

28th Street/Little Portugal Station

Design Development Framework (DDF)

Parcel Plan Evolution

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Prepared For

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Acknowledgments

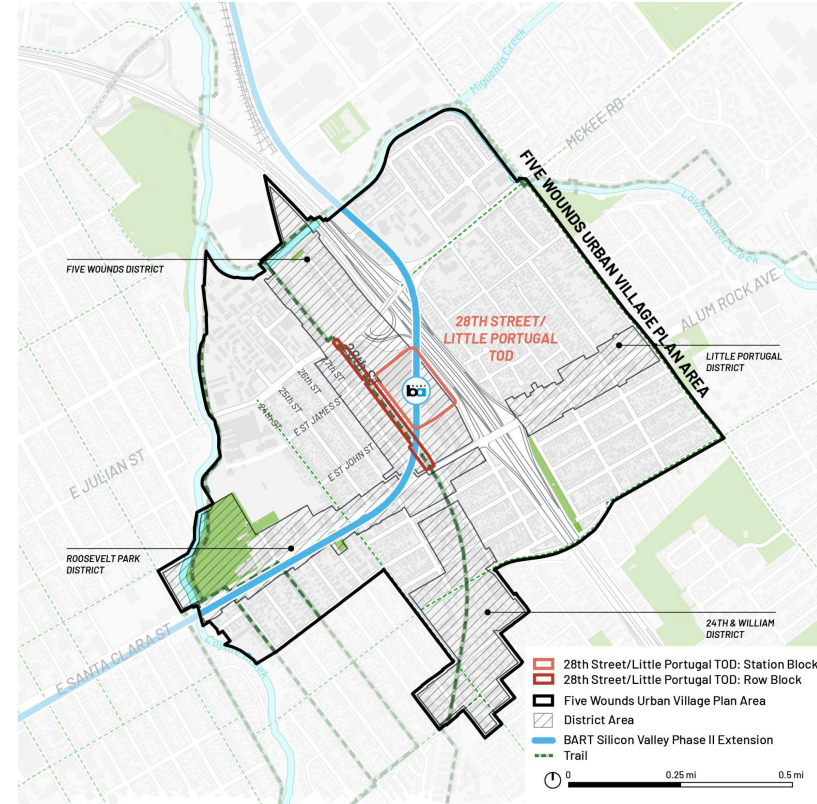
Art Builds Community
Economic & Planning Systems
Introba



Introduction

Santa Clara Valley Transportation Authority's (VTA) Design Development Framework (DDF) and accompanying appendices provide a conceptual vision and guiding principles for real estate development and urban design at 28th Street/Little Portugal Transit Center (the "Station") in San Jose, California. The DDF will be used by VTA and stakeholders to guide and evaluate developer's future proposals and designs for Transit-Oriented Development (TOD) on approximately 12 acres of VTA-owned property by the Station (www.vta.org/28LPdevelopment). The Station is being constructed as part of the BART Silicon Valley Phase II (BSVII) Extension Project (www.vta.org/projects/bart-sv).

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



Baseline Parcel Plan

Parcel Plan

US Highway 101

Legend:

- Project Boundary
- Parcel Boundary
- Parcel Boundary (Tentative)
- Station Facilities
- Plaza
- Open Space
- Paseo or Crosswalk



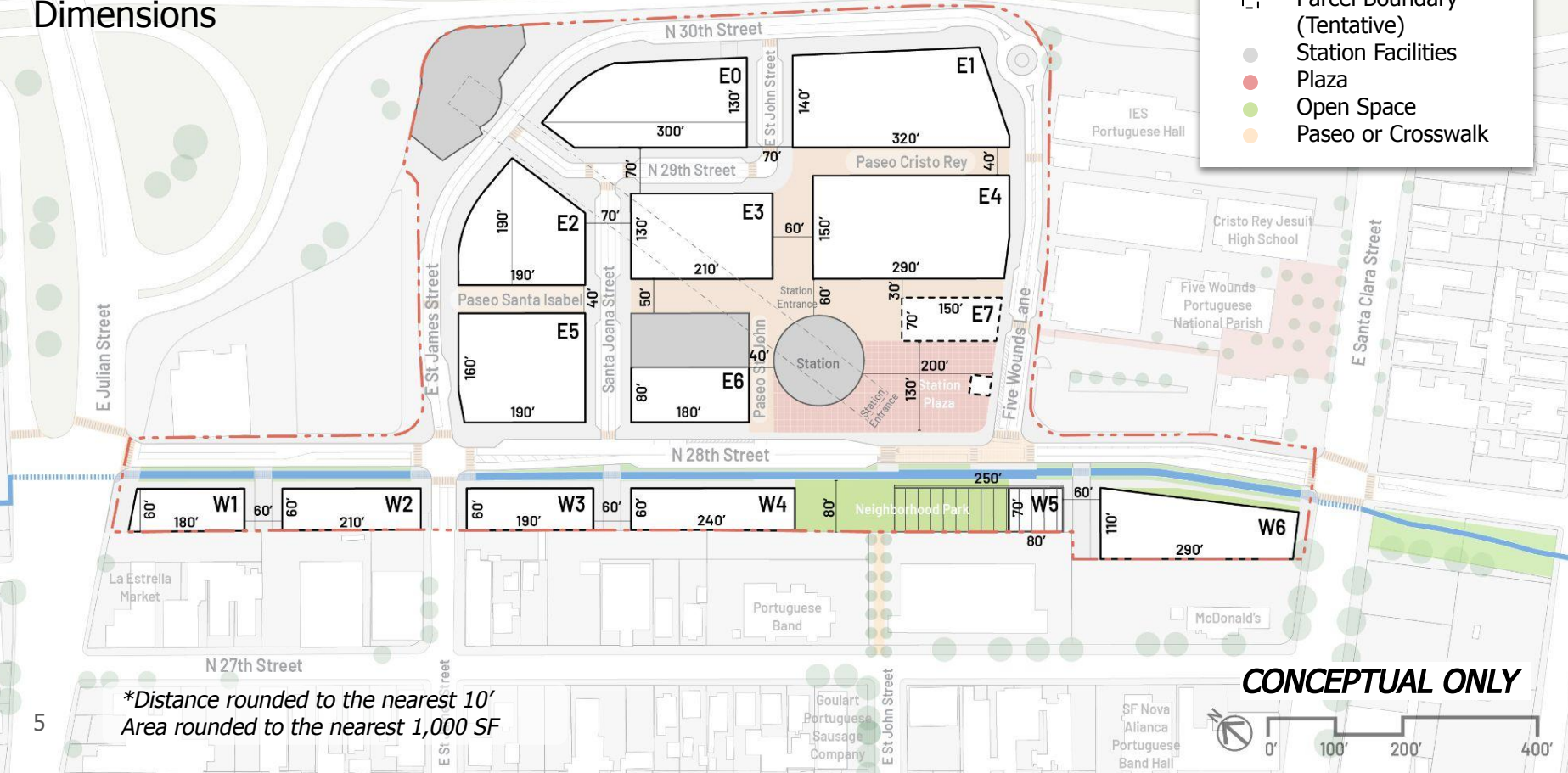
CONCEPTUAL ONLY

Parcel Plan

Dimensions

Legend:

