

VTA's BART Silicon Valley Phase II Extension Project

Downtown / Diridon Community Working Group

June 11, 2019



Agenda

- Follow-Up Items
- CWG Member Report Back
- Diridon Station Integrated Concept Plan
- Phase II Update
- Construction Education & Outreach Plan
- Downtown Transportation Plan
- Transit Oriented Communities Strategy Study
- Next Steps



Role of the CWG

- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project

Your Role as a CWG Member

- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Report back and provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Erin Sheelen	Technical Lead
Charla Gomez	City of San José – Planning Liaison
Eric Eidlin	City of San José – DOT Liaison

Upcoming Meetings

- CWG Dates
(<http://www.vta.org/bart/upcomingmeetings>)
 - September 10, 2019, 4:00 – 6:00 PM
 - November 12, 2019, 4:00 – 6:00 PM
- VTA Board of Directors
(<http://www.vta.org/get-involved/board-of-directors>)
 - August 1, 2019, 5:30 PM
 - September 5, 2019, 5:30 PM
- Joint Policy Advisory Board (JPAB)
(<http://www.vta.org/get-involved/policy-advisory-board/diridon-station-joint-policy-advisory-board>)
 - August 30, 2019, 3:00 PM

Follow-Up Items

Follow-Up Items

- The interest in the Measure B account through December 2018 was \$2.8 million.
- A link to the list of eligible highway projects was included in the April meeting summary.
- VTA's Finance Department confirmed no 2000 Measure A funds were borrowed in lieu of 2016 Measure B funds.
- Transit TIF legislation update will be emailed to CWG members.
- VTA staff will update CWG members when station naming is an item on a future VTA Board agenda.
- VTA staff will update CWG members on the project's funding plan when new information is available.

CWG Member Report Back



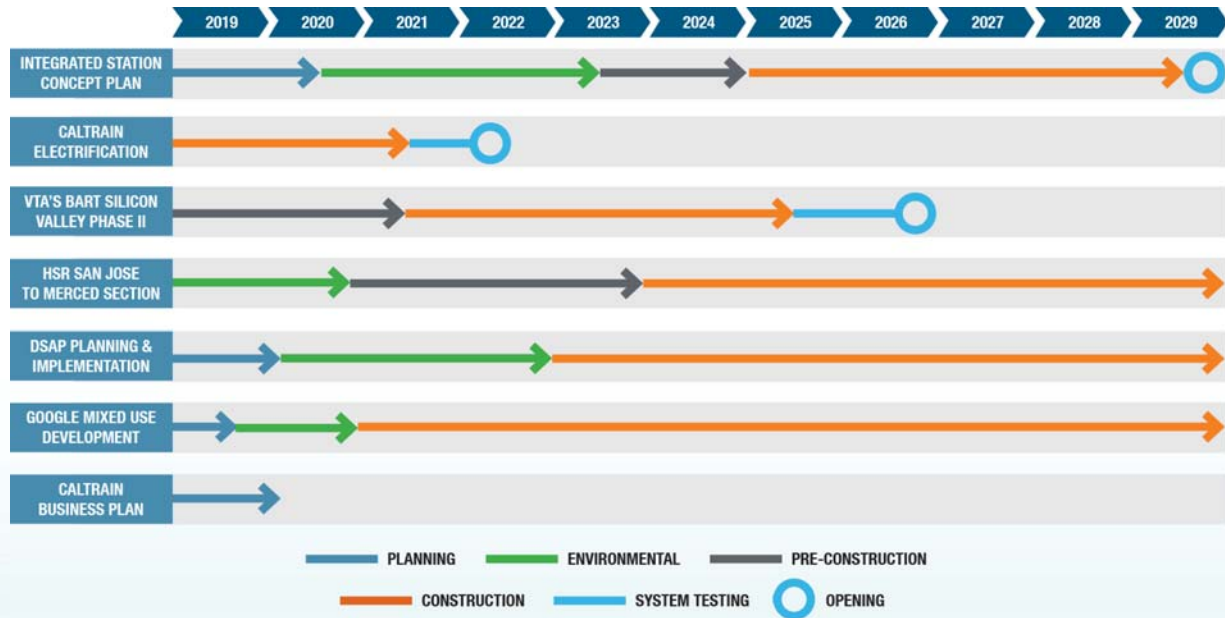
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June 11, 2019

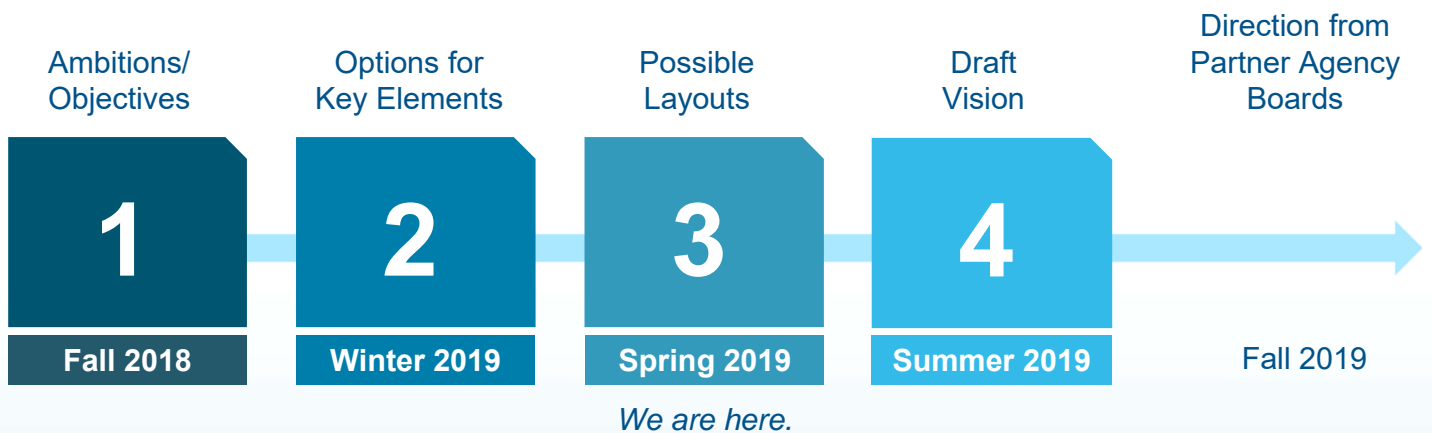
SAN JOSÉ DIRIDON STATION *Integrated Station Concept Plan*

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Projects & Timing



Phase I Process & Outreach Rounds

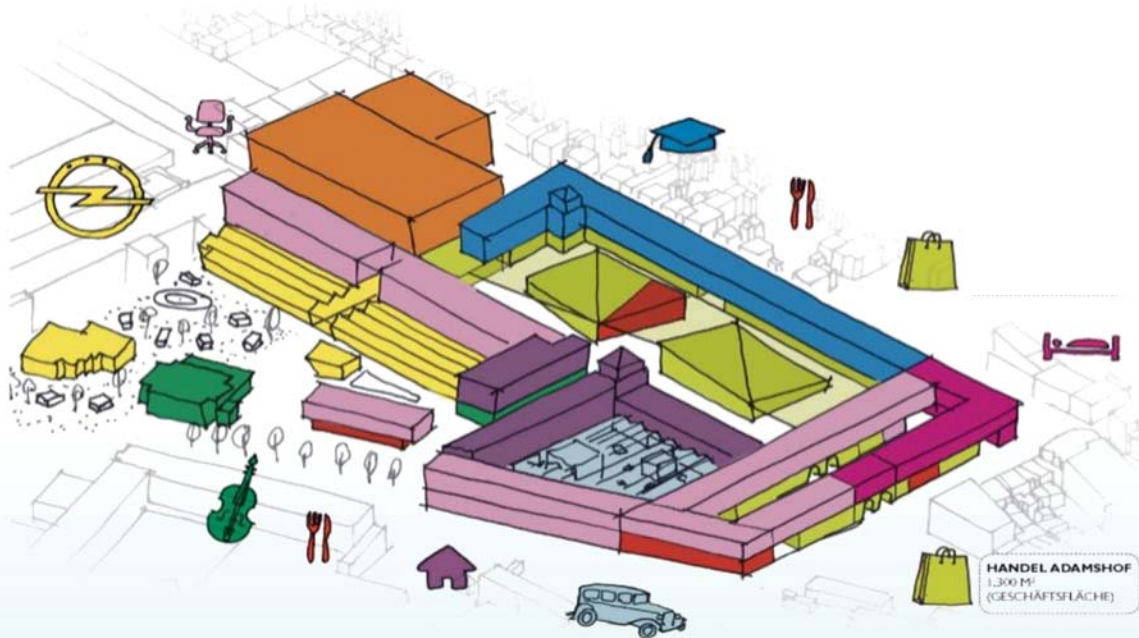


Themes from Community Input

- Seamless passenger experience
- Identity
- Access
- Connectivity
- Development potential
- Revitalization
- Effects on surrounding communities
- Equity
- Environment
- Fiscal responsibility

BIG MOVES & THE KIT OF PARTS

SAN JOSÉ DIRIDON STATION



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SAN JOSÉ DIRIDON STATION

Big Moves

Vertical Platform Position

- At grade
- Elevated

North Alignment

- Existing Northern Corridor
- New Northern Corridor

Station Location

- San Fernando Street
- Santa Clara Street
- Stover Street

South Alignment

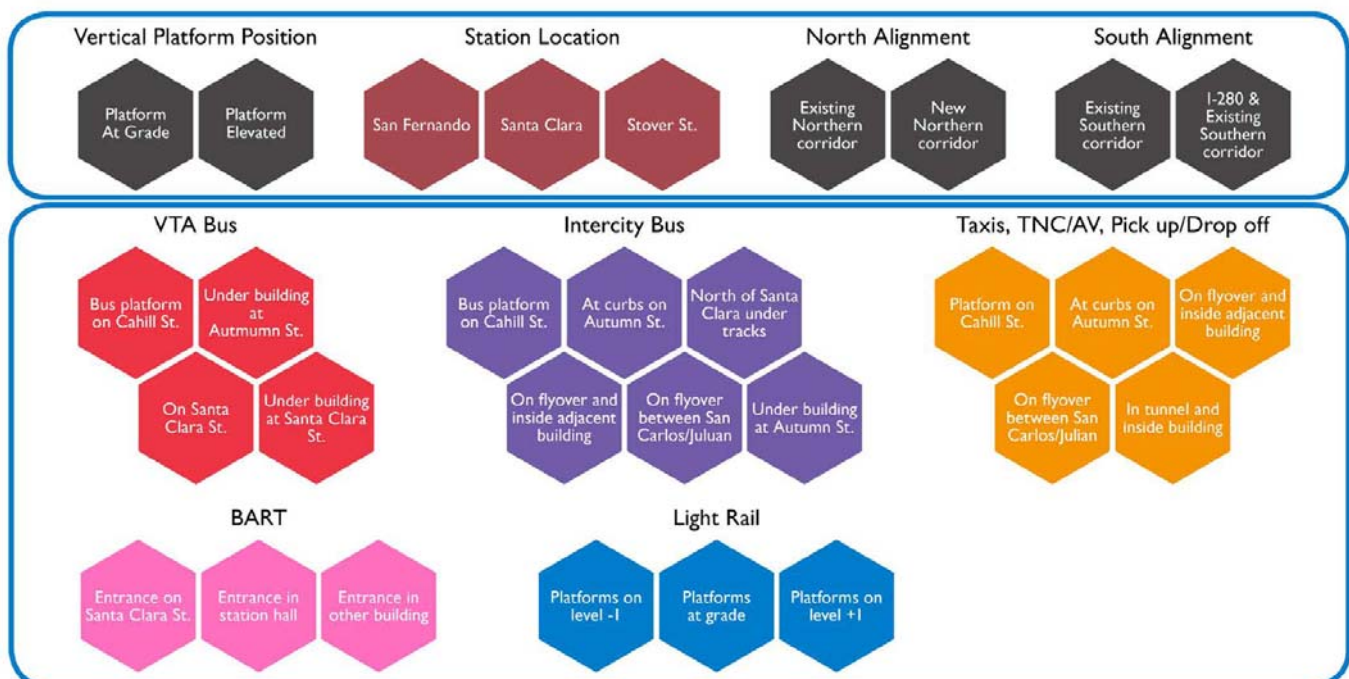
- Existing Southern Corridor
- I-280 & Existing Southern Corridor

