosevelt Park has a recently built community center. However, a neighborhood center, appropriately scaled for use by seniors, children, and other community members living within or near the SJS site, will add a great deal to the mix of activities around the Town Square. This would promote the type of vibrancy and community-building desired by community members within the new heart of their community).
- Small playground.
- Fountain scaled appropriately for the Town Square.
- Interactive water feature for children to play in (either as a separate amenity or combined with the fountain mentioned above).
- Sculptures designed to allow children to climb on and/or to function as a form of seating.
- Portable public stage that can be temporarily set up in the Town Square to accommodate concerts by local bands, plays, and other community events.
- Clock tower.
- BART station portal located on the Town Square or in an adjacent building.
- Plentiful seating of various types, including stand-alone benches, and seating integrated with fountains, sculptures, planter ledges, and other public amenities. Where appropriate, seating should be movable.
- Easily accessible public restrooms.
- Garbage, recycling, and composting bins (preferably combined together as one unit).
- Drinking fountains.

URBAN DESIGN GUIDELINES

The purpose of the following urban design guidelines is to inform VTA and future TOD developers about the community's unique and dynamic vision for the Town Square. The urban design guidelines are divided into eight categories: enclosure, shape, landscaping (including hardscape), setbacks, building frontage, lighting, legibility and wayfinding, and specific guidelines for the BART station portals.

ENCLOSURE

Creating the "cozy" feeling the community is hoping to achieve will require a high level of enclosure so that the space of the Town Square will take on the nature

of an outdoor room. Factors affecting the level of enclosure include the following:

- The ratio of the Town Square area to the heights of the adjacent buildings. This factor includes whether or not roads are located between the space of the Town Square and adjacent buildings, since the presence of roads enlarges the space between buildings and reduces the level of enclosure.
- Amount of building frontage wrapping the edges of the Town Square. In other words, the level of enclosure is increased the more continuous the built form is adjacent to the plaza space.
- The placement and design of landscaping and other streetscape features.

The community also wants to avoid isolating the space of the Town Square from the surrounding TOD to increase the sense of safety and to ensure that the Town Square is highly visible so as to attract visitors. Therefore, to create the highest level of enclosure possible, while meeting the goals and objectives of the community for safety, visibility, and expandability, the design of the Town Square should include the following design guidelines:

- Provide a balance of enclosure and porosity.
- Place no roads between the buildings fronting the Town Square and the Town Square, itself, in order to increase the level of enclosure.
- Break up the building frontage to allow for several entrances that meet nearby streets. This creates porosity.
- Specify that surrounding mixed-use buildings be four to five stories with little or no upper floor setbacks. (As previously noted, it may not be possible to construct multi-story buildings sitting directly above the BART subway station box unless they are built concurrently with the subway box. This plan strongly encourages exploration of joint development for buildings over the BART subway box, in order to maximize development potential at the SJS site and to produce a more desirable sense of enclosure at the Town Square.)

Plaça Reial, a square in Barcelona, Spain, uses palm trees to maintain visibility to the built form, wrapping the space.
Picture provided by Manira Rendev.

SHAPE

Design the Town Square to be hexagonal (or approximately hexagonal) in shape. The community desires a shape that flows around the space of the Town Square and avoids creating deep corners. With

Piazza Santissima Annunziata, a square in Florence, Italy, with a "cozy" atmosphere.
Source: http://upload.wikimedia.org/wikipedia/commons/3/37/Piazza_SS_Annunziata_Firenze_Apr_2008.jpg; Picture by Gryffindor.

a hexagonal design, all areas of the square will be more visible from the central area.

LANDSCAPING (INCLUDING HARDSCAPE)

Many traditional plazas have a predominance of hardscape with few green areas. Community members would like to emulate traditional plazas located in countries that represent their diverse ethnicities. Therefore, they would like a majority of the surface of the Town Square to consist of patterned stoned pavers and other traditional surface treatments that are interesting to the eye. In addition, community members would like to balance the hardscape with small green areas strategically placed on the surface of the Town Square.

When considering hardscape design:

- Use high quality pavers on the surface of the Town Square and promenades.
- Apply matching hardscape surfaces of the Town Square to the connecting pedestrian promenades.
- Continue the use of pavers that match the Town Square surface in crosswalks where the Town Square's entrances intersect with the surrounding streets.

Praça Luís de Camões, a square in Lisbon, Portugal with high quality, patterned pavers.
Source: http://commons.wikimedia.org/wiki/File:Lisbon_10064_Lisboa_Pra%C3%A7a_Lu%C3%ADs_de_Cam%C3%B5es_2006_Luca_Galuzzi.jpg; Picture by Luca Galuzzi.

When considering landscape design:

- Plant trees for shade in designated areas of the Town Square. Avoid letting trees obscure views of the Town Square, adjacent buildings, and connecting promenades.
- Construct raised planter boxes in locations on the Town Square that avoid main pedestrian circulation routes.

SETBACKS

- Require minimal or no setbacks between buildings and the Town Square space.
- Allow for seating in front of commercial spaces, where appropriate.

BUILDING FRONTAGE

- Require buildings to have their main public entrances facing the Town Square.
- Specify that buildings adjacent to the Town Square provide small commercial spaces to accommodate several tenants by creating narrow and deep spaces, rather than shallow and wide tenant spaces.
- Allow for non-intrusive awnings on first floor commercial businesses to provide shade.
- Refer to the recommendations for architectural details in the San José Steel Component section.

LIGHTING

- Place pedestrian-scale streetlights around the inside perimeter of the Town Square, seating areas, and other selected locations.
- Avoid large overhead lights within the space of the Town Square.

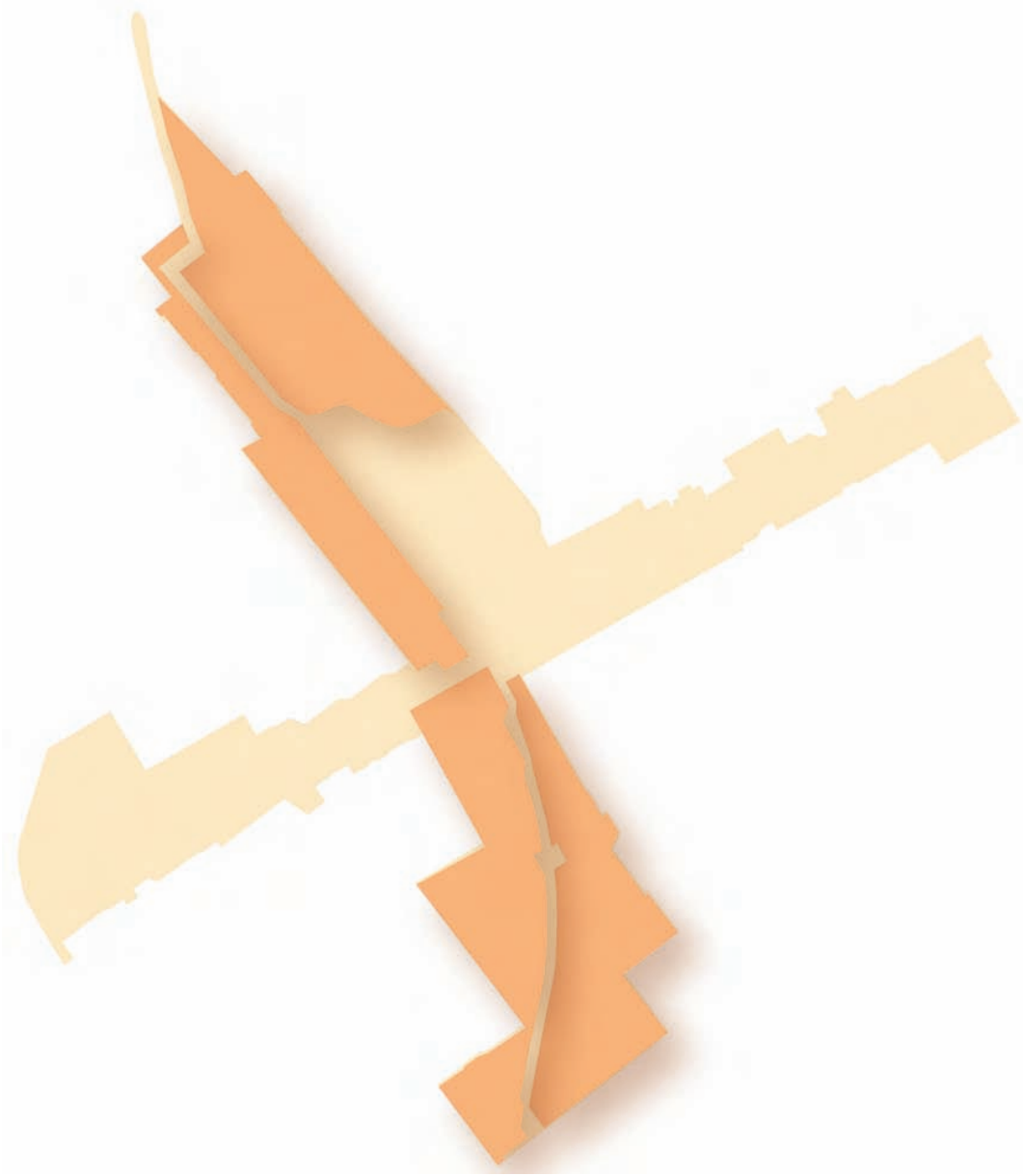
LEGIBILITY AND WAYFINDING

- Provide a high level of signage and maps to identify transit options and nearby civic and community facilities.
- Integrate placards around the site that describe the history of the area.

BART STATION PORTALS

- Design BART station portals with traditional motifs in a way that complement the architecture of Five Wounds Church. Consider traditional stucco, stone, or wood finishes for exterior portal surfaces (includng stone pavers into the portal space. Avoid modern designs for BART station portals that include a predominance of glass and steel.
- Ensure BART station portals do not dominate the environment by minimizing their bulk.

Industrial Sites Component



Chapter IV, Section C

This page has been left blank intentionally.

This Industrial Sites Component section of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) includes conceptual plans and urban design guidelines for the small- to medium-sized industrial sites located in the vicinity of the inactive railroad right-of-way (ROW) that runs from Highway 101 to the north to East William Street to the south. Parcels near these industrial sites are also included, as defined by the Planning Area component map (seen in Figure 6).

This section is divided into three parts: land use plan, circulation plan, and urban design guidelines.

LAND USE PLAN

This land use plan begins with land use planning concepts, followed by an overview, and then a discussion of the specific land uses proposed.

LAND USE PLANNING CONCEPTS

- Increase the residential character of the neighborhood north of East Julian Street by encouraging new residential development on existing industrial land. Note, while this is a high priority for the FWBT community, recent conclusions from the Envision 2040 planning process do not envision new housing north of East Julian Street.
- Increase parkland and open space north of East Julian Street.
- Create a mix of land uses along North 27th Street to act as a transition between the low-density residential neighborhood to the west and the planned transit-oriented development (TOD) at the San José Steel (SJS) site to the east.
- Create a dynamic TOD at the former Empire Lumber site that links with the TOD at the SJS site and provides commercial uses facing East Santa Clara Street and the Rail-to-Trail (RTT) corridor, while also providing a transition to the residential areas to the south, east, and west. Encourage ground floor businesses that cater to recreational activities, such as bicycling.
- Increase and strengthen the residential character of the neighborhood south of East Santa Clara Street by encouraging residential infill development of small- and medium-sized industrial sites and by encouraging rehabilitation of existing homes. Note, while this is a high priority for the FWBT community, recent conclusions for the Envision 2040 planning process do not envision new housing in this area.
- Encourage mixed-use development on parcels adjacent to the South 24th Street/East William Street intersection.
- Integrate offices into mixed-use development, especially in the vicinity of the planned Alum Rock BART Station.
- Allow for corner stores in predominately residential areas.

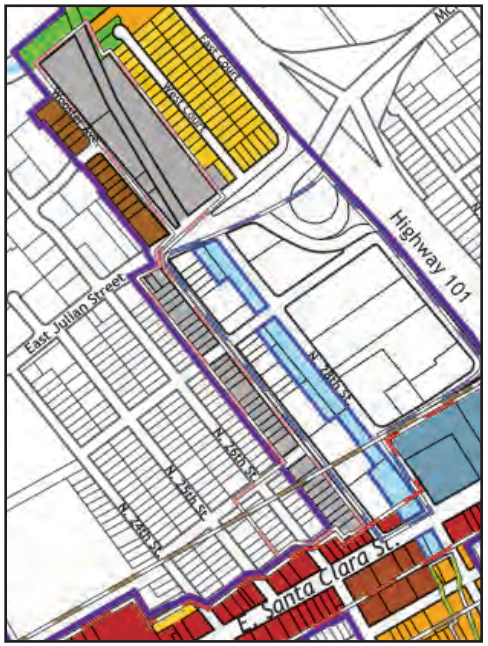


Figure 33. Parcels potentially subject to the *Framework for Employment Lands Policy* (grey area within the pink and white striped line).

- Integrate community gardens, pocket parks, art studios, and trail-serving businesses in residential development adjacent to the RTT corridor, where feasible.

LAND USE PLAN OVERVIEW

Whereas the land use plan for the San José Steel Component takes on the characteristics of a *San José 2020 General Plan (General Plan)* planned community, the land use plan for the Industrial Sites Component is applied to sites that are likely to be redeveloped piecemeal as infill sites. Therefore, this land use plan utilizes standard land use designations from the *General Plan*, except for mixed-use sites. For areas envisioned with a mix of land uses, all the proposed uses are listed (rather than applying a mixed-use overlay).

This land use plan proposes changes to the *General Plan* where the Light Industrial Land Use Designation and Mixed Industrial Overlay are currently applied to parcels north of East Julian Street and west of North 27th Street. North of East Julian Street, residential and park/open space land uses are envisioned. West of North 27th Street, residential and office uses are planned. The intent of these changes is threefold: 1) to reduce conflicts between existing residential and industrial uses; 2) to encourage a high level of usage of the Town Square and TOD at the SJS site by increasing the number of people in the vicinity; 3) and to increase ridership on the future BART service by employing land uses near the planned Alum Rock BART Station that stimulate use of public transportation.

Due to the *Framework for Preservation of Employment Lands (FPEL)*, the proposed conversion of areas currently specified with the Light Industrial Land Use Designation with Mixed Industrial Overlay, to non-industrial land uses, may trigger the necessity of replacing all the lost industrial land elsewhere in San José. Refer to the Existing Conditions chapter for a thorough discussion of the *FPEL* and to Figure 33 for areas potentially affected. However, these industrial parcels also fall under the purview of a *General Plan* BART Station Area Node because they are located within 3000 feet of the planned Alum Rock BART Station (see Figure 17). According to the *General Plan,* "The general purpose of the BART Station Area Nodes is to direct transit-oriented and pedestrian-friendly land use development in close proximity to BART stations. BART Station Areas are suitable for higher residential densities, more intensive job generating uses, and mixed use development, which in turn should support BART ridership." Therefore, it may be that the *FPEL* does not apply to these parcels.

Residential areas are envisioned at a slightly higher density west of Wooster Avenue than that designated in the *General Plan*. The mix of land uses for parcels between North 27th Street and North 28th Street (between East Julian Street and East Santa Clara Street) are planned for a mix of office, residential, and potentially commercial. These uses are generally consistent with the current *General Plan* Mixed Use

Overlay with No Underlying Land Use Designation.

For areas south of East Santa Clara Street, this land use plan proposes four changes to existing *General Plan* land use designations. First, a greater mix of uses is proposed for the former Empire Lumber site to allow for offices. Second, the land use plan strengthens the intention for the development of a trail along the inactive railroad ROW. Third, higher residential densities are envisioned, over that designated in the *General Plan*, for much of the block bounded by East San Antonio Street to the north, Peach Court to the south, South 24th Street to the west, and Bonita Avenue to the east. Fourth, a mix of commercial and residential uses is encouraged in lieu of strictly neighborhood-serving commercial uses for parcels in the vicinity of the East William Street and South 24th Street intersection.

LAND USES

Medium Low Density Residential

The existing Medium Low Density Residential Land Use Designation (shown as yellow in Figure 34) is maintained in this land use plan for the parcels located along East Court and West Court, except for two parcels located at the southern end of West Court that are adjacent to industrial uses. The intent is to preserve the single-family home character of this area.

Medium Density Residential

Parcels designated with the Medium Density Residential Land Use Designation in the *General*

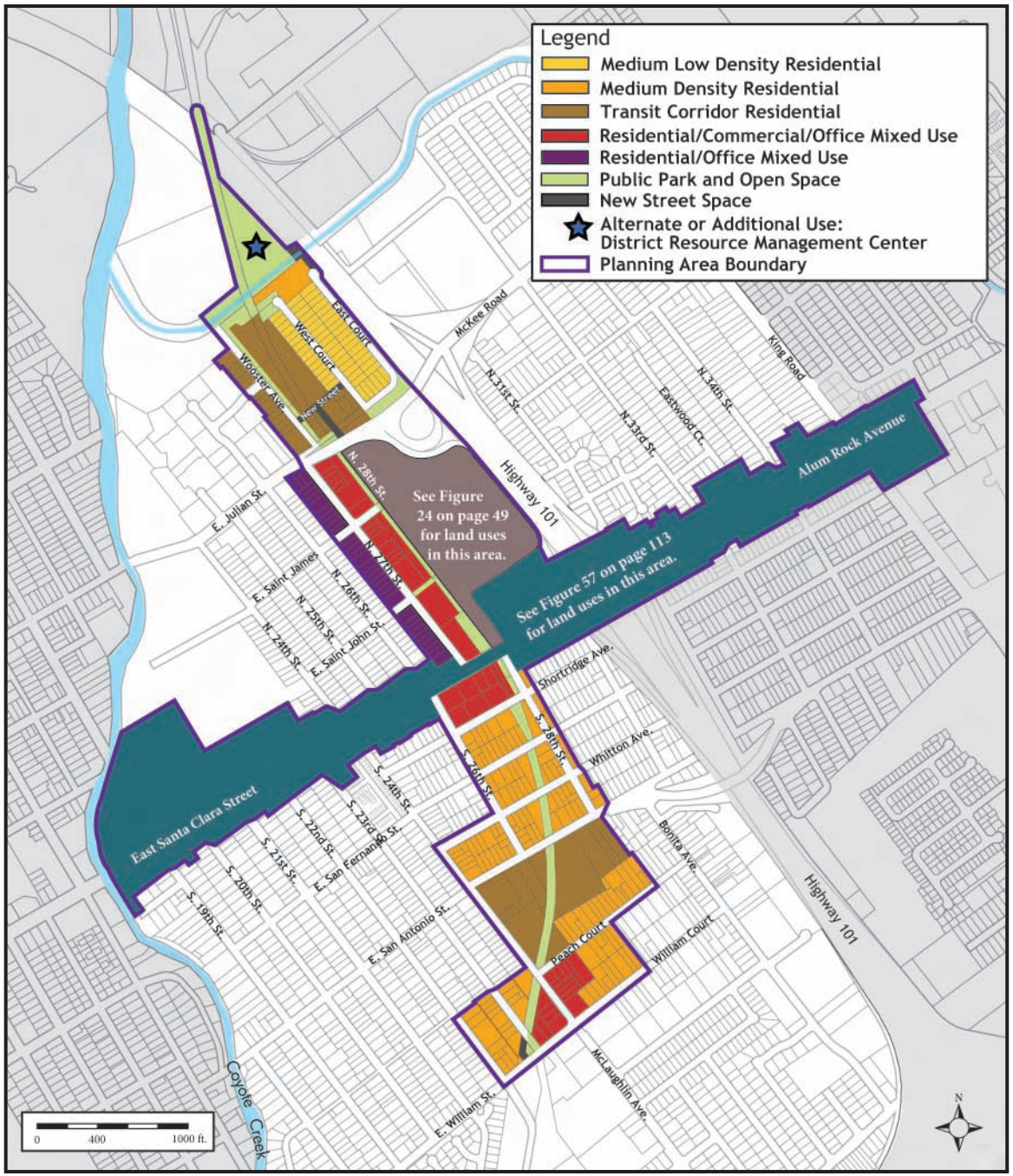


Figure 34. Industrial sites land use plan.

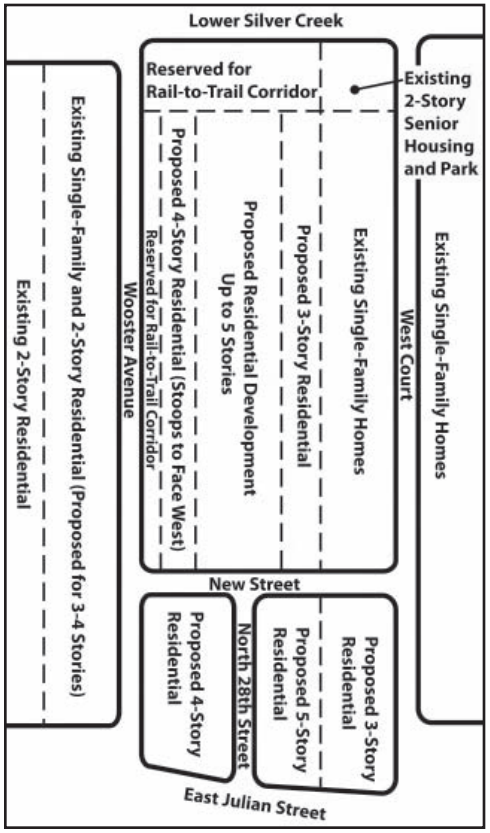


Figure 35. Proposed residential densities in the area north of East Julian Street.

Plan are maintained, with the exception of several parcels within the block bounded by South 24th Street to the west, Bonita Avenue to the east, East San Antonio Street to the north, and Peach Court to the south (shown as dark brown in Figure 34). These parcels are planned for higher residential densities and are described in more detail below, under the subheading Transit Corridor Residential. The intent of continuing the Medium Density Residential Land Use Designation for the majority of parcels (shown as orange in Figure 34) is to resolve land use conflicts between existing residential properties and the small industrial sites interspersed among these residential properties. By preserving the existing mix of single-family homes, duplexes, and small multi-family complexes, while allowing for the redevelopment of industrial sites, land use conflicts are envisioned to gradually be reduced.

Transit Corridor Residential

The intent of applying the Transit Corridor Residential Land Use Designation (shown as dark brown in Figure 34) is to provide more flexibility in the density of new residential development in a way that is context sensitive to the surrounding neighborhood, while providing for additional residents that will support the planned Alum Rock BART Station and TOD at the SJS site. Given this flexibility, this designation is encouraged in two large areas in the vicinity of the planned Alum Rock BART Station.

The approximately eight-acre group of industrial parcels, located between Wooster Avenue to the west, single-family homes to the east, East Julian Street to the south, and Lower Silver Creek to the north, is envisioned for a residential community. Therefore, this land use plan specifies a change from the current Light Industrial and Mixed Industrial Overlay Land Use Designation to the Transit Corridor Residential Land Use Designation (see Figure 34). The purpose of the planning for a residential land use in this area is two-fold. First, by converting the current industrial land use to residential, this area would be more compatible with the existing residential uses to the west and east. Second, a residential land use would significantly increase the resident population within walking distance of the planned Town Square and planned Alum Rock BART Station, increasing usage of both facilities.

Residential development in this area should include a variety of building heights that range from three to five stories, with three stories adjacent to existing residential areas to the east, and stepping up to five stories toward the center of the site (see Figure 35). Four stories is appropriate adjacent to Wooster Avenue for this site. Additionally, a portion of the site is reserved for parkland and open space to accommodate the Rail-to-Trail (RTT) corridor and an enlargement of Hacienda Park (see below for a detailed description under the Public Park and Open Space subheading). Though allowed under the Transit Corridor Residential Land Use Designation, no commercial uses are envisioned, though a corner

store may be appropriate.

Parcels located on the west side of Wooster Avenue currently consist of single-family homes and an apartment complex, which are sandwiched between higher density residential uses to the west and industrial uses to the east. Any future development at these sites should range from three to four stories in height. This strip of land should provide a transition from the residential densities already present to the west, to the higher residential densities envisioned by this land use plan to the east.

This land use plan also calls for the Transit Corridor Residential Land Use Designation for the majority of parcels located within the block bounded by South 24th Street to the west, Bonita Avenue to the east, East San Antonio Street to the north, and Peach Court to the south (see Figure 34). Currently, the Medium High Density Residential Land Use Designation applies to parcels located in the western portion of the block and the Medium Density Residential Land Use Designation in the eastern portion of the block. The intent of reclassifying most parcels of this block to the Transit Corridor Residential Land Use Designation is to allow for higher residential densities at several medium-sized industrial sites, including City Tow, Clean Carts, and Professional Drywall Services. Residential development at these sites would have excellent pedestrian and bicycle connections to the planned Alum Rock BART Station via the RTT corridor. See Figure 36 for a sample site plan for these sites. Additionally, changing the designation of these parcels to Transit Corridor Residential will also more accurately reflect the 84-unit low-income housing development, by ROEM Corporation, under construction at 1338 East San Antonio Street. This has a planned density of 43.75 dwelling units per acre. No commercial uses are envisioned, though a corner store may be appropriate.

Since the *General Plan* already designates residential land uses for this block, all existing industrial parcels are not subject to the *FPEL*. The *FPEL* only applies to future land use changes to the *General Plan*. Therefore, City policy currently encourages the conversion of industrial land to residential uses of these parcels.

Residential/Office Mixed Use

The *General Plan* currently envisions an industrial future for parcels located on the west side of North 27th Street between East Julian Street and East Santa Clara Street. However, industrial uses at this location are inconsistent with the community goals of reducing conflicts between residential and industrial users. Additionally, industrial land uses will not promote significant usage of the planned Town Square and BART station at the nearby SJS site or increase BART ridership. Therefore, a mix of ground-floor offices with residential units located above is envisioned for these parcels. Live-work (or work-live) units should also be considered in this area. Buildings are envisioned to be three stories in height to serve as a transition between the single-family homes to the west and the much higher densities envisioned east of North 27th Street and at the SJS site (see Figure 37).

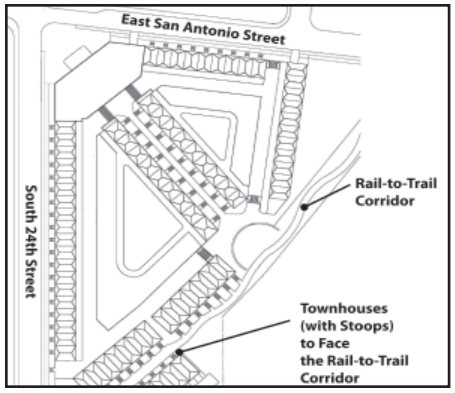


Figure 36. Sample site plan for the City Tow, Clean Carts, and Professional Drywall Services sites.
Site plan created by San José State University graduate students.

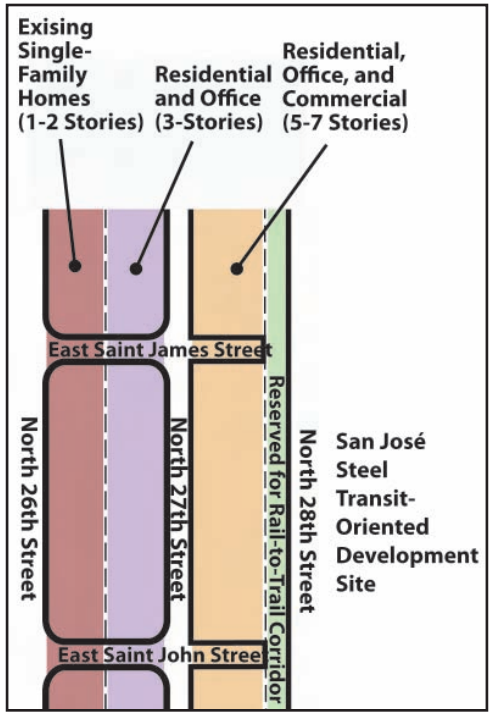


Figure 37. Transition from single-family homes to transit-oriented development at the San José Steel site.

Residential/Commercial/Office Mixed Use

Just west of the SJS site, the area bordered by North 27th Street to the west, North 28th Street to the east, East Julian Street to the north, and East Santa Clara Street to the south is envisioned for a mix of residential, commercial, and office uses. Buildings in this area should range from five to seven stories in height and should have townhouses with stoops facing the RTT corridor.

Within this area, there are a group of parcels defined by East Julian Street to the north, East Saint James Street to the south, North 27th Street to the west, and the planned RTT corridor to the east (see Figure 38), which are envisioned as a large new development in a five- to seven-story structure (to match the height of the planned BART parking garage along North 28th Street to the east). Ground floor commercial uses would be located at the northern portion of the site, facing East Julian Street and possibly the RTT corridor. Offices would occupy the middle floors and residential uses would generally be located in the upper floors. Townhouses should also be placed at the ground floor facing the RTT corridor, with stoops leading to the entrances and porches. Additionally, a portion of this TOD should be considered for a public parking garage (see the Parking Component section for a more detailed discussion). If a parking garage is included, a pedestrian overpass from this site to the BART parking garage on the east side of North 28th Street should be considered. This overpass could also function as a gateway to the SJS site. Given the fact that several landowners are located on this block of parcels, the envisioned mix of land uses here may have to be accommodated in multiple structures, if land assemblage proves difficult.

The Portuguese Band of San José site, located just west of the planned Town Square between North 27th Street and the RTT corridor, is also planned to

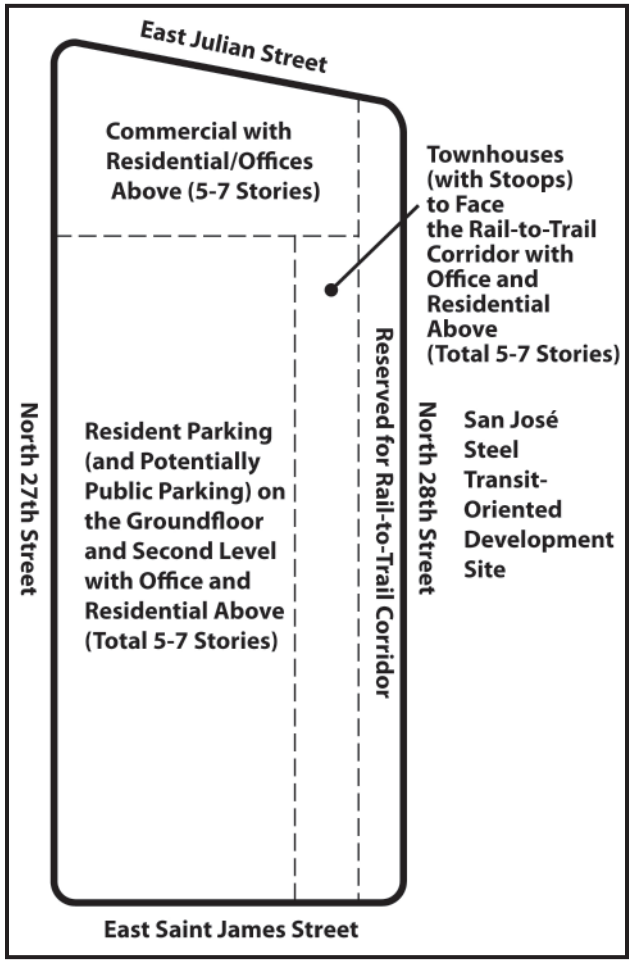


Figure 38. Land uses and building heights envisioned for the site at the southeast corner of the East Julian Street/North 27th Street intesection.

allow for a mix of residential, commercial, and office land uses. Community members place great value in maintaining the Portuguese Band of San José at this location because they envision a free flow of people between the Portuguese Band of San José and the Town Square. Any redevelopment of this site should reserve space for the Portuguese Band of San José. Special soundproofing would likely be necessary so music from the PBSJ would not disturb residents.