- Project Boundary
- Parcel Boundary
- Parcel Boundary (Tentative)
- Station Facilities
- Plaza
- Open Space
- Paseo or Crosswalk



CONCEPTUAL ONLY



Parcel Plan

Primary Land Use

US Highway 101

Legend:

- Project Boundary
- Parcel Boundary
- Parcel Boundary (Tentative)
- Station Facilities
- Plaza
- Open Space
- Paseo or Crosswalk
- Office/Institutional
- Residential
- Flex Office/Institutional/Residential
- Flex Office/Institutional/Parking
- Ground Floor Commercial/Community-Serving Active Uses
- Industrial

N 30th Street

N 29th Street

N 28th Street

N 27th Street

E St John Street

E St James Street

Santa Joana Street

Paseo St. John

Five Wounds Lane

E0

34k

E1

43k

E2

27k

E3

27k

E4

44k

E5

30k

E6

14k

E7

9k

W1

11k

W2

13k

W3

12k

W4

16k

W5

5k

W6

26k

Neighborhood Park

~0.6 ac

Station Entrance

Station

Station Entrance

Station Plaza

~0.7-1 ac

La Estrella Market

Portuguese Band

McDonald's

Goulart Portuguese Sausage Company

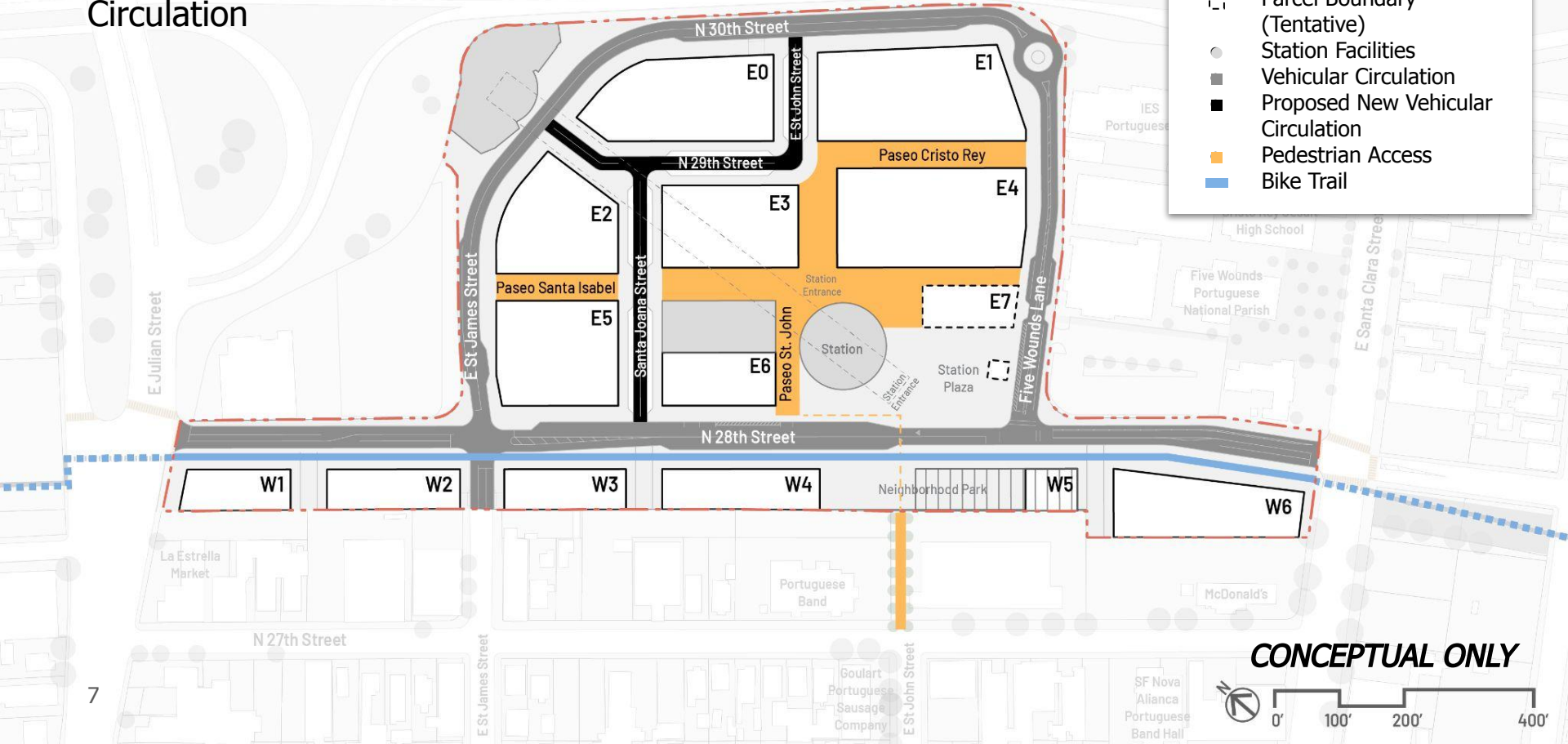
SF Nova Alianca Portuguese Band Hall

CONCEPTUAL ONLY



Parcel Plan

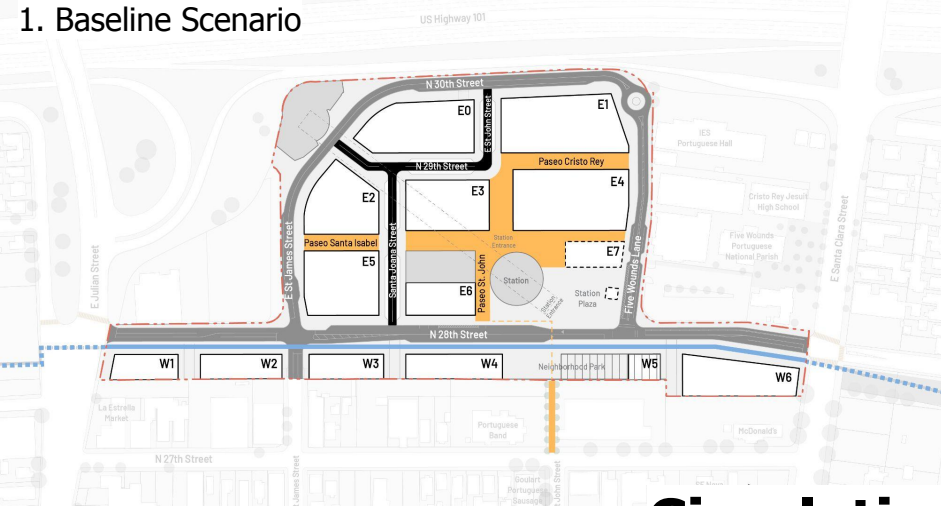
Circulation



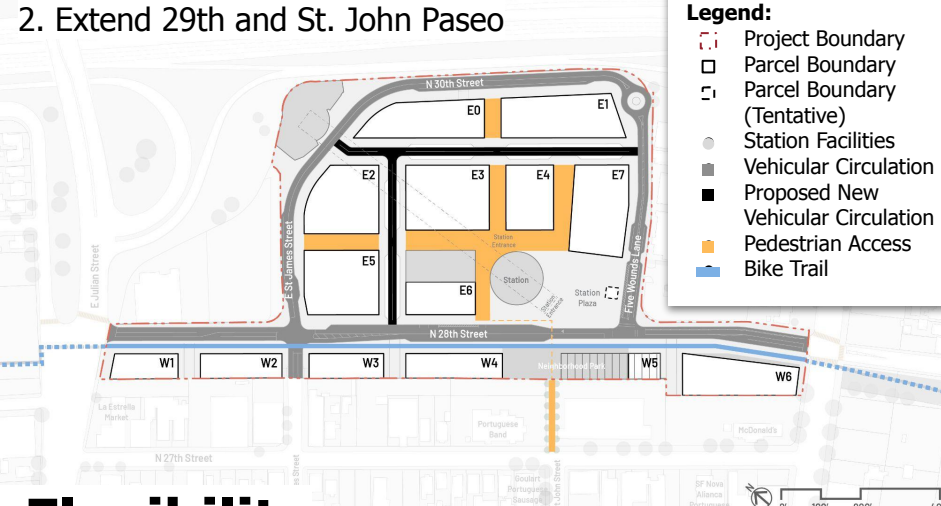
Optionality

The Baseline Parcel Plan on the preceding pages has been used as the base for all drawings throughout DDF documents. However, the concept vision is ultimately flexible and represents one possible future to be refined with development partners. As the following figures illustrate, the design principles within the DDF may be expressed in a variety of alternative parcel, land use, and circulation arrangements.

1. Baseline Scenario



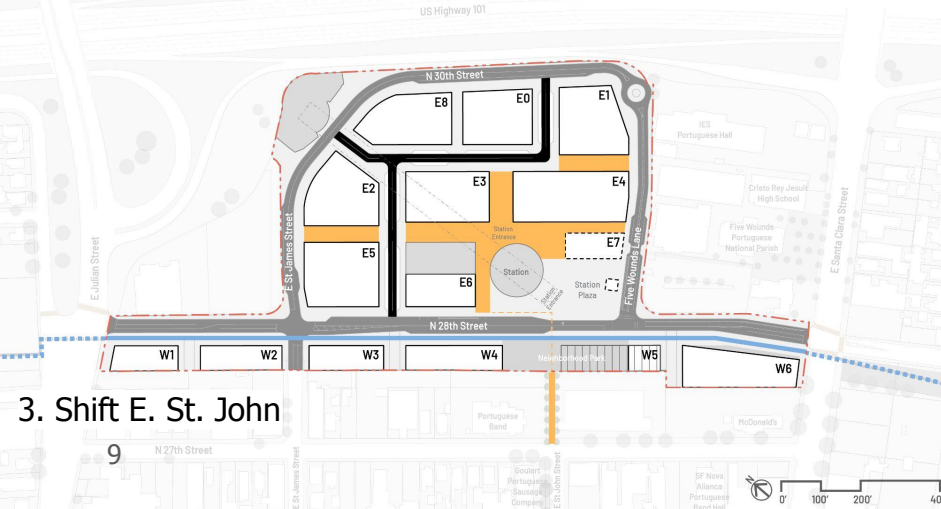
2. Extend 29th and St. John Paseo



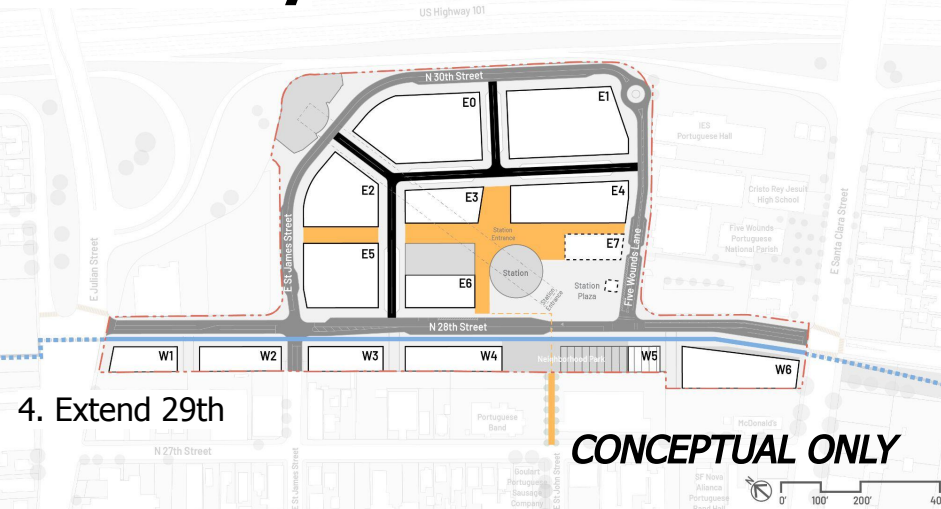
- Legend:**
- Project Boundary
 - Parcel Boundary
 - Parcel Boundary (Tentative)
 - Station Facilities
 - Vehicular Circulation
 - Proposed New Vehicular Circulation
 - Pedestrian Access
 - Bike Trail