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The Kit of Parts

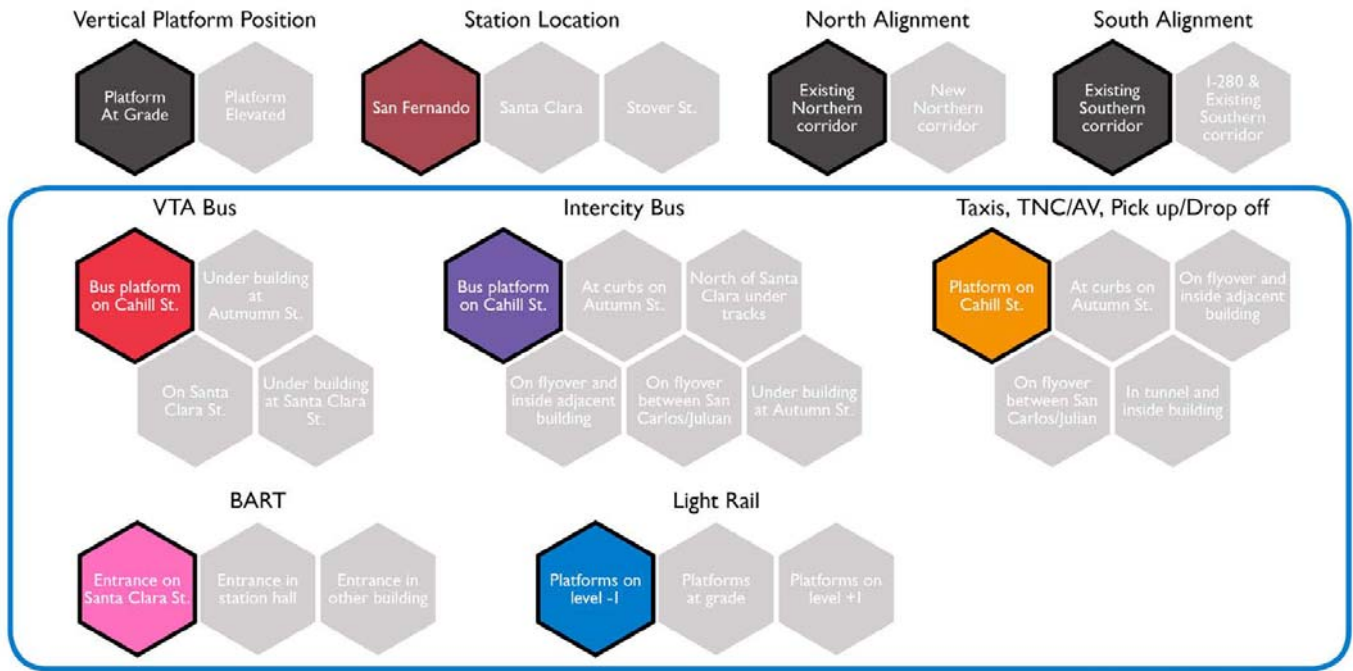
- Pedestrian & bikes
- VTA Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Airport connector
- Parking

MIXING AND MATCHING



MIXING AND MATCHING

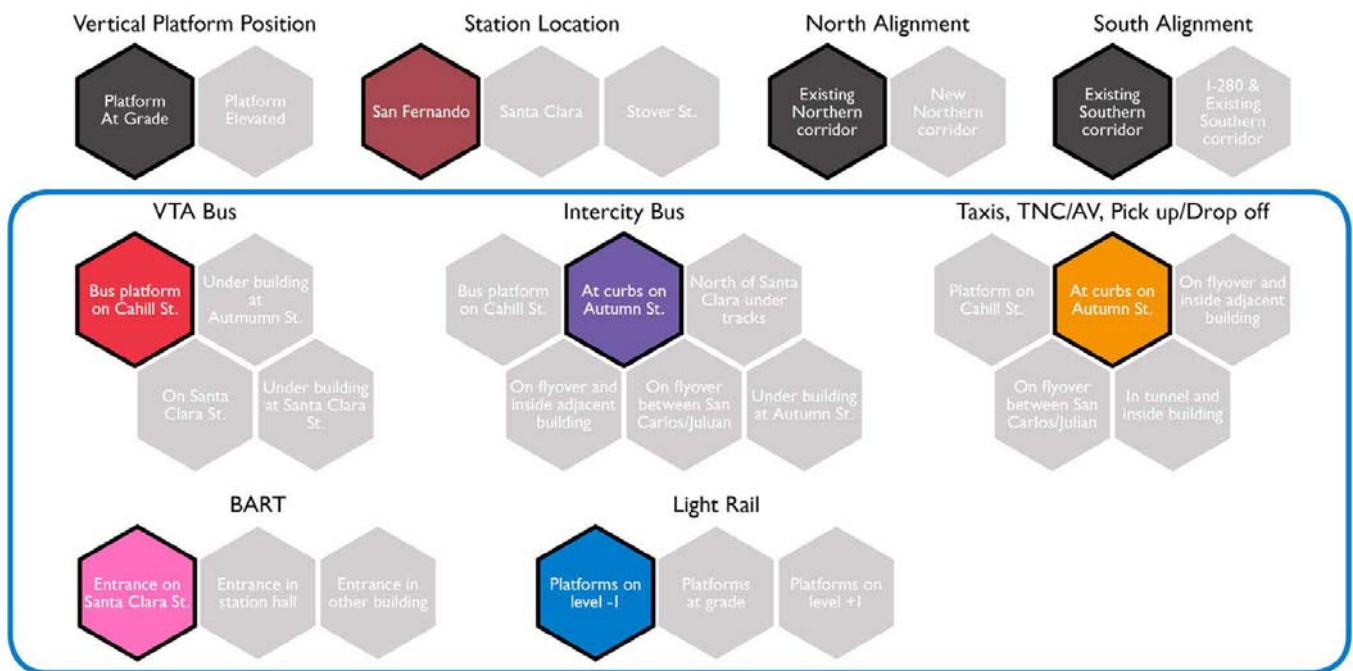
EXAMPLE



Mix and Match Round 1

MIXING AND MATCHING

EXAMPLE

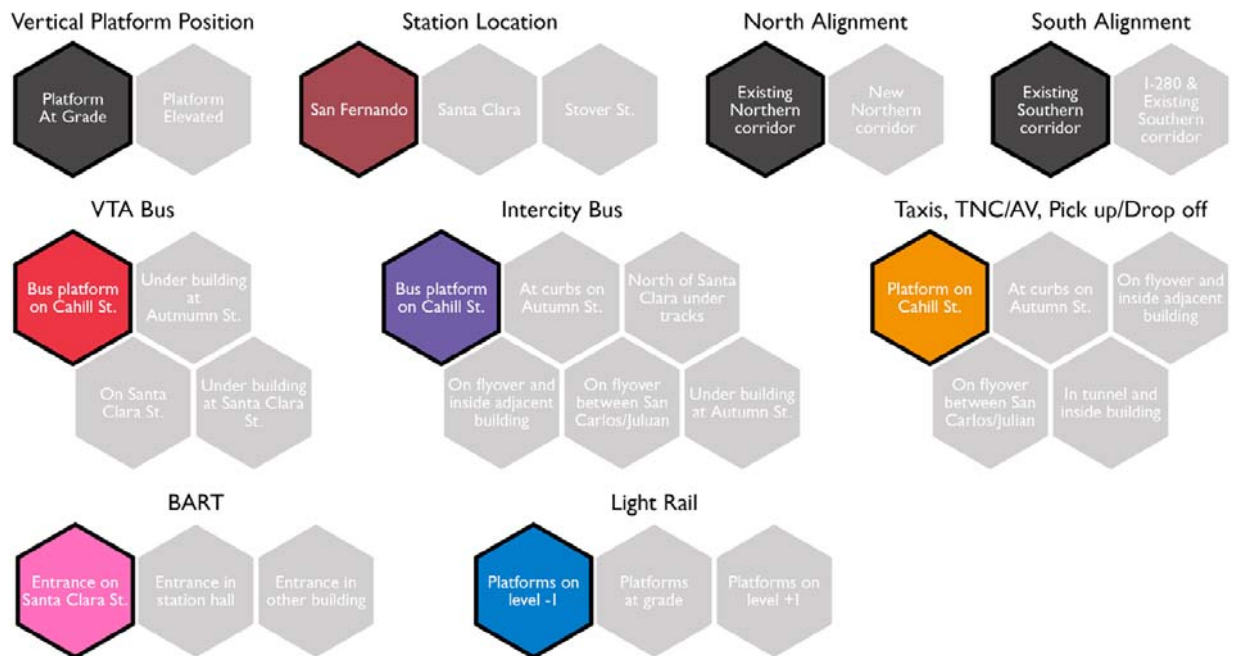


Mix and Match Round 1

LAYOUT 1: SAN FERNANDO STREET

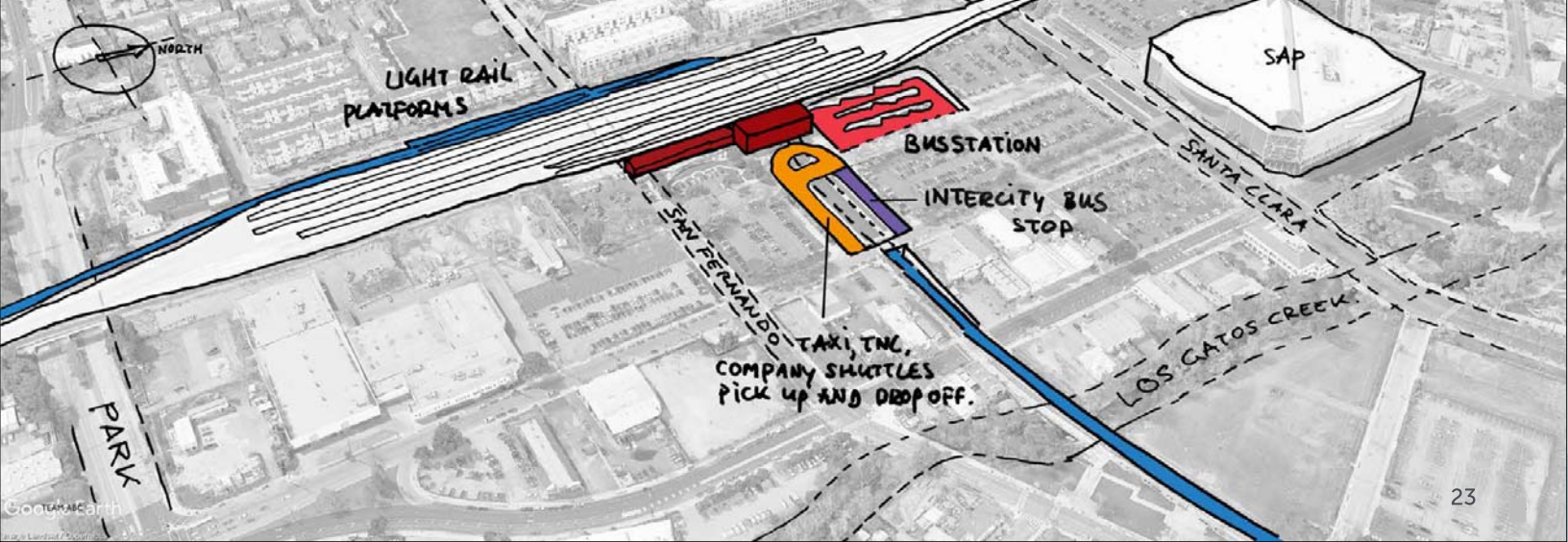
MIXING AND MATCHING

AT GRADE: SAN FERNANDO



STATION AREA TODAY

- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.



