

This chapter describes how the design guidelines presented in Chapter 3 can be applied in order to develop and evaluate world-class TOD options for the VTA Block, and how they were applied to identify the baseline development concept presented in the DDF – VTA will use this DDF baseline concept to evaluate future development proposals for the VTA Block, while remaining open and flexible to proposals that are improvements from the DDF baseline.

The DDF process developed and evaluated multiple ‘test fits’ to determine the best ways to achieve development goals within environmental, regulatory, and political frameworks. These test fit options for world-class TOD on the VTA Block were evaluated using criteria that were established as part of the DDF process. Figure 4-07 shows the array of different massing options studied and the four massing scenarios chosen for further consideration.

Based on input and feedback from stakeholders, one of the schemes was further developed, shown in Figure 4-15. It is important to note that this massing does represent a “recommended” massing or plan for the VTA Block, rather the latest iteration of an ongoing process of refinement that will continue. VTA will ultimately work with a master developer to develop the principles and concepts expressed within the DDF into a master development plan for the Block, with broad-based involvement by the public, stakeholders, and City, that will provide the final massing, design, development strategies, and actions needed to create world-class TOD on the VTA Block.

4 Applying the Design Guidelines

4.1 Target Density, Program and Surrounding Context

Development massing options were evaluated in coordination with development feasibility analyses that identified a target floor area ratio (FAR) of approximately eight square feet of occupiable space for every square foot of land area within the VTA Block. This 8 FAR is in line with other recent developments in Downtown. The mix of occupiable space uses was also derived from prior financial market analyses.



Fig. 4-01 Artist impression of Massing

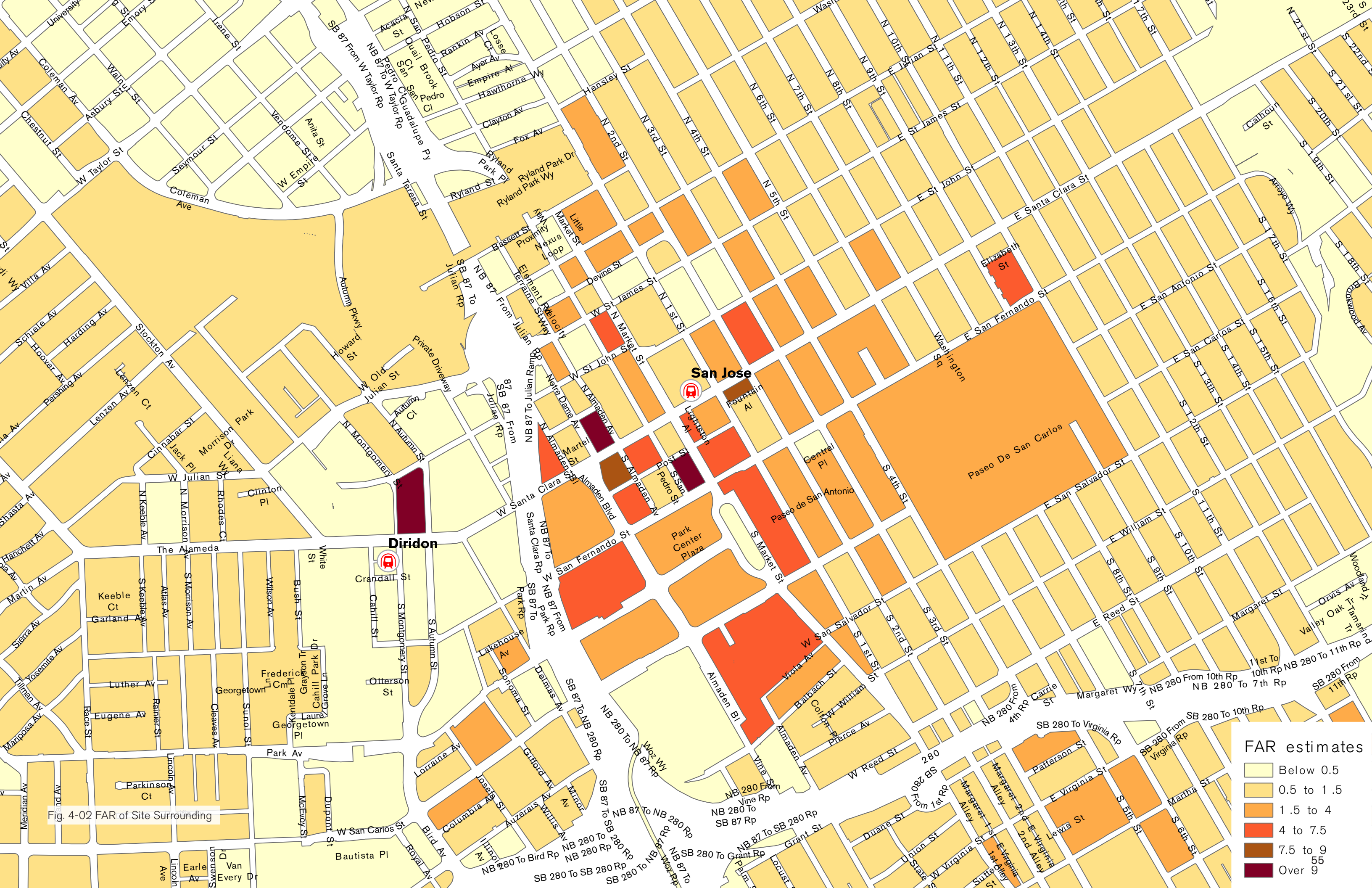
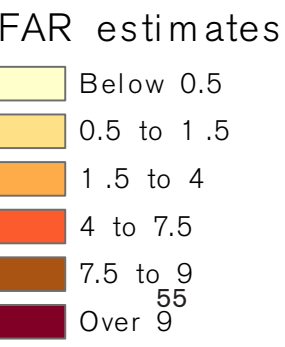


Fig. 4-02 FAR of Site Surrounding



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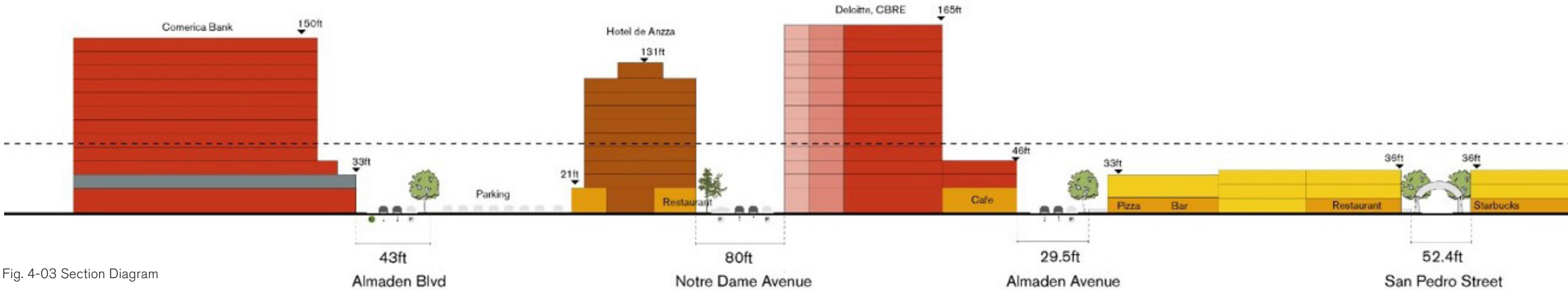
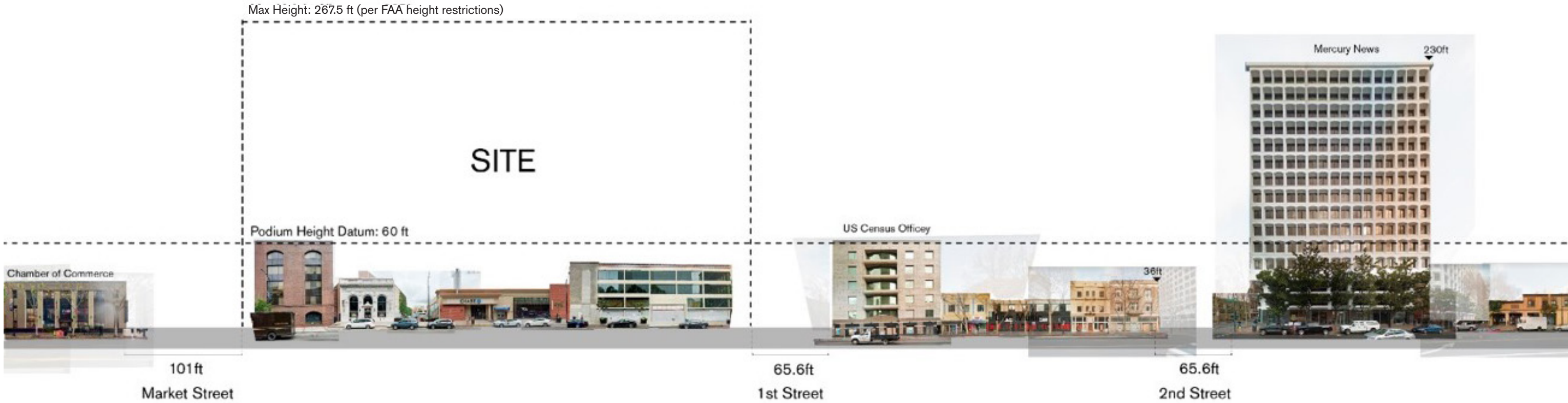
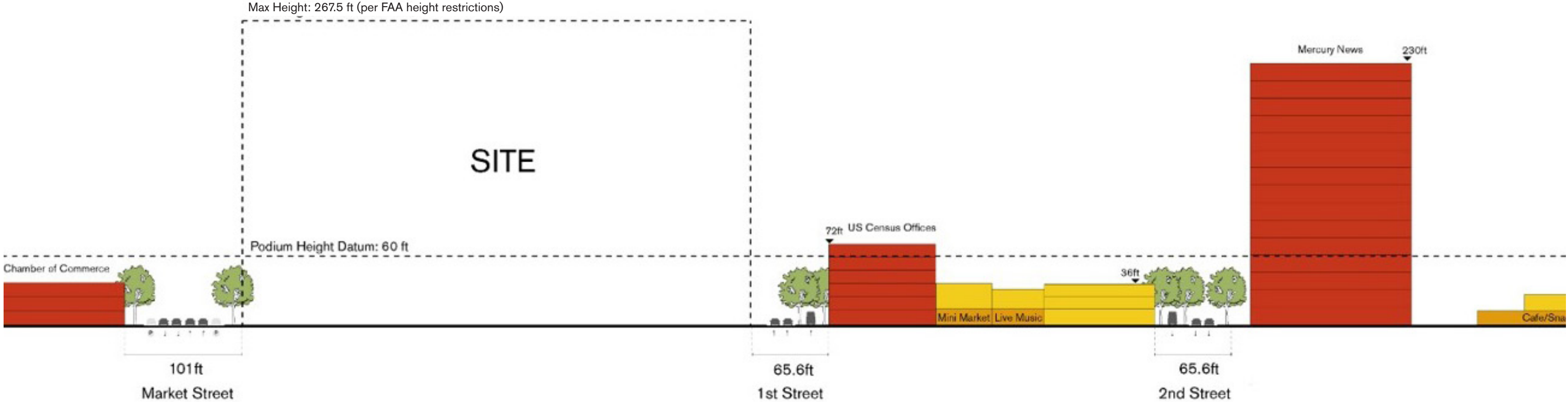


Fig. 4-03 Section Diagram



Fig. 4-04 Section Diagram

4 Applying the Design Guidelines



4 Applying the Design Guidelines

4.1 Target Density, Program and Surrounding Context (cont.)

The four corridors which frame the VTA Block accommodate different needs and have different characters (e.g., transit-oriented, pedestrian-oriented, car-oriented, historic, civic, urban park, etc.) . Uniform 60-foot building podium heights would complement the character of all framing corridors with a design element that unifies developments on the block. The distinctive character of each side of the block also suggests certain uses for the buildings that face them. Figure 4-05 shows suggestions for how building massing and occupiable uses might be integrated with the context of the block.

