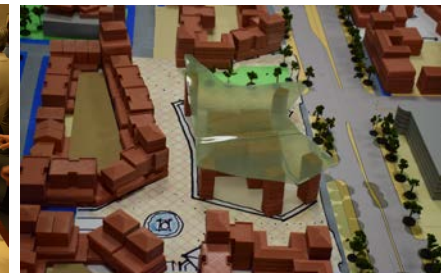


# Charrette One Summary Report

**Vallco Special Area  
Specific Plan**  
Envision Vallco: A Collaborative Design Process



# Table of Contents

- **Charrette Purpose and Overview**
- **Shared Design Elements**
- **Plan Options**
- **Next Steps**





# Charrette Purpose and Overview

- A valuable opportunity for the community to create a viable Preferred Plan.
- A week-long collaborative design process with several feedback loops.

# Charrette Purpose

The SB 35 submittal by Sandhill Inc., the primary property owner on March 27<sup>th</sup> 2018, could move forward without negotiation under state law.

The Charrette was an opportunity for the community to put a viable Preferred Plan on the table. This also offered an opportunity to get some public benefits within the project.



# Charrette Schedule

The Charrette was organized at Cupertino City Hall from April 9<sup>th</sup> to 13<sup>th</sup>.

The Charrette included formal and informal presentations and topic-specific educational brown-bag lunch presentations, held at Community Hall.

Open studio at City Hall allowed the community to see the design team at work and share their ideas.



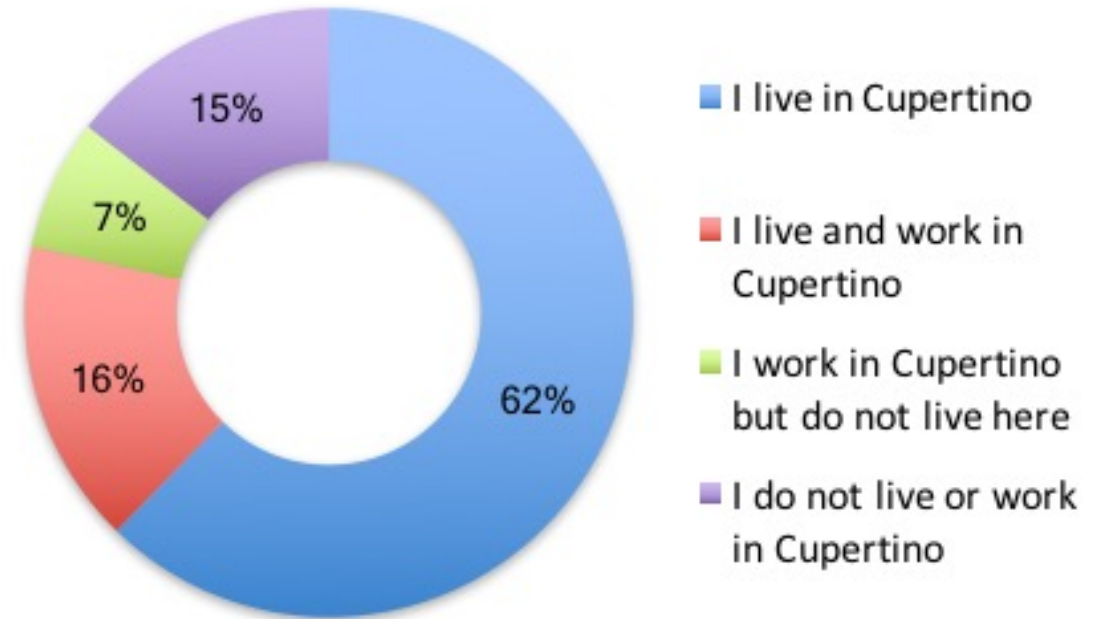
# Charrette Schedule

| Monday 4/9                                       | Tuesday 4/10   | Wednesday 4/11   | Thursday 4/12   | Friday 4/13                                      |
|--|--|--|---|--|
|  | <b>Open Studio</b><br>10:00 am - 7:30 pm   | <b>Open Studio</b><br>10:00 am - 5:00 pm                                   | <b>Open Studio</b><br>10:00 am - 5:00 pm  |  |
|  | <b>Brown Bag Presentation #1</b><br><b>Transportation, Parking &amp; TDM</b><br>12:00 pm - 1:00 pm | <b>Brown Bag Presentation #2</b><br><b>Economics</b><br>12:00 pm - 1:00 pm | <b>Brown Bag Presentation #3</b><br><b>Form Based Codes</b><br>12:00 pm - 1:00 pm |  |
|  |  | <b>Informal Mid-Point Presentation</b><br>6:00 pm - 7:30 pm                |   | <b>Closing Presentation</b><br>6:00 pm - 7:30 pm |
| <b>Opening Presentation</b><br>6:00 pm - 7:30 pm |  |  |   |  |

# Community Participation

The charrette attracted a range of interested participants:

- 75-80 people at Opening and Closing Presentations
- Approximately 150 people attended Open Studio over the course of the week.
- 25-30 people at each of the three Brown Bag presentations.



*Data gathered throughout process at public meetings and via online polling (self-reported)*

# Community Participation







# Guiding Principles (Revised 4/12/18)

The City envisions a complete redevelopment of the existing Vallco Fashion Mall into a vibrant mixed-use “town center” that is a focal point for regional visitors and the community.

This new Vallco Shopping District will become a destination for shopping, dining and entertainment in the Santa Clara Valley.

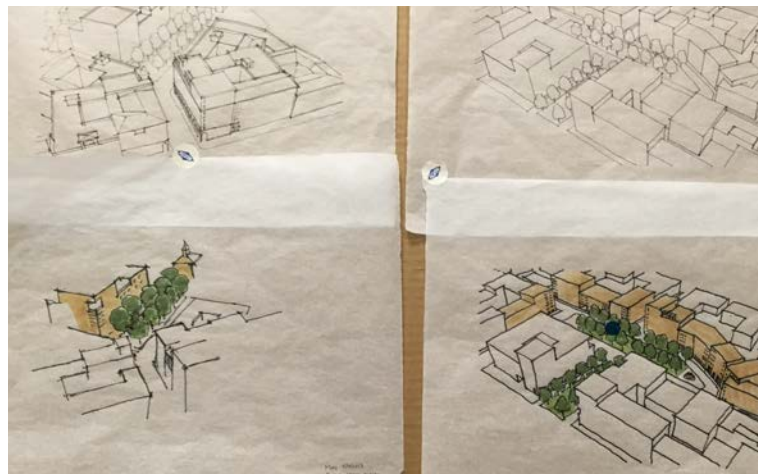
*(Chapter 3: Land Use, Cupertino General Plan 2014-2020)*

- Provide a vibrant retail environment that combines goods and entertainment for all ages
- Utilize innovative transportation solutions that:
  - Eliminate or reduce potential traffic impacts
  - Provide mobility choices and walkability, bikeability
  - Consider the future of mobility
- Provide parks, greens and plazas
- Assess and monitor potential impacts on schools
- Provide housing choices for people of all incomes and abilities who live or work in Cupertino
- Provide robust public and cultural amenities – theaters, art facilities, civic buildings, skating rink, bowling

# Monday: Opening Presentation and Break-Out Discussions



# Monday-Tuesday: Studied Plan Options

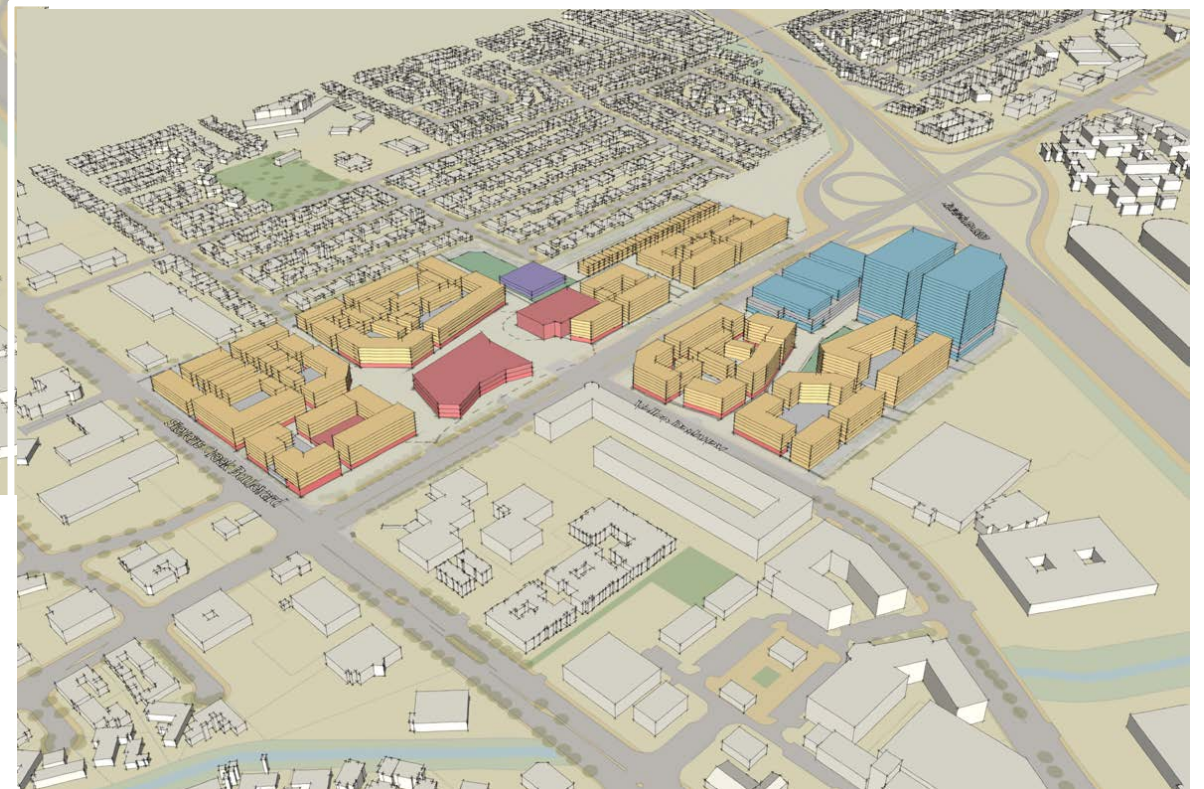
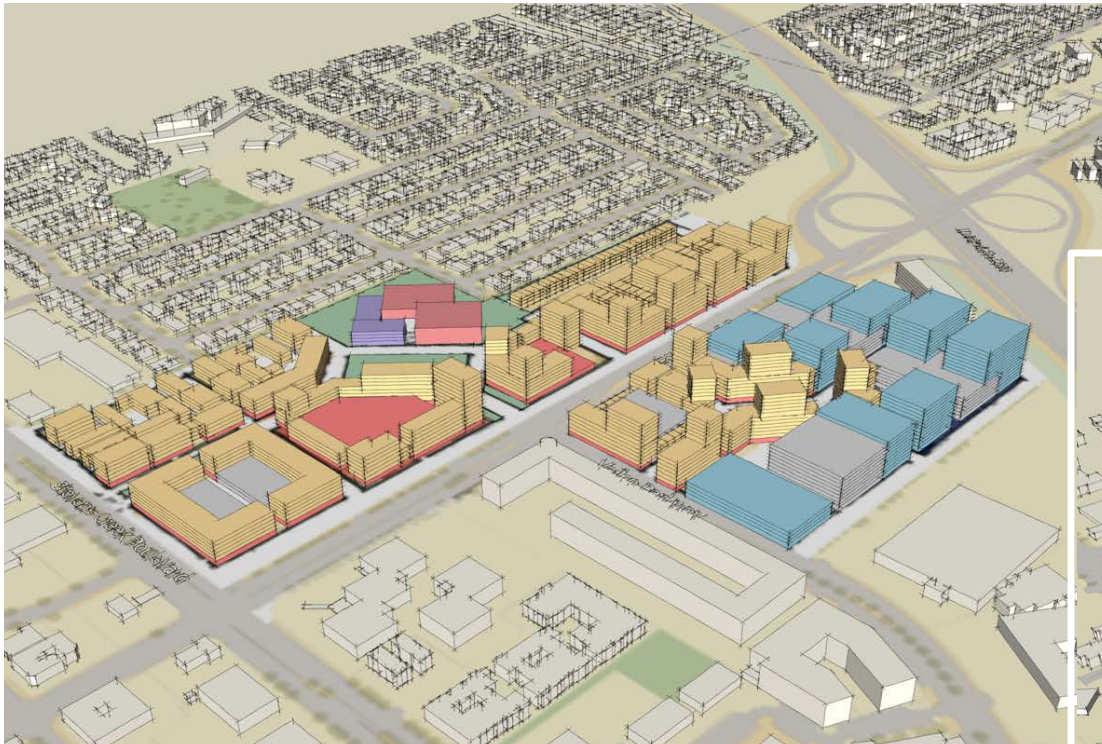


# Wednesday: Down to 3 Plan Options

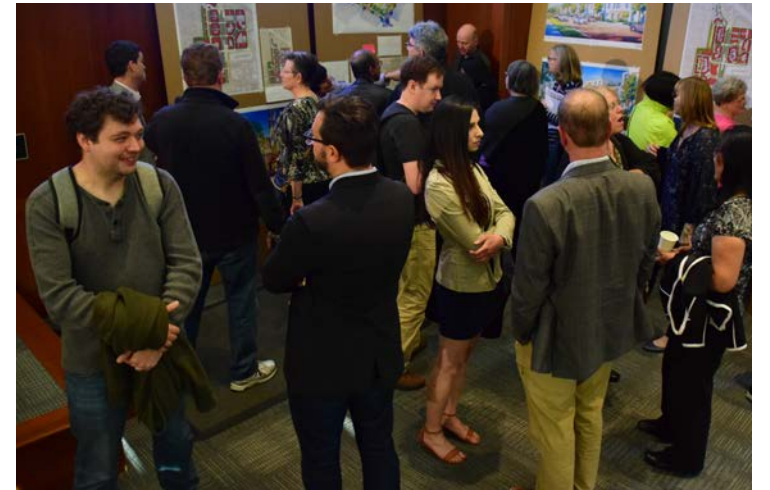
Wednesday evening (11<sup>th</sup> April) included an informal pin-up/discussion of progress in the studio.



# Thursday: 2 Plan Options + Program



# Friday: Closing Presentation and Break-Out Discussions



# Brown Bag Lunchtime Presentations:

## **A deeper dive into topics relevant to the project:**

- Economics and Retail (Tuesday)
- Transportation (Wednesday)
- Form-Based Codes (Thursday)

*Videos can be found online on the City of Cupertino's Youtube Channel*



# Brown Bag Lunch: Economics

## Key Discussion Topics:

- Cupertino's economic performance and competitive market position is strong, primarily fueled by the dominant high-tech sector of Silicon Valley.
- The location of the Vallco Site is likely to successfully capture demand for office and housing but being between nearby, well-established "super-regional malls" and "lifestyle centers" limits the potential for a significant retail project.
- The closure of retail anchors at the Vallco Site reflect broader national trends affecting retail, with traditional mall stores and indoor retail formats needing to evolve to meet current consumer preferences for experiences and services.
- Although the City historically has supported single-family and lower density multifamily developments, the recent construction of the Apple Campus II and ongoing economic expansion in Silicon Valley have intensified demand for housing.
- While the City of Cupertino has permitted few office developments in recent years, robust local regional economic performance suggests significantly greater development potential.
- Along with the growing Silicon Valley economy, demand for lodging in Cupertino also will grow to meet the needs of business travelers.

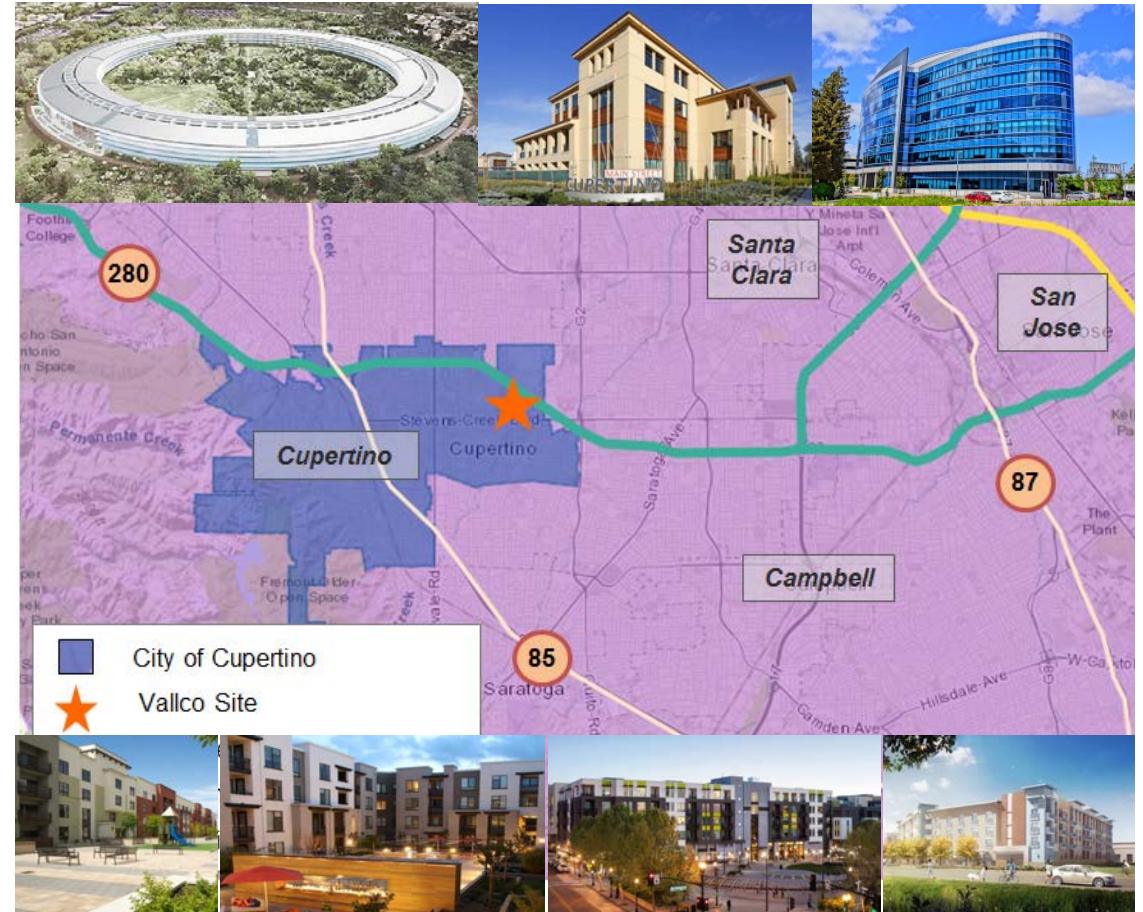




# Brown Bag Lunch: Economics

## What We Heard / Potential Land Use Concepts:

- **Senior Ecosystem** – market-rate senior housing (and co-housing), subsidized senior housing, medical services (e.g., urgent care, rehab, dialysis). Many of the uses could be market rate.
- **Innovation Center** – while there are coworking spaces and various innovation uses in Silicon Valley, there hasn't been anything done at scale. Elements of this land use concept include (a) business incubator / accelerator space, (b) educational institution/satellite campus and (c) incubator exchange program (e.g., executive-level continuing education). These uses may pay market rates, but will require on-site dormitory-density housing, an auditorium, and other specialized amenities.
- **Workforce Housing** – Housing products for teachers, emergency response workers, and other middle-income households. These housing products likely would require some subsidy to be economically feasible.



