

The intention of the DDF is to provide a tool that serves as a starting point, informational resource, and guide for evaluating design proposals in the ongoing planning and development of the future VTA Block TOD. By initiating this process in parallel with initial coordination and preliminary design for the BART station, VTA seeks to ensure that the station structure will facilitate TOD around the station. The DDF also incorporates elements and requirements for the station into the future plaza and surrounding area, so that the two projects can support one another.

As VTA begins selection of a development partner(s) to take these concepts to the next level of refinement, the DDF document will be used to evaluate different proposals and determine which options best align with the design guidelines and goals of the DDF. How different proposals approach the DDF guidelines will inevitably vary from one proposal to the next, and this is what is desired—a variety of concepts and designs that will yield a better result than an overly rigid set of requirements and constraints. The DDF provides the criteria by which VTA can evaluate and select the most successful option. In this sense, the DDF is a critical document for all future partners to absorb and understand in the development of their design concepts.

Once VTA selects its development partner(s) for the VTA Block, the first next step will be preparation of a master development plan for the block that obtains and includes the approval of the other property owners of the block. The other principal property owners and VTA are aligned on the need for a shared master development plan to ensure the highest quality design and maximum developable area for each property owner. There are a number of potential strategies to accomplish this goal, ranging from a single joint-venture type approach to one that focuses on shared investment in jointly used facilities while allowing each owner to independently pursue its own projects.

8 Looking Forward

Future Steps (cont.)

The master development plan will need to address a number of items that contribute to achievement of world-class TOD on the block, including but not limited to: shared parking; plaza design and operation; overall development program that meets city requirements and can evolve with market opportunities; building design; revised parcel map that is consistent with the development plan; the entity(ies) that will be responsible for design, funding, construction and operation of jointly used facilities; and phasing and implementation of the jointly used facilities as well as individual development projects.

VTA's intent for the future master development plan is for it to be developed with broad opportunities for public and stakeholder involvement. It will need to meet the objectives of VTA and the other property owners as well as be consistent with City of San José requirements. VTA will work with the city so that upon completion of environmental review and city approval of the master development plan, work can immediately commence on the first phase of buildings with the goal for construction to be well underway by the start of revenue service for BART Phase 2.

The 'dials' included earlier in the DDF set out VTA's key priorities for the block and will help VTA determine which schemes for the Block are preferred. Development options which adhere to the guidelines and goals of the DDF (i.e., contain active public spaces, programmed outdoor amenity spaces where possible, improve pedestrian connectivity, etc.) will be evaluated favorably compared to those which do not address these priorities. (see Fig 8.-01).

While the DDF informally references items such as City of San José requirements and design guidelines, FAA height restrictions, and other regulatory constraints, it is in no way comprehensive, and any future project will still need to undertake their own due diligence to validate any regulations or restrictions that may not have been addressed directly in the DDF.

Evaluation Criteria Key Points

- Quality of public space, presence of central plaza, and programming and activation of the ground floor
- Allowing daylight and limiting wind impacts to the public outdoor spaces, both summer and winter
- Walkability and pedestrian links to and from public transit, including mid-block connections
- Effective activation of the ground plane through different approaches to programming, day and night
- Provision of rooftop and podium-top outdoor amenity space
- Creation of views to green spaces from the towers by stepping massing, or other methods
- Integration of the podium concept into the design, including a solid material expression at the base
- Use of high-quality, sustainable materials
- Achieving approximately 8 FAR, with the inclusion of a mixed program of commercial, residential, and other potential uses, such as hotel, community center, or other. The mix should be based on market analysis and forecasts for future demand
- Meeting City requirement for 4 FAR* of commercial space (* this requirement will need to be discussed further with the City to understand how it applies to the block as a whole, as opposed to individual parcels)
- Showing sensitivity to the historic Building and Loan building, as well as further negotiations with the City to adhere to the intent of the St James Park Historic District

- Achieve sustainability goals for VTA Block TOD, which might include:
 - Net zero energy
 - Low carbon (or zero carbon) construction methods, such as cross-laminated timber structures)
 - Exceeding statutory environmental requirements, such as CalGreen and LEED
 - Centralizing utility services distribution and other efficiencies across the block
 - Use of natural ventilation and daylighting to reduce energy consumption
 - Use of green roofs or rainwater collection to avoid runoff and minimize impact on City infrastructure
- A creative approach to parking, which might include:
 - District parking approach that leverages existing off-site parking
 - Underground structured parking to avoid the ground floor level being dominated by vehicles.
 - Parking management systems to reduce footprint and excavation needed per parking stall.
- Alignment with VTA's Social Equity goals for housing at a range of affordability levels, and encourage local job creation and walkable communities.