The DDF envisions that all parcels fronting Santa Clara and Market streets, which are major commercial thoroughfares, would house commercial and office uses. The DDF also envisions that quieter First and St John streets that connect to St James park are better suited for residential and hospitality uses. In the test fit shown in figure 4-06, the corner site at St John and First streets is shown as a hotel use, although the viability of a hotel at this site is dependent on discussions with the City regarding the recommended building heights in the St James Park Historic District Guidelines, as noted in Chapter 3.

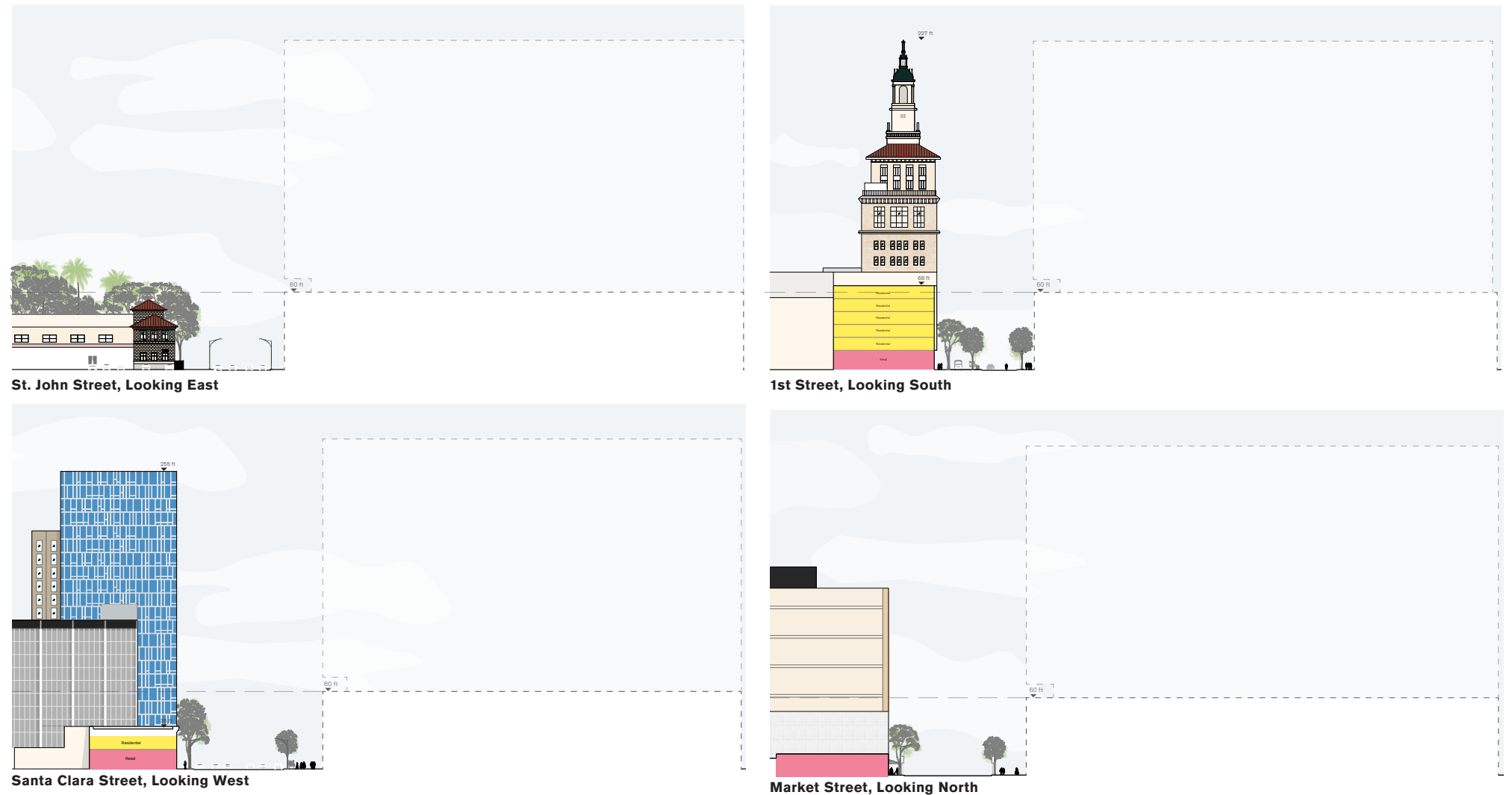


Fig. 4-05 Surrounding Streets Analysis

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Fig. 4-06 Functions Diagram

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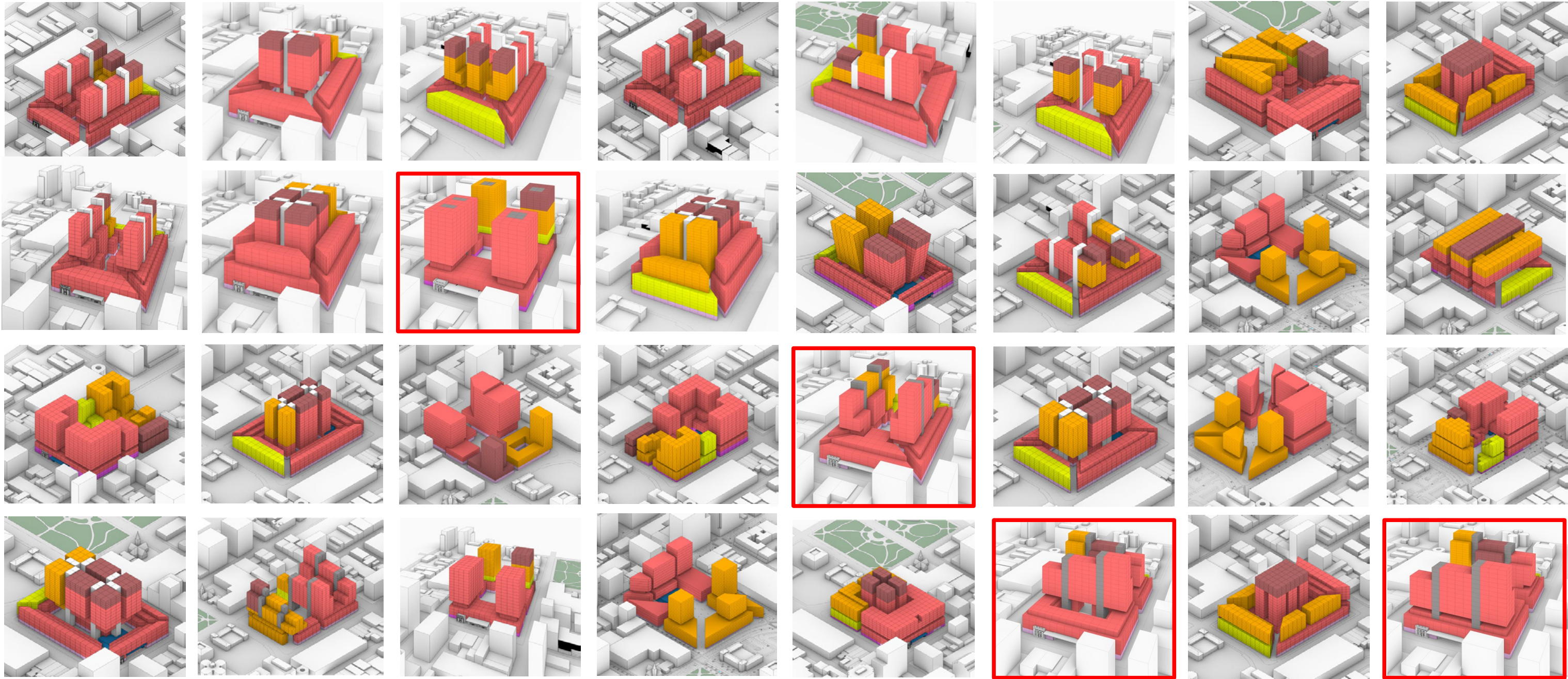


Fig. 4-07 Massing Studies

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Fig. 4-08 Stakeholder Meeting, February 2020



Fig. 4-09 Massing Model

4 Applying the Design Guidelines

4.2 Summary of Massing Approach

This series of diagrams begins with a solid mass that is the full size of the site and 267 feet tall, the maximum allowed height (Step 1).

From this theoretical mass, the central plaza is carved away to create a public space at the heart of the development for all of the reasons outlined elsewhere in this document (Step 2).

Pedestrian paseos are then introduced to provide access to the plaza, particularly on the long north-south city blocks (Step 3).

Setbacks are provided at the historic Building and Loan building on Santa Clara Street and for the BART station (Step 4).

A 60 foot podium height is established, with outdoor amenity space created where towers are set back from podiums (Step 5).

The towers set back from the podium bases will have a lighter more transparent architectural expression. (Step 6).

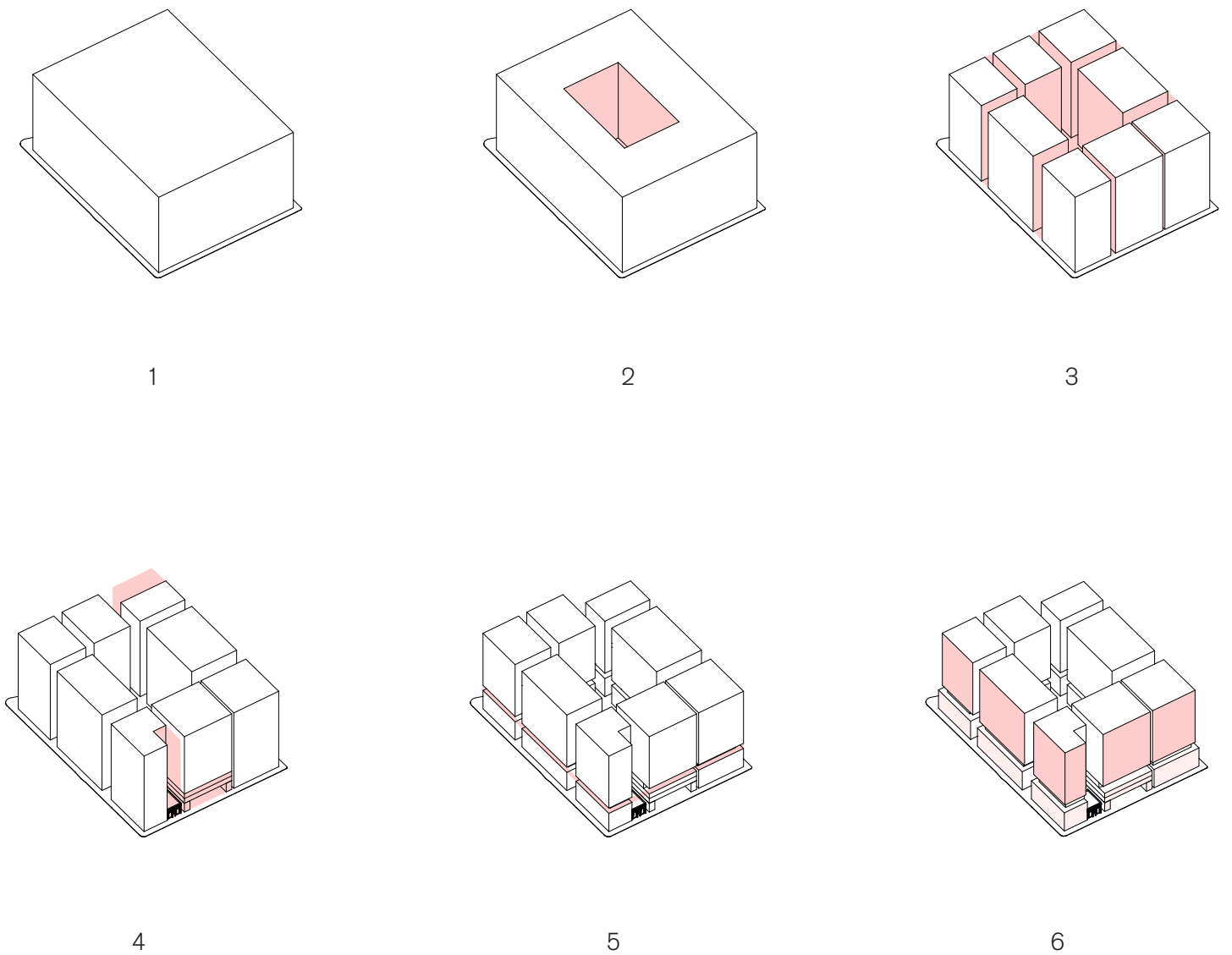
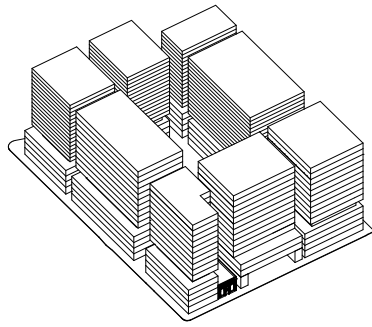
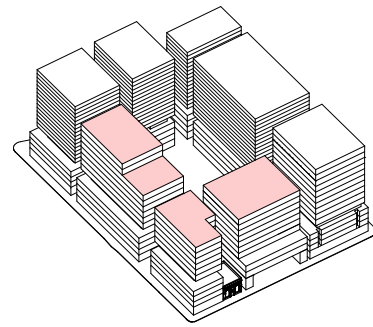