Circulation Flexibility

3. Shift E. St. John

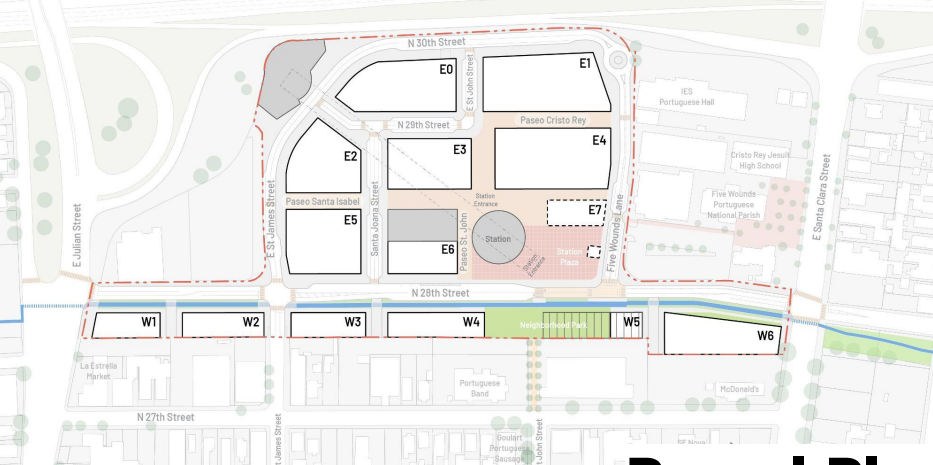


4. Extend 29th

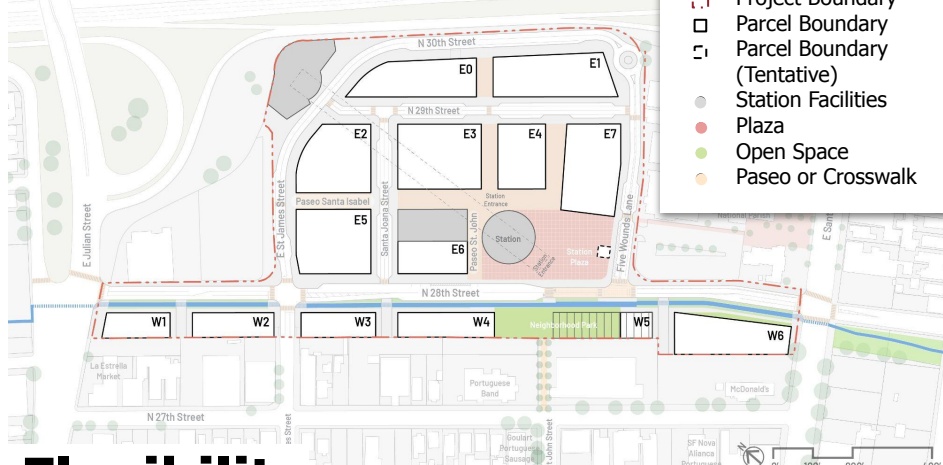


CONCEPTUAL ONLY

1. Baseline Scenario



2. Deeper Core Parcels



Legend:

- Project Boundary
- Parcel Boundary
- Parcel Boundary (Tentative)
- Station Facilities
- Plaza
- Open Space
- Paseo or Crosswalk

Parcel Plan Flexibility

3. Split Edge Parcels



4. Deeper Edge Parcels

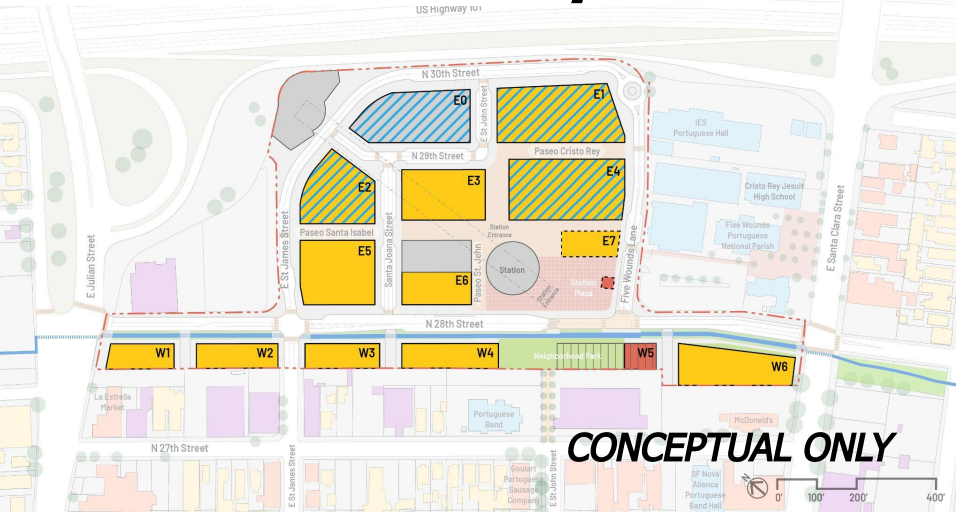


CONCEPTUAL ONLY



- Legend:**
- Project Boundary
 - Parcel Boundary
 - Parcel Boundary (Tentative)
 - Station Facilities
 - Plaza
 - Open Space
 - Paseo or Crosswalk
 - Office/Institutional
 - Residential
 - Flex Office/Institutional/Residential
 - Flex Office/Institutional/Parking
 - Ground Floor Commercial/Community-Serving Active Uses
 - Industrial

Baseline Parcel Plan: Land Use Flexibility

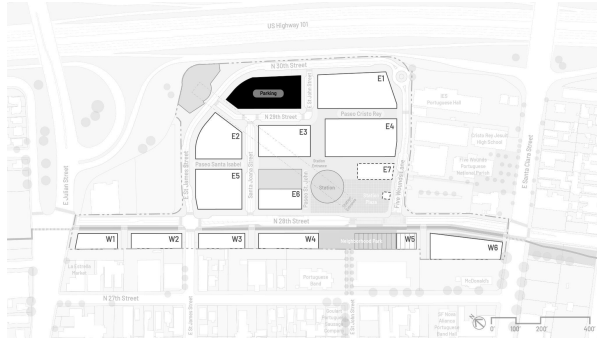


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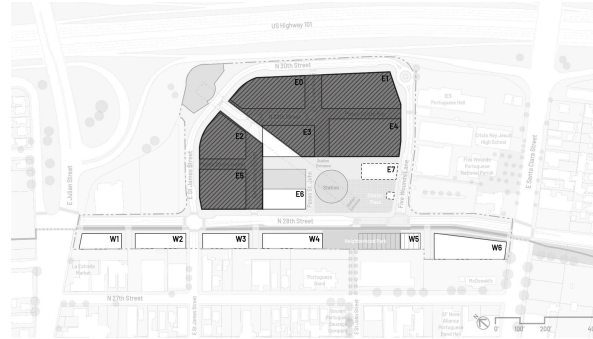
BART Parking Flexibility

Legend:

- Project Boundary
- Parcel Boundary
- Parcel Boundary (Tentative)
- Station Facilities
- Parking



District Garage
Standalone parking
structure on E0



Underground Podium
Contiguous below grade parking
structures that span across
multiple parcels

