

Blossom Hill Station Development Update

Del Roble Elementary School
5345 Avenida Almendros, San Jose, CA 95123
October 25, 2018
7:30 pm



Agend

- a. Background – VTA and what we do
 - Previous Community Feedback
 - Project Timeline
 - Frequently Asked Questions (FAQ)
 - Neighborhood Feedback for VTA – 4 Discussion Groups
 - TRAFFIC and TRANSPORTATION
 - NEW NEIGHBORS and HOUSING
 - RETAIL and COMMUNITY BENEFITS
 - COMMUNICATIONS DURING LIFE OF PROJECT
 - Comment Cards on your Chair – We want to hear from you, and so do your elected officials and Board representatives.

What Does VTA Do? Who runs VTA?



VTA BOARD OF DIRECTORS

Sam Liccardo Teresa O'Neill

Johnny Khamis Chappie Jones

Lan Diep Raul Peralez Dev Davis (*Alternate*)

Rob Rennie (*Alternate*) John McAlister

Savita Vaidhyathan Larry Carr

Daniel Harney (*Alternate*) Bob Nuñez

Glenn Hendricks (*Alternate*)

Cindy Chavez Ken Yeager Dave Cortese

Jeannie Bruins (*Ex-Officio*)

Solutions that move you



Solutions That Move You



Santa Clara Valley Transportation Authority (VTA)

Transit Authority

- 34 million passenger trips per year
- 450 buses, 100 light rail trains, & paratransit
- Funding partner in regional trains: Caltrain, Capital Corridor, Altamont Corridor Express

Santa Clara Congestion Management

- Countywide transportation planning
- Design and construction:
highway, pedestrian, and bicycle improvements, transit-oriented development