Fig. 4-10 Massing Studies

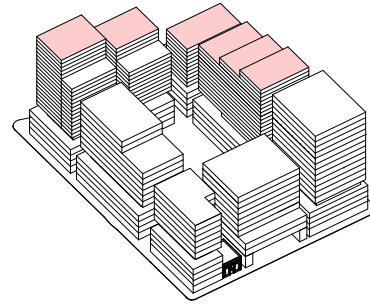
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Proposed floor-to-floor heights vary depending on the interior program, with residential floor-to-floor heights of 13ft and commercial at 15ft. Ground floor retail will have 18ft clear. (Step 7)

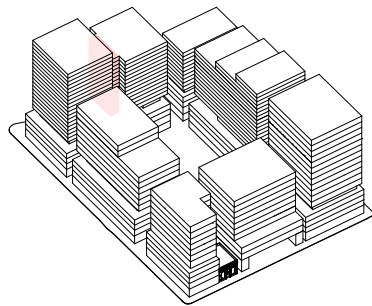
The DDF suggests that building heights should be lowered near the corner of Santa Clara and Market streets in order to allow more sunlight into the plaza and provide better views of Downtown for building occupants. (Step 8)

The DDF also suggests that building heights should be lowered near the corner of St John and North First streets in order to provide better views of St James Park and the east hills. (Step 9)

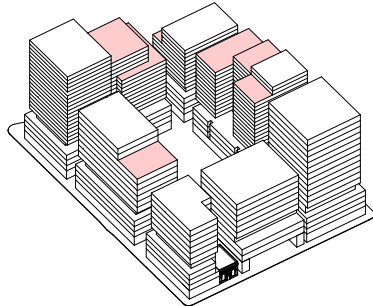
To avoid units looking into each other via facing windows, the two residential towers at the northeast of the site are merged above podium level. (Step 10)

The DDF suggests further terracing the residential towers to provide enhanced views and more usable outdoor amenity space. (Step 11)

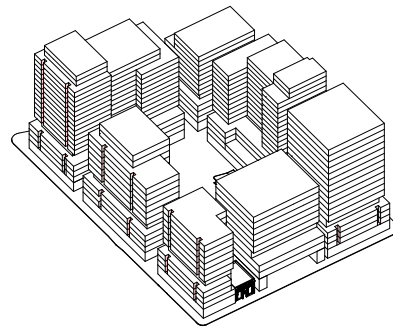
The DDF also suggests that building frontages be articulated to have more aesthetically pleasing buildings that better contribute to Downtown's urban character. (Step 12)



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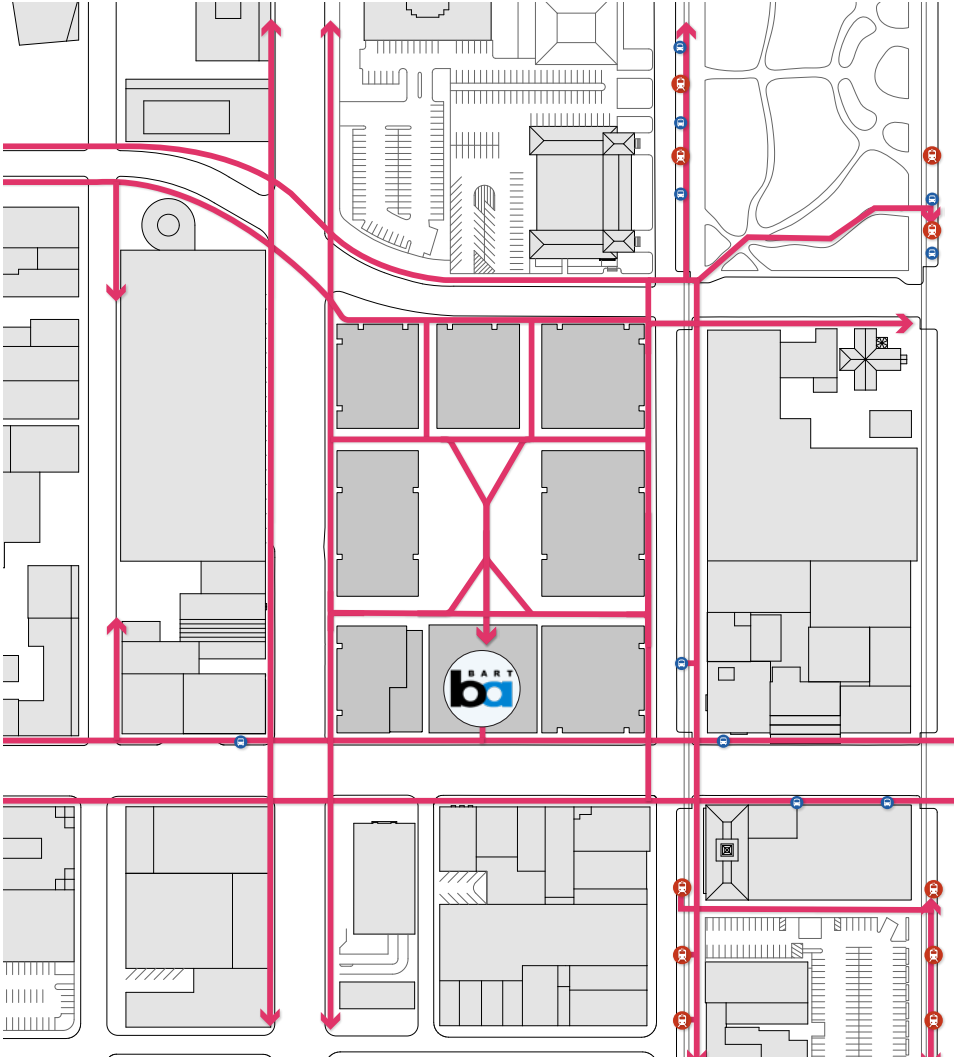