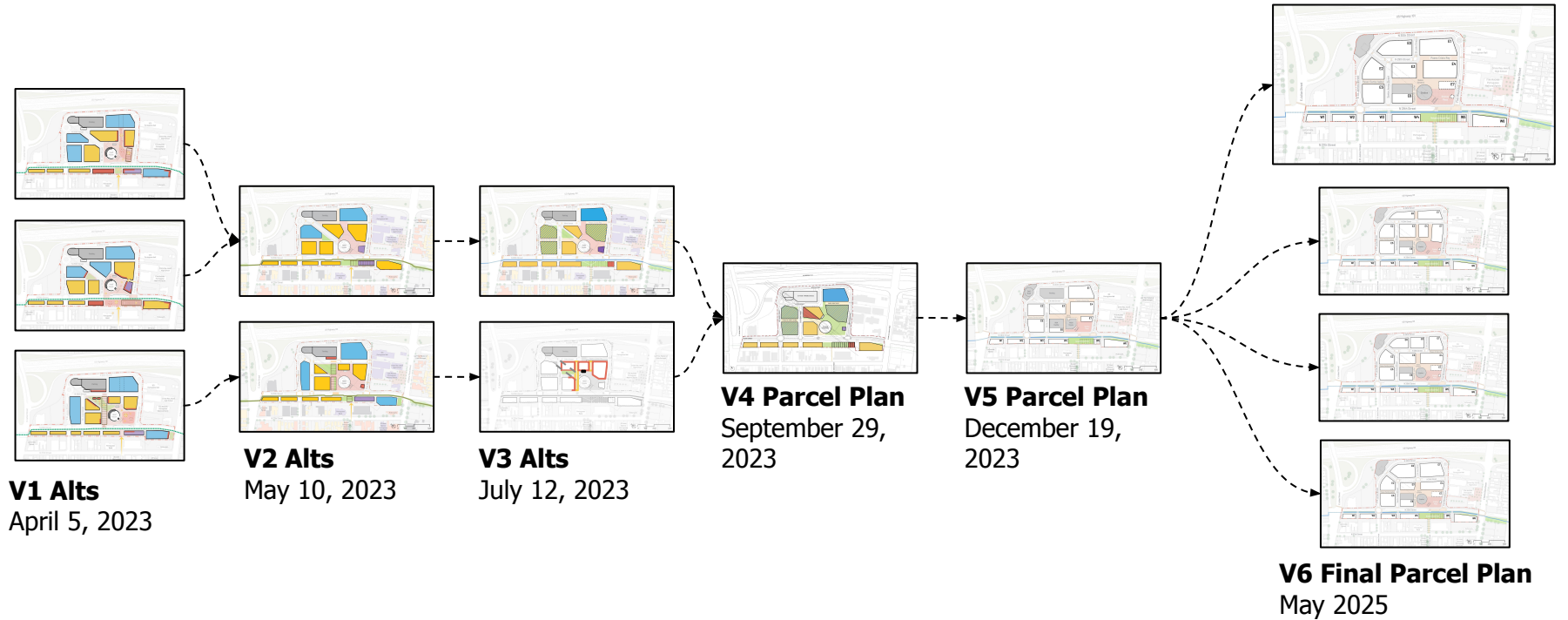


Integrated TOD Parking
Shared district parking
strategy within many
parcels

Appendix: Plan Evolution

Parcel Plan Evolution

Alternative Frameworks Considered

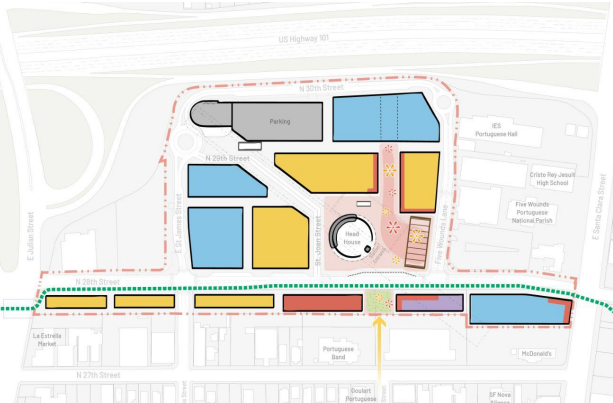


V1 Framework Alternatives

Summary

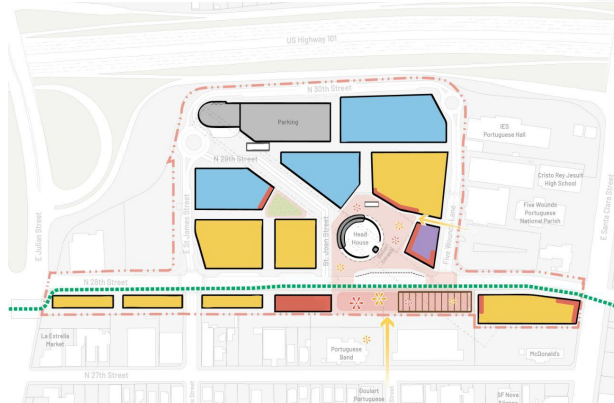
Legend:

- Project Boundary
- Office
- Residential
- Retail/Commercial
- Institutional
- Lt. Industrial
- BSVII Infrastructure
- Plaza
- Open Space



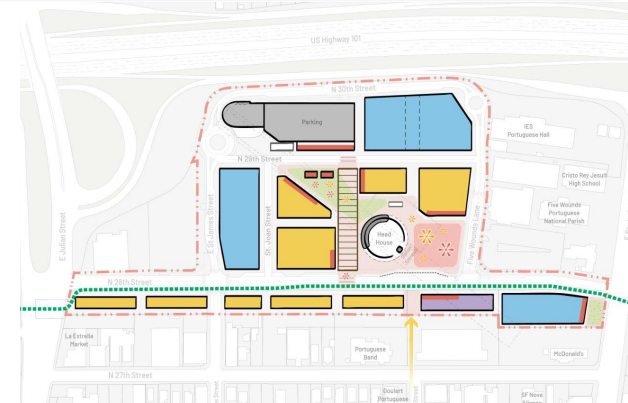
The Hub

- The Station Plaza is surrounded by active ground floors and the reclaimed steel structure
- Activation from the Station Plaza extends toward N. 30th Street, but requires more of a destination



The Crossing

- The Station Plaza embraces the confluence of activity along N. 28th Street and the neighborhood access from E. St. John Street with a Neighborhood Park and reclaimed steel structure
- A small-scale community-serving pavilion activates the Station Plaza



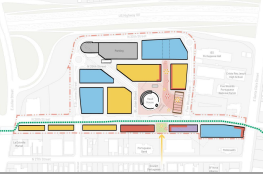
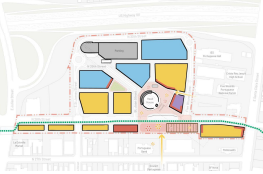
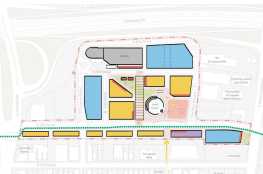
The Extension

- The Station Plaza wraps around the station headhouse toward the BART parking structure along the BART tunnel alignment
- The Station Block includes mostly orthogonal blocks that vary in size
- A Gateway Plaza is included along E. Santa Clara Street