A mix of residential, commercial, and office land uses is also specified for the McDonald's site, located just north of East Santa Clara Street, between North 27th Street and the RTT corridor. As part of any redevelopment of this site, commercial uses are encouraged to front directly onto East Santa Clara Street. Residential and office uses are envisioned above and behind commercial space (see Figure 39). The building heights should be carefully considered for this site, since it is just west of Five Wounds Church. Three or four stories may be appropriate along East Santa Clara Street, while additional floors should be stepped up gradually towards the northern portion of the site, reaching a maximum of seven stories. Any redevelopment efforts at this site will need to be coordinated with the construction of the BART subway tunnels, which are planned to cross directly under a portion of the site (see Figure 26). A lack of coordination could prevent any significant attempt to intensify land uses at this site.

The former Empire Lumber site is also planned for a mix of residential, commercial, and office land uses. This site, located just south of East Santa Clara Street between South 26th Street and South 28th Street, is approximately three acres in size and is already assembled under a single owner. Therefore, this site should be planned as an integrated TOD that complements the larger TOD at the SJS site. This TOD is envisioned to be developed as a five- to seven-story structure that would include commercial on the ground floor, offices on the middle floors, and residential on the upper floors (see Figure 40). Building heights would step up towards the interior of the site. Taller residential structures with small profiles should be considered if set back from surrounding streets. Additionally, a portion of this TOD should be considered for a public parking garage (see the Parking Component section for a more detailed discussion).

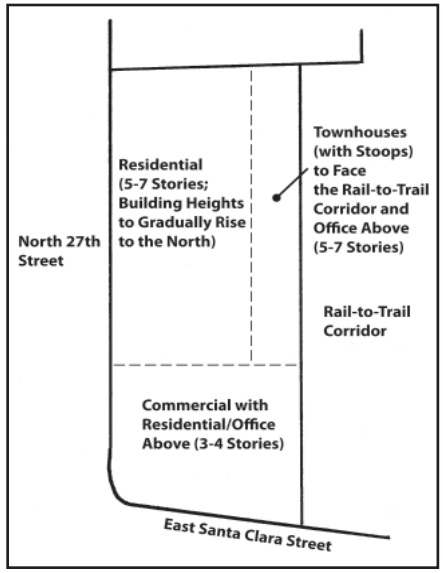


Figure 39. Land uses and building heights envisioned for the McDonald's site.

Ground floor commercial uses should include restaurants and locally-owned businesses. The site

Figure 40. Land uses and building heights envisioned for the former Empire Lumber site.

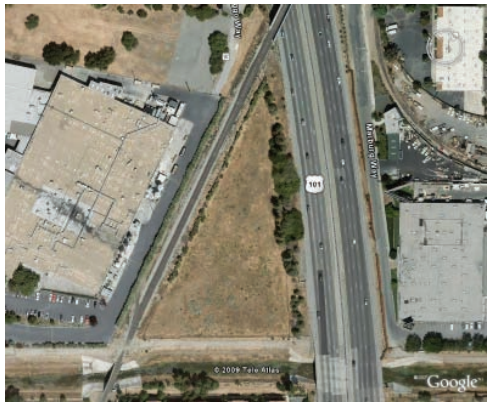


Image of a triangle-shaped, vacant parcel, located just north of Lower Silver Creek, proposed for some form of open space.
Image courtesy of Google Earth.

should also be considered as an alternative site for a mid-sized grocery store, if the SJS site is not feasible. Additionally, businesses that cater to recreational activities, such as bicycle rentals and recreation classes, should be located on the northern side of the site facing the RTT corridor.

This land use plan proposes reclassifying the parcels located just north of the South 24th Street/East William Street intersection from the Neighborhood Community Commercial Land Use Designation to a mix of residential, commercial, and office land uses. The intent of this change is to allow for more residential and office space to support the Town Square and the BART line, as well as increasing the vitality of the neighborhood node. Additionally, the 2002 *Five Wounds Brookwood Terrace Neighborhood Improvement Plan* (2002 *NIP*) calls for mixed-use development in this area.

Public Park and Open Space

A large triangle-shaped vacant parcel, owned by VTA, is planned as open space. The parcel is bounded by the RTT corridor to the west and north, Highway 101 to the east, and Lower Silver Creek to the south. Participants at Youth Workshop #1 suggested a soccer field at the site due to its proximity to the planned Lower Silver Creek Trail. A community garden should also be considered. An alternate or additional use could be a district resource management center that produces renewable energy, provides infrastructure for district heating, and accommodates other emerging green technologies.

The soil at this site will need to be examined for toxins. Access to the site is also constrained due to its geographic location between the inactive railroad tracks, Highway 101, and Lower Silver Creek. Refer to the following circulation plan, which proposes strategies for increasing access to the site. Given the size of this site, a study of how to best utilize this site should be undertaken.

As mentioned above, a significant increase in park space is envisioned by expanding Hacienda Park westward onto land that is currently of industrial use. This park expansion would include a portion of the envisioned RTT corridor (see the Rails-to-Trail Component for a detailed description).

A strip of land, located between East Julian Street (where it becomes a neighborhood street) and McKee Road, east of North 28th Street, is continued as open space. A small community garden should be considered for this land.

The proposed extension of East Saint John Street, between North 27th Street and the RTT corridor, is envisioned to be a car-free street with segregated bicycles and pedestrians. Therefore, though the extension would technically be a part of the street system, it should be planned in the same manner as the RTT corridor and assigned the Public Park and Open Space Land Use Designation.

The majority of the inactive railroad ROW (now owned by VTA) in the Planning Area is being planned for conversion to the RTT corridor in this 2010 *CCP*.

To facilitate this conversion, this land use plan specifies the Public Park and Open Space Land Use Designation for the inactive railroad ROW in lieu of the current Medium Density Residential Land Use Designation with Floating Park Overlay. Additionally, a 30-foot wide strip of privately-owned land is set aside for the Public Park and Open Space Land Use Designation along the east side of Wooster Avenue and the area just south of Lower Silver Creek to accommodate the portion of the RTT corridor that lies outside the inactive railroad ROW. See the RTT Component section for more details.

New Street Space

Areas shown in dark grey in Figure 34 identify space that should be reserved for new streets or space for street expansion. See the circulation plan that immediately follows this land use plan for a description of these street additions and modifications.

CIRCULATION PLAN

This circulation plan is designed to optimize and increase the safety of the existing circulation system and to increase its capacity in locations where major infill developments are planned. The plan is illustrated in Figure 41.

This circulation plan is divided into six categories: circulation planning concepts, circulation plan overview, street system, transit system, pedestrian system, and bicycle system.

CIRCULATION PLANNING CONCEPTS

- Generally improve the pedestrian environment.
- Improve the safety of existing intersections for

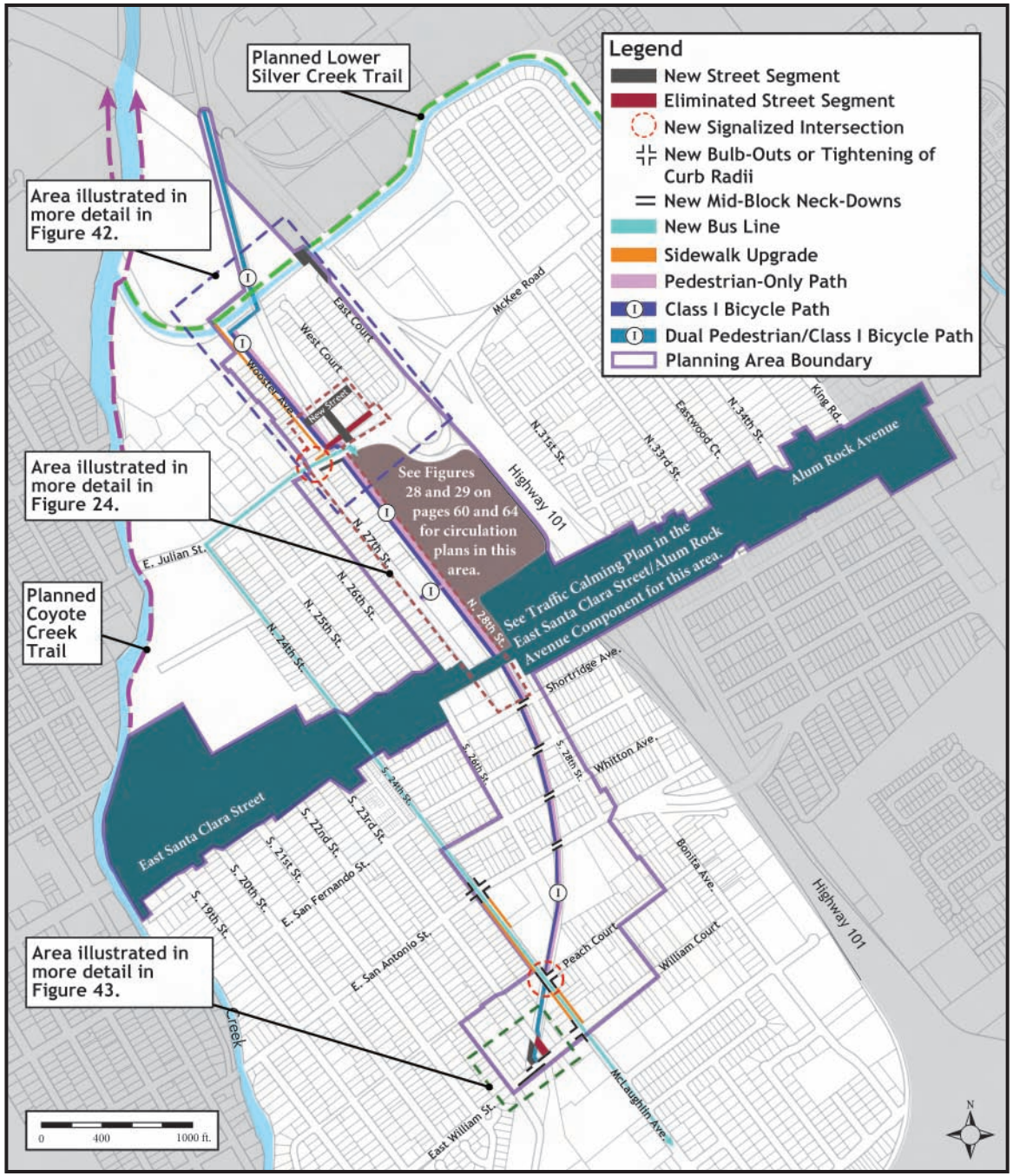


Figure 41. Industrial sites circulation plan.

pedestrians and bicyclists through traffic calming measures.

- Design streets to include high levels of traffic calming features, such as bulb-outs and medians.
- Reconfigure the East Julian Street/North 28th Street intersection.
- Provide bus service between the southern portions of the Planning Area to the planned Alum Rock BART Station.
- Carefully design areas where the RTT intersects with streets.

CIRCULATION PLAN OVERVIEW

Several street modifications are proposed by this circulation plan. East Court is proposed for a short extension over Lower Silver Creek to allow access to a large vacant parcel. North 28th Street would also extend north of the East Julian Street and terminate at a new east-west running street. This would allow for the elimination of a portion of East Julian Street frontage road and reduce traffic problems at the East Julian Street/North 28th Street intersection. East Julian Street would also be widened between North 27th Street and North 28th Street to allow for full block left-turn lanes in both directions. The East Julian Street/North 27th Street intersection would receive a new traffic signal. The South 24th Street/Peach Avenue intersection would also receive a new traffic signal, allowing for a safer street crossing for the planned RTT corridor. Finally, South 23rd Street would be realigned (just north of East William Street) to the west to allow for the creation of more contiguous space for the planned RTT project.

The circulation plan calls for sidewalk upgrades along Wooster Avenue and South 24th Street. Four mid-block neck-downs would be placed where the RTT corridor intersects streets at mid-block (including Shortridge Avenue, East San Fernando Street, Whitton Avenue, and East San Antonio Street). Corner bulb-outs or the tightening of curb radii would be installed where South 24th Street intersects with East San Antonio Street, Peach Court, and East William Street. The South 23rd Street/East William Street intersection would also receive corner bulb-outs.

A new bus line would be established that runs north-south through the Five Wounds/Brookwood Terrace Strong Neighborhoods Initiative (SNI) Area to connect residents to the planned Alum Rock BART Station from areas to the south and east. A Class I bicycle path would also cut through areas defined by the Industrial Component via the RTT corridor and along the extended East Saint James Street (from North 27th Street to North 28th Street).

STREET SYSTEM

East Court Extension and Bridge

Currently, no publicly-accessible streets access the large vacant parcel bounded by the inactive railroad ROW to the north and west, Highway 101 to the east, and Lower Silver Creek to the south. This vacant parcel is planned for open space and/or a district resource center (see the preceding land use plan in this section). To provide access to the public and access by City of San José service vehicles, the possibility of extending East Court northward from its current

northern terminus over Lower Silver Creek to the site should be considered. At present, there is an unpaved Santa Clara Valley Water District (SCVWD) service road that runs along the site's southern boundary, which can be accessed via the Wooster Avenue bridge over Lower Silver Creek. However, conversion of this service road to a paved, publicly-accessible street is unlikely given the fact that SCVWD currently uses the road, and the alignment of the planned Lower Silver Creek Trail is likely to share service road's right-of-way once built. If it is determined that future land uses at the site do not require automobile access to the general public, the possibility of City of San José service vehicles sharing the SCVWD service road should be explored. Plans for the RTT corridor in this 2010 *CCP* do include access to the west of the site via a pedestrian and bicycle pathway.

Reconfiguration of the Street System in the Vicinity of the North 28th Street/East Julian Street Intersection

Currently, the complex intersection at the junction of East Julian Street and North 28th Street is disorganized, causing traffic congestion during the red light cycle along the neighborhood portion of East Julian Street. This problem is likely to be greatly exacerbated by any significant intensification of land uses on the industrial sites to the north. Therefore, this circulation plan reconfigures the street system around this intersection by extending North 28th Street approximately 250 feet north to a new east-west street that would run between West Court and Wooster Avenue (see Figure 42 for a detailed plan view of this reconfiguration). Additionally, an approximately 400-foot stretch of East Julian Street

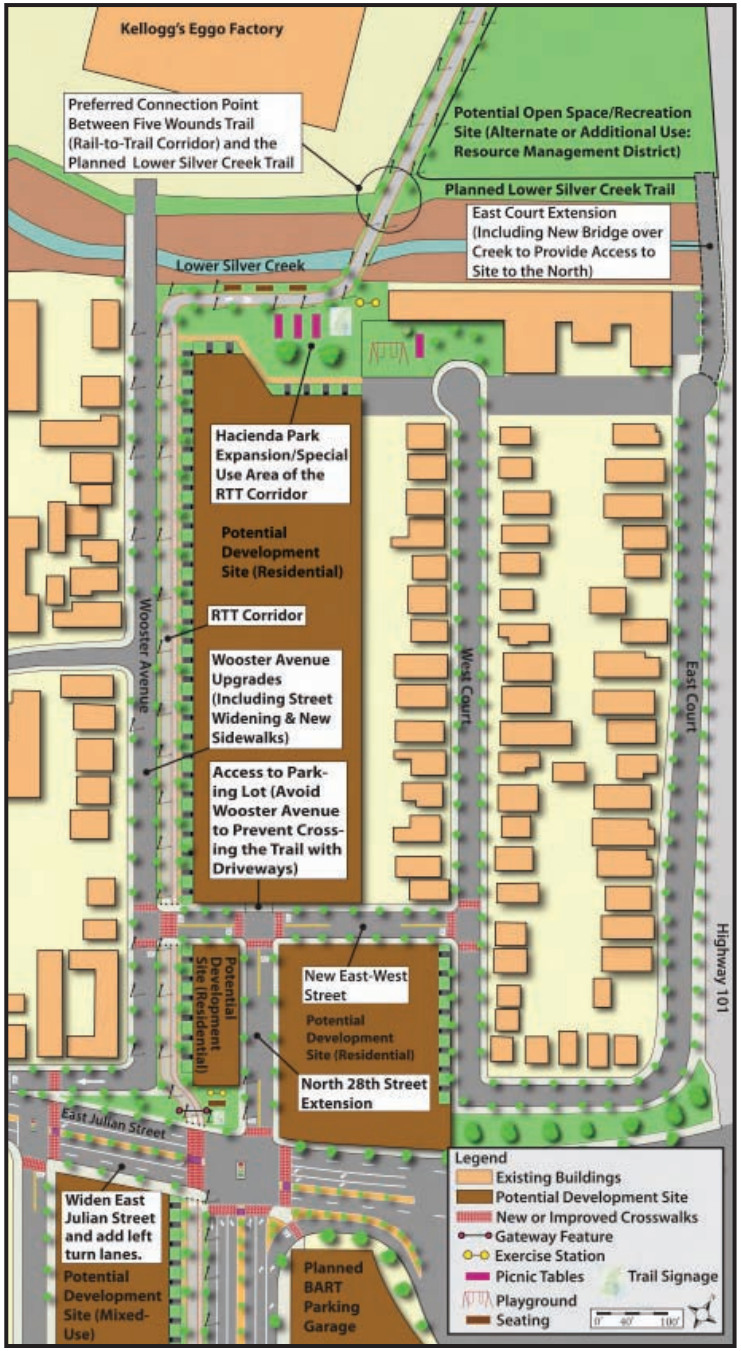


Figure 42. Detail plan for area north of East Julian Street.

Image of the area proposed for the East Court extension.
Image courtesy of Google Earth.

Image of the area proposed for the North 28th Street extension and the creation of a new east-west running street.
Image courtesy of Google Earth.

(the neighborhood street portion) would be closed and available for development. This would require a slight inconvenience to drivers originating from West Court, as they would have to drive north on East Court to access the new east-west street, and then drive south on the new segment of North 28th Street. However, this reconfiguration would allow for the creation of a proper intersection at North 28th Street and East Julian Street, thereby resolving the problems of vehicle congestion associated with the traffic signal by providing additional space for southbound vehicles.

This street reconfiguration would take place as part of the residential development envisioned in the 2010 *CCP* for the approximately eight-acre industrial site described in the land use plan above.

East Julian Street Improvements between North 27th Street and North 28th Street

A new traffic signal is planned at the East Julian Street/North 27th Street intersection to accommodate anticipated higher volumes of traffic (associated with future development) accessing North 27th Street from East Julian Street. A related planned improvement is the widening East Julian Street, within the short block between North 27th Street and North 28th Street. The purpose of this widening would be to allow for the lengthening of the existing westbound left-turn lane and for the creation of a new full-block eastbound left-turn lane. The longer westbound left-turn lane would increase the capacity of the East Julian Street/North 27th Street intersection and the new eastbound left-turn lane would provide access to the extended North 28th Street for drivers travelling eastbound on East Julian Street. Other related improvements include the creation of a crosswalk across East Julian Street at North 27th Street and the creation of pedestrian refuges in the center medians of the East Julian Street/North 27th Street and East Julian Street/North 28th Street intersections.

South 24th Street/Peach Court Intersection Improvements

The existing T-intersection at South 24th Street and Peach Court is envisioned to become a bustling intersection due to residential development and the planned bicycle and pedestrian paths associated with the RTT corridor. The RTT corridor would meet this intersection at a diagonal angle (as the inactive railroad ROW currently does). Therefore, this intersection would become more complex and somewhat atypical. Additionally, South 24th Street already has very high traffic volumes for its size, especially at commute hours. To address this situation, new bulb-outs and a new traffic signal are planned for the intersection. The signal would be activated by pedestrians, bicycles, or vehicles turning left from Peach Court.

Reconfiguration of South 23rd Street

This circulation plan calls for the reconfiguration of the South 23rd Street to allow for the creation of a safe open space that is contiguous with the RTT corridor (see the Rail-to-Trail Component section for more detail on this open space). By moving the southern portion of South 23rd Street (where it meets East William Street), approximately

100 feet to the west, the RTT corridor would no longer cross South 23rd Street, eliminating a very awkward mid-block crossing that would be necessary without street modifications (see Figure 43).

The new intersection location would also include traffic calming features designed to slow traffic enough to increase driver awareness of the RTT corridor. Improvements would include center medians, bulb-outs, in-pavement flashing lights and/or pedestrian activated crosswalk beacons, and highly visible crosswalks.

TRANSIT SYSTEM

New Bus Line along 24th Street, McLaughlin Avenue, and East Julian Street to the Planned Alum Rock BART Station

A new bus line is proposed to provide access to the planned Alum Rock BART Station from the southern portion of the Planning Area and beyond. The proposed line would run along the entire 24th Street/McLaughlin Avenue corridor, from Yerba Buena Road at the southern end to East Julian Street at the northern end. The line would then continue east along East Julian Street before turning south on North 28th Street to access the planned bus loop at the SJS site. This bus line would also improve north-south access within the FWBT SNI Area, connecting the commercial node at East William Street and South 24th Street with East Santa Clara Street and the San José High Academy to the north.

PEDESTRIAN SYSTEM

Wooster Avenue Sidewalk Upgrade

Currently, Wooster Avenue has only small sections of sidewalk. This circulation plan calls for creating a standardized sidewalk along the west side of Wooster Avenue for street's entire length. The planned RTT corridor on the east side of Wooster Avenue would provide a paved pedestrian path in lieu of a typical sidewalk.

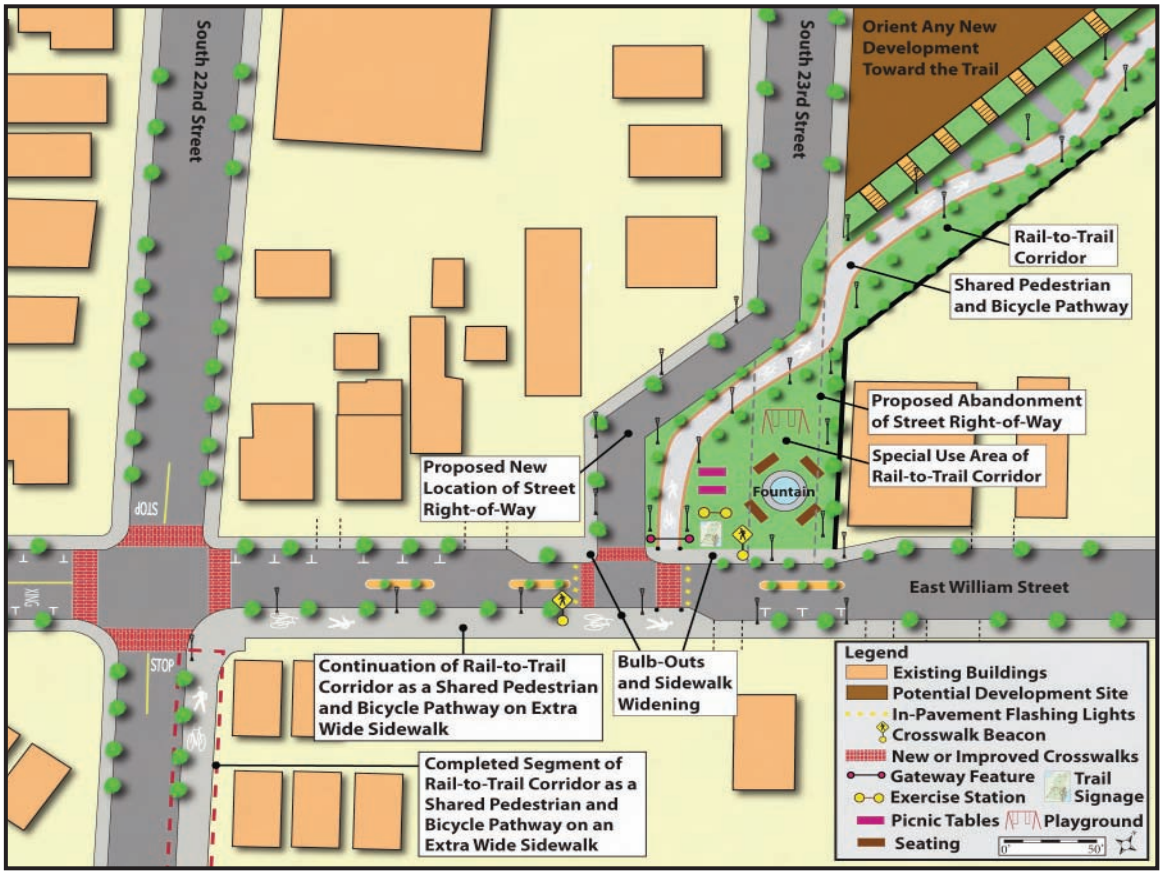


Figure 43. Detail plan of proposed reconfiguration of South 23rd Street.

South 24th Street Sidewalk Upgrade

An upgrade of many sections of the sidewalks that run along South 24th Street, between East San Antonio Street and East William Street, is specified in this circulation plan. Currently, sidewalks are in poor condition or are very narrow. These deficiencies will be exacerbated if the City Tow site and adjacent sites are redeveloped. A sidewalk upgrade could be accomplished in this narrow corridor by either slightly widening the street right-of-way during redevelopment or eliminating on-street parking along the east side of the block.

New Bulb-Outs, Tightened Curb Radii, and Mid-Block Neck-Downs

New corner bulb-outs are planned for two intersections along South 24th Street (at East San Antonio Street and Peach Court). The tightening of radii for the two western curbs of the South 24th Street/East William Street intersection is also specified in this circulation plan. These improvements are designed to increase pedestrian safety along this highly congested corridor. Additionally, these improvements would support the highest priority of the FWBT community contained in the 2006 *Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Plan Amendment,* which is to implement a streetscape project along 24th Street. Bulb-outs are also slated in this circulation plan at the new planned location of the South 23rd Street/East William Street intersection.

A series neck-downs (short curb extensions), are specified wherever the RTT corridor intersects streets at mid-block. The RTT corridor intersects four streets at mid-block in the Planning Area. These streets are Shortridge Avenue, East San Fernando Street, Whitton Avenue, and East San Antonio Street.

East Saint John Street and RTT Corridor Pedestrian Paths

The planned extension of East Saint John Street to the RTT corridor from North 27th Street includes a dedicated pedestrian path connecting to the RTT corridor. This extension supports the community's goal to create a pedestrian-focused corridor along East Saint John Street. A pedestrian path is planned for the entire RTT corridor and is shown on Figure 41 for reference. Refer to the RTT Component section for further details.

BICYCLE SYSTEM

East Saint John Street and RTT Corridor Class I Bicycle Paths

The planned extension of East Saint John Street to the RTT corridor from North 27th Street includes a dedicated, Class I bicycle. The planned RTT corridor also includes a Class I bicycle path and is shown on Figure 41 for reference. Refer to the Rail-to-Trail Component section for further details.

URBAN DESIGN GUIDELINES

The urban design guidelines for the Industrial Sites Component seek to facilitate infill development that is harmonious with the surrounding environment. The

design guidelines are split into five categories: building heights, building scale and grain, architectural elements, setbacks, and streetscape.

BUILDING HEIGHTS

- Generally, limit the building heights of infill development projects to those of the surrounding environment.
- For sites where additional density is desired over that of adjacent properties, step-up building heights towards the center of new development, away from the shorter adjacent buildings.

BUILDING SCALE AND GRAIN

- On large infill sites, mix townhouses and other structures with smaller building footprints than the main structures to provide variety in the environment.
- Avoid superblocks to facilitate convenient pedestrian movement.

ARCHITECTURAL ELEMENTS

- Encourage the rehabilitation of homes in and around the industrial sites that include a high level of façade detail.
- Design developments that reflect the heritage of ethnicities represented in the FWBT SNI Area.
- Include interior courtyards in multi-family housing developments.
- Include stoops, porches, and balconies that face streets and the RTT corridor, wherever feasible.
- Include decorative elements on building façades and entryways, such as columns, deep window recesses, and arches over doors and windows.

SETBACKS

- Provide residential setbacks of approximately five feet where landscaping is desired. Consider allowing no setbacks on a case-by-case basis in high density areas.
- Allow for larger setbacks in areas where stoops and front porches are used.

STREETSCAPE

- Plant street trees along the sidewalks of new developments.
- Size sidewalks generously, according to the level of pedestrian traffic anticipated.
- At the intersections of major streets that are in close proximity to large infill developments, provide bulb-outs and other traffic calming features to improve pedestrian safety.
- Provide pedestrian-scale lighting in front of all housing and other development projects. Use lampposts that are no more than 15 feet tall.
- Promote a sense of community by reserving space for locally produced art in new developments.

This page has been left blank intentionally.

Rail-To-Trail Component

Chapter IV, Section D

This page has been left blank intentionally.

This Rail-to-Trail (RTT) Component section of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) includes conceptual plans and urban design guidelines for the conversion of the inactive railroad right-of-way (ROW) in the Planning Area to a bicycle and pedestrian trail and several small park-like special use areas.

This section is divided into two parts: rail-to-trail corridor plan and urban design guidelines.

RAIL-TO-TRAIL CORRIDOR PLAN

The RTT corridor plan is organized by first enumerating planning concepts, followed by an overview of plans. Then, plans for each of the five RTT corridor segments are discussed.

