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
**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

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**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

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**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
WHAT WE HEARD
ALUM ROCK / 28TH STREET

HEIGHT & DENSITY
- Be consistent with previous planning efforts with specific regards to height limits
- Apply the building heights and densities zones while adopting a tailored approach based on existing opportunities and constraints
- Use a “Step down” massing approach to respect the Five Wounds Portuguese National Church and low-rise context
- Allocate taller, denser buildings along the Five Wounds Trail

WHAT WE HEARD
ALUM ROCK / 28TH STREET

USES AND COMMUNITY CHARACTER
- Complement and draw inspiration from the Five Wounds Portuguese National Church
- Preserve view corridors to the church as well as natural sunlight and feeling of openness of open spaces and the Five Wounds Trail
- Introduce a central community gathering space
- Maximize retail and active ground floor opportunities (e.g. neighborhood grocery store)
- Protect light industrial uses that are not in conflict with good TOD
- Prioritize affordable housing and anti-displacement strategies
WHAT WE HEARD
ALUM ROCK / 28TH STREET

ACCESS AND CONNECTIVITY
- Improved bike and pedestrian access
- Reconfigure Santa Clara Street to provide better multi-modal connectivity

ART
- Work with the community to integrate community-desired art

KEY CHALLENGES TO IMPLEMENTING THE TOD VISION

VTA's BART Phase II TOD Corridor Strategies and Access Planning Study
Community Working Group Workshop
November 2018
ALUM ROCK/28TH STREET STATION AREA

The market does not currently support the type and density of development that is envisioned in existing plans

- High-rise office development at the station is only likely to occur if driven by a major office user (e.g., a large tech company)

City policies limit housing development and constrain TOD

- Current plans and policies for the Urban Villages:
  - Limit the amount and timing of residential development
  - Require residential development to provide significant commercial component
  - More housing could help spur market for commercial development

<table>
<thead>
<tr>
<th>Urban Village</th>
<th>Horizon</th>
<th>Net New Housing Units</th>
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</thead>
<tbody>
<tr>
<td>Roosevelt Park</td>
<td>Horizon 1</td>
<td>650</td>
</tr>
<tr>
<td>Little Portugal</td>
<td>Horizon 1</td>
<td>310</td>
</tr>
<tr>
<td>Five Wounds BART</td>
<td>Horizon 2</td>
<td>845</td>
</tr>
<tr>
<td>24th and William St</td>
<td>Horizon 3</td>
<td>217</td>
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</tbody>
</table>

Subtotal: 2,022

Source: City of San José Envision San José 2040.
Funding local access and infrastructure improvements will be challenging

- Needed improvements include trails, connections to the transit station, and improved access across Highway 101

- The new Urban Village Implementation Framework relies on contributions from new residential development to pay for neighborhood amenities – even as Urban Village policies constrain residential development

The City and VTA have set ambitious goals for new affordable housing

- City of San José Urban Villages goal: 25% affordable housing
- VTA Joint Development goals:
  - Individual JD projects: minimum 20% affordable units
  - Across VTA’s JD portfolio: target 35% affordable units
ALUM ROCK/28TH STREET STATION AREA

Achieving these 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

• Regulatory constraints on residential development in Urban Villages make affordable (as well as market-rate) housing development more challenging

• Rising construction and land costs make development increasingly expensive

• Limited state, federal, local funding for affordable housing production & preservation

ALUM ROCK/28TH STREET STATION AREA

High risk of displacement of households and businesses

• Greatest concentration of low income households on the corridor

• High risk of household displacement and gentrification

• Concerns about small business displacement

<table>
<thead>
<tr>
<th></th>
<th>Santa Clara County</th>
<th>Alum Rock/28th Street</th>
<th>Downtown San José</th>
<th>Santa Clara</th>
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</thead>
<tbody>
<tr>
<td>More than $150,000</td>
<td>21%</td>
<td>25%</td>
<td>18%</td>
<td>19%</td>
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<tr>
<td>$100,000-$150,000</td>
<td>26%</td>
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<td>26%</td>
<td>22%</td>
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<td>26%</td>
<td>18%</td>
<td>14%</td>
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<tr>
<td>Less than $25,000</td>
<td>32%</td>
<td>30%</td>
<td>9%</td>
<td>32%</td>
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The amount of parking required in current plans and policies limits development potential and is inconsistent with the long-term vision for TOD

- Parking and transportation demand strategies can help reduce the need for parking, allowing for increased space for development
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

$30,000

$30,000

$30,000

$30,000

$30,000
## Existing Off-Street Parking

**Alum Rock/28th Street 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>
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</thead>
<tbody>
<tr>
<td>On-Street</td>
<td>1403</td>
<td>860</td>
<td>61%</td>
<td>543</td>
<td>$10,000</td>
<td>$5,430,000</td>
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</table>
Parking Factors

Land Use
+ Mixed Uses
+ Density
+ Design

Transportation
+ Multiple Modes
+ Parking Policy
+ Transportation Demand Mgmt

People → Balance

summary of challenges

- the market does not currently support the type and density of development that is currently envisioned
- city policies limit housing development and constrain TOD
- funding local access and infrastructure improvements
- achieving ambitious affordable housing goals
- there is a high risk of displacement
- current parking demand and policies are inconsistent with TOD
Discussion Questions

discussion questions

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

- consistency with previous planning efforts
- complement Five Wounds Portuguese National Church
- density along Five Wounds Trail
- community gathering space
- activate ground floor
- multi-modal connectivity
- local art and culture
- affordable housing and anti-displacement
discussion questions

• are these challenges that you agree are top concerns?

market & policy limitations

funding public improvements affordable housing

risk for displacement

parking policy

discussion questions

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

• how can you help us make this a success?

next steps

implementation strategies & tools
Oct.-Mar. 2019
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final report
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