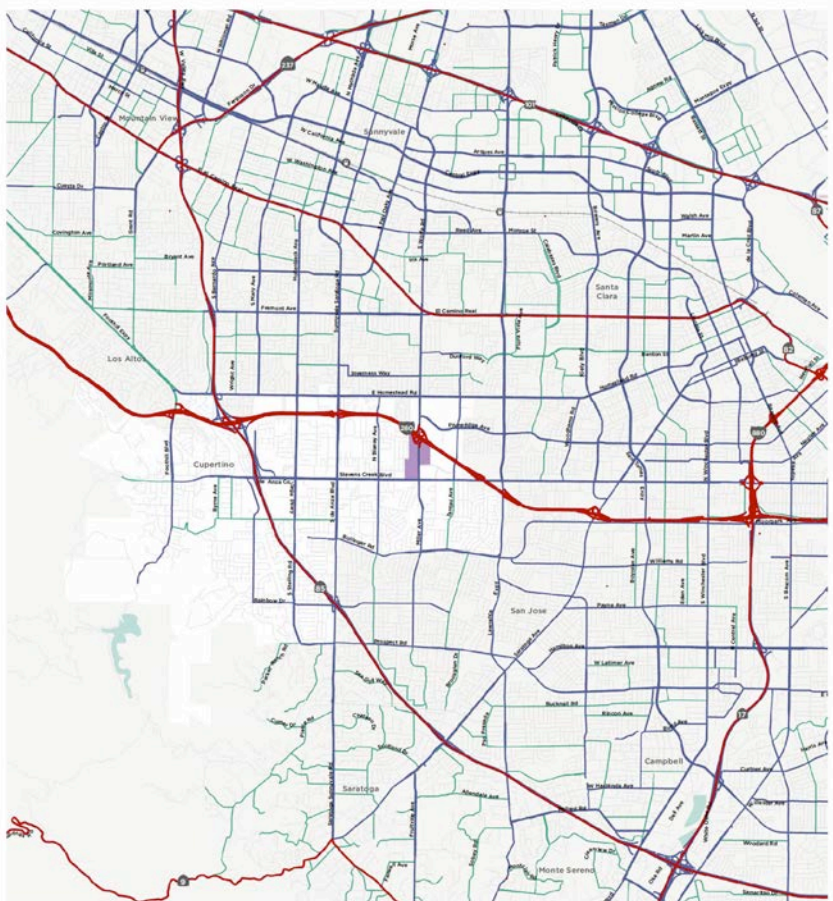
# Brown Bag Lunch: Transportation

## Key Discussion Topics:

- Understanding Existing Conditions
- Transportation Demand Management Opportunities
- Analysis and Evaluation



# Brown Bag Lunch: Transportation



**TRANSPORTATION NETWORK**  
VALLCO SPECIAL AREA SPECIFIC PLAN, CUPERTINO CA

**ROADWAYS**

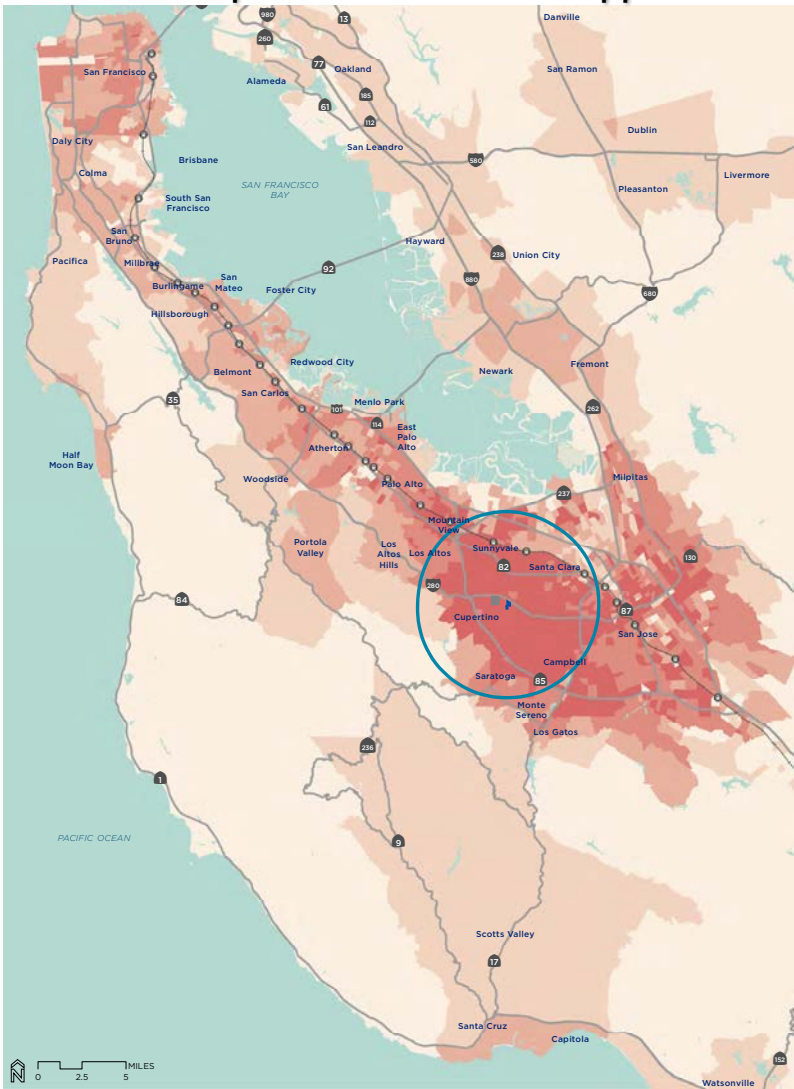
- Highway
- Arterial
- Collector
- Local

**RAILWAYS**

- Caltrain Station
- Caltrain Line

Vallco Special Area

## Office Example – Peak Hour to Apple



# Brown Bag Lunch: Transportation

## What we heard:

### Desire for:

- Thoughtful solution for North Wolfe Rd.
- Transit solutions

### Concern about:

- Traffic impact of development
- Ability to mitigate traffic
- Managing parking

Community would like to see more detailed analysis and examples of TDM and traffic mitigation





# Brown Bag Lunch: Form-Based Codes

## Key Discussion Topics:

- Use-Based (Conventional) Zoning invented to prevent or avoid but is largely silent on what it intends to make. It's not set up to respond to the realities of physical character.
- Density and Floor Area Ratio (FAR) are ineffective regulatory approaches. When used in Form-Based Zoning, Density and Floor Area Ratio are resultants.
- Form-Based Zoning prioritizes physical form over land use to predictably generate the intended physical character.
- Form-Based Zoning connects to as few or as many physical characteristics and uses you want to regulate.
- At a minimum, Form-Based standards regulate physical character, building form and size, building height, frontage, streetscape, parking, civic spaces, and uses.
- Form-Based Zoning replaces existing zoning as the new base zoning.

# Brown Bag Lunch: Form-Based Codes

## What we heard:

- Where have Form-Based Codes been adopted?
- Does a Form-Based Code provide flexibility? How much?
- Does a Form-Based Code deal with transit viability?
- Does a Form-Based Code simplify or complicate the review process?



# Open Studio Conversations



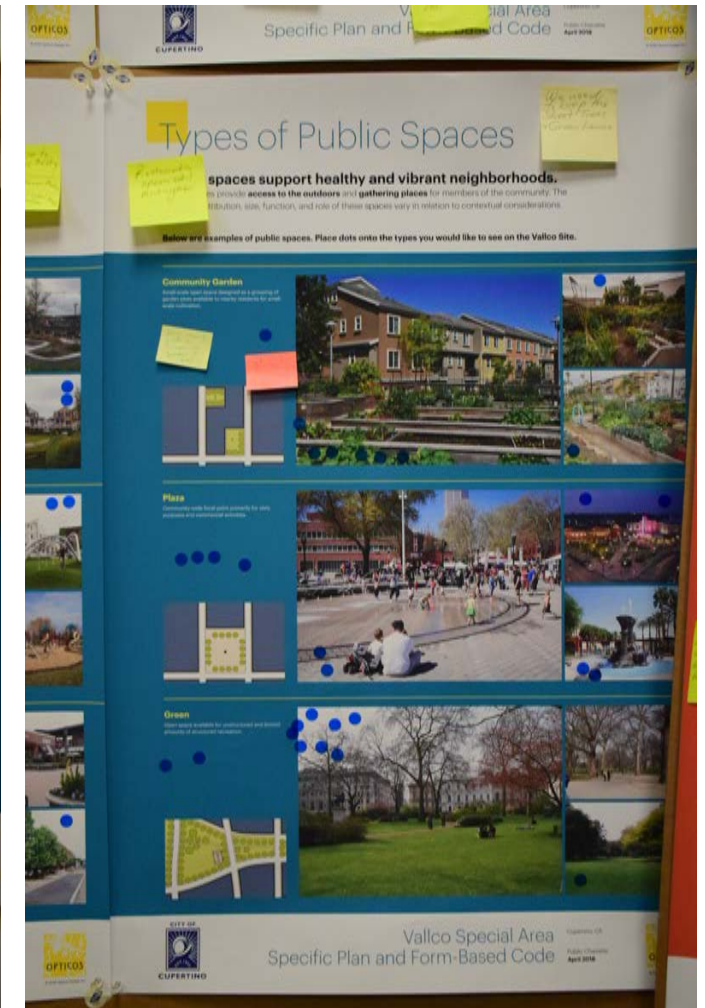
Studio was open nearly 30 hours from Tuesday through Thursday. During this time, community members could talk with the team and share ideas.



# What we heard

## Design Principles:

- Place-making, create identity
- Inclusive and diverse community
- Better streets for pedestrians
- Respect heights and density





# What we heard

## Public Space:

- More green, less concrete
- Places for kids
- Community gardens

## Built Form:

- Lower heights adjacent to residential neighborhood.
- Taller buildings at carefully selected locations.



# Daily Updates on Website

## Vallco Special Area Specific Plan

Envision Vallco: A Collaborative Design Process

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CREATING GREAT PLACES

COMMUNITY ENGAGEMENT

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Community Engagement Process «

[www.envisionvallco.org](http://www.envisionvallco.org)



# Shared Design Elements

- Ideas and concepts that can be applied across the Plan Options.
- These design elements include community feedback received throughout the design process, including the April charrette.



# Making the Streets More Pedestrian Friendly

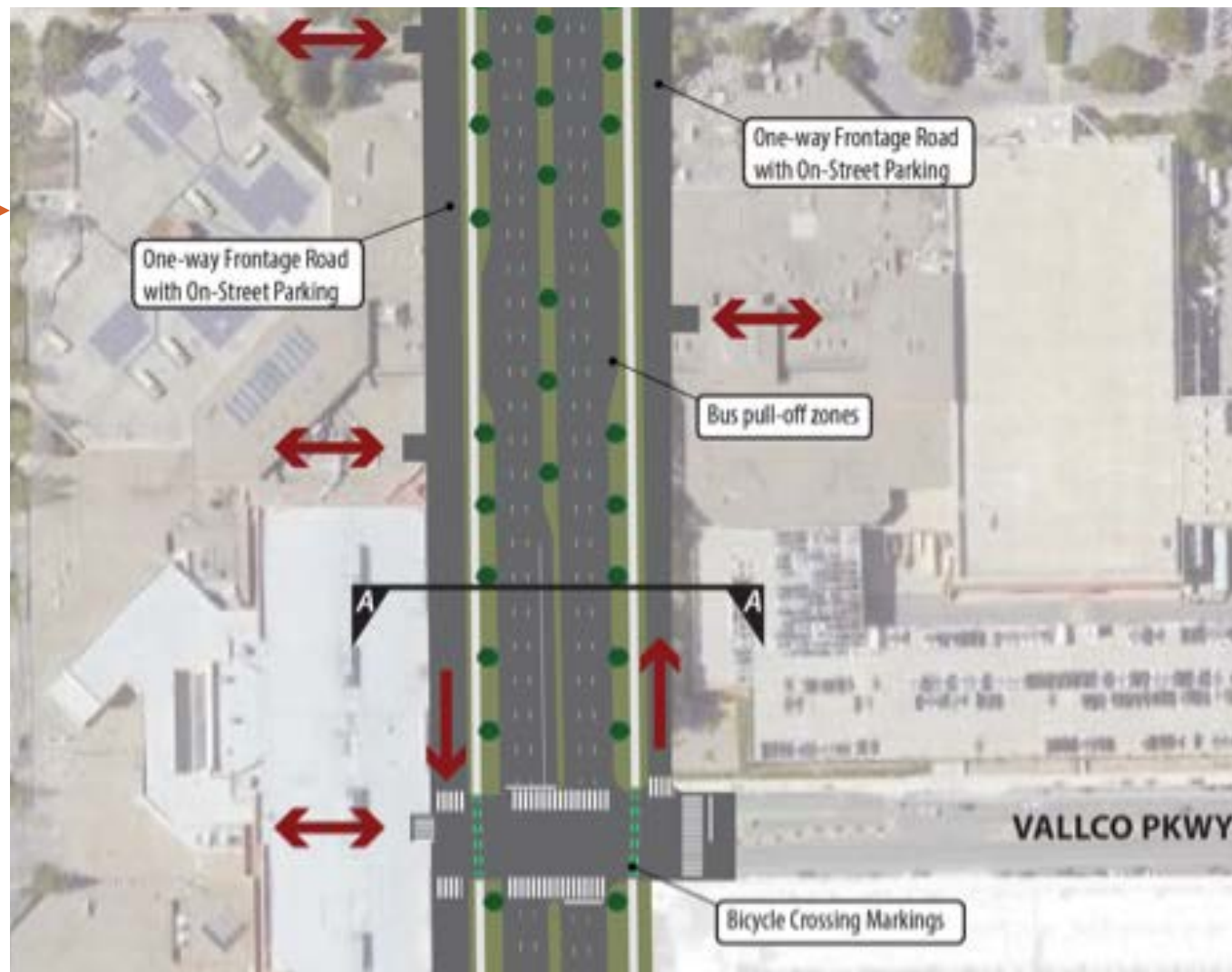
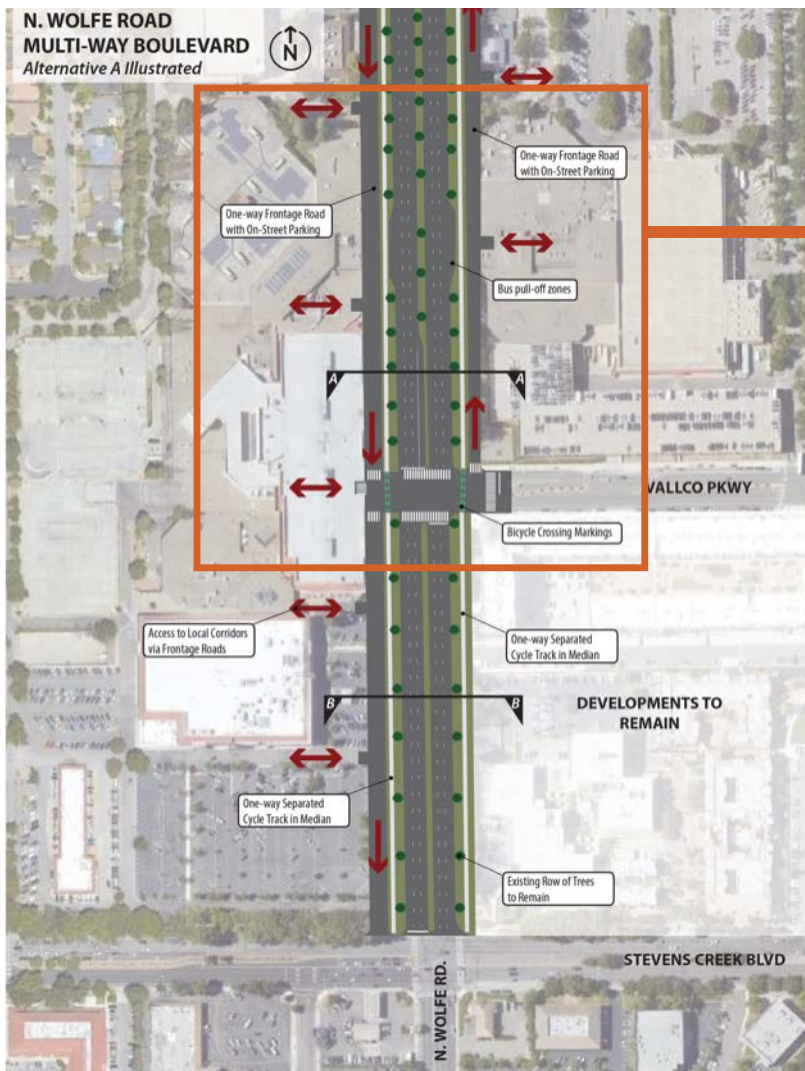
# Pedestrian Friendly Streets