PLANNING CONCEPTS

- Ensure that the entire RTT corridor is of sufficient width to maintain a strong trail identity.
- In areas where high trail usage is anticipated, plan for segregated bicycle and pedestrian pathwaystrail surfaces (the paved portions of the RTT corridor). For the bicycle trail surface, provide two lanes, one for each direction.
- In areas where moderate trail usage is anticipated, plan for a shared trail surface for bicycles and pedestrians.
- Provide landscaping on both sides of the paved trail surfaces along the entire RTT corridor.
- Identify several locations for special use areas along the RTT corridor that are within walking distance from most residences.
- Provide opportunities for both active and passive recreation. For active recreation, provide exercise stations, playgrounds, and other recreational facilities. For passive recreation, provide seating areas, public fountains, and interpretive signage.
- Minimize the number of street crossings along the RTT corridor.
- Plan street crossings with features that promote the safety and the comfort of bicyclists and pedestrians.
- Identify several locations for the creation of trail gateways to provide strong trail identity.
- Encourage "eyes on the trail" by requiring the entrances of residential and commercial buildings to face the trail wherever possible.

RAIL-TO-TRAIL PLAN OVERVIEW

The RTT corridor examined in this plan is approximately 1.5 miles in length and is divided into five segments. These segments are shown in Figure 44. This RTT corridor plan envisions the creation of segregated pedestrian and bicycle trail surfaces (except in areas of lighter use, where there would be one shared trail surface) and landscaping within the inactive railroad ROW and along Wooster Avenue, between Highway 101 at the northern end to East William Street at the southern end. The RTT corridor is designed to generally be a minimum of 40 feet in width. This RTT corridor plan also envisions four special use

Figure 44. Rail-to-Trail corridor.

areas, which are shown in Figure 44. A special use area is an additional open space at selected locations along the RTT corridor. Special use areas consist of active recreational facilities, such as exercise stations and playgrounds; and passive recreational facilities, such as seating areas and interpretive signage.

Plans for Segment #1 of the RTT corridor include a northern trail terminus, just east of Highway 101, to provide additional access to areas beyond the Planning Area, the reuse of the rail bridge (which crosses over Highway 101) for the RTT corridor, and a connection to the planned Lower Silver Creek Trail immediately north of Lower Silver Creek.

Plans for Segment #2 of the RTT corridor include the reuse or rebuilding of the existing bridge over Lower Silver Creek, the creation of a special use area by expanding Hacienda Park to the west (just south of Lower Silver Creek), and the routing of the RTT corridor on the east side of Wooster Avenue to allow for more efficient development to the east.

Segment #3 of the RTT corridor is designed to be free of intersections from East Julian Street to East Santa Clara Street. A special use area would be created just west of the McDonald's site and would help define the gateway into the San José Steel (SJS) site transit-oriented development (TOD) from East Santa Clara Street. The RTT corridor would be widened adjacent to new development at the former Empire Lumber site.

Segment #4 of the RTT corridor intersects, at mid-block, Shortridge Avenue, East San Fernando Street, Whitton Avenue, and East Santa Clara Street. Therefore, plans for this segment focus on providing traffic calming measures and increasing the visibility of the RTT corridor to drivers. A special use area is also proposed on the north side of East San Antonio Street to provide park-like space to the existing residents and to future residents from new development on the south side of the street.

Segment #5 includes designs for the trail that will provide good connections to future TOD between East San Antonio Street and Peach Court. The intersection of South 24th Street and Peach Court is also given special attention to allow for the safe crossing by trail users. A special use area is also created just north of East William Street by moving a small portion

of South 23rd Street to the west. Finally, the sidewalk along the south side of East William Street is proposed for widening to accommodate the RTT corridor between South 22nd Street and South 23rd Street.

RAIL-TO-TRAIL CORRIDOR SEGMENTS

The RTT corridor plan is divided into five segments (see Figure 44). Each of the five RTT corridor segments is described individually below, starting with the northernmost segment and ending with the southernmost segment.

Segment #1 – RTT Corridor Northern Terminus/ Trailhead to Planned Lower Silver Creek Trail

The RTT corridor plan envisions a northern terminus/ trailhead located on the east side of Highway 101 (see Figure 45). This terminus/trailhead would be connected to areas to the south via the inactive rail bridge that crosses Highway 101. Locating the northern terminus/trailhead east of Highway 101 serves three purposes. First, by planning for a trailhead east of Highway 101, connectivity is greatly increased between areas from the north and east to the RTT corridor (and thereby to the Town Square and the Alum Rock BART Station). Second, a trailhead at this location will likely increase the impetus to extend the RTT corridor northward. Third, planning the trailhead at this location leaves open the possibility for realigning the planned Lower Silver Creek Trail to access and utilize the existing rail bridge in lieu of constructing an entirely new bridge for the trail over Highway 101.

South of the rail bridge, the RTT corridor is planned to run along the existing Kellogg's Eggo factory

Image of the intersection of the Santa Clara Valley Water District service road and the abandoned railroad right-of-way, which is also the site of the proposed connection between the planned Lower Silver Creek Trail and the Rail-to-Trail corridor.
Image courtesy of Google Earth.

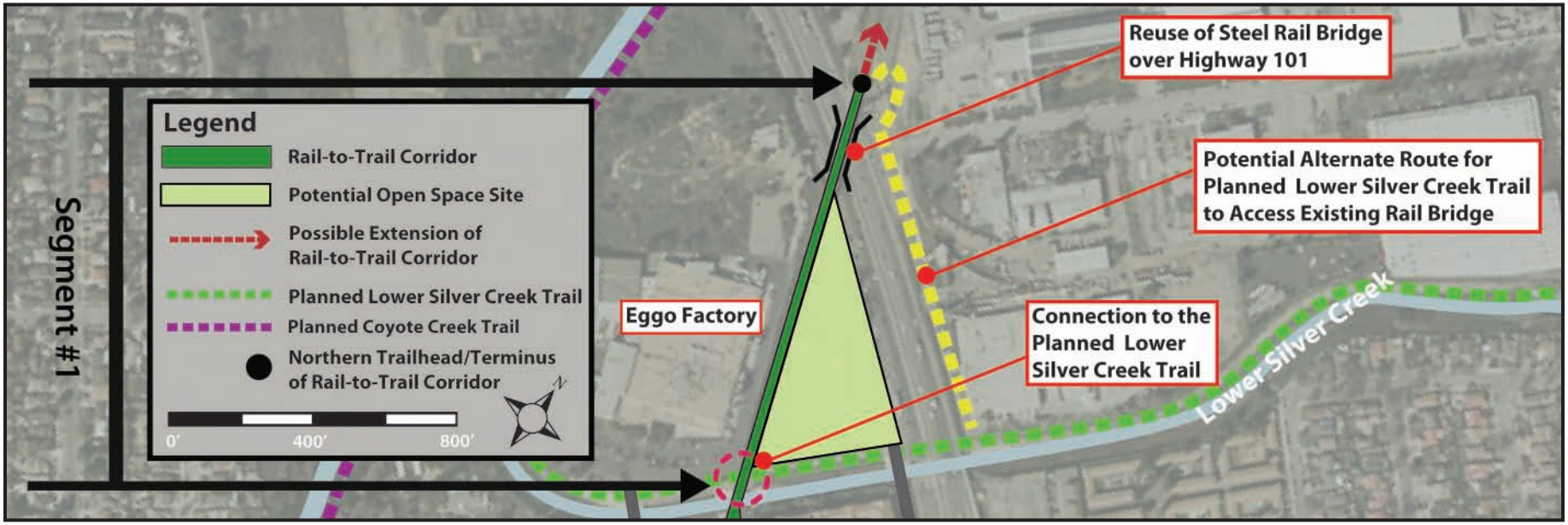


Figure 45. Rail-to-Trail corridor Segment #1.

site to the west and along a large vacant parcel to the east, which is currently owned by Santa Clara Valley Transportation Authority (VTA). The public ownership of this site increases the possibility for uses compatible with a trail. Though this vacant VTA-owned parcel is not included in the RTT corridor, this 2010 *CCP* identifies the parcel as potential open space and/or a district resource center (which would support the goals of *San José's Green Vision*). The RTT corridor is envisioned to connect trail users to this large opportunity site.

Just north of Lower Silver Creek, a connection between the RTT corridor and the planned Lower Silver Creek Trail is envisioned. The location of this connection is the intersection of the inactive railroad tracks and the existing Santa Clara Valley Water District (SCVWD) service road that runs along the north side of Lower Silver Creek. According to the *Lower Silver Creek Master Plan* (*LSCMP*), Lower Silver Creek Trail is planned to utilize this segment of the service road.

Segment #1 of the RTT corridor would include a shared bicycle and pedestrian trail surface of approximately

Figure 46. Rail-to-Trail corridor Segment #2.

12-foot width, augmented by two-foot shoulders on each side, resulting in a 16-foot wide profile (see Figure 55 for a typical cross section).

Segment #2 – Planned Lower Silver Creek Trail to East Julian Street

Immediately south of the proposed connection to the planned Lower Silver Creek Trail, the RTT corridor is envisioned to utilize a second existing rail bridge (also inactive) to cross Lower Silver Creek (see Figure 46). Further study is needed to determine the condition of this bridge and whether it is feasible for reuse.

On the south side of Lower Silver Creek, the RTT corridor is planned to turn west and widen to accommodate a special use area. This special use area is envisioned as a westward expansion of Hacienda Park on what is currently underutilized industrial land. This enlarged park space would include a continuation of a shared bicycle and pedestrian trail surface (as described above). In addition to the existing playground and picnic tables already at Hacienda Park, new public amenities would include a seating and viewing area that overlooks Lower Silver Creek, an exercise station, additional picnic tables, and public art sculpture. See Figure 47 for an illustration of this area.

Immediately south of the special use area, the RTT corridor is planned to leave the inactive railroad ROW and run along the east side of Wooster Avenue for the duration of the street before returning to the ROW just north of East Julian Street. The purpose of aligning

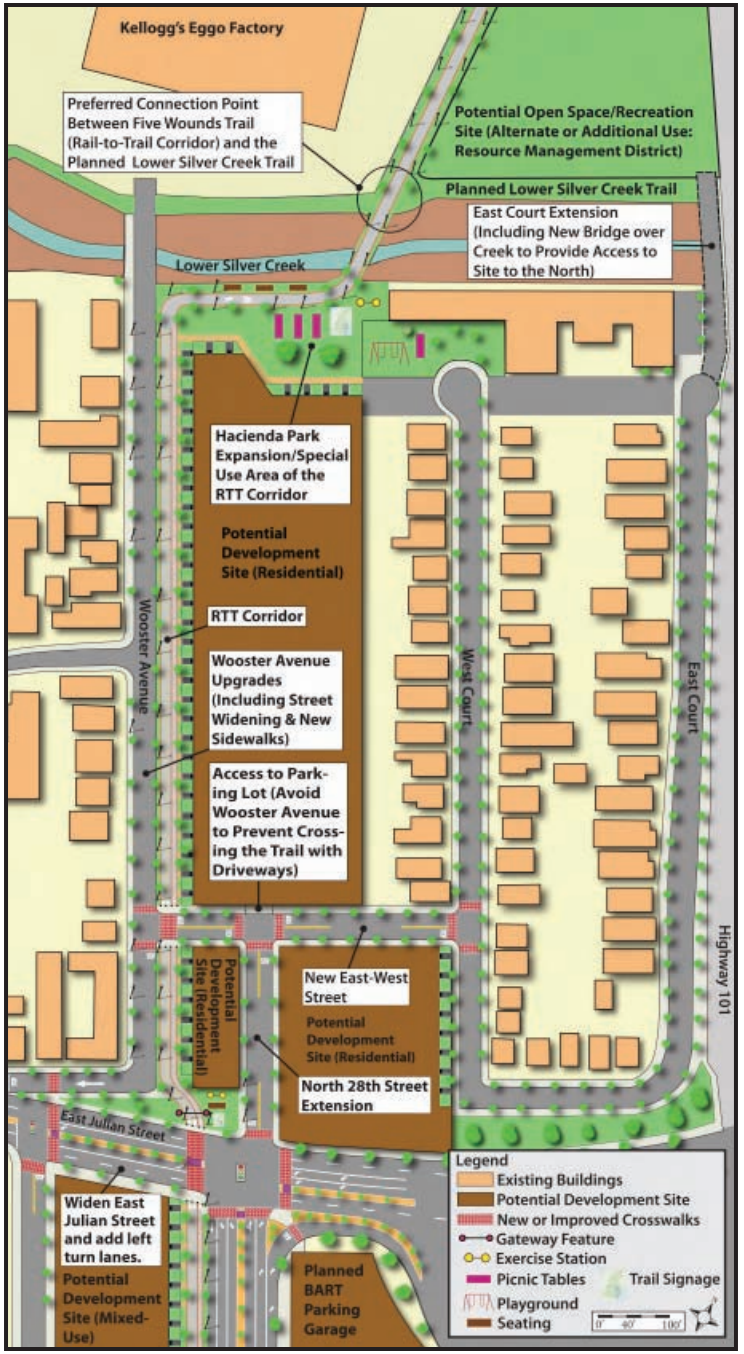


Figure 47. Rail-to-Trail corridor Detail Plan A.

Image of Hacienda Park and the area to left proposed proposed for park expansion.

Image courtesy of Google Earth.

this segment along Wooster Avenue is to maximize the development potential of the large industrial site located on both sides of inactive railroad ROW. Along Wooster Avenue, the RTT corridor is envisioned to be approximately 30 feet wide. At this point, the shared bicycle and pedestrian trail surface would become segregated, consisting of a 10-foot wide, two-way bicycle trail surface, and a 5-foot wide pedestrian trail surface. The pedestrian trail surface would be used in lieu of a typical sidewalk for east side of Wooster Avenue. This stretch of the RTT corridor would encounter only one intersection, at the location of the planned new east-west running street (see Industrial Sites Component section for additional details).

At the south end of Wooster Avenue, the RTT corridor is designed to cross East Julian Street, at-grade, in a crosswalk that is split into bicycle and pedestrian

Figure 48. Rail-to-Trail corridor Segment #3.

zones. As an alternative, an overpass is a possibility at this intersection. However, further study is required for this option.

Segment #3 – East Julian Street to Shortridge Avenue

The alignment of Segment #3 of the RTT corridor is planned to continue along the inactive railroad ROW from East Julian Street to Shortridge Avenue, just west of 28th Street (see Figure 48). A 30-foot corridor width is specified along the majority of this segment, and includes a continuation of the segregated bicycle and pedestrian trail surfaces. A bicycle connection from the RTT corridor to a bicycle parking facility inside the planned BART parking garage is proposed in the form of a bike Class II bicycle lane that runs in a crosswalk and within the garage. A pedestrian connection to the SJS site is planned at the North 28th Street/East Saint John Street intersection in the form of a wide, highly-visible crosswalk. Two additional bicycle and pedestrian connections to the RTT corridor from the neighborhood to the west are planned at East Saint James Street and along a short extension of East Saint John Street. See the San José Steel Component section for a detailed description of these connections.

Adjacent to the existing McDonald's site, the inactive railroad ROW widens significantly. Therefore, the RTT corridor is planned to widen to approximately 75 feet, allowing for the creation of a second special use area at this location (see Figure 49). The special use area, along with the bicycle and pedestrian trail surfaces, are envisioned to function as a small park

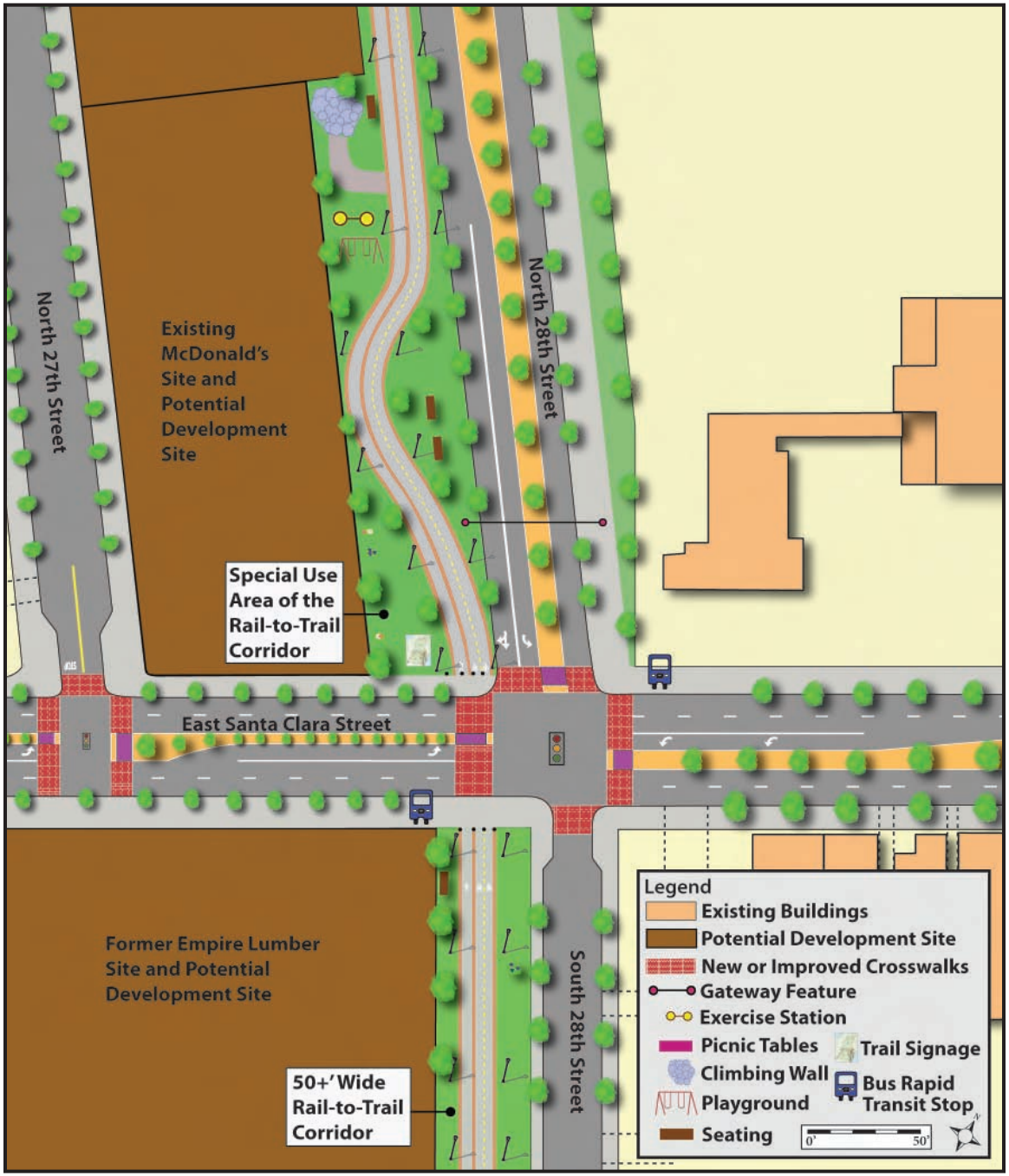


Figure 49. Rail-to-Trail corridor Detail Plan B.

and a grand gateway from the East Santa Clara Street corridor to the SJS site. The planned special use area at this site would include amenities such as interpretive signage, picnic tables, an exercise station, and public art sculptures. Additionally, this site may be a good location to accommodate recreational facilities such as a climbing wall (envisioned by the San José High Academy students at Youth Workshop #1).

Townhomes with stoops and front porches are envisioned to face the RTT corridor from East Julian Street to East Santa Clara Street.

The RTT corridor is designed to cross East Santa Clara Street at-grade in a crosswalk that is split into bicycle and pedestrian zones. As an alternative, an overpass should be considered at this intersection. Community members are interested in this idea if the structure also serves as a gateway feature for the East Santa Clara corridor. However, the goal of preserving views of Five Wounds Church might be impacted by such an overpass. Therefore, it is recommended that further study be undertaken.

The RTT corridor would widen to approximately 50 feet between East Santa Clara Street and Shortridge Avenue (see Figure 49). Due to the proximity to the planned bus rapid transit station and the proposed mixed-use development at the adjacent former Empire Lumber site, extra space is warranted over the minimum 30-foot width of the corridor. Though not identified as a special use area, opportunities for seating should be explored, as a high volume of pedestrians is anticipated for this area.

Segment #4 – Shortridge Avenue to East San Antonio Street

The RTT corridor intersects four streets at mid-

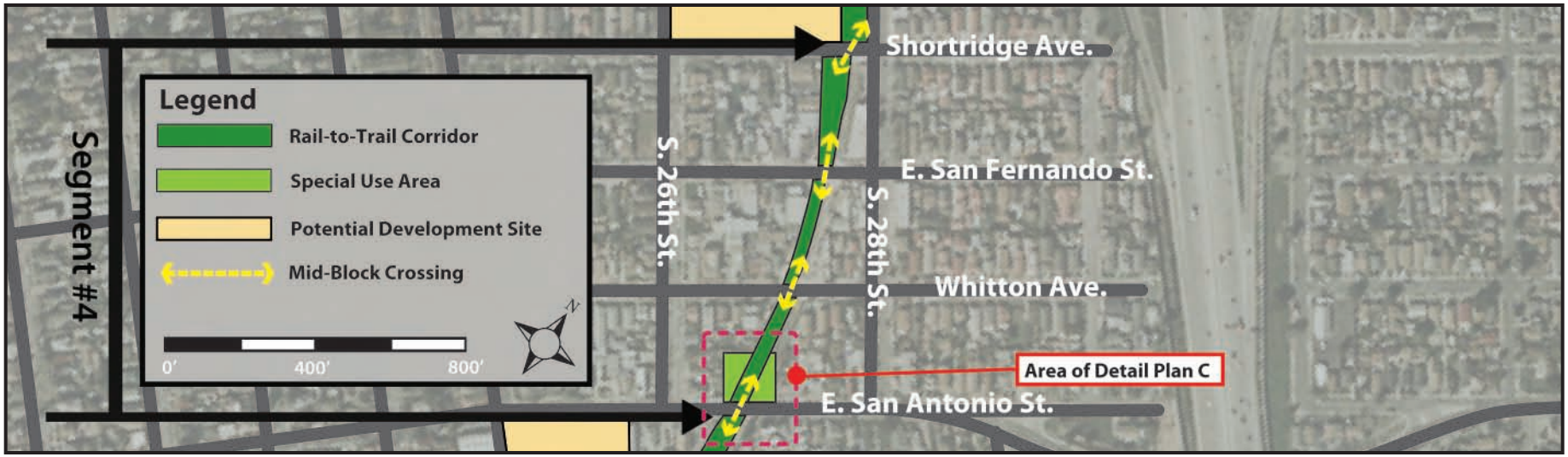


Figure 50. Rail-to-Trail corridor Segment #4.

block along Segment #4 (see Figure 50). The streets are Shortridge Avenue, East San Fernando Street, Whitton Avenue, and East San Antonio Street. These four mid-block intersections are planned to have a variety of traffic calming measures, with the intent of increasing the visibility of trail users and slowing traffic. Mid-block neck-downs and highly-visible crosswalks (with a rough-textured surface treatment) would be used at all four intersections. Center median islands would also be placed along streets in locations leading up to these intersections to further slow traffic. Furthermore, a bicycle/pedestrian-activated crosswalk beacon or a mid-block stop sign is envisioned where the RTT corridor intersects East San Antonio Street because of higher traffic levels from cross-town travel patterns and to regulate traffic near the special use area proposed just to the north (described below).

A third special use area is planned along the RTT corridor immediately north of East San Antonio Street (see Figure 51). The intent of planning a special use area at this location is to provide a space that functions as a neighborhood park in a residential area that now has limited pedestrian access to parks. This park would be located immediately across the street from the existing Mobile Home Manor mobile home park. Additionally, the new 84-unit development at 1338 East San Antonio Street would have easy access to this special use area, as would any future development at the City Town, Clean Carts, and Professional Drywall Services sites. Public amenities would include a playground, exercise station, trail map and signage, and seating areas. This special use area would require the purchase of the industrial land adjacent to the inactive railroad ROW (that is currently used to store cars, trucks, and debris).

Segment #5 – East San Antonio Street to East William Street

South of East San Antonio Street, the RTT corridor

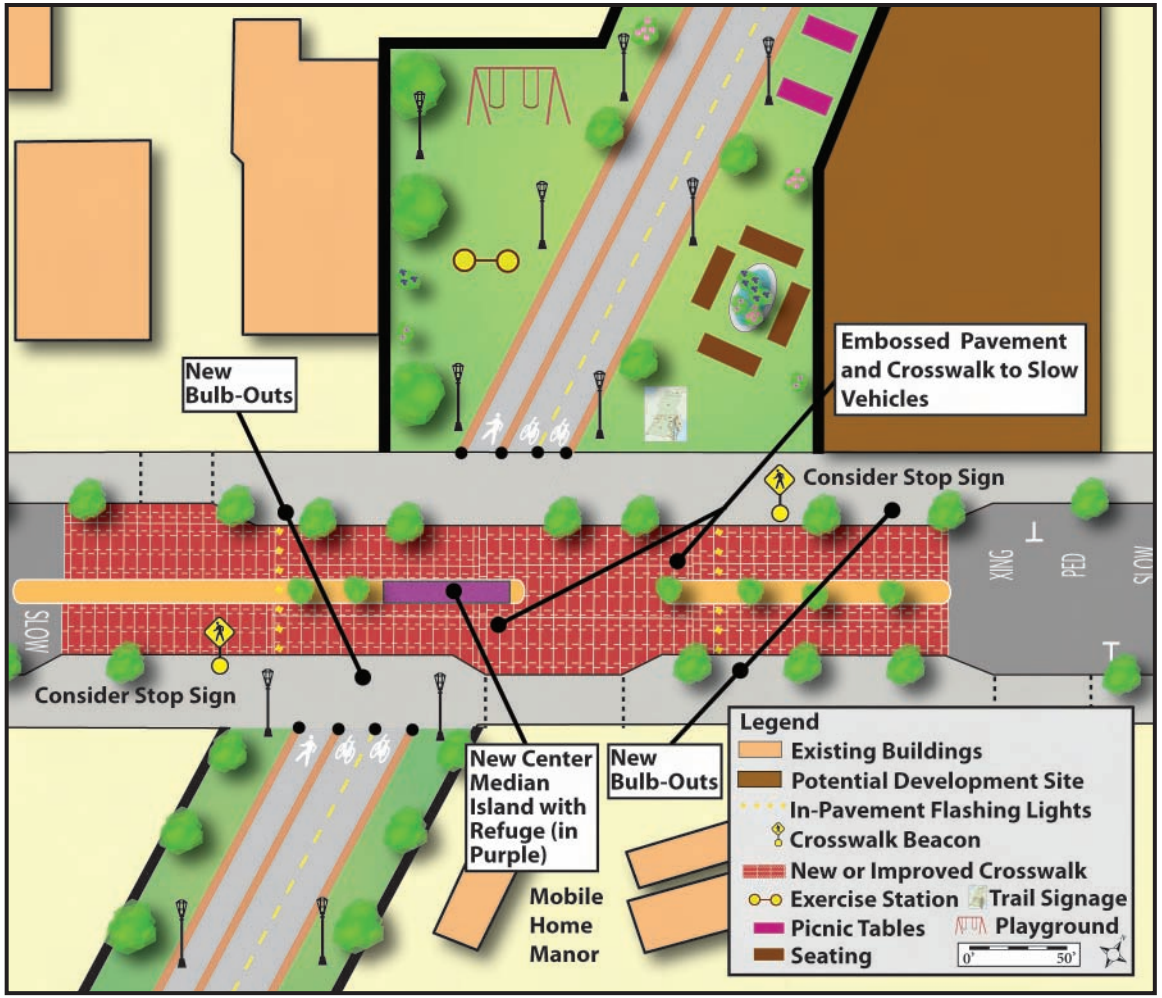


Figure 51. Rail-to-Trail corridor Detail Plan C.

is planned to follow the inactive railroad ROW to the intersection of South 24th Street and Peach Court (see Figure 52). This section of the inactive railroad ROW cuts diagonally through a very long block, isolating the corridor from any streets for approximately 900 feet. This isolation has the potential to result in unsafe conditions for trail users, due to loitering or unlawful activities. To discourage this situation, this RTT corridor plan strongly encourages any redevelopment at the City Tow, Clean Cart, and Professional Drywall Services parcels to include plans which specify that entrances of new townhouses face the RTT corridor to provide "eyes on the trail." Furthermore, new entrances to Mobile Home Manor mobile home park and Greater St. John Baptist Church from the RTT corridor should also be encouraged. Additionally, landscaping along this stretch should be designed to provide maximum visibility of the RTT corridor from all angles.

