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

<table>
<thead>
<tr>
<th>CWG Team Member</th>
<th>Role</th>
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<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
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<tr>
<td>Gretchen Baisa</td>
<td>Primary Outreach Contact</td>
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<tr>
<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
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<tr>
<td>Erin Sheelen</td>
<td>Technical Lead</td>
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<tr>
<td>Charla Gomez</td>
<td>City of San José – Planning Liaison</td>
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<tr>
<td>Eric Eidlin</td>
<td>City of San José – DOT Liaison</td>
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Upcoming Meetings

- **CWG Dates** ([http://www.vta.org/bart/upcomingmeetings](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](http://www.vta.org/get-involved/board-of-directors))
  - August 1, 2019, 5:30 PM
  - September 5, 2019, 5:30 PM

  - August 30, 2019, 3:00 PM
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

June 11, 2019

SAN JOSÉ DIRIDON STATION
Integrated Station Concept Plan
Projects & Timing

Ambitions/Objectives
Options for Key Elements
Possible Layouts
Draft Vision
Direction from Partner Agency Boards

1 Fall 2018
2 Winter 2019
3 Spring 2019
4 Summer 2019

We are here.
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
Big Moves

Vertical Platform Position
- At grade
- Elevated

Station Location
- San Fernando Street
- Santa Clara Street
- Stover Street

North Alignment
- Existing Northern Corridor
- New Northern Corridor

South Alignment
- Existing Southern Corridor
- I-280 & Existing Southern Corridor
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
LAYOUT 1: SAN FERNANDO STREET

MIXING AND MATCHING
AT GRADE: SAN FERNANDO

- **Vertical Platform Position**
  - Platform At Grade
  - Platform Elevated

- **Station Location**
  - San Fernando
  - Santa Clara
  - Stover St.

- **North Alignment**
  - Existing Northern corridor
  - New Northern corridor

- **South Alignment**
  - Existing Southern corridor
  - I-880 & Existing Southern corridor

- **VTA Bus**
  - Bus platform on Cahill St.
  - Under building at Autumn St.
  - On Santa Clara St.
  - Under building at Santa Clara St.

- **InterCity Bus**
  - Bus platform on Cahill St.
  - At curbs on Autumn St.
  - On flyover and inside adjacent building
  - North of Santa Clara/St. meter tracks
  - Under building at Autumn St.
  - On flyover between San Carlos/Julian
  - North of Santa Clara/St. meter tracks

- **Taxis, TNC/AV, Pick up/Drop off**
  - At curbs on Autumn St.
  - On flyover between San Carlos/Julian
  - In tunnel and inside building

- **BART**
  - Entrance on Santa Clara St.
  - Entrance in station hall
  - Entrance in other building

- **Light Rail**
  - Platforms on level -1
  - Platforms at grade
  - Platforms on level +1
STATION AREA TODAY

AT-GRADE: SAN FERNANDO – ALL ACCESS MODES
LAYOUT 2: SANTA CLARA STREET

MIXING AND MATCHING
ELEVATED: SANTA CLARA

<table>
<thead>
<tr>
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<th>Station Location</th>
<th>North Alignment</th>
<th>South Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platform At Grade</td>
<td>San Fernando</td>
<td>Existing Northern corridor</td>
<td>Existing Southern corridor</td>
</tr>
<tr>
<td>Platform Elevated</td>
<td>Santa Clara</td>
<td>New Northern corridor</td>
<td>1:380 &amp; Existing Southern corridor</td>
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- **VTA Bus**
  - Bus platform on Cahill St.
  - Under building at Autumn St.
  - On Santa Clara St.

- **Intercity Bus**
  - Bus platform on Cahill St.
  - At curbs on Autumn St.
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- **BART**
  - Entrance on Santa Clara St.
  - Entrance in station hall

- **Light Rail**
  - Platforms on level -1
  - Platforms at grade

- **Taxis, TNC/AV, Pick up/Drop off**
  - Platform on Cahill St.
  - At curbs on Autumn St.
  - On flyover and inside adjacent building
LAYOUT 3: STOVER STREET

MIXING AND MATCHING ELEVATED: STOVER
STATION AREA TODAY

ELEVATED: STOVER – ALL ACCESS MODES
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

Phase II Update
Jill Gibson, VTA
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

*Details subject to change as VTA advances design*
Three Year Look Ahead

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
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 1 opening date
New Website

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

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.
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

Questions?
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)
**Process**

1. BACKGROUND RESEARCH & ENGAGEMENT STRATEGY
2. VISION & KEY PARAMETERS
3. EVALUATION MODELS
4. SYSTEM DESIGN & MGMT.
5. FINANCING & IMPLEMENTATION
6. DRAFT FINAL PLAN

IMMEDIATE NEXT STEPS:
- Coordinate with parallel efforts
- Document existing conditions
- Background research and benchmarking
- Develop engagement strategy

**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.

Climate Smart San José

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

SJSU Graduate Capstone Studio (2018-19)

• Recommendations forthcoming
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**
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
**Downtown Design Guidelines**

Guidance for:

How buildings relate to the public realm

Public realm improvements

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**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.

SJDA’s Downtown Streetlife Plan

Build sense of place through public art and busy interactive spaces.
Downtown Public Art Master Plan

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

Wayfinding

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

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

• If you’d like to remain involved please email info@dsjtransportation.com

THANK YOU

We look forward to working with you!

info@dsjtransportation.com
Transit Oriented Communities Strategy Study
Dennis Dornan & Marc Asnis, Perkins+Will
Nadine Fogarty, Strategic Economics

Transit Oriented Communities Strategy Study Process

[Images of various groups of people in meetings and discussions, likely related to the 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**

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

![Image of Fruitvale Public Market](Source: Project for Public Spaces)

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

![Image of The West Line Corridor Collaborative (WLCC) bringing 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.](Source: http://www.westlinecorridor.org)
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