V1 Framework Alternatives

Tradeoffs Analysis

Framework Alternatives	Pros	Cons	VTA Feedback
The Hub 	<ul style="list-style-type: none"> Frames the Station Plaza with shade and potential uses below the structural frame Draws activation into development and extended plaza Utilizes diagonal of tunnel alignment for interior street 	<ul style="list-style-type: none"> Reclaimed steel structure takes up majority of the Station Plaza Steel structure potentially limits views to station headhouse from E. Santa Clara Street and Five Wounds Parish Largest parcel sizes 	<ul style="list-style-type: none"> Provide clear sightlines to the station headhouse from both the BART parking structure and gateway at E. Santa Clara Street Preference for location of reclaimed steel structure in the Crossing or the Extension Importance of connection of St. John Street into TOD
The Crossing 	<ul style="list-style-type: none"> Integration of E. St. John Street with N. 28th Street and the reclaimed steel structure Larger community-serving pavilion frames and activates the Station Plaza Utilizes diagonal of tunnel alignment for interior street 	<ul style="list-style-type: none"> Parcel geometries are least orthogonal Pavilion potentially limits views to station headhouse from E. Santa Clara Street and Five Wounds Parish 	
The Extension 	<ul style="list-style-type: none"> More orthogonal parcel geometries with smallest blocks near headhouse Creates a more resilient grid (N. 29th Street) 	<ul style="list-style-type: none"> Open space and activation located to rear of headhouse Internal street further away from station headhouse Triangular building reduces development flexibility No paseo to E. St. James Street 	

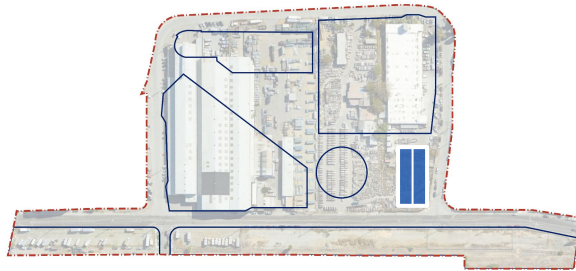
CONCEPTUAL ONLY

V1 Framework Study

Reclaimed Steel Structure Relocation*

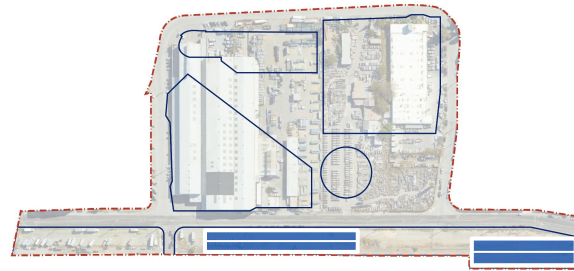
Legend:

- Reclaimed Steel Structure
- Developable Area



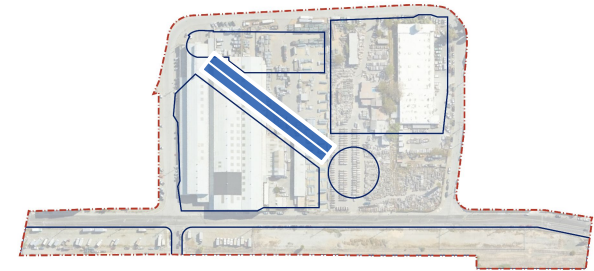
Framing the Gathering Space

- Frames the Station Plaza with shade and potential uses below the structural frame
- Great visibility along N. 28th Street
- Immediately visible from station headhouse
- Maintains original orientation of the structure (toward N. 28th Street)



Along the Trail

- Establishes a gateway arrival moment along the Row Block at E. St. John Street or E. Santa Clara Street
- Great visibility along N. 28th Street
- Fits in an already constrained/inefficient lot dimension (Row Block)



Above Tunnel Alignment

- Located above the BART tunnel alignment and frames views to the north. Utilizes zone with limited development potential
- Minimal visibility from surroundings due to taller adjacent buildings
- Nearest the structure's original location

V2 Framework Alternatives

Summary



The Crossing

- Direct connection between the BART parking structure egress to station headhouse and Station Plaza
- Gateway along N. 28th Street provides direct sightline from E. Santa Clara Street to station headhouse
- Larger Neighborhood Park and reclaimed steel structure at E. St. John Street
- Priority active frontage between BART parking structure to Neighborhood Park via Station Plaza

Legend:

- Project Boundary
- Office
- Residential
- Retail/Commercial
- Institutional
- Lt. Industrial
- BSVII Infrastructure
- Plaza
- Open Space



The Extension



- Station Plaza extends behind the station headhouse near BART parking structure
- Reclaimed steel structure frames the connection between BART parking structure egress and N. 28th Street along the rear side of the station headhouse
- Smaller parks on N. 28th Street at Gateway and E. St. John Street
- Priority active frontage along N. 28th Street and Station Plaza

CONCEPTUAL ONLY



V2 Framework Alternatives

Tradeoffs Analysis

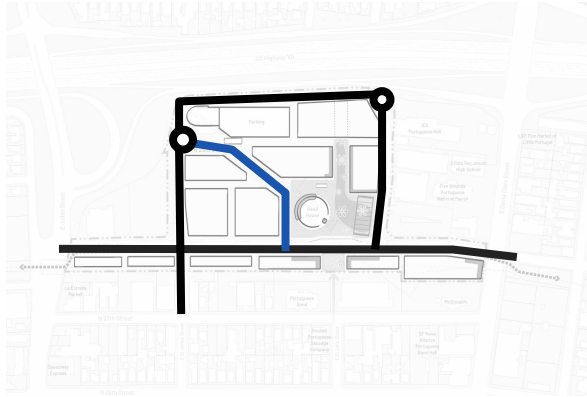
Framework Alternatives	Pros	Cons	VTA Feedback
<p>The Crossing</p> 	<ul style="list-style-type: none"> • Integration of E. St. John Street with N. 28th Street and the reclaimed steel structure • Frames plaza with small-scale community-serving pavilion that activates the Station Plaza • Station Plaza extends into office/commercial parcel • Utilizes diagonal of tunnel alignment for interior street 	<ul style="list-style-type: none"> • Parcel geometries are least orthogonal • Potentially limits views to station headhouse from E. Santa Clara Street and Five Wounds Parish 	<ul style="list-style-type: none"> • Preference for regularized internal street network and blocks in the Extension • Preference for linear Gateway Park (Crossing) to create sightline toward plaza and station headhouse • Important to provide connection to future development across St. James Street
<p>The Extension</p> 	<ul style="list-style-type: none"> • Larger open space on E. Santa Clara Street • Removed part of 30th street to increase footprint of office block, but introduced other interior streets to accommodate circulation • Utilizes diagonal of tunnel alignment for open space 	<ul style="list-style-type: none"> • Open space and reclaimed steel structure behind station headhouse • Internal street further away from station headhouse • Triangular building reduces development flexibility • No paseo to E. St. James. • Potentially too much area allocated for open space 	<p>CONCEPTUAL ONLY</p>