The Peach Court/South 24th Street T-intersection currently has no traffic signal. Due to the location of the inactive railroad ROW, the alignment of the RTT corridor is planned to run through this intersection at a diagonal. This awkward situation has the potential to

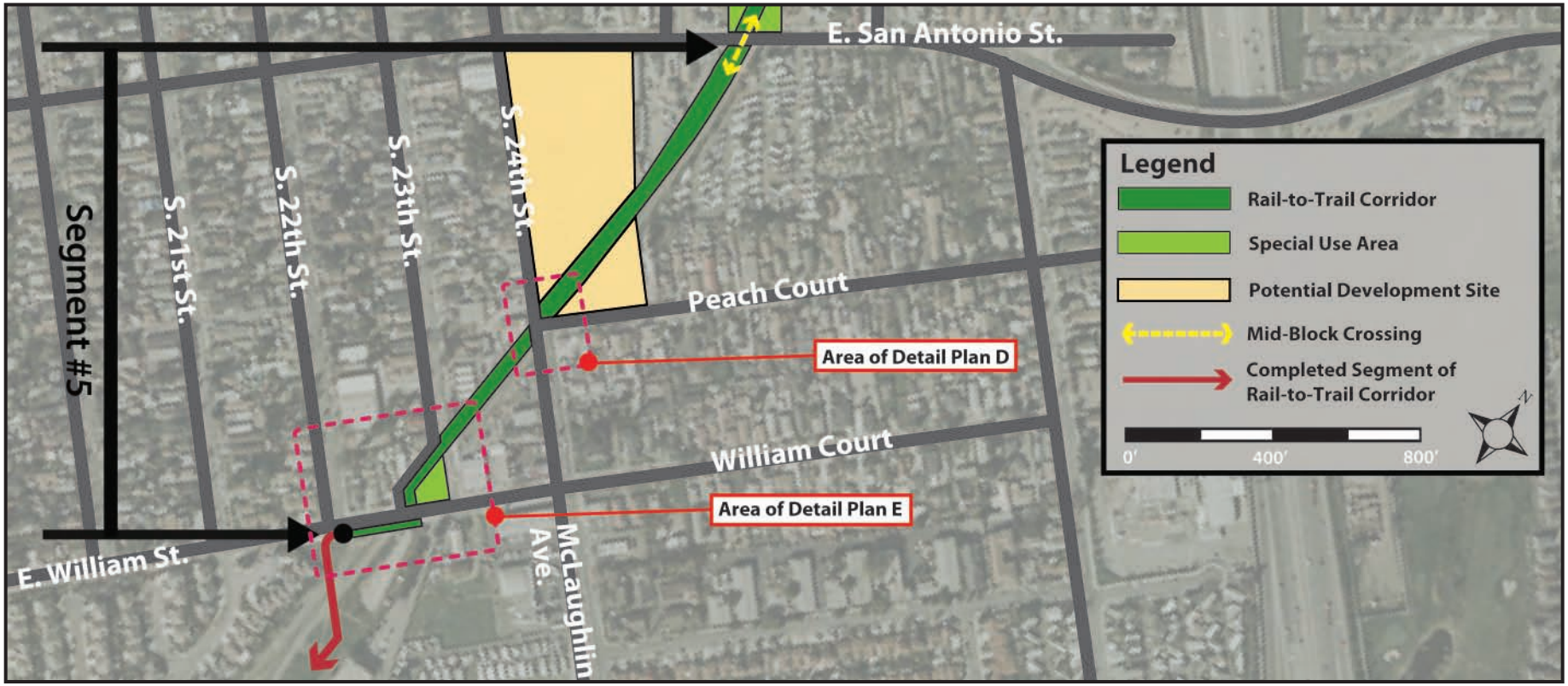


Figure 52. Rail-to-Trail corridor Segment #5.

lead to a hazardous situation for trail users. Therefore, a new traffic signal and other traffic calming measures are planned at this intersection (see Figure 53). To best protect trail users while still allowing for sufficient traffic flow along South 24th Street, the proposed traffic signal would be programmed to be activated only by bicyclists and pedestrians, or by automobiles turning left from Peach Court to South 24th Street. When activated by a bicyclist or pedestrian, a red light should be given for both Peach Court and South 24th Street (i.e. a pedestrian scramble-type signal). Additionally, no right turn should be allowed from Peach Court during the red light cycle. New bulb-outs, center medians, and highly-visible embossed crosswalks are also planned at the South 24th Street/ Peach Court intersection to slow traffic and increase visibility of trail users.

In addition to improvements to the Peach Court/ South 24th Street intersection, a trail gateway area is planned at the northeast corner of the intersection as part of future redevelopment (see Figure 53). This location is envisioned to be the primary gateway to the trail from the southern portion of the Planning Area, as many trail users are likely to travel up the McLaughlin/South 24th Street corridor to access the RTT corridor.

To maximize development potential of parcels adjacent to this gateway area, the alignment of the RTT corridor may need to shift slightly along Segment #4. However, any changes to the alignment should ensure a high quality gateway is still possible, and that

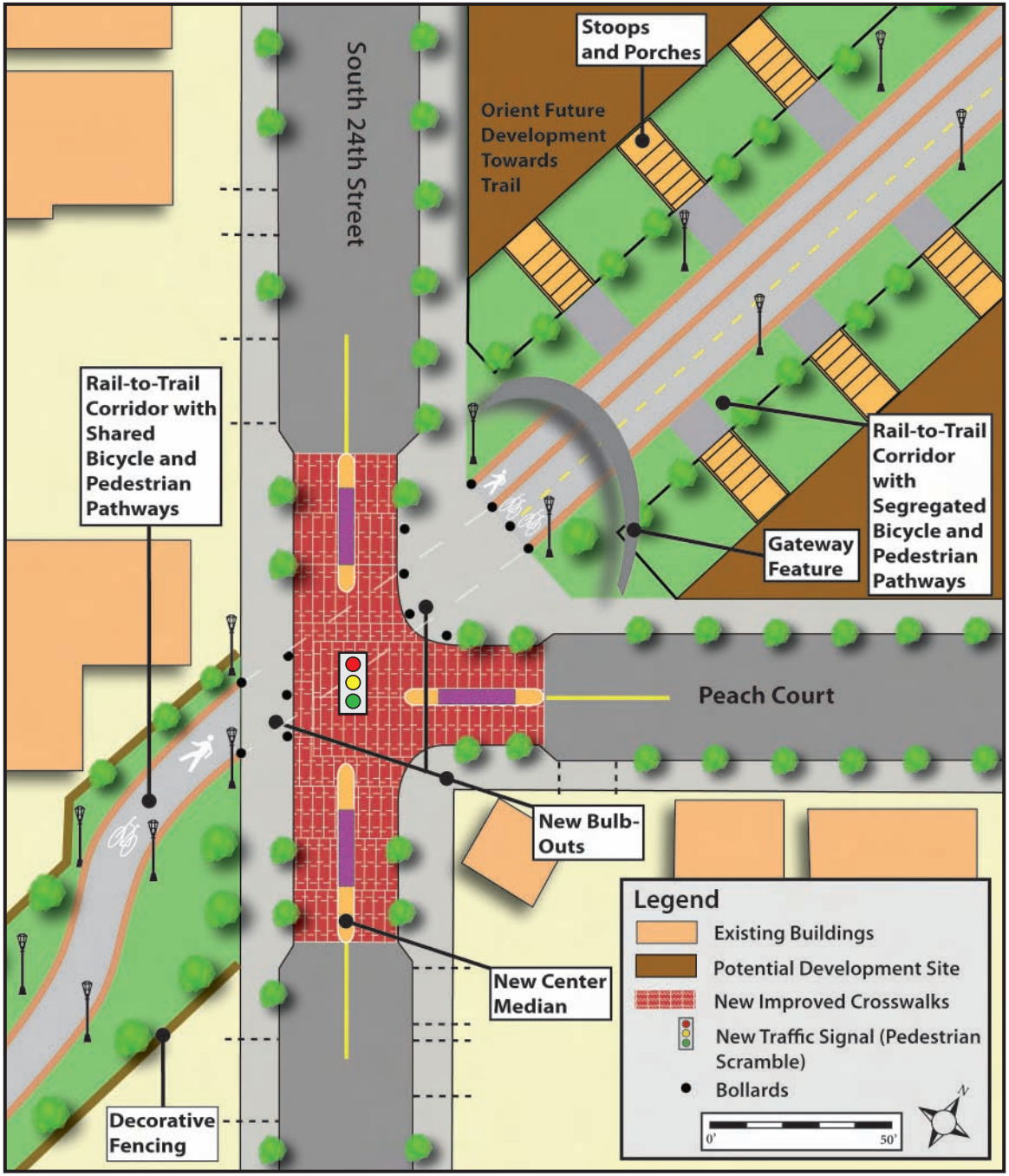


Figure 53. Rail-to-Trail corridor Detail Plan D.

the RTT corridor will not be forced out of alignment from the South 24th Street/Peach Court intersection (to avoid forcing the trail on to sidewalks).

The segregated pedestrian and bicycle trail surfaces planned east of South 24th Street would narrow to a shared bicycle and pedestrian trail surface on the west side of the street, due to lower anticipated trail usage. Between South 24th Street and South 23rd Street, an existing industrial site runs along the majority of the RTT corridor. If redeveloped, this RTT corridor plan envisions townhouses facing the RTT corridor.

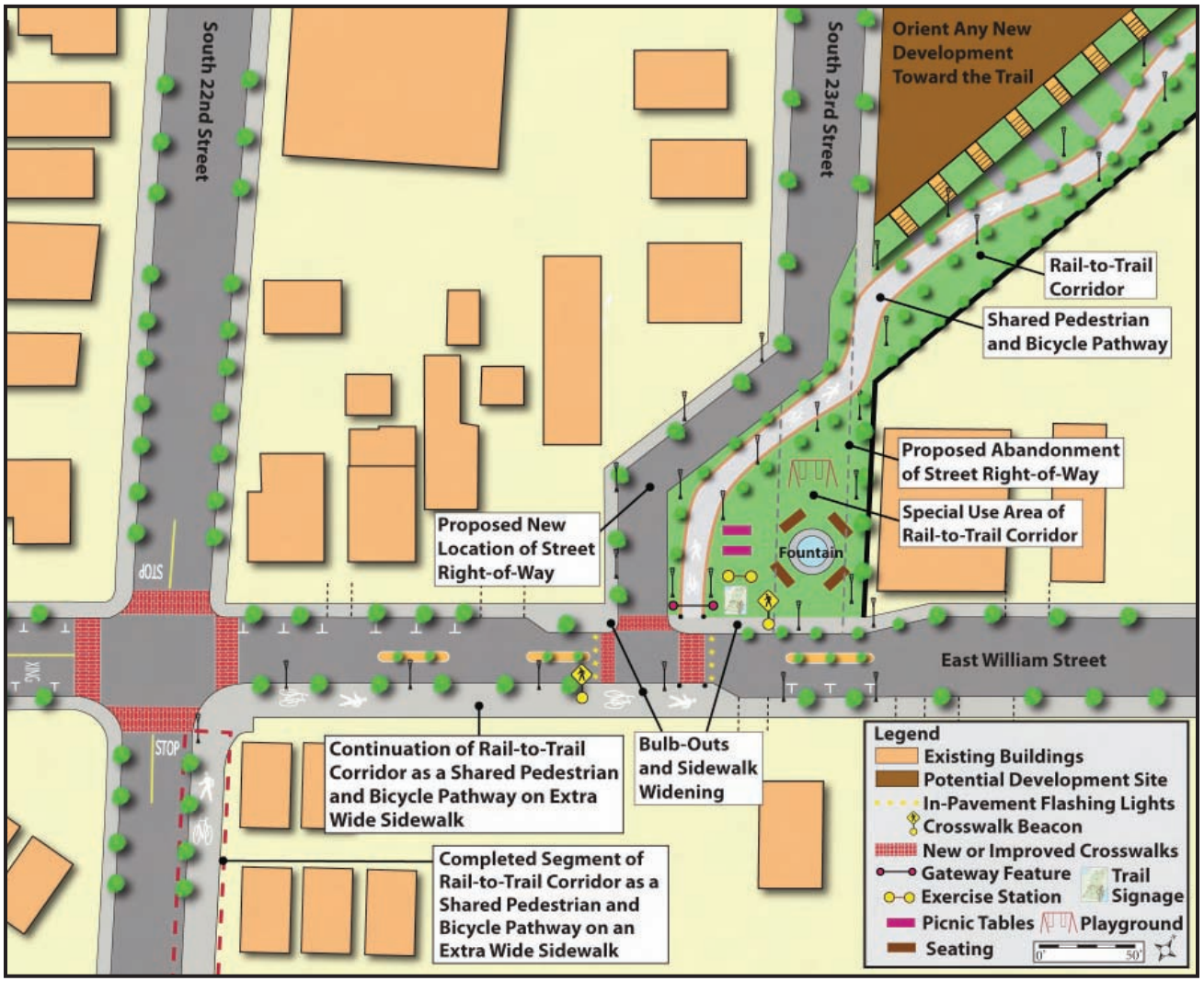


Figure 54. Rail-to-Trail corridor Detail Plan E.

A fourth special use area is planned at the northeast corner of the relocated South 23rd Street/East William Street intersection (see Figure 54). The proposed special use area would occupy abandoned street right-of-way from the planned relocation of South 23rd Street approximately 100 feet west (where it would meet East William Street). See a detailed description of this street modification in the circulation plan of the Industrial Sites Component section. This special use area is designed to function as a pocket park within walking distance of residents in the surrounding neighborhoods. Public amenities would include a playground, exercise station, trail signage, seating areas, public art sculpture, and possibly a small fountain. A modest gateway feature is also envisioned for the south side of the special use area with the purpose of marking the point where the RTT corridor would transition from a sidewalk with limited trail identity, to a dedicated trail right-of-way with a very strong trail identity.

The RTT corridor would then cross East William Street at the relocated South 23rd Street/East William Street intersection. Numerous traffic calming strategies would be applied to increase the safety for trail users crossing at this non-signalized intersection, including bicycle/pedestrian-activated crosswalk beacons, in-pavement flashing lights, and sidewalk bulb-outs.

Along East William Street, from South 23rd Street to South 22nd Street, the RTT corridor is planned to leave the inactive railroad ROW and follow a widened sidewalk on the south side of the street (see Figure 54). Due to the transition from a dedicated right-of-way to a sidewalk environment, additional focus should be given to trail signage and painted bicycle and pedestrian symbols on the surface of the sidewalk to provide continuity to the identity of the corridor as a trail.

At the southeast corner of East William Street and South 22nd Street, the RTT corridor is planned to meet the completed section of the RTT corridor (a 10-foot wide sidewalk), which was completed as part of the KB Homes Autumn Terrace development.

URBAN DESIGN GUIDELINES

The urban design guidelines for the RTT corridor seek to produce a trail environment that projects a strong trail identity. Additionally, design guidelines are given for development facing the trail and for streets where they intersect with the RTT corridor. The design guidelines are divided into eight categories: general corridor configuration, lighting, safety design, legibility and wayfinding, public facilities and amenities, streetscape (where the RTT corridor intersects streets), and building frontages and setbacks.

GENERAL CORRIDOR CONFIGURATION

For the entire RTT corridor:

- Design the RTT corridor, in general, to be a minimum of 40 feet wide. No obstructions or staggered fences that limit visibility from nearby roadways should be allowed.

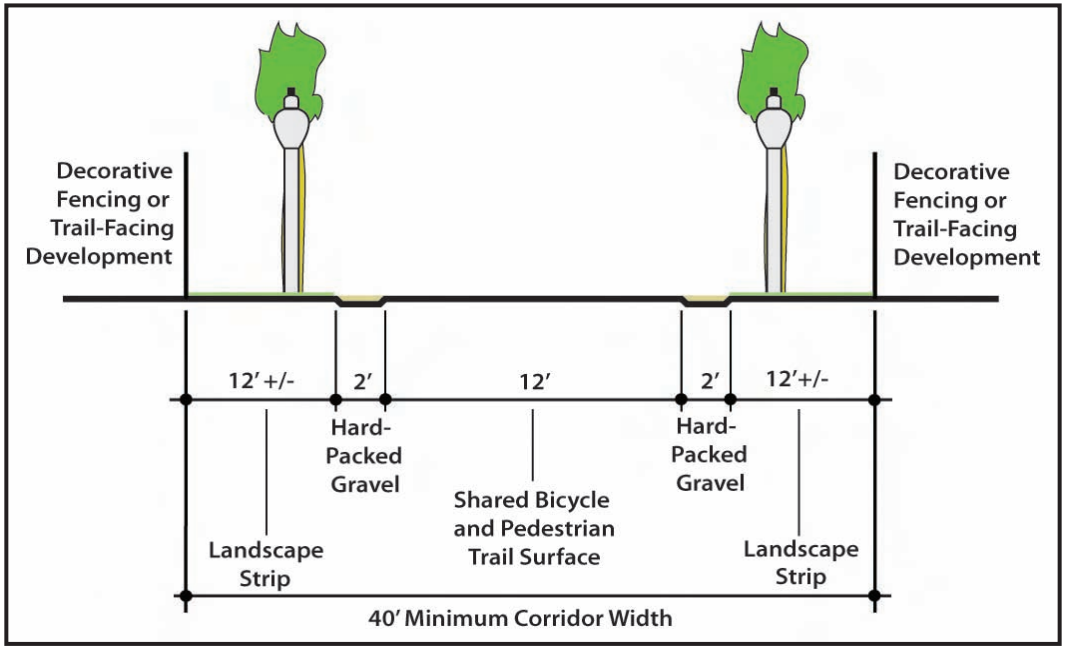


Figure 55. Typical section of shared bicycle and pedestrian trail surface.

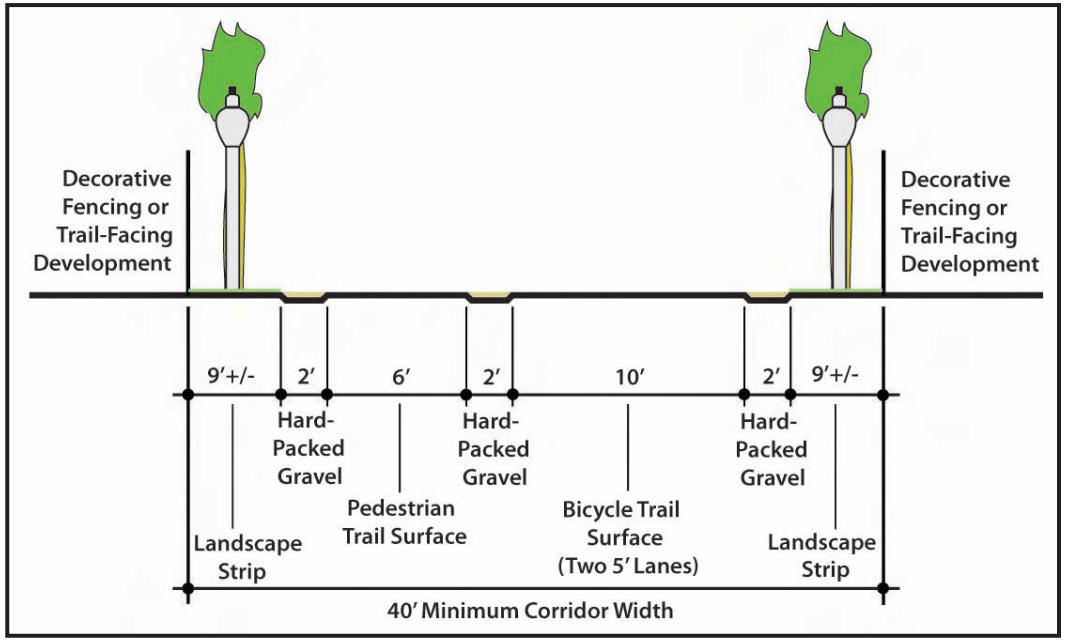


Figure 56. Typical section of segregated pedestrian and bicycle pathways.

- Allow for a 30 foot minimum at the SJS site and along Wooster Avenue due to the high visibility of those areas and the need to maximize future development.
- Where possible, design the bicycle and pedestrian trail surfaces to meander, with the intent of creating larger areas of landscaping to accommodate public amenities such as benches and exercise stations.
- Consider utilizing porous paving materials for the bicycle and pedestrian trail surfaces.
- Provide a minimum of 10' between sidewalks/ roadways and trail surfaces.
- Limit the number of driveway cut outs to two for each block of the RTT corridor. This will be most relevant along the Wooster portion of the RTT corridor.
- The RTT corridor shall meet guidelines put forth by the Caltrans Highway Design Manual, Chapter 1000 on Bikeways, the City of San José Trail Design Guidelines (under development), and the County of Santa Clara Trail Design Guidelines.

In lightly traveled segments of the RTT corridor, configure trail surfaces and landscaping as follows (see Figure 55):

- Create a 12-foot wide, undifferentiated paved trail surface that is shared by bicyclists and pedestrians.
- Provide two-foot wide strips of hard-packed gravel on each side of the shared bicycle and pedestrian trail surfaces.

- Where the RTT corridor is 40 feet in width, provide landscaping on each side of the trail surface that averages 12 feet in width. Landscaping can exceed the 12-foot average where the RTT corridor is wider than 40 feet.

- Where the RTT is limited to 30 feet in width, provide landscaping on each side of the pathway that averages seven feet.

In heavily traveled segments of the RTT corridor, configure trail surfaces and landscaping as follows (see Figure 56):

- Provide a dedicated six-foot wide paved pedestrian trail surface.
- Provide a dedicated 10-foot wide paved bicycle trail surface consisting of a five-foot wide southbound bicycle lane and a five-foot wide northbound bicycle lane. Paint dashed lines and arrows on the bicycle trail surface to indicate the direction of each bicycle lane.
- Provide two-foot wide strips of hard-packed gravel shoulders on the outside side of the bicycle trail surface and the pedestrian trail surface, and in between the two trail surfaces.
- Consider using different surface materials for the bicycle trail surface and the pedestrian trail surface to further differentiate the two.

- Where the RTT corridor is 40 feet in width, provide landscaping to the outside of the bicycle trail surface and the pedestrian trail surface (including the hard-packed gravel shoulders) that averages nine feet in width. Landscaping can exceed the nine-foot average on the outside side of each trail surface where the RTT corridor is wider than 40 feet.

LIGHTING

Normally trails in San José do not include lighting. However, the feedback from community members was strongly in favor of a well-lit trail based on safety concerns and the assumption that the trail would be heavily used at night by people traveling to/from the Town Square, the BART station, and East Santa Clara Street. A change in City policy will be required to establish lighting along the RTT corridor. If lighting is determined feasible for RTT corridor, consider the following:

- Install pedestrian-scale streetlights. Consider single-acorn style streetlights.
- Since this is an urban trail corridor, place streetlights at frequent intervals to illuminate the entire trail corridor, including additional streetlights as necessary to illuminate all areas of the special use areas.
- Per City requirements, design streetlights in a way that minimizes the amount of light reaching adjacent properties. Include caps on streetlights.
- Consider using bollards containing light fixtures to provide focused lighting on trail surfaces between streetlights.
- Use solar-powered light fixtures where feasible.

SAFETY DESIGN

Implement all "Crime Prevention through Environmental Design" principles (listed below) from San José's Trail Program.

- Use a standard trail width to maintain visibility. Maximize trail width for visibility and emergency access.
- Maintain landscaping buffer zones for better visibility.
- Define rights-of-way with signage and striping.
- Use maintenance patrols to prevent deterioration.
- New housing and businesses face trails for more "eyes" on the trails.
- Milestone signage identifies trail locations for rapid emergency response (under development).
- Adopt-A-Trail program maintenance.

LEGIBILITY AND WAYFINDING

- Provide directional signage and trail maps along streets that intersect the RTT corridor, at main gateways, and at special use areas. Identify connections to other trails, public transportation, and nearby civic facilities.
- Integrate historical interpretive placards and signage at points along the RTT corridor.
- Preserve the remains of decommissioned Union Pacific Railroad cross guards at intersections to increase trail identity by providing gateways with a repeating theme.

PUBLIC FACILITIES AND AMENITIES

- Place garbage and recycling bins at locations evenly spaced along the RTT corridor.
- Consider providing public restrooms within special use areas.
- Provide exercise stations at several locations (and at all special use areas) evenly spaced along the RTT corridor.
- Provide small playgrounds at all special use areas.
- Provide picnic tables at all special use areas and at selected locations.
- Provide leashed dog infrastructure, including "doggy bag" dispensers at selected locations.
- Consider creating focal points in special use areas that provide seating, such as small pavilions or groups of benches.
- Commission the creation of public art sculpture. Consider providing "climbable" sculptures for children in special use areas.

STREETSCAPE (WHERE THE RTT CORRIDOR INTERSECTS STREETS)

At all RTT corridor/street intersections, include the following:

- Americans with Disabilities Act ramps.
- Bollards and other gateway features.
- Highly visible crosswalks.

Where the trail crosses streets at existing intersections of heavy traffic, improve pedestrian and bicycle safety by installing the following:

- Bulb-outs.
- Center median islands that are wide enough to be a refuge for trail users (including bicyclists).

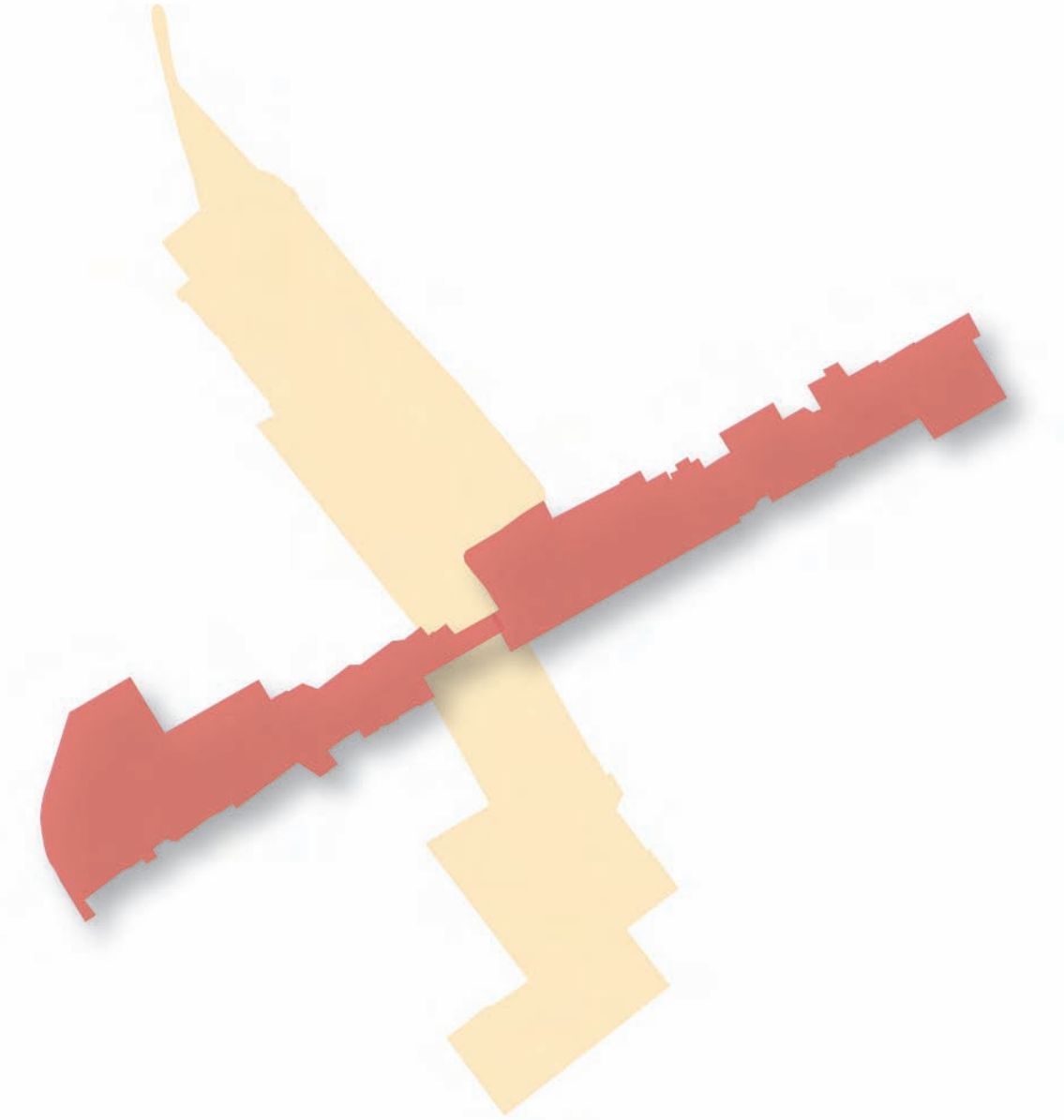
Where the RTT corridor crosses a street at mid-block, install the following traffic calming measures in lieu of a traffic signal:

- Bulb-outs on each side of the street.
- A five-foot wide center median (including an at-grade refuge for trail users).
- Highly visible signage marking the presence of the RTT corridor.
- In-pavement flashing lights and/or pedestrian-activated crosswalk (for high-traffic streets only).

BUILDING FRONTAGES AND SETBACKS

- In new residential development, primary entries to ground floor dwelling units should face the RTT corridor.
- Stoops and porches should be incorporated into buildings where they face the RTT corridor.

East Santa Clara Street/Alum Rock Avenue Component



Chapter IV, Section E

This page has been left blank intentionally.

This East Santa Clara Street/Alum Rock Avenue (ESC/AR) Component of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) includes a land use plan and a circulation and traffic calming plan. Urban design guidelines are also provided for the ESC/AR corridor, for the stretch between Coyote Creek to the west and King Road to the east.

LAND USE PLAN

This land use plan is divided into three categories: land use planning concepts, land use plan overview, and land uses.

LAND USE PLANNING CONCEPTS

- Allow for a mix of commercial, residential, and office land uses in future infill development projects along the ESC/AR corridor.
- Mandate commercial uses on the ground floor of new mixed-use development.
- Support efforts to open the interior of the Mexican Heritage Plaza to Alum Rock Avenue. Include a new farmers' market in the redesigned plaza space.
- Create new public facility, such as a children's learning museum, in the vicinity of Mexican Heritage Plaza. Support efforts to establish a new bazaar in the area.
- Establish a community theater and/or an independent cinema and the site of the former Mexico Theater site.
- Preserve existing civic institutions and social clubs.

LAND USE PLAN OVERVIEW

This land use plan covers all parcels adjacent to the ESC/AR corridor, with the exception of the former Empire Lumber site and the existing McDonald's site, both of which are examined in the Industrial Sites Component section (see Figure 57).

During the community planning process, the community once again endorsed the original vision for the ESC/AR corridor from the 2002 *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan* (2002 *NIP*). The 2002 *NIP* states (page III-9):

"A pedestrian-friendly continuum of shops and other active uses is desired, and should be supported by an attractive streetscape with awnings, comfortable seating areas, and a dense canopy of trees. Upper-story housing and offices will frame the "main street", and make the corridor active safe around-the-clock. Daytime shopping and employment will give way to evening activity associated with great restaurants, social clubs, and small theaters. Residents on upper floors will watch over this rich urban scene and make it a more vibrant place."

The primary strategy in this land use plan for implementing the vision of the community for the ESC/AR corridor is the reclassification of most parcels that are currently designated with the General Commercial Land Use Designation to a designation that allows a mix of commercial, residential, and office land uses. This change would allow for the redevelopment of existing buildings (now, typically

one or two stories with deep setbacks) to street-facing three- to seven-story buildings containing commercial space on ground floors and office and residential space on upper floors. As part of any new development, the preservation of the numerous social organizations is encouraged within future commercial spaces.

The site of the former Mexico Theater is the only parcel planned for a continuation of the General Commercial Land Use Designation. The intent is to preserve the historically significant theater building for future use as a community theater and/or independent cinema.

The Public/Quasi-Public Land Use Designation is proposed to remain unchanged at the parcels occupied by East San José Carnegie Branch Library, Five Wounds Church, and Mexican Heritage Plaza. Other sites currently assigned the Public/Quasi-Public Land Use Designation are proposed for modification. The site of the Santa Clara County Multi-Services Center (SCCMSC) is planned for reconfiguration to allow for other land uses while maintaining the current public services at the site. The site of the recently closed Five Wounds School would be reclassified to the Transit Corridor Residential Land Use Designation to allow for senior housing development. Additionally, the I.E.S. Hall site would be reclassified to allow for a mix of commercial (which would include the preservation of I.E.S. Hall), residential, and office land uses.