Fig. 8-01 Evaluation Criteria Points



Fig. 8-02 Artistic Impression of BART TOD

8 Looking Forward

8.1 Phasing

The VTA Block TOD project will need to be phased and coordinated with the construction of the BART station. According to the most recent schedule estimates, the substantial completion of the BART station construction will occur at some point in 2028 (system integration, testing and inspection, and safety certification will occur beyond that time, before revenue service will begin; however TOD efforts could commence in parallel with this period). Based on the needs for staging areas during construction, it is unlikely that the site can be significantly opened up for work on TOD prior to that date. There is a possibility, depending on future work by VTA's design-build stations contractor, that some small portion of the site could be cleared and prepared for TOD development prior to 2028.

VTA will work closely with its development partners to plan out the phasing of future development work. If there is to be basement parking shared between different property owners, then any development agreements, property acquisitions or other negotiations will need to be resolved prior to any work on TOD projects commencing. The basement structure will impact the structure of the buildings above, so this work needs to be carefully coordinated as perhaps the first step of any future development. Work on the basement for the station facilities will occur significantly earlier than any TOD work.

The decision as to which portion of the site to develop first will need to be assessed once more of the station design and construction methods are known. Fig 8-04 shows different scenarios for how the site could be built-out in the future to highlight the flexibility that can be maintained for viable development plans. There are many different scenarios that could be developed based on a variety of priorities and dependencies.