## North Wolfe Road:

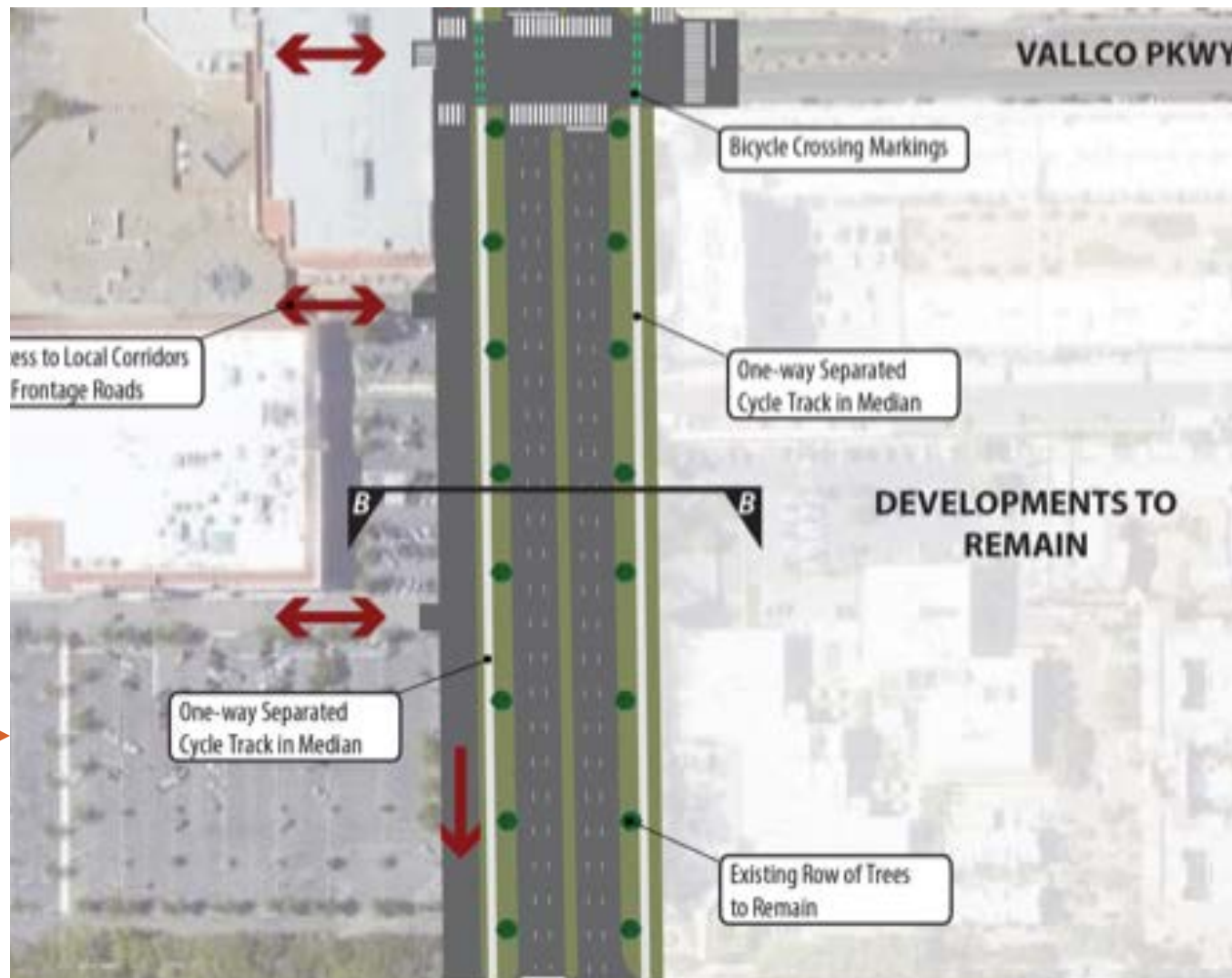
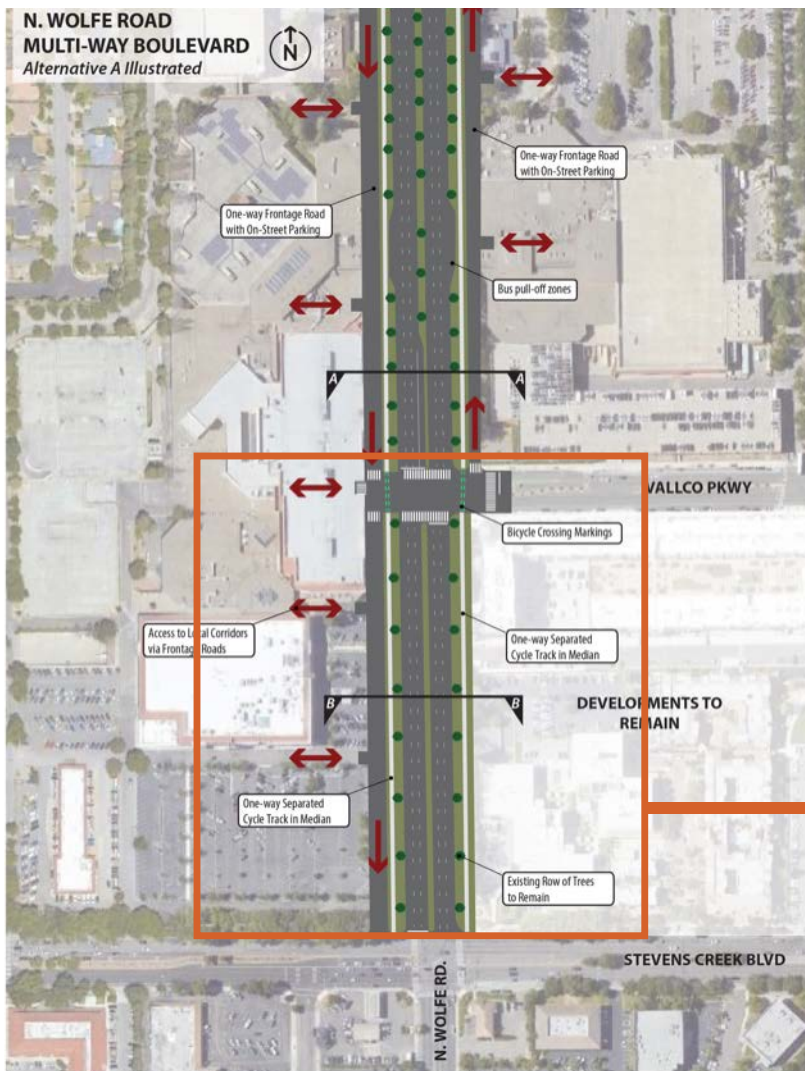
- Potential Multi-way Boulevard.
- Goal is to make it more pedestrian oriented so that users want to front onto it.
- Existing trees are a community asset and are being preserved in all schemes.



# North Wolfe: Potential Multi-way Boulevard



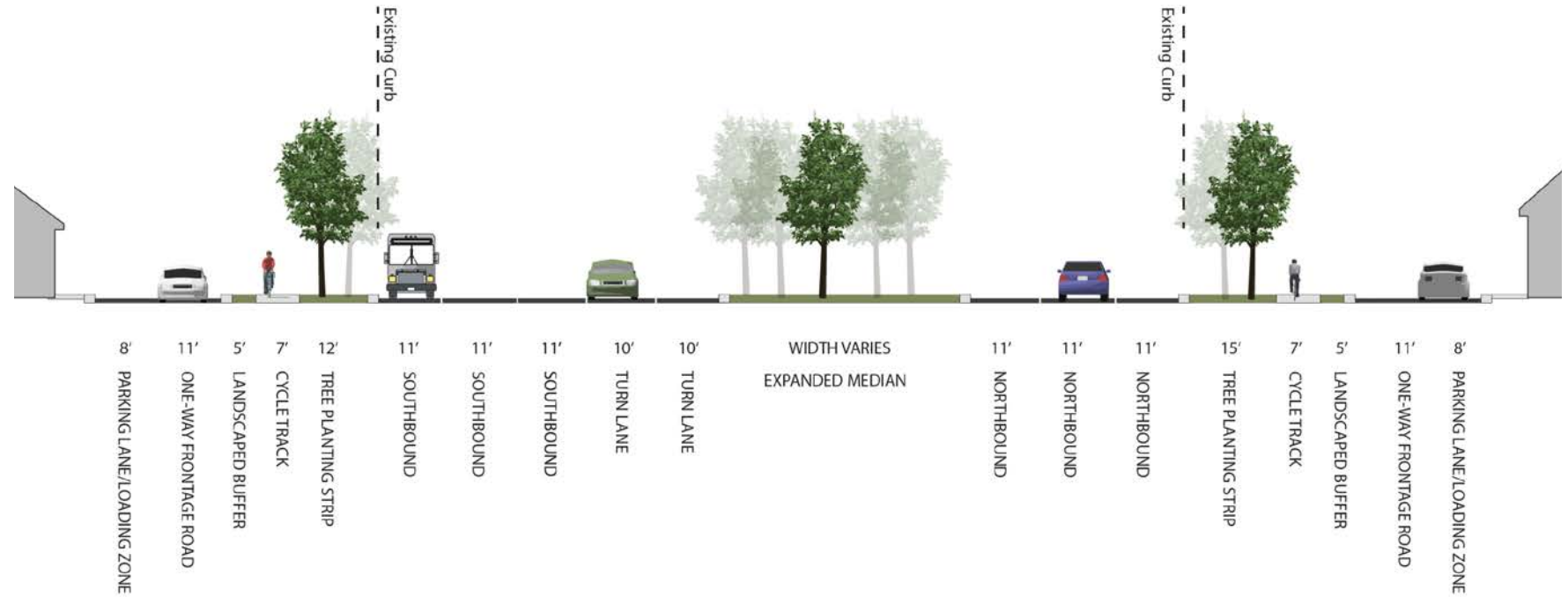
# North Wolfe: Potential Multi-way Boulevard



# North Wolfe: Potential Multi-way Boulevard

## I-280 to Vallco Parkway - Alternative A:

The two innermost rows of trees are preserved and create a buffer between the main through-corridor and frontage roads.

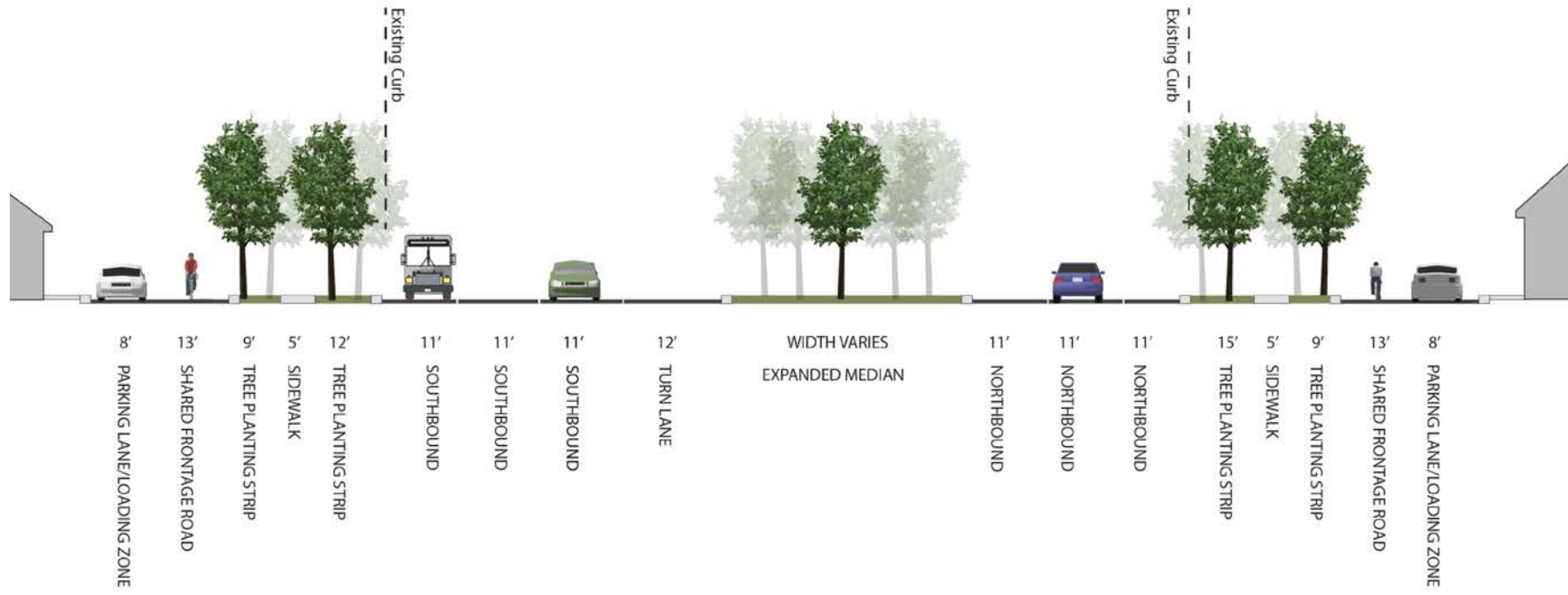




# North Wolfe: Potential Multi-way Boulevard

## I-280 to Vallco Parkway - Alternative B:

Existing rows of trees and sidewalks are preserved and used to establish the median between the main through-corridor and frontage roads.





# Thoughtful Transitions to Context (North Blaney Neighborhood)

# Thoughtful Transitions to Context

## Perimeter Road:

- No intent in this process to remove the wall separating the site from the North Blaney residential neighborhood unless the community asks for it.
- Existing trees along Perimeter Road to be preserved.



# Thoughtful Transitions to Context

## Concept 1:

Perimeter Road becomes a residential street (parallel to the wall).



# Thoughtful Transitions to Context

## Concept 2:

Park or a Community Garden at the western edge of the site, along Perimeter Road.





# Program Elements Important to the Community

# Existing Uses the Community Wants to Keep

## Program Elements:

- Bowling Alley
- Movie Theater
- Skating Rink



# Other Program Ideas

## Innovation Center/Hub:

- Business incubator/ accelerator space
- Educational institutions (all levels) and satellite campus
- Incubator exchange program
- Executive level continuing education facility
- Maker space
- On-site dormitory





# Additional Ideas to Consider

- A senior ecosystem
- Medical services
- Co-Housing
- Affordability at all ranges
- Thinking creatively about broader range of office uses
- Adult education
- An Eco-District
- Vertical Forest





# Housing Approach

# Housing Approach: Ideas Discussed

- Include options for Co-Housing.
- How much affordable housing to be provided?
- Affordability for groups that have not been discussed to date.
- Is high-rise necessary? If so, how tall and where to place them.





# Summary of Plan Options

The Plan Options were generated at the first Charrette from April 9<sup>th</sup> –13<sup>th</sup> 2018. These options were created taking into consideration the General Plan, public input and initial economic analysis.

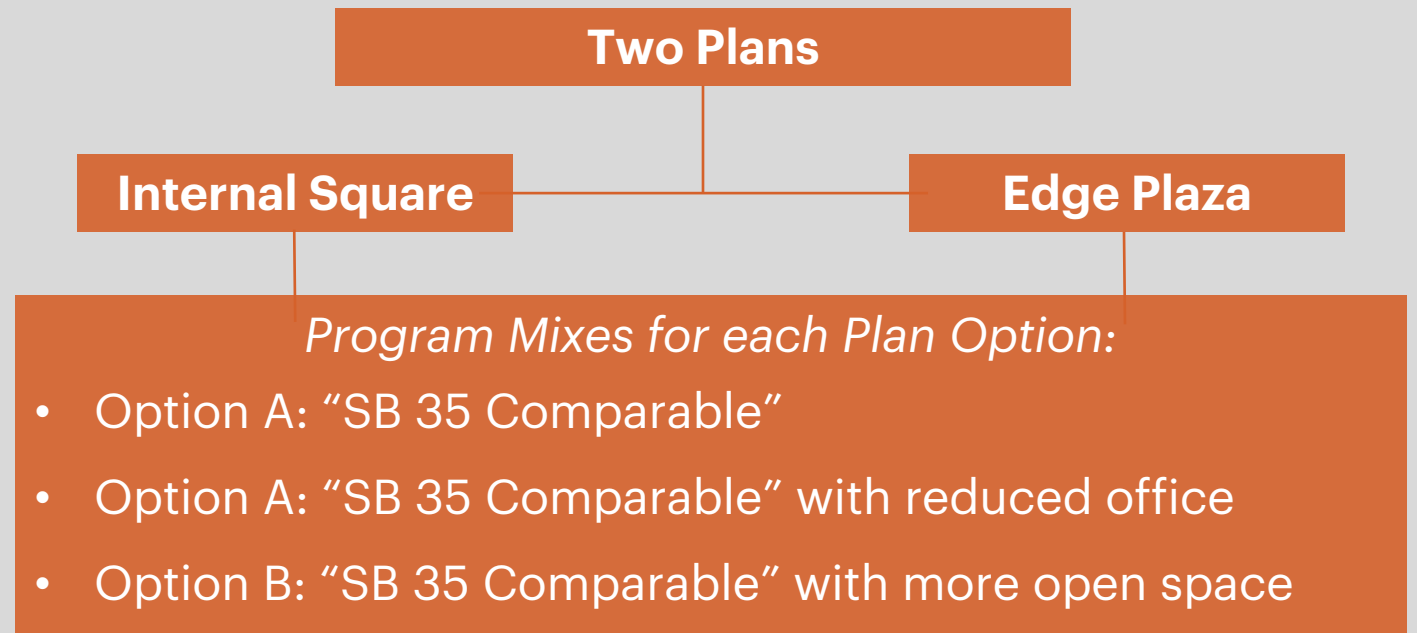
They are a work in progress and will be further refined based on additional feedback received through the CiviComment site and will be vetted

for economic and transportation feasibility. The team is also developing a third option that will be included in the second charrette to be held from May 20<sup>th</sup>–24<sup>th</sup>.

