VTA’s BART Silicon Valley Phase II Extension Project

TOD Strategies and Access Planning Study

November CWG Workshop

Why are we here today?

Today we’re here to...

... provide an update on where we are in the study
... clarify the purpose of this study
... summarize input we've received from you so far
... address factors inhibiting success of TOD
... get your support on the direction we’re going
study overview

Land Use (TOD) Strategy
• realizing and enhancing the vision for growth around future stations
• strategies to increase investment in TOD
• detailed implementation steps to catalyze TOD

Access Planning
multimodal access planning to support TOD and growth in station areas

study phases and timeline

background conditions
Jan.-May
• review previous planning efforts and existing conditions
• “what is good TOD?” – April CWG workshop
• “background conditions” – June CWG workshop

corridor opportunities & constraints
Mar.-Sept.
• identify opportunity sites and station area access needs
• develop TOD prototypes and identify TOD potential
• evaluate development capacity and TOD barriers
• “opportunities and constraints” – September CWG workshop

implementation strategies & tools
Oct.-Mar. 2019
• “overcoming TOD barriers” – November CWG workshop
• strategies to create a market for TOD
• guidelines for public and private improvements
• “Preview key TOD strategies” – February CWG

final report
Apr.-May 2019
• compile findings and recommendations
• distribute draft final report to CWGs
• “TOD strategies and policy recommendations” – April CWG Workshop
• present implementation strategies to city councils

Kick-off: January 2018
Estimated Completion: Spring 2019
why are we doing this study?

• we have a unique opportunity to shape the future of the station areas thanks to a multi-billion-dollar infrastructure investment

• our station areas can accommodate more development than is currently planned

• develop tools and strategies that address current policies and challenges that inhibit the success of TOD

• provides guidance for cities to realize Transit Oriented Communities around BART stations

why do we care about TOD?

• successful TOD is essential to realize full benefits of BART
  • increases BART and other transit ridership
  • offsets operating costs, allowing for improved service
  • a cohesive TOD strategy is essential to obtaining federal funding

• successful TOD organizes future growth in a way that maximizes benefits of transit
  • provides a diversity of jobs and mix of housing types
  • reduces displacement
  • supports local economy

• successful TOD improves quality of life
  • emphasizes investment in creating vibrant environment
  • brings local communities together
  • provides sustainable environment that reduces air quality impacts
what is the purpose of this study?

• this is more than a planning study – several have already been developed
  • a public vision has already been developed for the station areas
  • this study is building upon and enhancing previous plans

• planning (by itself) is not sufficient for TOD implementation
  • there are policy and market barriers that make achieving TOD challenging
  • need to provide regulatory and financial incentives for TOD
  • need to facilitate and raise priority of TOD through an integrated approach

• there are additional concerns we can address in this study
  • paying for necessary infrastructure improvements
  • achieving affordable housing goals
  • reducing displacement of long-time residents and small businesses

what does success look like for this study?

Cities adopt recommended strategies that...

... make TOD easy
  • policies and procedures that encourage good TOD over other development

... facilitate long-term investment
  • sustainable financing for current and future access needs
  • policies that build a vibrant and diverse environment

... address current and future community issues
  • affordable housing, displacement, housing shortage, access to jobs
what do we need from you?

We’re now starting to think about necessary solutions to the challenges that we’re presenting today, we’d like you to think about the following:

• is the input you’ve provided to us adequately reflected?
• are these challenges that you agree are top concerns?
• are you open to the evolution of previous plans/visions that may be necessary to address the challenges proposed?
• how can you help us make this a success? how will you participate in the discussion with decision-makers?

we will have time at the end of the presentation to discuss these questions

INPUT RECEIVED FOR EACH STATION AREA

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Community Working Group Workshop
November 2018
WHAT WE HEARD
DOWNTOWN SAN JOSÉ

HEIGHT AND DENSITY
- Apply the building heights and densities zones while adopting a sensitive, site-specific, approach to the historic and low-density context (e.g. Hensley Historic District)
- Use a “Step down” massing approach and diverse building typologies for new development in order to respect the low-rise context
- Concentrate high-rise development with ground floor retail amenities in the downtown core area with emphasis on the VTA Block
- Allocate taller, denser buildings next to CA-87 and the Guadalupe River Trail