BART Phase 2 Extension Timeline

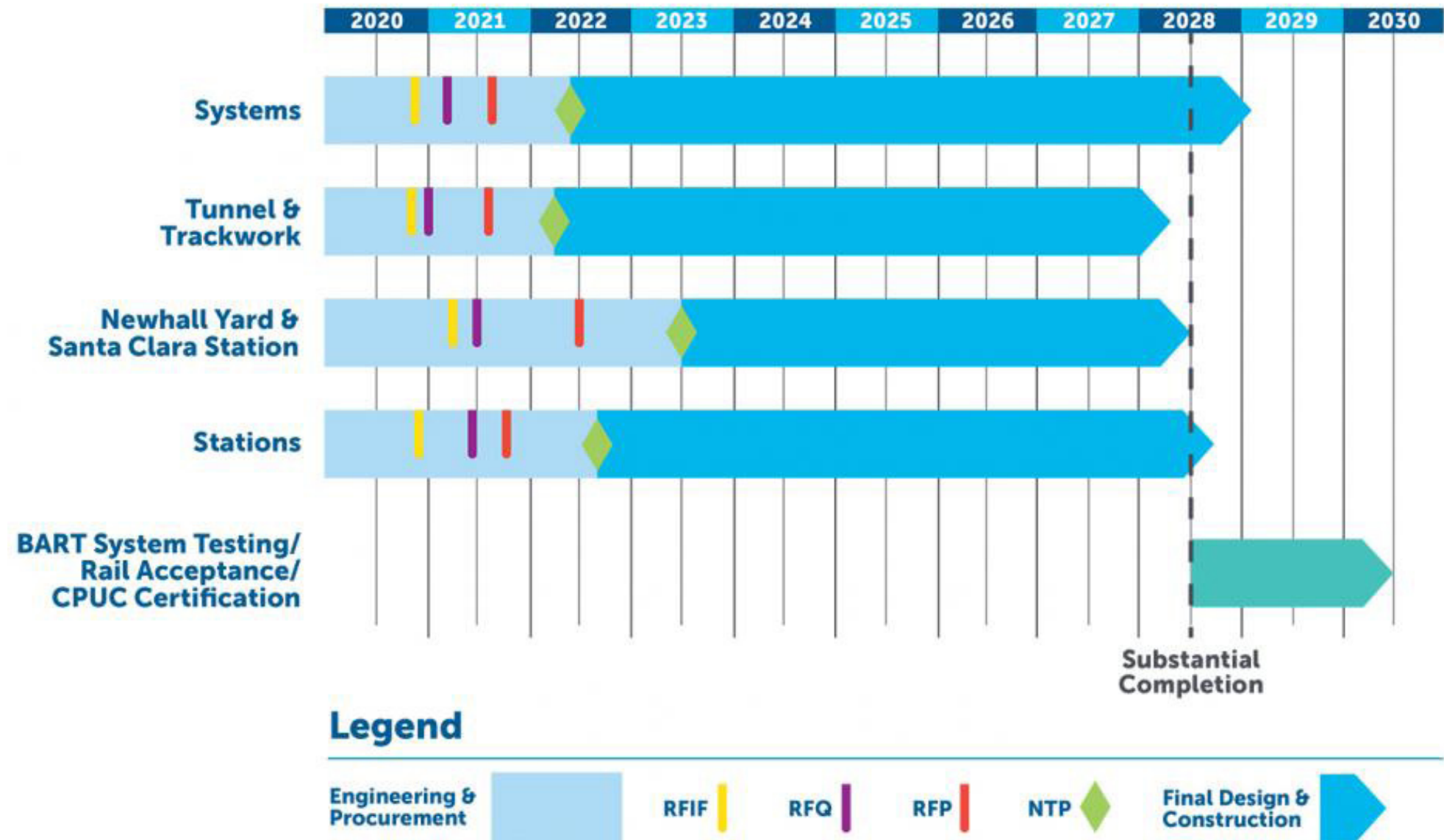
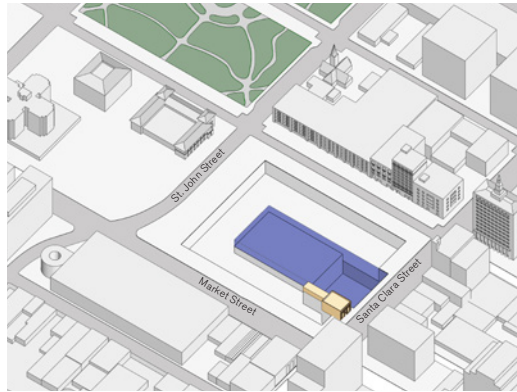


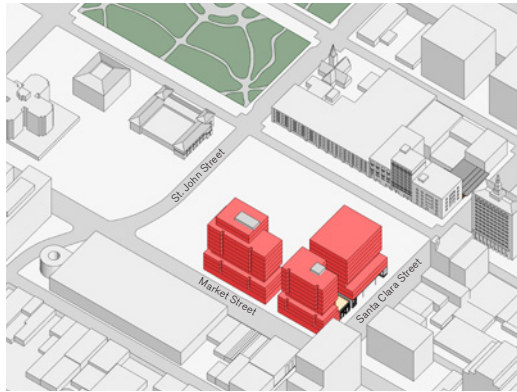
Fig. 8-03 BART Phase II Timeline

8 Looking Forward

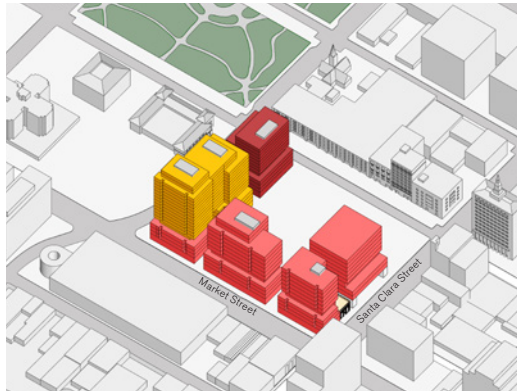
Directional-based Project Phasing
West to East