# Plan Options

## Design Process:

- **Multiple frameworks developed over the 4.5 days, narrowing down to 2 primary framework options.**
- **The frameworks differ in the configuration of streets and blocks; locations, sizes, and combinations of public spaces, and program distribution.**



### Note:

- *The program mixes need to be tested by the economist and refined by the design team.*
- *Parking for these options assumes a combination of below ground and above ground parking, using current city standards with no reductions. Targeted reductions will be tested later in the process.*
- *For the Simeon and Hyatt Place parcels, hotel and residential uses have been assumed. The Vallco Special Area allows hotel use according to the Cupertino General Plan allocation but has not been included in any of the programs. Further analysis of this land use is pending.*



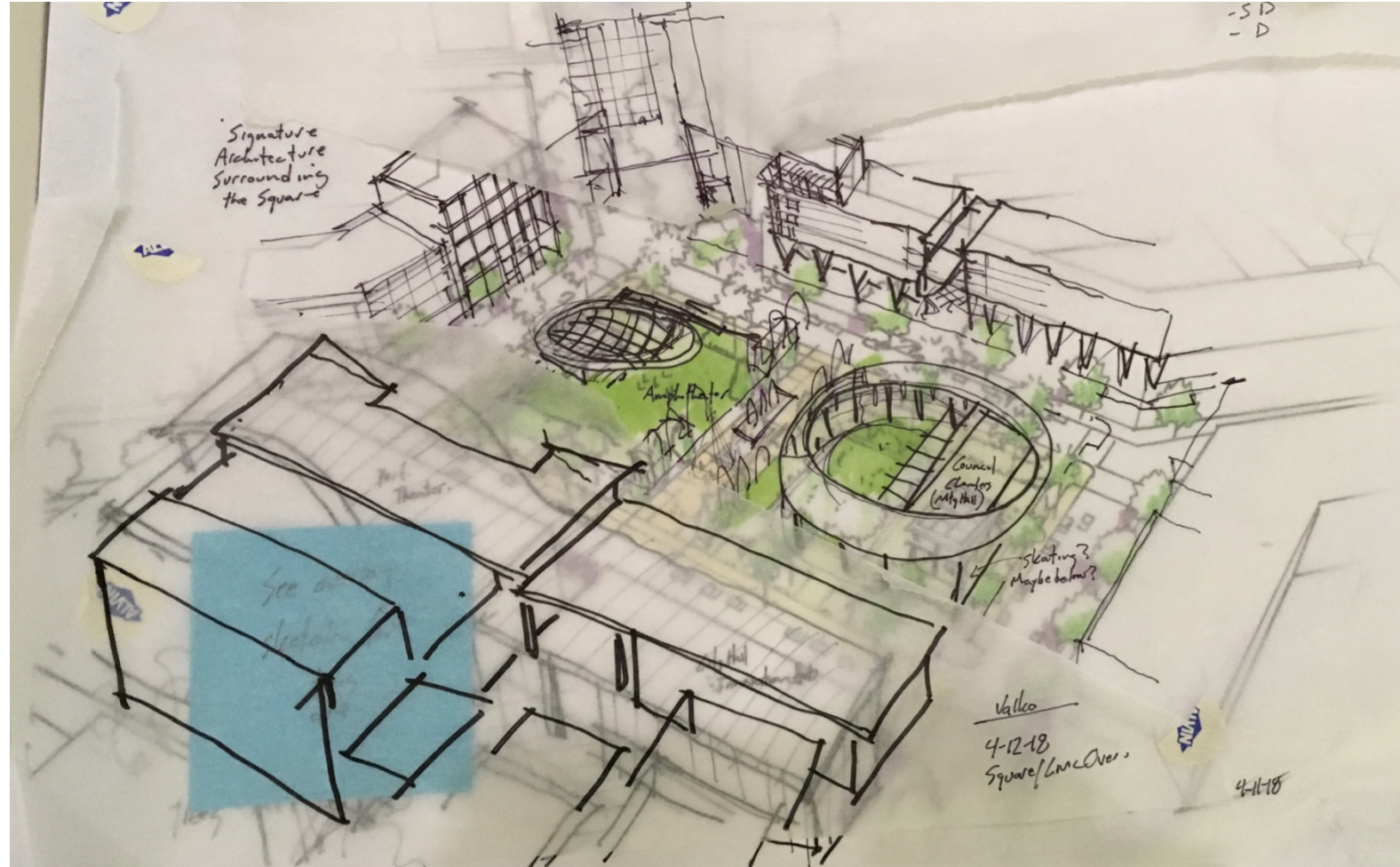
# Plan 1: Internal Square Options A and B

# Plan 1: Internal Square

## Options A and B

The key design move for this Plan Option is focusing activity around an internal square within a traditional urban pattern of streets and blocks. Within that framework are multiple opportunities to establish a unique destination, experience, and place.

This space is shown as a rectangle in this alternative, but could take many different shapes and orientations as long as the size stays similar.



# A New Focal Point for the Community





# Cross Section of the Public Square

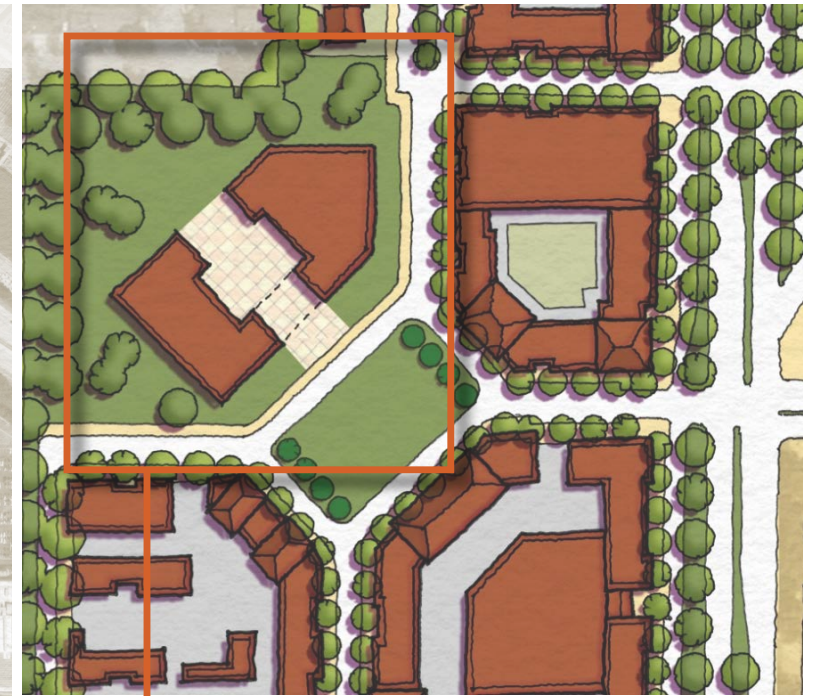


# Plan 1: Internal Square

## Option A

In Plan 1A, a large town square creates an active core for the new Downtown. Direct access to the square off Wolfe Road is provided by extending Vallco Parkway to the west into the site.

The north-west edge of the square is defined by a potential city hall, performing arts center and the skating rink. This would create a civic anchor for the new vibrant retail district. These could also be located on other sites, ideally near the square.



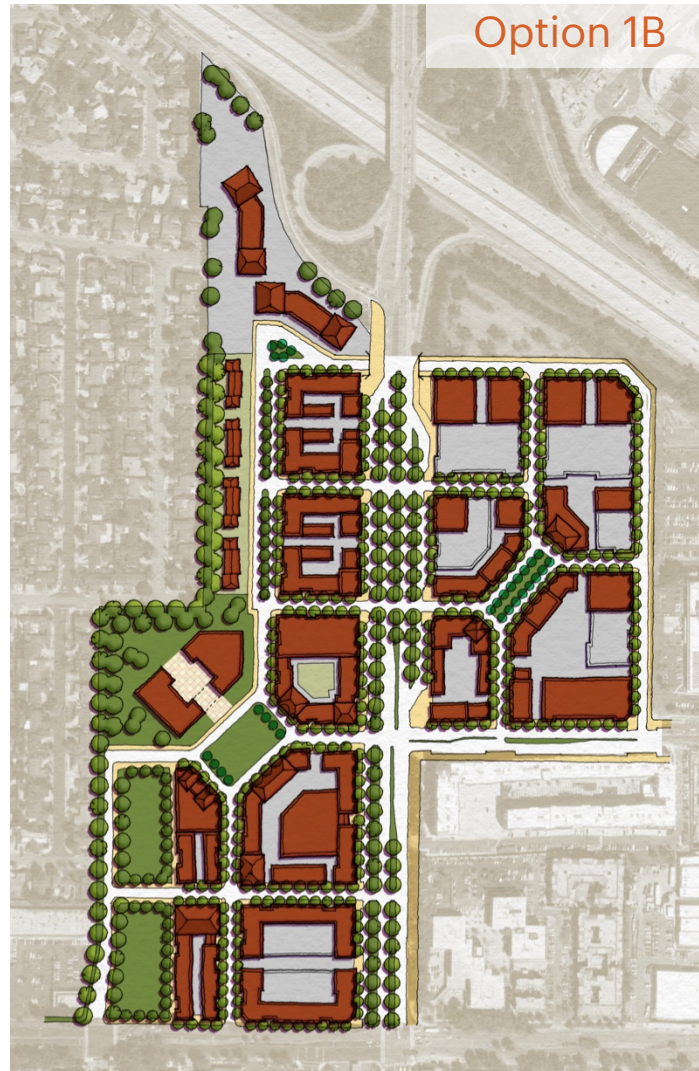
*New civic uses: potential city hall, performing arts center (approximately 500 seats as shown), and the skating rink.*

# Plan 1: Internal Square

## Option B

The alternative for this framework, Plan 1B, introduces a new green space along the western edge of the property along Perimeter Road.

The trade off for this is that, to keep the same program (and consequently same number of units and ratio of affordable units), taller buildings need to be integrated into other suitable locations in the project.



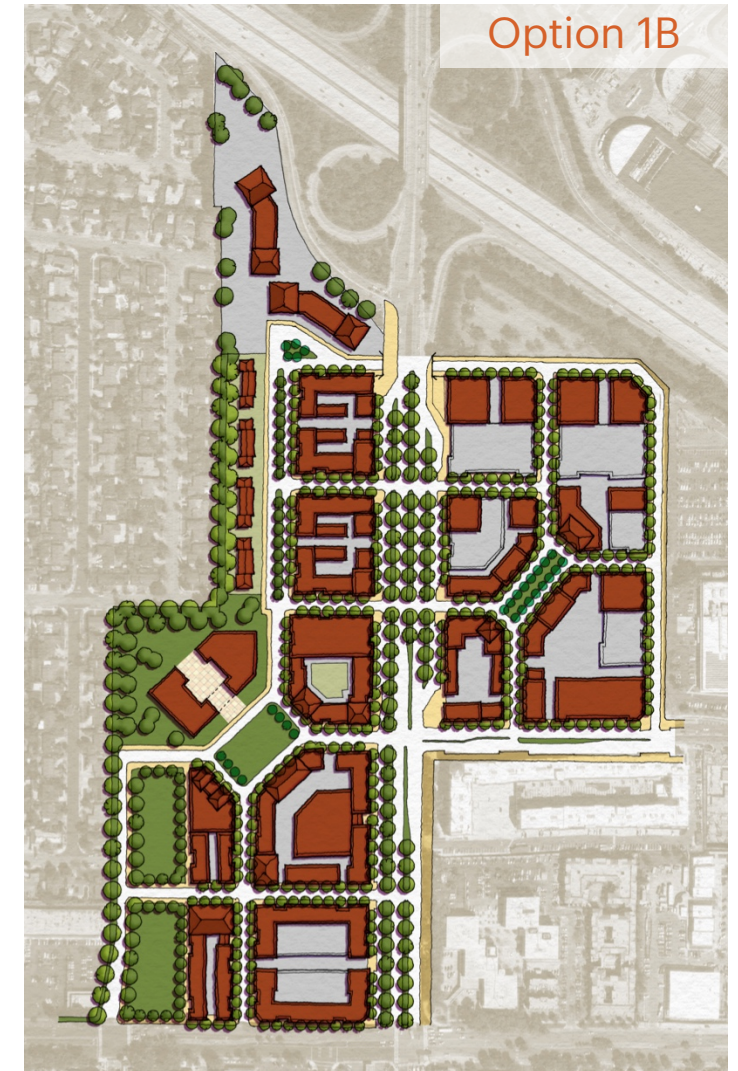
*New community park*

# Plan 1: Internal Square

## Options A and B

In both options, the retail would primarily be located on the ground floors of buildings framing the square, then along adjacent streets as is necessary to complete a shopping loop without distributing the retail & entertainment uses too broadly.

The area to the southwest functions primarily as a residential neighborhood with a variety of housing types that transition down in scale to the west, with 3-4 stories along the western edge.

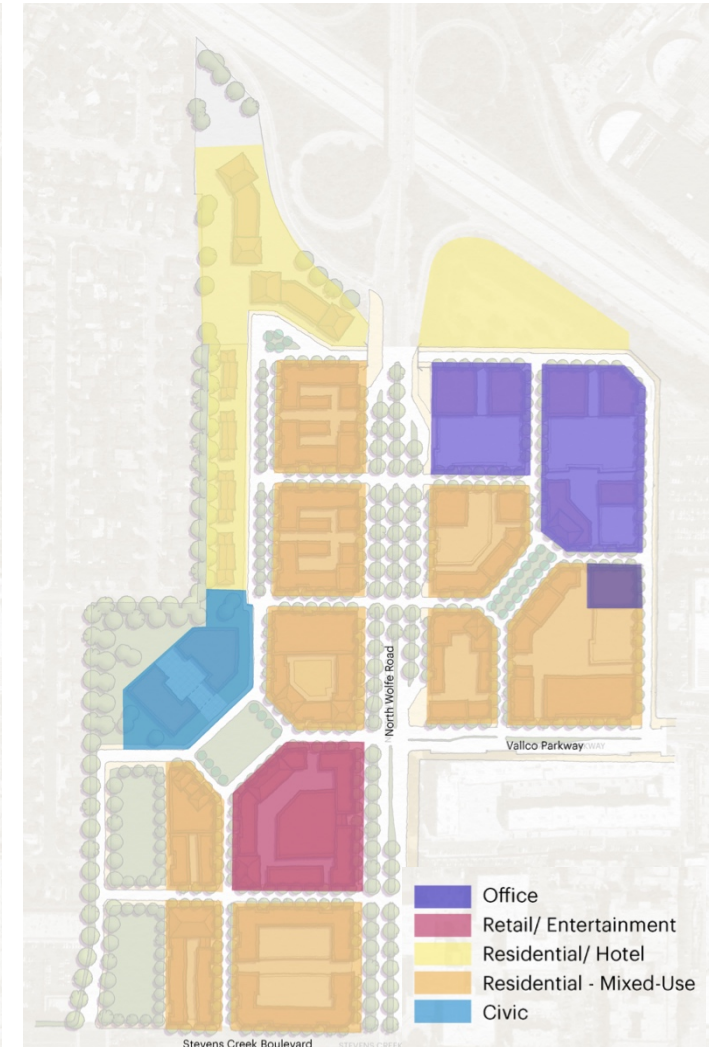
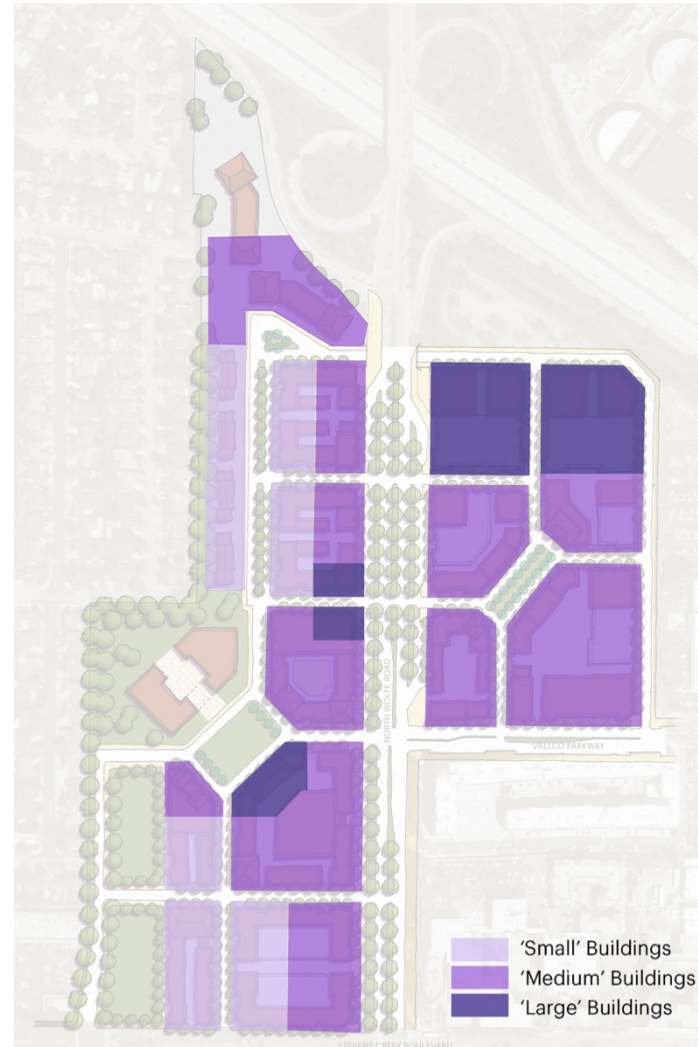