If feasible, the parcel located at the northwest corner of Alum Rock Avenue and King Road would be reclassified from the General Commercial Land Use Designation to the Public/Quasi-Public Land Use Designation to allow for new public facilities, such as a children's learning museum and parking garage. No change in designation is proposed for Roosevelt Park and Roosevelt Park Community Center. These would retain the current Public Park and Open Space Designation.

LAND USES

Transit Corridor Residential

The Transit Corridor Residential Land Use Designation is planned for the site of the recently closed Five Wounds School, shaded dark brown in Figure 57. The Roman Catholic Welfare Corporation of San José is interested in providing senior housing for some of its elderly members. The intent of reclassifying the site from the existing Public/Quasi-Public Land Use Designation is to allow for transit-oriented housing to be pursued at the site, thereby increasing the number of residents in close proximity to the planned Alum Rock BART Station. However, any housing at this site should be carefully designed to preserve the visual integrity of Five Wounds Church. Ground floor commercial is discouraged at this site since it would be adjacent to Five Wounds Church.

General Commercial

The site of the former Mexico Theater is planned to retain its General Commercial Land Use Designation (see the parcel shaded red in Figure 57). The intent is to preserve the theater building in order to allow for future reuse as a community theater and/or an independent cinema. Unfortunately, the interior of the theater has recently been gutted (illegally). The community is interested in

attracting non-profit theater groups, such as Teatro Campesino, Teatro Vision, and Northside Theater, to run such an establishment. See the parking chapter for a discussion of short- and long-term parking strategies that would support reuse of the Mexico Theater.

Residential/Commercial/Office Mixed Use

This land use plan envisions changing the current General Commercial Land Use Designation that applies to the majority of parcels along the ESC/AR corridor to one that allows for a mix of commercial, residential, and office land uses for the majority of parcels (see the parcels shaded burgundy on Figure 57). The intent of this change is to allow for the gradual development of new street-facing, mixed-use buildings (ranging from three to five stories) that would promote community goals for a pleasant and walkable boulevard. Commercial uses would predominate on the ground floor of newly developed buildings, while offices and residences would be located on upper floors to provide "eyes on the street" and add to pedestrian activity. Newly developed buildings would also have little or no setbacks to promote a sense of enclosure.

It is recommended that the proposed change from the existing General Commercial Land Use Designation to a mixed-use designation take place in the short-term to prevent the development of buildings and the establishment of new businesses that are out of character with the envisioned pedestrian-friendly, boulevard environment along the ESC/AR corridor. For example, the recently approved Pacific Carwash (on a parcel adjacent to SCCMSC) is an automobile-oriented commercial use that will not provide a mixed-use, street-facing architecture,

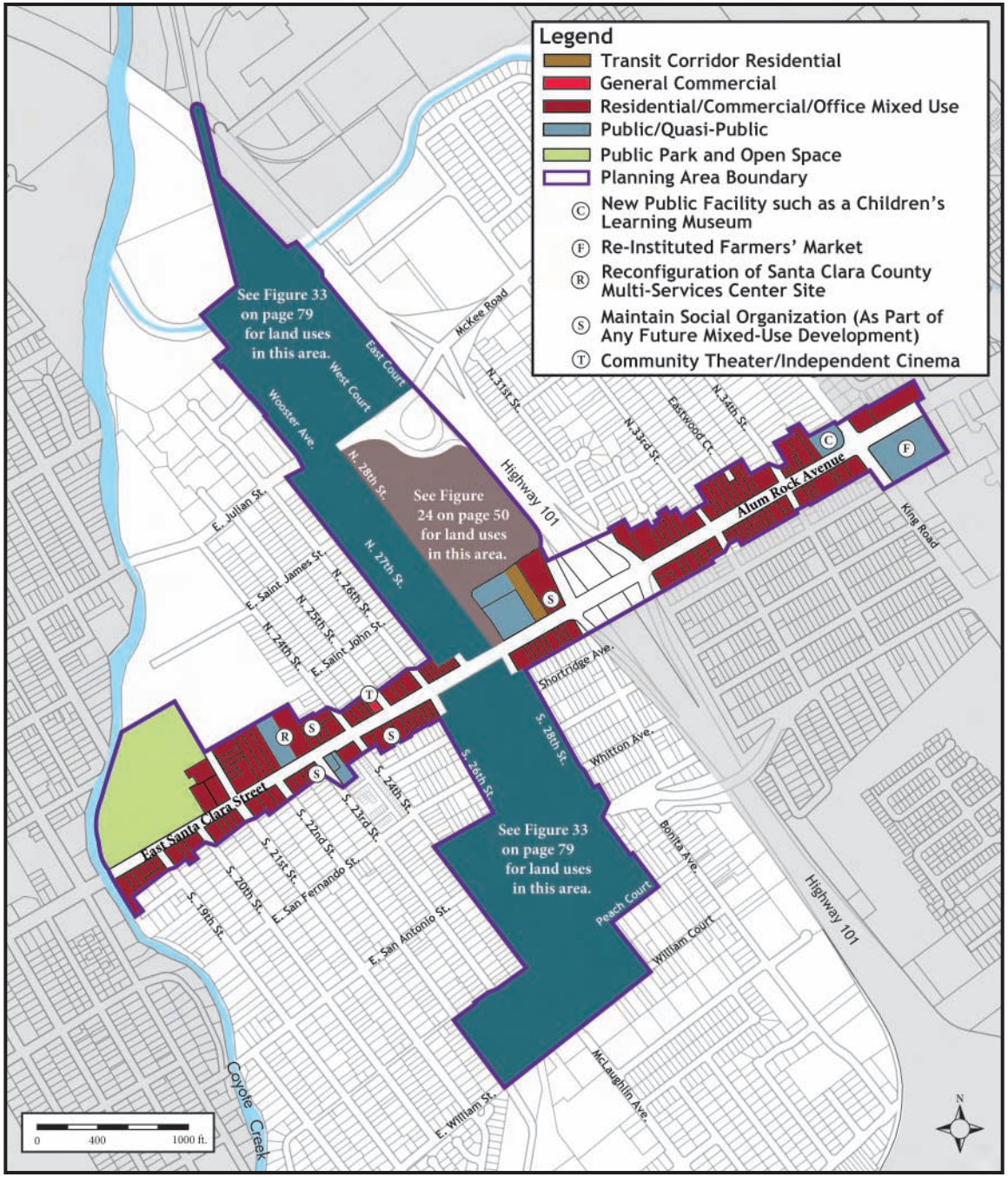


Figure 57. East Santa Clara Street/Alum Rock Avenue corridor land use plan.

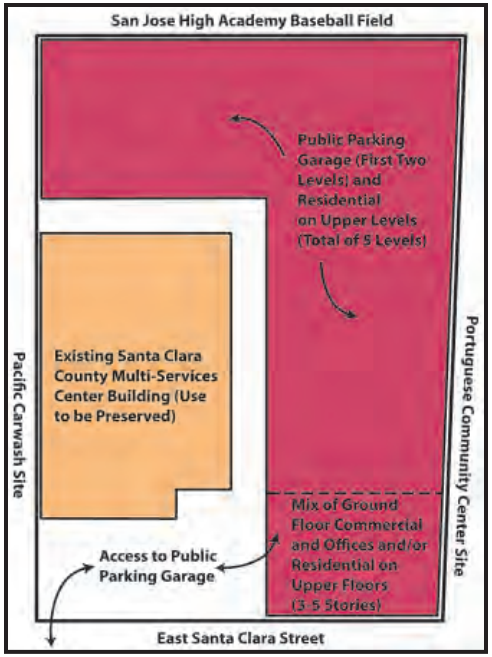


Figure 58. Proposed re-use of the existing surface parking lot of the Santa Clara County Multi-Services Center site.

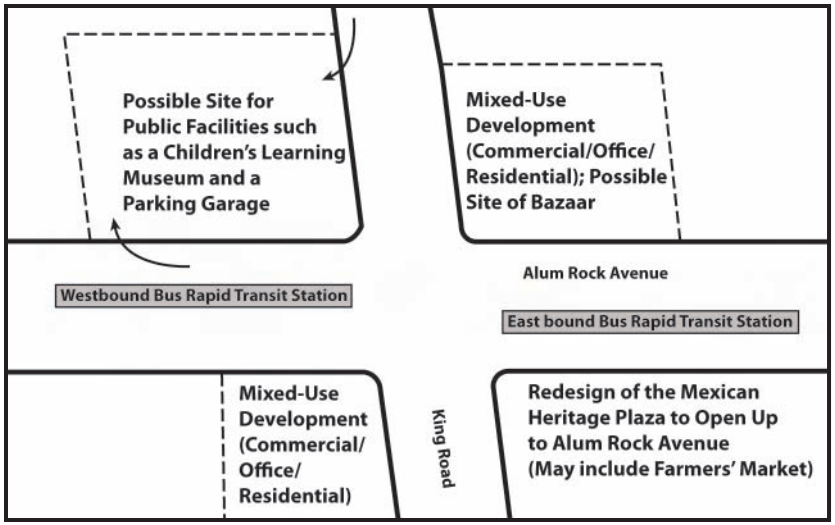


Figure 59. Envisioned hub of public activities at the intersection of Alum Rock Avenue and King Road.

and will likely add heavy automobile congestion to the sidewalk zone. The approval of this development was possible due to the current General Commercial Land Use Designation.

Business types preferred by community members for ground floor commercial space include:

- Restaurants with sidewalk seating.
- Neighborhood-serving businesses, such as cafés, hardware stores, and dry cleaners.
- A bazaar (possible at the parcel located at the northeast corner of the Alum Rock Avenue and King Road).
- Art galleries.
- Locally-owned businesses of all types.

Public/Quasi-Public

Generally, sites with public or quasi-public land uses are retained by this plan. Public sites include SCCMSC, East San José Carnegie Branch Library, and Mexican Heritage Plaza. However, modifications are proposed for some of these public uses. This plan envisions the re-configuration of SCCMSC to allow for some mixed-use development to take place on the existing surface parking lot (see Figure 58 for an illustration). Additionally, efforts currently underway (by a City-sponsored committee) to redesign Mexican Heritage Plaza, so that the outdoor plaza space becomes more visible from Alum Rock Avenue, should be strongly supported. As part of this effort, a farmers' market should also be considered for return to Mexican Heritage Plaza. The success of a farmers' market would be promoted due to the planned intensification of the ESC/AR corridor along with the proposed redesign of the outdoor plaza space (where the farmers' market would presumably be located).

One site, at the northwest corner of Alum Rock Avenue and King Road, should be considered for reclassification from the General Commercial Land Use Designation to the Public/Quasi-Public Land Use Designation, if feasible. This parcel is a good candidate for a future public use as a portion of the site is already planned for incorporation into the planned widening of Alum Rock Avenue to accommodate a bus rapid transit (BRT) station. The intent of a change to the Public/Quasi-Public Land Use Designation would be to allow for new public facilities such as a children's learning museum (prioritized by community members) and a parking garage. The area around the Alum Rock Avenue/ King Road intersection is envisioned to become a hub of community and public life, serving as an eastern gateway to the ESC/AR corridor and the Planning Area (see Figure 58 for an illustration).

Existing quasi-public sites include Five Wounds Church and the site of the recently closed Five Wounds School. No land use designation change is planned for Five

Wounds Church. Plans for the Five Wounds School site are described under Transit Corridor Residential, above.

Public Park and Open Space

No land use designation change is planned for Roosevelt Park or Roosevelt Park Community Center. There are no other parks or open space along the ESC/AR corridor in the Planning Area.

CIRCULATION & TRAFFIC CALMING PLAN

The circulation and traffic calming plan for the ESC/AR corridor is divided into three parts: circulation and traffic calming planning concepts; circulation and traffic calming planning overview; and street system and transit system modifications and traffic calming measures.

CIRCULATION AND TRAFFIC CALMING PLANNING CONCEPTS

- Improve the safety of existing intersections for pedestrians and automobile drivers through traffic calming measures such as bulb-outs and center medians with pedestrian refuges, highly visible crosswalks, and additional traffic signals.
- Prevent left turns at intersections that are not fully signalized.
- Improve the efficiency of transit by synchronizing plans with Santa Clara Valley Transportation Authority's (VTA) BRT project for the ESC/AR corridor.
- Replace any loss of on-street parking spaces near where the loss occurs.

CIRCULATION AND TRAFFIC CALMING PLAN OVERVIEW

Planning circulation and traffic calming improvements for the ESC/AR corridor is a challenge due to the spatial constraints of the street right-of-way. Therefore, to meet community goals for a walkable corridor with small town character, and to improve the safety of pedestrians and drivers, this circulation and traffic calming plan consists of trade-offs that favor pedestrian- and transit-orientation over that of providing more capacity for automobiles. The goals of the community, investments in two major transit projects, and the fact the City of San José has committed to a green vision, further support the focus on transit and the pedestrian over that of providing more automobile capacity. That said, the plan still recommends strategies designed to facilitate the flow of automobile traffic (at safe speeds) in the context of an operating BRT line and significant new traffic calming infrastructure.

This plan envisions significant improvements to all intersections between Coyote Creek and King Road. These improvements would include highly visible crosswalks, bulb-outs at most corners, and pedestrian refuges in the middle of most crosswalks. Additionally, all intersections would have traffic signals, though some would be activated only by pedestrians. The intent of these improvements is to dramatically increase pedestrian safety. Some intersections would no longer allow left turns in order to increase automobile safety and to minimize the need for fully-signalized intersections along the ESC/AR corridor.

This plan also envisions significant improvements to the

street right-of-way between intersections. This plan calls for greatly improving the delineation of street lanes and on-street parking spaces by clearly marking the street surface with durable street paint. Plans also specify standardized lane widths to assure more consistency and to free space for traffic calming features. A mountable center median (with rolled curbs to allow emergency vehicles to cross the median) is proposed to run along the entire ESC/AR corridor within the Planning Area to increase safety for drivers. The median would include some landscaping near intersections to improve the appearance of the streetscape.

There are two major trade-offs to achieve the traffic calming and streetscape improvements desired by the community. First, the removal of some on-street parking will be necessary to accommodate traffic calming features such as bulb-outs and center medians. The loss of on-street parking is a legitimate concern for merchants and residents alike. Furthermore, an absence of on-street parking exposes the sidewalk to moving traffic, which can reduce pedestrian safety and comfort. To mitigate these concerns, this circulation and traffic calming plan is recommending that where on-street parking is removed, landscaping be installed on the sidewalk in a way that provides a buffer between pedestrians and automobiles. Furthermore, the short-term parking plan in this Parking Component proposes replacing any lost on-street parking with surface parking lots along the ESC/AR corridor.

The second trade off would be that buses would no longer be able to pull out of the traffic lane at bus stops. Rather, buses would utilize new bulb-outs and stay in the traffic lane, potentially impacting automobile traffic flow. The intent of providing bulb-outs at bus stops is to speed the flow of buses, allow for a significant improvement in the streetscape (i.e. landscaped bulb-outs), and to provide a more safe and comfortable pedestrian environment. To

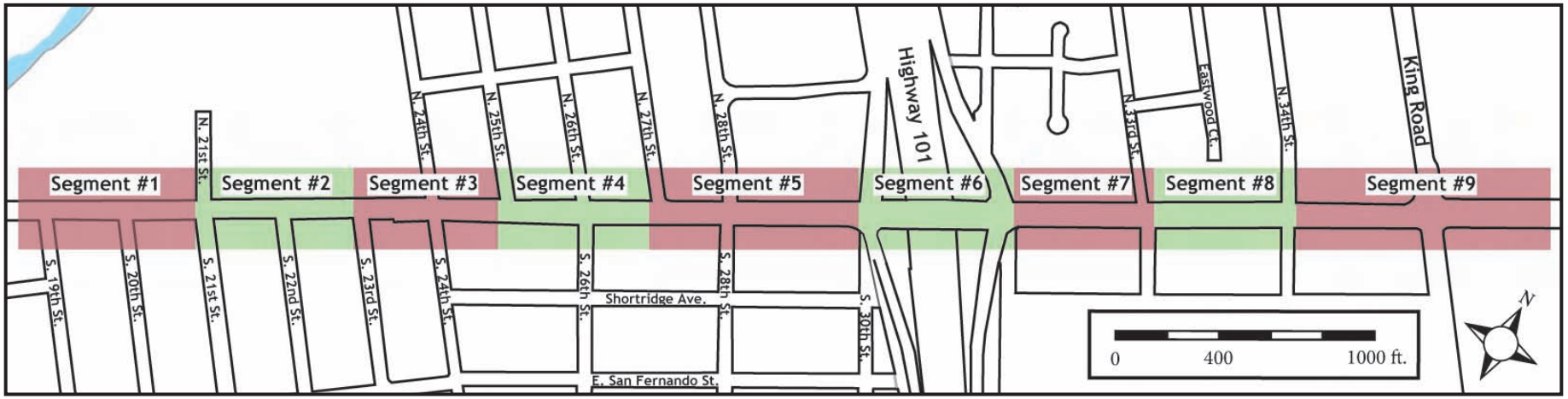


Figure 60. Segments of the East Santa Clara Street/Alum Rock Avenue corridor.

mitigate the impact on automobiles, pre-paid bus tickets should be required to minimize bus dwell times at bus stops, thereby reducing the impact on traffic flow.

STREET SYSTEM AND TRANSIT SYSTEM MODIFICATIONS AND TRAFFIC CALMING MEASURES

The street system modifications and traffic calming measures proposed in this plan are described in nine separate segments (see Figure 60). The nine segments are ordered from west to east. Segments cover two blocks each along East Santa Clara Street and one block each along Alum Rock Avenue. Please note the plan view graphics for each segment do not reflect future land uses, rather the existing building footprints are shown. This is done since many of the proposed improvements described below may take place prior to new development along the ESC/AR corridor.

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #1: South 19th Street to 21st Street

Segment #1, shown in Figure 61, includes the East Santa Clara Street/South 19th Street and East Santa Clara Street/South 20th Street intersections, as well as the street right-of-way spanning from South 19th Street to South 21st Street. The East Santa Clara Street/South 21st Street intersection is also shown in Figure 61, but is discussed under Segment #2.

The East Santa Clara Street/South 19th Street T-intersection is the main gateway into Roosevelt

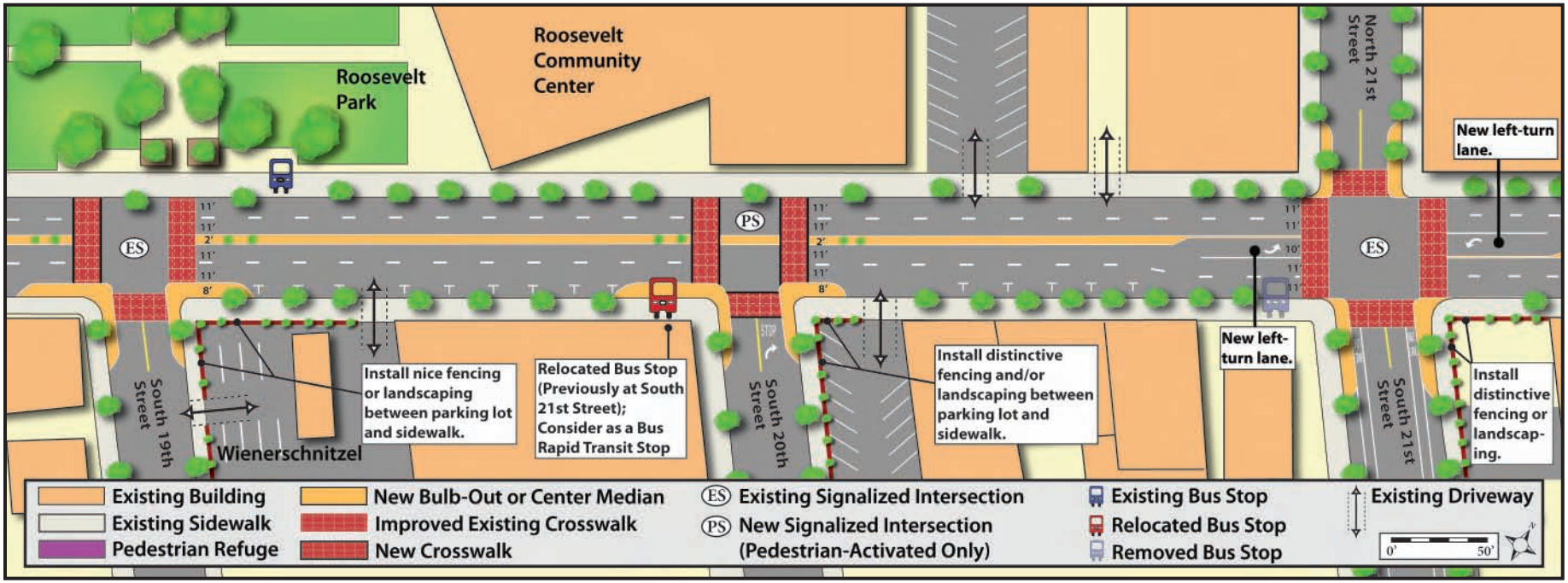


Figure 61. East Santa Clara Street/Alum Rock Avenue - Segment #1.

Park. Therefore, this plan envisions a greatly improved pedestrian experience at this T-intersection. Improvements would include one new crosswalk and provide improved visibility for the two existing crosswalks. New bulb-outs, extending into streets at the southern corners of the intersection, along with a center median, would greatly improve the safety of the high number of people crossing at this location.

The new landscaped center median would continue along the entire length of street right-of-way between South 19th Street and South 20th Street. Most on-street parking is preserved on the south side of the street. This plan also specifies the inclusion of streetscape improvements, such as distinctive fencing and/or landscaping along this stretch that would provide separation between the sidewalk and the existing Wienerschnitzel parking lot located at the southeast corner of East Santa Clara Street.

This plan also calls for the bus stop serving eastbound buses, currently located just west of 21st Street, to be moved to a location just west of South 20th Street so it is in closer proximity to Roosevelt Park and Roosevelt Community Center. This relocated bus stop, along with the existing bus stop serving westbound buses, near the entrance to Roosevelt Park, should be considered for conversion to a curbside BRT station in the future, since this area is developing into a center for community life. The proposed bulb-outs between South 19th Street and South 20th Street would also speed the operation of buses.

The East Santa Clara Street/South 20th Street T-intersection, currently lacking any crosswalks, would receive three new crosswalks, in addition to two new bulb-outs on the south side of East Santa Clara Street. The intention is foster the creation of a pedestrian-friendly atmosphere and to increase the sense of place associated with the Roosevelt Community Center, which is located at the head of South 20th Street.

The center median would also run through this intersection to prevent left turns onto East Santa Clara Street from South 20th Street. Currently, no traffic signal assists drivers turning left onto the busy East Santa Clara Street, creating a dangerous situation. Due to the very short blocks along this stretch of East Santa Clara Street, this T-intersection is not a good candidate for a new traffic signal. However, this plan does calls for a pedestrian- and motion-activated traffic signal on East Santa Clara Street.

The center median would continue through the street right-of-way from South 20th Street to South 21st Street. Bulb-outs are not proposed along most of this stretch, to allow for the preservation of some on-street parking on the south side of East Santa Clara Street, and to accommodate a new left-turn lane onto North 21st Street. This left-turn lane would accommodate cars accessing the parking lots located off North 21st Street that are associated with Roosevelt Park. Additionally, if a multi-level parking garage is built at the northwest corner of East Santa Clara Street and North 21st Street (as proposed in long-term parking plan in the Parking Component and the 2003 *Roosevelt Park Master Plan*

Amendment), the left-turn lane would be further utilized. Distinctive fencing and/or landscaping would provide separation between the sidewalk and the parking lot at the southeast corner of East Santa Clara Street and South 20th Street.

A few parking spaces would be lost on the north side of the street between South 20th Street to 21st Street. However, though parking is currently provided on both sides of the street, the width of the street along this stretch (54 feet) is not wide enough to provide four lanes of traffic and on-street parking of appropriate width, irrespective of the presence of a center median. A new surface parking lot at the southeast corner of East Santa Clara Street and 21st Street could provide replacement parking (see the short-term parking plan in the Parking Component for details).

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #2: 21st Street to South 23rd Street

Segment #2, shown in Figure 62, includes the East Santa Clara Street/ 21st Street and East Santa Clara Street/South 22nd Street intersections, as well as the street right-of-way spanning from 21st Street to South 23rd Street. The East Santa Clara Street/South 23rd Street intersection is also shown in Figure 62, but is discussed under Segment #3.

This circulation and traffic calming plan envisions improvements to the East Santa Clara Street/21st Street intersection that include realigning the two existing crosswalks (to minimize the distance required to

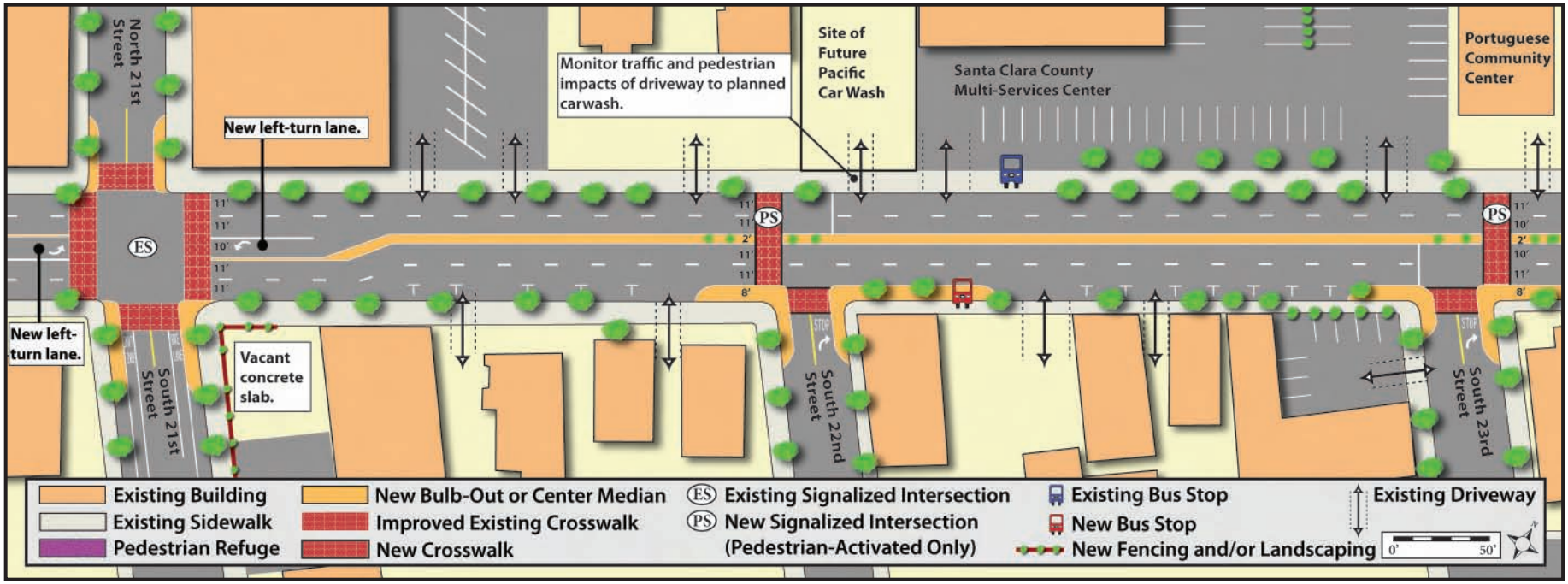


Figure 62. East Santa Clara Street/Alum Rock Avenue - Segment #2.

cross the street) and increasing the visibility of all four existing crosswalks. New left-turn lanes are also proposed to approach the intersection from both directions. The proposed westbound left-lane from East Santa Clara Street onto South 21st Street is included in the plan to mitigate the elimination of left-turn capability onto South 22nd Street and South 23rd Street from East Santa Clara, as proposed in this plan. Due to space constraints that would be created by the proposed left-turn lanes, the four bulb-outs proposed for the intersection would only extend into South 21st Street and not into East Santa Clara Street.

The center median would continue along East Santa Clara Street, between 21st Street and South 22nd Street. To accommodate the center median and the westbound left-turn lane along this stretch, on-street parking is planned for removal along the north side of East Santa Clara Street. The continuation of some existing on-street parking is identified for the south side of the street. Replacement parking is proposed in this 2010 *CCP* at a small vacant lot at the southeast corner of East Santa Clara Street and the South 21st Street (see the short-term parking plan in the Parking Component for more details). This vacant lot is a visual blight to the streetscape, so this plan proposes adding distinctive fencing and/or landscaping between a future parking lot and the sidewalk.

At the East Santa Clara Street/South 22nd Street T-intersection, two new crosswalks are planned. A third crosswalk at this T-intersection is not advisable due to the location of the planned driveway for the Pacific Carwash (the crosswalk would likely flow into the driveway). The impact of this driveway on the pedestrian environment should be monitored in the future due to high traffic volumes anticipated from the operation of the carwash. Two corner bulb-outs at the southwest and southeast corners of the intersection would complement the new crosswalks. A pedestrian- and motion-activated traffic signal would allow pedestrians to safely traverse East Santa Clara Street. The aforementioned center median would extend through the T-intersection to prevent left turns from South 22nd Street to East Santa Clara Street.

Just east of South 22nd Street, a new bus stop is planned on the south side of East Santa Clara Street and would utilize the new bulb-out at the southeast corner of East Santa Clara Street and South 22nd Street. There are currently two fewer bus stops going in the eastbound direction along East Santa Clara Street (in the Planning Area) than the westbound direction. This additional bus stop would reduce this imbalance and provide better access for westbound travelers to the SCCMSC.

The center median would continue between South 22nd Street and South 23rd Street. Once again, on-street parking would be removed along the north side of East Santa Clara Street to accommodate the center median, but most on-street parking would be preserved on the south side of the street. Replacement parking is called for in the 2010 *CCP* at the underutilized SCCMSC parking lot (see the short-term parking plan in the

Parking Component for more details).

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #3: South 23rd Street to North 25th Street

Segment #3, shown in Figure 63, includes the East Santa Clara Street/South 23rd Street and East Santa Clara Street/24th Street intersections, as well as the street right-of-way spanning from South 23rd Street to North 25th Street. The East Santa Clara Street/North 25th Street intersection is also shown in Figure 63, but is discussed under Segment #4.

The East Santa Clara Street/South 23rd Street T-intersection, currently lacking any crosswalks, would receive two new crosswalks. A third crosswalk is not advisable because it would likely terminate at the existing driveway to the SCCMSC parking lot. Two new bulb-outs on the southern corners of this intersection are included in this plan. The bulb-out on the southeast corner of the intersection would extend further eastward than a typical corner bulb-out so as to widen the sidewalk in front of the entrance to the East San José Carnegie Branch Library, thereby improving the pedestrian environment of this public facility.