V2 Framework Study

Circulation Alternatives: Tradeoffs Analysis

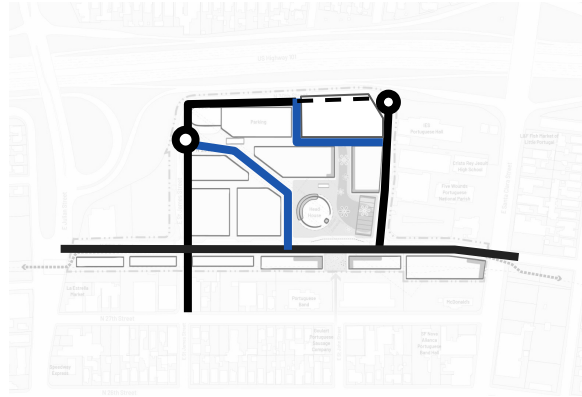
Legend:

- Proposed Internal Streets
- BSVII Vehicular Circulation



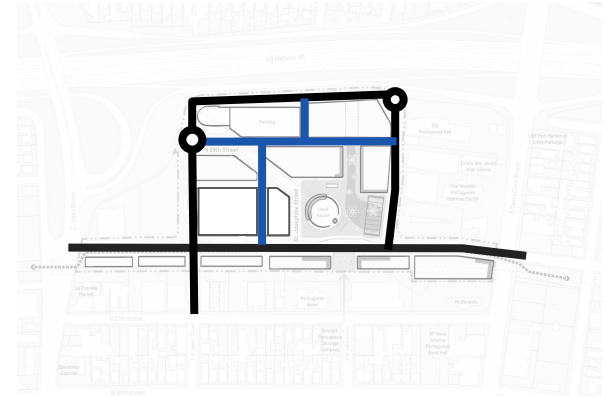
Inner Loop

- Largest contiguous non-vehicular zone
- Street utilizes BART tunnel alignment (limited development zone)
- Greatest block layout flexibility
- Enables adjacent station drop-off zones



Partial 30th

- Removes part of N. 30th Street which has limited visibility for deeper office floorplate
- Street utilizes BART tunnel alignment (limited development zone)
- Enables adjacent station and plaza drop-off zones



Grid


- Most integrated, functional, and intuitive network - traditional grid
- New streets are not immediately visible from station while providing access to TOD
- Enables building access/service entirely from new internal streets

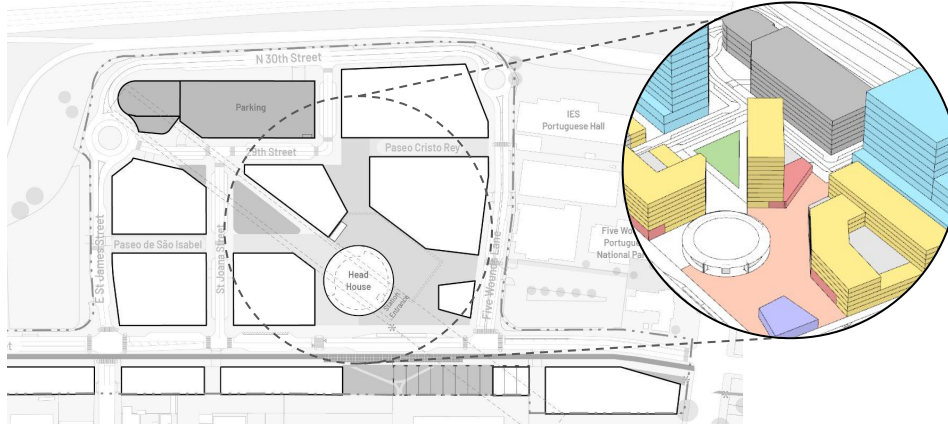


V3 Framework Alternatives

Summary

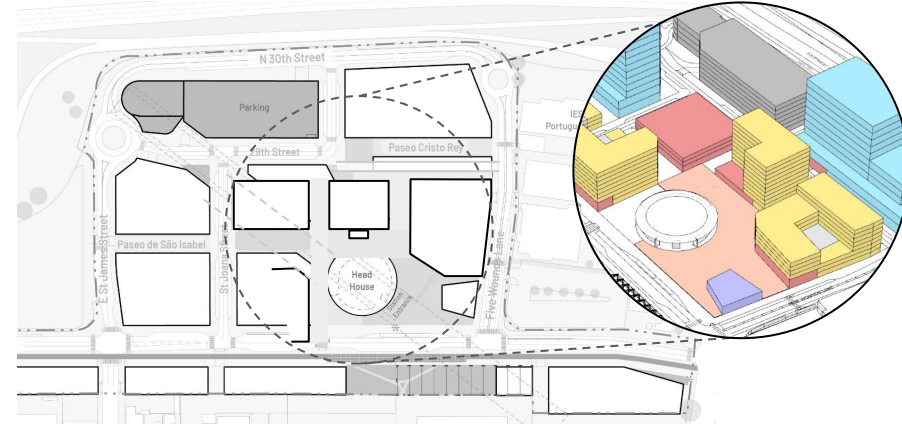
Legend:

- | | |
|---|--|
|  Project Boundary |  Lt. Industrial |
|  Office |  BSVII Infrastructure |
|  Residential |  Plaza |
|  Retail/Commercial |  Open Space |
|  Institutional | |



Hybrid Framework

- Expands sightline from BART parking structure to station headhouse and plaza
- Open space towards E. St. Joana Street framed by mixed use development
- N. 29th Street does not extend to Five Wounds Lane (paseo provides pedestrian access)



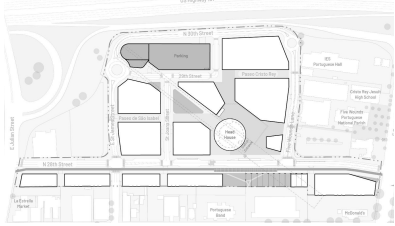
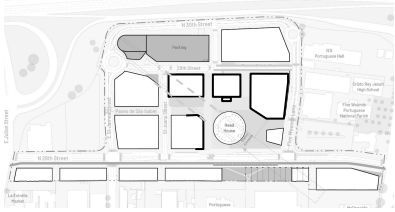
Orthogonal Framework

- Includes low-scale structure over BART tunnel alignment
- Orthogonal blocks of smaller scale surrounding the station headhouse
- Paseo between BART parking structure and N. 28th Street along rear of station headhouse
- Extension of N. 29th Street to Five Wounds Lane for building access