Fig. 4-11 Pedestrian Circulation Diagram

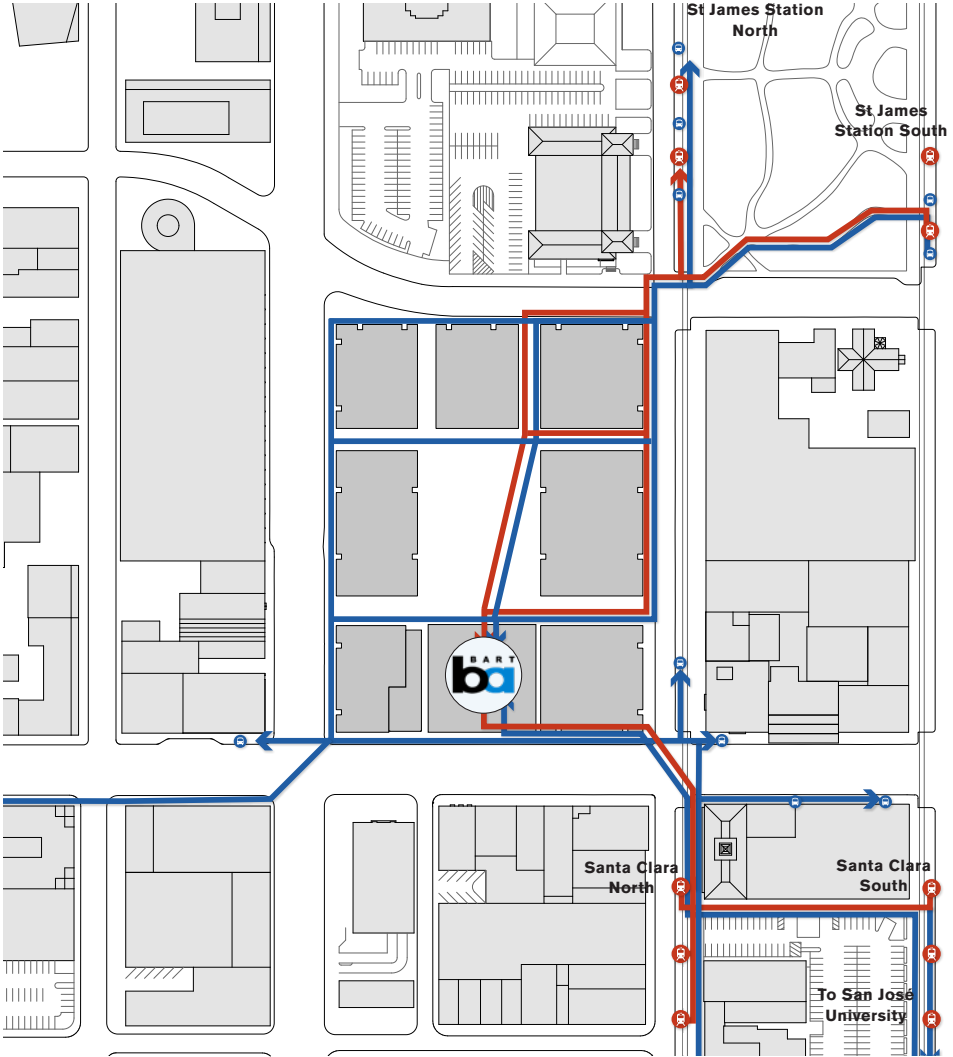


Fig. 4-12 From BART Station to other Transportation Links

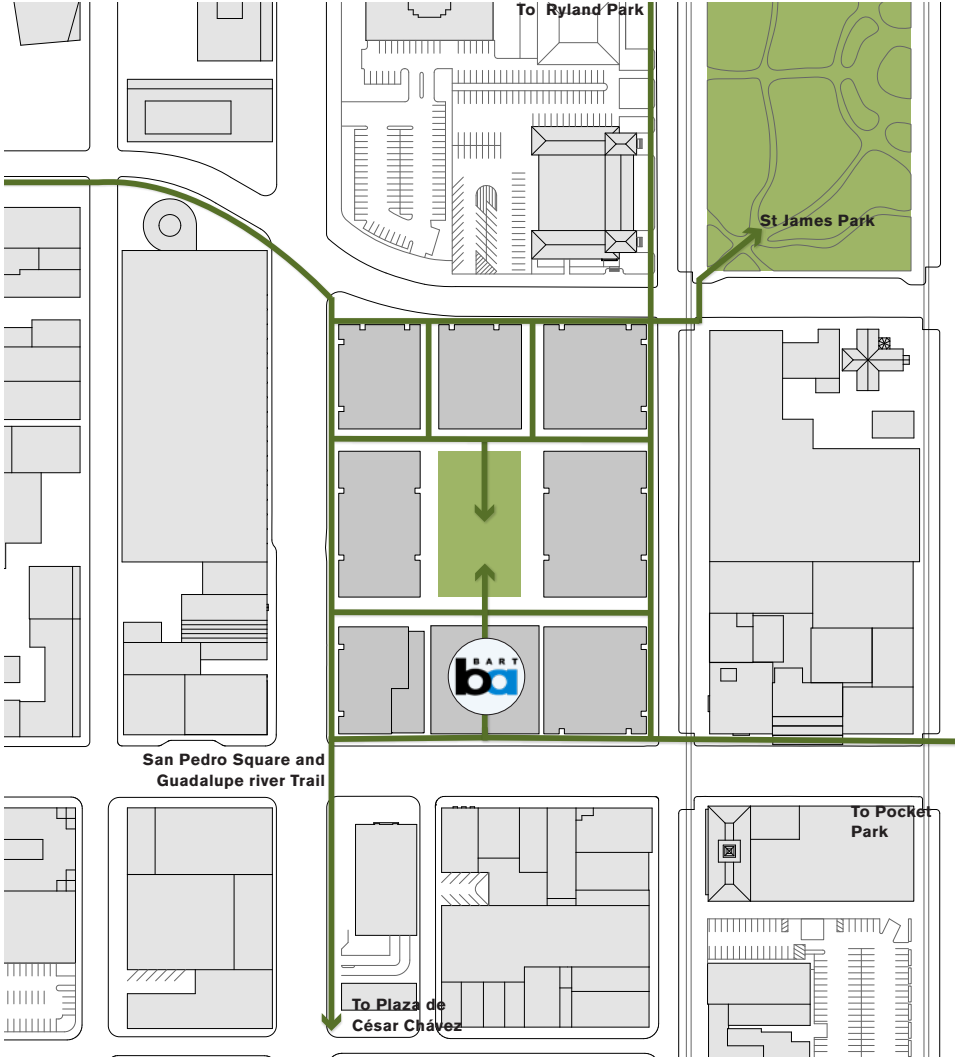


Fig. 4-13 From BART Station to Open Spaces

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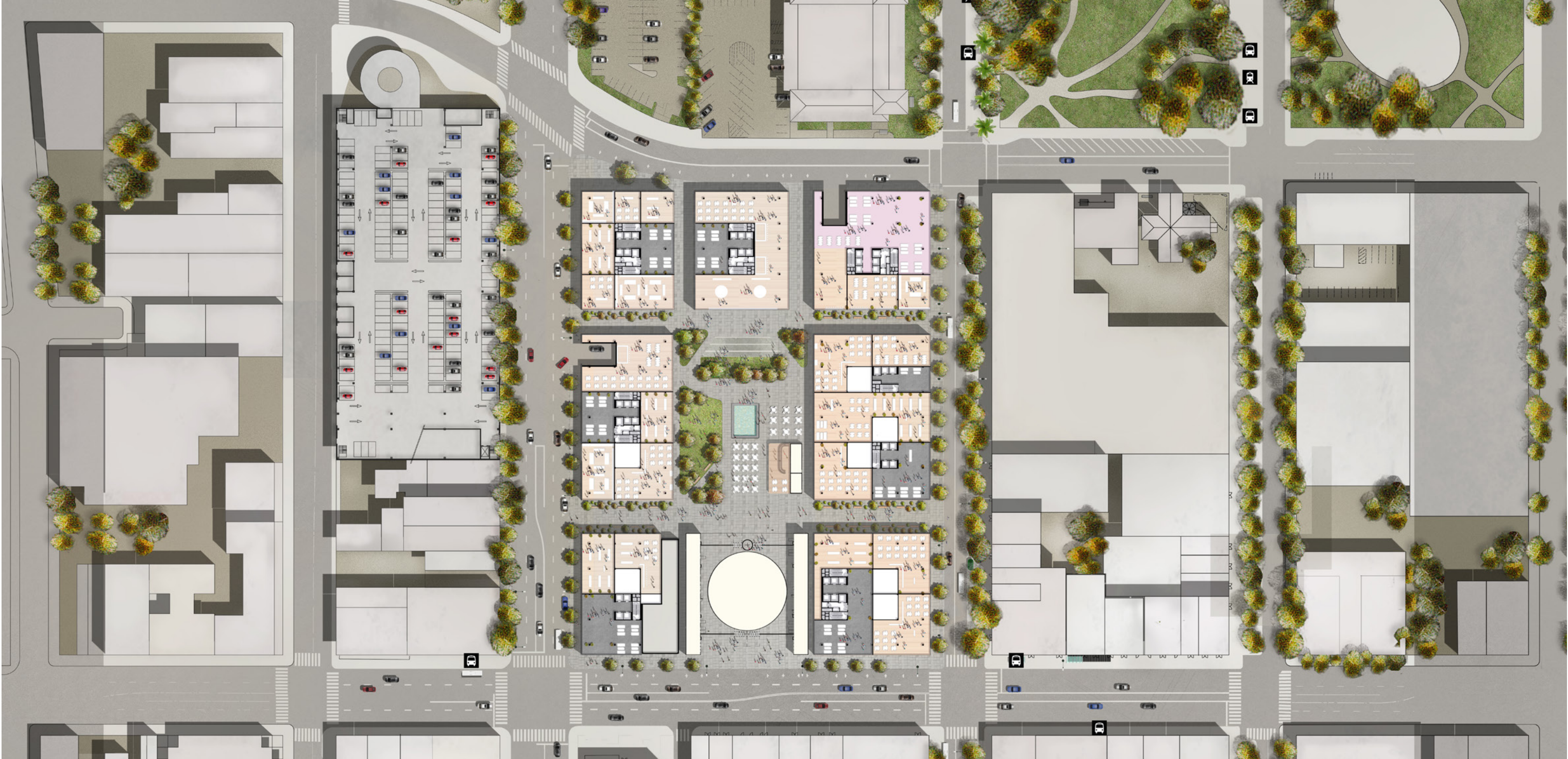


Fig. 4-14 Proposed Site Plan Ground Floor (Not shown: TOD Above BART Station)

4 Applying the Design Guidelines

4.2 Summary of Massing Approach (cont.)

Within this conceptual massing shown in Fig, 4-15, the overall project can achieve the FAR 8 target and also meets the FAR 4 minimum shown in Fig 4-15 that is required for this site by City of San José's regulations.

The massing for the test fit solution was evaluated using the design guidelines described in Chapter 3. It achieves high scores for thermal comfort at the plaza, the quantity and quality of views from the residential units, and access to rooftop amenity spaces. The terracing down of the buildings to the southwest and northeast corners aligns closely with the guidelines regarding access to views, outdoor spaces, and not casting shadows on the plaza or St James Park. The inclusion of a significant number of residential units will contribute to an active public realm, and advance VTA's social equity goals by creating much-needed affordable housing close to public transit. Finally, the dual-oriented retail spaces at the ground floor can be configured in smaller footprints to support small business enterprises.

Total Area : 1,825,000
FAR : 8.0 *

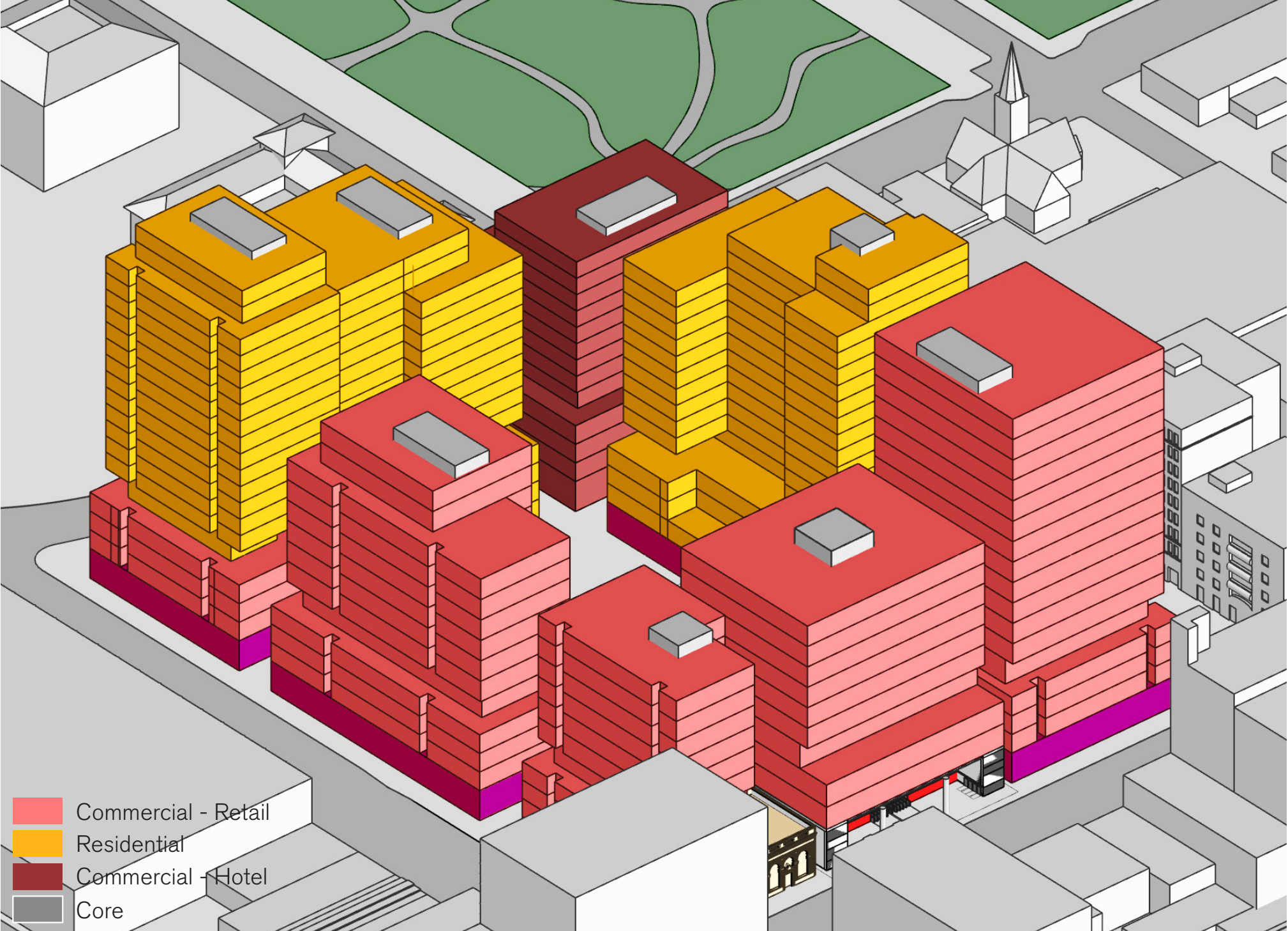


Fig. 4-15 Illustrative Massing

*Note: All numbers are indicative and subject to further development.