As is the case at the East Santa Clara Street/South 20th Street and East Santa Clara Street/South 22nd Street intersections, no traffic signal exists to assist drivers turning left onto the busy East Santa Clara Street from South 23rd Street, creating a dangerous situation. Therefore, this plan envisions the center median

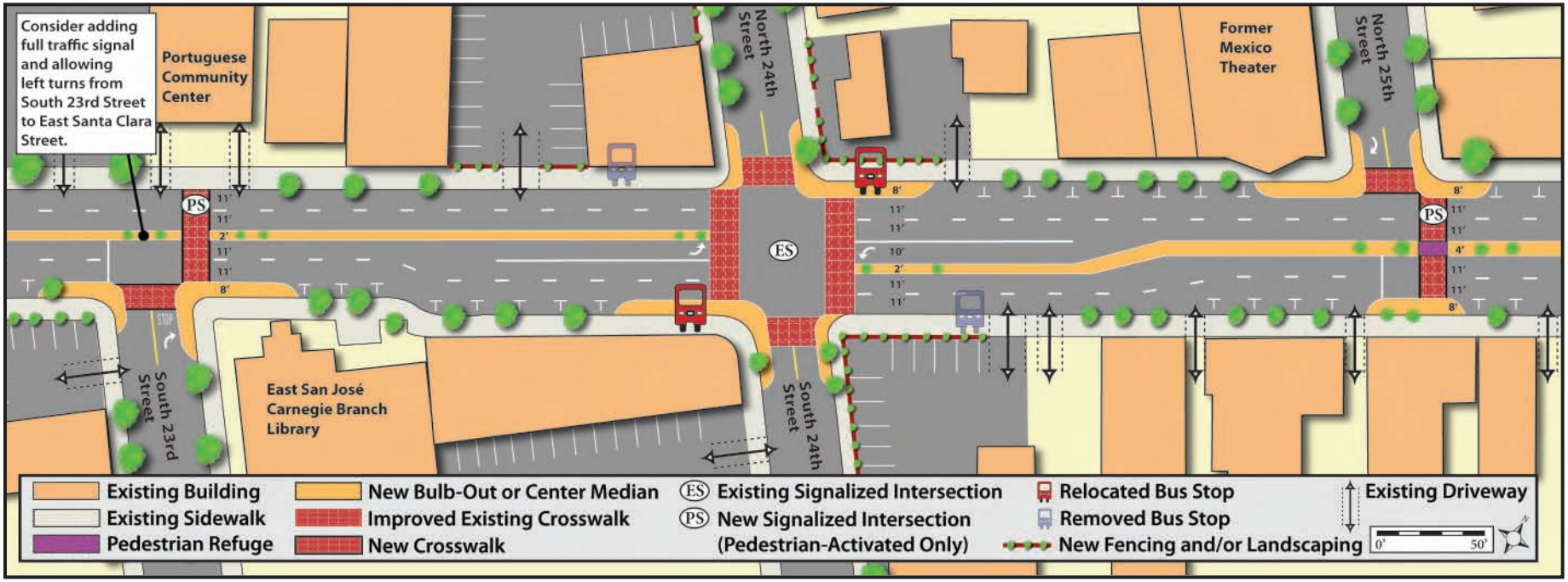


Figure 63. East Santa Clara Street/Alum Rock Avenue - Segment #3.

running through this intersection to prevent left turns onto East Santa Clara Street from South 23rd Street. However, a pedestrian- and motion-activated traffic signal would also be included in the intersection redesign. An alternative strategy could be to add a full traffic signal at this intersection, thereby allowing left turns. Given that the parking lot for the East San José Carnegie Branch Library is located off South 23rd Street, allowing left turns onto East Santa Clara Street may be desirable. Therefore, this option should be studied further.

The proposed center median would continue between South 23rd Street and 24th Street. To accommodate the center median and the existing eastbound left-turn lane, on-street parking is planned for removal along this block on the north side of East Santa Clara Street. The continuation of some on-street parking is identified for the south side of the street. Replacement parking would be provided at the SCCMSC parking lot (see the short-term parking plan in the Parking Component for more details).

This circulation and traffic calming plan envisions improvements to the East Santa Clara Street/24th Street intersection that include realigning the two existing crosswalks that cross East Santa Clara Street to minimize the distance required to cross the street. This plan also calls for increasing the visibility of all four existing crosswalks. Four bulb-outs are also planned that would extend into 24th Street. Two of these bulb-outs would also extend into East Santa Clara Street (at the southwest and northeast corners of the intersection), offsetting the lanes of one side of the intersection from the other, with the intent of slowing traffic. Distinctive fencing and landscaping would also be provided to improve the appearance of parking lots located on three parcels that flank the intersection.

This plan proposes the relocation of the existing bus stops that serve the East Santa Clara Street/24th Street intersection so that the bus stop serving eastbound buses would be located to the west of the intersection and the bus stop serving westbound buses would be located to the east side of the intersection. Due to the elimination of bus pullouts as part of the street redesign, the intent of these relocations is to prevent traffic from backing up in the middle of the intersection. Although these relocations could slightly slow local bus service (buses that stop at all bus stops) because the buses might have to wait through more red-light cycles, this situation would be mitigated by the planned addition of BRT service, which would provide a express service for those traveling long distances along the ESC/AR corridor.

The center median would continue along the street right-of-way for the duration of the block between 24th Street and North 25th Street as part of this plan. To accommodate this center median, the eastbound left-turn lane currently used to access North 25th Street would be removed. Most on-street parking would be preserved on both sides of the street.

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #4: North 25th Street to North 27th Street

Segment #4, shown in Figure 64, includes the East Santa Clara Street/North 25th Street and East Santa Clara Street/26th Street intersections, as well as the street right-of-way spanning from North 25th Street to North 27th Street. The East Santa Clara Street/North 27th Street intersection is also shown on Figure 64, but is discussed under Segment #5.

The East Santa Clara Street/North 25th Street T-intersection, currently lacking any crosswalks, would receive two new crosswalks and one new pedestrian refuge. Additionally, three new bulb-outs are envisioned (two corner bulb-outs on the north side of East Santa Clara Street and a single bulb-out opposite North 25th Street, along East Santa Clara Street). The bulb-out on the northwest corner of the intersection would extend further westward than a typical corner bulb-out so as to widen the sidewalk in front of the entrance to the former Mexico Theater (in preparation for the creation of a community theater and/or independent cinema at the site). As proposed by this plan for the other T-intersections, the center-median would also run through the intersection to prevent left turns between East Santa Clara Street and North 25th Street. A new pedestrian- and motion-activated traffic signal would also enhance safety for pedestrians crossing the street.

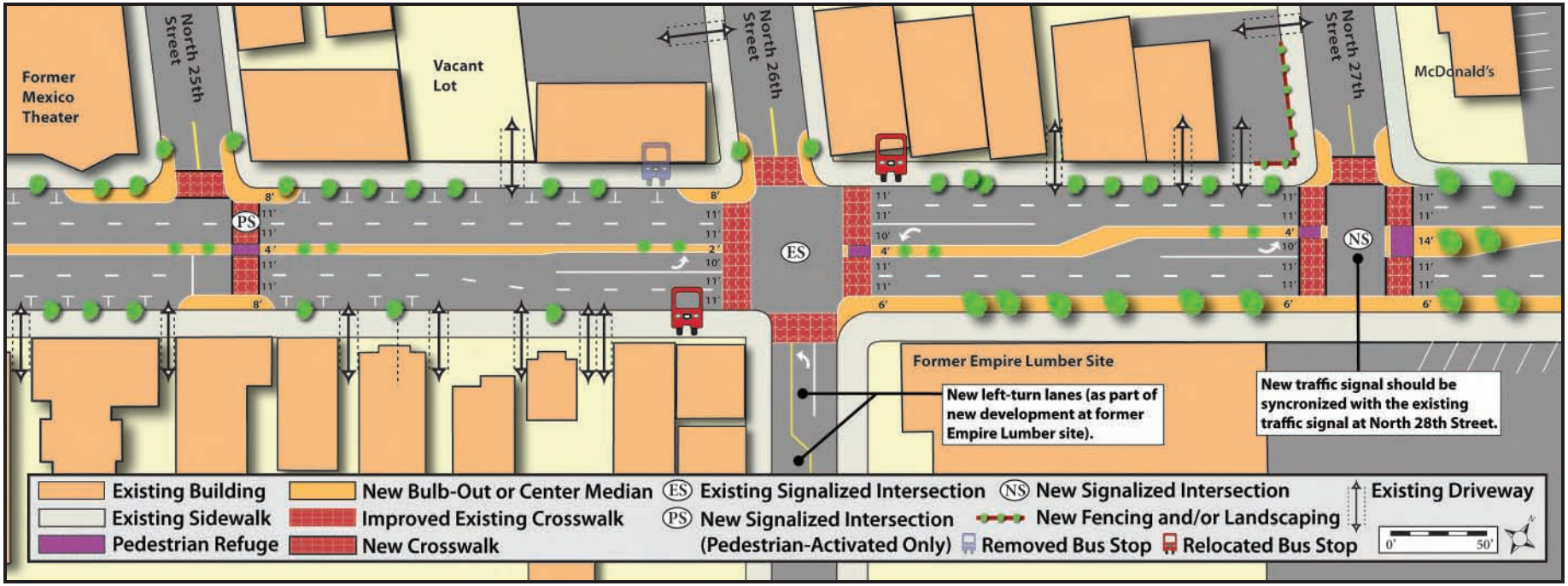


Figure 64. East Santa Clara Street/Alum Rock Avenue - Segment #4.

This circulation and traffic calming plan envisions improvements to the East Santa Clara Street/26th Street intersection that include realigning the two existing crosswalks that cross East Santa Clara Street to minimize the distance required to cross the street. The plan also calls for increasing the visibility of all four existing crosswalks and the addition of a pedestrian refuge. Two bulb-outs are planned to extend into North 26th Street (on the north side of East Santa Clara Street). One of these would also extend into East Santa Clara Street just west of 26th Street. A third bulb-out at the southeast of the intersection would extend into East Santa Clara Street. By design, these bulb-outs would offset the lanes from one side of the intersection to the other with the intent of slowing traffic.

Two new left-turn lanes on South 26th Street (immediately south of East Santa Clara Street) would allow for increased traffic volumes to access the envisioned transit-oriented development (TOD) at the former Empire Lumber site to and from East Santa Clara Street. South 28th Street to the east, another potential access point to Empire Lumber TOD site, is not a good option for automobile access because the Rail-to-Trail (RTT) corridor is planned alongside South 28th Street.

The relocation of the existing bus stop serving westbound buses (just west of the East Santa Clara Street/26th Street intersection) to just east of the intersection is proposed. The intent of this relocation is to prevent traffic from backing up into the middle of the intersection. This plan also adds a new bus stop just west of 26th Street to serve eastbound buses.

The center median would continue for the duration of the street right-of- way between 26th Street and North 27th Street as part of this plan. Additionally, the sidewalk on the south side of the street would be widened to improve the pedestrian environment (especially given the envisioned TOD at the former Empire Lumber site located on this block) and to prevent on-street parking from impeding traffic flow near the planned BRT stop just to the east. To accommodate the widened sidewalk and center median, existing on-street parking would be eliminated on both sides of the street. Replacement parking is proposed at several locations nearby (see the short-term and long-term parking plans in the Parking Component).

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #5: North 27th Street to Highway 101 Southbound On-/Off-Ramps

Segment #5, shown on Figure 65, includes the East Santa Clara Street/North 27th Street and East Santa Clara Street/28th Street intersections, as well as the street right-of-way spanning from North 27th Street to the Highway 101 southbound on-/off-ramps. The intersection at East Santa Clara Street and Highway 101 southbound on-/off-ramps is also shown in Figure 65, but is discussed under Segment #6.

The East Santa Clara Street/North 27th Street T-intersection is envisioned for several improvements,

including the addition of a traffic signal, three new crosswalks (including two pedestrian refuges), and two new bulb-outs that would extend into North 27th Street. Additionally, the aforementioned sidewalk widening (on the south side of East Santa Clara Street between 26th Street and North 28th Street) would run through this intersection. The new traffic signal planned for this intersection is designed to accommodate higher traffic levels associated with the envisioned intensification of land use along North 27th Street (as described in the Industrial Sites Component of this 2010 *CCP*). Additionally, with the planned closing of East Saint James Street between North 27th Street and North 28th Street, as part of the development of the RTT corridor, more traffic would be forced to use the North 27th Street to access East Santa Clara Street.

The planned center median along the street right-of-way running between North 27th Street and 28th Street is designed to prevent mid-block left turns between the McDonald's site and East Santa Clara Street. The existing eastbound left-turn lane is lengthened slightly by this plan in anticipation of heavier traffic loads associated with TOD at the SJS site. This plan is also consistent with VTA's plans to bulb-out the sidewalk on the south side of East Santa Clara Street between North 27th Street and 28th Street, to accommodate the planned BRT station serving eastbound buses. On-street parking would be eliminated on both sides of

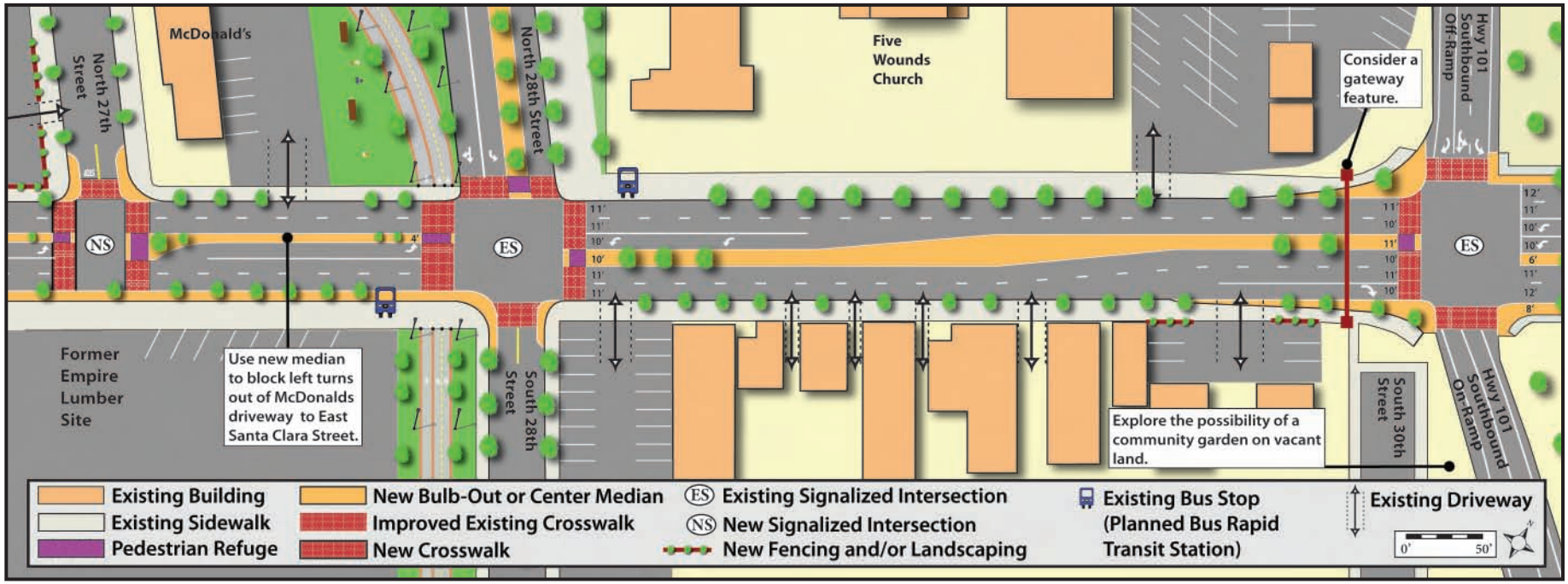


Figure 65. East Santa Clara Street/Alum Rock Avenue - Segment #5.

the street. Replacement parking is proposed in the short-tem parking plan (in the Parking Component section of this chapter) at several locations nearby. If McDonald's is redeveloped, placing the westbound BRT station between North 27th Street and North 28th Street should be considered.

The East Santa Clara Street/28th Street intersection is envisioned to be the nexus of the entire Planning Area, as it is where the RTT corridor and the ESC/AR corridor meet, and is to be surrounded by new TOD. Therefore, special attention is given to this intersection in this plan. All four existing crosswalks would be upgraded with the two that cross East Santa Clara Street to be re-aligned to be perpendicular with the curbs. In particular, the western crosswalk on East Santa Clara Street is designed several feet wider than a typical crosswalk and would align with the pedestrian and bicycle pathways associated with the RTT corridor. Pedestrian refuges would be present at three of the four crosswalks.

This plan calls for a significant realignment of the existing lanes that run between 28th Street and the Highway 101 Southbound on-/off-ramps by eliminating excess lane widths (generally along the westbound curb lane) and the few existing on-street parking spaces. The freed street space would be used to provide a wide, full-block center median (generously landscaped) and extended bulb-outs to tighten the street right-of-way at approaches to the highway ramps.

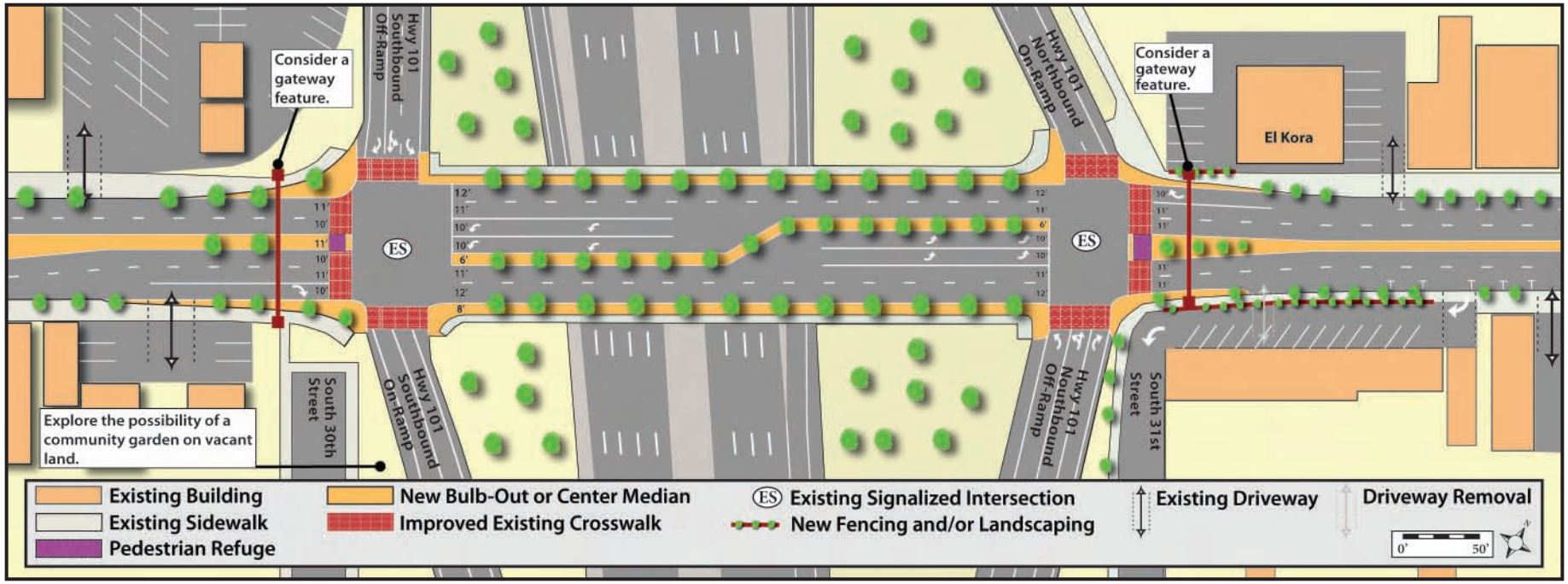


Figure 66. East Santa Clara Street/Alum Rock Avenue - Segment #6.

A gateway feature, announcing the business district along East Santa Clara Street should be considered just west of where the street intersects with the Highway 101 southbound on-/off-ramps.

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #6: Highway 101 Southbound On-/Off-Ramps to Highway 101 Northbound On-/Off-Ramps

Segment #6, shown on Figure 66, includes the intersection of East Santa Clara Street and the Highway 101 southbound on-/off-ramps, the intersection of Alum Rock Avenue and the Highway 101 northbound on-/off-ramps, and the street right-of-way spanning between the two intersections.

Typically, where streets intersect freeway on- and off-ramps, the environment is very hostile to pedestrians. Where East Santa Clara Street and Alum Rock Avenue intersect the Highway 101 ramps is no exception. The intersections are designed to allow automobiles to speed through curves as they enter or exit the highway ramps. The sidewalks on the bridge above Highway 101 are also very narrow (approximately six feet wide) and there are no separating elements between pedestrians and the adjacent heavy traffic. This plan envisions a complete transformation of this stretch of the ESC/AR corridor so that the intersections with on-/off-ramps take on the nature of a traffic-calmed city block, and the sidewalks running on the bridge over Highway 101 become much safer and more pleasant for pedestrians. To accomplish this transformation, this plan takes advantage of the unnecessarily wide street right-of-way and applies the excess space to traffic calming measures and streetscape improvements, without reducing the traffic carrying capacity.

It will be a challenge to implement these enhancements as they will require Caltrans approval. However, precedent has already been set for similar overpass improvements. In addition, given that both ends of this overpass are gateways into businesses districts, and that pedestrian access to the planned Alum Rock BART Station from the areas east of Highway 101 is desirable, such improvements should be a priority.

The intersection of East Santa Clara Street and the Highway 101 southbound on-/off-ramps is envisioned for several improvements, including the addition of four new bulb-outs that would significantly reduce the lengths of the three existing crosswalks. These bulb-outs would also tighten the turning radii to and from the highway ramps so automobiles could still access the ramps but could no long speed around the curves. Automobiles accessing the southbound on-ramp should also be forced to stop at the intersection, as the current situation is extremely dangerous to pedestrians. Crosswalks would be made more visible and a pedestrian refuge would be located in the East Santa Clara Street center median. Landscaping at this intersection, especially on the East Santa Clara Street side would be generous. Under this plan, both sidewalks along the overpass would be widened to approximately 15 feet. The curbside portion of the sidewalks would include landscaping located in concrete planter boxes. This landscaping would not only beautify the overpass, but would also serve as a

barrier between pedestrians and traffic. The existing four-foot center median that runs along the bridge's street right-of-way would be widened and landscaped. The current lane configurations would remain, although excess street space would be eliminated to provide space for the widening of the sidewalks and center median.

The intersection of Alum Rock Avenue and the Highway 101 northbound on-/off-ramps is envisioned for the same improvements as those described for the intersection of East Santa Clara Street and the Highway 101 southbound on-/off-ramps.

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #7: Highway 101 Northbound On-/Off-Ramps to 33rd Street

Segment #7, shown in Figure 67, includes the street right-of-way between the intersection of Alum Rock Avenue and the Highway 101 northbound on-/off-ramps and the Alum Rock Avenue/33rd Street intersection. The intersection of Alum Rock Avenue and the Highway 101 northbound on-/off-ramps is also shown in Figure 67, but is discussed under Segment #6.

The primary change to the street right-of-way between the intersection at Alum Rock Avenue and the Highway 101 northbound on-/off-ramps and the Alum Rock Avenue/33rd Street intersection would consist the widening and lengthening of the existing center median to run along the entire block. Additionally, the eastbound right-turn lane onto the northbound on-ramp of Highway 101 would be better defined, and the

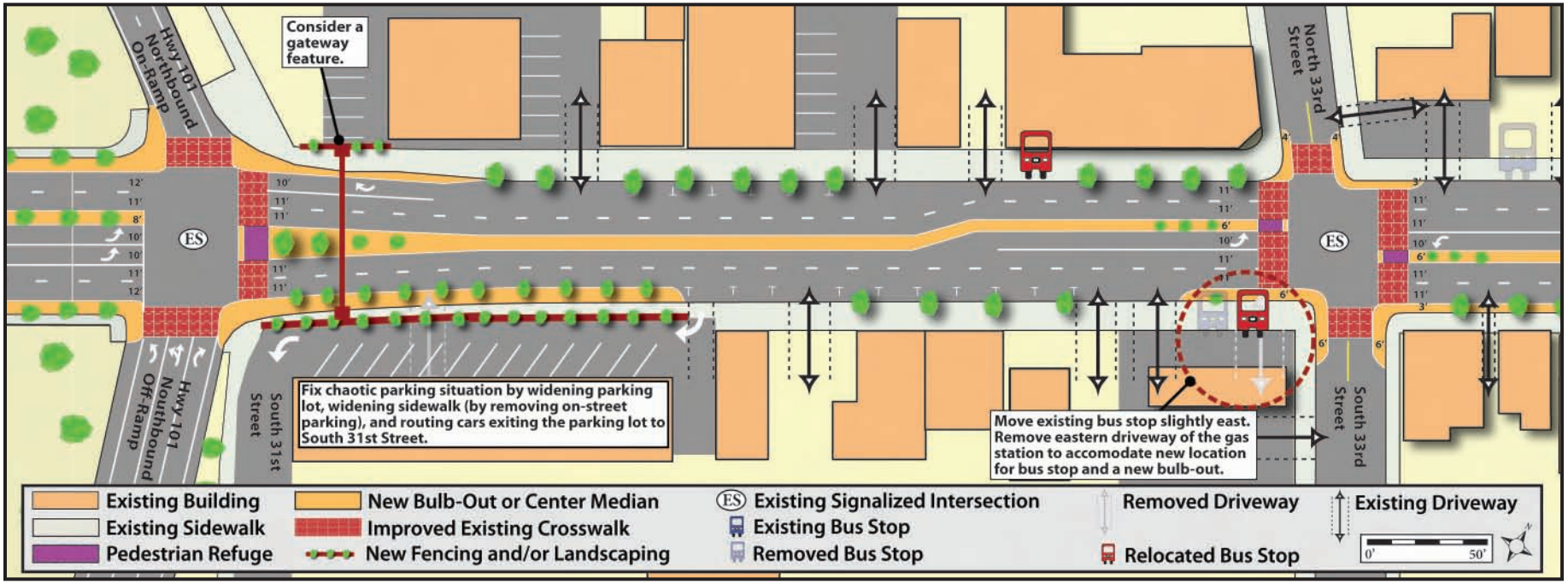


Figure 67. East Santa Clara Street/Alum Rock Avenue - Segment #7.

adjacent sidewalk would be widened.

The existing parking situation at the strip mall, located at the southeast corner of the Highway 101 northbound off-ramp and Alum Rock Avenue, would be improved. Currently, automobiles access angled off-street parking (in front of the building) from two driveways off eastbound Alum Rock Avenue. When leaving, automobiles often utilize the sidewalk to back out of parking spaces because there is insufficient space to maneuver. This plan calls for closing the westernmost driveway, widening the parking lot and sidewalk to create more maneuvering space, requiring automobiles to exit the parking lot via South 31st Street, and creating a physical barrier between the sidewalk and parking lot using landscaping and/or distinctive fencing.

This plan proposes the relocation of the westbound bus stop, currently located just east of the Alum Rock Avenue/33rd Street intersection (in a tight space between two driveways), approximately 130 feet to the west of the intersection. This relocation would not only improve the quality of the bus stop itself, but would also improve bus service efficiency by allowing buses take advantage of green light cycles before accessing the bus stop. Likewise, the eastbound bus stop, currently located between two driveways (to the USA gas station) just west of the Alum Rock Avenue/33rd Street intersection, would be relocated slightly to the east to take advantage of the proposed new bulb-out and the proposed closure of the easternmost gas station driveway. Due to current traffic engineering standards, this may be a challenge to accomplish, but the current bus stop is very unpleasant. Another existing driveway to the USA gas station, located along South 33rd Street, may provide sufficient access. Placing the bus stop to the east of the intersection was determined infeasible due to presence of multiple driveways.

Plans for the Alum Rock Avenue/33rd Street intersection would realign the two existing crosswalks that cross Alum Rock Avenue, significantly reducing their lengths. All four crosswalks would be upgraded to increase visibility. Four new corner bulb-outs would be constructed, which would further serve to reduce crosswalk lengths and would offset street lanes to slow traffic.

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #8: 33rd Street to 34th Street

Segment #8, shown in Figure 68, includes the street right-of-way between the Alum Rock Avenue/33rd Street and Alum Rock Avenue/34th Street intersections, and the intersection at Alum Rock Avenue and 34th Street. The Alum Rock Avenue/33rd Street intersection is also shown in Figure 68, but is discussed under Segment #7.

The proposed center median would run along the street right-of-way between the Alum Rock Avenue/33rd Street and Alum Rock Avenue/34th Street intersection. A new left-turn lane would also be created for traffic turning onto North 34th Street from eastbound Alum Rock Avenue. Most on-street parking would be retained. Existing bus stops serving westbound and eastbound bus lines, both located just west of 34th Street, would utilize proposed bulb-outs (associated with improvements to the Alum Rock Avenue/34th Street intersection discussed below) to allow for more efficient bus operations.

The Alum Rock Avenue/34th Street intersection currently

has no traffic signal and no crosswalks, resulting in a longer than 1100-foot stretch between crosswalks along Alum Rock Avenue. Therefore, this plan calls for the creation of a fully signalized intersection, which would include four new crosswalks, three pedestrian refuges (including those in the center medians flanking the BRT lanes that begin just east of the intersection), and four corner bulb-outs. Additionally, due to the unique transition from normal traffic lanes west of North 34th street, to a street configuration that includes two center BRT-only lanes east of North 34th Street, it is recommended that signage directing traffic be emphasized.

East Santa Clara Street/Alum Rock Avenue Corridor – Segment #9: 34th Street to King Road

Segment #9, shown in Figure 69, includes the street right-of-way between the Alum Rock Avenue/34th Street and Alum Rock Avenue/King Road intersections, and the Alum Rock Avenue/King Road intersection. The Alum Rock Avenue/34th Street intersection is shown in Figure 69, but is discussed under Segment #8.