AT-GRADE: SAN FERNANDO – ALL ACCESS MODES

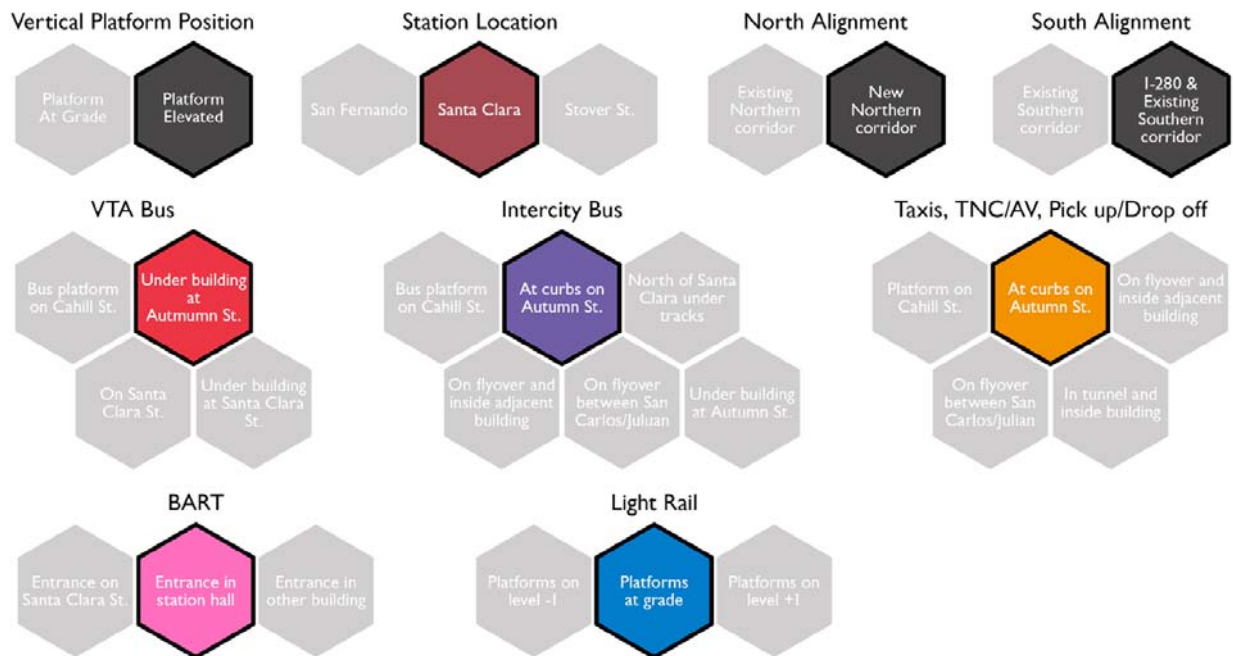
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- BART



LAYOUT 2: SANTA CLARA STREET

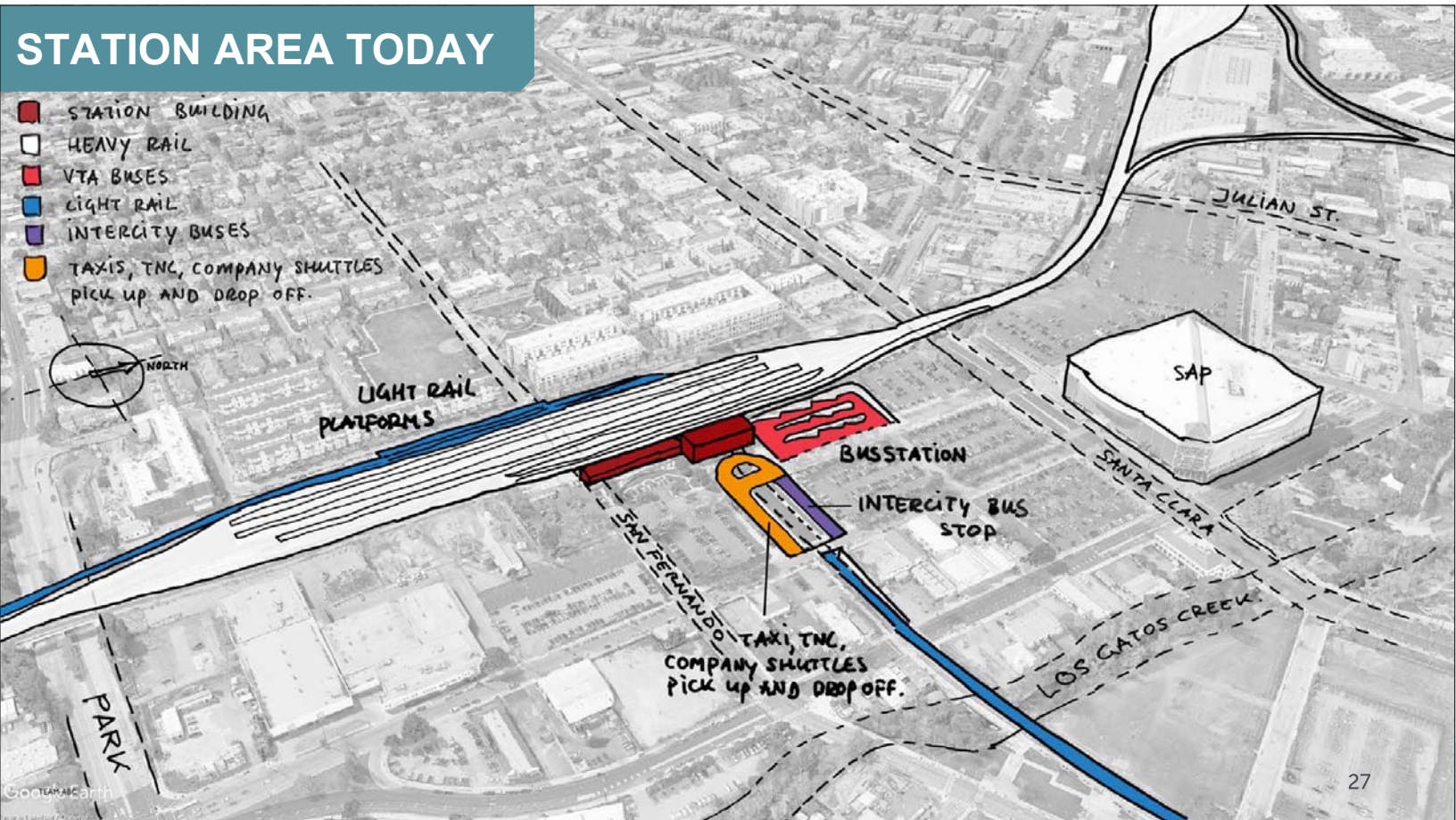
MIXING AND MATCHING

ELEVATED: SANTA CLARA



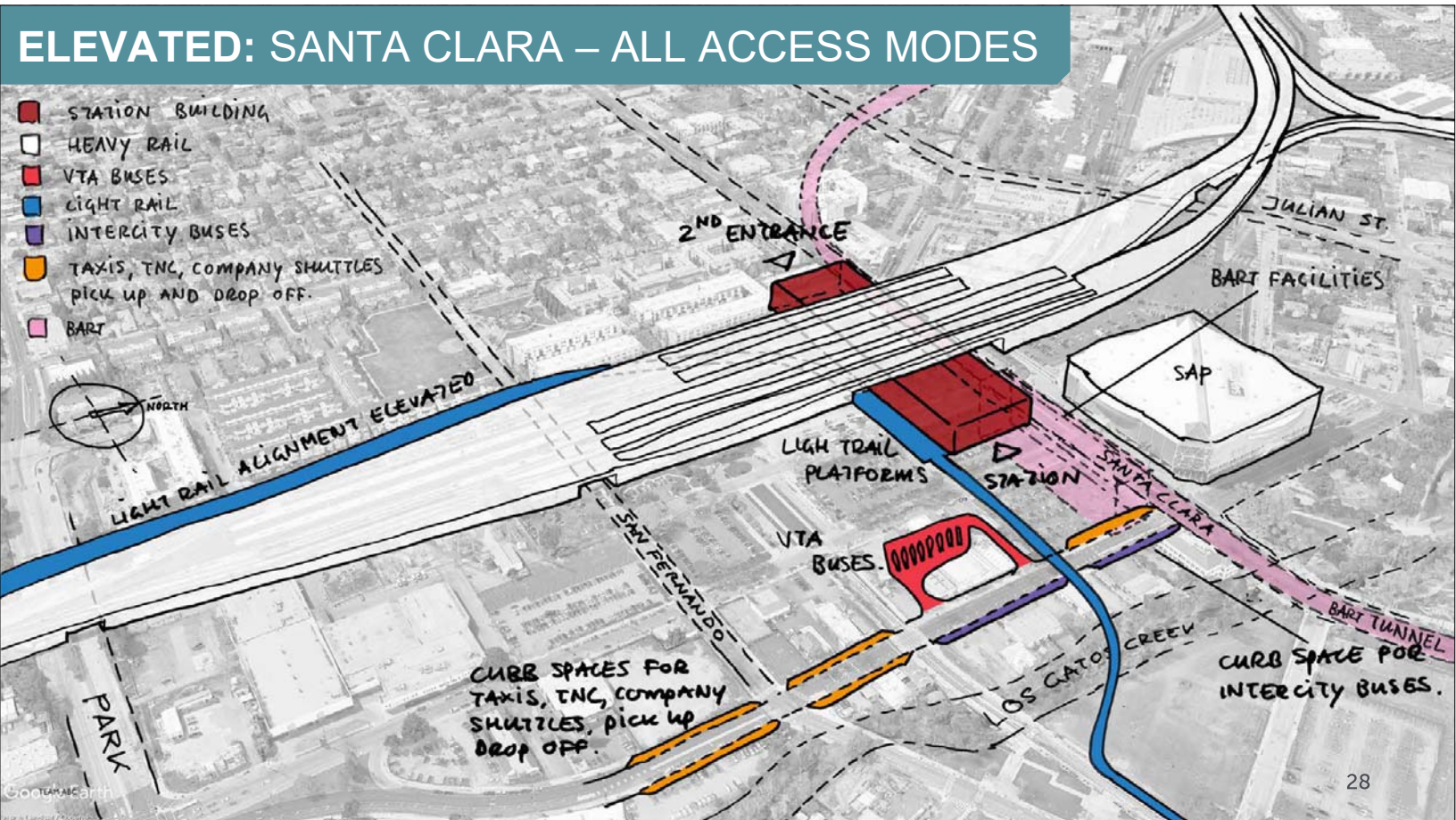
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ELEVATED: SANTA CLARA – ALL ACCESS MODES