# Plan 1: Framework Diagrams

## Small-Medium-Large Buildings and Land Uses

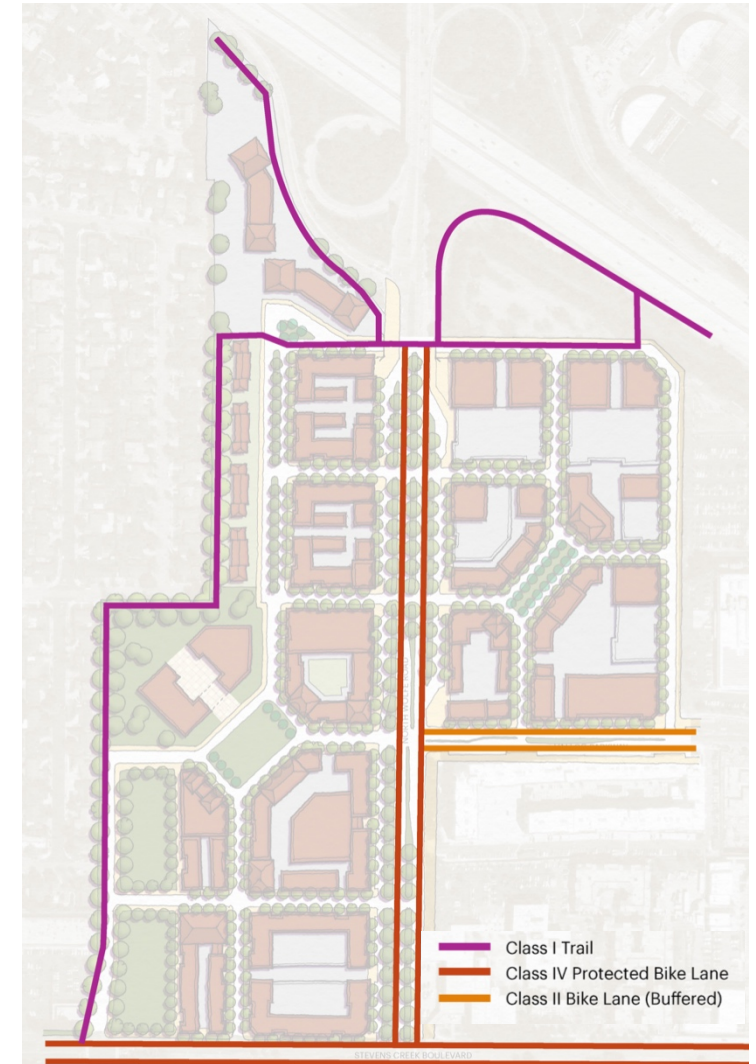
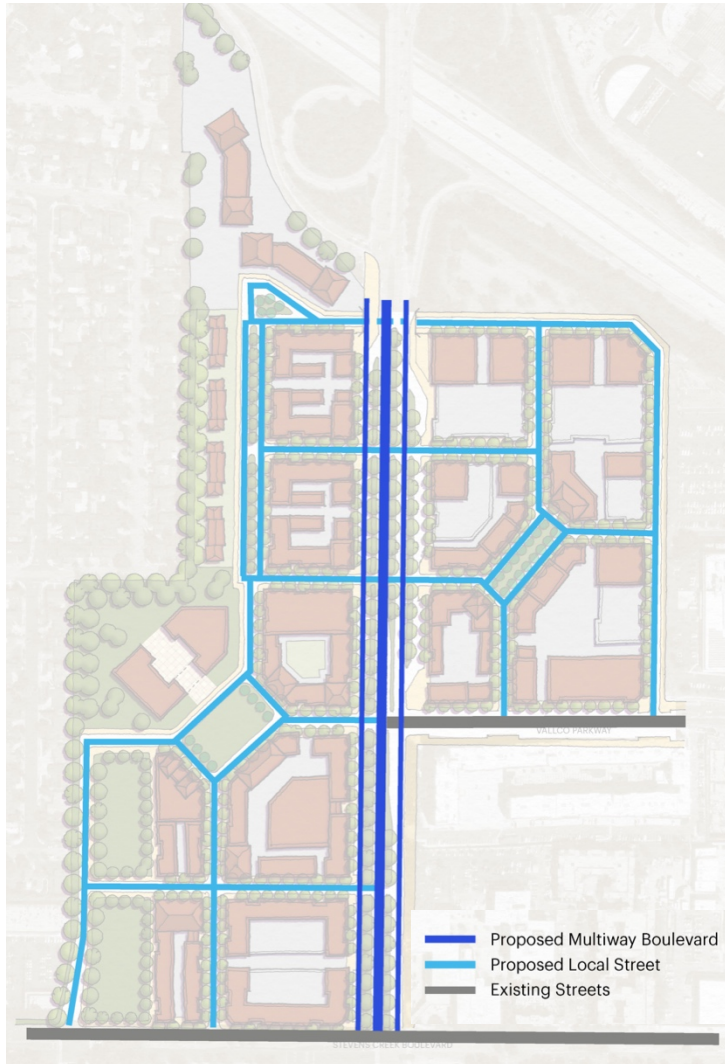
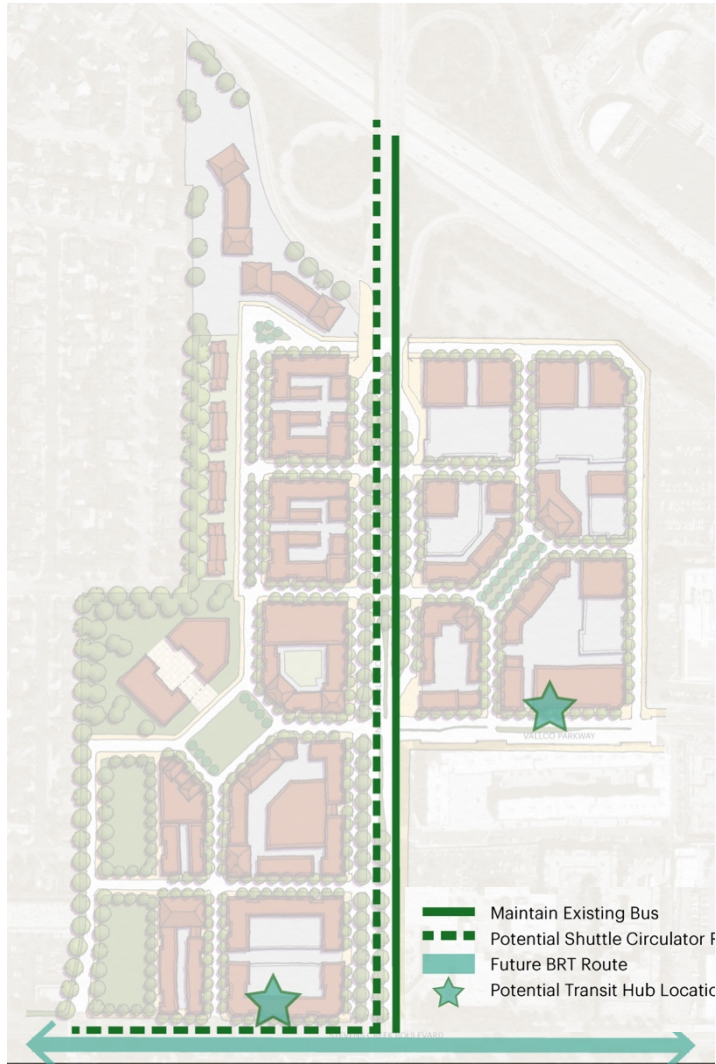
The framework diagrams are preliminary ideas (on this page and the next) for allocating land uses, massing and scale of buildings, circulation networks for autos, bikes, pedestrians and transit.

The diagrams shown here are for Plan 1B, but will be similar for Plan 1A.



# Plan 1: Framework Diagrams

Transit Network, Street Network and Bike Network



# Existing Vista (looking west from Vallco Parkway)



# Creating a Gateway to Downtown

## A New Vista: Plan 1A

- Vallco Parkway redesigned to make it more pedestrian-oriented.
- Ground floor retail for new buildings on the north side of the street improves connectivity between Main Street and the Downtown.
- A signature building or architectural feature will act as a project gateway and identity generator.

View from Vallco Parkway towards Wolfe, looking west: Plan 1A





# Creating a Gateway to Downtown

## Adding Height - Plan 1B

- To allow for more park space, taller buildings can be sited along Wolfe Road, with adequate separation from the North Blaney neighborhood.
- Taller elements would function as a gateway, and in place-making.
- The 'vertical forest' concept for buildings can provide high quality green space for owners or renters.

View from Vallco Parkway towards Wolfe, looking west: Plan 1B



# Plan 1A – “SB 35 Comparable”

## Program Studies

This is a necessary baseline that needs to be established to enable comparison with the SB 35 submittal.

| Use                | Allowed Program         |
|--------------------|-------------------------|
| Retail/Ent.        | 410,000 sf              |
| Office             | 1,810,000 sf            |
| Housing Units      | 2,400                   |
| Civic              | 65,000 sf               |
| Parks/Public Space | 215,000 sf /<br>5 acres |



**Block 5 Program**  
 Residential: N/A  
 Retail: 57,000.00sf  
 Civic: 65,000.sf  
**Building Heights**  
 2 to 4 stories (32' to 64')  
**Parking**  
 1 level of underground parking

**Block 9 Program**  
 Residential: 69,000.00sf  
 Retail: N/A  
 Office: N/A  
**Building Heights**  
 3 stories (33')

**Block 7 Program**  
 Residential: 408,132.00sf  
 Retail: 47,950.00sf  
 Office: N/A  
**Building Heights**  
 3 to 13 stories (38' to 148')  
**Parking**  
 2 levels of podium parking  
 2 levels of underground parking

**Block 4 Program**  
 Residential: 188,680.00sf  
 Retail: 25,982.00sf  
 Office: N/A  
**Building Heights**  
 3 to 5 stories (38' to 60')  
**Parking**  
 2 levels of underground parking

**Block 6 Program**  
 Residential: 230,532.00sf  
 Retail: 55,494.00sf  
 Office: N/A  
**Building Heights**  
 1 to 12 stories (16' to 137')  
**Parking**  
 3 levels of underground parking

**Block 8 Program**  
 Residential: 432,196.00sf  
 Retail: 47,950.00  
 Office: N/A  
**Building Heights**  
 3 to 13 stories (38' to 148')  
**Parking**  
 2 levels of podium parking  
 2 levels of underground parking

**Block 2 Program**  
 Residential: 218,725.00sf  
 Retail: 19,400.00sf  
 Office: N/A  
**Building Heights**  
 3 to 6 stories (38' to 71')  
**Parking**  
 1 level of parking tuck  
 1 level of underground parking

**Block 1 Program**  
 Residential: 316,959.00sf  
 Retail: 63,392.00sf  
 Office: N/A  
**Building Heights**  
 6 stories (71')  
**Parking**  
 2 levels of podium parking  
 1 level of underground parking

**Block 3 Program**  
 Residential: 310,187.00sf  
 Retail: 21,800.00sf  
 Office: N/A  
**Building Heights**  
 4 to 12 stories (49' to 137')  
**Parking**  
 3 levels of underground parking

**Block 10 Program**  
 Residential: 276,219.00sf  
 Retail: 9,279.00sf  
 Office: N/A  
**Building Heights**  
 3 to 12 stories (38' to 137')  
**Parking**  
 4 levels of podium parking  
 1 level of underground parking

**Block 11 Program**  
 Residential: 193,276.00sf  
 Retail: 21,782.00sf  
 Office: 244,800.00sf  
**Building Heights**  
 7 to 13 stories (82' to 148')  
**Parking**  
 4 levels of podium parking  
 3 levels of underground parking

**Blocks 12-14 Program**  
 Residential: 344,572.00sf  
 Retail: 39,485.00sf  
 Office: 1,565,563.00sf  
**Building Heights**  
 4 to 15 stories (56' to 210')  
**Parking**  
 9 levels of parking garage  
 3 levels of underground parking

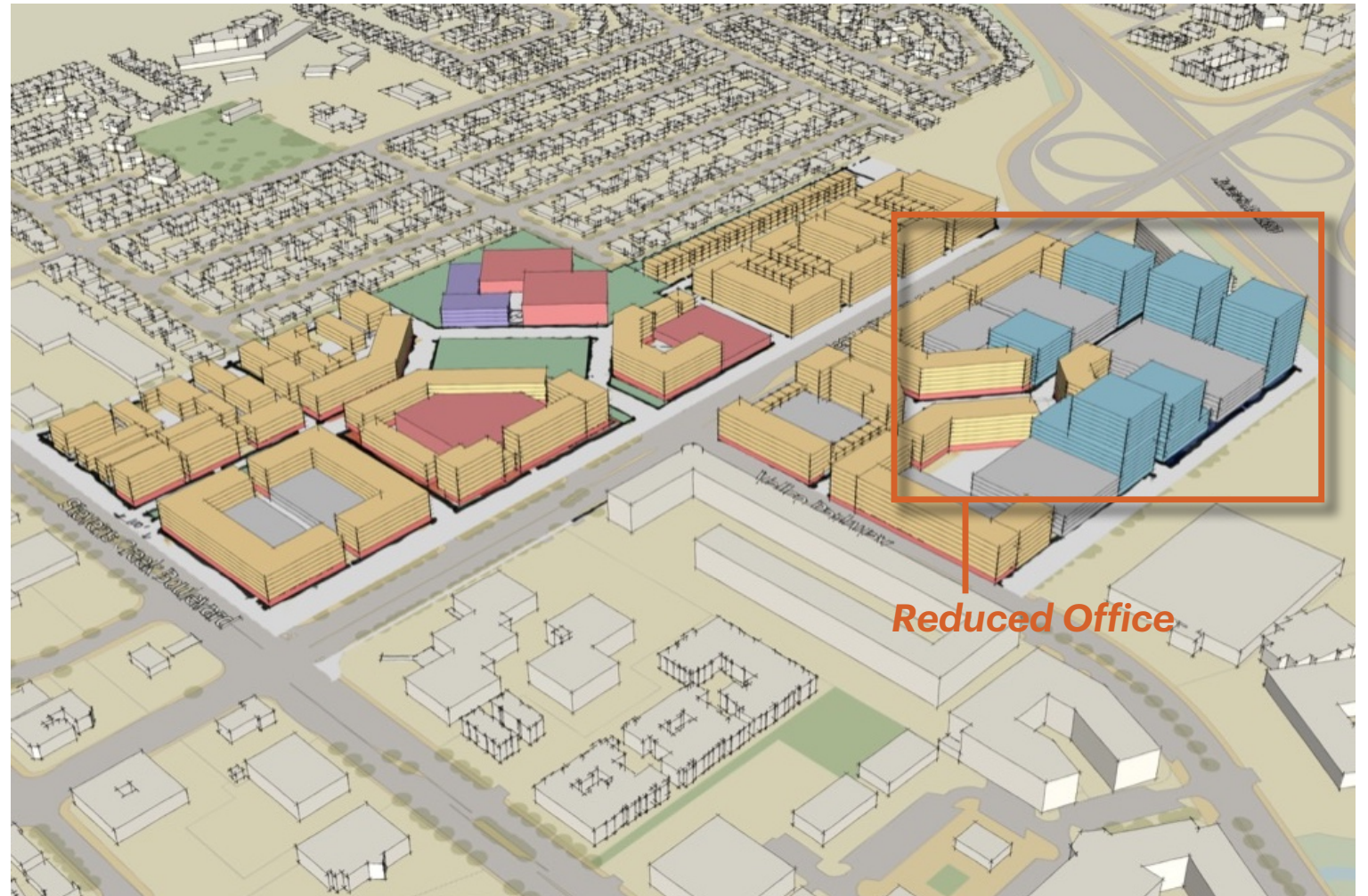
**Typical Height per Program**  
 Residential: 11'-0"  
 Retail: 16'-0"  
 Office: 14'-0"

# Plan 1A with Reduced Office

## Program Studies

If the program provides less office, what needs to be added to make this a viable and attractive alternative?

| Use                | Allowed Program      |
|--------------------|----------------------|
| Retail/Ent.        | 410,000 sf           |
| Office             | 1,300,000 sf         |
| Housing Units      | 2,400                |
| Civic              | 65,000 sf            |
| Parks/Public Space | 215,000 sf / 5 acres |

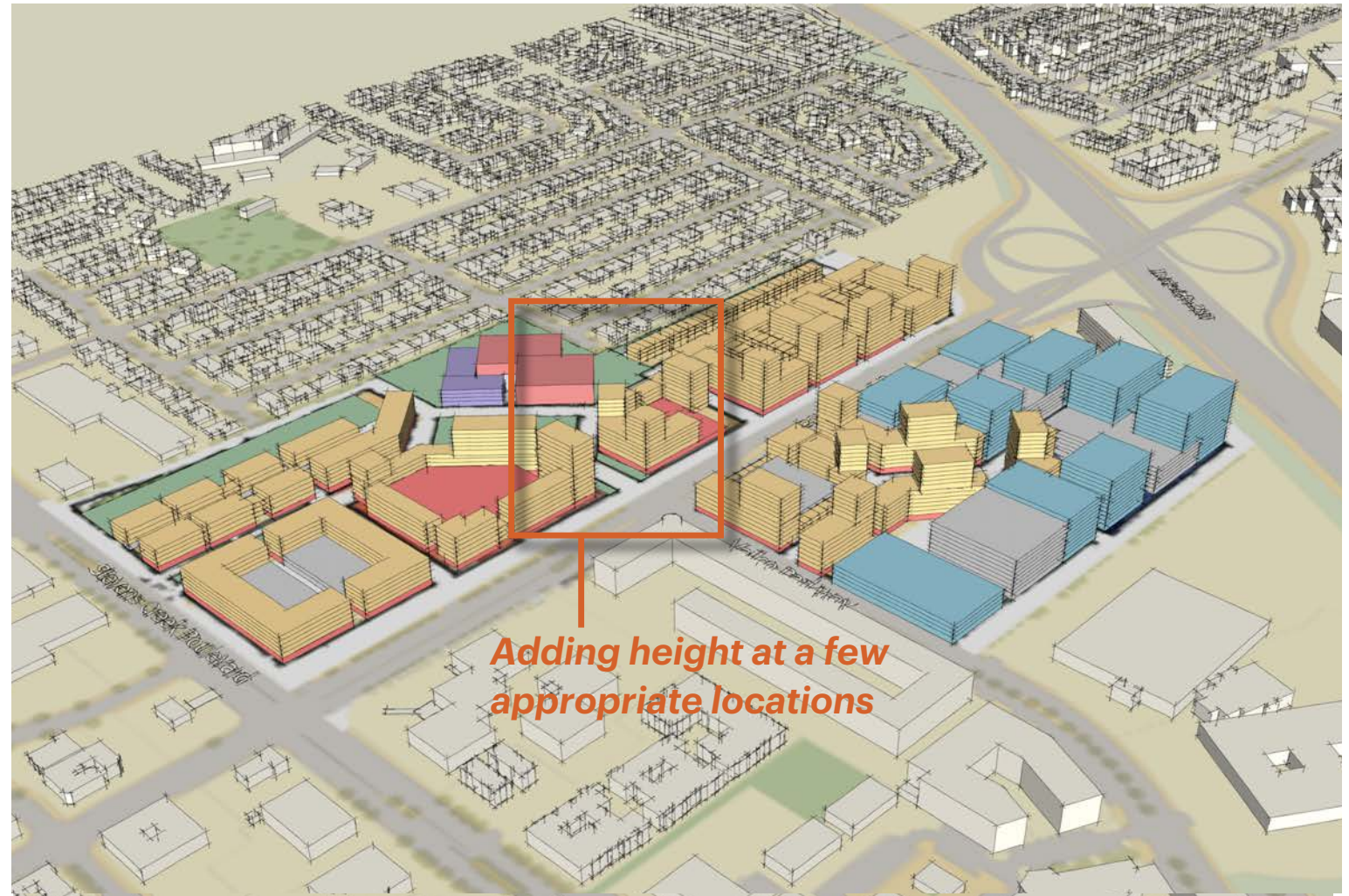


# Plan 1B – More Open Space

## Program Studies

What if the plan provided more at-grade open space? To keep the same program, some buildings get taller.

| Use                | Allowed Program      |
|--------------------|----------------------|
| Retail/Ent.        | 410,000 sf           |
| Office             | 1,810,000 sf         |
| Housing Units      | 2,400                |
| Civic              | 65,000 sf            |
| Parks/Public Space | 309,000 sf / 8 acres |