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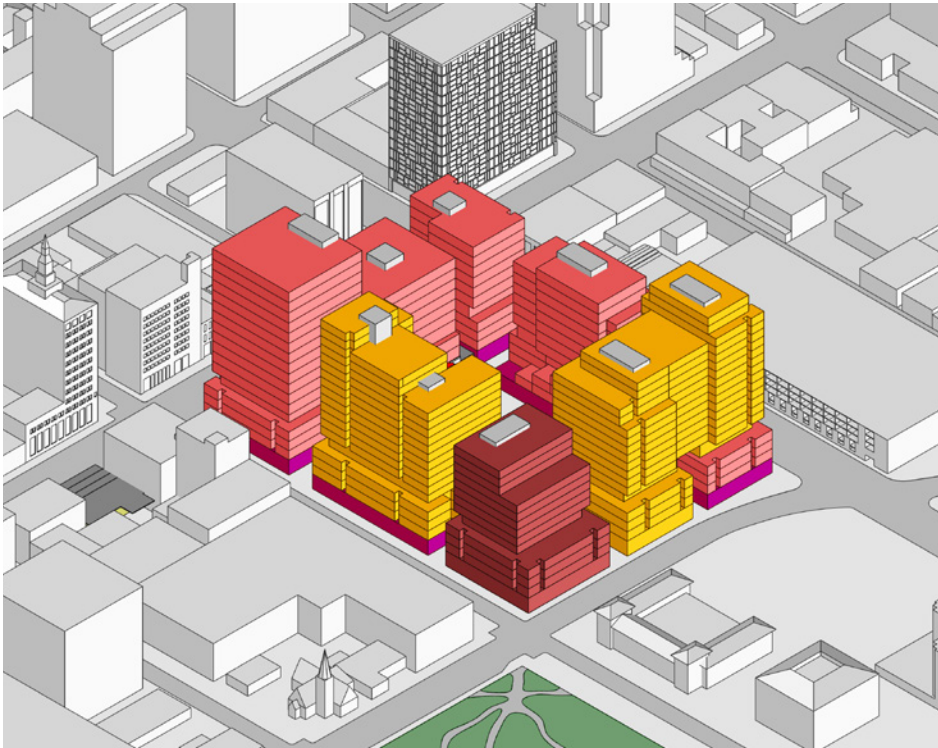


Fig. 4-16 View from North-East



Fig. 4-17 Site Concept

Plot Area (sf) 228,162

Usage	GFA (sf.)	GFA%	FAR
Retail	115,000	6.3	0.5
Office	815,000	44.7	3.6
Hotel	160,000	8.8	0.7
Total Commercial	1,090,000	60	4.8
Market Rate Resi.	584,000	32	2.6
Affordable Resi.	146,000	8	0.6
Total Residential	730,000	40	3.2
Grand total:	1,825,000	55	8.0

Fig. 4-18 Total FAR Chart **FAR 8.0 ***
GFA 1,825,000 sq ft (appr)

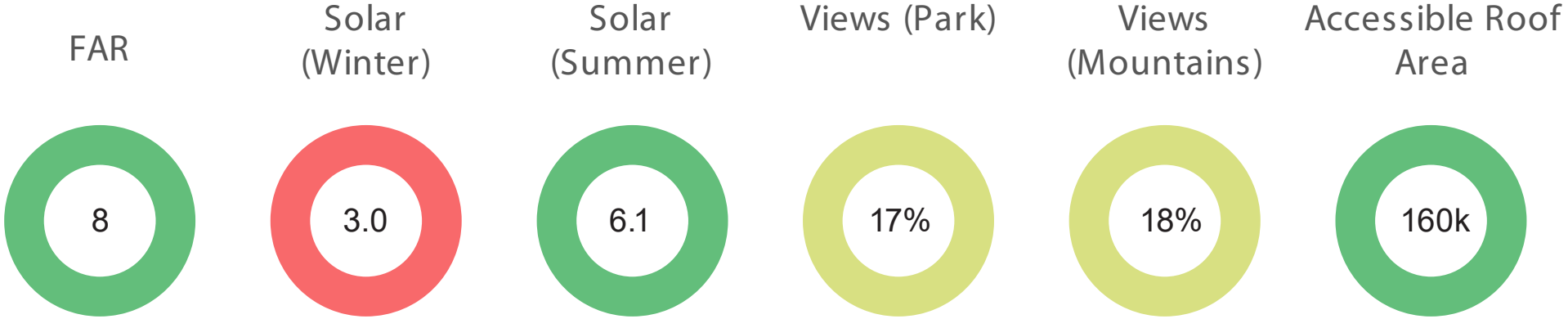


Fig. 4-19 These 'dials' show the performance of the massing. Based on our study of the various options, this iteration of the design scored highest overall.

*Note: All numbers are indicative and subject to further development.

4 Applying the Design Guidelines



Fig. 4-20 Artist impression of Plaza

Podium/ Tower Splits

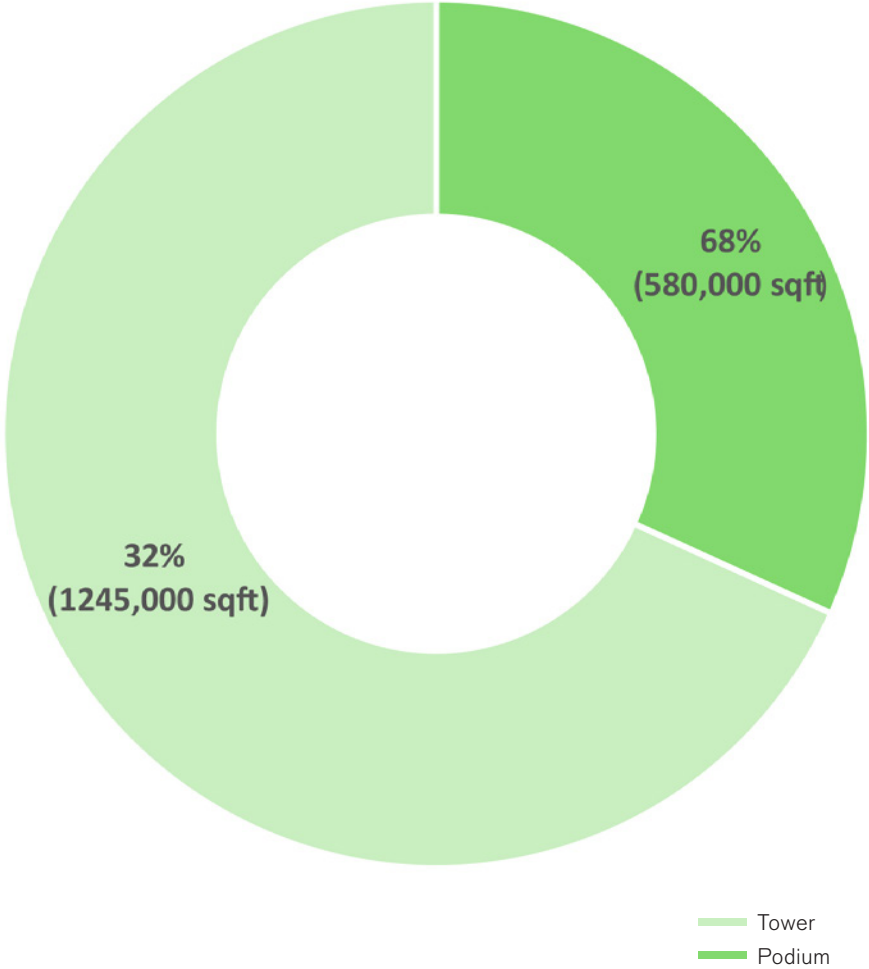


Fig. 4-21 Podium Tower Splits Chart

Area Summary

	Area (sqft)
Retail	106000
Office	719000
Hotel	143400
Residential (Market Rate)	552500
Residential (Affordable)	138100
Core	166000
Total	1825000

Fig. 4-22 Area Summary

*Note: All numbers are indicative and subject to further development.



Fig. 4-23 Conceptual Rendering

4 Applying the Design Guidelines

4.2 Summary of Massing Approach (cont.)

Figures 4-24, 4-25 illustrates the viewshed from the development to St James Park and the mountains beyond. These views have been optimized, particularly for the residential units, through orientation and terracing of building masses. Outdoor amenity spaces could be provided, both at the podium level and on rooftops. The desire for activated rooftop space was a key goal from discussions with stakeholders that stemmed from the lack of publicly accessible rooftop spaces in Downtown.