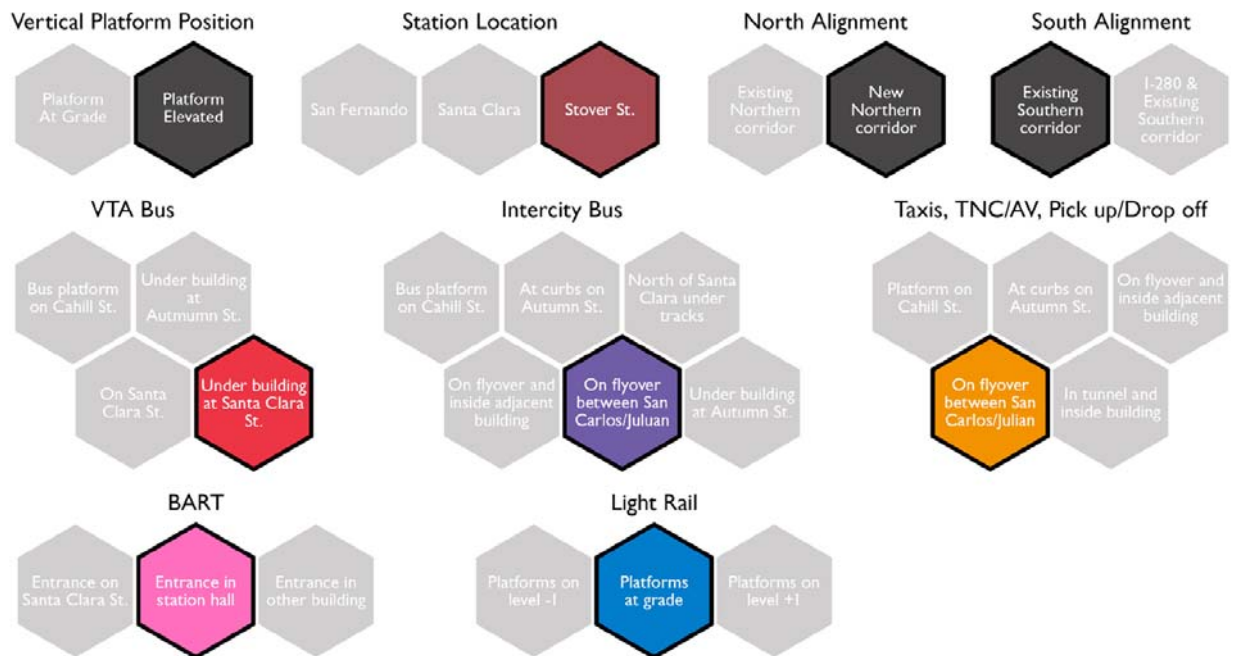
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- BART



LAYOUT 3: STOVER STREET

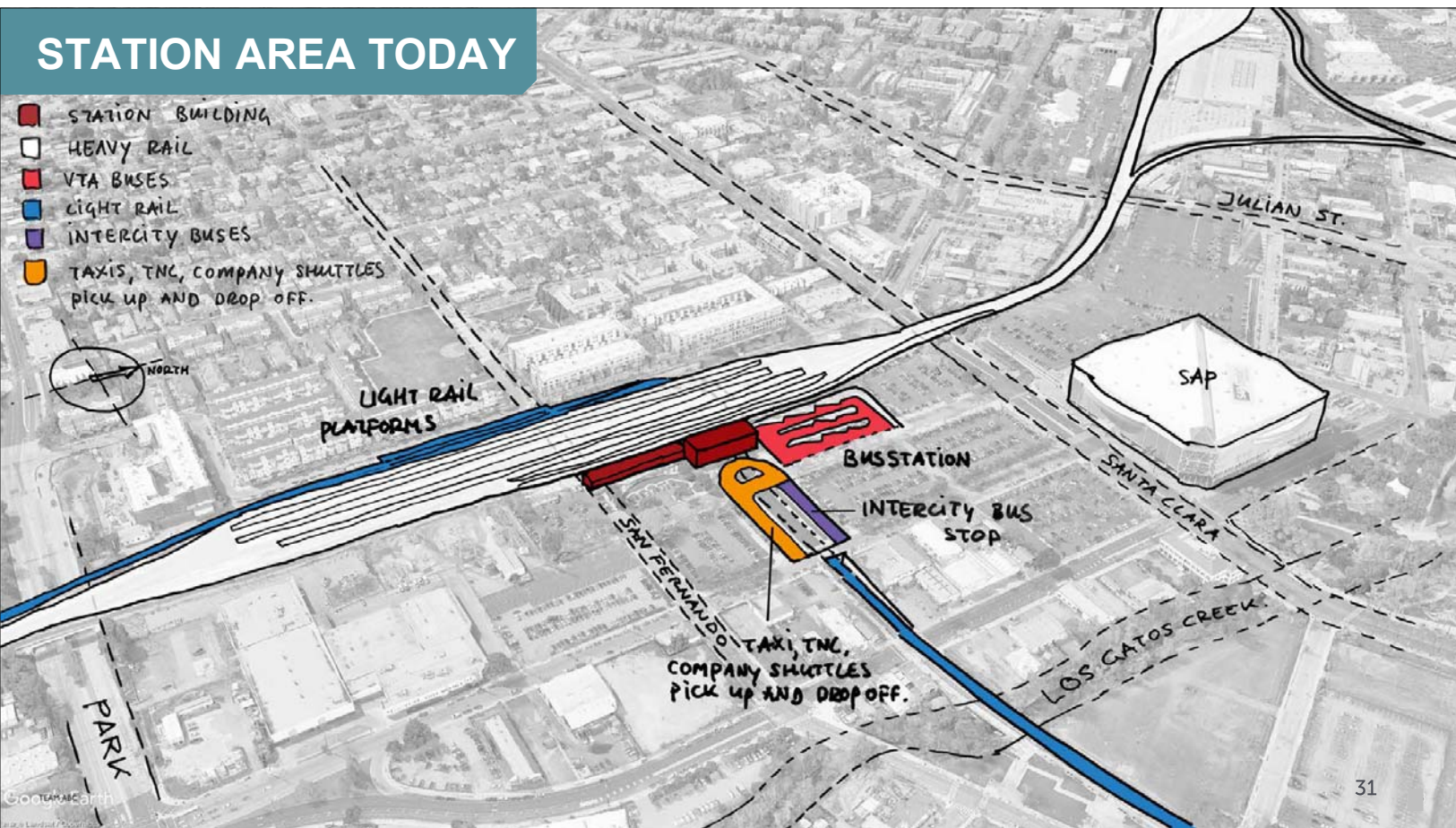
MIXING AND MATCHING

ELEVATED: STOVER



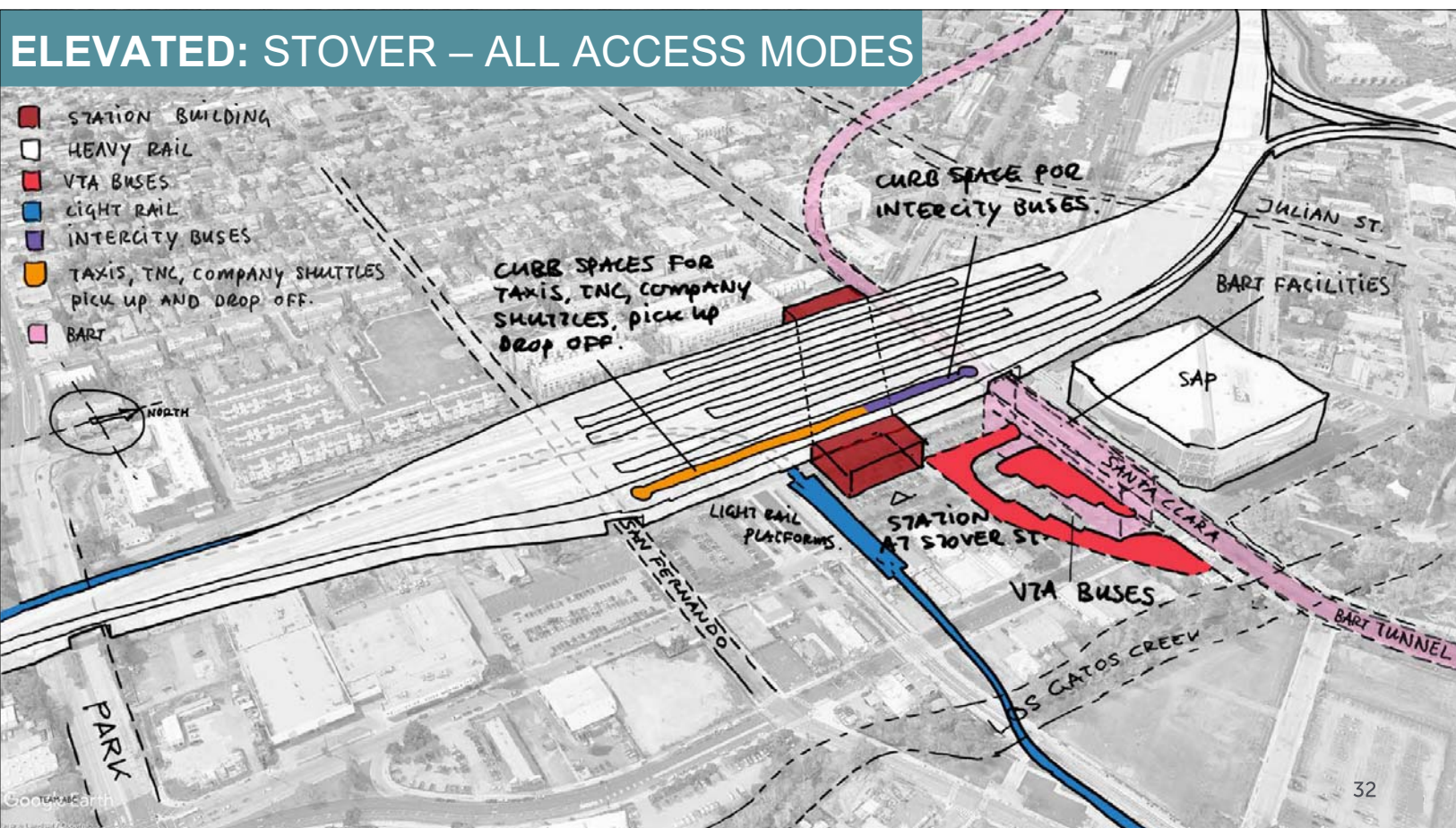
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ELEVATED: STOVER – ALL ACCESS MODES