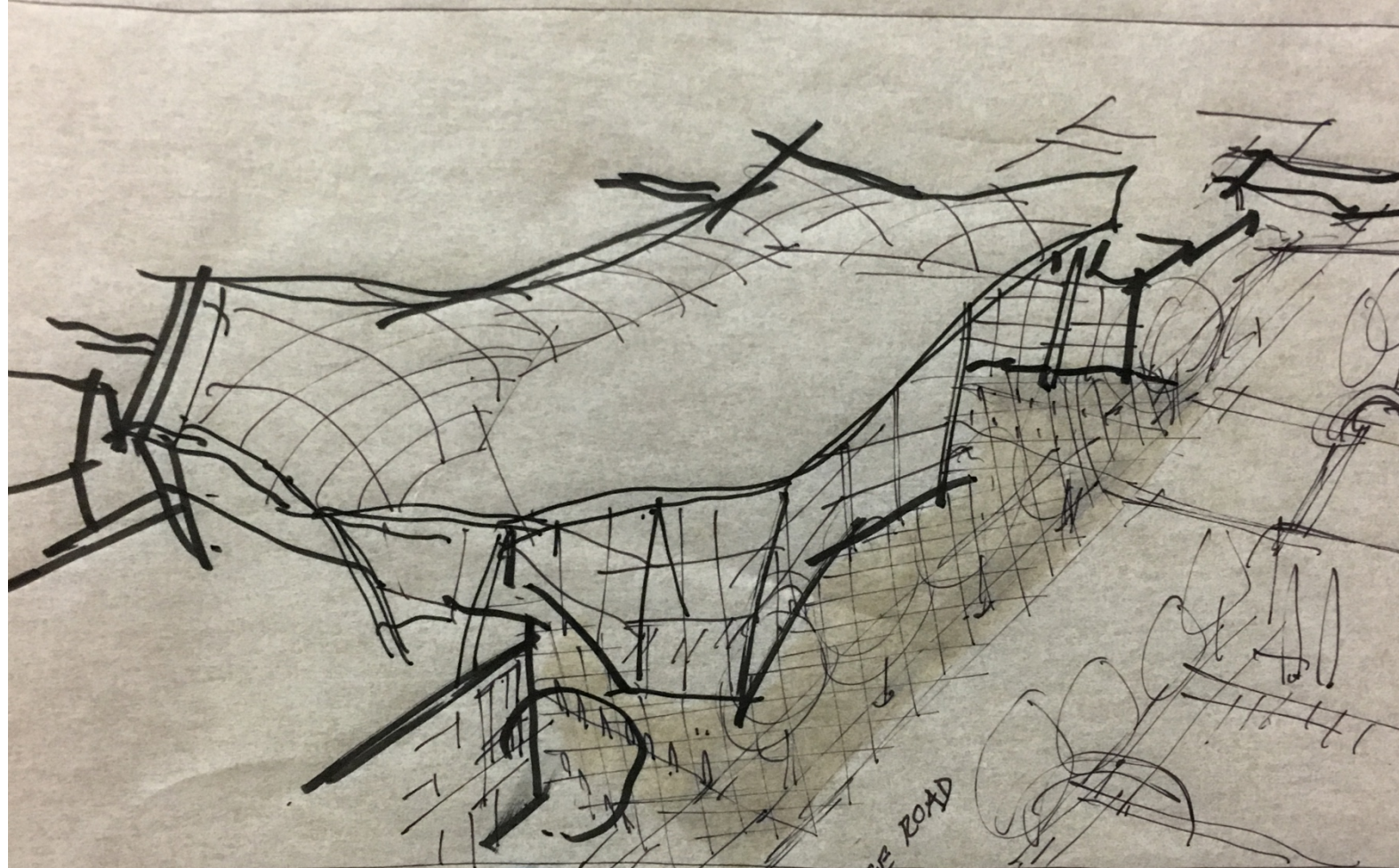
# Plan 2: Edge Plaza Options A and B

# Plan 2: Edge Plaza

## Options A and B

In this scheme, the focal point and retail core of the new downtown is shifted to the edge of the site, directly adjacent to Wolfe Road.

A large, iconic, multi-story retail and entertainment “pavilion”, set within a large public space, would be a central feature and act as the gateway to downtown.

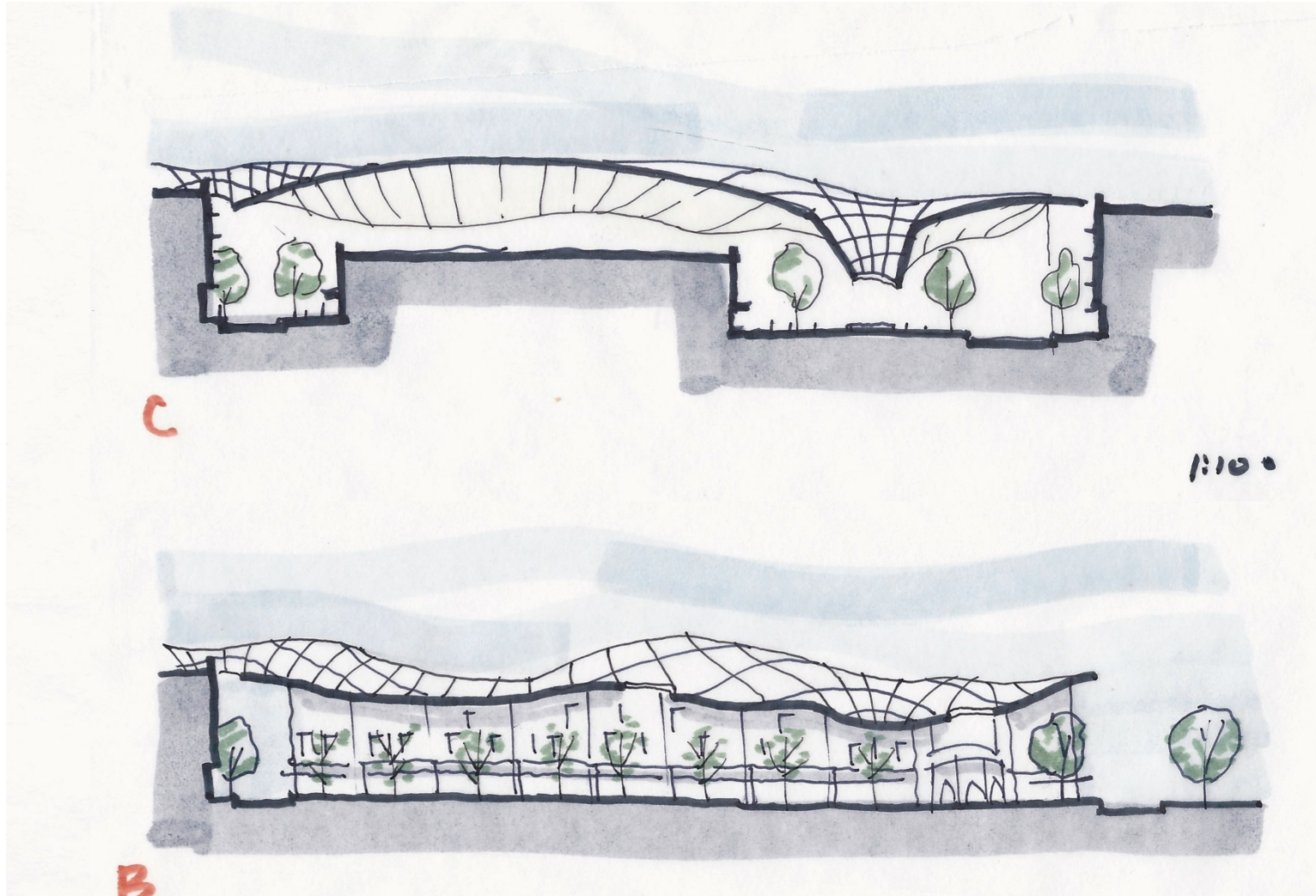


# This Can be Achieved in Many Ways





# Cross Sections of the New Plaza



# Plan 2: Edge Plaza

## Option A

In Plan 2A, the geometry of the street layout and blocks is more irregular, creating interesting vistas and public spaces.

The part of the site south-west of the Vallco Parkway/Wolfe Road intersection is set aside for the iconic pavilion. The retail and entertainment uses will mostly be concentrated within this area.

The City Hall or similar civic functions are adjacent, and anchor the north-west corner.



Civic uses

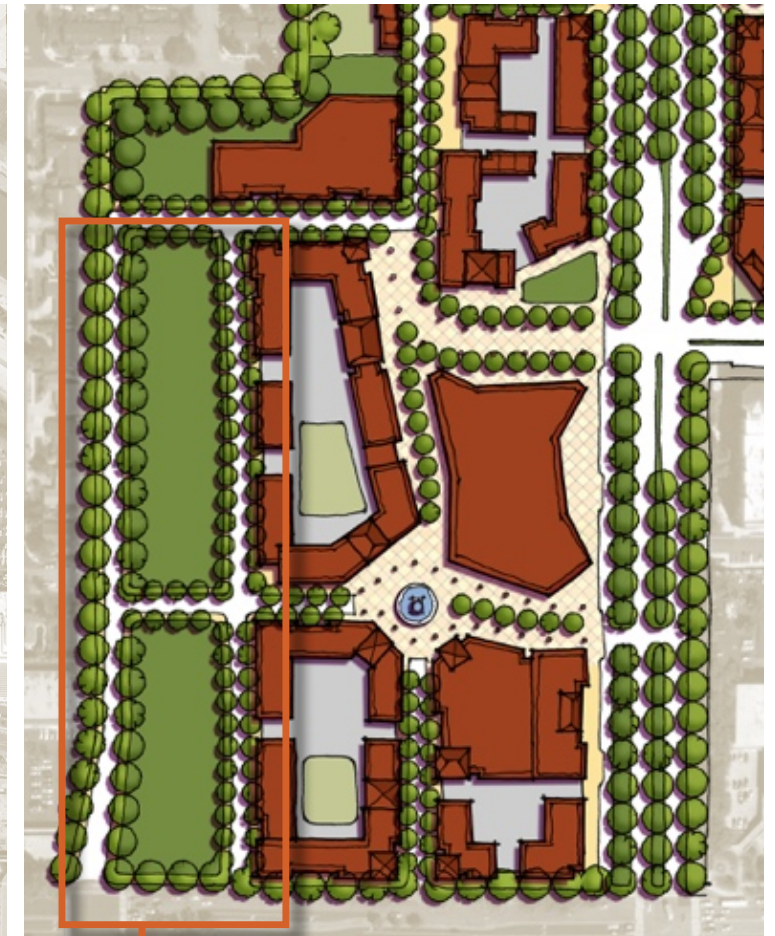
Retail and entertainment pavilion and public plaza, with retail uses framing the plaza.

# Plan 2: Edge Plaza

## Option B

The alternative for this framework, Plan 2B, introduces a new green space along the western edge of the property along Perimeter Road.

Similar to Plan 1B, the trade off to keep the same program (and consequently same number of units and ratio of affordable units), is that taller buildings need to be integrated into a few suitable locations within the project.



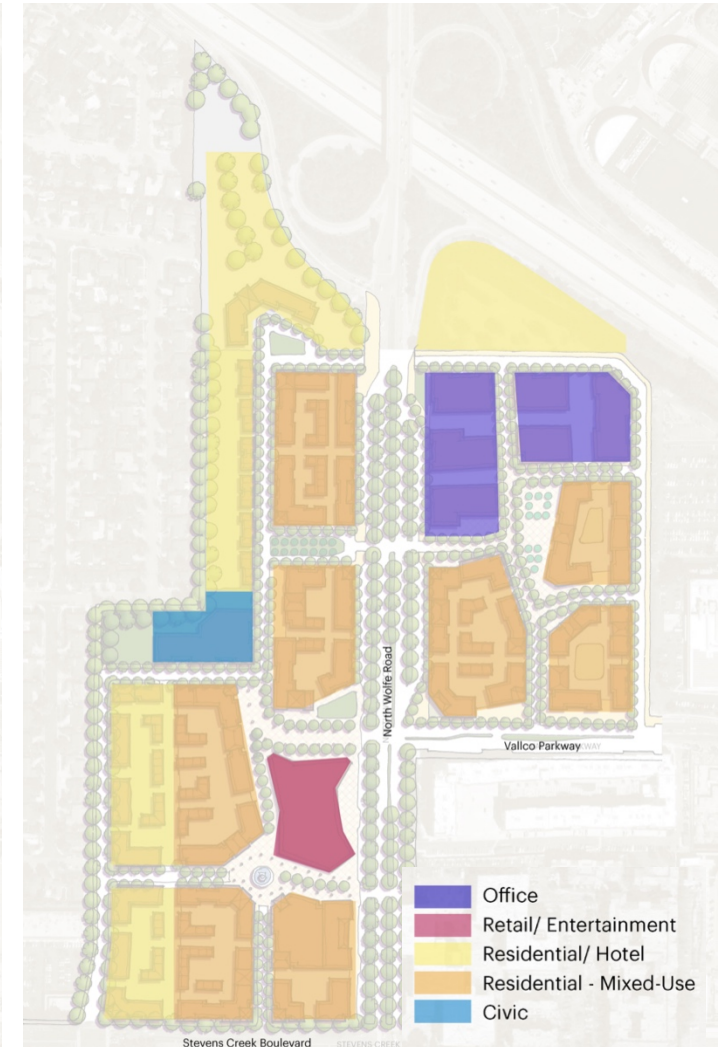
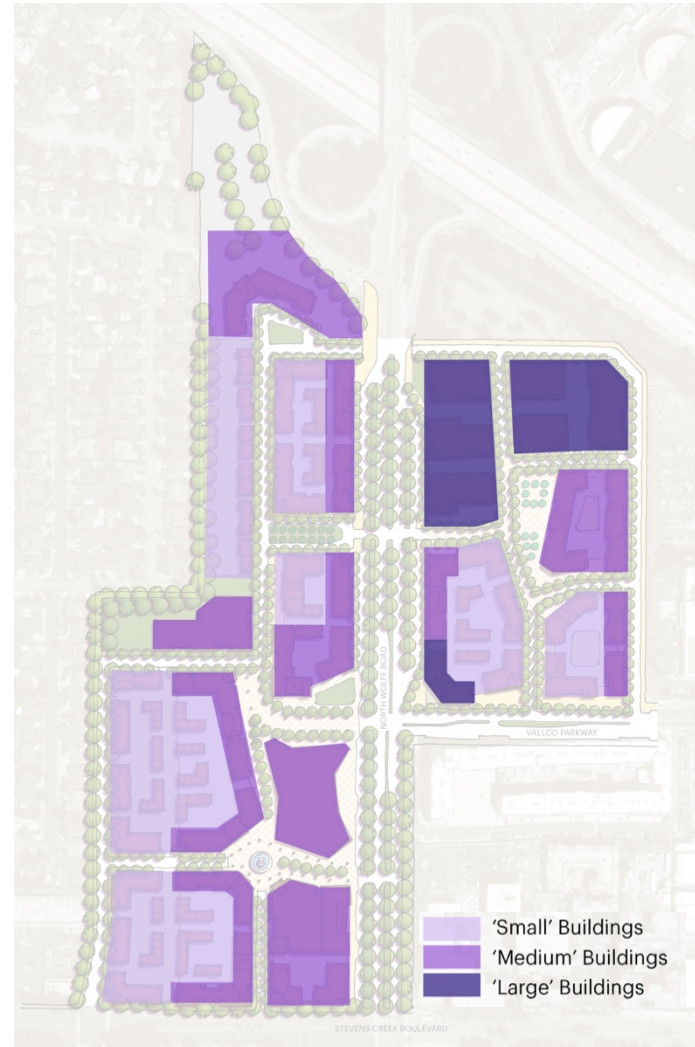
*New community park*