VTA's Transit-Oriented Development Program

25 properties throughout Santa Clara County

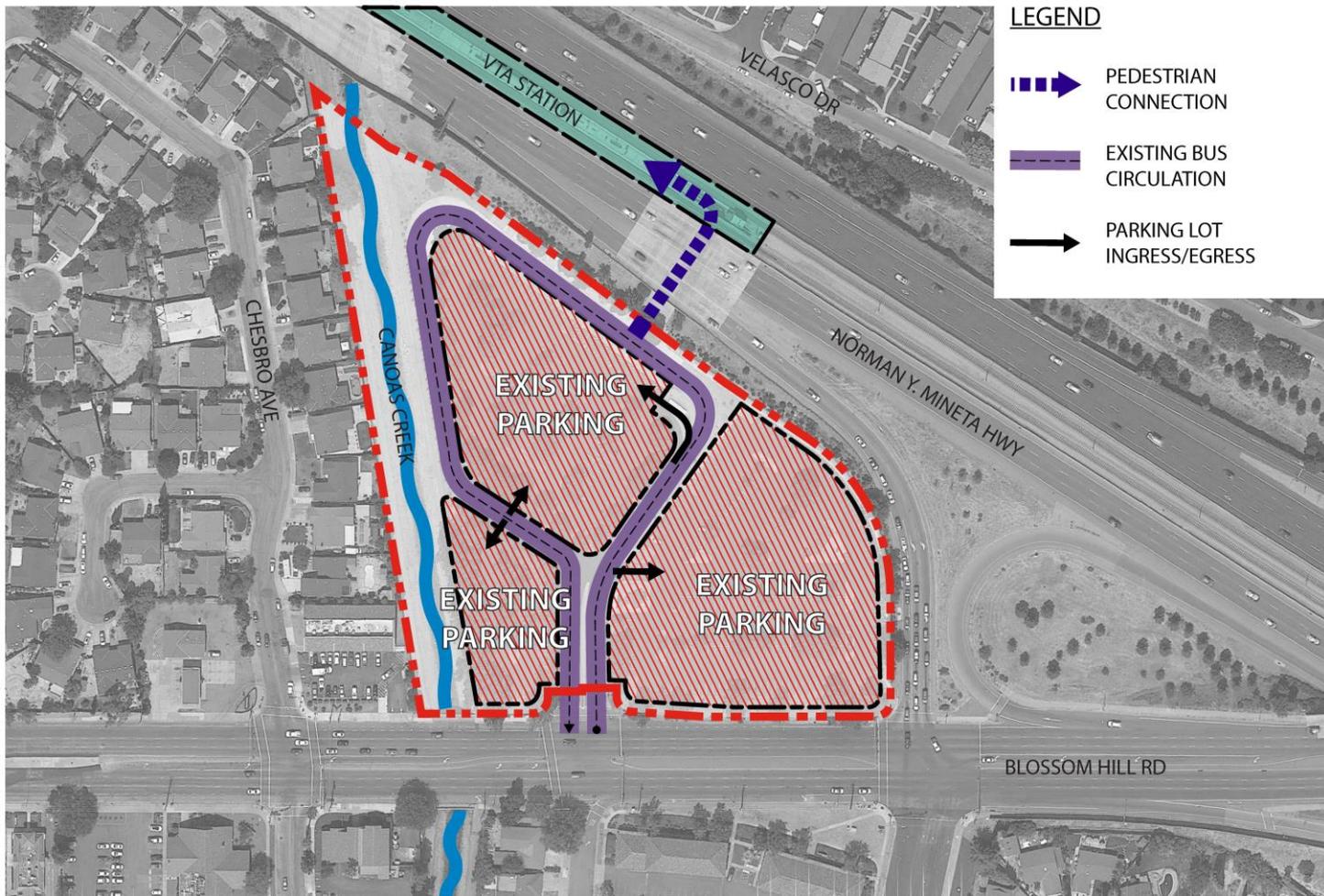
Develop under long-term ground leases

Goals:

- Long term, stable revenue for VTA's public transit operations
- Supporting and increasing transit ridership
- Create community assets
 - ✓ Plazas, parks, play areas and meet-up spots
 - ✓ Retail and Services (*example*: dry cleaners, tax preparers, restaurants, Cafe)
 - ✓ Affordable Housing for our Workforce
 - ✓ New Housing at all price points – try to reduce commute times



Blossom Hill Station



LEGEND

-  PEDESTRIAN CONNECTION
-  EXISTING BUS CIRCULATION
-  PARKING LOT INGRESS/EGRESS



Background



- January 24, 2018: Community visioning meeting
- March 1, 2018: The Board of Directors voted to Seek Development Proposals that will include affordable housing, community retail, and maintain day-use parking
- July 11, 2018: RFP Released to public and developers
- October, 2018:
– Developers Questions and Answers – released on our website specific to Blossom Hill Station and this project
- October 15, 2018: **Rick Mandel**, homeowner, long-time resident, and officer of the Santa Teresa Foothills Neighborhood Association joins the Review and Selection Panel for this project



Community Feedback – WHAT WE HEARD

January 24 meeting and follow-up emails, calls

- Evidence that TOD is successful
- Will public parking (day parking) be maintained?
- Taxpayers should not be subsidizing private development
- Section 8 or “low-income” housing
- Auto Traffic
- Retailers, coffee shop, plazas, meet-up spots
- Dog park and access to Martial Cottle park
- Family- and child-friendly; safe
- Interesting architecture, attractive, welcoming



Solutions that move you

Transit-Oriented Development

- Transit-adjacent residents use transit more regularly than those living further away from transit
- Bay Area: **42%** of residents who live and work within ½ mile of rail (or ferry) stops commute by transit, compared to 4% who live further away
- Those living in infill areas would drive about 18 fewer miles per weekday than others - that's 90 fewer miles every week! (*Next10 non-profit*)



First generation TOD project located at Ohlone Chynoweth

More housing in compact, walkable communities can significantly enhance residents' quality of life, boost local economies, and make a real dent in reducing emissions. But it won't happen without... policies to facilitate this type of development. (*Dr. Galante, UC Berkeley*)

Solutions that move you

Who Qualifies for Affordable Housing?