- STATION BUILDING
- HEAVY RAIL
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- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



Next Steps: Outreach Round 3

Purpose → *Gather feedback on three layouts*

- City's Diridon Station Advisory Group (SAAG): May 22, 2019
- City Council & Agency Boards: June 2019
- Community Meeting #3: June 10, 2019
- Community Meeting #3 (in Spanish): June 26, 2019
- Online Feedback Tools
- Pop-ups at Diridon Station and community events
- Presentations/discussions with community groups

Next Steps: Layout Optimization

- Partner agencies evaluate layouts
- Incorporate public input into mixing and matching
- Identify opportunities for mixing and matching
- Develop draft Vision
- Seek additional public feedback
- Present to the Partner Agency Policy boards

QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc

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Phase II Update

Jill Gibson, VTA

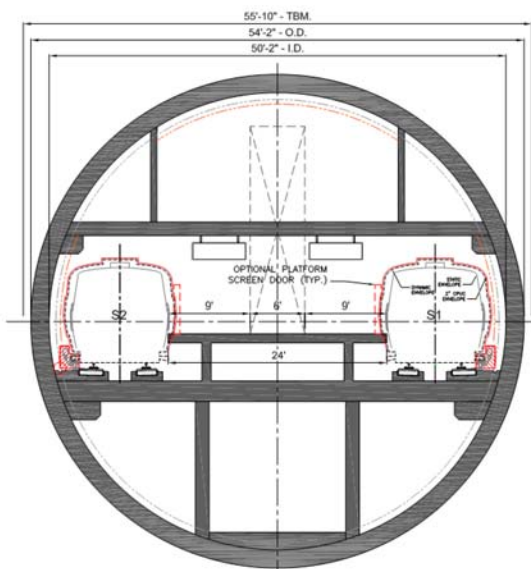
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Phase II Update

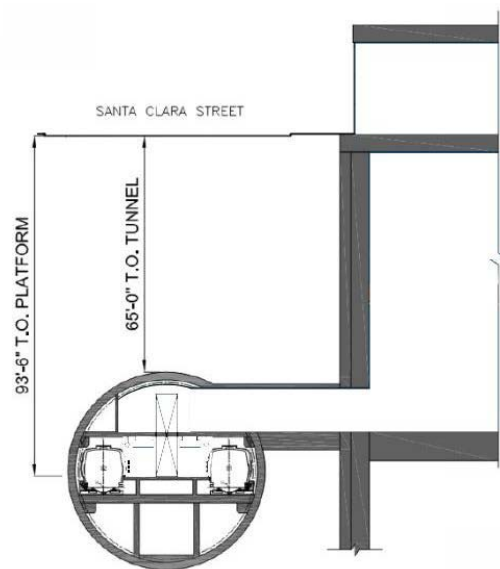
- General Engineering Consultant (GEC)
 - Onboarding process
 - Review of technical work prepared to date
- VTA and BART Joint Workshops
 - Evaluation of tunnel with center platform
 - Determined elements for further consideration
- Summer- VTA and BART to finalize tunnel configuration details



Single Bore: Center Platform



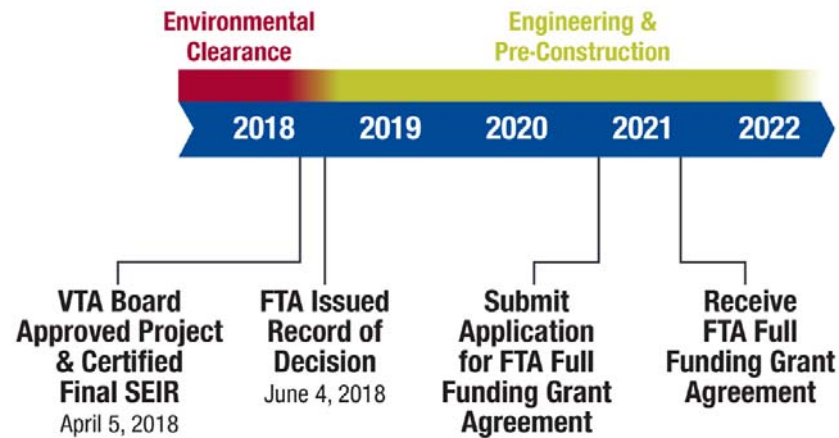
Center Platform at Stations



Station Headhouse

*Details subject to change as VTA advances design

Three Year Look Ahead



Current planning schedule is based on securing funds through FTA's Expedited Project Delivery Pilot Program.

Steps to the FFGA

- Advance design to preliminary engineering level
- Develop cost estimate, schedule, and contracting plan
- Draft agreements (third-party, agencies, etc.)
- Continue evaluating public-private partnerships and joint development opportunities for EPD

Questions?

Construction Education & Outreach Plan

Gretchen Baisa, VTA

Spring 2019 Community Meetings



- Three meetings
 - 4/24 at Martin Luther King Library
 - ~65 attendees
 - 4/25 at Cristo Rey High School
 - ~30 attendees
 - 5/11 at Buchser Middle School
 - ~40 attendees

Common Themes/Questions

- Alignment and station locations
- Timeline
- Costs and funding sources
- Construction details
- Google/Diridon/SAP Center
- Access and parking
- Phase I opening date



New Website

The largest single public infrastructure project ever constructed in Santa Clara County, VTA's BART Silicon Valley Phase II Project (Phase II) will extend BART service six-miles from the Berryessa Transit Center into downtown San José and terminating in Santa Clara. Phase II is planned to include an approximately five-mile tunnel, three underground stations (Alum Rock/28th Street, Downtown San José, Diridon), one ground-level station (Santa Clara), as well as general and maintenance facilities and is estimated to carry 52,000 passengers to destinations throughout the Bay Area in 2035. Transit oriented communities are planned for each of the future station locations, and the completion of the project will finally "ring the bay" with frequent rail service.

Phase II is planned to include:

- Alum Rock/28th Street Station
- Downtown San José Station
- Diridon Station
- Santa Clara Station
- Tunnel and Portals
- Project Facilities
- Transit Oriented Communities

Project Menu

- Public Involvement
- Planning & Environmental

Map

Phase II Alignment Map_190430.jpg

Related Projects

- VTA's BART Silicon Valley

Timeline

- Project Development**
2000 - 2015
- Environmental Clearance**
2015 - 2018
- VTA's BART Phase II SEIS/SEIR Scoping Meetings**
February 2015
- VTA's BART Phase II Draft SEIS/SEIR Meetings**
January 2017
- BART Board Approval**
April 26, 2018
On April 26, 2018, after review and consideration of VTA's BART Silicon Valley Phase II Extension (Project) Final SEIR and related Findings, Statement of Overriding Considerations, and MMRP adopted by VTA on April 5, 2018, the BART Board of Directors accepted the Project SEIR; adopted VTA's Findings and Statement of Overriding Considerations for the SEIR; and, pursuant to the Comprehensive Agreement, approved the Project.
- VTA Board Approves Staff Recommendation for BART Silicon Valley Phase II Project**
April 5, 2018
In a unanimous vote Thursday evening, April 5, VTA Board members approved the staff recommendation for VTA's BART Silicon Valley Phase II Extension Project. The Board approved a single-bore tunneling... [Read more](#)
- VTA Receives Federal Record of Decision for BART Silicon Valley Phase II Extension Project**
June 04, 2018
VTA was notified today by the Federal Transit Administration (FTA) that a Record of Decision (ROD) has been issued for the next six miles of VTA's BART Silicon Valley

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Small Business Assistance Study

- Received one response to Request for Proposals
- Determining new approach

Transit Intercity Rail Capital Projects (TIRCP) Technical Assistance (TA) Program

- Program's Purpose
 - To ensure low-income or disadvantaged communities benefit from TIRCP investments
 - To develop a plan that will offer economic and educational opportunities through a transportation-oriented training program related to VTA's BART Phase II project
- CalSTA chose VTA's BART Phase II as one of five projects to be included in the program.
 - VTA is working to develop the structure of an internship program to support community education and outreach efforts for the Phase II project



CALIFORNIA STRATEGIC
GROWTH COUNCIL

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Working with Job Corps/TCU



The partnership held a workshop on April 10th, 2019 with Job Corps/TCU students to gather input on the potential internship program.



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Working with Job Corps/TCU

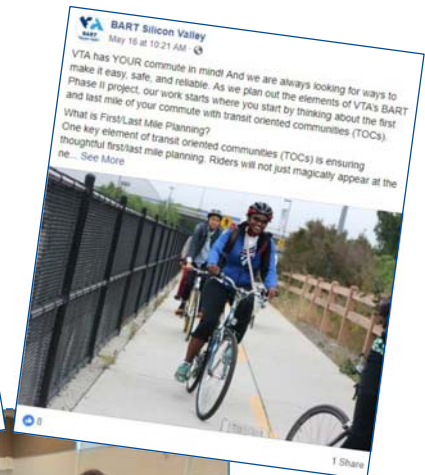
Student feedback on proposed internship program:

- Desire thorough and intensive internship program
- Interest in public outreach and transportation administration
- Expressed importance of recommendation letters and certificates of completion



Potential Internship Responsibilities

- Support VTA in outreach efforts
 - Assisting customer service at field offices
 - Creating social media and blog posts
 - Assisting with stakeholder outreach and intake
 - Supporting community meetings



TIRCP TA Next Steps

- Finalize report of internship program structure
- Incorporate internship program into Preconstruction portion of Construction Education and Outreach Plan
- VTA intends to implement internship program when Phase II construction begins



CALIFORNIA STRATEGIC
GROWTH COUNCIL

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Questions?