# Plan 2: Framework Diagrams

## Small-Medium-Large Buildings and Land Uses

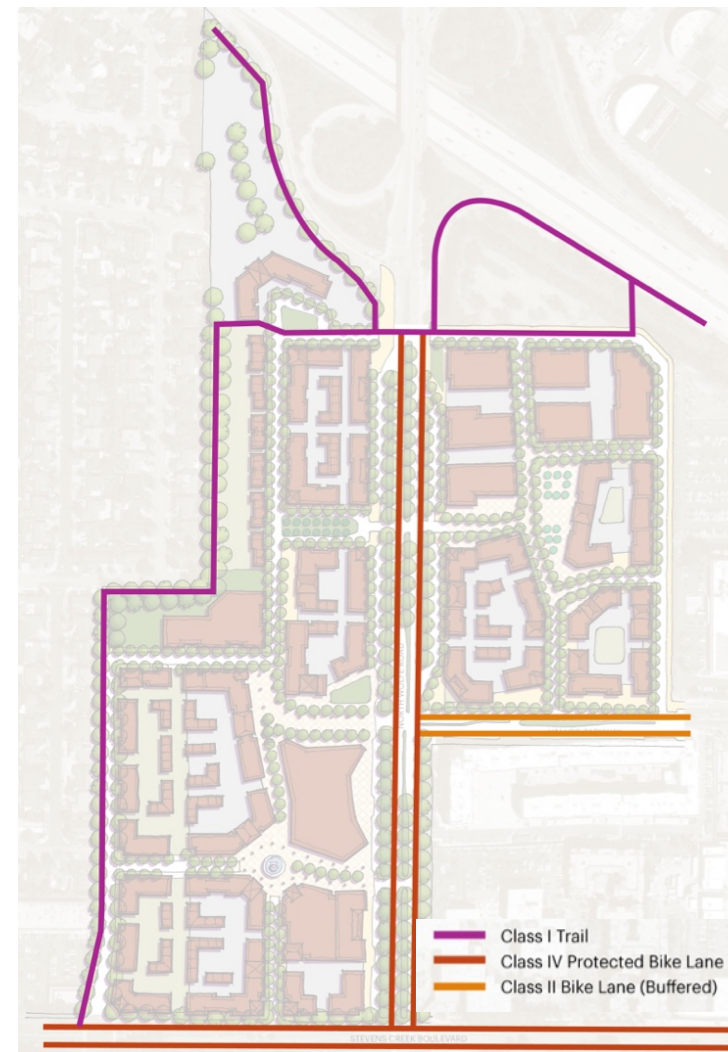
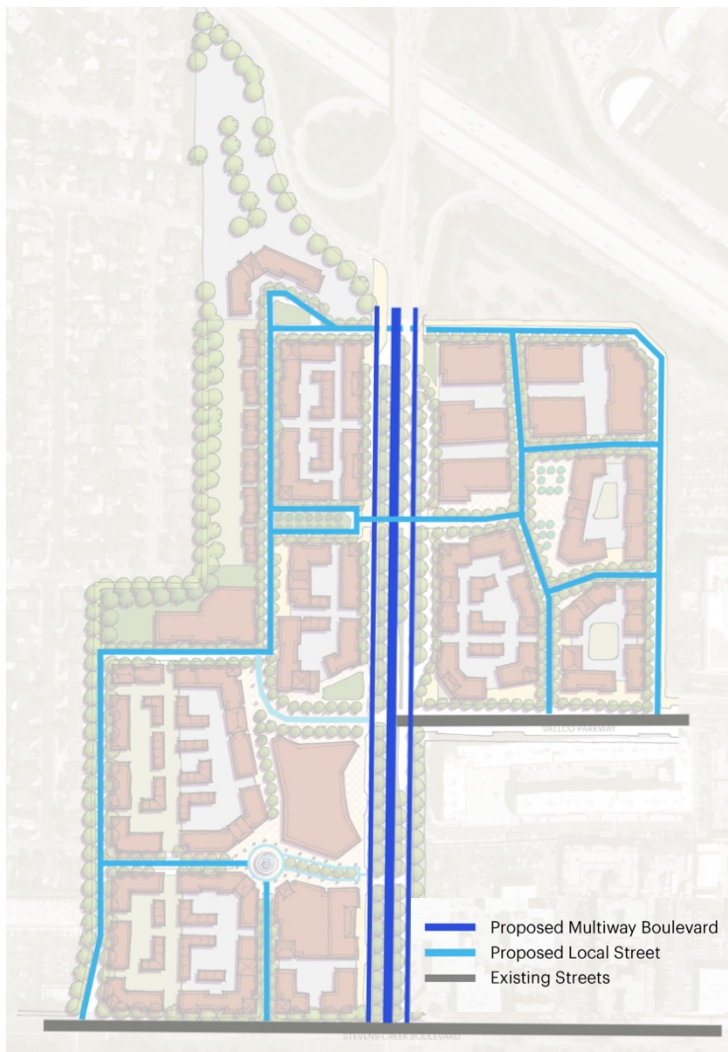
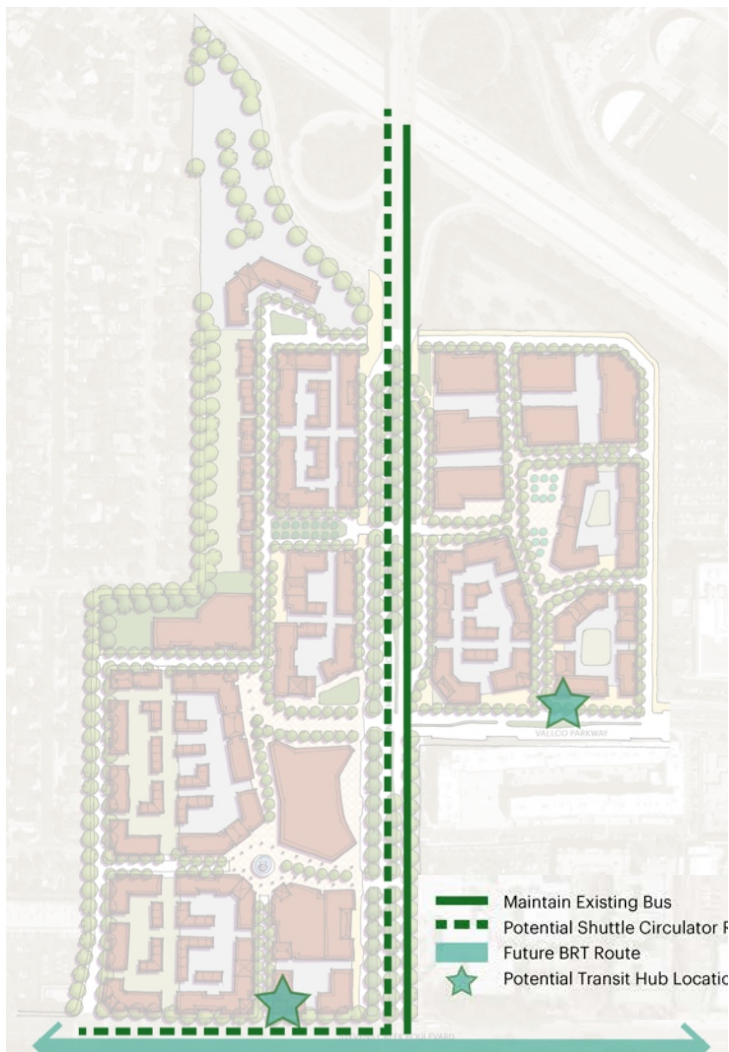
The framework diagrams are preliminary ideas (on this page and the next) for allocating land uses, massing and scale of buildings, circulation networks for autos, bikes, pedestrians and transit.

The diagrams shown here are for Plan 2A, but will be similar for Plan 2B.



# Plan 2: Framework Diagrams

Transit Network, Street Network and Bike Network



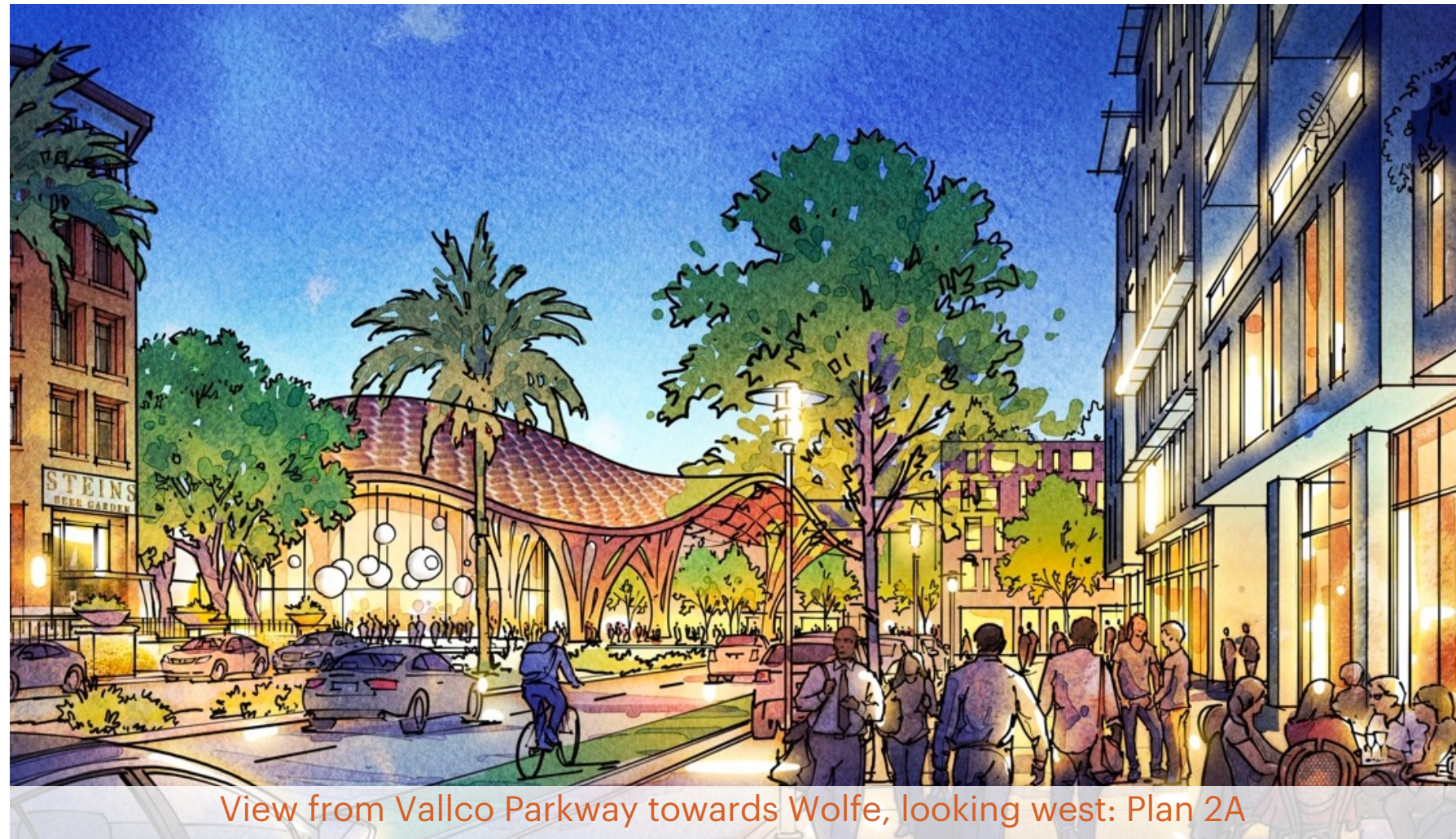
# Existing Vista (looking west from Vallco Parkway)



# Creating a Gateway to Downtown

## A New Vista: Plan 2A

- Vallco Parkway redesigned to make it more pedestrian-oriented, and ground floor retail for new buildings help activate the street.
- The new gateway is the large, iconic, retail and entertainment pavilion surrounded by a series of public spaces which can be landscaped or hardscaped.

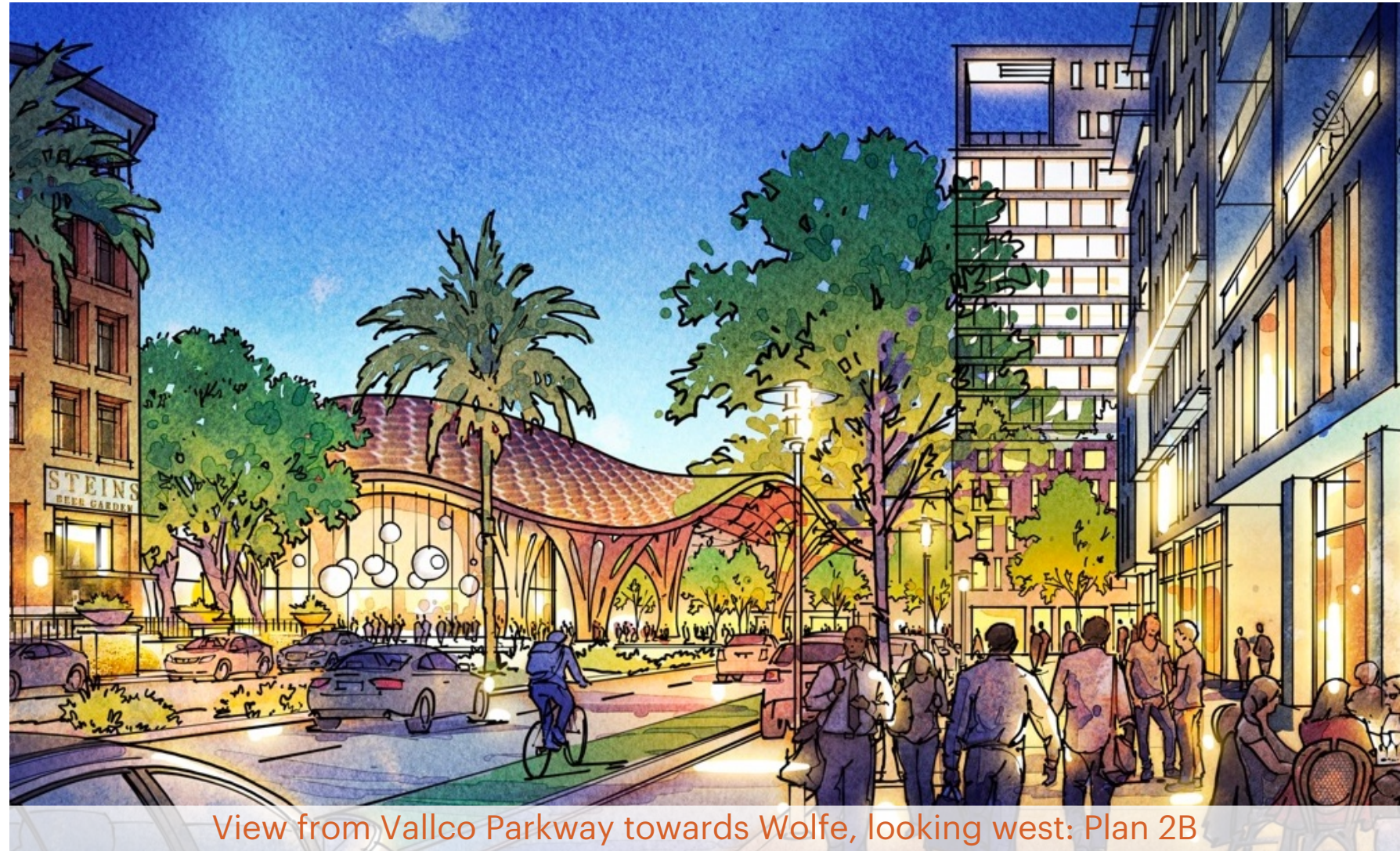


View from Vallco Parkway towards Wolfe, looking west: Plan 2A

# Creating a Gateway to Downtown

## Adding Height - Plan 2B

- Similar to Plan 1B, to allow for more park space, taller buildings can be sited closer to Wolfe Road, away from the North Blaney neighborhood.
- Taller elements would function as a gateway, and in place-making.
- The 'vertical forest' concept for buildings can provide high quality green space for owners or renters.



View from Vallco Parkway towards Wolfe, looking west: Plan 2B

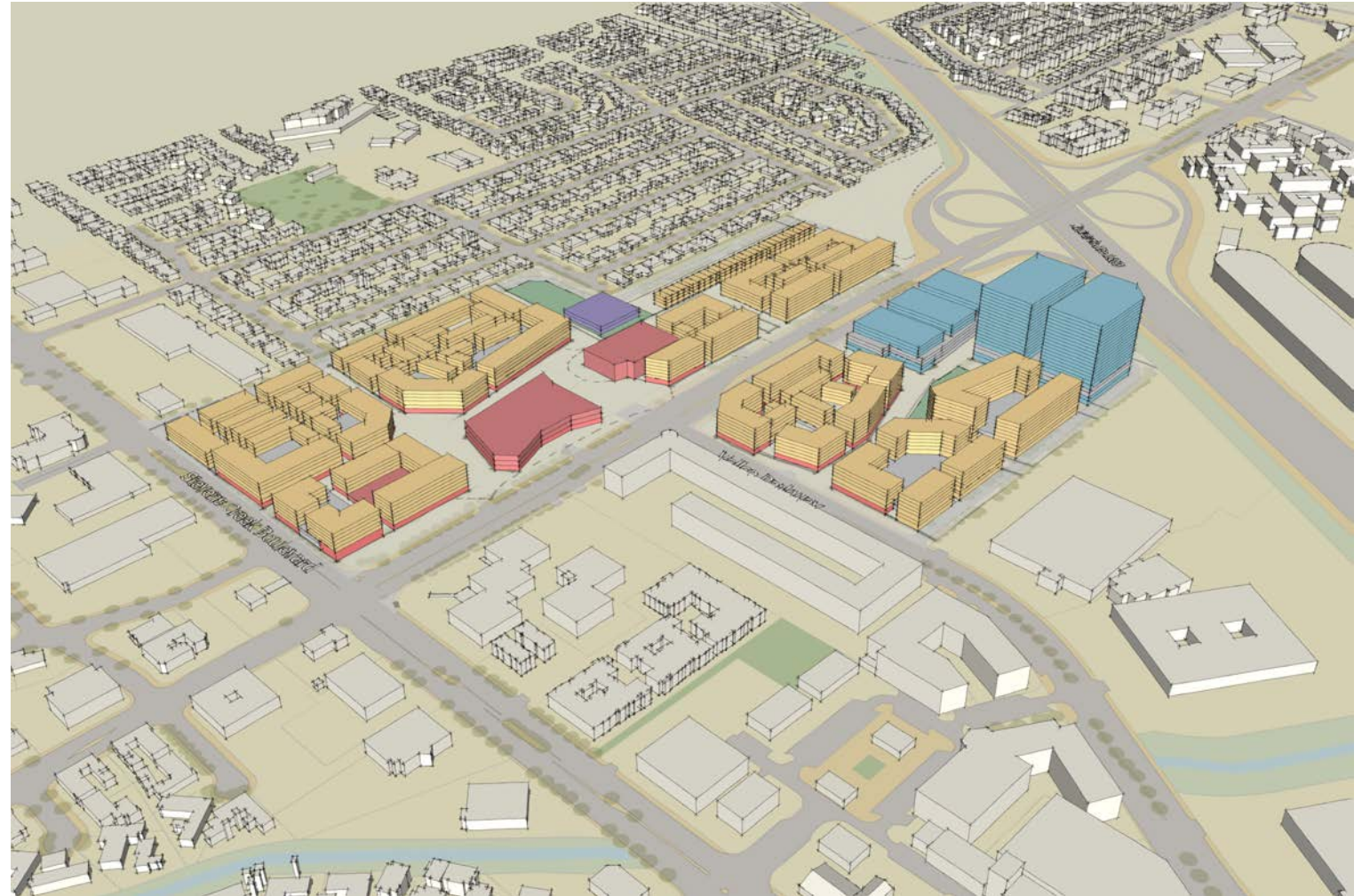


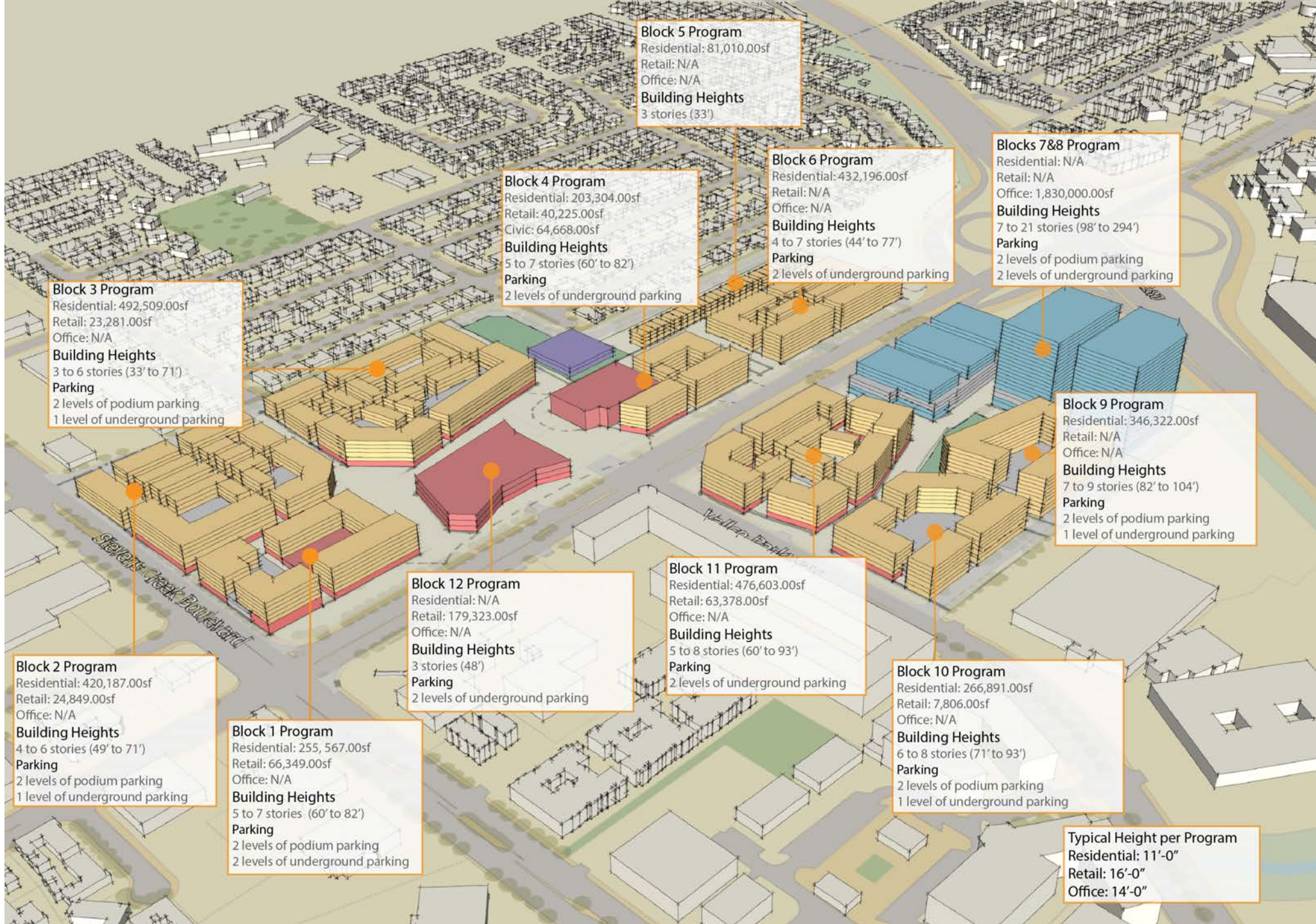
# Plan 2A: "SB 35 Comparable"