Fig. 4-24 St. James Park

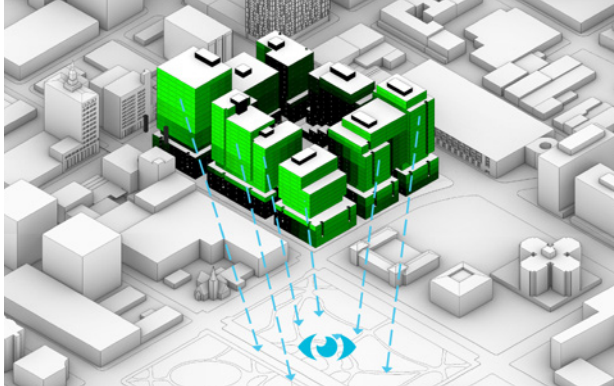


Fig. 4-25 View from North-East

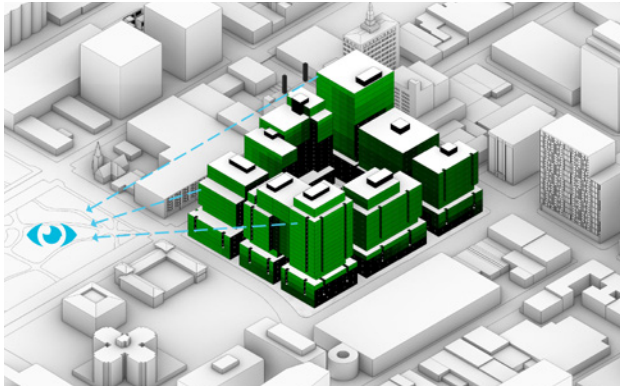


Fig. 4-26 View from South-West



Fig. 4-27 Aerial View

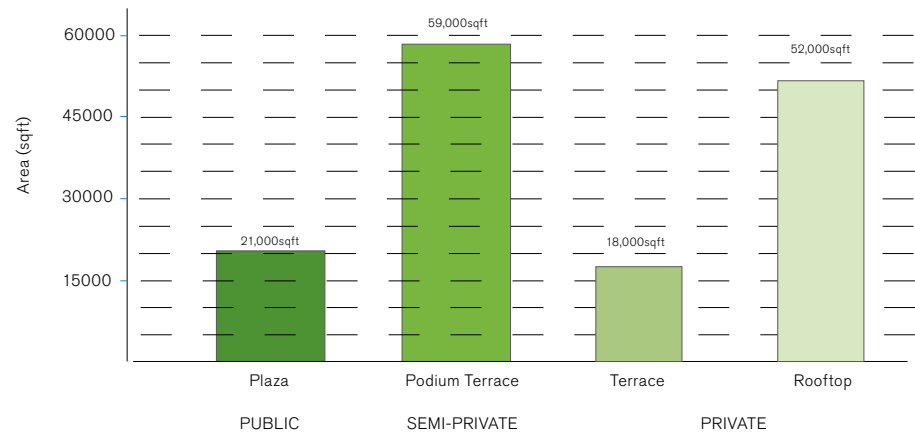
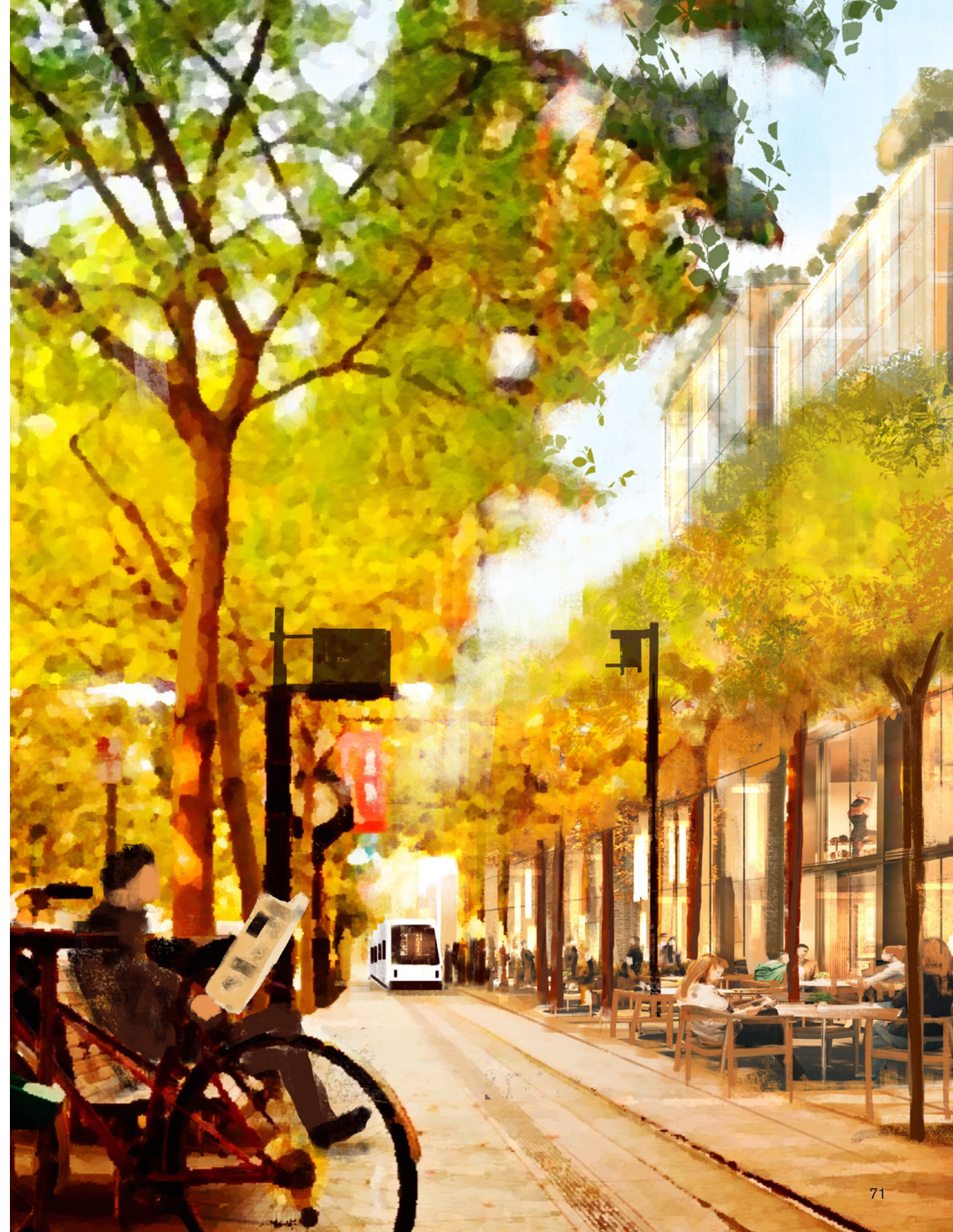


Fig. 4-28 Green Space Area Summary



Fig. 4-29 Green Space Top View



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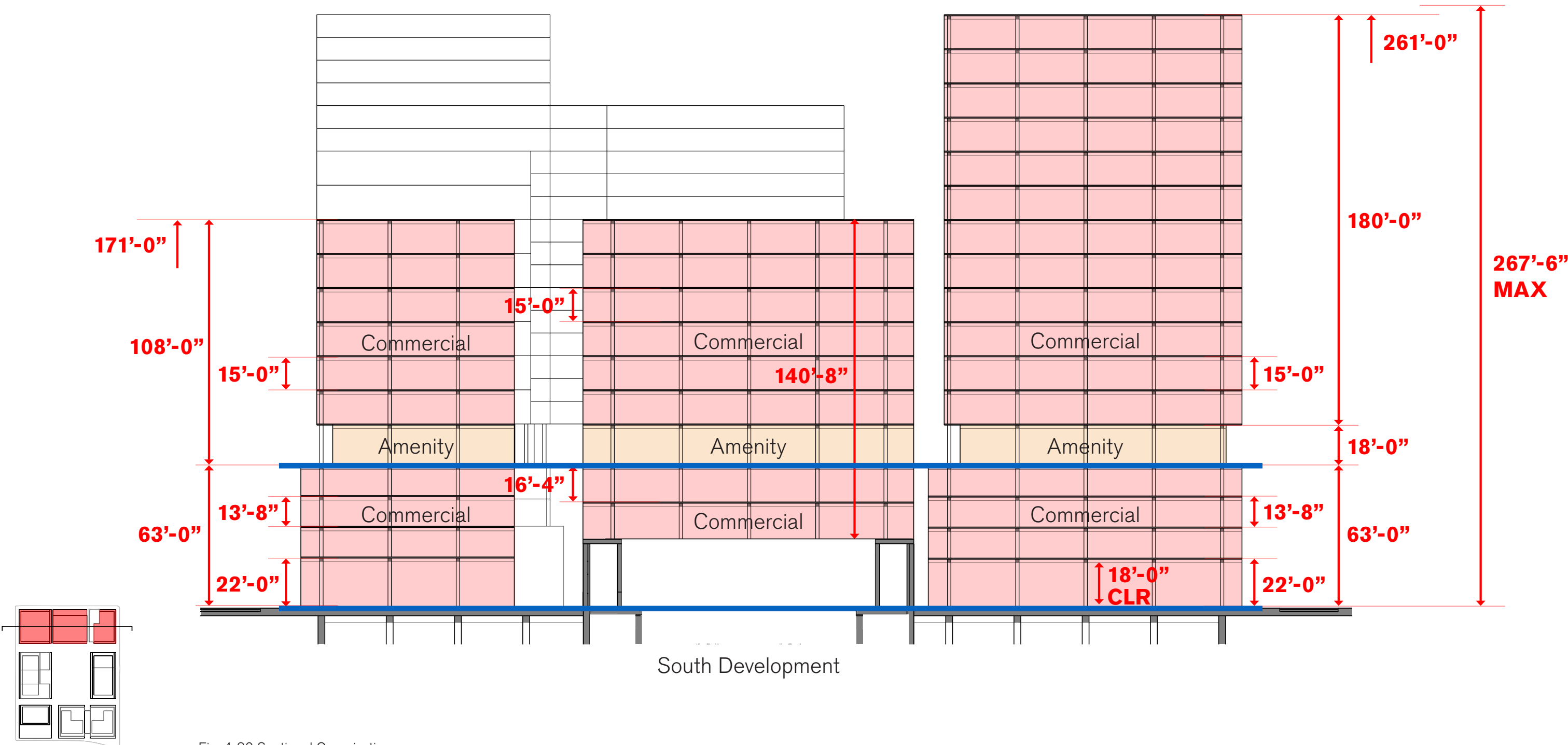


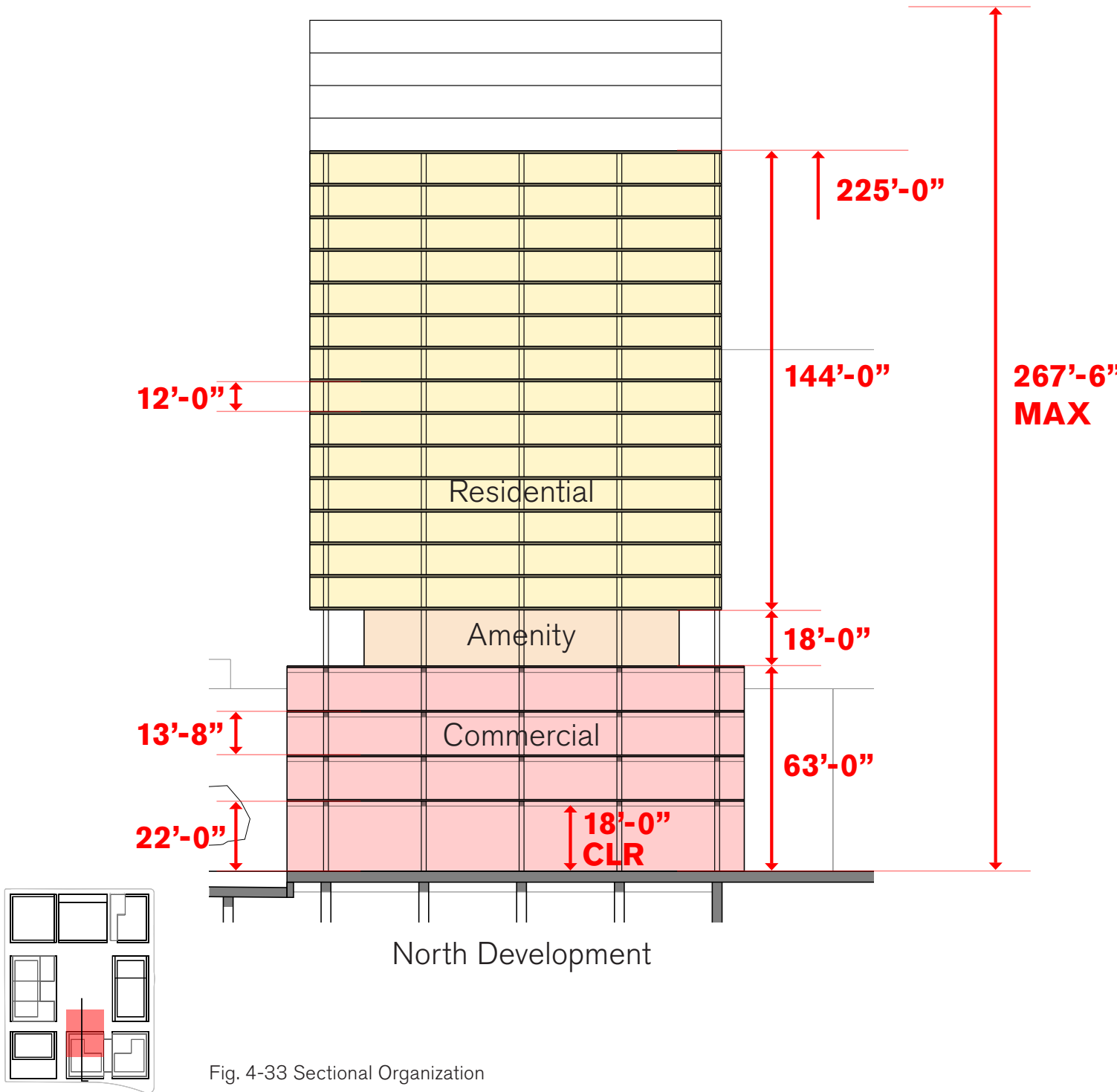
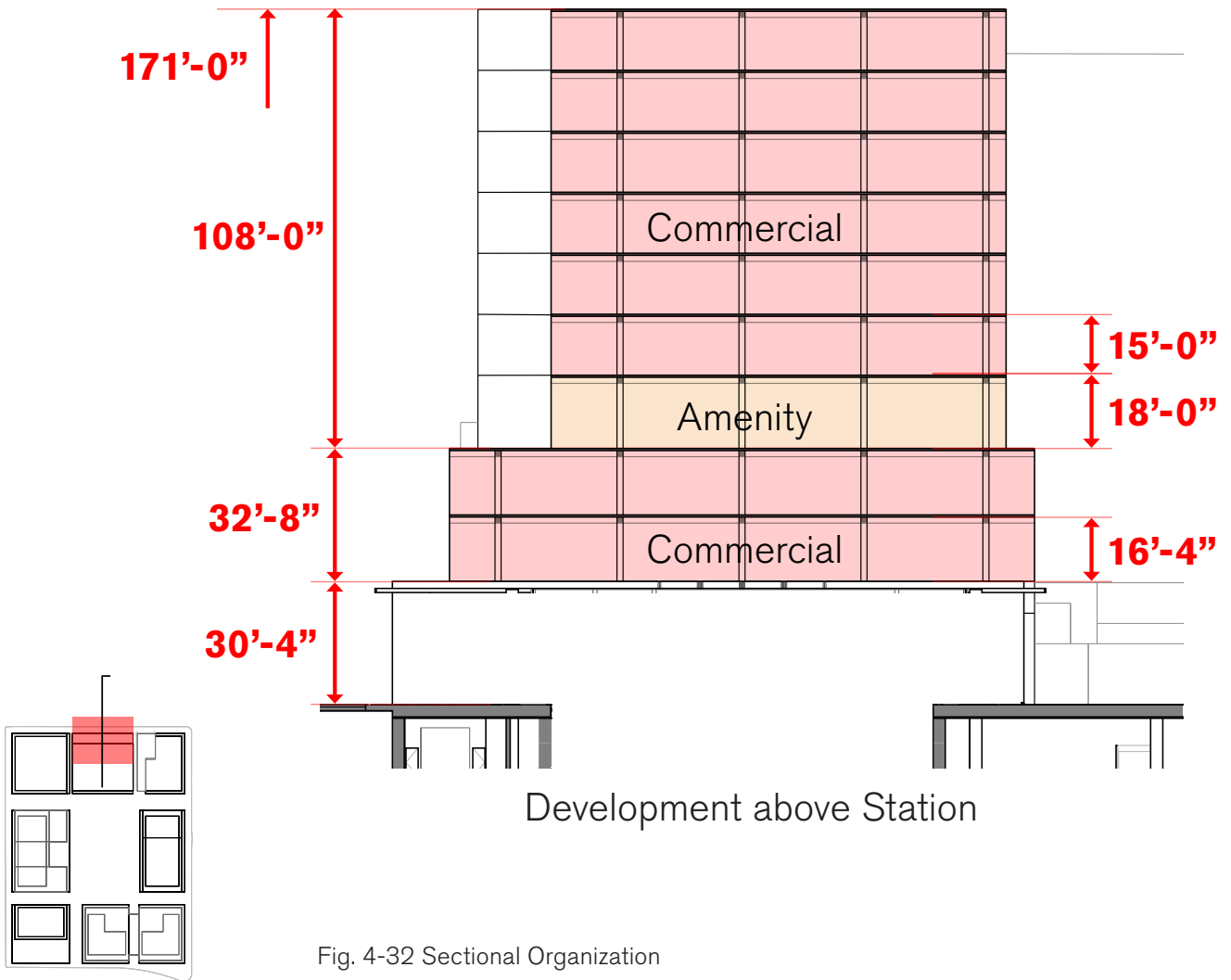
Fig. 4-30 Sectional Organization