Station Completion



Station and Tower West



Tower North



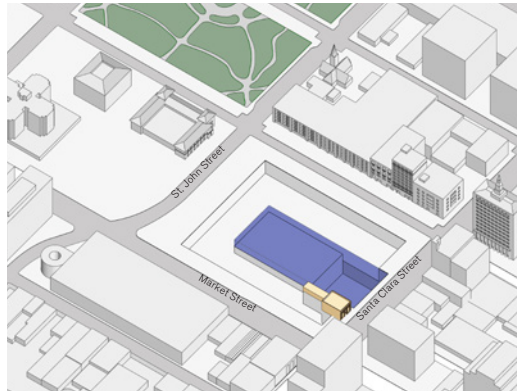
Tower East



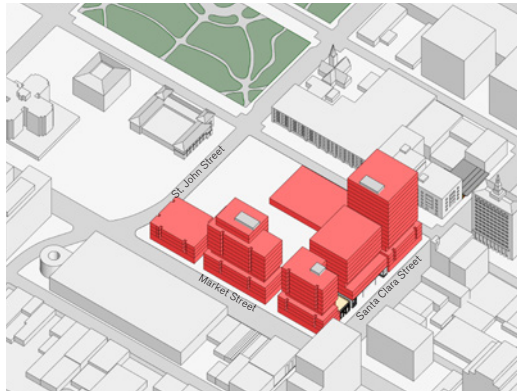
Plaza and Pavilion



Program-based Project Phasing



Station Completion



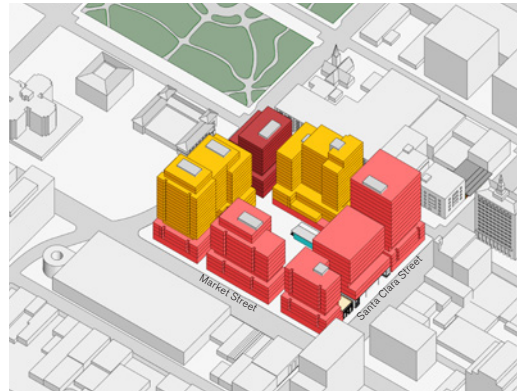
Station and Commercial



Residential



Hotel



Plaza and Pavilion



Fig. 8-04 Phasing Strategy Diagram

8 Looking Forward

8.2 The Post-Pandemic Era

Since DDF work began in late 2018, the world has changed due to the ongoing pandemic. However, many of the concepts and principles that are fundamental to the DDF have become even more critical as a result of the pandemic. For instance, the need for high-quality outdoor amenity spaces is even greater now than it was before. This priority applies not only to the large publicly accessible plaza at ground level, but also to the outdoor amenity spaces that are envisioned for the podium level and rooftops can take advantage of San José's mild climate and have outdoor spaces with expansive views in which to work, socialize, or relax in a safe environment. The terracing of the building mass to create additional outdoor spaces and views continues to be important for people's health and wellness.

Some of the other factors that support the DDF work will need to be reconsidered as the city emerges from current restrictions and life returns to an adjusted sense of normality. Plans will need to be updated and adapted to current market conditions and the program mix of hotel, commercial, and residential uses will need to be adjusted. The size of residential units may also be impacted by the way people choose to live and work in the future, and the demand for parking for both commercial and residential occupants may change. These trends and adjustments will be an ongoing process for a project of this scale and duration, and while the pandemic may shift those trends in a slightly different direction, the goals and priorities of the DDF remain as relevant now as they were two years ago. The approaches highlighted in the DDF, including a focus on sustainability and resilient design, will help prepare for other future pandemics that seem increasingly more likely. The concept of building high-quality, dense, mixed-use development adjacent to public transit connections continues to be a valuable long-term investment into a healthy and vibrant future for Downtown San José.

8.3 Conclusion

The process of creating the Design for Development Framework has involved periods of extensive research, outreach, coordination, and discussions with a variety of stakeholders and interested parties. VTA would like to thank everyone who engaged in this process and contributed to the guidelines and aspirations as envisioned in this document. As this project moves forward towards the next stage in its development, and the discussions and concepts become more concrete, we hope that the overarching vision as outlined in this framework document will remain relevant and help to shape a transformative and dynamic future for this significant site in the heart of Downtown San José.



Fig. 8-05 Artistic Impression of Rooftop Amenity Space