## Program Studies

This is a necessary baseline that needs to be established to enable comparison with the SB 35 submittal program.

| Use                | Allowed Program           |
|--------------------|---------------------------|
| Retail/Ent.        | 405,200 sf                |
| Office             | 1,830,000 sf              |
| Housing Units      | 2,400                     |
| Civic              | 65,000 sf                 |
| Parks/Public Space | 351,000 sf /<br>8.6 acres |





**Block 5 Program**  
 Residential: 81,010.00sf  
 Retail: N/A  
 Office: N/A  
**Building Heights**  
 3 stories (33')

**Block 4 Program**  
 Residential: 203,304.00sf  
 Retail: 40,225.00sf  
 Civic: 64,668.00sf  
**Building Heights**  
 5 to 7 stories (60' to 82')  
**Parking**  
 2 levels of underground parking

**Block 6 Program**  
 Residential: 432,196.00sf  
 Retail: N/A  
 Office: N/A  
**Building Heights**  
 4 to 7 stories (44' to 77')  
**Parking**  
 2 levels of underground parking

**Blocks 7&8 Program**  
 Residential: N/A  
 Retail: N/A  
 Office: 1,830,000.00sf  
**Building Heights**  
 7 to 21 stories (98' to 294')  
**Parking**  
 2 levels of podium parking  
 2 levels of underground parking

**Block 3 Program**  
 Residential: 492,509.00sf  
 Retail: 23,281.00sf  
 Office: N/A  
**Building Heights**  
 3 to 6 stories (33' to 71')  
**Parking**  
 2 levels of podium parking  
 1 level of underground parking

**Block 9 Program**  
 Residential: 346,322.00sf  
 Retail: N/A  
 Office: N/A  
**Building Heights**  
 7 to 9 stories (82' to 104')  
**Parking**  
 2 levels of podium parking  
 1 level of underground parking

**Block 2 Program**  
 Residential: 420,187.00sf  
 Retail: 24,849.00sf  
 Office: N/A  
**Building Heights**  
 4 to 6 stories (49' to 71')  
**Parking**  
 2 levels of podium parking  
 1 level of underground parking

**Block 12 Program**  
 Residential: N/A  
 Retail: 179,323.00sf  
 Office: N/A  
**Building Heights**  
 3 stories (48')  
**Parking**  
 2 levels of underground parking

**Block 11 Program**  
 Residential: 476,603.00sf  
 Retail: 63,378.00sf  
 Office: N/A  
**Building Heights**  
 5 to 8 stories (60' to 93')  
**Parking**  
 2 levels of underground parking

**Block 10 Program**  
 Residential: 266,891.00sf  
 Retail: 7,806.00sf  
 Office: N/A  
**Building Heights**  
 6 to 8 stories (71' to 93')  
**Parking**  
 2 levels of podium parking  
 1 level of underground parking

**Block 1 Program**  
 Residential: 255, 567.00sf  
 Retail: 66,349.00sf  
 Office: N/A  
**Building Heights**  
 5 to 7 stories (60' to 82')  
**Parking**  
 2 levels of podium parking  
 2 levels of underground parking

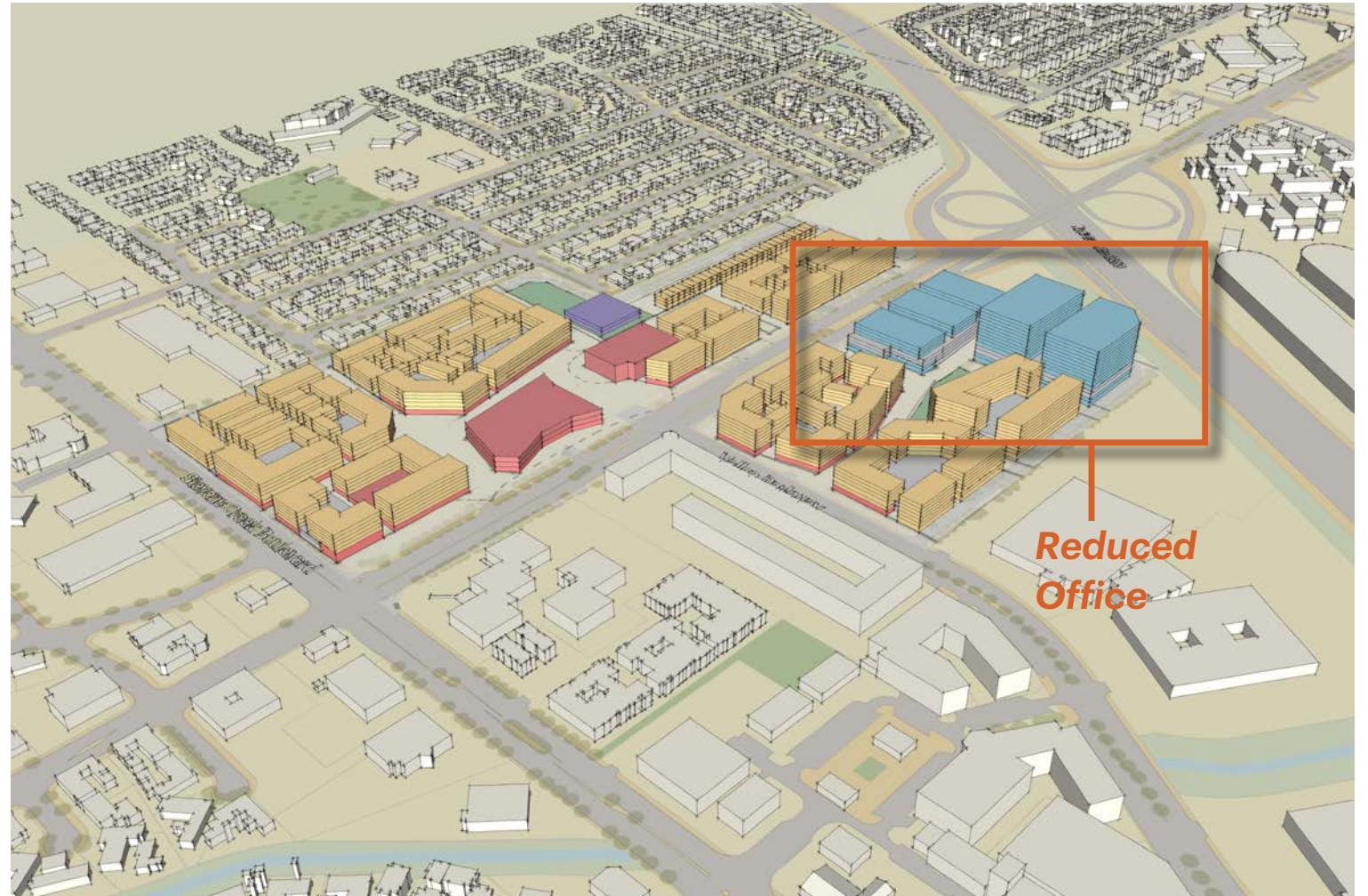
**Typical Height per Program**  
 Residential: 11'-0"  
 Retail: 16'-0"  
 Office: 14'-0"

# Plan 2A with Reduced Office

## Program Studies

If program provides lower office, what needs to be added to make this a viable and attractive alternative?

| Use                | Allowed Program           |
|--------------------|---------------------------|
| Retail/Ent.        | 405,200 sf                |
| Office             | 1,300,000 sf              |
| Housing Units      | 2,400                     |
| Civic              | 65,000 sf                 |
| Parks/Public Space | 351,000 sf /<br>8.6 acres |



# Plan 2B – More Open Space

## Program Studies

What if the plan provided more at-grade open space? To keep the same program, some buildings get taller.

| Use                | Allowed Program         |
|--------------------|-------------------------|
| Retail/Ent.        | 405,200 sf              |
| Office             | 1,830,000 sf            |
| Housing Units      | 2,400                   |
| Civic              | 65,000 sf               |
| Parks/Public Space | 552,000 sf / 12.6 acres |



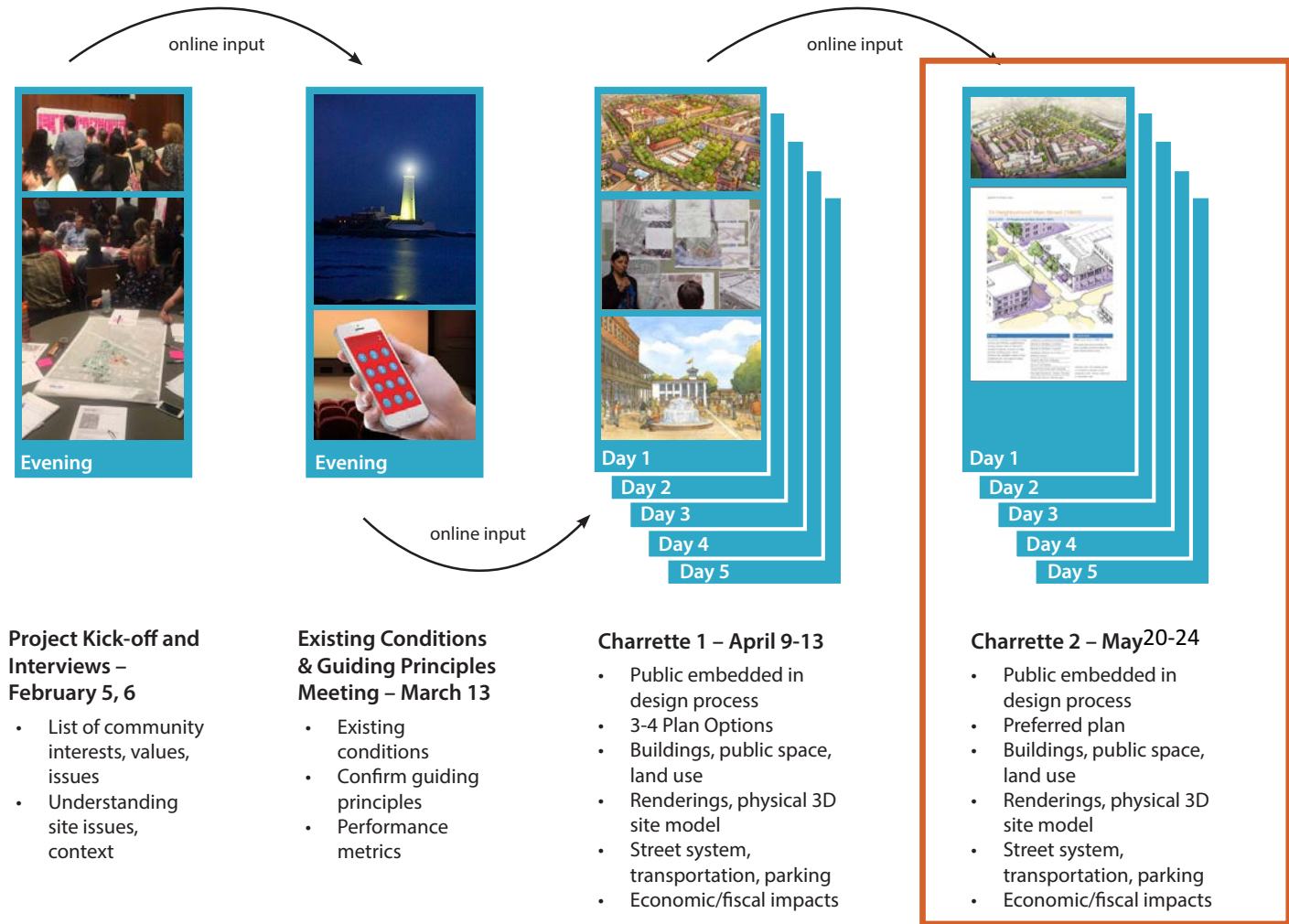


# Next Steps

The Plan Options generated at the first Charrette (April 9<sup>th</sup> –13<sup>th</sup> 2018) need to be vetted for economic and transportation feasibility, and will be further refined based on technical analysis and feedback received from the community.

# There is More to Do

We understand the alternatives need to be carefully assessed, which is partly why we set up a two-stage charrette process.



**Project Kick-off and Interviews – February 5, 6**

- List of community interests, values, issues
- Understanding site issues, context

**Existing Conditions & Guiding Principles Meeting – March 13**

- Existing conditions
- Confirm guiding principles
- Performance metrics

**Charrette 1 – April 9-13**

- Public embedded in design process
- 3-4 Plan Options
- Buildings, public space, land use
- Renderings, physical 3D site model
- Street system, transportation, parking
- Economic/fiscal impacts

**Charrette 2 – May 20-24**

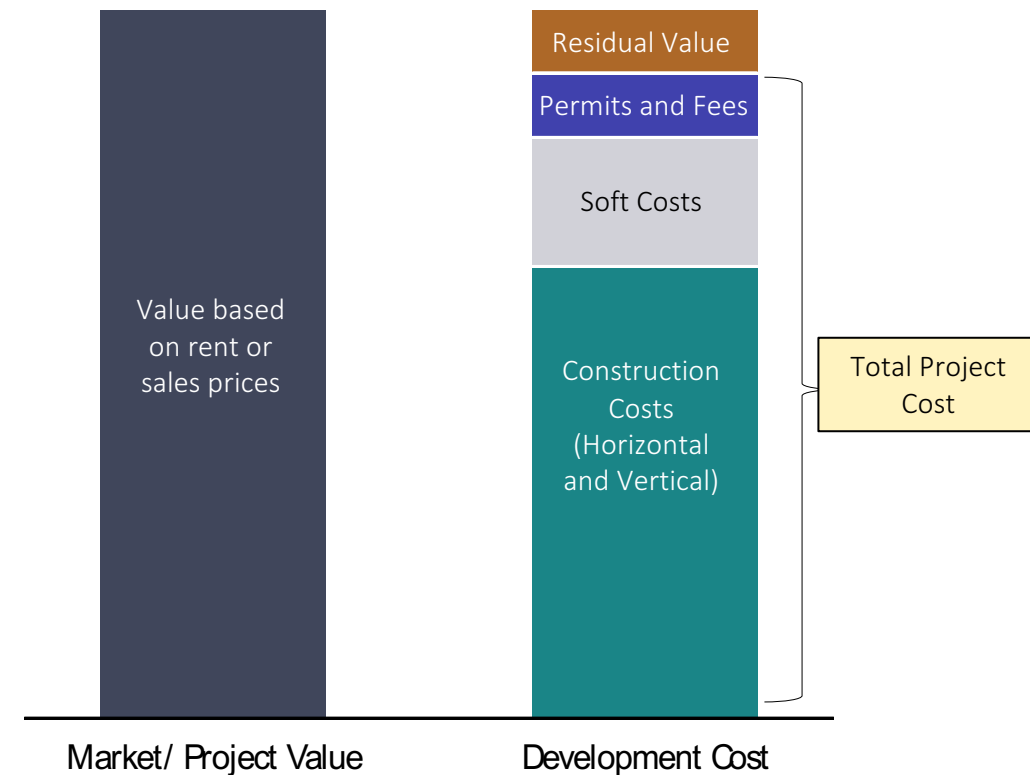
- Public embedded in design process
- Preferred plan
- Buildings, public space, land use
- Renderings, physical 3D site model
- Street system, transportation, parking
- Economic/fiscal impacts

# Next Steps: Economics

## Real Estate Financial Feasibility

- A site-specific pro forma financial feasibility model and analysis for the Vallco Specific Plan will offer critical input to preparation of preferred Specific Plan alternatives.
- Testing of development alternatives and key real estate development variables. The EPS pro forma will detail the development program by use, with cash flow analysis and development cost budgets for each.
- The model will establish the “residual land value” for each land use (i.e., value net of development costs including required developer returns to establish project feasibility and provide a gauge on the potential for additional community benefits.

*Illustrative Project Economics*



# Next Steps: Transportation

## Studying Transportation Impacts and First Pass at TDM Strategies:

- Identify expected traffic impacts and evaluate available capacity.
- Modeling and analysis to determine potential effectiveness of TDM strategies.
- Refining package of improvements and programs needed to help manage transportation impacts.