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Fig. 4-31 VTA Block TOD Visualization

4 Applying the Design Guidelines



4 Applying the Design Guidelines

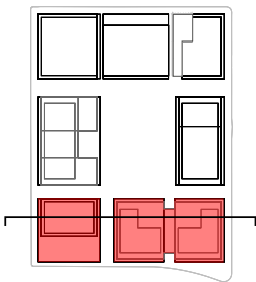
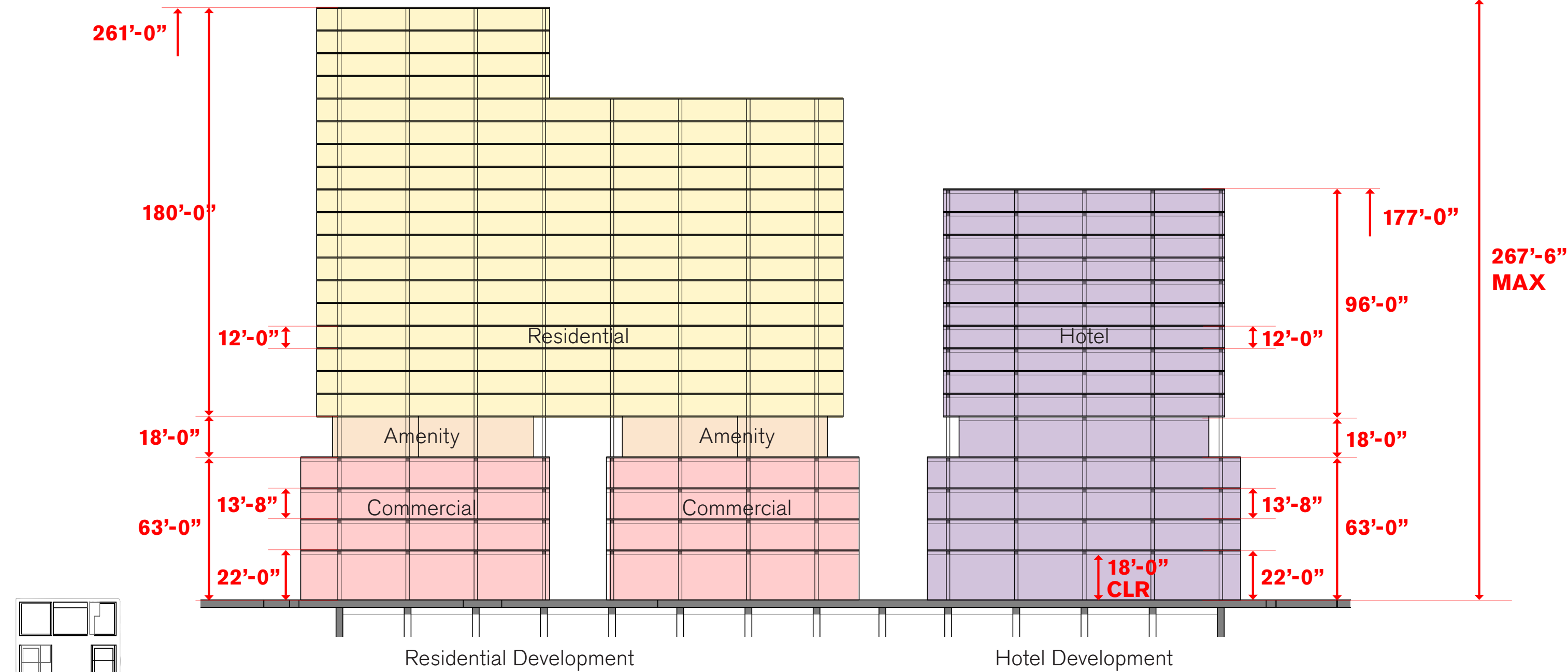


Fig. 4-34 Sectional Organization

4 Applying the Design Guidelines

4.2 Summary of Massing Approach (cont.)

To further test the validity of the test-fit massing, understand the potential for a basement shared by the different property owners, and further develop the parking scenarios discussed in Chapter 6, a preliminary 30 foot by 30 foot structural grid was applied to the different parcels (a common sizing for cost-effective construction), with provisional core sizing and location also indicated per figure 4-34. The preliminary structural grid analysis helped to shape the treatment and dimensions of setbacks above the podium and the layout of the parking bays below ground to avoid transfer structures. This proof-of-concept study also provided early guidance that informed TOD interface discussions with the BART station, as discussed in Chapter 7.

While the DDF test fit is not a complete design, it does reflect many of VTA's goals for the block, and it will be used by VTA as a baseline from which to compare and evaluate future massing schemes and test their effectiveness relative to the design guidelines.

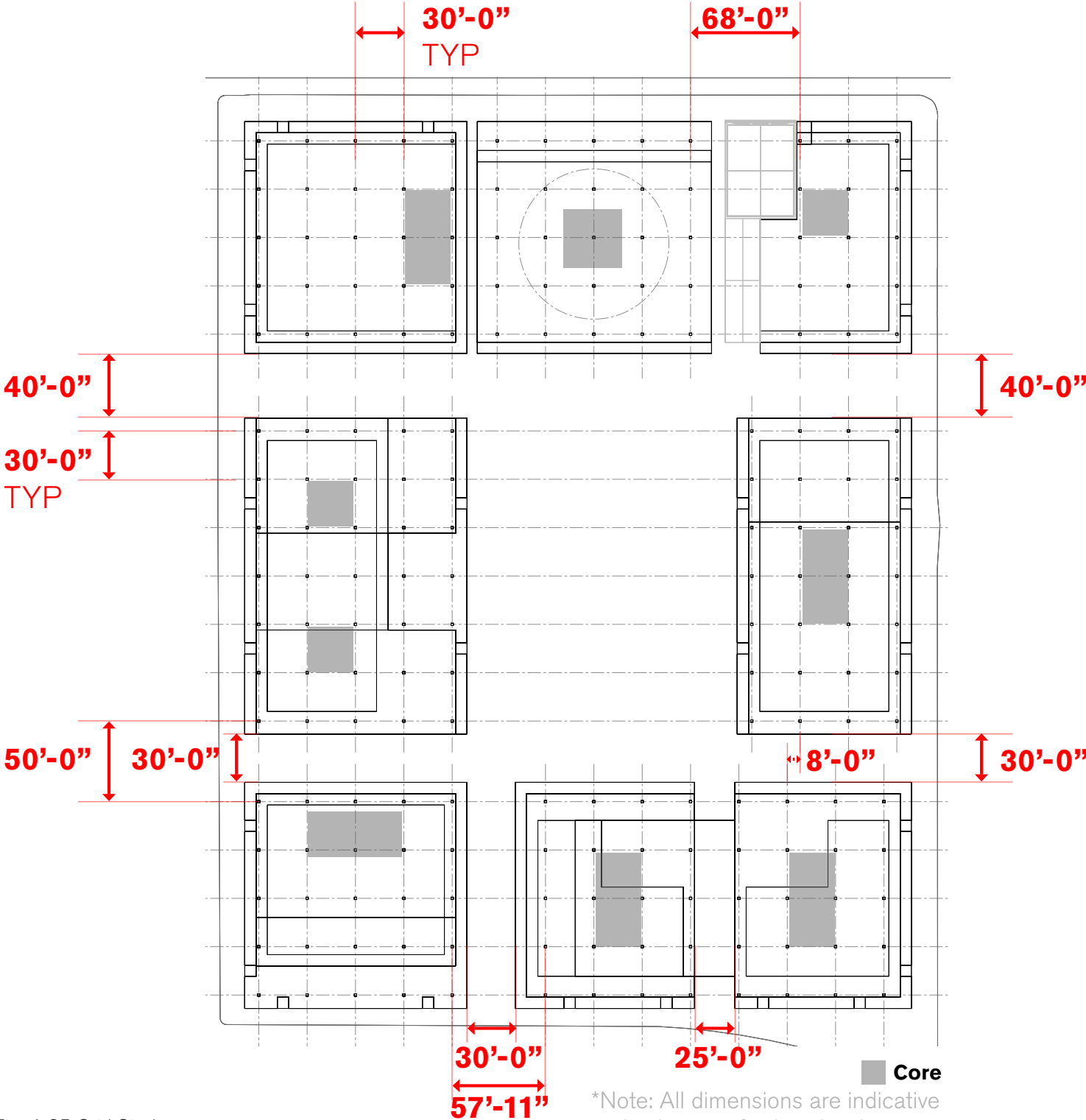
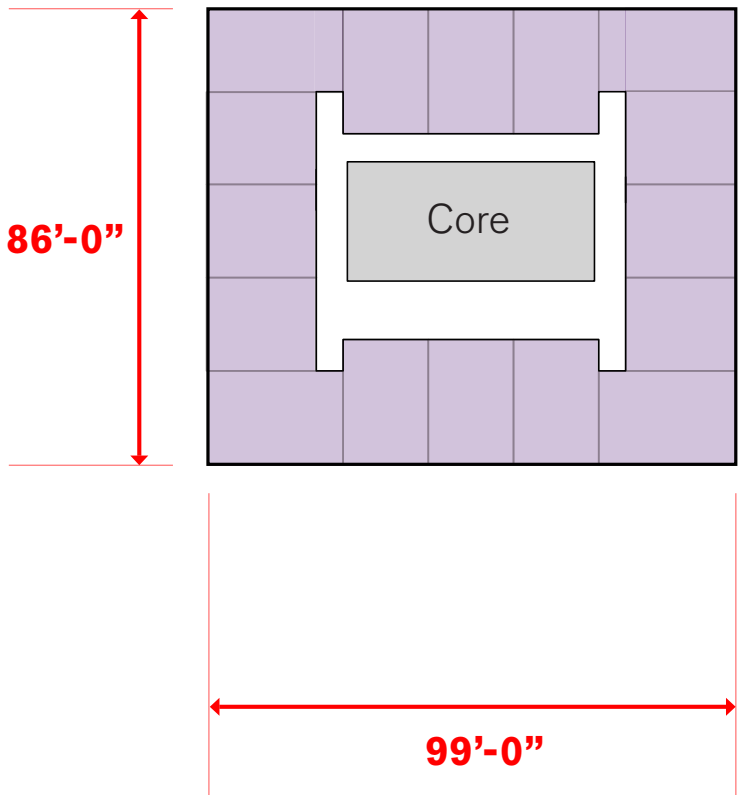