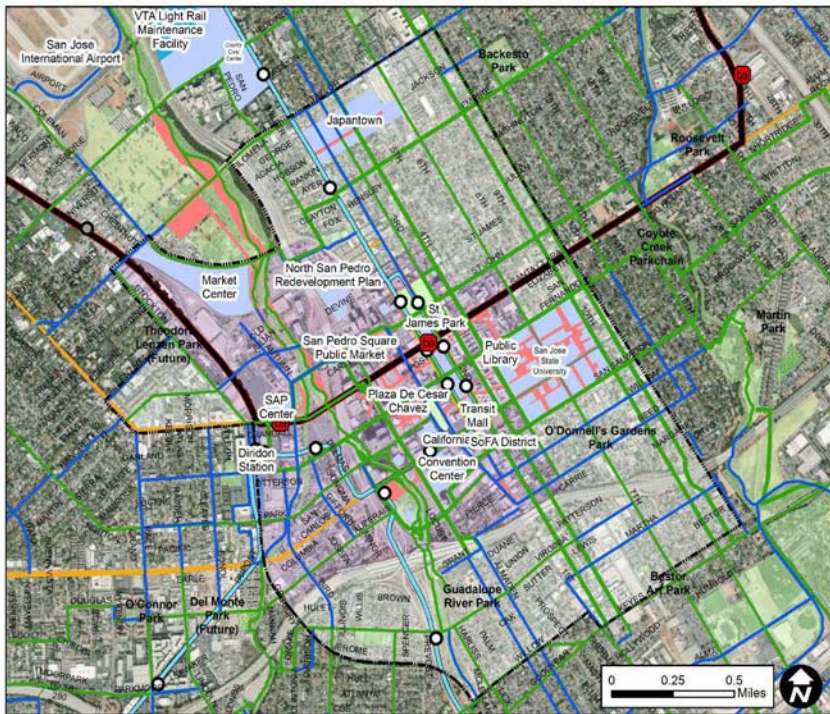
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Goals

- **A transportation system that supports and complements places**
- **Improve equity, access, circulation, navigability, streetscapes, and public life**
- **Broad and equitable engagement**
- **Consensus and flexibility for paths forward**
- **2050 time horizon**

Project Area – DTSJ Priority Development Area (PDA)



- Downtown San Jose PDA
- Downtown Core
- Transit Facilities**
 - VTA Light Rail
 - BART Extension
 - Rapid Bus Route
 - Caltrain, Amtrak, ACE, HSR
- Key Places**
 - Key Places
 - VTA Light Rail Maintenance Facility
- Bike Facilities**
 - Existing Bikeways
 - Future Bikeways
- Pedestrian Routes**
 - Existing Primary Pedestrian Routes & Spaces

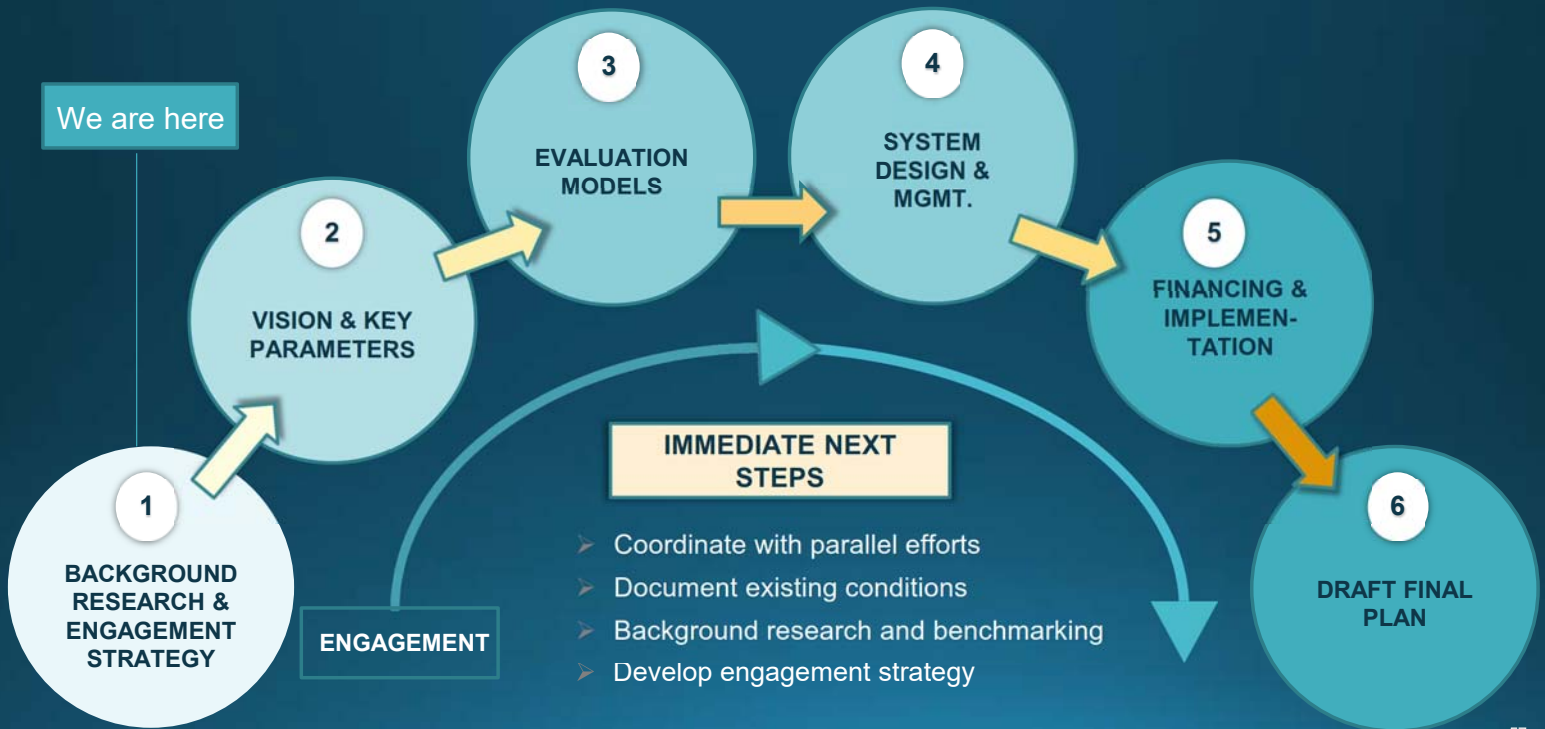
Project Staff



with
BONNIE NELSON
 and
JAY PRIMUS



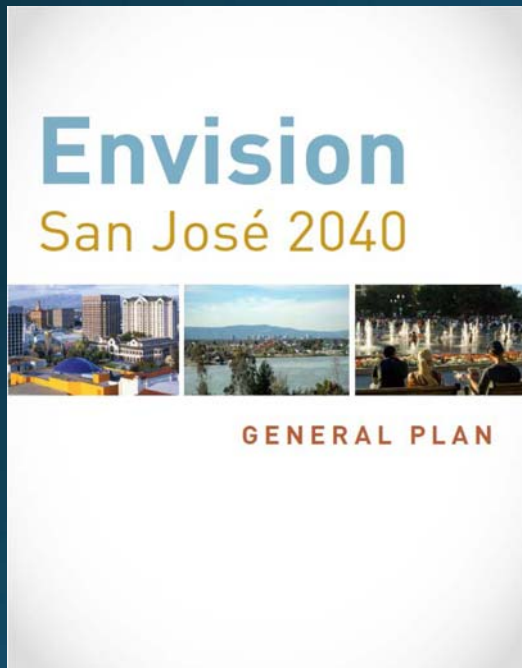
Process



Approach

**Build from Existing Work.
Complement Ongoing Work.**

Envision San José 2040 General Plan

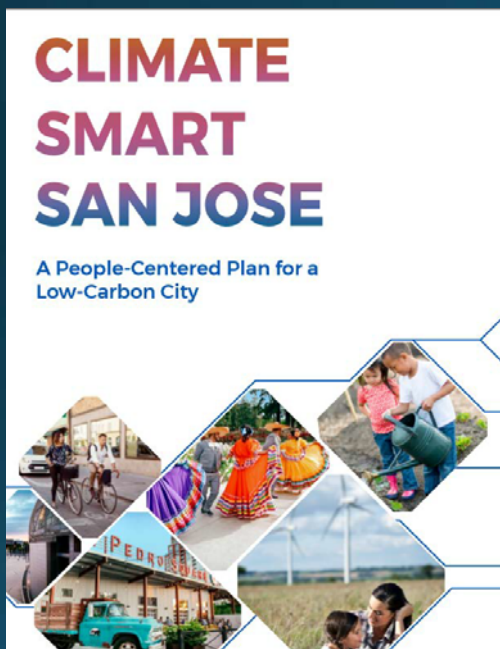


Grow San José into a more prominent, great, and trend-setting City with a variety of living and working environments – especially for young professionals and those more senior in age.

Increase bicycle, pedestrian, and transit travel to make San Jose a walking- and biking-first city.

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Climate Smart San José



- Reduce air pollution
- Save water
- Create a stronger and healthier community

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Access & Mobility Plan

A City Designed for People, Not Just Cars



Phase 1: Transportation Directives from General Plan

- Vision Zero
- Promote Equity & Affordability
- Environmental Stewardship
- Improve Network Connectivity
- Provide for Economic Growth

Phase 2: Strategies to Achieve Directives

Phase 3: Decision Support System

- Tools to identify, prioritize, iterate, and update

SPUR's Future of Downtown San José



Downtown:

- Needs more people
- Should be more pedestrian-oriented and easier to access and navigate without a car

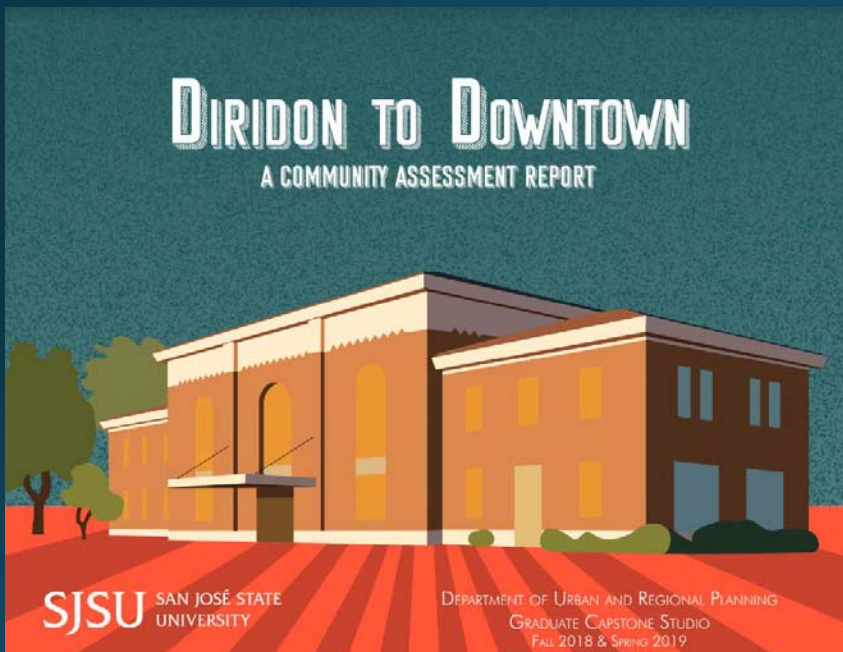
Public Life Strategy

Connect people in public spaces

(e.g., streets, plazas, parks, and spaces between buildings)

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SJSU Graduate Capstone Studio (2018-19)



- Recommendations forthcoming

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DIRIDON INTEGRATED STATION CONCEPT PLAN

The Concept Plan will establish:

- Seamless connections between transportation modes
- A harmonious relationship between the station and surroundings
- An effective organizational structure to deliver the vision