WHAT WE HEARD
DOWNTOWN SAN JOSÉ

LAND USES AND COMMUNITY CHARACTER
- Respect the historic and existing residential context (e.g. Horace Mann and South University)
- Introduce greater mixed use and affordable housing in the SOFA
- Capitalize and support existing businesses
- Minimize the impact of shadows on open spaces

ACCESS AND CONNECTIVITY
- Improve mid-block linkages connecting San José State University campus to the Downtown BART Station and Plaza de César Chávez
KEY CHALLENGES TO IMPLEMENTING THE TOD VISION

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DOWNTOWN SAN JOSÉ STATION AREA

Funding local access and infrastructure improvements will be challenging

• Needed improvements include trails, connections to Diridon, and multimodal connections to other parts of the city/region

• Some opportunity for new development to contribute, but other sources will be needed
The City and VTA have set ambitious goals for affordable housing

- City of San José goal: 20% affordable housing (Downtown Strategy 2000 EIR)
- VTA Joint Development goals:
  - Individual JD projects: minimum 20% affordable units
  - Across VTA’s JD portfolio: target 35% affordable units

Achieving these affordable housing goals will be challenging

- San José’s inclusionary housing policy will not be sufficient on its own
- Like many other South Bay cities, new commercial development in San José is not required to contribute to affordable housing
- Rising construction and land costs make development increasingly expensive
- Limited state, federal, local funding for affordable housing production & preservation
In the current market, proposed office projects are including multiple floors of parking that are inconsistent with the long-term vision for TOD

- Parking and transportation demand strategies can help reduce the need for parking

Why is Parking so Important?
The Same Space Can Only Do So Much

Restaurant Table  
5’ x 5’ = 25 ft²

Office Cubicle  
8’ x 9’ = 72 ft²

Parking Space  
10’ x 20’ = 200 ft²

With drive aisles, parking space = +300 ft²  
Average San Jose rental apartment = 864 ft²

Parking Costs Money

$30,000

$30,000

$30,000

$30,000

$30,000

$30,000

$30,000
Distance Scares People Away

San Jose Downtown: Existing Off-Street Parking

Downtown San Jose Public Parking: Midday

<table>
<thead>
<tr>
<th></th>
<th>Spaces</th>
<th># Occupied</th>
<th>% Occupied</th>
<th>Spaces Available</th>
<th>Cost Per Space</th>
<th>UNUSED $</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Street</td>
<td>807</td>
<td>571</td>
<td>71%</td>
<td>236</td>
<td>$10,000</td>
<td>$2,360,000</td>
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<tr>
<td>Off-Street</td>
<td>3308</td>
<td>2564</td>
<td>78%</td>
<td>744</td>
<td>$30,000</td>
<td>$22,320,000</td>
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<tr>
<td>Total</td>
<td>4115</td>
<td>3135</td>
<td>76%</td>
<td>980</td>
<td></td>
<td>$24,680,000</td>
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</table>
Parking Factors

Land Use
- Mixed Uses
- Density
- Design

Transportation
- Multiple Modes
- Parking Policy
- Transportation Demand Mgmt

People

Balance

Parking Requirements

<table>
<thead>
<tr>
<th>San Jose Downtown</th>
<th>Multi-Family Residential</th>
<th>Office</th>
<th>Ground-Floor Retail</th>
<th>All Other Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Requirements (per San José Downtown Zoning Code)</td>
<td>1 space per unit</td>
<td>2.5 spaces per 1,000 square feet</td>
<td>No parking required</td>
<td>Varies</td>
</tr>
</tbody>
</table>
summary of challenges

• funding local access and infrastructure improvements
• achieving ambitious affordable housing goals
• current parking demand and policies are inconsistent with TOD
discussion questions

• is the input you’ve provided to us adequately reflected?

• high rise mixed use around station
• reduce density/height with distance
• ground floor retail
• density along Guadalupe River Trail and CA-87
• respect historic and residential context
• mixed use and affordable housing
• support existing businesses
• connectivity to SJSU campus

discussion questions

• are these challenges that you agree are top concerns?

funding access & infrastructure improvements

achieving affordable housing goals

parking policy
discussion questions

• are you open to the evolution of previous plans/visions that may be necessary to address the challenges proposed?

• how can you help us make this a success?
next steps

implementation strategies & tools
Oct.-Mar. 2019

- “overcoming TOD barriers” – November CWG workshop
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final report
Apr.-May 2019

- compile findings and recommendations
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- present implementation strategies to city councils — we need your support!