The street right-of-way between the Alum Rock Avenue/34th Street and Alum Rock Avenue/King Road intersections would see a drastic change in its configuration due to the addition of two BRT-only lanes in the middle of the street and a BRT station platform just west of the Alum Rock Avenue/King Road intersection (all currently being planned by VTA). To create the necessary space for the BRT-only lanes, and the two center medians that would flank the lanes, VTA is planning to widen the street by several feet in the northwestern portion of

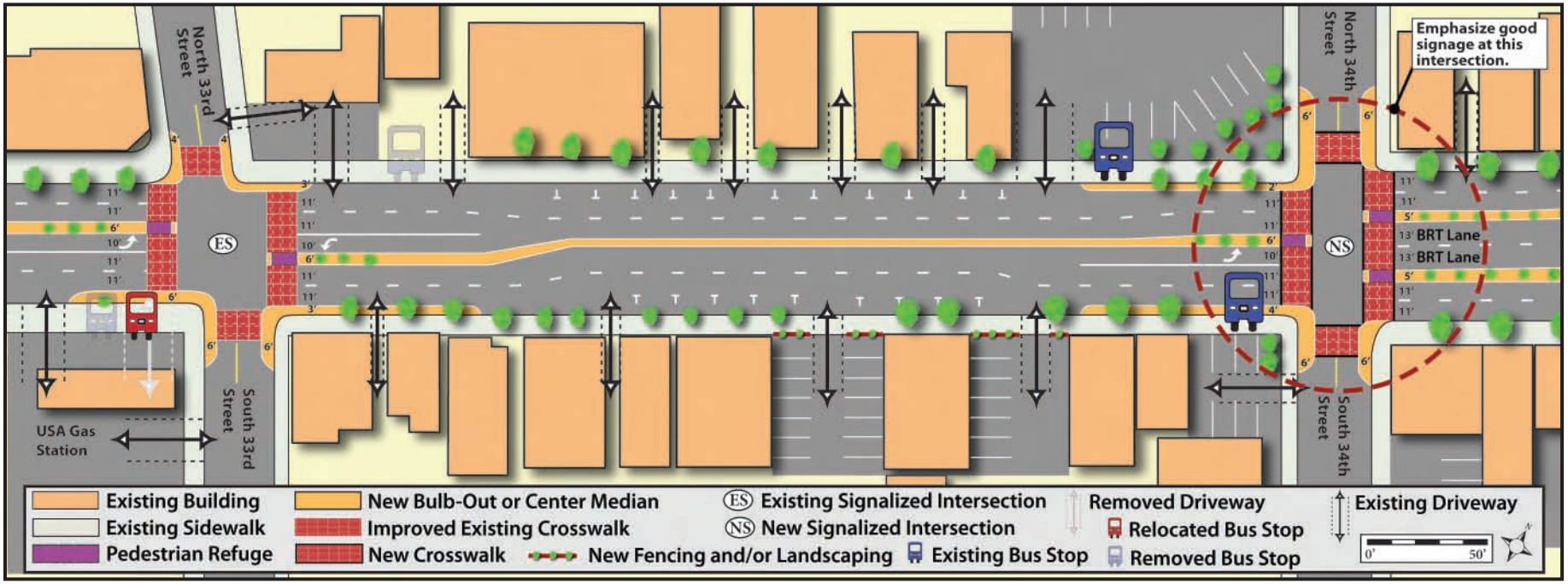


Figure 68. East Santa Clara Street/Alum Rock Avenue - Segment #8.

the block. As part of this widening, the existing building located on the parcel at the northwestern corner of the Alum Rock Avenue/King Road intersection would likely be removed. Additionally, all existing on-street parking would be eliminated according to VTA plans (see the short-term plan in the Parking Component for strategies to provide replacement parking).

Immediately east of King Road along Alum Rock Avenue, VTA's plans call for the continuation of the two, center BRT-only lanes and a BRT station platform serving eastbound buses (to be located in the middle of the street adjacent to Mexican Heritage Plaza).

In addition to VTA's plans, this circulation and traffic calming plan calls for additional traffic calming measures at the Alum Rock Avenue/King Road intersection, including the realignment of the two crosswalks that traverse Alum Rock Avenue so that they would be fully perpendicular to the street. This is important to the final design and location of the BRT station platforms because it would expand the size of the intersection somewhat, pushing the platform serving westbound buses slightly to the west, and the platform serving eastbound buses slightly to the east. Two bulb-outs would be located on the northeast corner (existing) and southwest corner (new) of the intersection and would extend into King Road. King Road would also see the existing center medians widened with pedestrian refuges and generous landscaping.

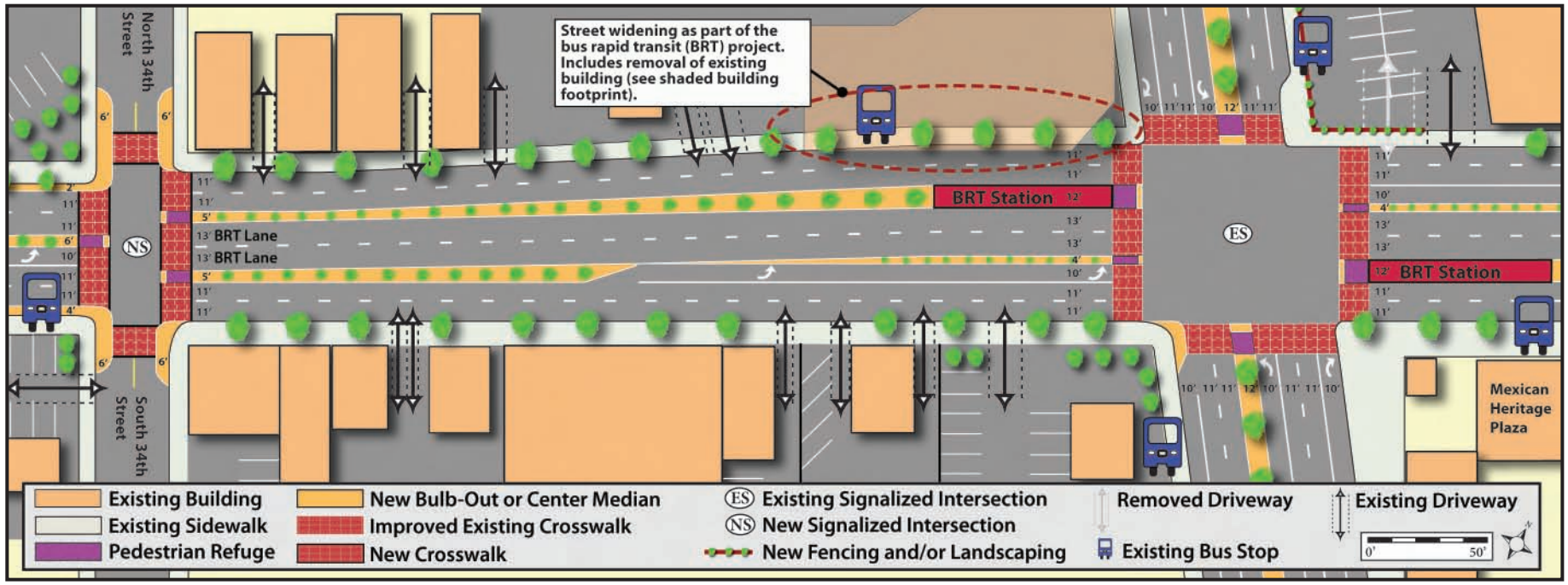


Figure 69. East Santa Clara Street/Alum Rock Avenue - Segment #9.

URBAN DESIGN GUIDELINES

The urban design guidelines for the ESC/AR Component seek to facilitate infill development that promotes a small town character and the creation of a pedestrian-friendly boulevard. The urban design guidelines are split into seven categories: building heights; building scale and grain; architectural elements; street frontage elements; setbacks; streetscape; and public amenities. These guidelines apply to parcels west of King Road. The few parcels within the Planning Area that lie east of King Road fall under the purview of the Alum Rock Form-Based Zoning District.

BUILDING HEIGHTS

- Generally limit building heights to between three and five stories along East Santa Clara Street. Consider allowing building heights up to seven stories along wider stretches East Santa Clara Street and Alum Rock Avenue to maintain a sense of enclosure.
- Where additional density is desired over that of adjacent properties, step-up building heights toward the center of new development.

BUILDING SCALE AND GRAIN

- Where feasible, encourage the development of buildings with relatively small footprints within existing parcels (as oppose to encouraging parcel assemblage) to maintain elements of "small town" character.
- For larger buildings, require plane changes and other architectural strategies that produce an impression that each is multiple, smaller buildings.

ARCHITECTURAL ELEMENTS

- Encourage architecture that reflects the heritage of ethnicities represented in the Five Wounds/ Brookwood Terrace Strong Neighborhoods Initiative Area.
- Include decorative elements on building façades and entryways.

STREET FRONTAGE ELEMENTS

- Avoid large blank walls along all streets and public spaces.
- In retail areas, promote high visibility between the sidewalk and the interior activities of shops. Avoid bulky columns at storefronts.
- Provide awnings and canopies in retail areas to create shelter and shade. Avoid bulky awnings that obscure views of building façades.
- Prohibit tinted and overly reflective windows on ground floor storefronts.

SETBACKS

- Encourage small or no setbacks for new street-facing development.

STREETSCAPE

- Create sidewalks of a generous width.
- Provide street trees consistently along streets. Consider evergreen trees to reduce maintenance.
- Include planter strips along all sidewalks to function as a buffer between street traffic and the pedestrian zone, especially where no on-street parking is provided.
- Provide landscaped bulb-outs at all street intersections, where feasible.
- Plant drought-tolerant, low-maintenance plants along center medians and bulb-outs.
- Provide evenly spaced pedestrian-scale lighting along the entire ESC/AR corridor in the Planning Area.
- Design wide, highly visible crosswalks. Consider an inlaid thermo-plastic material that is imprinted into the street asphalt as a crosswalk surface treatment.
- Provide sufficient public signage to identify transit options and civic facilities.
- Construct gateways at the eastern edge of East Santa Clara Street and the western edge of Alum Rock Avenue.
- Place banners, evenly spaced, along the ESC/ AR corridor.
- Develop a system of placards displaying historical information.
- Reserve space for locally produced art in new developments.

PUBLIC AMENTIES

- Provide public restrooms. Consider the self-contained bathroom units that are designed to be placed along sidewalks.
- Provide plentiful and atractive waste/ recyclables receptacles.
- Provide drinking fountains at select locations.
- Reserve space along sidewalks for locally produced art.
- Install bicycle racks where they are lacking.

Parking Component

Chapter IV, Section F

This page has been left blank intentionally.

The Parking Component of the 2010 *Five Wounds/ Brookwood Terrace BART Station Area Community Concept Plan* (2010 *CCP*) includes a short-term parking plan (see Figure 70) and a long-term parking plan (see Figure 71), as well as urban design guidelines related to on-street parking and off-street parking facilities. The timeframe of the short-term parking plan extends from 2010 to the commencement of BART service at the planned Alum Rock BART station. Following the commencement of BART service, parking conditions will change drastically. Aspects of the long-range plan may be completed earlier should a significant level of redevelopment takes place sooner than anticipated by the 2010 *CCP*.

SHORT-TERM PARKING PLAN

The short-term parking plan (depicted in Figure 70) is divided into seven parts: short-term parking planning concepts; short-term parking plan overview; new surface parking lots; opening of existing parking lots for use during events; shared rear-lot parking; delineation of on-street parking; and parking regulations.

SHORT-TERM PARKING PLANNING CONCEPTS

- Address the shortage of parking during large community events that take place primarily along East Santa Clara Street.
- Mitigate the anticipated loss of parking from the planned traffic calming measures proposed in this 2010 *CCP*.
- Define on-street parking more clearly.

SHORT-TERM PARKING PLAN OVERVIEW

Generally, current parking supply in the Planning Area is adequate. However, due to poor management of existing parking assets, at times not enough parking is accessible for public use, especially during large events such as weddings or community festivals. Additionally, some parking loss is anticipated associated with traffic calming measures proposed in this document.

Therefore, this short-term parking plan proposes addressing parking shortages during events and replacing lost parking by increasing access to parking in three ways: 1) the creation of approximately 126 new parking spaces in the form of four new surface parking lots; 2) the opening of three existing surface parking lots for large community events; 3) increasing utilization of parking spaces by combining into larger lots several small surface parking lots located at the rear of adjacent parcels (at eight locations).

The short-term plan also seeks to delineate on-street parking to create a more organized and unified streetscape along the ESC/AR corridor, South 24th Street, and a small section of East William Street. No changes are proposed for the regulation of on-street parking or to the existing requirements for off-street parking (in the short-term).

NEW SURFACE PARKING LOTS

Vacant Lot at the Southwest Corner of East Santa Clara Street and North 21st Street

This small vacant lot could accommodate approximately eight parking spaces — or more, if combined with the existing parking area just to the south. The location of this small parking lot would

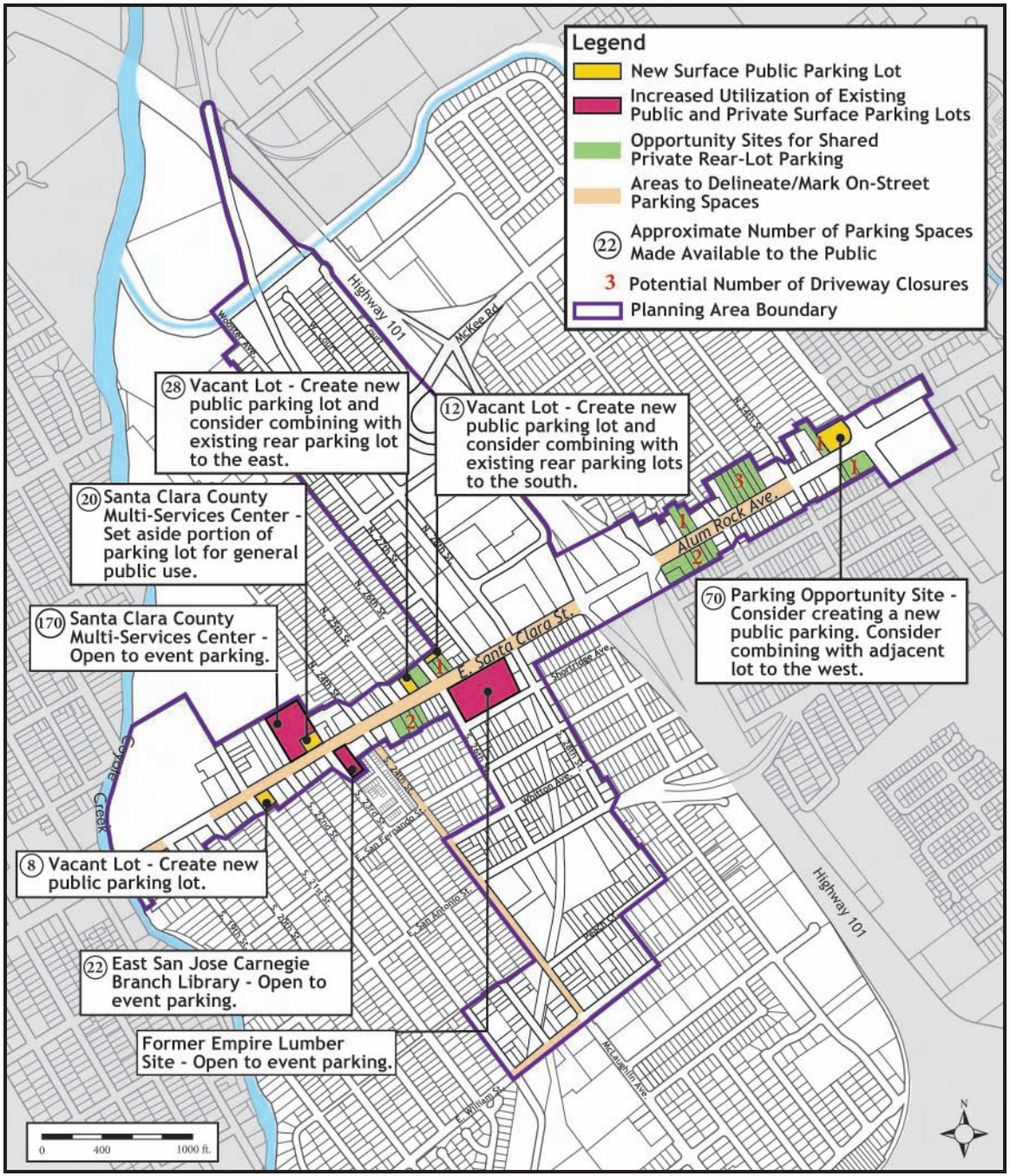


Figure 70. Short-term parking plan.

mitigate the loss of on-street parking along the western portion of the ESC/AR corridor within the Planning Area (that are due to the planned traffic calming improvements proposed in this 2010 *CCP*).

Santa Clara County Multi-Services Center Parking Lot

To further mitigate the loss of on-street parking along East Santa Clara Street, this plan proposes that approximately 20 parking spaces within the existing Santa Clara County Multi-Services Center surface parking lot be devoted for general public use, preferably specifying those spaces adjacent to East Santa Clara Street. Currently, the approximately 170 space parking lot is underutilized. This parking lot is also proposed for event usage (see below). Though Santa Clara County's current position does not support sharing its parking lot, it is possible that the County could charge for usage as a way to generate revenue.

Vacant Lot on East Santa Clara Street (between North 25th Street and North 26th Street)

This vacant lot was originally identified in a Transmetrics, Inc., document titled "East Santa Clara Parking Study Presentation" (ESCPSP) as a location for a surface parking lot of 28 parking spaces. This new surface parking lot is envisioned to provide replacement parking for spaces lost in the vicinity due to traffic calming and streetscape improvements (described in detail in the ESC/AR Component). Additionally, this site is very close to Five Wounds

Church and other locations that hold large community events. This surface lot could provide additional parking for such events. Furthermore, according to the 2008 *Santa Clara-Alum Rock Transit Improvement Project Final Environmental Impact Report*, few off-street parking spaces are available along East Santa Clara Street between 24th Street and 26th Street. A small, surface public parking lot at the proposed location would improve this situation.

Vacant Lot on North 26th Street (Just North of East Santa Clara Street)

The ESCPSP also identifies a vacant lot on the east side of North 26th Street as a potential surface parking lot of 12 park spaces. Again, due to this site's close proximity to large community events venues, this site should be explored for the short-term creation of a small, surface parking lot. This would serve to increase the number of public parking spaces generally available along East Santa Clara Street, between 24th Street and 26th Street, where off-street parking is limited. This would also serve to provide replacement parking for any parking space losses within this two-block range.

Northwest Corner of Alum Rock Avenue and King Road

The creation of a surface parking lot at the site located at the northwest corner of Alum Rock Avenue and King Road should be explored. Plans for the BRT project call for the widening of Alum Rock Avenue into the site to make space for the BRT center-lane platforms. Since the existing building on the site will need to be demolished to accomplish this, this site may be ideal for creation of a public, surface parking lot in the short-term of approximately 70 parking spaces to augment off-street parking for businesses located along Alum Rock Avenue (between 34th Street and King Road) and potentially for overflow parking for the Mexican Heritage Plaza. The parking within the parcel immediately to the west of this site could also be incorporated into this parking lot.

OPENING OF EXISTING PARKING LOTS FOR DURING COMMUNITY EVENTS

Santa Clara County Multi-Services Center Parking Lot

The approximately 170 space parking lot at Santa Clara County Multi-Services Center (SCCMSC) is a parking asset that could be much better utilized. This stretch of East Santa Clara Street already has adequate weekday and daytime parking. This plan envisions opening the SCCMSC parking resource as overflow parking for large events taking place on weekends and evenings. Its location is approximately one-quarter mile from the Five Wounds Church area, where many of these events are held. As previously mentioned, providing access to the general public could lead to revenue generating opportunities for Santa Clara County.

East San José Carnegie Branch Library Parking Lot

The recently re-opened East San José Carnegie Branch Library has a parking lot of approximately 22 parking spaces. This plan envisions utilizing this parking lot as overflow parking for events, as described above.

Vacant lot proposed for a small public parking lot (at the southeast corner of the East Santa Clara Street/21st Street intersection).

Additionally, the lot could be used as overflow parking for activities taking place at Roosevelt Park Community Center or the Portuguese Community Center, both of which are nearby.

Former Empire Lumber Site

The former Empire Lumber site has the potential to provide plentiful and convenient parking for events that take place in the Five Wounds Church area. However, since this is a privately owned site, it may be more difficult to negotiate its use, rather than using existing public lots. However, given its ideal location (and the observation that it is generally underutilized), providing overflow parking for events at this site should be explored.

SHARED REAR-LOT PARKING

Eight groups of parcels are identified in Figure 70 (in light green) as potential sites where existing rear-parcel parking lots could be combined into larger and more convenient parking lots. Additionally, as many as 10 driveways could be eliminated, potentially creating additional on-street parking. The greatest potential for this strategy is along Alum Rock Avenue between Highway 101 and King Road.

DELINEATION OF ON-STREET PARKING

This plan calls for the clear delineation of on-street parking spaces (by marking with street paint) to prevent inefficient parking patterns along the ESC/AR corridor and to improve the appearance of the streetscape.

PARKING REGULATIONS

With the year 2007 relaxation of commercial-related parking space ratio requirements, no short-term changes are envisioned for the current parking regulations along the ESC/AR corridor within the Planning Area. Parking regulations changes will be necessary in the long-term, due to a complete change in parking patterns that will result from the commencement of BART service.

LONG-TERM PARKING PLAN

The long-term parking plan is divided into eight parts: long-term parking planning concepts; long-term parking plan overview; potential parking garage sites; shared parking at the planned BART parking garage; metered on-street parking; neighborhood permit parking; residential parking requirements for new transit-oriented development (TOD); and commercial parking requirements for new TOD.

LONG-TERM PARKING PLANNING CONCEPTS

- Prevent BART commuters from parking along neighborhood streets.
- Provide parking in the form of multi-level parking garages, to replace surface parking lost in the Planning Area due to TOD and traffic calming along the ESC/AR corridor.
- Ensure that parking garages are created within mixed-use developments and that non-parking land uses face streets.
- Maximize use of the planned BART parking

garage by allowing for general, public parking at times when the garage has excess capacity.

LONG-TERM PARKING PLAN OVERVIEW

The long-range plan covers the period that coincides with the commencement of BART service at the planned the Alum Rock BART Station (though aspects of this plan could be implemented earlier if development in the Planning Area warrants certain proposed parking solutions). Much of the redevelopment anticipated within the Planning Area, especially along the ESC/AR corridor, will likely occur after BART service begins. This is primarily due to the current economic conditions. In addition, sites along East Santa Clara Street will likely delay redevelopment until after the under-street tunneling for the BART project is completed.

The long-term parking plan identifies eight potential sites in the Planning Area for parking garages. These are intended to replace surface parking lost due to the intensification of land uses. To supplement new parking garages, the plan also proposes general public parking at the BART parking garage in the evenings and on weekends. Metered parking is recommended along the ESC/AR corridor (including along the blocks of cross streets immediately adjacent to the corridor) and along the entire length of North 27th Street. A parking permit system is proposed in residential areas to prevent long-term BART commuters from parking on neighborhood streets.

The long-term parking plan calls for the inclusion of

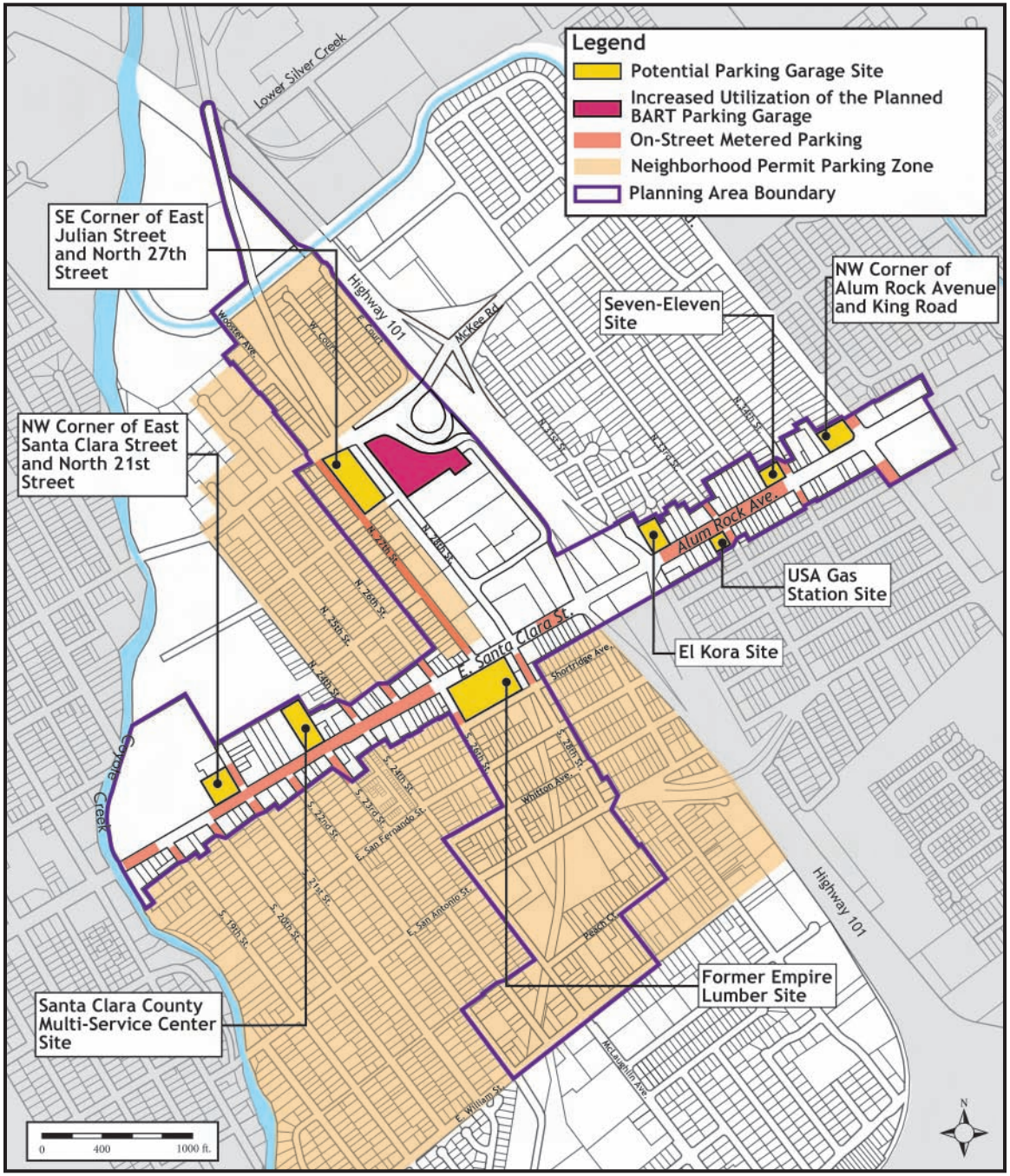


Figure 71. Long-term parking plan.

parking minimums and maximums in new residential development. To ensure the viability of parking maximums, mandating distribution of transit passes is proposed. Unbundled parking, reserved parking spaces for car sharing services, and bicycle parking are also proposed. Commercial parking requirements are maintained, but it is recommended that they be reexamined as necessary. Additionally, this plan recommends that much of the commercial parking be accommodated in parking garages, which would also include bicycle parking.

POTENTIAL PARKING GARAGE SITES

Parking demand resulting from all redevelopment, cumulatively, will ultimately determine the number of parking spaces needed in public parking garage structures in the Planning Area. Therefore, the eight sites described below (and illustrated in Figure 71) for parking garages should be viewed as options. If the San José Steel (SJS) site and ESC/AR corridor are developed at high intensities, with a corresponding level of commercial businesses, a significant number of the proposed parking garages may be necessary. Alternatively, if redevelopment is limited, only two or three of the proposed parking garages may be necessary. This plan assumes the inclusion of adequate bicycle parking within each parking garage.

Northwest Corner of the East Santa Clara Street/ North 21st Street Intersection

The 2003 *Roosevelt Park Master Plan Amendment* proposed a three-level parking garage on a collection of parcels located at the northwest corner of East Santa Clara Street and North 21st Street. The original intent was to provide parking for community center and park users. However, surface parking was provided instead. A new parking garage at this site, as part of a mixed-use development, could provide public parking to accommodate future growth in the use of Roosevelt Park and Roosevelt Park Community Center. This would also be a good location to provide off-street parking to serve commercial businesses along the western portion of the ESC/AR corridor in the Planning Area.

Santa Clara County Multi-Services Center

The SCCMSC site, with its large setbacks and street-facing surface parking lot, is not consistent with plans for the transformation of the ESC/AR corridor into a pedestrian-friendly boulevard. This plan envisions redeveloping this site in a way that preserves the SCCMSC while utilizing much of the surface parking lot for a mixed-use development that would include commercial, office, and housing uses facing the street. Additionally, this mixed-use development would include a parking garage of sufficient size to meet the parking needs of both the SCCMSC and the general public.

Former Empire Lumber Site

A public parking garage should be considered at the former Empire Lumber site as part of a mixed-use TOD. In addition to the new development, a parking garage at this location would provide off-street parking to replace the on-street parking proposed for elimination by the 2010 *CCP* and by VTA (to accommodate the BRT project between 26th Street and 28th Street). This would also provide additional parking for large evening and weekend

events.

Southeast Corner of the East Julian Street/North 27th Street Intersection

A parking garage dedicated for users of the Town Square and TOD at the SJS site should be considered at the southeast corner of East Julian Street and North 27th Street. Though a public parking garage at the former Empire Lumber site (described above) would be in the vicinity of the planned Town Square and TOD at the SJS site, visitors would need to walk across East Santa Clara Street and walk further up North 28th Street, potentially discouraging some from visiting the Town Square area. While public parking (during evenings and weekends) is also proposed in the BART parking garage (see description below), convenient parking for weekday daytime users would still be needed. Further necessitating the need for a parking garage in the immediate vicinity of the SJS site TOD, is the fact that this 2010 *CCP* calls for no on-street parking at the SJS site TOD (see San José Steel Component section for a detailed discussion).

El Kora Restaurant Site (Northeast Corner of the Alum Rock Avenue/Highway 101 Intersection)

If the El Kora Restaurant site is redeveloped, a parking garage should be considered as part of the redevelopment. A public parking garage at this location would serve the western portion of Alum Rock Avenue in the Planning Area.

USA Petrol Gas Station Site (Southwest Corner of the Alum Rock Avenue/South 33rd Street Intersection)

As an alternative to the El Kora Restaurant site described above, a parking garage should be considered as part of redevelopment at the site where USA Petrol gas station is currently located. This site is smaller than the El Kora Restaurant site, so it could be more difficult to integrate into a mixed-use development while providing a sufficient amount of parking. More study of these two sites is needed to determine feasibility.