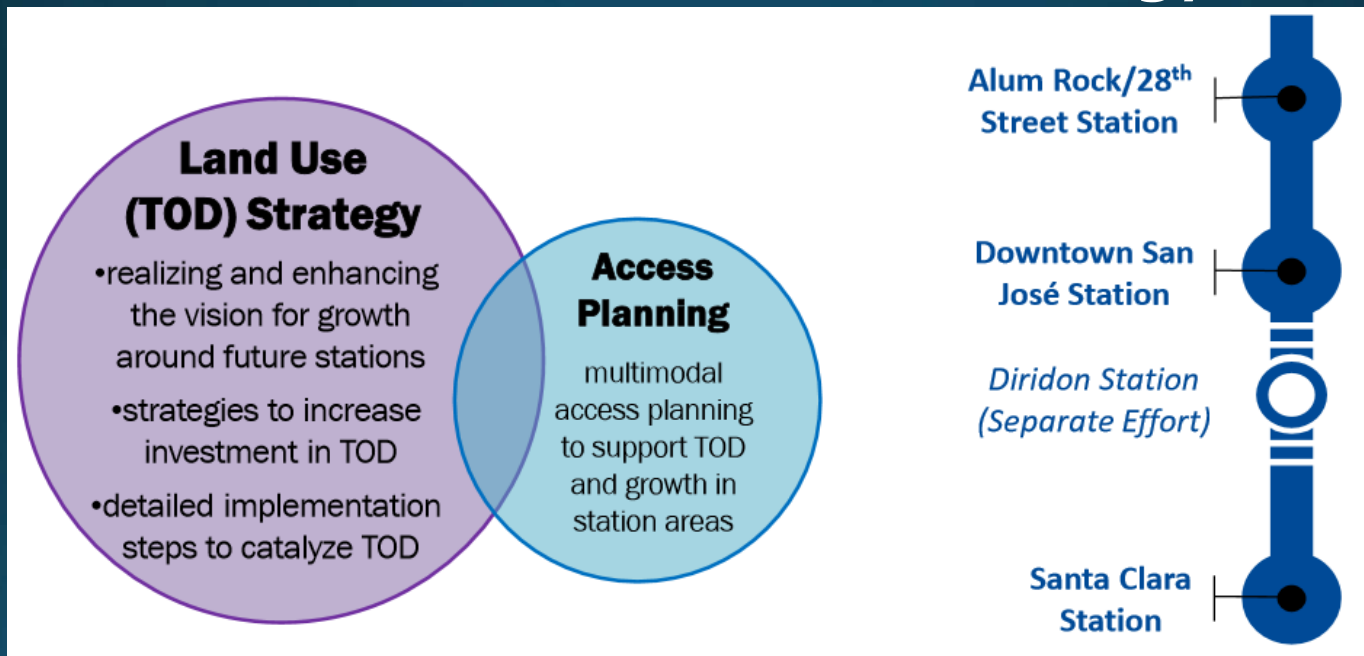
Diridon Station Area Plan

- Establish Diridon Area as **major destination**
- Foster a **lively public realm** that supports walking and bicycling
- Create a **new intermodal station** of architectural significance
- Encourage high-density land uses that support **high transit ridership**
- Reflect Silicon Valley's **spirit of innovation** and San José's **rich history** through distinctive architecture and **civic spaces**



VTA's BART

Transit Oriented Communities Strategy Study



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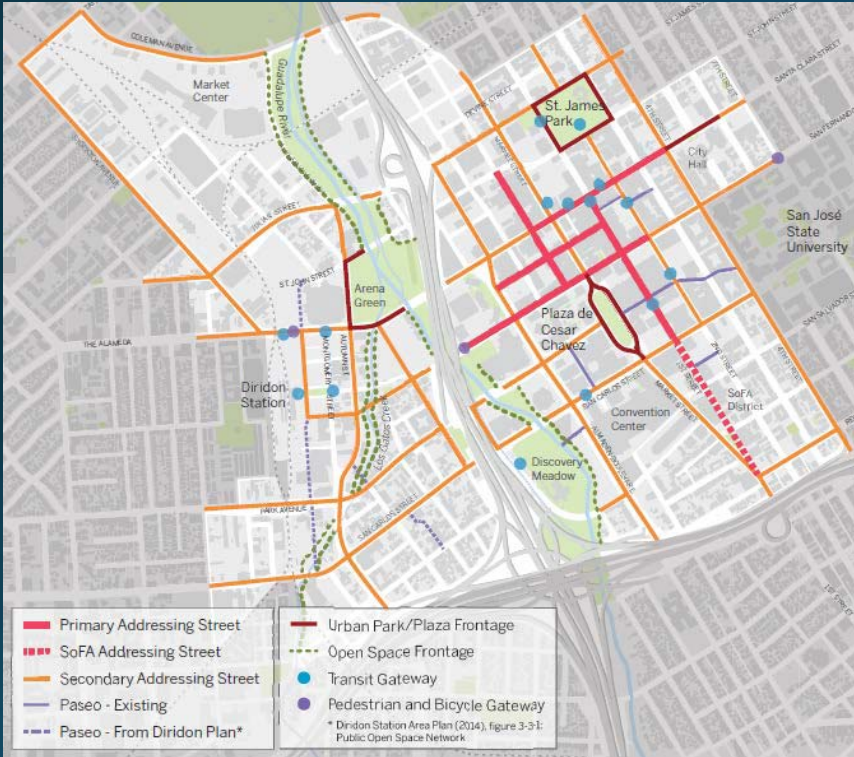
Parks, Recreation, and Neighborhood Services (PRNS) Efforts

Long-term transportation system design related to:

- Trail system development
- Revitalization of St. James Park and Cesar Chavez Plaza

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Downtown Design Guidelines

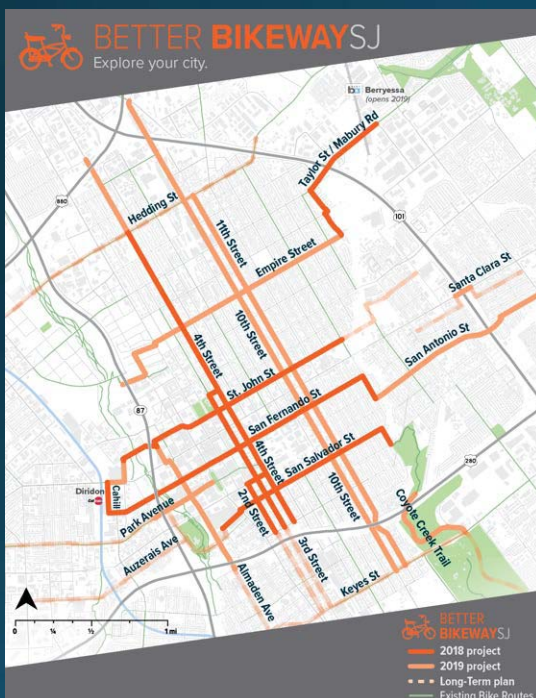


Guidance for:

How buildings relate to the public realm

Public realm improvements

Better Bikeways for Central San José



Building the foundation of a better bikeway network in and around the city center using protected bike lanes and calm streets.

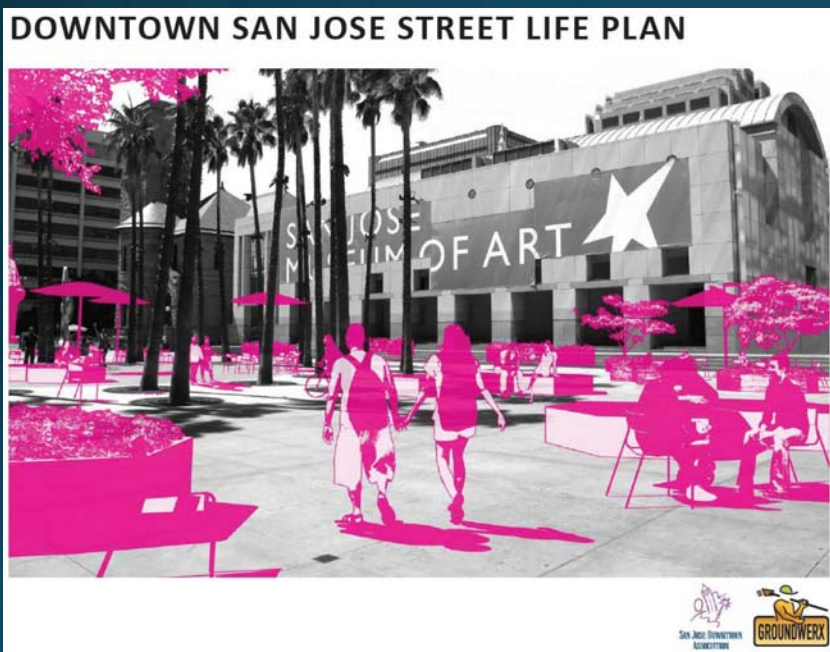
SAN JOSE BETTER BIKE PLAN 2025



Create a citywide bike network that is
safe, comfortable, and convenient.

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SJDA's Downtown Streetlife Plan



Build sense of
place through
public art and
busy interactive
spaces.

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Downtown Public Art Master Plan

Establishes approaches to create artworks that embrace the city's culture of innovation and enliven its urban landscape.

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Wayfinding

- Encourage sustainable transportation
- Promote community diversity
- Establish a unique identity
- Make people feel more comfortable downtown so that they explore and linger more

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Next Steps

- Document existing conditions
- Background research and benchmarking
- Develop engagement strategy

- If you'd like to remain involved please email info@dsjtransportation.com

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THANK YOU

We look forward to working with you!

info@dsjtransportation.com

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Transit Oriented Communities Strategy Study

Dennis Dornan & Marc Asnis, Perkins+Will
Nadine Fogarty, Strategic Economics

Transit Oriented Communities Strategy Study Process



Strategy Update

- Review of April Workshop
- Funding and Implementation Strategies
- Next Steps

April Workshop – Zoning and Land Use

Urban Form

- Consultant team confirmed that TOC report will include recommendations for minimum density requirements with the highest densities recommended closest to the station.
- Recommendations also include increasing more residential units than currently allowed and concentrating commercial development directly adjacent to station.
- There is tension between waiting for improved market conditions for higher density development versus missing current opportunities.
- VTA Block could be developed with a ground-floor sports and entertainment theme, similar to LA Live.

April Workshop – Zoning and Land Use

Policy and Actions

- The recently established Federal Opportunity Zones have the potential to encourage development rather than have specific impacts on zoning requirements.
- Consultant team confirmed that the need to 'act now' is more geared to getting the right policies in place rather than expecting development to happen immediately. Ongoing simultaneous BART construction and private development at the Milpitas BART Station was noted as successful and desirable.
- City of San José staff noted that boundaries of this study differ from the Urban Villages and other planning area boundaries which makes direct comparisons with existing requirements and goals difficult.

April Workshop – Parking

Community Impact

- There is a risk that unrestricted on-street parking could be used for overspill parking to adjacent neighborhoods. Implementing a parking district with residential parking permits will be necessary to address this.
- It is better to optimize existing parking supply before building any more.
- Despite the survey showing underutilized parking spaces in Downtown, it was noted that Sobrato and San José State University are both building more parking structures.
- The Diridon Station Area Plan (DSAP) is also looking at shared parking strategies. Coordination between the TOC Strategy Study and DSAP is crucial.

April Workshop – Affordable Housing

Removing Barriers for Construction

- City of San José's current commitment of \$10 million to facilitate new affordable housing can only go so far.
- VTA can help as an agency partner and landowner within the Station Area by committing to on-site affordable units within its own residential developments.
- Striking the right balance between encouraging market-rate development to go ahead and the requirement for inclusionary affordable units (or in-lieu payments).
- CSJ staff noted that City Council will be considering removing the current exemption that waives the requirement for high-rises to provide on-site affordable housing.

April Workshop – Placemaking

Station Entrance and Plaza

- The streetscape connections between the station hub and other hubs should be safe, well designed, comfortable, and activated.
- The seamless transition from street to station to station entrance is desirable.
- Retail spaces around the station should be reserved for small and local businesses.