% Income – Compared to Region (AMI)	Single Person		Family of 4	
	Income	Rent	Income	Rent
120 %	\$ 105,200	\$ 2,630	\$ 150,250	\$ 3,756
80 %	\$ 66,150	\$ 1,654	\$ 94,450	\$ 2,361
50 %	\$ 46,550	\$ 1,164	\$ 66,500	\$ 1,663

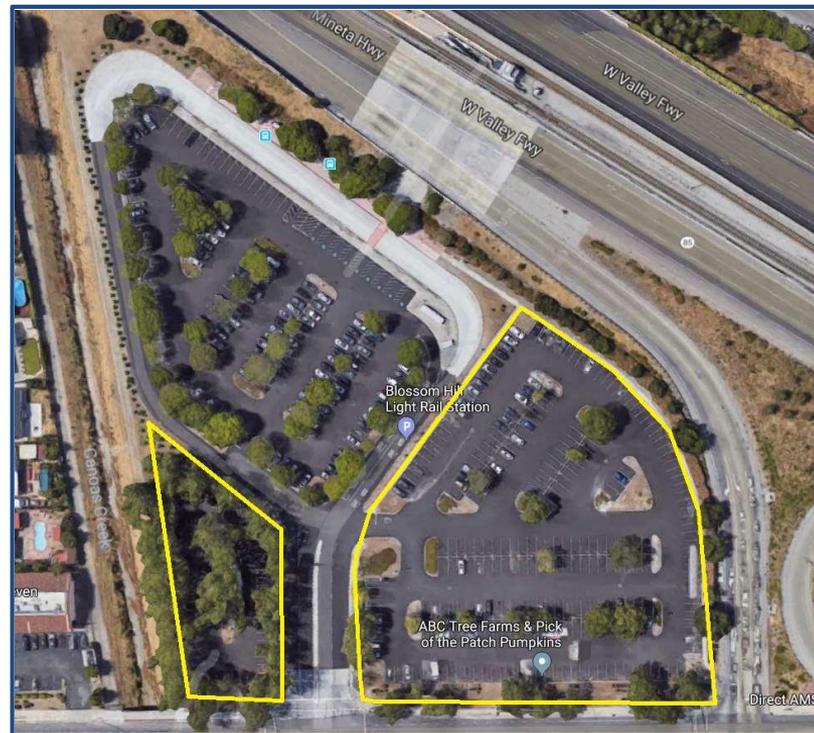
Source: Santa Clara County Income and Rent Limits



Incorporating Feedback

Your feedback and ideas went into the RFP

- *Example from p. 18:*
Address any impacts related to the loss of VTA transit patron parking...to ensure the Project results in increases to overall VTA ridership, and consider parking management on a neighborhood-wide scale.
- *Example from p. 22:*
Describe how the Project will address and provide solutions for safety, wayfinding, public art, and trail enhancement



Solutions that move you

Community Involvement and Feedback

Review panel community member – **Rick Mandel** – will participate in the interview process, and assist with selecting a developer to recommend to our Board

Make Your Voice Heard – Anticipated Public Meetings

VTA

- VTA Board - to select Developer (2019)
- Developer Intro Meeting (2019)

City Planning

- Neighbors Input (2019)
- CEQA review (EIR-MND) (2019-2020)
- Emails and Letters to City Planner

Planning Commission

- Housing and Site Plan (2019)
- Zoning & Architecture & details (2020)

City Council

- Architecture and Project (2020)
- Signature Project in Urban Village (2020)

We estimate no fewer than 8 Public Meetings – before anything is approved



Next Steps

November 2018

- Proposals due
- Review panel analysis

November 2018

- Interviews

February 2019

- Developer selection

Summer/Fall 2019

- Exclusive Negotiating Agreement (ENA)
- Developer intro to community



Overall Project Timeline

(estimated dates)

2019 - 2020

- VTA & Developer finalize project
- Begin planning permits & approvals

2020 - 2021

- Zoning, Environmental, Planning Permits
- Developer secures loans and guarantees

2022 - 2024

- Construction (existing parking remains in place during construction)

2025

- Project completion



Solutions that move you

Frequently Asked Questions

Q: WHAT IS CEQA?