V3 Framework Alternatives

Tradeoffs Analysis

Framework Alternatives	Pros	Cons	VTA Feedback
Hybrid Framework 	<ul style="list-style-type: none"> • Station Plaza extends towards office parcel and BART parking structure • Utilizes diagonal of tunnel alignment for Station Block Park • Path from BART parking structure directed towards station headhouse entry 	<ul style="list-style-type: none"> • Parcel geometries are not orthogonal • Potentially too much area allocated to open space with park over tunnel alignment 	<ul style="list-style-type: none"> • Preference for orthogonal blocks for development feasibility • Shrink pavilion/kiosk size to ensure sightline from E. Santa Clara Street • Include low-rise structure over tunnel alignment • Maintain sightline from/to BART parking structure but compress plaza to support activation
Orthogonal Framework 	<ul style="list-style-type: none"> • More orthogonal blocks throughout the Station Block • Direct paseo from BART parking structure to N. 28th Street 	<ul style="list-style-type: none"> • Extension of N. 29th Street reduces developable area • Parcel over tunnel alignment is limited to 3* stories, reducing developable area <p><i>*Later confirmed 5 stories can be built over the tunnel alignment</i></p>	



V3 Framework Study


Parcel Plan Flexibility

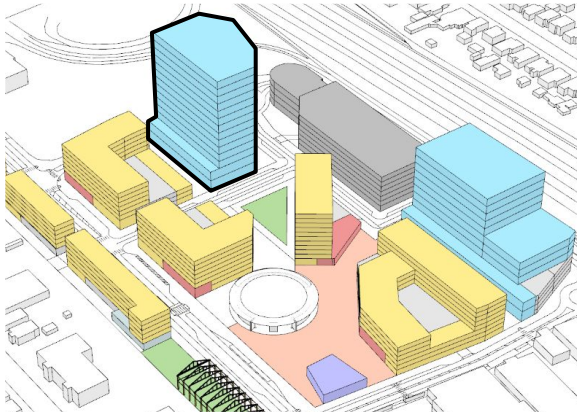


V3 Framework Study

Office Location: Tradeoffs Analysis

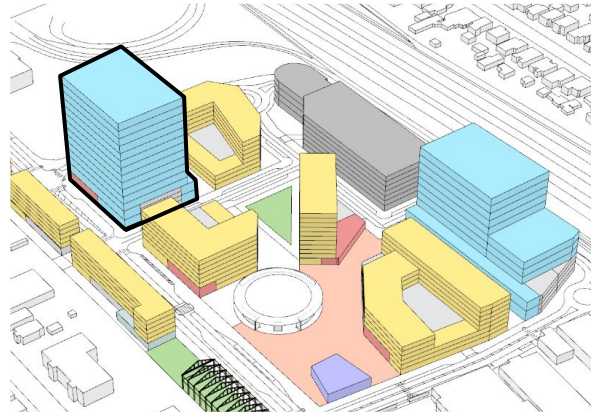
Legend:

- | | |
|---|--|
|  Project Boundary |  Lt. Industrial |
|  Office |  BSVII Infrastructure |
|  Residential |  Plaza |
|  Retail/Commercial |  Open Space |
|  Institutional | |



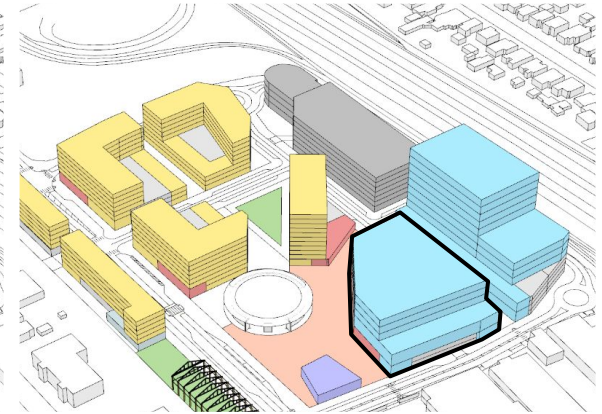
St. James/29th

- Highest residential yield (770 units)
- No height concern (max height 300')
- Limited shadow on residential buildings



St. James/28th

- N. 28th Street becomes mixed-use corridor
- Taller height on N. 28th Street
- Smaller residential yield (730 units)
- Potential shadows on residential building



Five Wounds Lane

- More office use at station front door
- Uses segregated (office to east, resi to west)
- Height restrictions near Five Wounds Portuguese National Parish impact office yield



V4-V5 Framework Refinement

Legend:

- | | |
|-------------------------|----------------------|
| Project Boundary | Lt. Industrial |
| Office | BSVII Infrastructure |
| Residential | Plaza |
| Retail/Commercial | Open Space |
| Institutional | Paseo |
| Flex Office/Residential | |



V4 Draft Plan

- Includes low-scale structure over platform alignment to limit load
- Pavilion/kiosk within plaza reduced in size
- Arranges plaza above the below grade facilities building.



V5 Draft Plan

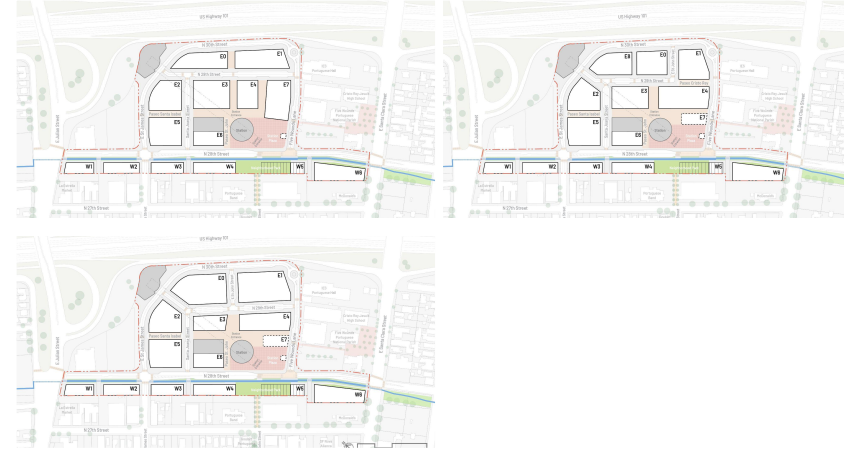
- Facilities relocated above grade (plan west of station entrance)
- Separate vent shaft from parking structure
- Orthogonal parcel arrangement to improve flexibility (E3, E4, E7)
- Refined N. 28th Street design based on interagency workshops



V6 Final Framework Alternatives

Legend:

- | | | | |
|--|-----------------------------|--|---|
| | Project Boundary | | Residential |
| | Parcel Boundary | | Flex Office/Institutional/Residential |
| | Parcel Boundary (Tentative) | | Flex Office/Institutional/Parking |
| | Station Facilities | | Ground Floor Commercial/Community-Serving Active Uses |
| | Plaza | | Industrial |
| | Open Space | | |
| | Paseo or Crosswalk | | |
| | Office/Institutional | | |



- Redistributed parking from standalone parking garage (E0)
- Circular station building
- Larger E6 parcel as a result of smaller facilities building
- Realignment of St. James / 30th Street around vent shaft

- Flexible parcel and circulation arrangements



FOR MORE INFORMATION

Visit the project website at
www.vta.org/28LPdevelopment