Fig. 4-35 Grid Study

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Hotel Development



Residential Development

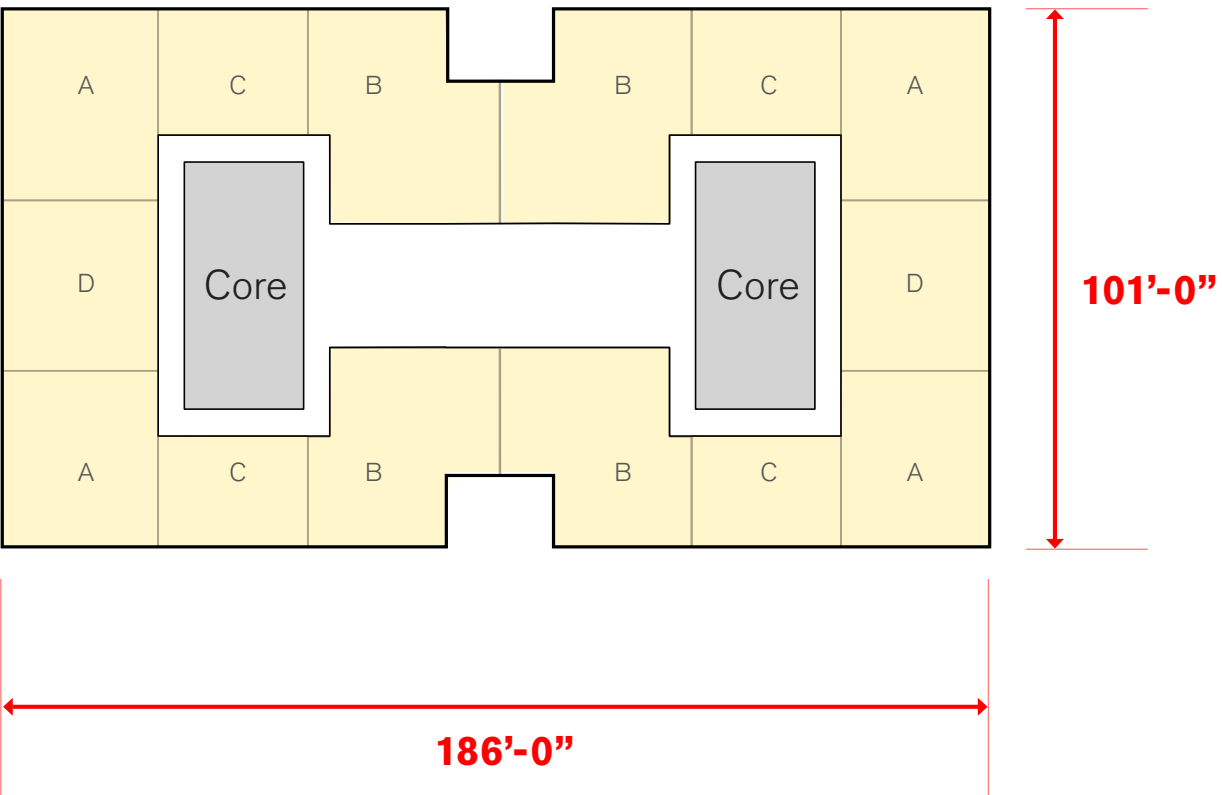
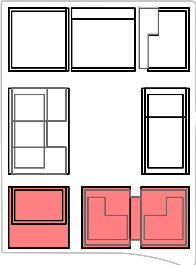


Fig. 4-43



Hotel Room keys per floor: 16
 Area per Room: 560 sqft
 Floor Area per floor: 9000 sqft

2 Bedroom
 Type A : 1600 v
 Type B : 1900 sqft
 1 Bedroom
 Type C : 1000 sqft
 Type D : 1400 sqft

Units per floor: 14
 Floor Area per floor: 20800 sqft

Fig. 4-36 Typical Floor Plan

4 Applying the Design Guidelines

4.3 Future Flexibility of the DDF

The DDF is intended to be a flexible framework for the development of the VTA Block. The test fit massing can be adjusted to accommodate changing priorities.

For example, if one area of mass on the site needs to be reduced in order to provide more buffer to the historic building, this mass could be shifted to another portion of the block and the block could retain the overall FAR balance (see figure 4-38). Especially considering that VTA owns most of the block, massing swaps like these could occur throughout the block.

Due to anticipated market demand for larger sized floorplates on some of the buildings, there are opportunities to integrate buildings above the podium level to accommodate larger floorplates that potentially achieve greater efficiency in terms of number of cores (i.e., vertical building infrastructure shaftways for things like electricity, water, elevators, and staircases). These concepts would need to be explored further as development of the VTA Block is advanced in order to determine the optimal configurations for development that is expected to advance. Figure 4-37 shows how different parcels could be combined to achieve larger floorplates.



Fig. 4-37 Larger Floorplate Options

4 Applying the Design Guidelines

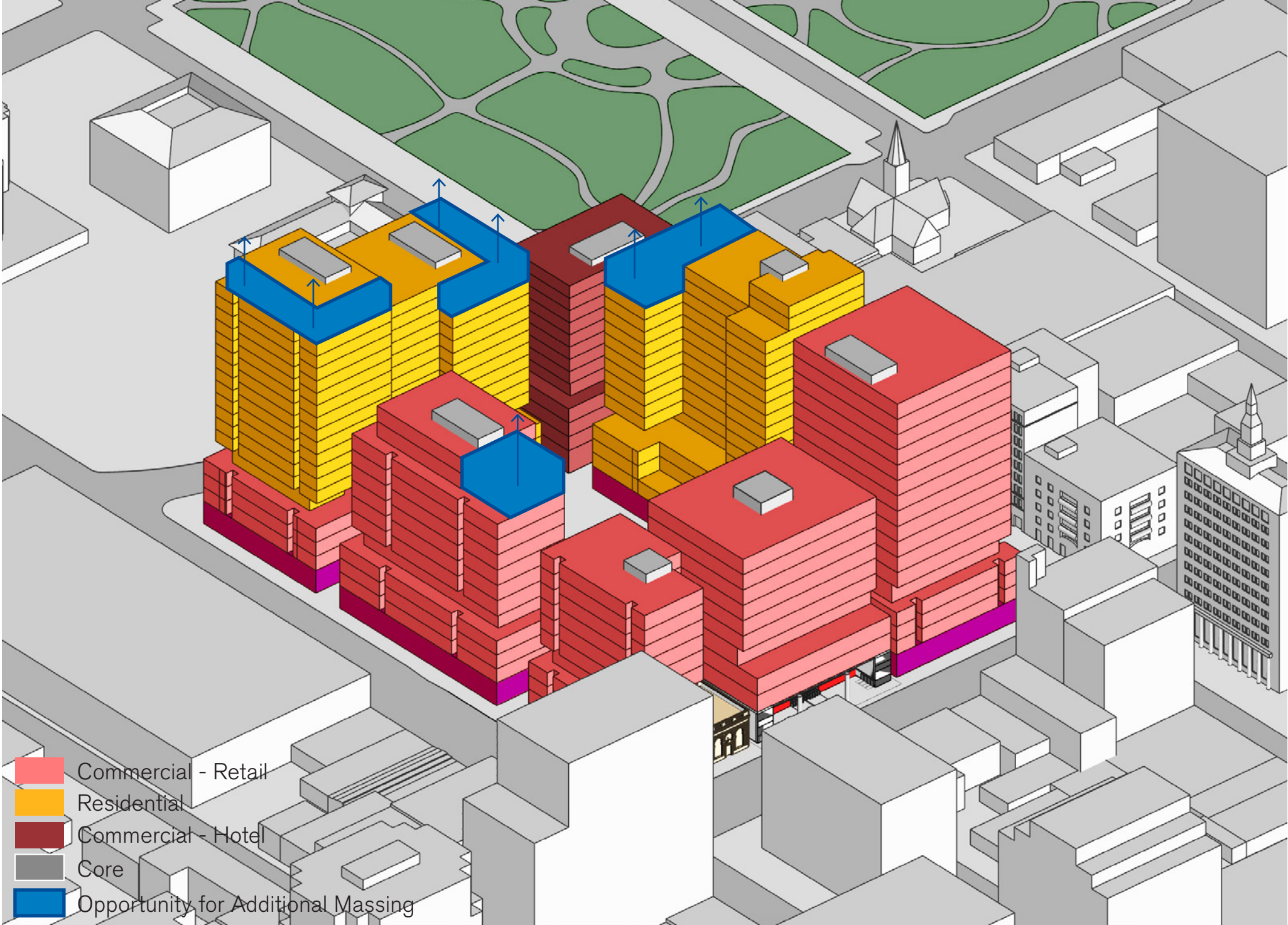


Fig. 4-38 Opportunity for Additional Massing

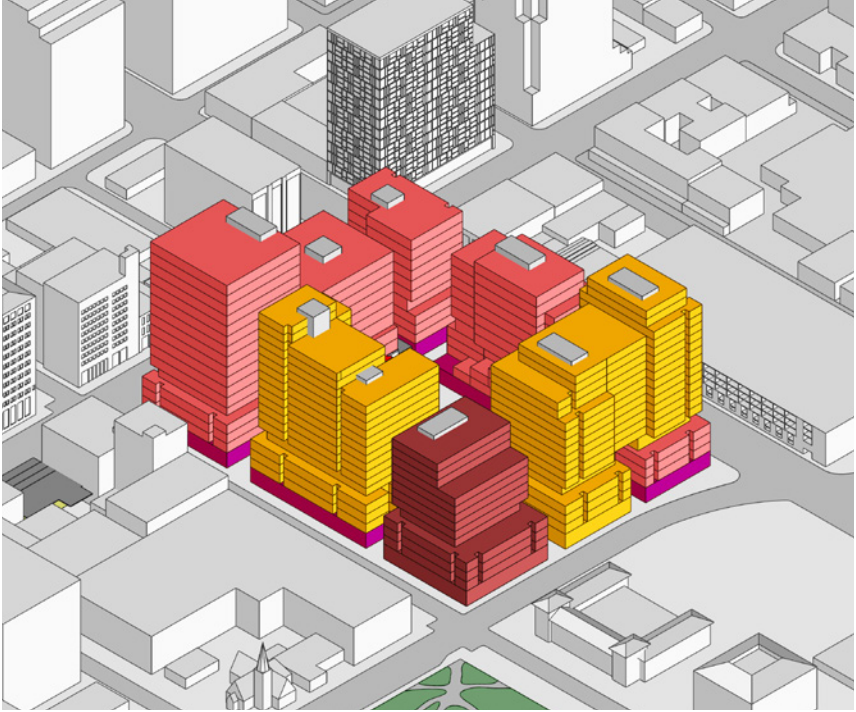


Fig 4-39 View from North



Fig 4-40 Site Plan