A: California Environmental Quality Act

A law which requires the City of San Jose to assess and disclose – in a public document – the impacts to the environment from building this project. Impacts can include:

- Will air quality be better/worse?
- Will nearby vehicles travel more miles or fewer miles after it's built?
- Will birds or fish be affected?
- Will trees and plants be affected?
- Document is usually called an “EIR” or an “MND”.
- City can – and always does – require MITIGATIONS to protect the environment from impacts



Frequently Asked Questions

Q: WHEN ARE THE TRAFFIC STUDIES COMPLETED?

A: They will be completed by a consultant or contractor that the city must approve. They will be done AFTER the developer is selected, and DURING the time the City Planning Department is reviewing the project.

Probably, the traffic studies will be done in late 2019, during the busy time of year in late Fall when school is in session and there are no major holidays (e.g. October/November 2019 or Feb/March 2020).



Frequently Asked Questions

Q: WHAT IS AN RFP?

A: It stands for Request For Proposals.

VTA uses this method of gauging developer interest because everything is COMPETITIVE and PUBLIC – so there’s no “back-room” deals and everyone who wants to can see the same information, costs, reports, etc.



Frequently Asked Questions

Q: Is VTA going to make money from this? Will taxes benefit private developers?

A: One of VTA's goals is to collect lease payments (ground lease payments) from the developer every year. The money that comes into VTA is always spent on public transit operations and this project specifically will improve THIS STATION.

Right now, hundreds of people use the parking lot for free every day and VTA gets NO REVENUE (no parking fees, etc.) . In the future, the parking will be available for transit riders AND in addition VTA would be getting money from the developer, too.



Frequently Asked Questions

Q: How many parking spaces are there today?

A: 481



Frequently Asked Questions

Q: How many people park in the lot and ride buses and trains every day?

A: We consistently count about 175 cars in the lot every weekday. People use the lot for many reasons every day, including:

- Day Parking to commute on a private Tech Shuttle
- Day Parking to take Light Rail or VTA Bus
- Carpool parking
- Long-term and overnight parking – airport

Requirement that **at least 212 spaces for transit riders remain.**

The new homes, businesses, & stores **will have their own separate parking.**
The 212 spaces will be for transit – **not** for the homes or new businesses.



Frequently Asked Questions

Q: Will the new homes be apartments? Will they be sold like condominiums?

A: VTA prefers the new homes to be RENTAL APARTMENTS. We will require the project to have a full-time, onsite manager who lives in the apartments, as well as a complete professional staff of custodians, landscapers, property managers, and leasing agents.

Because VTA will own the land underneath the new buildings, we are not creating “Condominiums” where other parties, companies, or people would own any of the land.

VTA intends to be the sole owner.



Frequently Asked Questions

Q: Will the homes be for homeless people? Is it rehab housing?

A: No. This is NOT a rehabilitative or supportive housing project. We expect that most of these apartments will be just like “Villa Veneto” or “Palm Valley” apartments.

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<u>Name</u>	<u>Job title</u>	<u>Regular pay</u>	<u>Overtime pay</u>	<u>Other pay</u>	<u>Total pay</u>
	TEACHER GRADE K-6 Oak Grove School District, 2016	\$53,804.94	\$0.00	\$400.00	\$54,204.94



Frequently Asked Questions

What is the EXACT NEXT THING that I need to know about?

VTA will prepare a report that will be sent to the VTA Board of Directors and its advisory committees. We anticipate that being in early 2019.

If you sign up with [Kathleen at the Outreach table](#), you will receive an email notification about the VTA Board Meeting or other project updates between now and then.



Questions?

Ask VTA at tables, or fill out your card. Or do both!

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Sign up for updates & follow our progress @
<http://www.vta.org/BlossomHillDevelopment>