April Workshop – Placemaking

Access and Mobility

- Integrate bicycles and e-scooters with station for seamless environment.
- Separation of bicycles and pedestrians is a necessity for the safety of both.
- Require active ground floor uses along key connectors to the station and activity centers.
- Provide secure bicycle parking to help transit riders complete last mile connections to the station.

TOC Implementation Priorities and Strategies

Purpose of the Funding and Implementation Strategy

- Establish a framework for a proactive, corridor-level approach to implementation
- Recommend potential funding strategies
- Develop recommendations for next steps and ongoing collaboration

Implementation priorities that require collaboration and funding



Local infrastructure
and access
improvements



Affordable housing
and anti-
displacement



Local economic
development



Parking &
Transportation
Demand Management

Key Strategies for Achieving the TOC Vision

Update Zoning Across the Station Area to Ensure TOC Vision

- Establish minimum residential densities and commercial FAR across the station area.

Allow a Strategic Mix of Uses to Leverage BART Investment

- Preserve key sites for predominately employment uses but allow more flexibility elsewhere.
- Increase General Plan housing allocation for the Downtown area.

Parking and Transportation Demand Management Strategies

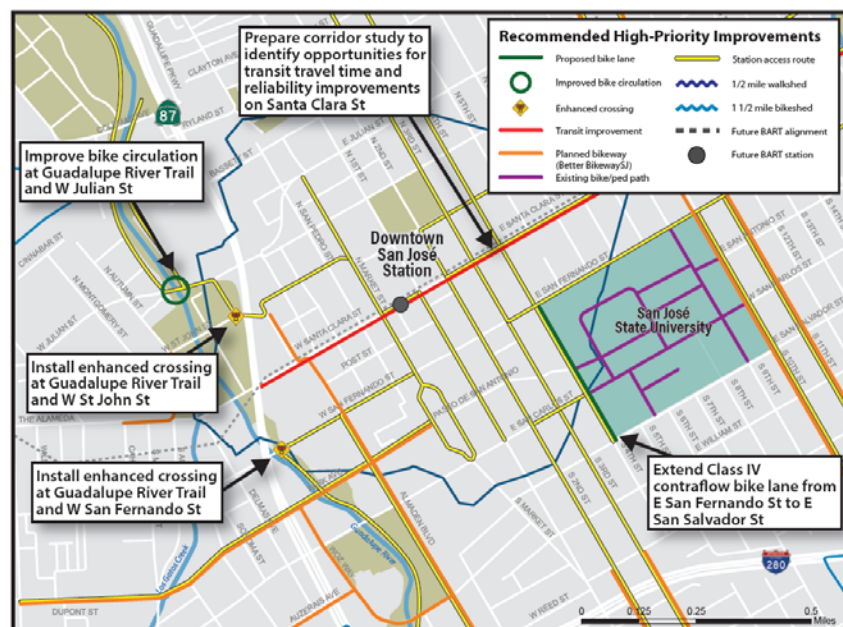
- Eliminate minimum parking requirements and lower maximum parking ratios.
- Require TDM strategies for new development.
- Establish a Shared Access District.

Prioritize the protection and production of Affordable Housing

Retail and Small Business Strategy for Downtown and East Santa Clara Street (7th to 17th St.)

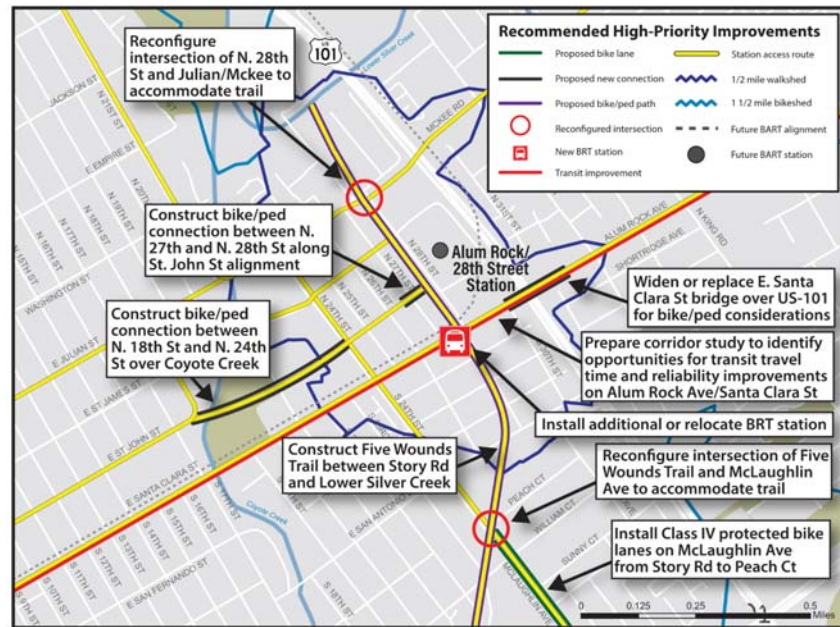
Priority access and streetscape improvements: Downtown San José Station Area

- Improve connections between the future BART station and key destinations (San José State University, Guadalupe River Trail, etc.)
- Make Downtown a pedestrian-friendly, 18-hour destination
- Enable development to take advantage of transit investments and deliver higher densities



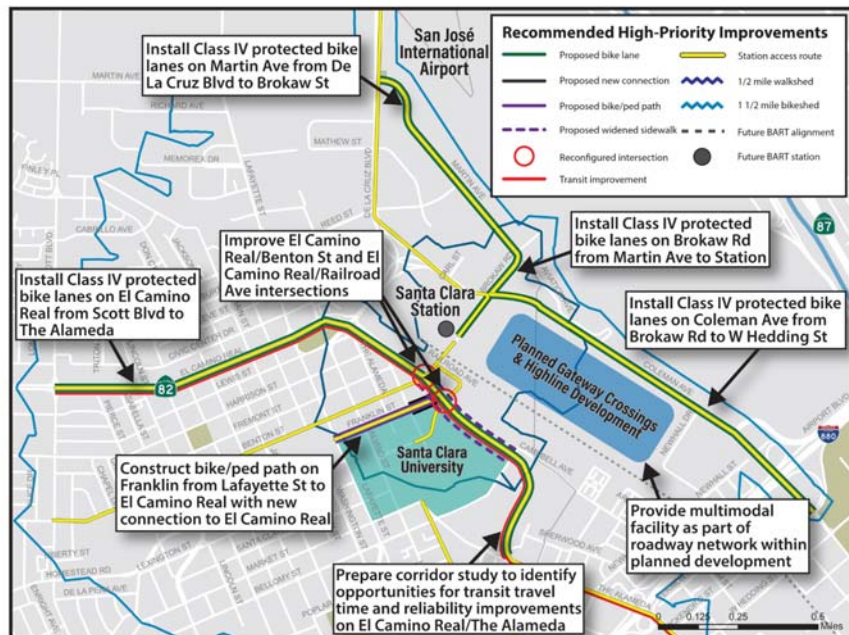
Priority access and streetscape improvements: Alum Rock/28th Street Station Area

- Connect East San José neighborhoods to high-quality transit
- Help attract new development and open up new development opportunities



Priority access and streetscape improvements: Santa Clara Station Area

- Enable higher intensity development at Gateway Crossings & Coleman Highline
- Improve connections to destinations (Downtown Santa Clara, Santa Clara University, Avaya Stadium)



Examples of Successful TOD Implementation

Pearl District, Portland, OR

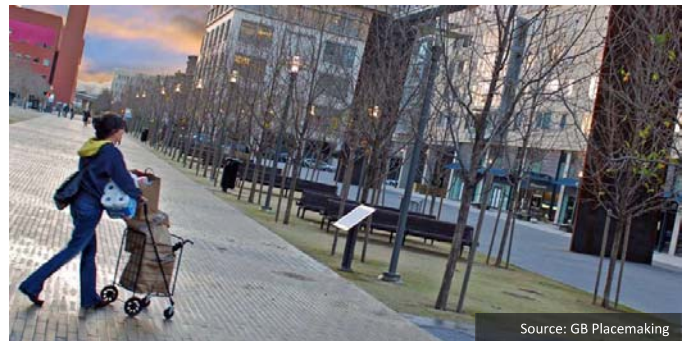
- Product of a master developer agreement designed around transit
- Provision of three parks and affordable housing key part of the neighborhood's success
- Value capture (tax increment and assessments) paid for 40% of the costs of streetcar line, parks, and affordable housing



Source: Living PDX Real Estate

Mission Bay, San Francisco, CA

- District-based approach led by redevelopment agency
- Frontloaded infrastructure improvements in streetscape and public realm were essential to attract development
- Special districts (including a Communities Facilities District) and tax increment financing used to fund infrastructure improvements, and some of the operations & maintenance costs
- 30% affordable housing requirement
- Streamlined permitting process



Fruitvale Transit Village, Oakland, CA

- Community-led development (Unity Council)
- Incorporates affordable housing as well as educational, health, and community services
- Unity Council also plays an active role in local economic development (e.g., administers Property-Based Improvement District)
- Value capture included use of redevelopment tax increment financing



Potential Strategies

1. Utilize district-based funding strategies

- Potential district-based funding tools:
 - **Community Facilities District (CFD):** a special tax on property; revenues can be used for infrastructure, public facilities, specified services and maintenance (including transit)
 - **Enhanced Infrastructure Financing District (EIFD):** A form of tax increment financing that redirects incremental increases in property tax to help fund infrastructure, other public facilities, and affordable housing
- EIFDs and CFDs can be used together to leverage both public and private resources

Consider a corridor-level EIFD to share revenues among the Station Areas



2. Work together to identify grants and other upfront funding sources

- Coordinate on projects and funding opportunities
- Prioritize key projects in the Cities' Capital Improvement Plans

The City of Oakland and Resources for Community Development received a \$14 million AHSC award to help fund 59 affordable units, and segments of the planned International Blvd BRT and East Bay Greenway projects.



Source: Resources for Community Development

3. Engage with local partners to expand community and economic development activities



The Unity Council plays an active role in local community & economic development in Oakland's Fruitvale district, including administering a Property-Based Business Improvement District (PBID), delivering affordable housing and other development, and supporting small businesses.

4. Establish a framework for ongoing collaboration among the Cities of San José and Santa Clara and VTA

- Create a structure for continued coordination around:
 - Land use and design
 - Access and streetscape improvements
 - Other high priorities

The West Line Corridor Collaborative (WLCC) brings together the City of Denver, the City of Lakewood, and their respective housing authorities for monthly staff meetings and quarterly board meetings to coordinate TOD implementation.



TOCs Strategy Study Next Steps

Summer

- Draft TOCs Study Playbooks in Progress
- Engage Stakeholders
- Public Release of Draft Playbooks

Fall

- Present Draft Playbooks to VTA Board
- Update to CWGs
- Conduct Public Open House for Input
- Present Final Playbooks to San José and Santa Clara City Councils
- Begin Implementation of Strategies & Recommendations

Questions & Discussion

Next Steps

- Next CWG meeting:
Tuesday, September 10, 2019, 4:00-6:00 PM, San José City Hall, Rooms 118/119
 - CWG Member Report Backs
 - Phase II Update
 - Construction Education & Outreach Plan
 - Diridon Station Integrated Concept Plan
 - Real Estate
 - Transit Oriented Communities Strategy Study
- Action Items