Seven-Eleven Convenience Store Site (Northwest Corner of Alum Rock Avenue/North 34th Street Intersection)

Development of a TOD at the current site of the Seven-Eleven convenience store, with its deep setback and street-facing surface parking lot, should be encouraged, so the site becomes more consistent with plans for the revitalization of the ESC/AR corridor. As part of any redevelopment at this site, a public parking garage that would serve the eastern portion of Alum Rock Avenue within the Planning Area, should be considered.

Northwest Corner of the Alum Rock Avenue/King Road Intersection

The parcel located at the northwest corner of the Alum Rock Avenue/King Road intersection is another possible site for a public parking garage that would serve the eastern portion of Alum Rock Avenue in the Planning Area. This may be an ideal site due to its large size and because VTA is already planning to use a portion of the site to widen Alum Rock Avenue to accommodate planned BRT station platforms. The short-term parking plan in this document also calls for surface parking at this location. If the surface parking is implemented, and demand warrants, the

site could be converted from surface parking to a multi-level parking garage (see the East Santa Clara Street/Alum Rock Avenue Component for other land uses proposed for this site).

SHARED PARKING AT THE PLANNED BART PARKING GARAGE

The planned 2500-space BART parking garage is envisioned by this plan to provide evening and weekend parking to the general public. BART typically has excess parking at these times (at their existing parking garages). This shared parking arrangement would provide parking for large events that take place during evenings and weekends in the vicinity of Five Wounds Church, as well as provide parking for visitors to the Town Square and TOD at the SJS site. The short-term parking plan provides for event parking at a number of surface parking lots through a variety of arrangements. However, it is anticipated that these surface parking lots will eventually be redeveloped into other uses. Therefore, the BART parking garage could provide replacement for a significant portion of the eliminated parking spaces.

Typically, BART parking garages that charge a fee are reserved for BART patrons only. Parking passes are also purchased within the paid area of a BART station. Therefore, a new methodology is needed to implement smart parking systems for the shared parking arrangements proposed by this plan.

METERED ON-STREET PARKING

Metered parking is proposed along most of the ESC/AR corridor (including along blocks of cross streets immediately adjacent to the corridor) and along the entire length of North 27th Street (see shaded red area in Figure 71). With the eventual redevelopment of many of the parcels along the ESC/AR corridor, parking will become a premium. Short-term, on-street parking should be reserved for those running quick errands at street-facing shops. Parking for longer visits should be contained in parking garages along the ESC/AR corridor.

North 27th Street is also slated for a significant amount of mixed-use redevelopment associated with the TOD at the SJS site. Therefore, meters are planned along this corridor. However, since this may also include some small-lot residential properties along North 27th Street, neighborhood permit parking will also apply for local residents (see below for a detailed discussion of neighborhood permit parking). No meters are planned for the SJS site because no on-street parking is envisioned as part of the TOD planned at that location.

NEIGHBORHOOD PERMIT PARKING

With the commencement of BART service, neighborhood parking permits will become necessary to prevent park-n-ride commuters from using neighborhood streets for free parking. Neighborhood parking permit zones would limit parking to one or two hours for non-permitted automobiles, while allowing unlimited parking for automobiles displaying a neighborhood parking permit.

Areas proposed as neighborhood permit parking zones include the entire Planning Area between East

William Street and East Santa Clara Street. As previously mentioned, the North 27th Street corridor would be a permit parking zone. Also, the entire Planning Area north of East Julian Street would be covered. Figure 71 also shows areas outside of the Planning Area that are recommended for coverage, due to their proximity to the planned Alum Rock BART Station.

RESIDENTIAL PARKING REQUIREMENTS FOR NEW TRANSIT-ORIENTED DEVELOPMENT

This long-term parking plan calls for residential parking requirements for new TOD that include both parking minimums and parking maximums. The general practice of specifying only parking minimums will likely encourage higher than desirable levels of parking for a TOD, potentially leading to less development space for housing and other land uses. Since the goal of TOD in the vicinity of the BART is to encourage a pedestrian-friendly environment and to promote the use of public transportation, enforcing parking maximums would help greatly to accomplish these goals. To ensure the viability of parking maximums, automatic distribution of VTA transit passes to residents of new housing complexes should be considered. The cost of such a program could include mandatory fees as part of HOA dues or included in the cost of rent.

Residential parking minimums could potentially be eliminated to simplify the requirements. However, given that San José is still predominately an automobile-oriented city, this plan recommends a minimum of 0.75 parking spaces per unit. Parking maximums should be set at 1.1 parking spaces per unit. Defining the maximum slightly over one space per unit would allow for a small percentage of housing units to provide a second space for larger families.

A different set of parking regulations should be specified for senior housing (a major focus of the 2010 *CCP*). There is potential for much lower parking minimums and maximums depending on how many of the units are devoted to seniors without a car. A minimum of 0.25 parking spaces per unit should be considered. A parking maximum of 0.5 parking spaces per unit should also be considered.

Unbundled parking should also be considered for new TOD. Unbundled parking, unlike standard parking requirements, does not require that parking spaces be provided for each unit. Rather it would require an average number of parking spaces for an entire development. Residents could choose whether to pay extra for parking, or to live car-free by forgoing parking and saving money. Additionally, this would allow some residents to obtain an extra parking space at additional cost.

Some parking spaces should also be made available for car sharing services within each development of significant size. Bicycle parking should also be provided within the common areas of housing complexes.

COMMERCIAL PARKING REQUIREMENTS FOR NEW TRANSIT-ORIENTED DEVELOPMENT

Due to the desire to maximize the use of land for TOD at the SJS and Empire Lumber sites, and along the ESC/AR

corridor, commercial parking should be provided in parking structures shared by several businesses (including offices). By utilizing shared facilities, driveways would be minimized, allowing for a more continuous street frontage. Achieving shared parking among multiple developers could be achieved by requiring a parking facilities fee based on the square footage of a given project.

The current requirement of one parking space per 400 square feet of development that would apply to TOD in the Planning Area should be re-examined to consider new parking dynamics anticipated from the commencement of BART and BRT service. Bicycle parking, in the form of on-sidewalk racks, should also be required for new commercial development.

URBAN DESIGN GUIDELINES

The urban design guidelines for the Parking Component discuss both on-street parking areas and off-street parking lots and garages.

ON-STREET PARKING

- Stripe on-street parking spaces on major streets.
- Create small, landscaped bulb-outs or motorcycle parking where excess curb space exists that is not large enough to create another standard on-street parking space on major streets.

OFF-STREET PARKING

- Create well-defined elements, such as wrought-iron fencing and various forms of landscaping to buffer sidewalks from adjacent surface parking lots (existing and new).
- Design off-street parking garages to include space for non-parking land uses on all floors of façades that face major streets and that face the Rail-To-Trail corridor. Include architectural detailing on these façades per urban design guidelines described in the San José Steel Component.

Implementation Strategies

CHAPTER V

This page has been left blank intentionally.

In this chapter, implementation strategies for the 2010 *Five Wounds/Brookwood Terrace Community Concept Plan* (2010 *CCP*) are described. First, implementation strategies that apply to the entire Planning Area are discussed. Then implementation strategies are examined for each of the six Planning Area components (the San José Steel and Town Square Components are combined).

Each implementation strategy includes a timeframe for action, responsible parties, and potential funding sources.

ENTIRE PLANNING AREA

a) Where feasible, incorporate the various land use and transportation plans contained in this 2010 *CCP* into the *Envision 2040 General Plan* document currently being created.

   Time Frame: Immediate and ongoing.

   Responsible Parties: Five Wounds/Brookwood Terrace Neighborhood Action Coalition (NAC), San José Redevelopment Agency (SJRA) staff, Department of Planning, Building, and Code Enforcement (PBCE) staff, Department of Housing staff (Housing), Department of Parks, Recreation, and Neighborhood Services (PRNS) staff, Department of Public Works (DPW) staff, and Department of Transportation (DOT) staff,.

   Potential Funding Sources: Existing funding associated with the *Envision 2040 General Plan* planning process.

b) If further study is necessary for the plans contained in this 2010 *CCP*, create an area plan that covers the entire Planning Area and those surrounding areas deemed necessary.

   Time Frame: Immediate and ongoing.

   Responsible Parties: SJRA staff and PBCE staff.

   Potential Funding Sources: Metropolitan Transportation Commission (MTC) Station Area Planning Grant.

c) Establish a new, community-based, non-profit organization, or partner with an existing organization, that would initially work to promote and implement the concepts in this 2010 *CCP* (and those in an area plan, if performed). The organization would also work with future developers in the Planning Area to ensure development plans are consistent with the concepts of this 2010 *CCP* and the provisions contained in a community-development agreement (if one is created).

   Time Frame: Short-term (0-3 years).

   Responsible Parties: NAC, SJRA staff, and PBCE staff.

   Potential Funding Sources: Available community-based grants from various foundations and governmental sources; individual donations.

SAN JOSÉ STEEL AND TOWN SQUARE COMPONENTS

a) Create a development agreement between the City of San José and developers, in consultation

with the NAC, for TOD at the San José Steel (SJS) site.

Time Frame: Mid- to long-term (4-7+ years).

Responsible Parties: NAC, SJRA staff, PBCE staff and Housing staff.

Potential Funding Sources: Available community-based grants from various foundations and governmental sources; individual donations; development fees.

b) Establish the exact locations and layout of the Town Square, pedestrian promenades, and streets (based on this 2010 *CCP) during* the engineering of the BART station and ancillary facilities. Create a memorandum of understanding between the City of San José and VTA that outlines how the two entities will coordinate site design efforts and how the City of San José will take ownership and management of the land for the Town Square, pedestrian promenades, and streets.

Time Frame: Short- to mid-term (0-6 years).

Responsible Parties: NAC, SJRA staff, PBCE staff, and VTA staff.

Potential Funding Sources: Funded as part of development process.

c) Pursue joint development of the BART parking garage so as to allow for other land uses to be integrated into the structure. Consider arrangements where developers would contract with VTA to build the parking garage in conjunction with mixed-use development.

Time Frame: Mid- to long-term (4-7+ years). Time frame depends on the BART project construction schedule.

Responsible Parties: NAC, SJRA staff, PBCE staff, VTA staff, and future developers.

Potential Funding Sources: Funded as part of development process.

d) Pursue joint development of the land immediately above the BART subway box and tunnel structures. Ensure that the subway box accommodates the foundations for four- and five-story structures and that these structures would be built either at the same time or immediately after construction of the box.

Time Frame: Mid- to long-term (4-7+ years). Time frame depends on the BART project construction schedule.

Responsible Parties: NAC, SJRA staff, PBCE staff, VTA staff, and future developers.

Potential Funding Sources: Funded as part of development process.

e) Encourage multiple developers, including a master developer, for the entire SJS site, as well as other developers to develop smaller portions of the site. Allow and encourage community-based developers, such as cohousing organizations, to participate in developing portions of the SJS site. Consider establishing a community development corporation to serve as a coordinating partner to

ensure that community priorities are met.

Time Frame: Mid- to long-term (4-7+ years).

Responsible Parties: NAC, SJRA staff, PBCE staff, VTA staff, and future developers.

Potential Funding Sources: Funded as part of development process.

f) Establish a community-based organization and/or business district to program activities on the Town Square and pedestrian promenades.

Time Frame: Long-term (7+ years).

Responsible Parties: SJRA staff and PBCE staff.

Potential Funding Sources: Community-based organization and/or business district.

g) Establish a special maintenance district to help fund maintenance at the Town Square and pedestrian promenades.

Time Frame: Long-term (7+ years).

Responsible Parties: SJRA staff and PBCE staff.

Potential Funding Sources: Community-based organization and/or business district.

INDUSTRIAL SITES COMPONENT

a) Determine whether the *Framework for Preservation of Employment Lands* policy applies to the industrial parcels that lie within Santa Clara/28th Street Station Area Node.

Time Frame: Short-term (0-3 years).

Responsible Parties: SJRA staff and PBCE staff.

Potential Funding Sources: Utilize existing staff.

b) Closely monitor all development proposals for the small- to medium-sized industrial sites in the Planning Area for consistency with the land use and transportation plans for industrial sites in this 2010 *CCP.*

Time Frame: Short- to long-term (0-7+ years).

Responsible Parties: NAC, SJRA staff, and PBCE staff.

Potential Funding Sources: Utilize existing staff.

RAIL-TO-TRAIL COMPONENT

a) Create a community-based task force to pursue development of the Rail-to-Trail (RTT) corridor.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC, SJRA staff, PBCE staff, and PRNS staff.

Potential Funding Sources: None required.

b) Consider partnering with the Rails-to-Trails Conservancy to develop support and to obtain funding for the development of the RTT corridor.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC, SJRA staff, PBCE staff, and PRNS staff.

Potential Funding Sources: None required.

c) Work closely with the local council member and council at large to develop a funding package for

the development of the RTT corridor (including the associated special use areas).

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC, SJRA staff, PBCE staff, Council staff, and PRNS staff.

Potential Funding Sources: Utilize existing staff.

d) Conduct a feasibility study or master plan to further the designs presented in this 2010 *CCP*.

Time Frame: To be determined.

Responsible Parties: NAC, SJRA staff, PBCE staff, and PRNS staff.

Potential Funding Sources: Silicon Valley Community Foundation grant and/or other grants.

e) Obtain agreements with future developers to develop segments of the RTT corridor in conjunction with the development of properties adjacent to the RTT corridor. Ensure that the agreements reflect the desires of the community represented by this 2010 *CCP* and future studies. Include all necessary soil remediation in agreements.

Time Frame: To be determined.

Responsible Parties: NAC, SJRA staff, PBCE staff, PRNS staff, and future developers.

Potential Funding Sources: Developer contributions, as part of redevelopment projects.

f) Establish a community facilities district, benefit assessment district, or another similar entity to finance maintenance (including capital repairs/ replacement) of the special use areas located along the RTT corridor.

Time Frame: To be determined.

Responsible Parties: NAC, SJRA staff, PBCE staff, and PRNS staff.

Potential Funding Sources: Taxes or assessments on future TOD development.

g) Pursue a change to City policy to allow for lighting along trails where deemed necessary.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC, SJRA staff, PBCE staff, and PRNS staff.

Potential Funding Sources: Utilize existing staff.

EAST SANTA CLARA/ALUM ROCK AVENUE COMPONENT

a) Coordinate with VTA to include the street modifications, traffic calming features, and streetscape improvements (proposed in this 2010 *CCP*) in the final designs for the bus rapid transit (BRT) project along the East Santa Clara Street/ Alum Rock Avenue (ESC/AR) corridor.

Time Frame: Immediate and ongoing.

Responsible Parties: NAC, SJRA staff, PBCE staff, VTA staff, and DOT staff.

Potential Funding Sources: Utilize existing staff.

b) Strengthen the East Santa Clara Street Business Association and the Alum Rock Village Business Association.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: None required.

c) Encourage the creation of a Business Improvement District (BID) along the ESC/AR corridor. Work with the East Santa Clara Street Business Association and the Alum Rock Village Business Association in the development of a BID.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: Utilize existing staff.

d) Work with policy makers to change the current policy requiring property owners to fund all maintenance of landscaping of adjacent newly constructed bulb-outs. The current policy discourages the development of high quality streetscape along the business districts of the San José. This policy can also be construed as unfair, as it increases the required space for adjacent property owners to maintain, over and above the average requirement of other property owners in a given corridor. For the ESC/Alum Rock Avenue corridor, explore strategies for incorporating the maintenance of bulb-out landscaping as part of a future BID.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC, SJRA staff, DOT staff, and DPW staff.

Potential Funding Sources: BID funds if created.

e) Form a NAC committee to partner with non-profit theater groups, such Teatro Campesino, Teatro Vision, and/or Northside Theater, to develop a community theater (along with an independent cinema) in the former Mexico Theater building.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: None required.

f) Form a NAC committee to partner in efforts to improve Mexican Heritage Plaza and to establish a permanent farmers' market. **Time Frame:** Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: None required.

g) Utilize the same NAC committee noted above (in item f) to explore the possibility of creating a public facility, such as a children's museum, in the vicinity of Mexican Heritage Plaza.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: None required.

h) Create a streetscape and traffic calming master plan for the ESC/AR corridor.

Time Frame: Short-term to medium-term (0-6 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: VTA transit access funds;

Neighborhood Business District redevelopment funds; community-based grants; DOT funds.

i) Construct street modifications, traffic calming features, and streetscape improvements along the ESC/AR corridor. Many of these improvements would likely take place as part of development projects along the ESC/AR corridor, due to a lack of public funds.

Time Frame: Medium- to long-term (3-7+ years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: VTA transit access funds; Neighborhood Business District redevelopment funds; community-based grants; DOT funds; developer contributions, as part of redevelopment projects.

j) Work with policy makers to develop zoning policies that encourage/facilitate the mixed-use typology desired by the community.

Time Frame: Short- to medium-term (0-6 years).

Responsible Parties: NAC, SJRA staff., PBCE staff, and Housing staff.

Potential Funding Sources: Utilize existing staff.

PARKING COMPONENT

a) Work with property owners along the ESC/AR corridor to combine rear-lot parking lots where possible.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: Utilize existing staff.

b) Work with existing property owners to open underutilized surface parking lots for public use.

Time Frame: Short-term (0-3 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: Utilize existing staff.

c) Procure property for the creation of surface parking lots (as proposed in the short-term parking plan in the Parking Component). Construct the parking lots.

Time Frame: Short- to medium-term (0-6 years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: SJRA funds and BID funds, if created.

d) Work with VTA to develop a shared parking management system for the future BART parking garage.

Time Frame: Short- to long-term (0-7+ years).

Responsible Parties: NAC, SJRA staff, and VTA staff.

Potential Funding Sources: Utilize existing staff.

e) Partner with developers to construct public parking garages in conjunction with future development projects in the Planning Area.

Time Frame: Long-term (7+ years).

Responsible Parties: NAC and SJRA staff.

Potential Funding Sources: SJRA funds; developer contributions, as part of redevelopment projects; revenue from parking fees.

f) Install on-street parking meters in the Planning Area per the long-term parking plan detailed in the Parking Component.

Time Frame: Long-term (7+ years).

Responsible Parties: NAC, SJRA staff, and DOT staff.

Potential Funding Sources: Parking fee revenues.

g) Establish neighborhood parking permit zones in the Planning Area (and areas outside the Planning Area) once BART service commences, per the long-term parking plan detailed in the Parking Component.

Time Frame: Long-term (7+ years).

Responsible Parties: NAC, SJRA staff, and DOT staff.

Potential Funding Sources: Parking permit fees.

Appendices

This page has been left blank intentionally.

Appendix A - Glossary of Acroynms

2000 *Greenprint*	2000 *Greenprint for Parks and Community Facilities and Services: A Twenty-Year Strategic Plan*
2002 *NIP*	2002 *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan*
2003 *RPMPA*	2003 *Roosevelt Park Master Plan Amendment*
2004 *BART FEIR*	2004 *Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San Jose, and Santa Clara Final Environmental Impact Report*
2006 *DNIPA*	2006 *Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Plan Amendment*
2007 *BART SEIR*	2007 *Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San Jose, and Santa Clara Final Supplemental Environmental Impact Report*
2007 *FPEL*	2007 *Framework for Preservation of Employment Lands*
2007 *LSCMP*	2007 *Lower Silver Creek Master Plan*
2008 SC-AR *Transit Improvement Project FEIR*	*2008 Santa Clara-Alum Rock Transit Improvement Project Final Environmental Impact Report*
2008 *CCTMP*	2008 *Coyote Creek Trail Master Plan*
2009 *BART FEIS*	2009 *Silicon Valley Rapid Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation*
2010 *CCP*	2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan*
ARBA	Alum Rock Business Association
BART	Bay Area Rapid Transit
BIA	Business Improvement Association
BID	Business Improvement District
BRT	Bus Rapid Transit
DOT	Department of Transportation
DPS	Design Preference Survey
DPW	Department of Public Works
ESC/AR	East Santa Clara Street/Alum Rock Avenue
ESCBA	East Santa Clara Street Business Association
ESCPSP	East Santa Clara Parking Study Presentation
FWBT	Five Wounds/Brookwood Terrace
General Plan	*San José 2020 General Plan*
Housing	Department of Houising
LUTD	Land Use/Transportation Diagram
MTC	Metropolitan Transportation Commission
NAC	Five Wounds/Brookwood Terrace Neighborhood Action Coalition
NBD	Neighborhood Business District
PBCE	Department of Planning, Building, and Code Enforcement
PRNS	Department of Parks, Recreation, and Neighborhood Services
RAA	Renewing the Action Agenda
ROW	Right-of-Way

Appendix A - Glossary of Acroynms (Continued)

RTT	Rail-to-Trail
SAN	East Santa Clara/28th Street Station Area Node
SCCMSC	Santa Clara County Multi-Services Center
SCVWD	Santa Clara Valley Water District
SJPD	San José Police Department
SJRA	San José Redevelopment Agency
SJS	San José Steel
SJSU	San José State University
SNI	Strong Neighborhoods Initiative
TOD	Transit-Oriented Development
VTA	Santa Clara Valley Transportation Authority

Appendix B - Reference List

The following documents were consulted during the creation of the 2010 *Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan*:

Alum Rock Village Business Association. "Map." <http://www.arvba.org/map.html> [30 January 2009].

City of San José. ***Alum Rock Form Based Zoning District***. April 2007. < http://www.sanjoseca.gov/planning/zoning/signs/AlumRockFBZDStandards&GuidelinesJune2_2009.pdf> [4 June 2010].

City of San José. ***Framework for Preservation of Employment Lands.*** 23 October 2007. <http://www.sanjoseca.gov/planning/pdf/zoning_code.pdf> [3 February 2009].

City of San José. ***Municipal Code: Zoning Ordinance.*** <http://www.sanjoseca.gov/planning/pdf/zoning_code.pdf> [3 February 2009].

City of San Jose. **"Ordinance 27955."** http://www.sanjoseca.gov/planning/zoning/ordinances/Ordinance_27955.pdf > [3 February 2009].

City of San José, *Municipal Code: Zoning Ordinance Amendment 27955*. (December 12, 2006)

City of San José, Department of Planning, Building, and Code Enforcement. Updated 1 January 2009. **"General Plan Maps: Land Use/Transportation Diagram," Map #67**. <http://www.sanjoseca.gov/planning/gp_maps/images/maps/GP067.pdf> [15 January 2009].

City of San José, Department of Planning, Building, and Code Enforcement. Updated 1 January 2009. **"General Plan Maps: Land Use/Transportation Diagram," Map #68.** <http://www.sanjoseca.gov/planning/gp_maps/images/maps/GP068.pdf> [15 January 2009].

City of San José, Department of Planning, Building, and Code Enforcement. Updated 1 January 2009. **"General Plan Maps: Land Use/Transportation Diagram," Map #84.** <http://www.sanjoseca.gov/planning/gp_maps/images/maps/GP084.pdf> [15 January 2009].

City of San José, Department of Planning, Building and Code Enforcement. 1 December 2008 **"Pending Projects**." http://www.sanjoseca.gov/planning/pdf/D03Pending.pdf [accessed 19 January 2009].

City of San José, Department of Planning, Building, and Code Enforcement. 20 May 2008. ***San José 2020 General Plan.*** < http://www.sanjoseca.gov/planning/gp/gptext.asp> [12 January 2009].

City of San José, Department of Planning, Building, and Code Enforcement. 25 July 2008. ***San José Municipal Code: Title 20 - Zoning Ordinance.*** <http://www.sanjoseca.gov/planning/pdf/zoning_code.pdf> [12 February 2009].

City of San José, Department of Planning, Building, and Code Enforcement. Updated 1 January 2009. **"Zoning Map," Map #67.** <http://www.sanjoseca.gov/planning/zonemap/images/maps/Zone067.pdf> [15 January 2009].

City of San José, Department of Planning, Building, and Code Enforcement. Updated 1 January 2009. **"Zoning Map," Map #68.** <http://www.sanjoseca.gov/planning/zonemap/images/maps/Zone068.pdf> [15 January 2009].

City of San José, Department of Planning, Building, and Code Enforcement. Updated 5 November 2008. **"Zoning Map," Map #84.** <http://www.sanjoseca.gov/planning/zonemap/images/maps/Zone084.pdf> [15 January 2009].

City of San Jose, Department of Parks, Recreation, and Neighborhood Services and Department of Public Works. 20 June 2008. ***Coyote Creek***

Appendix B - Reference List (Continued)

Trail Master Plan: Story Road to Lower Silver Creek. <http:// http://www.sjparks.org/Trails/coyote/documents/06073FinalMasterPlan07-15-08screen_000.pdf> [19 January 2009].

City of San Jose, Department of Parks, Recreation, and Neighborhood Services. December 2007. **"Trail Program."** <http://www.sjparks.org/Trails/images/Maps/CityTrailsMap_All.pdf > [19 January 2009].

City of San Jose, Department of Parks, Recreation, and Neighborhood Services. December 2007. **"Trail Facts" (see Crime Prevention through Environmental Design principles under the heading "San Jose's Approach).** < http://www.sjparks.org/Trails/doc/TrailFactsMarch2008.pdf > [20 September 2009].

City of San Jose, Department of Parks, Recreation, and Neighborhood Services and Department of Public Works. 10 December 2007. ***Lower Silver Creek Master Plan.*** <http://www.sjparks.org/Trails/SilverCrLower/documents/06008MasterPlan12-10-07_000.pdf> [19 January 2009].

City of San Jose, Department of Transportation. March 2006. **"Average Daily Traffic (ADT) Volumes 2005."** <http://www.sanjoseca.gov/transportation/forms/TrafficFlowMap_2005.pdf> [24 January 2009].

City of San José, Communications Office. January 2008. ***San Jose's Green Vision.*** <http://www.sanjoseca.gov/mayor/goals/environment/GreenVision/SJGreenVision.pdf> [19 June 2009].

City of San José, Office of Economic Development. **"Enterprise Zone Map – Current."** <http://www.sjeconomy.com/ez/images/EnterpriseZoneExpansion.jpg> [10 September 2009].

City of San José, Office of Economic Development. "**Overview of Incentives for Enterprise Zone Businesses."** <http://www.sjeconomy.com/ez/incentives.asp> [10 September 2009].

City of San José, Office of Economic Development. "**EZ News."** <http://www.sjeconomy.com/ez/eznews.asp> [10 September 2009].

Metropolitan Transportation Commission. **"Smart Growth/ Transportation of Livable Communities – Station Area Plans."** < http://www.mtc.ca.gov/planning/smart_growth/#stations> [25 August 2009].

Rails-to-Trails Conservancy. 24 September 2004. ***Understanding Environmental Contaminants: Lessons Learned and Guidance to Keep Your Rail-to-Trail Project on Track.*** <http://www.railstotrails.org/resources/documents/resource_docs/EPAReport.pdf > [accessed 19 January 2009].

San José Redevelopment Agency. No date. **"Alum Rock Avenue" Brochure.** <http://www.sjredevelopment.org/PublicationsPlans/AlumRock.pdf> [19 January 2009].

San José Redevelopment Agency. No date. **"East Santa Clara Street Neighborhood Business District" Brochure.** <http://www.sjredevelopment.org/PublicationsPlans/EastSantaClara.pdf> [19 January 2009].

San José Redevelopment Agency. August 2007. ***Report on Investment in the Strong Neighborhoods Initiative (SNI) Area***. <http://www.strongneighborhoods.org/Report06/SNI_SeifelReport.pdf > [22 December 2008].

San José Redevelopment Agency, Strong Neighborhoods Initiative. August 2002. ***Five Wounds/Brookwood Terrace Neighborhood Improvement Plan***. <http://www.strongneighborhoods.org/Plans_06/FiveWoundsPlan.pdf> [26 May 2009].

Appendix B - Reference List (Continued)

San José Redevelopment Agency, Strong Neighborhoods Initiative. December 2006. ***Draft Five Wounds/Brookwood Terrace Neighborhood Improvement Plan Amendment***.

San José Redevelopment Agency, Strong Neighborhoods Initiative. June 2002. ***Strong Neighborhoods Initiative Redevelopment Plan***. <http://www.strongneighborhoods.org/RedevelopmentPlan.pdf> [15 January 2009].

San José State University, Community Outreach Partnership Center. 1999. ***Collaborative Plan: Bonita, Brookwood, Five Wounds, McKinley, and Olinder Neighborhoods.***

Santa Clara Valley Transportation Authority. 14 July 2008. **"Bus & Rail Map - Section Map C, Milpitas/North San José."** <http://www.vta.org/schedules/pdf/bus_rail_map_c.pdf > [15 January 2009].

Santa Clara Valley Transportation Authority. 6 October 2008. **"Bus Route 121."** <http://www.vta.org/schedules/SC_121.html> [15 January 2009].

Santa Clara Valley Transportation Authority. 14 January 2008. **"Bus Route 122."** <http://www.vta.org/schedules/SC_122.html> [15 January 2009].

Santa Clara Valley Transportation Authority. May 2009. ***East Santa José Community-Based Transportation Plan.*** < http://www.mtc.ca.gov/planning/cbtp/East_San_Jose_CBTP_Report.pdf> [10 September 2009].

Santa Clara Valley Transportation Authority. July 2008. ***Santa Clara-Alum Rock Transit Improvement Project Final Environmental Impact Report – Volume 1.*** <http://www.vta.org/projects/dtev/final_eir.html> [10 September 2009].

Santa Clara Valley Transportation Authority. November 2004. ***Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San Jose, and Santa Clara Final Environmental Impact Report***. < http:// http://www.vta.org/bart/final_eir.html> [15 December 2008].

Santa Clara Valley Transportation Authority. May 2007. ***Silicon Valley Rapid Transit Corridor: BART Extension to Milpitas, San Jose, and Santa Clara Final Supplemental Environmental Impact Report***. < http:// http://www.vta.org/bart/final_seir.html> [15 December 2008].

Santa Clara Valley Transportation Authority. **VTA Handout** (given at the June 24, 2008 FWBT Neighborhood Action Coalition Meeting.

Santa Clara Valley Transportation Authority and U.S. Department of Transportation Federal Transit Administration. March 2009. ***Draft Silicon Valley Rapid Transit Corridor: Volume I - Draft Environmental Impact Statement and Draft Section 4(f) Evaluation.*** <http://www.vta.org/bart/draft_eis.html> [15 December 2008].

Transmetrics, Inc.. 2000. **"East Santa Clara Street Parking Study Presentation."**

Wikipedia. **"Cohousing"** (quote used confirmed with authors referenced by Wikipedia). <http://en.wikipedia.org/wiki/Cohousing#cite_note-0> [30 April 2009].

This page has been left blank intentionally.